

should address the care and safety of passengers and crew at the diversion airport.

Proposed Change to Section 135.345 Pilots: Initial, Transition, and Upgrade Ground Training

The FAA proposes to amend section 135.345 by adding subject material to be included in the pilot training requirement.

Explanation

The additional training includes ETOPS for those operators that will have ETOPS authority. It would also add the requirement for training on the operator's passenger recovery plan that would apply for those operators conducting ETOPS, and those operators conducting non-ETOPS polar flights. The recovery plan should address the care and safety of passengers and crew at the diversion airport, and include the plan of operation to extract the passengers and crew from that airport. It is therefore important that crew members are adequately trained so that they understand their role in the certificate holder's passenger recovery plan.

Proposed New Section 135.364 Multi-Engine Airplane Limitations:

Maximum Distance From an Airport

The FAA proposes to add a new rule, section 135.364, which establishes the maximum distance that a multi-engine airplane may be operated from an airport that meets the requirements of part 135.

Explanation

The rule would allow flight operations beyond 180-minutes when approved by the FAA, and conducted to the ETOPS requirements specified in part 135, Appendix H.

Proposed Change to Section 135.411 Applicability

The proposal would add paragraph (d) to require ETOPS operators to maintain the aircraft under a maintenance program in accordance with paragraph (a)(2) and the additional requirements of Appendix H of this part.

Explanation

The ARAC proposed that part 135 operators could maintain their airplanes under paragraph 135.411(a)(1) for 9 or less passenger seats with an approved aircraft inspection program under section 135.419 or under paragraph 135.411(a)(2) for ten or more passenger seats. This proposal differs from ARAC's proposal in that it would require all part

135 operators to maintain their aircraft in accordance with paragraph 135.411(a)(2). The FAA does not feel that an inspection program approved under section 135.419 will support the ETOPS requirement. A CAMP approved under paragraph 135.411(a)(2) sets the same foundation to support ETOPS operations as part 121.

The ARAC recommended periodic reporting of airplane and engine operating hours and cycles. The FAA did not include this recommendation because the information is currently available and reported to the FAA by the engine manufacturers.

Proposed New Part 135 Appendix H

Appendix H to part 135 would establish the certification, airplane, operation and maintenance requirements for ETOPS operations.

A. Definitions

The FAA proposes to use the following definitions applicable to ETOPS. Many of the terms used in the proposed regulatory and guidance material for ETOPS under this part are unique to these operations. Requirements and concepts for ETOPS require precise definition to assure common understanding and compliance.

1. ETOPS: Extended Operations.
2. ETOPS Dual Maintenance.

B. Certificate Holder Experience Prior To Conducting ETOPS

Safety is enhanced when, prior to conducting ETOPS, a certificate holder gains operational experience in the type of airplane capable of ETOPS, and with the operational environment typically encountered on longer range flights (up to 180 minutes) in areas where airports available for an enroute diversion are limited. Typically, this involves prior operational experience on overwater flights to international areas of operation in accordance with part 135.

Operators requesting authority to operate ETOPS would have to show operating experience on international routes with a transport category turbine powered airplane. For this particular case, experience with international operations does not include operations from the 48 contiguous States to Canada and Mexico. This experience can only be obtained on extended flight operations that involve oceanic crossings.

A minimum 12 months operating experience is required. The proposal allows for up to 6 months credit toward the 12-month requirement for those operators that were certificated under part 135 or part 121 prior to the effective

date of this rule. Additionally, for operators with previous ETOPS experience with other airplane types may have that experience credited in whole, or in part to the 12 month experience requirement.

C. Airplane Requirements

The proposed regulation would require that airplanes operated in ETOPS be certificated to the new section 25.1535 standards. In order to allow for a smooth industry transition to this requirement for a period of 8 years following the effective date of the new part 25 regulation with airplanes certificated to the present part 25 standards could be used in ETOPS if they have specific electrical and fuel system capabilities. Such an airplane would have to be found acceptable to the FAA after consultation with the type certificate holder. The determination that an airplane is acceptable for ETOPS is a simply a verification that the airplane electrical and fuel systems are capable of supporting the intended operation. This provision would apply to airplanes added to the operator operations specifications on or before the date that is 8 years after the new part 25 is in effect. Airplanes added to the operating certificate after the 8-year period would have to be certificated to the new part 25 standards.

D. Certificate Holder Requirements

The ARAC recommended that part 135 flights conducted under ETOPS authority be limited to a maximum diversion time of 240 minutes from an enroute alternate airport, at a speed selected by the certificate holder from a range of speeds approved by the FAA that is within the certificated operating limits of the airplane, with one engine inoperative (under standard conditions in still air). This was deemed to be sufficient for the routes that could be expected for an on-demand type operation. Having an upper limit would enable an operator to maintain an operational readiness and the required reliability especially when these types of operations may occur infrequently. The FAA accepts the recommendation and reflects it in the proposed rule.

The proposed rule would require the certificate holder to have the means and the procedure to allow flight crews to have in-flight access to current weather and operational information on all enroute alternate, destination and destination alternate airports proposed for each ETOPS flight. By validated ETOPS practices, flights can be launched on the basis of weather forecasts that are revised and updated while the flight is enroute. It is essential