

with maximum diversion times up to 90 minutes on Micronesian area routes. For such operations the airframe and engine combination must be type design approved for a minimum of 120 minute ETOPS. The certificate holder must employ an FAA approved operations and maintenance program that specifically addresses factors significant to 120 minute ETOPS, except that a service check before departure of the return flight may not be required. Minimum equipment list requirements for 120 minute extended range ("ER") operations apply to such operations.

(c) *120 minutes.* Approvals may be granted to conduct ETOPS with maximum diversion times up to 120 minutes. For such operations the airframe/engine combination must be type design approved for a minimum of 120 minute ETOPS. The certificate holder must employ an FAA approved operations and maintenance program that specifically addresses factors significant to 120 minute ETOPS. Minimum equipment list requirements for 120 minute extended range ("ER") operations apply to such operations.

(d) *138 Minutes.* 138-minute ETOPS must be operated under one of the following:

(1) *Extension of 120-minute ETOPS authority.* Approvals may be granted to conduct ETOPS with maximum diversion times up to 138 minutes. This authority is deemed to be an extension of already existing 120-minute ETOPS authority, and may only be exercised on a flight-by-flight exception basis. For such operations the airframe-engine combination must be type design approved for a minimum of 120 minute ETOPS. In addition, airplane time-limited system capability may not be less than the authorized 138-minute diversion time in still air conditions at the approved one engine inoperative cruise speed plus a 15-minute allowance for holding, approach and landing. The certificate holder must employ an FAA approved operations and maintenance program that specifically addresses factors significant to 138-minute ETOPS. Operators with 120-minute ETOPS authority but no 180-minute authority may apply to AFS-200 through their certificate holding district office (CHDO) for a modified MEL which satisfies the MMEL policy for system/component relief in ETOPS beyond 120 minutes. The certificate holder shall submit for FAA approval a summary of revisions to training curricula for maintenance, dispatch and flight crew personnel which identifies differences between 138-minute ETOPS diversion authority and its previously approved 120-minute ETOPS diversion authority.

(2) *Use of existing 180-minute ETOPS approval.* Approvals may be granted to conduct ETOPS with maximum diversion times up to 138 minutes to certificate holders with existing 180 minute ETOPS approval. This authority may be exercised on an unlimited basis. For such operations the airframe/engine combination must be type design approved for a minimum of 180-minute ETOPS. The certificate holder must employ an FAA approved operations and maintenance program that specifically addresses factors significant to 138-minute ETOPS. Approved minimum equipment list

provisions for "beyond 120 minutes ETOPS" apply to these operations. The certificate holder shall submit for FAA approval a summary of revisions to training curricula for maintenance, dispatch and flight crew personnel which identifies differences between 138-minute ETOPS diversion authority and its previously approved 180-minute ETOPS diversion authority.

(e) *180 minutes.* Approvals may be granted to conduct ETOPS with maximum diversion times up to 180 minutes. For such operations the airframe and engine combination must be type design approved for a minimum of 180-minute ETOPS. The certificate holder must employ an FAA approved operations and maintenance program that specifically addresses factors significant to 180-minute ETOPS operations. Minimum equipment list provisions for "beyond 120 minutes ETOPS" apply to these operations.

(f) *Greater than 180 minutes.*

Approvals may be granted to certificate holders with previous ETOPS experience to conduct ETOPS with maximum diversion times exceeding 180 minutes as specified in paragraphs (g) through (j) of this appendix. Approvals may be granted only to certificate holders with existing 180 minutes ETOPS approval on the airframe/engine combination listed in their application. In conducting all such operations, operators must make every attempt to minimize diversion time along the preferred track and plan ETOPS at maximum diversion distances of 180 minutes or less. If conditions prevent the use of adequate airports within 180 minutes as ETOPS Alternates, the route may be flown beyond 180 minutes authority subject to the requirements provided for the specific area of operations. In addition to the MEL limitations for 180 minute ETOPS, the following systems must be operational for dispatch:

- (1) Fuel Quantity Indicating System (FQIS),
- (2) APU (including electrical and pneumatic supply to its designed capability),
- (3) auto throttle system,
- (4) the communication system required by section 121.99(d) or 121.122(c), as applicable, and
- (5) one engine inoperative auto land capability, if flight planning is predicated on its use.

Operators must inform the flight crew any time an aircraft is proposed for dispatch under this authority and make available the dispatch considerations requiring such operations.

(g) *North Pacific.*

On flight by flight exception basis, tracked by the certificate holder, when an ETOPS Alternate is not available within 180 minutes in the North Pacific area of operation, the nearest available ETOPS Alternate must be specified within 207 minutes maximum diversion time. In conducting such operations the operator must give Air Traffic Services preferred track, if available, the first consideration. Application of this exception must be limited to circumstances such as political or military concern, volcanic activity, airport weather below dispatch requirements, temporary airport conditions and other weather related events. For such operations, the airframe and engine

combination must be type design approved for a minimum of 180-minute ETOPS. The time required to fly the distance to the planned ETOPS Alternate or alternates, at the approved one engine inoperative cruise speed, in still air and standard day temperature, may not exceed the time specified in the Airplane Flight Manual for the airplane's most time limited system time minus 15 minutes.

(h) *Polar Area (North Pole) and North of NOPAC.*

On a flight by flight exception basis, tracked by the certificate holder, when an ETOPS alternate is not available within 180 minutes in the Polar Area (North Pole) or north of the North Pacific Area of Operations, the nearest available ETOPS Alternate must be specified within 240 minutes maximum diversion time. Application of this exception shall be limited to circumstances related to the weather extremes particular to this area of the world such as volcanic activity, extreme cold weather at en route airports, airport weather below dispatch requirements, temporary airport conditions and other weather related events. The criteria used by the certificate holder to make determinations that extreme weather precludes the use of an airport must be established by the certificate holder and accepted by the FAA and published in the certificate holder's manual for the use of dispatchers and pilots. For such operations, the airframe/engine combination must be type design approved for a minimum of 240-minute ETOPS as specified in the Configuration Maintenance and Procedures (CMP) Standard for such operations. For such operations, the requirements in paragraph C, Polar Area (North & South Pole) and ETOPS beyond 180 minutes North of the NOPAC area, of this appendix apply.

(i) *240 minutes Area of Operations.*

Approvals may be granted to certificate holders with previous ETOPS experience and existing 180-minute ETOPS approval for the airframe engine combination listed in their application to conduct ETOPS with maximum diversion times up to 240 minutes on routes in the Pacific oceanic areas between the U.S. west coast and Australia, New Zealand and Polynesia; south Atlantic oceanic areas; Indian Oceanic areas; oceanic areas between Australia and South America. The operator must designate the nearest available ETOPS Alternate or Alternates along the planned route of flight. For such operations, the airframe and engine combination must be type design approved for a minimum of 240 minute ETOPS. All requirements specified in the Configuration Maintenance and Procedures (CMP) Standard for 240 minute ETOPS are applicable to such operations.

(j) *Beyond 240 minutes Area of Operations.*

Approvals may be granted, to certificate holders who have been operating in accordance with 180 minute or greater ETOPS for 24 consecutive months, of which at least 12 consecutive months shall be at 240 minute ETOPS on the airframe/engine combination for which the authority is requested, to conduct ETOPS with maximum diversion times beyond 240 minutes between city pairs on routes in the Pacific oceanic areas between the U.S. west coast and