CAR OPS 1.245 details the maximum distance that aeroplanes may operate from an adequate aerodrome. Performance class A aeroplanes with a maximum operating passenger seating configuration (MOPSC) of 19 or less may operate at a distance equivalent to the range flown at the one-engine-inoperative (OEI) cruise speed for 120 minutes. Subject to approval from the CAA, this distance may be increased to the range flown at the OEI cruise speed for 180 minutes. This application and declaration is designed to assist operators in identifying the additional procedures that the Authority requires in order to grant such approval.

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| **SECTION 1 GENERAL DETAILS** | | | |
| Name of Operator: |  | | *(Provide details)* |
| NON-EDTO threshold time |  | Registration Mark: |  |
| Aeroplane Type & Model |  | Serial No: |  |
| Engine manufacturer: |  | Engine Model: |  |
| APU manufacturer: |  | APU Model: |  |

| **SECTION 2 DECLARATION** |  |  |
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| Requirement | Regulatory Ref | Operator’s Reference in Operations Manual |
| **2A. Airworthiness** | | |
| i) How does the operator demonstrate that it has incorporated the relevant information into its MME and Aircraft Maintenance Programme in support of extended range operations? | AMC OPS 1.245(a)(2) para. 2 & para. 4 |  |
| ii) How does the operator demonstrate that the aeroplane has been certified to CS-25 or equivalent (e.g. FAR-25)? | AMC OPS 1.245(a)(2) para. 2 |  |
| iii) What procedures has the operator instigated to ensure that all engine events and operating hours are reported to the airframe and engine type certificate (TC) holders, as well as to the authority? | AMC OPS 1.245(a)(2) para. 3 |  |
| iv) How will the operator ensure that these events are evaluated by the operator in consultation with the authority and with the engine and airframe TC holders? | AMC OPS 1.245(a)(2) para. 3 |  |
| v) Is the fleet size, or accumulated flight hours, so small as to make statistical analysis unavailable? If so, what process has been introduced to review individual engine events on a case- by-case basis? | AMC OPS 1.245(a)(2) para. 3 |  |
| vi) What process has been instigated to ensure that any evaluation or statistical assessment, can lead to corrective action or the application of operational restrictions? | AMC OPS 1.245(a)(2) para. 3 |  |
| vii) Where does it state that reportable engine events include:  a) Engine shutdowns, both on ground and in-flight, excluding normal training events, including flameout?  b) Occurrences where the intended thrust level was not achieved or where crew action was taken to reduce thrust below the normal level for whatever reason?  c) Unscheduled removals? | AMC OPS 1.245(a)(2) para. 3 |  |
| viii) How will the operator ensure that all corrective actions required by the authority are implemented? | AMC OPS 1.245(a)(2) para. 4 |  |
| ix) Has the operator instigated an oil-consumption-monitoring programme based on engine manufacturer’s recommendations? | AMC OPS 1.245(a)(2) para. 4 |  |
| x) How does this programme track oil consumption trends, and is the monitoring continuous and does it take account of the oil added, including at the departure station? | AMC OPS 1.245(a)(2) para. 4 |  |
| xi) Has the operator instigated an engine monitoring programme which provides for engine condition monitoring? | AMC OPS 1.245(a)(2) para. 4 |  |
| xii) Does this programme describe the parameters to be monitored, the method of data collection and a corrective action process, and is it based on the engine manufacturer’s instructions? | AMC OPS 1.245(a)(2) para. 4 |  |
| xiii) How will this monitoring be used to detect propulsion system deterioration at an early stage, allowing corrective action to be taken before safe operation is affected? | AMC OPS 1.245(a)(2) para. 4 |  |
| xiv) Have all the procedures stated above been incorporated into the operator’s aircraft maintenance programme and Maintenance Management Exposition (MME)? | AMC OPS 1.245(a)(2) para. 4 |  |
| xv) Do the operator’s procedures include the requirement to conduct a pre-departure check, additional to the pre-flight inspection required by Subpart M and designed to verify the status of the aeroplane’s significant systems? | AMC OPS 1.245(a)(2) para. 4 |  |
| xvi) How does the operator ensure that flight crew members are fully trained and competent to conduct a pre-departure check of the aeroplane, particularly the checking of required fluid levels? | AMC OPS 1.245(a)(2) para. 5 |  |
| **2B. Operational** | | |
| i) Has the operator included the definition of EDTO in the operation manuals? | CAR OPS 1.192 (a) |  |
| ii) Where does the operator specify the maximum distance to an adequate aerodrome? | CAR OPS 1.245 (b) |  |
| iii) Where does the operator specify the one-engine inoperative cruise speed? | CAR OPS 1.245 (c) |  |
| iv) Is the OEI speed selected by the operator speed within the certified limits of the aeroplane, and approved by the competent authority? | CAR OPS 1.245 (c) |  |
| v) How does the operator identify en-route alternate aerodromes (ERA)? | OPS 1.245 (d)(1)(i) & AMC OPS 1.245 (a) 1.5 (a) |  |
| vi) How does the operator ensure that ERA adequate aerodromes are available for the intended route, within the distance flown in 180 minutes based upon the OEI cruising speed? | OPS 1.245 (d)(1)(i) & AMC OPS 1.245(a) 1.5 (e) |  |
| vii) When selecting ERA how does the operator confirm that, based on the available meteorological information, the weather conditions at ERA aerodromes are at or above the applicable minima for the applicable period of time. | OPS 1.245 (d)(1)(ii) & OPS 1.245 (d)(2) & AMC OPS 1.245(a) 1.5 (b) |  |
| viii) How does the operator address the operational control procedures addressing the initiation, continuation and termination or diversion of a flight? | OPS 1.245 (e)(1) &  AMC OPS 1.245 (a) 1.2 (a) |  |
| ix) How does the operator address the flight dispatch procedures addressing the method of control and supervision of flight operations? | OPS 1.245 (e)(1) &  AMC OPS 1.245 (a) 1.2 (b) |  |
| x) How does the operator address the operating procedures for organisation and methods for including a description of the responsibilities? | OPS 1.245 (e)(2) & AMC OPS 1.245(a) 1.2 (c) |  |
| xi) How does the operator address the training programmes for pilots and flight operations officer/flight dispatchers?  (Note: Training programmes should ensure area, route and aerodrome qualifications are complied with such as, but not limited to, route qualification, flight preparation, concept of extended diversion time operations and criteria for diversion.) | OPS 1.245 (e)(3) & AMC OPS 1.245(a) 1.2 (d) & 1.4 |  |
| xii) Does the RA address the capabilities of the operator? | CAR OPS 1.245(f)(1) |  |
| xiii) Does the RA address the overall reliability of the aeroplane? | CAR OPS 1.245(f)(2) |  |
| xiv) Does the RA address the reliability of each time limited system? | CAR OPS 1.245(f)(3) |  |
| xv) Does the RA address the relevant information from the aeroplane manufacturer? | CAR OPS 1.245(f)(4) |  |
| xvi) Does the RA address the specific mitigation measures? | CAR OPS 1.245(f)(5) |  |
| xvii) How does the operator ensure that the diversion time to an adequate aerodrome does not exceed the cargo compartment fire suppression time capability of the aeroplane, if applicable, reduced by an operational safety margin of 15 minutes? | CAR OPS 1.245(g) |  |
| xviii) Does the operator’s training programme include:  Meteorological aerodrome reports (METARs) and terminal aerodrome forecast (TAF) reports.  Obtaining in-flight weather updates on the en-route alternate (ERA), destination and destination alternate aerodromes.  Consideration of forecast winds, including the accuracy of the forecast compared to actual wind experienced during flight and meteorological conditions along the expected flight path at the OEI cruising altitude and throughout the approach and landing  Are the crews trained in OEI performance data, including drift-down procedures and OEI service ceiling data? | AMC OPS 1.245(a) 1.4 |  |
| xix) How does the operator ensure the availability of communications facilities in order to allow reliable two-way voice communications between the aeroplane and the appropriate ATC unit at OEI cruise altitudes? | AMC OPS 1.245(a) 1.5 (c) |  |
| xx) How does the operator ensure there are methods to enable two-way communications between the aeroplane and the operator’s operational control centre? | AMC OPS 1.245(a) 1.5 (c) |  |
| xxi) How does the operator ensure a means to monitor conditions along the planned route including the identified alternate airports and ensure that procedures are in place so that the flight crew are advised of any situation that may affect the safety of flight | AMC OPS 1.245(a) 1.5 (d) |  |
| xxii) Has the operator established in its MEL the minimum equipment that has to be serviceable for non-EDTO operations between 120 and 180 minutes, and does the MEL take into account all items specified by the manufacturer relevant to this type of operation? | AMC OPS 1.245(a) 1.5 (f) |  |
| xxiii) Where does the operator detail its procedures for single and multiple failures in flight that may give rise to go/no-go and diversion decisions? | AMC OPS 1.245(a) 1.5 (f) |  |
| xxiv) How is the aircraft technical log reviewed prior to dispatch to ensure that proper MEL procedures, deferred items, and required maintenance checks have been completed? | AMC OPS 1.245(a) 1.5 (f) |  |
| xxv) Where does the operator state its dispatch procedures regarding fuel and oil supply for releasing an aeroplane on an extended range flight?  Do these procedures consider any additional fuel that may be determined in accordance with a critical fuel scenario, ice protection and APU operation? | AMC OPS 1.245(a) 1.5 (f) |  |
| xxvi) How does the operator ensure the navigation facilities and capabilities are adequate to support the route being flown? | AMC OPS 1.245(a) 1.5 (g) |  |
| xxvii) Where does it state that the crew are required to verify fuel on board prior to departure and monitoring fuel on board en-route, including calculation of fuel remaining? | AMC OPS 1.245(a) 1.5 (h) |  |
| xxviii) Does the operator dictate a procedure which provides for an independent cross-check of fuel quantity indicators? (e.g. fuel flow may be used to calculate the fuel burned, which may be compared with the indicated fuel remaining). Does this procedure stipulate that it must be confirmed that the fuel remaining is sufficient to satisfy the critical fuel reserves? | AMC OPS 1.245(a) 1.5 (h) |  |
| xxix) Where is the policy, and guidelines, to aid the flight crew in the diversion decision-making process and emphasising the need for constant awareness of the closest weather-permissible alternate aerodrome in terms of time? | AMC OPS 1.245(a) 1.6 |  |

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| **SECTION 3. APPLICANT COMPLIANCE STATEMENT**  The undersigned certifies the above information to be correct and true and that aeroplane system installation, continuing airworthiness of systems, minimum equipment for dispatch, operating procedures and flight crew training comply with the requirements of CAR OPS 1.245. | | | |
| Date: |  | | |
| Name of Applicant: |  | Signature of Applicant: |  |