

OPERATIONS INFORMATION LETTER (OIL) 4/2007 Rev. 2

Betrieb von nicht ETOPS geeigneten turbinengetriebenen Flugzeugen in einer Entfernung zwischen 120 und 180 Minuten von einem geeigneten Flugplatz - Genehmigung

1. EU OPS 1.245 fordert eine besondere Genehmigung für den Flugbetrieb außerhalb der größten Entfernung von einem geeigneten Flugplatz für zweimotorige Flugzeuge der Flugleistungsklasse A ohne ETOPS Genehmigung zwischen 120 und 180 Minuten in Reisefluggeschwindigkeit mit einem ausgefallenen Triebwerk von Strahlflugzeugen mit einer höchstens genehmigten Fluggastsitzanzahl (MAPSC) von 19 oder weniger und einer höchstzulässigen Startmasse (MTOM) von weniger als 45360 kg.
2. Um Luftfahrtunternehmen die Vorbereitungsarbeiten zu erleichtern und die Antragstellung zu vereinfachen wird mit dem gegenständlichen OPERATIONS INFORMATION LETTER (OIL) ein Antragsformblatt für Non-ETOPS long range Genehmigungen veröffentlicht.
3. Luftfahrtunternehmen (gemäß EU-OPS 1) sind angehalten, das als „Application for Operation of a Non-ETOPS compliant turbojet aeroplane between 120 and 180 minutes from an adequate aerodrome“ bezeichnete Formblatt (siehe auch Anhang) zu verwenden.
4. Übereinstimmung mit den Standards in TGL 44 AMC OPS 1.245 (a)(2) gilt als hergestellt, wenn § 1 (2) AOCV 2008 beachtet wird. Luftfahrtunternehmen, welche von diesen Standards abweichen wollen, sind selbst verantwortlich dafür einen gleichwertigen Sicherheitsstandard herzustellen.
5. Die Nummerierung in diesem OIL folgt der Nummerierung des TGL 44 AMC OPS 1.245 (a)(2).

Operation of a Non-ETOPS compliant turbojet aeroplane between 120 and 180 minutes from an adequate aerodrome – Approval

1. EU OPS 1.245 requires an additional approval for air operation beyond the maximum distance from an adequate aerodrome for twin-engine aircraft of performance class A without ETOPS-approval for operations between 120 and 180 minutes at the one engine inoperative cruise speed with turbojet aeroplanes with a maximum approved passenger seating configuration (MAPSC) of 19 or less and a maximum take-off mass (MTOM) less than 45360 kg.
2. To ease preparation work for Operators and to streamline the application process an application form containing compliance with Non-ETOPS long range operations requirements is published within the present OPERATIONS INFORMATION LETTER (OIL).
3. Operators (acc. EU-OPS 1) are requested to use „ Application for Operation of a Non-ETOPS compliant turbojet aeroplane between 120 and 180 minutes from an adequate aerodrome “.
4. Compliance with the standard detailed in TGL 44 AMC OPS 1.245 (a)(2) is considered acceptable means of compliance according § 1 (2) AOCV (2008). If the applicant elects to deviate from this standard, they are responsibility for substantiating the equivalent level of safety of their intended means of compliance.

The numbering of this OIL is based on the numbering of TGL 44 AMC OPS 1.245 (a) (2).

Anhänge und Anlagen

Anhang 1: Antragsformular/Application Form (FO_LFA_OPS_009)

Austro Control GmbH
Schnirchgasse 11
Abteilung AOT/Operations
1030 Wien

**Application for Operation of a Non-ETOPS compliant turbojet aeroplane
 between 120 and 180 minutes from an adequate aerodrome**

Applicants Statement

The undersigned certifies the following 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 EU-OPS 1.245(a)(2) and TGL 44 AMC OPS 1.245(a)(2).		
Name of Post Holder Flight Operations:	Signature:	Date:
Name of Post Holder Maintenance System:	Signature:	Date:
Name of Post Holder Crew Training:	Signature:	Date:

0 Application

		yes	no
0.1	Initial request for Operation of a Non-ETOPS compliant turbojet aeroplane between 120 and 180 minutes from an adequate aerodrome.	<input type="checkbox"/>	<input type="checkbox"/>
0.2	Compliance to the requirements of OPS 1.245 (a) (2) has been shown through the application of AMC OPS 1.245 (a) (2). If no, specify deviations in text and provide substantiation.	<input type="checkbox"/>	<input type="checkbox"/>

1 General

General Information		
1.1	Applicant and AOC Number:	
	Aeroplane Registration:	
	Aeroplane Manufacturer:	
	Aeroplane Type Designation:	
	Fleet size:	
	Aeroplane Serial Number(s):	
	MAPSC:	
	MTOM:	
	Number of month's/years of operational experience with specific engine/airframe combination:	
	Total number of long range and/or domestic operations conducted with specific engine/airframe combination:	
	Number of domestic sectors:	
	Number of long range sectors:	
	Total number of engine/airframe hours and cycles with specific engine/airframe combination:	
	Total operator's airframe fleet hours:	
	Total operator's airframe fleet cycles:	
	Total operator's engine hours:	
	Hours of operators high time engine:	
	Engine Manufacturer	
	Engine Type Designation	
	In-flight shutdown (IFSD) rate (all causes) including the 12-month rolling average for both the operator and the world fleet (IFSD per 1000 engine flight hours)	IFSD rate of operators fleet:..... Reference: IFSD rate of world fleet:..... Reference:
	Unscheduled engine removal rate (URR) for both the operator and the world fleet (URR rate per 1000 engine flight hours)	URR of operators fleet:..... Reference: URR of world fleet:..... Reference:
	APU Manufacturer:	
	APU Type Designation:	

2 System capability

		yes	no
2	TC-Holders compliance report detailing compliance with OPS 1.245 (a)(2) <i>Report ref</i> _____ <i>Date</i> _____ <i>Rev</i> _____ <i>Note: provide report as attachment to this application.</i>	<input type="checkbox"/>	<input type="checkbox"/>

3 Powerplant events and corrective actions

		yes	no
3.a	OMP/CAME revised including the requirement to report additional ER relevant events as detailed in AMC20-6 Annex 4 §7(a) <i>Specify OMP/CAME reference</i> _____	<input type="checkbox"/>	<input type="checkbox"/>
3.b	OMP/CAME revised to include corrective action procedure to address ER relevant events. <i>Specify OMP/CAME reference</i> _____	<input type="checkbox"/>	<input type="checkbox"/>
3.c	OMP/CAME revised to ensure adequacy of the reliability system required in M.A.302 (f) in acc. with appendix I to AMC 302 (f) <i>Specify OMP/CAME reference</i> _____		<input type="checkbox"/>
3.d	OMP/CAME revised to detail operational restriction procedure <i>Specify OMP/CAME reference</i> _____	<input type="checkbox"/>	<input type="checkbox"/>

4 Maintenance

		yes	no
4.a	OMP revised to include additional pre-departure maintenance check <i>Specify OMP reference</i> _____	<input type="checkbox"/>	<input type="checkbox"/>
4.b	OMP revised to include ENG/APU oil consumption monitoring program <i>Specify OMP reference</i> _____	<input type="checkbox"/>	<input type="checkbox"/>
4.c	OMP revised to include engine condition monitoring program. <i>Specify OMP reference</i> _____ <i>Note: shall include commitment precluding operation with negative margins.</i>	<input type="checkbox"/>	<input type="checkbox"/>
4.d	OMP revised to add CMP compliance procedure (if applicable) to AD procedure. SB procedure details exactly which forms of SB are to be considered mandatory (ie, ALERT, USG, CAT 1 to 3, MSB etc) <i>Specify OMP reference</i> _____	<input type="checkbox"/>	<input type="checkbox"/>

5 Flight Crew Training

Flight crew training and qualification (*)		
	The applicant is required to establish the following (covering the subjects under 5.1)	Description in the OM (add manual reference chapter and sub-chapter)
5.1	Flight crew qualification requirements <ul style="list-style-type: none"> • introduction / generic rules • Flight Plan • Critical fuel analysis • Preflight • Dispatch • Cockpit preparation • Contingencies / Emergencies 	
	Description of initial and recurrent Training, checking and training syllabi	

6 Minimum equipment list.

		yes	no
6.1	MEL revised to include the MMEL system requirements for ER operations.	<input type="checkbox"/>	<input type="checkbox"/>

7 Dispatch/Flight planning requirements:

Operating Practices and Procedures (*)		
	The applicant must institute Non-ETOPS long range operating practices and procedures. These practices and procedures should cover the following subjects:	Long range operating practices and procedures described in the OM (add manual reference, chapter and subchapter)
7.1	1) Flight planning procedures (Non-ETOPS long range status of aeroplane, dispatch, critical fuel scenario, alternate aerodromes, review of technical log, use of MEL, communication, navigation, etc.)	
	2) En-route procedures (cross checking procedures to identify navigation errors, use of INS/IRS navigation systems without automatic radio navigation updating, use of GPS, minimum equipment at the Non-ETOPS long range entry point, alternate routings, position check before entering Non-ETOPS long range airspace, alternate aerodromes, performance data, fuel and oil supply, etc.)	
	3) Procedures with respect to flight crew response to abnormal situations (response to non-normal events, notification of ATC of navigation equipment problems, contingency procedures, selection of other navigation aids in case of loss of RNAV capability, etc.)	
	4) Post-flight procedures (technical-log entries, defects description, etc.)	

8 Application Package

Documentation to be submitted to the ACG		Submitted	
		yes	no
8.1	Type certificate holder's compliance report.	<input type="checkbox"/>	<input type="checkbox"/>
8.2	Continuing airworthiness management exposition (CAME) (*)	<input type="checkbox"/>	<input type="checkbox"/>
8.3	Operators maintenance program	<input type="checkbox"/>	<input type="checkbox"/>
8.4	Flight crew Non-ETOPS long range training programmes and syllabi for initial and recurrent training (OM-D or referenced Training Manual) (*)	<input type="checkbox"/>	<input type="checkbox"/>
8.5	Operations manuals and checklists that include Non-ETOPS long range operation practices and procedures (OM-A and/or OM-B and/or OM-C and/or referenced Long Range Manual) (*)	<input type="checkbox"/>	<input type="checkbox"/>
8.6	Minimum Equipment List (MEL) that include items pertinent to Non-ETOPS long range operations (*)	<input type="checkbox"/>	<input type="checkbox"/>

Completion of form: Each relevant Box should be completed with a (X). Items marked with an asterisk (*) to be completed only for first aeroplane of each aeroplane type / model in operators fleet. Where form must be completed by referring to a document of applicant's documentation system, add manual reference, chapter and sub-chapter. Please ensure all applicable areas are completed.

For official ACG use only

Subject	Responsible	Signature/Date
1) Application Form for Operation of a Non-ETOPS compliant turbojet aeroplane between 120 and 180 minutes from an adequate aerodrome and application package checked for completeness	OPS/POI	
2) Audit of operators technical capability, including closure of findings.	TEO/ACE	
3) OMP approval	ACE	
4) CAME approval + (scope of audit program expanded to include ER operations).	TEO	
5) OM Approvals	OPS/POI	
6) Operational Audit conducted	OPS/POI	
7) Operational approval granted (AOC Annex)	OPS/POI	
8) Non-ETOPS long range approval process administratively completed (OPS update, exchange of Certificates, Audit program expanded to include continued oversight.)	OPS/POI	