	<b>FLIGHT OPERATIONS DIVISION</b> <b>SPECIAL APPROVAL – EDTO APPROVAL</b> <b>EXTENDED DIVERSION TIME OPERATIONS (EDTO) APPROVAL APPLICATION FORM</b>
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## SECTION A – ORGANISATION

### 1. Organisation Details

<b>a. Company Details</b>	
i.	Registered name
ii.	Trading name if different
iii.	Mailing address
iv.	Telephone
v.	Fax
vi.	E-mail

<b>b. Principal Place of Business</b>	
i.	Mailing address:
ii.	Telephone:
iii.	Fax:
vi.	E-mail:

<b>c. Proposed Start Date</b>	
i.	Start

<b>d. AOC Certification /Variation Focal Point</b>		
<b>Name</b>	<b>Telephone</b>	<b>Email</b>


### 2. Nominated Post Holder Details

No	Title	Name	Telephone No	Email
a.	Accountable Manager			
b.	Director of Flight Operations			
c.	Chief Pilot Operations			
d.	Chief Pilot Training			
e.	Maintenance Manager			
f.	SMS Manager			
g.	Security Manager			
h.	Quality Manager			

## SECTION B. OPERATIONS

### 3. Proposed / Approved Type Of Operations

<input type="checkbox"/> Schedule	<input type="checkbox"/> Non-Schedule	<input type="checkbox"/> Passenger	<input type="checkbox"/> Cargo
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#### 4. Proposed / Approved Aircraft/Engine Type

Aeroplane registration mark(s)	
Aeroplane Manufacturer	
Aeroplane Type Designation/Model Designation	
Aeroplane Serial No(s)	
Engine Manufacturer	
Engine Type Designation/Model Designation	
APU Manufacturer	
APU Type Designation	


#### SECTION C – EDTO APPROVAL DETAILS

##### 5. EDTO Approval

a.	<input type="checkbox"/> AOC Initial Certification
b.	<input type="checkbox"/> AOC Variation

##### 6. EDTO – Scope of Application


Application for EDTO 90 minutes	Yes		No	
Application for EDTO 120 minutes	Yes		No	
Application for EDTO 180 minutes	Yes		No	
Application for EDTO 240 minutes	Yes		No	
Application for EDTO >240 minutes	Yes		No	
Other: (e.g. 138, 207 minutes etc)				
Initial request for EDTO approval for approval for aeroplane type/model	Yes		No	
Aircraft Entry into Service (EIS)	Yes		No	
Accelerated approval (Any time frame greater than 90 minutes at EIS)	Yes		No	
Note: For the situation either world fleet data or similar and/or other relevant aircraft type experience data should be presented as a supplement				

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### 7. Applicant's Experience and Propulsion System Reliability (\*)

Number of months/years of operational experience with specific airframe/engine combination:	
Total number of long range and/or domestic operations conducted with specific airframe/engine combinations	
Number of domestic segments	
Number of long range segments	
Operator's total number of airframe/engine hours and cycles with specific airframe/engine combinations	
Total airframe fleet hours	
Total airframe fleet cycles	
Total engine hours	
Hours of operator's high engine	
In-flight shutdown (FSD) rate (all causes), including the 12-month rolling average for both operator and the world fleet (FSD per 1000 engine flight hours)	
IFSD rate of operator's fleet	
IFSD rate of world fleet	
Unscheduled engine removal rate (URR) for both operator and the world fleet (URR rate per 1000 engine flight hours)	
URR of operator's fleet	
URR of world fleet	

Records of mean time between failures (MTBF) for major components available (unit flight hours/number of unit failure)	Yes		No	
Records of APU start and run reliability available (if the APU is required for EDTO)	Yes		No	
Records of delays and cancellations due to technical issues relevant to EDTO, with cause, by specific aeroplane systems (if available)	Yes		No	
Records of the following significant operator events where available: (including the phase of flight where the event occurred)	Yes		No	
Inability to control engine or obtain desired power	Yes		No	
In-flight shutdown events	Yes		No	

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### 8. Supplement to the Maintenance Program and Maintenance Procedures (\*)

The applicant is required to establish the following procedures:	To be completed by applicant. The procedures are described in (added manual reference, chapter and subchapter, e.g. MCM 16.4.1):
Procedures to preclude simultaneous actions from being applied to multiple similar elements in any EDTO system	
EDTO pre-departure service check for verifying the status of the aeroplane and ensuring that certain critical items are acceptable	
Procedures for reviewing and documenting of log books to ensure proper MEL procedures, deferred items and maintenance checks and that system verification procedures have been properly performed	

### 9. EDTO Maintenance Manual (\*)

The applicant should develop a manual for use by personnel involved in EDTO. The purpose of the EDTO Manual is to identify the supplementary procedures and requirements for EDTO operations. This manual should, as a minimum, contain the procedures listed below. Please provide relevant manual reference for each.

<b>Engine/APU Oil Consumption Monitoring Program</b>	
Procedures that monitor oil consumption rates for engine and APU (if the APU is required for the EDTO) for EDTO and non-EDTO flight.	
Procedures for calculating oil consumption rate prior to departure to address any sudden shift in consumption.	
Procedures for monitoring of long term data for increasing trends	

### 10. Engine Condition Monitoring Program

Procedures for detecting deterioration of engine at an early stage to allow for corrective action before safe operation are affected.	
Parameters to be monitored, method of data collection and corrective action process.	
Procedures for engine limit margin monitoring to ensure that a prolonged single-engine diversion may be conducted without exceeding approved engine limits.	



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### 11. Verification Program after Maintenance


List of primary systems critical to EDTO	
Conditions that require verification flights	
Procedures for initiating verification actions	
Procedures that ensure corrective actions is taken after engine shutdown and any other significant failure.	
Procedures that identify any reverse adverse trends	
Procedures that preclude repeat items from occurring.	
Procedure that monitor and evaluate corrective actions.	
Procedures that preclude simultaneous actions from being applied to multiple similar elements in any EDTO significant system	

### 12. Reliability Program

Event-oriented program for EDTO, in addition to the normal reliability program, to allow early identification and prevention of EDTO problems.	
Procedures to ensure reporting of significant individual events (in-flight shutdown, flight diversions or turn-back, uncommanded power changes or surges, inability to control the engine or obtain desired power) problems with systems critical to EDTO and any other event detrimental to EDTO.	
Reporting criteria for the reporting to CAAM of events reportable through this program.	
Procedures for downgrade/upgrade criteria (diversion time).	
Procedures for monitoring of APU high altitude in-flight start and run capability.	

### 13. Propulsion System Monitoring Program

Procedures for the monitoring of propulsion system in-flight shutdown (IFSD) rate, evaluation of sustained trends and corrective actions.	
Procedures for the monitoring of long term IFSD trends (12-month moving average).	
Reporting criteria for the assessment of propulsion system reliability and reporting to CAAM of results of operator's assessment.	

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**14. Maintenance Training Program**


<p>Training programs to ensure each person, including contract personnel, involved in EDTO is adequately trained on operator's EDTO procedures and is competent to perform his/her duties (EDTO awareness training)</p>	
<p>Procedures for ensuring that maintenance personnel have completed EDTO awareness training and have satisfactorily performed EDTO maintenance tasks under supervision, within the framework of MCAR and FOD.</p>	

**15. Parts Control Program**

<p>Procedures that ensure that proper EDTO parts are used and EDTO configuration is maintained. Control procedures for parts pooling and borrowing.</p>	
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**SECTION D. OPERATIONAL INFORMATION****16. Operating Practices and Procedures (\*)**

<p>The applicant must establish EDTO Operating Practices and procedures should cover the following subjects:          Flight Preparation and in-flight Considerations</p>	<p>To be completed by applicant EDTO operating Practices and Procedures are described in (add manual reference, chapter and sub-chapter):</p>
<p>1. Flight planning procedures (EDTO status of aeroplane, review of technical log, use of minimum equipment list (MEL), external inspections etc.).</p>	
<p>2. EDTO aerodrome selection.</p>	
<p>3. Standard enroute alternative aerodrome pre-departure weather.</p>	
<p>4. EDTO alternate aerodrome enroute that are designated for operations</p>	
<p>5. Enroute procedure (cross checking procedures to identify navigation errors, selection of other navigation aids in case of loss of RNAV capability, use of INS/IRS navigation systems without automatic radio navigation updating, use of GPS, notification of ATC of navigation equipment problems, contingency procedures etc.), minimum equipment at the EDTO entry point, alternate routing, position check before entering EDTO airspace, alternate, performance data, fuel and oil supply etc.</p>	
<p>6. Fuel and oil policy for EDTO operations.</p>	
<p>7. Minimum altitudes applicable to the routes to be flown and any diversionary routes.</p>	

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8. Maximum diversion time requested by the operator, and one-engine inoperative cruise speed.	
9. Confirmation that each EDTO enroute alternative aerodrome that may be used will have facilities available to ensure the safety of passengers and crew.	
10. Passengers and crew member recovery plans for diversions to enroute alternatives if relevant to the proposed operation.	
11. Procedures with respect to flight crew response to abnormal situations (response to non-normal events etc.)	
12. Post-flight procedures (technical log entries, defect descriptions etc.)	

#### 17. Flight Crew Training and Qualification (\*)

The applicant is required to establish the following (covering subjects under Section D 1.1 to D1.8)	Include the manual reference (chapter and subchapter) of relevant information
Flight crew qualification requirements	
Description of initial and recurrent training, checking and training syllabi	

### SECTION E. APPLICATION PACKAGE

#### 18. Documentation to be submitted to CAAM

Please indicate whether submission has been made in the boxes provided

	YES	NO
Compliance statement which shows how the criteria of regulation 122 of the MCAR 2016 and Subpart F to the FOD – SPA.		
CMP Document (last version) (*)		
Sections of the AFM or AFM Supplements that document EDTO airworthiness approval.		
CMP compliance list showing compliance with the titles and numbers of all modifications, addition and changes which were made in order to substantiate the incorporation of the CMP standard in the aeroplane.		
EDTO Maintenance Manual (*)		
Supplements and revisions to the existing Maintenance Program and Maintenance Procedures (*).		
Flight crew EDTO training programmes and syllabus for initial and recurrent training (*).		
Operation manuals and checklists that include EDTO operating practices and procedures (*).		
Minimum Equipment List (MEL) that include items pertinent to EDTO operations (*).		



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**SECTION F. APPLICANT 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 requirement of regulation 122 of the MCAR 2016 and Subpart F to the FOD – SPA.*

<b>Head of Engineering</b>	<b>Signature</b>	<b>Date</b>
<b>Chief Pilot Operations</b>	<b>Signature</b>	<b>Date</b>
<b>Head of Training</b>	<b>Signature</b>	<b>Date</b>

**SECTION G. FOR CAAM USE ONLY**

Subject	Responsible	Date	Signature
EDTO Application Form and application package checked for completeness.	Administration		
Airworthiness Approval granted (Appendix to Certificate of Airworthiness)	AWI		
Operational Approval granted (AOC, AOC Extract, or letter of Authorisation).	FOI		
EDTO approval process administratively completed (OPS Update, Billing, and Exchange of Certificates).	Team Leader		
Approved (if no, please complete question	Yes		No
Withdrawal of EDTO Approval reason.			
Remark:			
Signature:			
FOI:			Date:

Cash / Credit Card:	..... Signature of CAAM's Personnel
Fee payable:	
Receipt No.:	