



**FLIGHT OPERATIONS DIVISION
SPECIFIC APPROVALS
APPLICATION FORM**

CAAM/BOP/SPA/GEN

About this Application Form:


About this Application Form:

This form is approved by the Civil Aviation Authority of Malaysia (CAAM) for the issuance of specific approvals. The application form is made up of five sections as follows:

- 1) Section A- Details of the Applicant
- 2) Section B- Details of Proposed/ Approved Type of Operations
- 3) Section C- Applicant(s) Declaration
- 4) Section D- Flight Operations Section
- 5) Section E- Airworthiness Section

Abbreviations

AFM	=	Aircraft Flight Manual
AMMD	=	aircraft moving map display
AMO	=	Approved Maintenance Organisation
AOC	=	Air operator certificate
AWI	=	Airworthiness Inspector
CAAM	=	The Civil Aviation Authority of Malaysia
CAD	=	Civil Aviation Directives
CAGM	=	Civil Aviation guidance manual
CAMO	=	Continuing Airworthiness Management Organisation
DG	=	Dangerous goods
EDTO	=	Extended diversion time operations
EFB	=	Electronic. Flight bag
FOI	=	Flight Operations Inspector
HEMS (H)	=	Helicopter Emergency Medical Service
HHO (H)	=	Helicopter Hoist Operations
HOFO (H)	=	Helicopter Offshore Operations
IMC	=	Instrument meteorological conditions
LVO	=	Low Visibility Operations
MCAR	=	Malaysian Civil Aviation Regulations
MOE	=	Maintenance Organisation Exposition
NAT-HLA	=	North Atlantic High-Level Airspace
NVIS (H)	=	Night Vision Imaging Systems

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PMI	=	Principal Maintenance Inspector
POI	=	Principal Operations Inspector
PBN	=	Performance based navigation
RVSM	=	Reduced Vertical Separation Minimum
SET-IMC	=	Single - Engined Turbine Aeroplane Operations at night or in IMC
SPA	=	Specific approval
SAM	=	Specific Approvals Manger
SME	=	Subject Matter Expert
TSO	=	Technical Standard Order

GUIDELINES FOR COMPLETING THIS APPLICATION FORM

All applicants shall fill all sections of this application form. If applying for multiple specific approvals, only ONE section A to section C is required, followed with all the relevant section D and section E as applicable to the SPA being applied for.

All information will be used to assess if the applicant is entitled to a Specific Approval. An incomplete, poorly prepared or inaccurate application may:

- Result in rejection of the application
- Result in delays
- Result a refusal to issue the SPA.

Please remember it is an offence to make a false declaration in this form in accordance with Regulation 164 of the Civil Aviation Regulations 2016 (MCAR 2016)

If the form is filled by hand, use block letters and either a black or blue ballpoint pen. Some questions contain check boxes. Annotate with a ✓ where appropriate. This information is used by the F.O./A.W.I when going through the application package.

Section A – Details of the applicant									
Applicant type:		AOC Number: <input type="text"/>							
<input type="checkbox"/>	Initial issue of Specific Approval		Proposed Start Date: <input type="text"/>						
<input type="checkbox"/>	Variation to existing Specific Approval								
Details of the operator of the aircraft:									
Name of Operator									
Trading name if different									
Phone		Fax							
Registered Address									
		City							
		State	Postcode						
Details of the person that you wish CAAM to contact in relation to this application									
Full Name									
Phone		Mobile							
Email									
Section B – Details of proposed type of operations									
<input type="checkbox"/>	RVSM	<input type="checkbox"/>	PBN	<input type="checkbox"/>	LVO	<input type="checkbox"/>	EDTO	<input type="checkbox"/>	EFB
<input type="checkbox"/>	MNPS	<input type="checkbox"/>	PBCS	<input type="checkbox"/>	CPDLC	<input type="checkbox"/>	ADS-C	<input type="checkbox"/>	ADS-B OUT
<input type="checkbox"/>	ADS-B IN	<input type="checkbox"/>	NVIS(H)	<input type="checkbox"/>	HHO(H)	<input type="checkbox"/>	HEMS(H)	<input type="checkbox"/>	HOFO(H)
<input type="checkbox"/>	SET-IMC	<input type="checkbox"/>	DG	<input type="checkbox"/>	Others	Specify:			
Proposed/Approved type of operations									
<input type="checkbox"/>	Schedule	<input type="checkbox"/>	Non-Schedule	<input type="checkbox"/>	Passenger	<input type="checkbox"/>	Cargo		

Section C- Applicants Declaration

DECLARATION

1. I declare and undersign below that the statements, answers and attachments provided in this application form is true and correct to the best of my knowledge in accordance with Civil Aviation Regulations 2016 (MCAR) and Civil Aviation Directives (CAD).

Giving false or misleading information is an offence under Regulation 164 of the Civil Aviation Regulations 2016 (MCAR)

2. I understand that processing the application may be delayed if:

- The application does not accurately and completely identify my/our requirements; or
- The details in this application are subsequently changed; or
- Adequate supporting documentation has not been provided.

3. I understand and agree that for CAAM to proceed with this application, I must:

- Accept the cost as per civil aviation (fees and charges) regulation; and
- Forward the prescribed payment; and
- Forward all supporting documentation as required by the specific approval being applied for.

Note. – CAAM may send materials/responses relating to this application by email or by mail.

Name of DFO		Signature		Date	
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Section D – Flight Operations				
Part 1 – EDTO Approval Details				
Note1. - Documented evidence and/or extracts of manuals must be provided to support answers listed below.				
Note2. – Either world fleet data or similar and/or other relevant aircraft type experience to date should be presented as a supplement.				
#	Scope of Application	Yes	No	Remarks
1	Application for EDTO 90 minutes			
2	Application for EDTO 120 minutes			
3	Application for EDTO 180 minutes			
4	Application for EDTO 240 minutes			
5	Application for EDTO >240 minutes			
6	Other (e.g. 138, 207 minutes, etc) Specify in remarks column			
7	Accelerated Approval (any time frame greater than 90 minutes)			
If space insufficient for remarks, provide additional remarks accordingly (If required)				
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				

Part 2 – Operational information		
Operating Practices and Procedures. To be completed by applicant. Operators EDTO operating practices and procedures reference. (add manual reference, chapter and sub-chapter)		
Subject	Requirements	Operations manual reference
a. Regulatory and directive requirements b. Best practice reference	a. MCAR regulation 122 b. CAD 6 part 1 or CAD 6 part 2 c. CAGM 6008(IV) EDTO	
Definitions	<ul style="list-style-type: none"> • Extended operations • Adequate aerodrome • Approved one-engine inoperative cruise speed. • Threshold distance/time. • Adequate EDTO en-route alternate. • Equal time points. • Rule distance/time. • EDTO segment • EDTO significant system. • Maximum approved diversion time. • Dispatch. 	
Criteria	<ul style="list-style-type: none"> • Applicant's AOC-defined operating area. • Approved aircraft Type airframe/engine combination 	
Approval	<ul style="list-style-type: none"> • Approved diversion time 	
Qualification	<ul style="list-style-type: none"> • Crew qualifications. • EDTO qualified dispatcher personnel. • EDTO qualified operations staff. • EDTO qualified maintenance personnel. 	
Training (Initial & recurrent) and checking	<ul style="list-style-type: none"> • Flight Crew Training and Operations Manuals. • Flight currency requirements. 	
Operations Manual – Part A (General)		
EDTO Authorisation	<ul style="list-style-type: none"> • Commander's responsibilities. • Statement to show when EDTO was approved. 	
EDTO Flight Preparation and Planning	<ul style="list-style-type: none"> • Aircraft serviceability and MEL. • Communication and navigation facilities. • Critical fuel scenario. • Critical fuel reserve. • EDTO alternate aerodrome selection. • EDTO alternate planning minima. • Pre-dispatch and post-dispatch weather minima. • Computerised flight planning. • Delayed dispatch 	

	<ul style="list-style-type: none"> • Maintenance check (pre-departure service check). • Verification flights. 	
Flight Crew Procedures	<ul style="list-style-type: none"> • Crew responsibilities. • Flight documentation handling. • Fuel management. • Weather monitoring. • Change of routing. • Diversion decision-making. • Icing. • Crew workload management. • Minimum altitudes applicable to the routes to be flown and any diversionary routes. 	
Operations Manual – Part B (Type – Specific)		
Type-related EDTO Operations	<ul style="list-style-type: none"> • Identification of EDTO aeroplane. • Types of EDTO approved operations. • Placards and Limitations. • One-engine inoperative speed. 	
Type-specific Planning Requirements		
EDTO Fuel Planning	<ul style="list-style-type: none"> • Include critical fuel scenario. 	
MEL / CDL	<ul style="list-style-type: none"> • EDTO – Specific MEL/CDL items. 	
Aeroplane Systems	<ul style="list-style-type: none"> • Performance data. • Aerodrome technical differences, navigation fit, communication fit. 	
Non-normal Procedures	<ul style="list-style-type: none"> • Navigation failures. • Action to be taken on EDTO-significant system failure. • Low fuel scenario. Crew incapacitation. 	
Operations Manual – Part C (Route and Aerodromes Instructions)		
EDTO Areas and Routes	<ul style="list-style-type: none"> • Approved area of operation. • EDTO en-route alternates. • Performance restrictions and weather minima for en-route alternates. • Meteorological facilities/information. • Low altitude cruise information. • Route minimum diversion altitudes. • MSA restrictions. • Route-specific oxygen requirements. 	
Operations Manual – Part D (Training)		
Ground, Simulator and Line Training	<p>General:</p> <ul style="list-style-type: none"> • EDTO overview. • EDTO regulations. • EDTO type design approval. • Definitions. • Approved one-engine inoperative speed. • Maximum approved diversion time. • Applicant's approved diversion time. • EDTO area of operation. • EDTO routes. • EDTO alternate aerodromes and weather 	

	<p>minima</p> <ul style="list-style-type: none"> • Navigation system accuracy, limitations and operating procedures. • Meteorological facilities and information. • In-flight monitoring and procedures. • Computerised flight plan. • Charts and position plotting. • Equal time point. • Critical fuel. <p>Normal Procedures:</p> <ul style="list-style-type: none"> • Flight planning and dispatch. • fuel requirements. • Route alternate selection – weather minima. • MEL – equipment-specific. • EDTO service check and technical log. • Pre-flight FMS set-up. • Flight performance progress monitoring. • Flight management, navigation and communication systems. • Aeroplane system monitoring. • Weather monitoring. • In-flight fuel management (to include independent cross-checking of fuel quantity) <p>Non-normal Procedures:</p> <ul style="list-style-type: none"> • Diversion procedures and diversion “decision-making”. • Navigation and communication systems, including appropriate flight management devices in degraded modes. • Fuel management with degraded systems. • Procedures for single and multiple in flight during EDTO sector entry and diversion decisions. • Operating on standby power. • Operational restrictions associated with system failures including any applicable MEL considerations. 	
<p>EDTO Simulator Training and Line Flying under Supervision.</p>	<ul style="list-style-type: none"> • Pilot’s conversion course. • Annual refresher course. 	
<p>Flight Operations Staff and Dispatchers.</p>	<p>Outline of training syllabus to include:</p> <ul style="list-style-type: none"> • EDTO regulation. • Operational approval. • Aeroplane performance. • Diversion procedures. • Area of operation. • Fuel requirements. • Dispatch considerations: MEL, CDL, weather minima and alternate airports. • Delayed dispatch. • Documentation. 	

Part 3 – Recovery plan	
Passengers and crew member recovery plans for diversions to en-route alternates if relevant to the proposed operation.	

Section E – Airworthiness				
To be completed by applicant. Operators EDTO operating practices and procedures reference. (add manual reference, chapter and sub-chapter)				
Part 1 – Applicants experience and propulsion system reliability				
Operator's total number of airframe/engine hours and cycles with specific airframe/engine combinations				
Total airframe fleet hours				
Total airframe fleet cycle				
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) (Tick appropriate box below)				
URR of operator's fleet	YES		NO	
URR of world fleet	YES		NO	
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)				
Inability to control engine or obtain desired power				
In-flight shutdown events				
Part 2 – Supplement to the maintenance programme and maintenance procedure				
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	
An EDTO pre-departure service check shall be developed to verify that the status of the aircraft and certain critical items are acceptable. This check shall be accomplished and signed off by an EDTO qualified authorised person immediately prior to an EDTO flight.	
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	
EDTO related tasks shall be identified on the routine work forms and related instructions.	
EDTO related procedures, such as involvement of centralised maintenance control, shall be clearly defined in the applicant's programme.	
Part 3 – EDTO Maintenance Manual	
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, minimum, contain the procedures listed below.	
Engine/APU oil consumption monitoring programme	
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	
Part 4 – Engine condition monitoring programme	
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 maybe conducted without exceeding approved engine limits.	

Part 5 – Verification programme 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	
Part 6 – Reliability Programme	
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, un-commanded 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 programme.	
Procedures for downgrade/upgrade criteria (diversion time).	
Procedures for monitoring of APU high altitude in-flight start and run capability.	
Part 7 – Propulsion system monitoring programme	
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.	

Part 8 – APU in-flight start capabilities	
Technical log entry of result APU In-flight start to ensure starting and operational capability after work performed on the APU that may affect the starting and operation of the APU.	
Technical log entry of result of APU In-flight start every 3 months for each aircraft of EDTO fleet.	
Part 9 – Maintenance training programme	
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)	
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.	
Part 10 – Parts control programme	
Procedures that ensure that proper EDTO parts are used and EDTO configuration is maintained. Control procedures for parts pooling and borrowing.	

Part 11- Applicants additional Declaration		
<i>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 CAGM 6008 (IV)- EDTO</i>		
Continuing Airworthiness Manager	Name & signature	Date
Quality Assurance Manger	Name & Signature	Date

FOR CAAM USE ONLY				
Date of Initial application Received by administrator		<p style="text-align: right;">..... Name & Signature of CAAM Personnel</p>		
Fee payable				
Cash / Credit Card				
Receipt No.:				
Subject	Responsible division	Date	Name & Signature	
Application Form and application package checked for completeness.	SAM & Airworthiness SME			
Airworthiness Recommendation granted	Airworthiness SME/PMI			
Operational Approval granted (<i>AOC, AOC Extract, or letter of Authorisation</i>).	POI/SAM			
Approval process administratively completed (<i>OPS Spec Update, Billing, and Exchange of Certificates</i>).	Administrator			
Approved (if no, state reasons below)	YES		NO	
Remarks (Attach extra sheet(s) if required):				