

# ETOPS – Extended Operations

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ETOPS is a hugely successful global program under which the industry has long operated two-engine jetliners on *extended routes* that at some point take the twinjet more than 60 minutes flight time (at single-engine cruise speed) from an alternate airport.

ETOPS flying began over the North Atlantic in 1985. Today long-range twinjets operating under ETOPS rules fly extended nonstops in all regions of the world, including services on the new polar routes that link Asia and North America via routes over the North Polar Region.

In 2007 the U.S. FAA and other regulatory authorities implemented ETOPS procedures for multi-engine passenger aircraft on extended routes that take the airplane beyond 180 minutes (at one-engine-inoperative cruise speed) of an alternate airport.

ETOPS benefits airlines through:

- Increased passenger satisfaction.
- Twinjet economics and efficiency
- Simplified long-haul operations
- Increased operational flexibility
- More direct routings
- More reliable operations
- Reduced economic risk

Each airline must work with their regulatory agency in obtaining approval to implement and operate their aircraft on ETOPS routes.

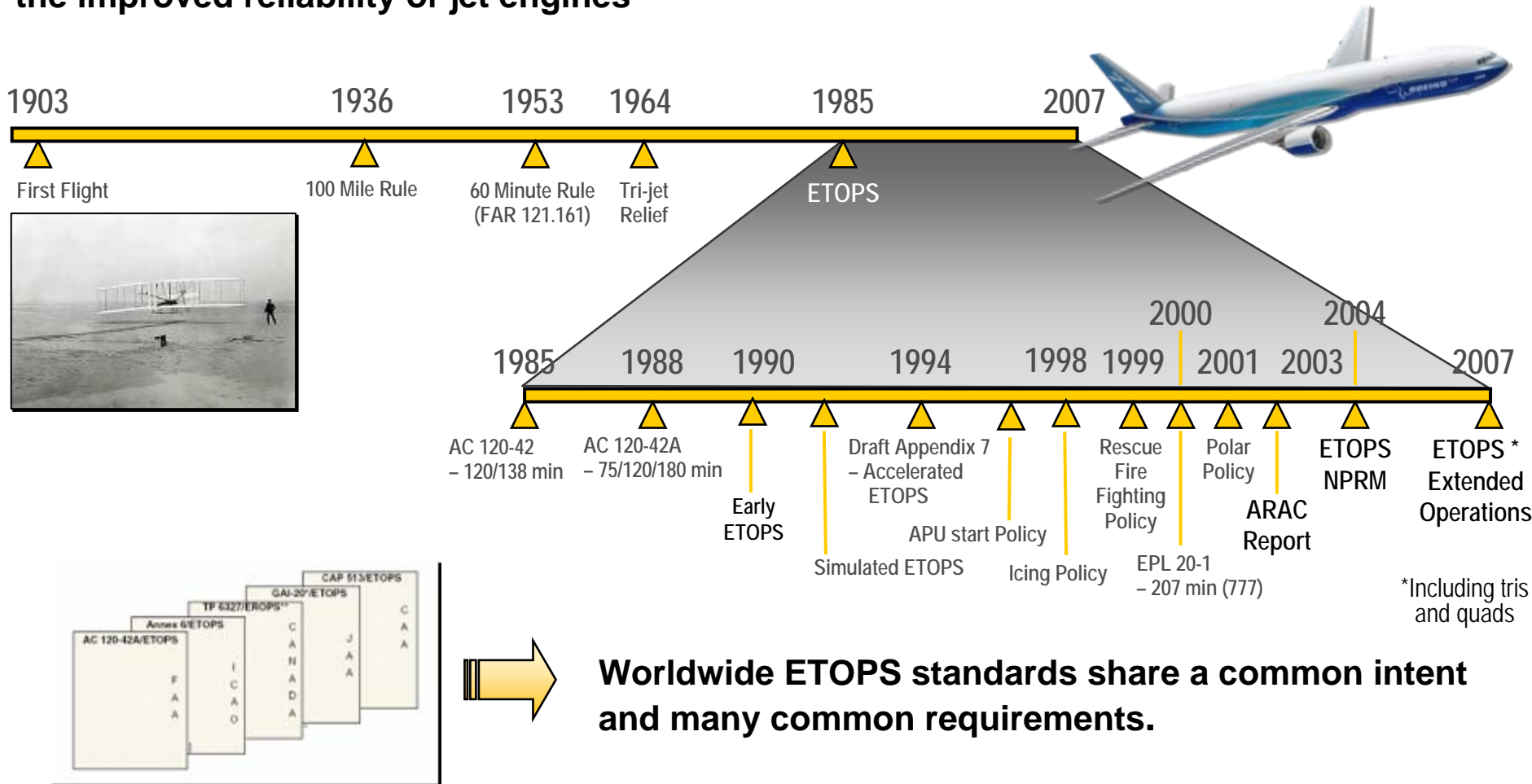
The attached pages describe the two approval methods and provide checklists for Maintenance and Flight Operations.



# The Evolution of ETOPS

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**Twin-engine airplane capabilities have evolved based on the improved reliability of jet engines**

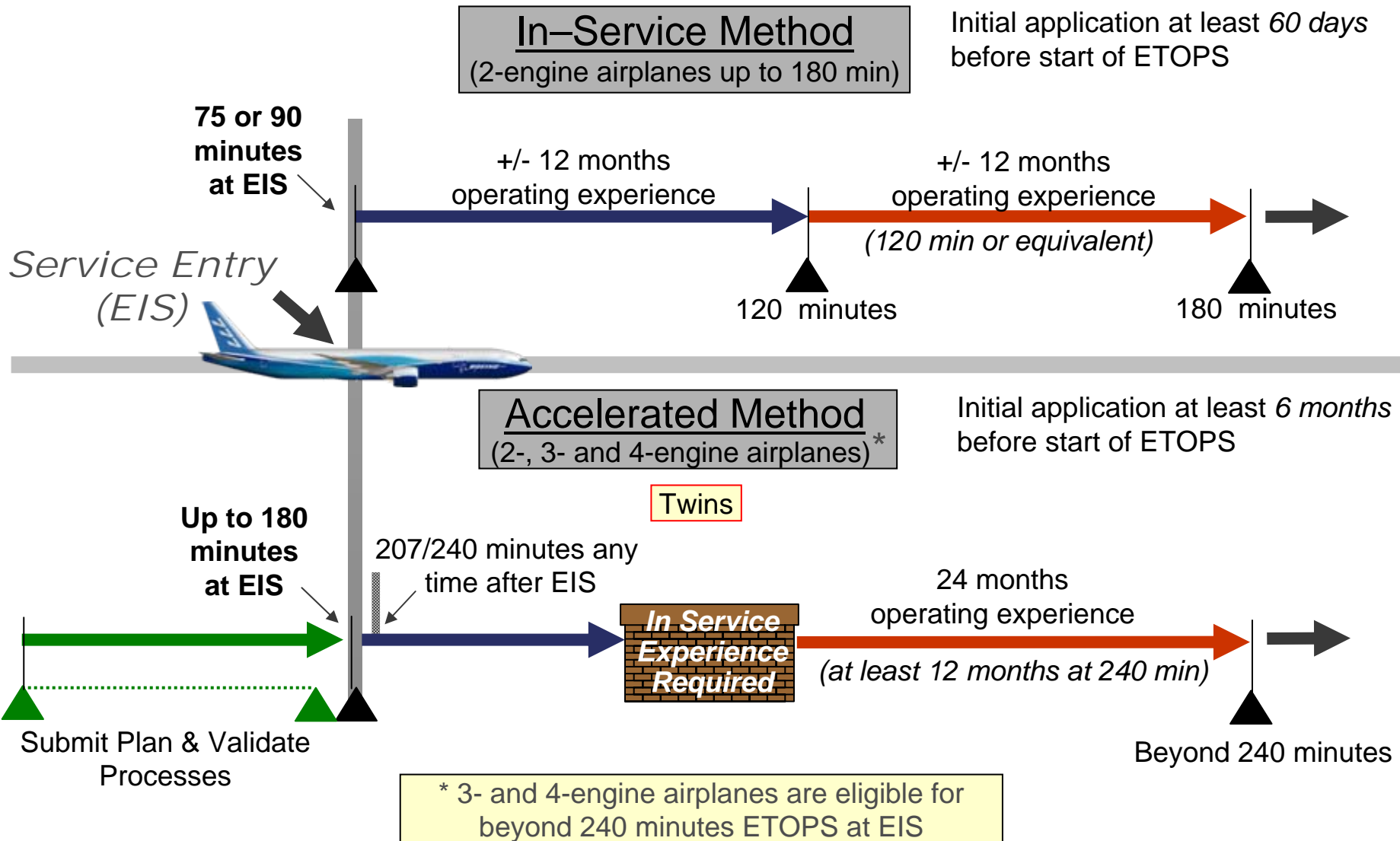


# ETOPS Operational Approval Comparison



## - In-Service and Accelerated Methods

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# ETOPS Operational Approval Checklist

## – Flight Operations (continued)

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- 8) Designate an ETOPS Check Airman.
- 9) Establish and document airline operating procedures for ETOPS.  
  
Note: If the airline plans to change Boeing FCOM procedures, determine if changes need to be re-validated.
- 10) Revise the airlines flight crew guidance material to include ETOPS practices and procedures.
- 11) Train flight dispatchers and flight crew on ETOPS requirements, performance data, MEL and airline unique ETOPS processes.



# ETOPS Operational Approval Checklist

– *Maintenance*

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- 1) **Configuration Maintenance & Procedures** - ensure the airframe/engine to be used on ETOPS routes complies with the ETOPS CMP configuration requirements.
- 2) **ETOPS Supplemental Maintenance Program** – this 14-point ETOPS maintenance program is a supplement to an operators existing and approved Continuous Airworthiness Program (CAMP) and therefore must be added.
  1. ETOPS Maintenance Document - document airline ETOPS practices and procedures.
  2. ETOPS Pre-departure Service – unique check before each ETOPS flight.
  3. Limitations on Dual Maintenance – avoidance of human factors errors.
  4. Verification Program – ensure that all ETOPS significant faults are analyzed and corrections made.
  5. Task Identification – identify ETOPS specific procedures or tasks that must be accomplished or verified by ETOPS qualified personnel.
  6. Centralized Maintenance Control Procedures – establish and document procedures for centralized Maintenance Control related to ETOPS.
  7. Parts Control Program – ensure that only approved components are used on ETOPS configured aircraft.



# ETOPS Operational Approval Checklist

– *Maintenance (continued)*

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8. Reliability Program - develop an event-driven reliability program that ensures reporting of ETOPS significant events to regulatory authority.
9. Propulsion System Monitoring – track in-flight engine shut downs.
10. Engine Condition Monitoring – ensure engines have adequate margins.
11. Oil Consumption Monitoring – engine/APU oil servicing and usage analysis.
12. APU In-flight Start Program - ensure that APUs used on ETOPS aircraft will perform reliable in-flight starts.
13. Maintenance Training – train maintenance personnel on the airline ETOPS practices and procedures.
14. Procedural Changes – changes to the maintenance or training procedures must be submitted to the CHDO and approved before adopted.

