



References:

1. CAR 121
2. AC 121-01

Instructions:

1. Complete this form if you are applying for an EDTO approval in accordance with CAR Part 121
2. This application is made up of four parts:
 - Part A - General Information
 - Part B - Airworthiness Information
 - Part C - Operational Information
 - Part D - Application Package
 - Part E - Applicant Statement
3. **Items marked with an asterisk (*) are to be completed only for the first aeroplane of each type/model in the fleet.**
Please complete those fields that are relevant to your aircraft and operations.
4. **Accuracy of information provided**
All information will be used to assess EDTO compliance. An incomplete, poorly prepared or inaccurate application may:
 - Result in rejection of the application
 - Result in delays
 - Add to the cost of the assessment
 - Result in a refusal to issue the approval

Note: It is an offence to make a false declaration in this form.
5. **Privacy & Your Personal Information**
The information you provide in this application will be used to determine the EDTO compliance. All information received will be treated as confidential. CASA is bound by the Privacy Act to safeguard personal information within the terms of the Act. Applicants are required to complete and submit all parts for the application to be acceptable to CASA.
6. **If at any time you would like assistance with any aspect of this form, please contact CASA on 3257320 or email flyingops@casapng.gov.pg**
7. **Applicants are required to complete and submit all parts for the application to be acceptable to CASA.**
8. **The completion of this application form is the first step in the application process. On receipt of a completed application form, CASA will send you an estimate of the cost to process your application. You may also be asked for additional information to support the application.**
9. **Once you receive your estimate, should you wish to proceed, you will need to pay the estimate and provide this additional information (if requested) to CASA.**
10. **CASA may refuse to consider your application, or to consider it further if there are requirements that you have not complied with.**
11. **Submit the completed application to CASA by email, post or fax.**
12. **Submitting your application**
Please contact CASA Manager Flying Operations or Manager Airworthiness.



Part A: General Information

Operator:	<input type="text"/>		
Contact:	<input type="text"/>		
Telephone:	<input type="text"/>	Fax:	<input type="text"/>
Email:	<input type="text"/>		
Aeroplane registration mark(s)	<input type="text"/>		
Aeroplane Manufacturer	<input type="text"/>		
Aeroplane Type Designation / Model Designation	<input type="text"/>		
Aeroplane Serial No(s)	<input type="text"/>		
Engine Manufacturer	<input type="text"/>		
Engine Type Designation / Model Designation	<input type="text"/>		
APU Manufacturer	<input type="text"/>		
APU Type Designation	<input type="text"/>		

Scope of Application

Application for EDTO 120 minutes	Yes	<input type="text"/>		<input type="text"/>
Application for EDTO 180 minutes	Yes	<input type="text"/>	No	<input type="text"/>
Application for EDTO 240 minutes	Yes	<input type="text"/>	No	<input type="text"/>
Application for EDTO >240 minutes	Yes	<input type="text"/>	No	<input type="text"/>
Other: (e.g. 138, 207 minutes etc)		<input type="text"/>		
Initial request for EDTO approval for approval for aeroplane type / model	Yes	<input type="text"/>	No	<input type="text"/>
Aircraft Entry into Service (EIS)	Yes	<input type="text"/>	No	<input type="text"/>
Accelerated approval (Any time frame greater than 90 minutes at EIS)	Yes	<input type="text"/>	No	<input type="text"/>

Note: For the situation, either world fleet data or similar and/or other relevant aircraft type experience data should be presented as a supplement.

Application is based on CMP Document No.:

Revision number	<input type="text"/>
Revision date	<input type="text"/>



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

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 sub-chapter; e.g. MCM 16.4.1):

Procedures to preclude simultaneous actions from being applied to multiple similar elements in any EDTO system.	<input type="text"/>
EDTO pre-departure service check for verifying the status of the aeroplane and ensuring that certain critical items are acceptable.	<input type="text"/>
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.	<input type="text"/>

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 references for each.

Engine/APU Oil Consumption Monitoring Program

Procedures that monitor oil consumption rates for engines and APU (if the APU is required for the EDTO) for EDTO and non-EDTO flights.	<input type="text"/>
Procedures for calculating oil consumption rate prior to departure to address any sudden shift in consumption.	<input type="text"/>



Procedures for monitoring of long term data for increasing trends.

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.

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 action is taken after engine shutdown and any other significant failure.

Procedures that identify and reverse adverse trends.

Procedures that preclude repeat items from occurring.

Procedures that monitor and evaluate corrective actions.

Procedures that preclude simultaneous actions from being applied to multiple similar elements in any EDTO significant system.



Reliability Program

Event-orientated 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 shutdowns, 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 CASA 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.

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 CASA of results of operator's assessment.

Maintenance Training Program

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 CAR 145.111 approved procedures for personnel Authorisation.

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Parts Control Program

Procedures that ensure that proper EDTO parts are used and EDTO configuration is maintained.

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Control procedures for parts pooling and borrowing.

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Part C: Operational Information

Operating Practices and Procedures (*)

The applicant must establish EDTO Practices and procedures should the following subjects:

To be completed by applicant EDTO operating Practices and Operating Procedures are described in (add manual reference, chapter and cover sub-chapter):

Flight Preparation and In-flight Considerations

1. Flight planning procedures (EDTO status of aeroplane, review of technical log, use of minimum equipment list (MEL), external inspections etc).
2. EDTO aerodrome selection.
3. Standard en route alternative aerodrome pre-departure weather.
4. EDTO alternate aerodromes en route that are designated for operation
5. En route procedures (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 routings, position check before entering EDTO airspace, alternate airports, performance data, fuel and oil supply etc.

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6. Fuel and oil policy for EDTO operations.	<input type="text"/>
7. Minimum altitudes applicable to the routes to be flown and any diversionary routes.	<input type="text"/>
8. Maximum diversion time requested by the operator, and one-engine inoperative cruise speed.	<input type="text"/>
9. Confirmation that each EDTO en route alternative aerodrome that may be used will have facilities available to ensure the safety of passengers and crew.	<input type="text"/>
10. Passengers and crew member recovery plans for diversions to en route alternatives if relevant to the proposed operation.	<input type="text"/>
11. Procedures with respect to flight crew response to abnormal situations (response to non-normal events etc).	<input type="text"/>
12. Post-flight procedures (technical log entries, defect descriptions etc).	<input type="text"/>

Flight Crew Training and Qualification (*)

The applicant is required to establish the _____ Include the manual reference (chapter and subchapter) of relevant following (covering subjects under C.1 to C.8): information:

Flight crew qualification requirements.

Description of initial and recurrent training, checking and training-syllabi.

Part D: Application Package

Documentation to be submitted to CASA
Please indicate whether submission has been made in the boxes provided.

	Yes	No
Compliance statement which shows how the criteria of CAR 121 have been satisfied(*).	<input type="checkbox"/>	<input type="checkbox"/>
CMP Document (last version) (*).	<input type="checkbox"/>	<input type="checkbox"/>
Sections of the AFM or AFM Supplements that document EDTO airworthiness	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>
EDTO Maintenance Manual (*).	<input type="checkbox"/>	<input type="checkbox"/>



	Yes	No
Supplements and revisions to the existing Maintenance Program and Maintenance Procedures (*).	<input type="checkbox"/>	<input type="checkbox"/>
Flight crew EDTO training programmes and syllabi for initial and recurrent training (*).	<input type="checkbox"/>	<input type="checkbox"/>
Operation manuals and checklists that include EDTO operating practices and procedures (*).	<input type="checkbox"/>	<input type="checkbox"/>
Minimum Equipment List (MEL) that include items pertinent to EDTO operations (*).	<input type="checkbox"/>	<input type="checkbox"/>

Part E: 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 requirements of PNG Civil Aviation Rules.

Name of Maintenance Controller:	Signature:	Date:
<input type="text"/>	<input type="text"/>	<input type="text"/>
Name of Chief Pilot Operations:	Signature:	Date:
<input type="text"/>	<input type="text"/>	<input type="text"/>
Name of Head of Training:	Signature:	Date:
<input type="text"/>	<input type="text"/>	<input type="text"/>

(For CASA use only)

Subject	Responsible	Date	Signature
Form EDTO Application and application package checked for completeness.	Administration	<input type="text"/>	<input type="text"/>
Airworthiness Approval granted (Appendix to Certificate of Airworthiness).	AWI	<input type="text"/>	<input type="text"/>
Operational Approval granted (AOC, AOC Extract, or letter of Authorisation).	FOI	<input type="text"/>	<input type="text"/>
EDTO approval process administratively completed (OPS Update, Billing, and Exchange of Certificates).	Task Leader	<input type="text"/>	<input type="text"/>
Approved (if no, please complete question 6).	Yes	<input type="checkbox"/>	No <input type="checkbox"/>
Withdrawal of EDTO Approval reason.	<input type="text"/>		
Signature	<input type="text"/>		
Name	<input type="text"/>	Date	<input type="text"/>