

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.107

National Policy

Effective Date:
1/11/10

Cancellation Date:
1/11/11

SUBJ: Issuance of New Operations Specification B344, Extended Operations in Passenger-Carrying Airplanes With More Than Two-Engine Airplanes for 14 CFR Parts 121 and 135

1. Purpose of This Notice. This notice provides guidance for certificate-holding district offices (CHDO) and principal operations inspectors (POI) regarding Extended Operations (ETOPS) with passenger-carrying airplanes with more than two engines operated under Title 14 of the Code of Federal Regulations parts 121 and 135, and issuance of operations specifications (OpSpec) B344.

2. Audience. The primary audience for this notice is Flight Standards District office (FSDO) and Certificate Management Office (CMO) aviation safety inspectors with oversight responsibility of air carriers. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.

3. Where You Can Find This Notice. You can find this notice on the MyFAA Web site at https://employees.faa.gov/tools_resources/orders_notices/. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators and the public may find this information at: <http://fsims.faa.gov>.

4. Background. The FAA published the final ETOPS rule on January 16, 2007, with a mandatory compliance date of August 13, 2008. This rule established regulations governing the design, operation, and maintenance of certain airplanes operated under the following conditions:

- In accordance with part 121, farther than 60 minutes' flying time from an adequate airport for a two-engine airplane, or 180 minutes for a passenger-carrying airplane with more than two engines; and
- In accordance with part 135, farther than 180 minutes from an adequate airport for a two-engine airplane, and all passenger-carrying airplanes with two or more engines.

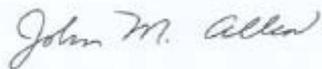
a. Applicable to Parts 121 and 135. Before the publication of the final rule, ETOPS was only allowable by deviation to part 121, § 121.161. The FAA had previously defined ETOPS as Extended Range Operations with two-engine airplanes, which only applied to part 121 operations. After publication of the final rule ETOPS was re-defined as Extended Operations, and became applicable to operations under parts 121 and 135, and to airplanes with two or more engines.

b. Compliance With the Final ETOPS Rule. In order to provide a method of compliance with the final ETOPS rule, the FAA is introducing OpSpec B344 for passenger-carrying airplanes with more than two engines, operated under parts 121 and 135.

5. Guidance. FAA Order 8900.1 Volume 3, Chapter 18, Section 4, Part B Operations Specifications—En Route Authorizations and Limitations, contains guidance on how to issue OpSpec B344. Order 8900.1, Volume 4, Chapter 6, Airplane Authorizations and Limitations contains guidance regarding the validation, operational approval, evaluation, and surveillance of an ETOPS program. In addition to the guidance in Order 8900.1, review Advisory Circular (AC) 120-42, Extended Operations (ETOPS and Polar Operations), and AC 135-42, Extended Operations (ETOPS) and Operations in the North Polar Area, current edition, as applicable.

6. Action. Authorization to conduct ETOPS in accordance with B344 requires approval by the Director of Flight Standards, AFS-1, for issuance. In addition to the guidance in this notice, POIs should refer to 8900.1 Volume 3, Chapter 18, Section 2, Automated Operations Safety System, for the nonstandard OpSpec paragraph/template request process.

7. Disposition. We will not permanently incorporate the information in this notice in FSIMS before this notice expires. Direct questions or comments concerning this notice to the Air Carrier Operations Branch, AFS-220, at 202-267-8166.



John M. Allen
Director, Flight Standards Service

Appendix A. Sample OpSpec B344 14 CFR Part 121

B344. Extended Operations (ETOPS) in Passenger-Carrying Airplanes with More Than Two Engines Under Part 121

HQ Control: 09/29/08
HQ Revision: 000

Select:

a. In accordance with 14 CFR part 121 Appendix P the certificate holder is authorized to conduct validation flights for Extended Operations (ETOPS) under part 121 with airplanes with more than two engines in accordance with the limitations and provisions of this operations specification only as described below:

TEXT01

OR

a. In accordance with part 121 Appendix P the certificate holder is authorized to conduct ETOPS in passenger-carrying airplanes with more than two engines only within the ETOPS areas of operation where this operations specification paragraph is referenced in operations specification B050 of these operations specifications. The certificate holder may not conduct any other ETOPS flights under these operations specifications.

b. The certificate holder is authorized to conduct ETOPS in passenger-carrying airplanes with more than two turbine-powered engines under part 121 over a route that contains a point farther than 180 minutes' flying time from an adequate airport at an approved one-engine inoperative cruise speed under standard conditions in still air.

c. General ETOPS Provisions. The certificate holder must conduct all ETOPS in accordance with the limitations and provisions of subparagraphs within these operations specifications:

(1) Authorized Areas of Operations. The certificate holder is authorized to conduct part 121 ETOPS within the geographic areas specified in operations specification B050 of these operations specifications where the maximum diversion time at the approved one-engine inoperative cruise speed (under standard conditions in still air) at any point along the route of flight to an adequate airport is equal to or less than the maximum diversion time specified in Table 1 below.

Table 1—Authorized ETOPS Airplanes With More Than Two Engines and Maximum Diversion Times

Airplane M/M/S	Aircraft Registration No.	Aircraft Engine	Maximum Diversion Times

(2) If a certificate holder does not operate in accordance with its ETOPS authority, as contained in these operations specifications (use its ETOPS authority) for a period of 6 months, the FAA may rescind the authority to operate in that area.

d. Dispatch and/or Flight Release Limitations. The certificate holder may not dispatch or release an ETOPS flight unless the requirements of part 121, § 121.633(b) and (c) are met. In addition:

(1) An ETOPS alternate airport must be designated in a flight release for use in the event of a diversion during ETOPS.

(2) An ETOPS alternate airport must have, at the time of flight release, the appropriate weather reports or forecasts, or any combination thereof, that indicate the weather conditions will be at or above the ETOPS alternate airport minimums specified in operations specification C055 of these operations specifications when it might be used (from the earliest to the latest possible landing time), and the field condition reports indicate that a safe landing can be made.

(3) ETOPS Alternate Airports. In addition to a flight's departure and destination airport, regular, re-fueling, or provisional airports specified in operations specification C070, the certificate holder is also authorized to use the

ETOPS alternate airports listed in Table 2, below. The certificate holder may not use any other ETOPS alternate airports.

Table 2—Authorized ETOPS Alternate Airports

Airport (Ident)	Special Conditions/Limitations
TABL01	TABL02

TEXT99

Appendix B. Sample OpSpec B344, 14 CFR Part 135

B344. Extended Operations (ETOPS) in Passenger-Carrying Airplanes with More Than Two Engines Under Part 135

HQ Control: 09/26/08
HQ Revision: 000

Select:

a. In accordance with 14 CFR part 135 Appendix G the certificate holder is authorized to conduct validation flights for Extended Operations (ETOPS) under part 135 with airplanes with more than two engines in accordance with the limitations and provisions of this operations specification only as described below:

TEXT01

The certificate holder may not conduct any other ETOPS flights under these operations specifications.

OR

a. In accordance with part 135 Appendix G the certificate holder is authorized to conduct ETOPS only within the ETOPS areas of operation where this paragraph is referenced in operations specification B050 of these operations specifications. The certificate holder may not conduct any other ETOPS flights under these operations specifications.

b. The certificate holder is authorized to conduct ETOPS in passenger-carrying airplanes with more than two turbine-powered engines under part 135 over a route that contains a point farther than 180 minutes' flying time, but not longer than 240 minutes' flying time, from an adequate airport at an approved one-engine inoperative cruise speed under standard conditions in still air.

c. General ETOPS Provisions. The certificate holder must conduct all ETOPS in accordance with the limitations and provisions of subparagraphs within these operations specifications:

(1) Authorized Areas of Operations. The certificate holder is authorized to conduct part 135 ETOPS within the geographic areas specified in operations specification B050 of these operations specifications where the maximum diversion time at the approved one-engine inoperative cruise speed (under standard conditions in still air) at any point along the route of flight to an adequate airport is equal to or less than the maximum diversion time specified in Table 1 below.

Table 1—Authorized ETOPS Airplanes With More Than Two Engines and Maximum Diversion Times

Airplane M/M/S	Aircraft Registration No.	Aircraft Engine	Maximum Diversion Times

(2) If a certificate holder does not operate in accordance with its ETOPS authority as contained in these operations specifications (use its ETOPS authority) for a period of 6 months, the FAA may rescind this authority to operate in that area.

d. Flight Release Limitations. The certificate holder may not release an ETOPS flight unless the requirements of part 135, § G135.2.5(d) are met. In addition:

(1) An ETOPS alternate airport must be designated in a flight release for use in the event of a diversion during ETOPS.

(2) At the time of flight release an ETOPS alternate airport must have the appropriate weather reports or forecasts, or any combination thereof, that indicate the weather conditions will be at or above the ETOPS alternate airport minimums specified in operations specification C055 of these operations specifications when it might be used (from the earliest to the latest possible landing time), and the field condition reports indicate that a safe landing can be made.

(3) ETOPS Alternate Airports. In addition to a flight's departure and destination airport, regular, re-fueling, or provisional airports specified in operations specification C070, the certificate holder is also authorized to use the ETOPS alternate airports listed in Table 2 below. The certificate holder may not use any other ETOPS alternate airports.

Table 2—Authorized ETOPS Alternate Airports

Airport (Ident)	Special Conditions/Limitations
TABL01	TABL02

TEXT99