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| **A. Introduction** |
| The AOC Applicant /Operator’s EDTO is a key safety assurance document and shall be submitted to the Authority together with the completed Statement of Compliance Checklist during the initial certification and subsequent amendments of the EDTO requirements/approvals whenever there is a change, in States Laws and Regulations, management, operations specific approvals, change in facilities, Airworthiness Directives (AD), services or equipment, technology or procedures of an Operator in compliance with the requirements.The statement is in a form of a complete listing of all parts of the Civil Aviation Authority applicable CAR OPS, CAR M regulations and any other CAA directives. In the case of new Applicant for an EDTO Approval, the Statement of Compliance Checklist shall be completed and submitted together with the formal application for operators’ manual approvals. The Statement of Compliance Checklist completed by the operator shall indicate in the Manuals how the relevant applicable Regulations to the proposed operations have been addressed. All supporting documents related to Application for statement of compliance with CAR OPS, shall be submitted to CAA Flight Safety Department/ Airworthiness Section.The operator in compliance with other provisions promulgated in the regulations may require additional compliance with other regulations or specific approvals (e.g. MEL, CAR- 100 Safety Management System, Quality Management System etc.). It is therefore the CAA requirement for an applicant of an AOC or AOC holders to complete and sign the relevant comprehensive sets of compliance checklists and forms.All supporting documents related to Application for statement of compliance with CAR OPS and CAR-MEL shall be submitted to CAA Flight Safety Department/Airworthiness Section including a copy of the latest version of the MMEL and applicable documents and manuals. |
| **B. Filling Instructions:** |
| 1. ETOPS may still be used in lieu of “EDTO”, as long as the concepts are correctly embodied in the concerned regulation or documentation.
2. Operator (Accountable Manager) is required to fill the following:
	1. Column **C.** Organization Details.
	2. Column Operator's Manual Ref No.
	3. Sign and date column, **D,** this is to certify that the Operation Manuals are in compliance with Civil Aviation

 laws and Regulations (CARs).* 1. Tick in the box **☐** provided.
1. Operations Inspector(S) to fill column (**S - Satisfactory; US - \*Unsatisfactory; N/A-Not applicable**).
2. Airworthiness Inspector to fill column (**S - Satisfactory; US -\*Unsatisfactory; N/A-Not applicable**) for CAR MEL and CAR OPS

***\*Note: 1.*** *If unsatisfactory, Inspector(s) shall mark the box* ***D,*** *if**Not approved, fill and sign the Deficiency Trackingand Review Checklist (AOC-109), and to send to the operator for corrective action. A signed copy must be retained in Flight Safety for the record with the review number/Version.****\*Note 2****: For reference and guidance Refer to CAR OPS-1 Commercial Air Transportation (Aeroplanes). CAN 3-37 and AMC 20-6* |

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| **C. Organisation/Operator’s Details** |
| **Organization / Operator’s & Trading Name (If any):** |  |
| **AOC Number:** |  |
| **Accountable Manager:** |  |
| **Address:** |  |
| **Tel.:**  | **+968** |
| **Contact person:** |
| **Email:** |

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| **EDTO required** |
| * **75 minutes**
 | * **90 minutes**
 | * **120 minutes**
 | * **180 minutes**
 | * **Accelerated EDTO**
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| **EDTO Type Design Approval for the Aircraft Type** |
| * **TC**
 | * **STC**
 | * **AFM**
 | * **AFM Supplement**
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| **Communication and/or DATA link system installed and operational** |
| * **HF**
 | * **VHF**
 | * **SATCOM**
 | * **ADS-B**
 | * **CPDLC**
 | * **OTHER:**
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| **Aircraft fleet (Use continuation sheet if required)** |
| **Aircraft Type/MSN** | **Registration** | **Engine Model/SN** | **APU Type/PN** |
|  |  | No1. |  |
| No2. |
|  |  | No1. |  |
| No2. |
|  |  | No1 |  |
| No2 |
|  |  | No1. |  |
| No2. |
|  |  | No1. |  |
| No2. |

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| **Number of months/years of operational experience with specific engine/airframe combination:** |
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| **Application is based on CMP Document No.:** |
| **Revision number:** |  | **Revision dates:** |  |
| **Total number of long range and/or domestic operations conducted with specific engine/airframe combination:** |
| **Number of domestic sectors:** |  | **Number of long range sectors** |  |
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| **Total number of engine/airframe hours and cycles with specific engine/airframe combination:** |
| **Total operator's airframe fleet hours:** |  | **Total operator' engine hours:** |  |
| **Total operator's airframe fleet cycles:** |  | **Hours of operator's high time engine:** |  |

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| **In-flight shutdown (IFSD) rate (all causes), including the 12-month rolling average for both operator and the world** |
| **Fleet (IFSD per 1,000 engine flight hours):** |  | **IFSD rate of operator's fleet:** |  |
| **IFSD rate of world fleet:** |  |  |  |

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| **Unscheduled engine removal rate (URR) for both operator and the world fleet (URR rate per 1'000 engine flight hours):** |
| **URR of operator's fleet:** |  | **URR of world fleet:** |  |

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| **CAA****Reference** | **CAR OPS-1** | **Manual****Ref No:** | **FOI****S/ US/ NA** | **AWI****S/ US/ NA** | **Required****Correction** |  **Comments** |
| CAR OPS -1.192 | Terminology |  |  |  |  |  |
| IEM OPS-1.220para (2)(a) | Authorisation of Aerodromes |  |  |  |  |  |
| CAR OPS-1.246 | Extended Range Operations with two-engineaeroplanes (ETOPS) |  |  |  |  |  |
| CAR OPS-1.255para(c)3)(iv) | Fuel Policy – Pre-flight |  |  |  |  |  |
| CAR OPS-1.255para(d))3) (iv) | Fuel Policy – In-flight |  |  |  |  |  |
| CAR OPS-1.295para (b)(1)(ii) | Selection of Aerodromes – Flight Planning |  |  |  |  |  |
| CAR OPS-1.295para (f) | Selection of Aerodromes – In-Flight Planning |  |  |  |  |  |
| **CAA****Reference** | **CAR OPS-1** | **Manual****Ref No:** | **FOI****S/ US/ NA** | **AWI****S/ US/ NA** | **Required****Correction** |  **Comments** |
| CAR OPS-1.297para (d) | Flight Planning Minimas for IFR Flights – Planning minimafor ETOPS en-route alternate aerodrome |  |  |  |  |  |
| CAR OPS-1.297Table 2 | Flight Planning Minimas for IFR Flights – Planning minimafor ETOPS |  |  |  |  |  |
| CAR OPS-1.297Table 3 | Flight Planning Minimas for IFR Flights – Planning minimafor ETOPS |  |  |  |  |  |
| AMC OPS-1.945para (4)(a) | Conversion Course Syllabus Training – Training |  |  |  |  |  |
| CAR OPS-1.975para (g) | Route and Aerodrome competence Qualification |  |  |  |  |  |
| Appendix 1 CAROPS-1.1045 | OM-A Part 8.5 – Description of ETOPS |  |  |  |  |  |
| Appendix 1 CAROPS-1.1045 | OM-B Part 5.1 – Flight Planning ETOPS |  |  |  |  |  |
| Appendix 1 CAROPS-1.1045 | OM-B Part 5.9 – Training and Checking of ETOPS |  |  |  |  |  |
| CAR OPS-1.1060para (a)(11) | Operational Flight Plan |  |  |  |  |  |
| Appendix 1 CAROPS-1.1065 | Document Storage – Flight Crew Records – Table 3 |  |  |  |  |  |

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| **CAA****Reference** | **CAR M & CAR-21** | **Manual****Ref No:** | **AWI****S/ US/ NA** | **Required Correction** | **Comments** |
| CAR-M.A.301 | Continuing Airworthiness Tasks |  |  |  |  |
| CAR-21.012 | Airworthiness Standards |  |  |  |  |

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| **CAA****Reference** | **CAN 3-37 Extended Diversion Time Operations (EDTO)** | **Manual****Ref No:** | **FOI****S/ US/ NA** | **AWI****S/ US/ NA** | **Required****Correction** |  **Comments** |
| CAN 3-37.8 | Type design |  |  |  |  |  |
| CAN 3-37.11 | Operational Approval |  |  |  |  |  |
| CAN 3-37.12 | Configurations, Maintenance and Procedures |  |  |  |  |  |
| CAN 3-37.13 | Aeroplane Flight Manual Information |  |  |  |  |  |
| **CAA****Reference** | **CAN 3-37 Extended Diversion Time Operations (EDTO)** | **Manual****Ref No:** | **FOI****S/ US/ NA** | **AWI****S/ US/ NA** | **Required****Correction** |  **Comments** |
| CAN 3-37.14 | Minimum Equipment List (MEL) |  |  |  |  |  |
| CAN 3-37.15 | Aeroplane Dispatch |  |  |  |  |  |
| CAN 3-37.16 | APU In-flight Start Programme |  |  |  |  |  |
| CAN 3-37.17 | Maintenance Training |  |  |  |  |  |
| CAN 3-37.18 | ETOPS Parts Control |  |  |  |  |  |
| CAN 3-37.19 | Maintenance Programme and Procedures |  |  |  |  |  |
| CAN 3-37.20 | EDTO Manual |  |  |  |  |  |
| CAN 3-37.21 | Oil Consumption Programme |  |  |  |  |  |
| CAN 3-37.22 | Engine Condition Monitoring |  |  |  |  |  |
| CAN 3-37.23 | Verification Programme after Maintenance |  |  |  |  |  |
| CAN 3-37.24 | Reliability Programme |  |  |  |  |  |
| CAN 3-37.25 | Reporting |  |  |  |  |  |
| CAN 3-37.26 | Engineering modifications and maintenance programmeconsiderations |  |  |  |  |  |
| CAN 3-37.27 | Continuing Surveillance |  |  |  |  |  |
| CAN 3-37.30 | Operational Approval |  |  |  |  |  |
| CAN 3-37.31 | EDTO Operational Considerations |  |  |  |  |  |
| CAN 3-37.32 | Airworthiness Certification |  |  |  |  |  |
| CAN 3-37.33 | Airworthiness Requirements |  |  |  |  |  |
| CAN 3-37.34 | Propulsion System Maturity and Reliability |  |  |  |  |  |
| CAN 3-37.35 | Flight Dispatch Requirements |  |  |  |  |  |
| CAN 3-37.36 | Operational and Diversion Planning Principles |  |  |  |  |  |

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| **D.** **This is to certify that the company manual(s) have addressed all Sultanate of Oman relevant applicable Regulations (CARs) to the proposed operations** |
| **Name of Accountable Manager:** | **Signature:** | **Date:** |
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| **CAA USE ONLY** |
| **Title** | **Name of CAA Inspector** | **Signature** | **Date:** |
| **FOI** |  |  |  |
| **AWI** |  |  |  |

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| **Review No:** | **Results** | ☐ **Approved** | ☐ **Not Approved** |
| **Chief Operations Section (COS) Name:** | **Signature** | **Date:** |
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