|  |  |
| --- | --- |
| **Applicability:** | EDTO Operations in accordance with Instruction Nº 07DSV2015 Extended Diversion Time Operations (EDTO) Approval. |
| **Completion of form**: | Please complete those fields that are relevant to your aircraft and operations.  Each relevant box should be completed with a tick (v) or a (x). Items marked with an asterisk (\*) to be completed only for first aeroplane of each aeroplane type / model in operator’s fleet. Where form must be completed by referring to a document of applicant’s documentation of system, add manual reference chapter and sub-chapter. Please ensure all applicable areas are completed. |
| **Application** | 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.*  Applications for EDTO approval shall be made using AAC Form FS.DSV.12. Submit the form and application package referenced in paragraph 4 of EDTO application Form 30-012 to:  Agencia de Aviação Civil (AAC)  Av. Cidade de Lisboa, Nº 34 – Várzea  C.P. 371 – Praia, Cabo Verde |

|  |  |  |
| --- | --- | --- |
| 1. GENERAL | | |
| General information | | |
| 1. Applicant: | | |
| 2. Aeroplane Registration: | | |
| 3. Aeroplane Manufacturer: | | |
| 4. Aeroplane Type Designation / Model Designation: | | |
| 5. Aeroplane Serial No: | | |
| 6. Engine Manufacturer: | | |
| 7. Engine Type Designation / Model Designation: | | |
| 8. APU Manufacturer: | | |
| 9. APU Type Designation: | | |
| Scope of application | Yes | No |
| 10. Application for EDTO 75 minutes ? |  |  |
| 11. Application for EDTO 120 minutes ? |  |  |
| 12. Application for EDTO 180 minutes ? |  |  |
| 13. Initial request for EDTO approval for aeroplane type/model reference in 1.4? |  |  |
| 14. Application for accelerated EDTO? |  |  |
| 15. Application is based on CMP Document Nr:  Revision number: \_\_\_\_\_\_\_\_\_\_\_\_\_\_ Revision date: \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_ | | |

|  |  |  |
| --- | --- | --- |
| **2. AIRWORTHINESS** | | |
| **Type Design Approval for referenced Aeroplane Type Designation** | | |
| 1. The EDTO type design approval is reflected in :  AFM AFM Supplements Type Certification Data Sheet  Supplemental Type Certificate Other: | | |
| 2**.** The Airplane Flight Manual / Supplement shows following airworthiness approval for EDTO systems installation**:**  EDTO \_\_\_\_\_\_\_ minutes | | |
| **Eligibility for referenced Aeroplane Serial Number** | **Yes** | No |
| 3**.** Do you comply with the title and numbers of all modifications, addition and changes which were made in order to substantial the incorporation of the CMP standard in the aeroplane? |  |  |
| 4. CMP Compliance list established? |  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **Applicant’s Experience and Propulsion System Reliability (\*)** | | | |
| 5. Number of month/years of operational experience with specific engine/airframe combination  Experience: | | | |
| 6. Total number of long range and/or domestic operations conducted with specific engine/airframe combination:  Number of domestic legs:  Number of long range legs | | | |
| 7. Total number of engine/airframe hours and with cycles specific engine/ airframe combination:  Total operator’s airframe fleet hours:  Total operator’s airframe fleet cycles:  Total operator’s engine hours:  Hours of operator’s high time engine: | | | |
| 8. In flight shutdown (FSD) rate (all causes), including the 12 month rolling average for both operator and the word fleet (IFSD per 1,000 engine flight hours).  IFSD rate of operator’s fleet:  IFSD RATE of world fleet: | | | |
| 9.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: | | | |
| 10.Records of mean time between failures (MTBF) for major components available?  (unit flight hours / number of unit failure) | | Yes | **No** |
|  |  |
| 11. Records of APU start and run reliability available? | |  |  |
| 12.Records of delays and cancellations, with the causes, by specific aeroplane systems, available? | |  |  |
| 13.Records of the following significant operator events available? (including the phase of flight where the event occurred): Uncommented power changes ? (surge or rollback)  Inability to control engine or obtain desired power ? In flight shutdown events ? | |  |  |
| **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 (add manual reference, chapter and sub-chapter, e.g. MME 16.4.1) | | |
| 14. Procedures to preclude simultaneous actions from being applied to multiple similar elements in any EDTO critical system. |  | | |
| 15. Procedures describing the involvement of centralized maintenance control over EDTO related tasks. |  | | |
| 16. EDTO pre-departure service check for verifying the status of the aeroplane and ensuring that certain critical items are acceptable. |  | | |
| 17. 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 property performed. |  | | |
| **EDTO 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 contain the following procedures**:** |  | | |
| Engine/APU Oil Consumption Monitoring Program |  | | |
| 17. Procedures that monitor oil consumption rates for engines and APU for EDTO and non-EDTO flights. |  | | |
| 18. Procedures for calculating oil consumption rate prior to departure to address any sudden shift in consumption |  | | |
| 19. Procedures for monitoring of long term data for increasing trends. |  | | |
| Engine Condition Monitoring Program |  | | |
| 20. Procedures for detecting deterioration of engines at an early stage to allow for corrective action before safe operation is affected. |  | | |
| 21. Parameters to be monitored, method of data collection and corrective action process. |  | | |
| 22. Procedures for engine limit margin monitoring to ensure that a prolonged single-engine diversion may be conducted without exceeding proved engine limits |  | | |
| **Verification Program after Maintenance** |  | | |
| 23. List of primary systems critical to EDTO |  | | |
| 24. Conditions that require verification flights. |  | | |
| 25. Procedures for initiating verification actions. |  | | |
| 26. Procedures that ensure corrective action are taken after engine shut-down and any other significant failure |  | | |
| 27. Procedures that identify and reverse adverse trends |  | | |
| 28. Procedures that preclude repeat items from occurring. |  | | |
| 29. Procedures that monitor and evaluate corrective actions. |  | | |
| 30. Procedures that preclude simultaneous actions from being applied to multiple similar elements in any EDTO-critical system. |  | | |
| Reliability Program |  | | |
| 31. Events-oriented program for EDTO, in addition to the normal reliability program, to allow early identification and prevention of EDTO problems. |  | | |
| 32. Procedures to ensure reporting of significant individual events (in-flight-shut-downs, 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. |  | | |
| 33. Reporting criteria for the reporting to the Authority of events reportable thought this program. |  | | |
| 34. Procedures for down-grade/up-grade criteria (diversion time). |  | | |
| 35. Procedures for monitoring of APU high altitude in-flight start and run capability. |  | | |
| Propulsion System Monitoring Program |  | | |
| 36. Procedures for the monitoring of propulsion system in flight shutdown (IFSD) rate, evaluation of sustained trends and corrective actions. |  | | |
| 37. Procedures for the monitoring of long tem IFSD trends (12 month moving average). |  | | |
| 38. Reporting criteria for the assessment of propulsion system reliability and monthly reporting to the Authority of results of operator’s assessment. |  | | |
| Maintenance Training Program |  | | |
| 39. Training programs to ensure each person, including contact personnel, involved in EDTO is adequately trained on operator’s EDTO procedures and is competent to perform his/her duties (EDTO awareness training). |  | | |
| 40. Procedures for ensuring that maintenance personnel have completed EDTO awareness training and have satisfactorily performed EDTO maintenance tasks under supervision, within the framework of the CV CAR Part 6 approved procedures for personnel Authorisation. |  | | |
| Parts Control Program |  | | |
| 41. Procedures that ensure that proper EDTO parts are used and EDTO configuration is maintained. |  | | |
| 42. Control procedures for parts pooling and borrowing. |  | | |

|  |  |
| --- | --- |
| **3. OPERATION** | |
| **Operating Practices and Procedures (\*)** |  |
| The applicant must institute EDTO Operating Practices and Procedures. These practices and procedures should cover the following subjects: | To be completed by applicant  EDTO Operating Practices and procedures are described in (add manual reference, chapter and sub-chapter). |
| 1. Flight planning procedures (EDTO) status of aeroplane, review of technical log, use of minimum equipment list (Mel), external inspection, etc). |  |
| 2. En-route procedures (cross checking procedures to identity 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. |  |
| 3.Fuel and oil supply for EDTO operations. |  |
| 4. Procedures with respect to flight crew response to abnormal situations (response to non-normal vents, etc,. |  |
| 5. Post-flight procedures (technical log entries, defects description, etc.). |  |
| **Flight Crew Training and Qualification (\*)** | |
| The applicant is required to establish the following(covering subjects under 3.1. to 3.5). | To be completed by applicant  Description in (add manual reference, chapter and sub-chapter. |
| 6. Flight crew qualification requirements. |  |
| 7. Description of initial and recurrent training, checking and training-syllabi |  |

|  |  |  |
| --- | --- | --- |
| **4. APPLICATION PACKAGE** | | |
| Documentation to be submitted to the Authority | **Submitted**? | |
| Yes | No |
| 1.Compliance statement which shows how the criteria of Instruction Nº 07DSV2015 have been satisfied (\*). |  |  |
| 2. CMP Document (latest revision) (\*) |  |  |
| 3-Section of the AFM or AFM supplements that document EDTO airworthiness approval. |  |  |
| 4. CMP compliance list showing compliance with the titles and numbers of all modification, additions and changes which were made in order to substantial the incorporation of the CMP standard in the aeroplane. |  |  |
| 5. EDTO Manual (\*) |  |  |
| 6. Supplements and revision to the existing Maintenance Program and Maintenance Procedures Manual(\*) |  |  |
| 7. Flight crew EDTO training programmes and syllabi for initial and recurrent training (\*). |  |  |
| 8. Operation manuals and checklists that include EDTO operating practices and procedures (GOM, Airport Analysis, TM, AOM, FCOM, Route Manuals, stand alone EDTO manuals, etç . |  |  |
| 9. Minimum Equipment List (MEL) that include items pertinent to EDTO operations (\*) |  |  |

|  |  |  |
| --- | --- | --- |
| **5. APLLICANT’S STATEMENT** | | |
| The undersigned certifies the above information to be correct and that aeroplane system installation, continuing airworthiness of systems, minimum equipment for dispatch, operating and flight crew training comply with the requirements of Instruction Nº 07DSV2015 | | |
| **Name of Post Holder Maintenance:** | **Signature:** | **Date:** |
| **Name of Post Holder Operations:** | **Signature:** | **Date:** |
| **Name of Quality Manager Maintenance** | **Signature:** | **Date:** |
| **Name of Quality Manager Operations** | **Signature:** | **Date:** |

*(For official use only)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Subject** | **Responsible** | **Date** | **SRS Nº** | **Signature** |
| 1. Form FS.DSV.12 Application and item 4 application package checked for completeness. | PAI/POI |  |  |  |
| 2. Airworthiness Approval granted (Letter of Approval) | PAI |  |  |  |
| 3. Operational Approval granted (AOC or Letter of Approval) | POI |  |  |  |
| 4. EDTO Approval process administratively completed (Ops Specs update, Billing). | Director FS |  | **NA** |  |
| EDTO Approved Yes No | | | | |
| Withdrawal of EDTO Approval Reason:  Name: Date: Signature | |  |  | |