



International Civil Aviation Organization

WORKING PAPER

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ASSEMBLY — 42ND SESSION

TECHNICAL COMMISSION

Agenda Item 23: Global Aviation Safety and Air Navigation Plans

NEED FOR TEMPORARY OPERATIONS SPECIFICATIONS (OPSPECS)

(Presented by Bolivia (Plurinational State of))

EXECUTIVE SUMMARY

Extended diversion time operations (EDTO) approvals are authorizations for aircraft to fly on routes that are farther away from a suitable alternate aerodrome. These operations are especially important for flights in remote or oceanic zones with few alternate aerodromes.

To obtain an EDTO approval, airlines and/or operators must meet the specific requirements of the aviation authorities including: aircraft capacity; route consultation; personnel training, and; safety procedures and maintenance. For an EDTO approval within the operations specifications (OpSpecs), details must be provided on the type of aircraft, authorized routes, and operational procedures including EDTO.

Action: The Assembly is invited to request the Council and the Secretary General to empower a regional forum to address operations specifications (OpSpecs) and their substance, with a view to establishing new legal criteria for the issuance of operations specifications of a temporary nature during the demonstration phase, in accordance with the regulations of the Civil Aviation Authority and ICAO Standards and Recommended Practices (SARPs).

<i>Strategic Goals:</i>	This working paper relates to <i>Every Flight is Safe is Secure</i> .
<i>Financial implications:</i>	None.
<i>References:</i>	RAB 119.270 - Specific Approval for Aircraft with two turbine engines on long-range flights (EDTO)

¹ Spanish version provided by Bolivia (Plurinational State of).

1. INTRODUCTION

1.1 The operations specifications (OpSpecs) of an air operator are the set of standards and requirements established by the civil aviation authorities which define the conditions in which an airline or air operator may conduct their activity.

1.2 These specifications are fundamental to safety and efficiency, and mark compliance with air transport regulations.

1.3 An air operator certificate (AOC) grants blanket approval for commercial operations, but the operations specifications give details as to how, when and under what conditions an airline may operate. Thus, an airline in possession of an AOC but not a specific approval for EDTO (extended diversion time operations) may not legally fly a twin-engine aeroplane on long-range routes over the high seas.

1.4 In short, operations specifications are a key document confirming that air operators are in compliance with the regulations in force and provide passengers with a safe and reliable air transport service.

2. DISCUSSION

2.1 A legal assessment of the operations specifications for an air operator touches on a number of fundamentals which are regulated at both the national and international levels.

2.2 Air operators must comply with the standards set by the civil aviation authority of the relevant country as well as the international Standards of the International Civil Aviation Organization (ICAO). This includes licensing and certification requirements.

2.3 Operations specifications include such items as the type of aircraft flown, authorized routes, type of service (commercial, charter, etc.), and operational procedures.

2.4 This paper concerns itself with the procedure for an EDTO specific approval involving an operator of the Plurinational State of Bolivia, namely Boliviana de Aviación (BoA) which, having completed the specific certification procedure for the addition of a new aircraft type (A330-200) to the fleet, had to subsequently comply with a number of Bolivian regulatory requirements.

2.5 Bolivian Aviation Regulation RAB 119, Section 119.270 on the Substance of OpSpecs stipulates, among other things, a specific approval for long-range flights of aeroplanes with two turbine engines (EDTO).

2.6 This specific approval procedure is initiated when the holder of an AOC decides to add or start a different type of operation, or; when they add new aircraft to their fleet, and; when they fly into different and more complex zones of operation, or; if they wish to engage in the following types of operation: Class II navigation; minimum navigation performance specifications (MNPS) operations; reduced vertical separation minima (RVSM); long-range flights of aeroplanes with two turbine engines (EDTO), etc.

2.7 A specific approval such as for EDTO (extended diversion time operations) entails a mandatory process for general approval comprising a sequence of five distinct steps. In Step 4, the civil aviation authority (CAA) analyses the plans and demonstrations of the applicant or operator, and evaluates their ability to conduct operations in accordance with the procedures, guidance and parameters set forth in the formal proposal previously evaluated in Step 3 of the process. Step 4 is actually an operational evaluation of the capability of the applicant or operator to function in accordance with the proposal presented.

2.8 In order to comply with Bolivian regulatory requirements, the operator BoA initiated the requisite consultations with the CAA of Spain to secure approval for a demonstration flight, the success of which would allow the operator to include the EDTO specific approval in their operations specifications.

2.9 The reply was: *The European Union Aviation Safety Agency (EASA) cannot authorize anything that has not previously been approved by your competent authority. Therefore, to fly EDTO/ETOPS routes, the specific approval contained in your operations specifications must be submitted together with all relevant procedures and requirements requested by your authority for this type of operation, as approved and included in its manuals.*

2.10 This particular case shows that ICAO member States need to take decisions on the basis of SARPs and make every effort to introduce the necessary changes to the regulations. CE 2 should be considered in establishing a regulation that allows operators awaiting an EDTO specific approval to obtain the relevant temporary OpSpecs, to cover them through the final step of the process.

3. CONCLUSION

3.1 Operations specifications are the set of standards and requirements established by the civil aviation authorities that define the conditions under which an airline or air operator may conduct their activities. They include, among other things, mandatory operational procedures such as approval for long-range flights of aeroplanes with two turbine engines (EDTO), which is subject to a methodical 5-step process. In order to overcome regulatory obstacles in another State, the CAAs and international organizations should establish a regulatory requirement allowing operators to obtain relevant OpSpecs of a temporary nature to cover them through the final step in the process.

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