EDTO SARPS FROM ANNEX 6 PART 1	STATE (SRVSOP) IMPLEMENTATION		
	YES	Regulation ref. no.	NO
4.7.1 Requirements for operations beyond 60 minutes to an en-route alternate aerodrome	X	LAR 121.2581	
4.7.1.1 Operators conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome shall ensure that: a) for all aeroplanes: 1) en-route alternate aerodromes are identified; and 2) the most up-to-date information is provided to the flight crew on identified en-route alternate aerodromes, including operational status and meteorological conditions;	X	LAR 121.2581 (a) (1) LAR 121.2581 (a) (1) (i) LAR 121.2581 (a) (1) (i) A. LAR 121.2581 (a) (1) (i) B.	
4.7.1.1 b) for aeroplanes with two turbine engines, the most up-to-date information provided to the flight crew indicates that conditions at identified en-route alternate aerodromes will be at or above the operator's established aerodrome operating minima for the operation at the estimated time of use	X	LAR 121.2581 (a) (1) (ii)	
4.7.1.2 In addition to the requirements in 4.7.1.1, all operators shall ensure that the following are taken into account and provide the overall level of safety intended by the provisions of Annex 6, Part I:	X	LAR 121.2581 (a) (2)	
4.7.1.2 a) operational control and flight dispatch procedures;	X	LAR 121.2581 (a) (2) (i)	
4.7.1.2 b) operating procedures;	X	LAR 121.2581 (a) (2) (ii)	

4.7.1.2 c) training programmes.	X	LAR 121.2581 (a) (2) (iii)	
4.7.2 Requirements for extended diversion time operations (EDTO)	X	LAR 121.2581 (b)	
4.7.2.1 Unless the operation has been specifically approved by the State of the Operator, an aeroplane with two or more turbine engines shall not be operated on a route where the diversion time to an en-route alternate aerodrome from any point on the route, calculated in ISA and still-air conditions at the one-engine-inoperative cruise speed for aeroplanes with two turbine engines and at the all engines operating cruise speed for aeroplanes with more than two turbine engines, exceeds a threshold time established for such operations by that State. *Note 1.- When the diversion time exceeds the threshold time, the operation is considered to be an extended diversion time operation (EDTO).*	X	LAR 121.2581 (b) (1) Note 1	
4.7.2.2 The maximum diversion time for an operator of a particular aeroplane type engaged in extended diversion time operations shall be approved by the State of the Operator.	X	LAR 121.2581 (b) (2)	
4.7.2.3 When approving the appropriate maximum diversion time for an operator of a particular aeroplane type engaged in extended diversion time operations, the State of the Operator shall ensure that:	X	LAR 121.2581 (b) (3)	
4.7.2.3 a) *for all aeroplanes:* the most limiting EDTO significant system time limitation, if any, indicated in the aeroplane flight manual (directly or by reference) and relevant to that particular operation is not exceeded; and	X	LAR 121.2581 (b) (3) (i)	
4.7.2.3 b) *for aeroplanes with two turbine engines:* the aeroplane is EDTO certified.	X	LAR 121.2581 (b) (3) (ii)	
4.7.2.3.1 Notwithstanding the provisions in 4.7.2.3 a), the State of the Operator may, based on the results of a specific safety risk assessment conducted by the	X	LAR 121.2581 (b) (4)	

operator which demonstrates how an equivalent level of safety will be maintained, approve operations beyond the time limits of the most time-limited system. The specific safety risk assessment shall include at least the: a) capabilities of the operator; b) overall reliability of the aeroplane; c) reliability of each time-limited system; d) relevant information from the aeroplane manufacturer; and e) specific mitigation measures.			
4.7.2.4 For aeroplanes engaged in EDTO, the additional fuel required by 4.3.6.3 f) 2) shall include the fuel necessary to comply with the EDTO critical fuel scenario as established by the State of the Operator.	X	LAR 121.2581 (b) (5)	
4.7.2.5 A flight shall not proceed beyond the threshold time in accordance with 4.7.2.1 unless the identified en-route alternate aerodromes have been re-evaluated for availability and the most up-to-date information indicates that, during the estimated time of use, conditions at those aerodromes will be at or above the operator's established aerodrome operating minima for the operation. If any conditions are identified that would preclude a safe approach and landing at that aerodrome during the estimated time of use, an alternative course of action shall be determined.	X	LAR 121.2581 (b) (6)	
4.7.2.6 The State of the Operator shall, when approving maximum diversion times for aeroplanes with two turbine engines, ensure that the following are taken into account in providing the overall level of safety intended by the provisions of Annex 8: a) reliability of the propulsion system; b) airworthiness certification for EDTO of the aeroplane type; and c) EDTO maintenance programme. *Note 1.- EDTO may be referred to as ETOPS in some documents.* *Note 2.*- The Airworthiness Manual *(Doc 9760) contains guidance on the level of performance and reliability of aeroplane systems intended by 4.7.2.6, as well as guidance on continuing airworthiness aspects of the requirements of 4.7.2.6.*	X	LAR 121.2581 (b) (7)	

4.3.4 Alternate aerodromes 4.3.4.1 *Take-off alternate aerodrome* 4.3.4.1.2 The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure: c) for aeroplanes engaged in extended diversion time operations (EDTO) where an alternate aerodrome meeting the distance criteria of a) or b) is not available, the first available alternate aerodrome located within the distance of the operator's approved maximum diversion time considering the actual take-off mass.	X	LAR 121.2575 (b) (3)	
4.3.6 Fuel requirements 4.3.6.3 The pre-flight calculation of usable fuel required shall include: f) *additional fuel,* which shall be the supplementary amount of fuel required if the minimum fuel calculated in accordance with 4.3.6.3 b), c), d) and e) is not sufficient to**:** 2) allow an aeroplane engaged in EDTO to comply with the EDTO critical fuel scenario as established by the State of the operator;	X	LAR 121.2645 (c) (6) (ii)	
1.2 From 1 January 2006, an operations manual, which may be issued in separate parts corresponding to specific aspects of operations, provided in accordance with Chapter 4, 4.2.3.1 shall be organized with the following structure: a) General; b) Aircraft operating information; c) Areas, routes and aerodromes; and d) d) Training. **2. Contents** The operations manual referred to in 1.1 and 1.2 shall contain at the least the following: 2.1.4 Where relevant to the operations, the long-range navigation procedures, engine failure procedure for EDTO and the nomination and utilization of diversion aerodromes.	X	LAR 121 Appendix J 1. i. A. ix. F	

EDTO GUIDANCE FROM ANNEX 6 PART 1	STATE (SRVSOP) IMPLEMENTATION		
	YES	Guidance Ref. no.	NO
ATTACHMENT D. GUIDANCE FOR OPERATIONS BY TURBINE-ENGINED AEROPLANES BEYOND 60 MINUTES TO AN EN-ROUTE ALTERNATE AERODROME INCLUDING EXTENDED DIVERSION TIME OPERATIONS (EDTO) *(Supplementary to Chapter 4, 4.7)*	**x**	Inspector operations manual (MIO) Part II Volume III Chapter 9	