A visual guide to ETOPS

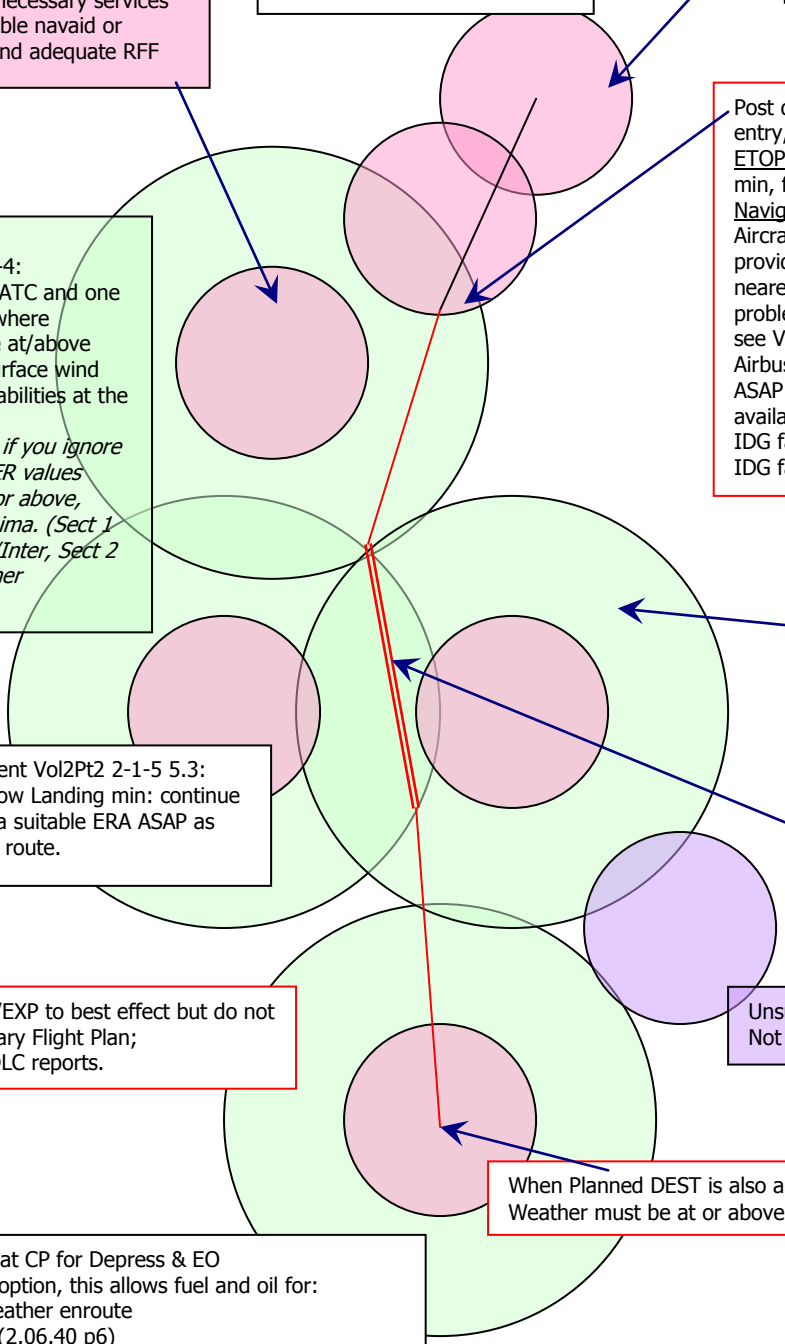
DISPATCH: Vol2Pt2 1-1-1 & Airbus QRH 5.08
For weather: At/above ALTN minima at time of intended use [2-1-2 2.3].
After dispatch [1-1-4 4.2] LDG minima.
For ETOPS and normal aircraft equipment: if a failure occurs during the taxy phase [MEL 00-02 p2 para5] otherwise at TO thrust [ANO]
ETOPS Service Ready no longer needed NTC 062/2007

ETOPS Enroute Airfield Planning Minima:
Vol2Pt2 1-1-2 4.1 C/D

Rule Distance:
60mins = 434nm
773ER = 456nm
at MCT with EO
V_{MO}/M_{MO}, 773ER V_{MO} -10kt.

NON-ETOPS segment:
Normal dispatch rules
Vol2P2 1-1-4 G

Adequate Airport Vol2Pt2 2-1-1:
Airfield available with necessary services and at least 1 serviceable navaid or RNAV/GPS approach and adequate RFF



Post dispatch and Prior to ETOPS entry, check:
ETOPS ERA; if WX not above Landing min, find new airfields 2-1-4 5.2 A
Navigation
Aircraft may enter ETOPS segment provided NO LAND ASAP or LAND at nearest suitable and there are no problems with Elec, Fuel, Press
see Vol2Pt2 2-1-5 5.4
Airbus: In the ETOPS segment, LAND ASAP if only ONE GEN remains available or GRN LO LVL assoc with 2 IDG fail or APU GEN not avail with 1 IDG fail - FCOM 2.06.40 p2

ETOPS ERA
Vol2Pt2 2-1-2/4 & 1-1-4:
Adequate airport with ATC and one instrument app proc, where weather forecast to be at/above landing minima and surface wind forecast within op capabilities at the time of intended use.
Currently, it is unclear if you ignore PROB, TEMPO or INTER values provided they are at, or above, applicable landing minima. (Sect 1 refers to Prob/Tempo/Inter, Sect 2 refers to ETOPS weather requirements).

Airbus
180mins = 1272nm
773ER = 1313nm
207mins = 1506nm
Do not use greater than 180mins unless availability of ERAs makes it essential.

In ETOPS segment Vol2Pt2 2-1-5 5.3:
If WX drops below Landing min: continue on track & find a suitable ERA ASAP as close as poss to route.

Dual dependent segment:
No longer matters

Use CFP EEP/EXP to best effect but do not enter in Primary Flight Plan;
it affects CPDLC reports.

Unsuitable airport:
Not considered

When Planned DEST is also an ETOPS ERA Vol2Pt2 2-1-2 2.3:
Weather must be at or above minima for filing as an alternate.

Critical Fuel Scenario at CP for Depress & EO
Based on worst case option, this allows fuel and oil for:
Current winds and weather enroute
5% contingency fuel (2.06.40 p6)
Aircraft specific Perf/Idle values
Relevant CPL/PADD
MEL increment for AI problems (QRH 4.07 et seq)
APU use and/or RAT
Profile at Vol2Pt2 2-1-3 2.9

Last updated: Sunday, 16 November 2008