CRD to NPA 2008-01

Extended Range Operations with Two-Engined Aeroplanes
ETOPS Certification and Operation

Commentor:	UK CAA
Page No:	153

Paragraph No (a) (2) (iii)

Comment: This requires that the approved single engine inoperative cruise speed must be used to establish the level off altitude. This level off altitude must clear all obstacles en route by margins ….

Justification: Contradictory.

Proposed Text: Change text to read: "A speed other than the approved one-engine inoperative speed may be used as the basis for compliance with the en-route **altitude** requirements."

Commentor:	UK CAA
Page No:	179 – 181

Paragraph No 7.2 Specific Requirements

Comment: Where "time limited system capability minus 15 minutes" is specified, "(for the approach procedure)" is added in some places, in others it is not.

Justification: Consistency.

Commentor:	UK CAA
Page No:	209

Paragraph No 5 Alternate Aerodromes

Comment: The second paragraph does not cater for the case where weather conditions at the destination or departure aerodrome when considered as a destination would require two alternates. Also, it would appear to allow an ETOPS diversion to a departure/destination alternate which could exceed the Maximum Approved Diversion Time or the Time-Limited System Capability.

Proposed Text: Delete second paragraph.

Commentor:	UK CAA
Page No:	222

Paragraph No Part B b. (2)

Comment: Elsewhere the decompression procedures during ETOPS are mentioned but are not included in the required instructions for crew.

Proposed Text: Add text **"(3) Procedures to follow in the event of a decompression."**