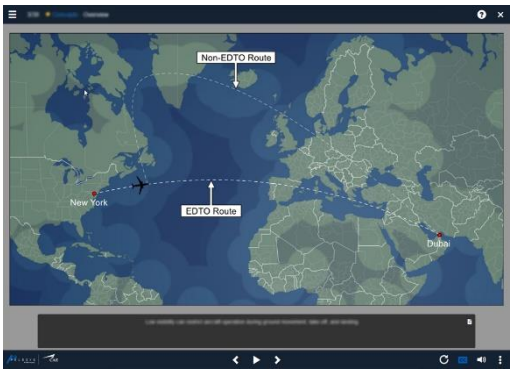
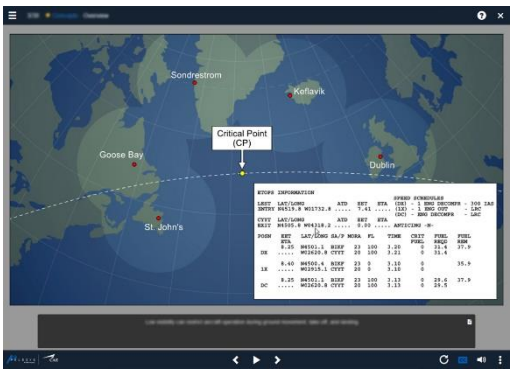
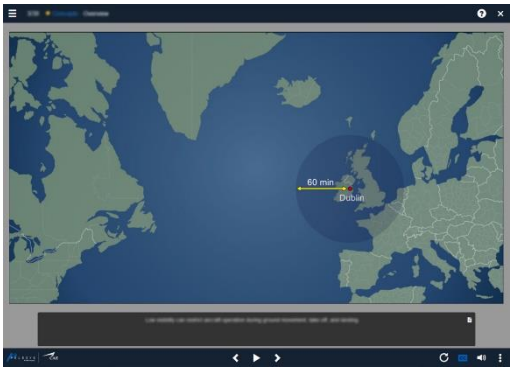
EXTENDED DIVERSION TIME OPERATION (EDTO)

2019-2020







SUMMARY

This course covers EDTO regulations and policies, including weather minima, selection of alternate airports and fuel requirements.

The course emphasizes practical in-flight considerations, including use of Equal Time Points (ETPs), MEL / CDL Items, component failures and diversions.

TARGET POPULATION

The Pelesys EDTO course is designed for Professional Pilots requiring initial or recurrent EDTO training.

REGULATORY COMPLIANCE

- ICAO
- Maintain compliance with IOSA standards

*Please also note that we have an ETOPS course in the following version: EASA, FAA

Versions Available:
ICAO

Course Length:
50 min

LESSON 01: Concepts

In this lesson we introduce basic EDTO concepts:

- EDTO definitions
- EDTO regulations
- LROPS concept
- Background
- Benefit

LESSON 02: Definitions

In this lesson we cover definitions of EDTO terminology:

- Diversion speed
- Diversion distance
- Area of Operations
- Adequate aerodromes
- Suitable aerodromes
- EDTO alternate aerodromes
- Equal Time Points (ETPs)
- EDTO range limits
- Extended range area
- Maximum Diversion Time
- Maximum Diversion Distance
- Weather criteria
- Time of intended operation
- EDTO Entry Point (EEP)
- EDTO Exit Point (EXP)

LESSON 03: EDTO Planning Considerations

In this lesson we cover the planning considerations associated with an EDTO flight, including:

- Weather planning minima for EDTO alternate airports
- Alternate requirements
- Dispatch weather minimums
- Fuel planning
- Critical Fuel Scenarios
- Additional fuel requirements
- Computerized Flight Plan
- Use of departures / destinations as alternates
- Fuel planning scenarios
- MEL / CDL considerations
- EDTO Verifications Flights

LESSON 04: In-Flight Considerations

In this lesson we cover the following specific in-flight considerations:

- Weather monitoring
- Loss of suitability
- Changes in magnetic variation
- Defect reporting
- In-flight alternate requirements
- Fuel monitoring
- EDTO sector entry
- Decision making

LEARNING TIME AND RUN TIME

This course has a learning time of: (run time plus additional time per page to account for understanding learning points)

- 50 min

This course has a run time of: (the base time for each page to be completed)

- 24 min

Exam Generation System (EGS) Banked Questions

The total amount of banked questions for this course is:

Lesson Title	ICAO Questions
Concepts	1
Definitions	6
EDTO Planning Considerations	7
In-Flight Considerations	4
	18

REFERENCE MATERIAL

The Pelesys Extended Diversion Time Operations Course provides pilots and operators with information in support of EDTO. It is based on information outlined in:

ICAO

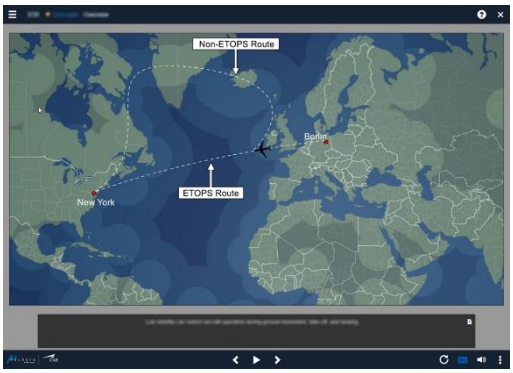
- DOC 7030 EUR Regional Supplementary Procedures (SUPPS)
- Annex 6 § 4.7
- Annex 8

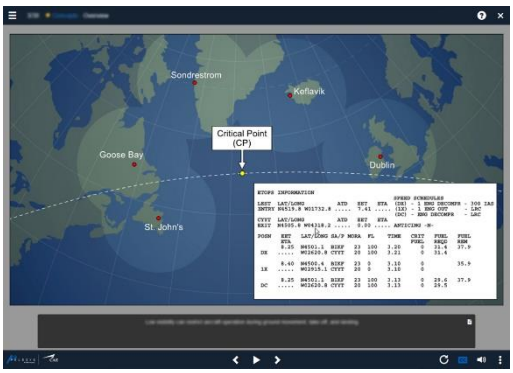
The operator remains responsible for obtaining approval from the regulatory authority.

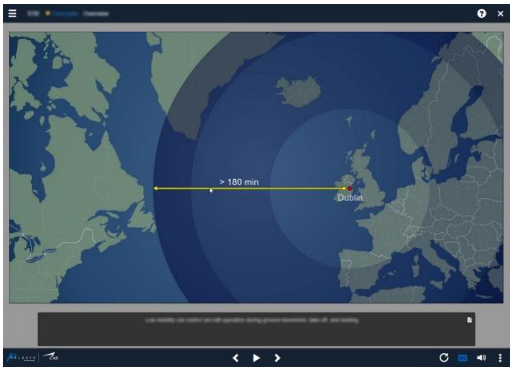
Click to request more information

EXTENDED-RANGE TWIN-ENGINE OPERATIONAL PERFORMANCE STANDARDS (ETOPS)

2019-2020







SUMMARY

This course covers ETOPS regulations and policies, including weather minima, selection of alternate airports and fuel requirements.

The course emphasizes practical in-flight considerations, including use of Equal Time Points (ETPs), MEL / CDL Items, component failures and diversions.

TARGET POPULATION

The Pelesys ETOPS course is designed for Professional Pilots requiring initial or recurrent ETOPS training.

REGULATORY COMPLIANCE

- EASA / FAA / Transport Canada
- Maintain compliance with IOSA standards

*Please also note that we have an EDTO course in the following version: ICAO

Versions Available:
EASA / FAA

Course Length:
50 min

LESSON 01: Concepts

In this lesson we introduce basic ETOPS concepts:

- ETOPS definitions
- ETOPS regulations
- Background
- Benefit

LESSON 02: Definitions

In this lesson we cover definitions of ETOPS terminology:

- Diversion speed
- Diversion distance
- Area of Operations
- Adequate airports / aerodromes
- Suitable airports / aerodromes
- ETOPS alternate airports
- Equal Time Points (ETPs)
- ETOPS range limits
- Extended range area
- Maximum Diversion Time
- Maximum Diversion Distance
- Weather criteria
- Time of intended operation
- ETOPS Entry Point (EEP)
- ETOPS Exit Point (EXP)

LESSON 03: ETOPS Planning Considerations

In this lesson we will cover the planning considerations associated with an ETOPS flight, including:

- Weather planning minima for ETOPS alternate airports
- Alternate requirements
- Dispatch weather minimums
- Fuel planning
- Critical Fuel Scenarios
- Additional fuel requirements
- Computerized Flight Plan
- Use of departures / destinations as alternates
- Fuel planning scenarios
- MEL / CDL considerations
- ETOPS Verifications Flights

LESSON 04: In-Flight Considerations

In this lesson we will cover the following specific in-flight considerations:

- Weather monitoring
- Loss of suitability
- Changes in magnetic variation
- Defect reporting
- In-flight alternate requirements
- Fuel monitoring
- ETOPS sector entry
- Decision making

LEARNING TIME AND RUN TIME

This course has a learning time of: (run time plus additional time per page to account for understanding learning points)

- 50 min (EASA / FAA)

This course has a run time of: (the base time for each page to be completed)

- 24 min (EASA / FAA)

Exam Generation System (EGS) Banked Questions

The total amount of banked questions for this course is:

Lesson Title	EASA Questions	FAA Questions
Concepts	3	3
Definitions	6	7
ETOPS Planning Considerations	7	7
In-Flight Considerations	4	4
	20	21

REFERENCE MATERIAL

The Pelesys Extended Twin-Engine Operations Course provides pilots and operators with information in support of ETOPS. It is based on information outlined in:

EASA

- SPA.MNPS.100
- MNPS and the procedures governing their application are published in the Regional Supplementary Procedures, and National AIPs
- SPA.MNPS.105
- AMC 20-6
- EU OPS 1

FAA

- AC 120-42B
- FAR 121 APP
- FAR 121 Sub U
- FAR 121.625
- FAR 121.631
- FAR 121-633
- FAR 121.7
- FAR 25 Sub L
- FAR 121.624
- FAR 25 Sub G
- FAR 25-1535
- FAR121.99
- FAR 121.646
- FAR121.687
- FAR 121 Sub H
- FAR 121.135
- AC 91-70B
- AC 120-42B

TC

- TP 6327 – Safety Criteria for Approval of Extended Range Twin-Engine Operations

The operator remains responsible for obtaining approval from the regulatory authority.

Click to request more information