



Collins Aerospace

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ARINCDirectSM **EDTO Flight Planning** Frequently Asked Questions

Purpose

This document provides guidance on frequently asked questions about EDTO Flight Planning.

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1. How can I calculate ETOPS and what is EDTO?

EDTO, or Extended Diversion Time Operations, is the evolution of ETOPS. It considers specifically two or more turbine engines where the diversion time to en route alternate exceeds the threshold set by the State of the Operator based on the type of operation. ETOPS and EDTO differentiation includes two points:

1. twin engine (ETOPS) vs. applicable to 'two or more' (EDTO) and
2. based on the threshold set by the State of the Operator (EDTO) vs. standard 60 minutes (ETOPS).

2. What are the benefits of the EDTO option?

With this implementation, we can address multiple requests for ETP/ETOPS enhancements we've received:

- Compliance with EDTO
- EDTO EENTR/EEXIT (Entry and Exit points) plotted on the map and incorporated in the navlog
- Identifying the most fuel-critical scenario on the map

As well as provide new functionality:

- Ability to specify Icing Penalty
- Automation of suitable airports for full EDTO coverage
- Ability to exclude airports from the EDTO calculation

3. Will the EDTO calculation appear on the ARINC Direct iPad map and plotting chart?

Yes, EDTO flight plans will appear on the iPad application in an upcoming iPad release.

4. Which critical fuel summaries are included in the flight plan calculation?

The following are included:

- All Engine Decompression
- One Engine Out with a Decompression
- One Engine Out

5. Where can I update my EDTO flight plan settings?

Admins can update these settings within a new section in the Legacy Tail Profile. Ensure these settings are reviewed by an admin before computing an EDTO plan.

6. While creating a flight plan, why must I select either ETP/ETOPS or EDTO (not both)?

EDTO will provide both intermediate and EDTO alternate ETPs. There is no need to have both ETP and EDTO selected.

7. While creating a flight plan, why can't I change some ETP or EDTO parameters?

In the EDTO calculation, data is pre-synced to the flight planning engine database and not sent along with the flight plan request. On the user interface, the values stored for these parameters are displayed for your visibility before computing a flight plan. The settings must be changed within the new section within the Legacy Tail Profile.

8. Why can't I calculate ETP calculations between the nearest and farthest alternate airports?

This calculation is not an included component in the EDTO calculation.

9. Why don't I see an option to include hold fuel at the diversion airport?

The backend calculation already includes the regulatory 15-minute hold at the diversion airport with every EDTO calculation. A future enhancement will allow users to indicate a specific value.

10. What is the difference between an intermediate alternate and an EDTO alternate?

Intermediate alternates are included when the route is within the authorized time while EDTO alternates are included when the route exceeds the authorized time.

11. Why do I only see one range ring around each alternate on the map?

If your flight plan does not enter EDTO, you will not see the outer ring plotted.

12. Can the computed flight plan only show the most fuel-restricted scenario?

Yes, this is format-specific. Contact our flight coordinators to request an update to your format with this information.

13. What enhancements are coming next for EDTO?

The next functionality planned to enhance this feature are:

- User Defined Alternates
- Hold Time for Diversion Airport- ability to enter a specific value

As always, we encourage your feedback. If you have any questions or concerns, please contact us at 1-866-321-6060 (International: +1 410-266-2266) or email flightops@arinc.com.