Chapter 2—Extended diversion time operations (EDTO)

Division 1—Criteria for the grant of EDTO approval

2.01 Scope of Division 1, Chapter 2

This Division:

(a) is made under paragraph 121.035(2)(a) of CASR; and

(b) prescribes the criteria for an approval to fly an aeroplane in extended diversion time operations.

2.02 Turbine-engine aeroplanes

The aeroplane must be a turbine-engine aeroplane.

2.03 Type design and certification documents

(1) This section applies if the airworthiness standards for an aeroplane require the type design of the aeroplane to be approved for the conduct of extended diversion time operations with the diversion time limit requested by the aeroplane operator in an application for EDTO approval.

(2) The type design of the aeroplane must be approved for extended diversion time operations with at least the diversion time limit requested by the operator, as evidenced in any of the following documents for the aeroplane:

(a) the flight manual;

(b) the type certificate data sheet or a supplement to the sheet;

(c) the CMP document.

(3) The following information about the aeroplane, its airframe/engine combination, and extended diversion time operations, must be contained in at least one of the documents mentioned in subsection (2):

(a) any special limitations, including any limitations associated with operation of the aeroplane up to the diversion time limit requested;

(b) the equipment and flight crew procedures required for the conduct of an EDTO with the diversion time limit requested;

(c) the diversion time capability of the aeroplane as limited by any time-limited system for the aeroplane.

2.04 Capability of aeroplane for EDTO—general

CASA must be satisfied of the following matters in relation to an application for EDTO approval:

(a) the reliability of the airframe/engine combination of the aeroplane must be acceptable for extended diversion time operations, within the diversion time requested by the operator for the operations;

(b) the aeroplane's type certificate or foreign type certificate covers an EDTO for at least the diversion time requested;

(c) the CMP document for the aeroplane permits an EDTO with the diversion time requested.

2.05 Capability of operator—EDTO required system serviceability

General

(1) CASA must be satisfied that the operator has the capability to ensure that the following equipment and systems of an aeroplane, the subject of an application for EDTO approval, would be serviceable for dispatch on an EDTO flight under the approval:
   (a) for a 2-engine aeroplane—one-engine-inoperative auto-land capability, if flight planning for an EDTO en-route alternate aerodrome is predicated on the use of auto-land;
   (b) if operating in the polar region—an automated external defibrillator.

(2) CASA must also be satisfied that the operator has the capability to ensure:
   (a) the fuel quantity indicating system and the cargo fire suppression system of the aeroplane would be serviceable for dispatch for the flight; and
   (b) operating the aeroplane with one or both of those systems unserviceable would be permitted by the MEL for the aeroplane and any conditions and limitations of the MEL relating to the unserviceability could be complied with.

Diversion time more than 180 minutes

(3) Subsection (4) applies if an application for EDTO approval requests a diversion time of more than 180 minutes.

(4) CASA must be satisfied that the operator has the capability to ensure that the following systems of the aeroplane would be serviceable for dispatch on an EDTO flight under the approval:
   (a) subject to subsection (5), the auxiliary power unit, including electrical and pneumatic supply to its designated capability;
   (b) if the aeroplane is a 2-engine aeroplane—the auto-throttle system;
   (c) a communication system, in addition to any such equipment required for the aeroplane under section 11.08, that is capable of providing effective direct communication (for example, by voice, SATCOM/SATVOICE or ACARS) between the flight crew and air traffic services, and between the flight crew and either or both the operations control and flight dispatcher.

(5) Paragraph (4)(a) does not apply if an auxiliary power unit:
   (a) for a 2-engine aeroplane—is not required by the type design and certification documents for the aeroplane require it to have an auxiliary power unit for the conduct of EDTO flights; or
   (b) for a 3- or 4-engine aeroplane—is not required:
      (i) by the aeroplane manufacturer for one-engine-inoperative procedures or depressurisation procedures; or
      (ii) for a time-limiting EDTO significant system (if any).

2.06 Diversion time for 2-engine aeroplanes

(1) This section applies to an application to conduct extended diversion time operations using a 2-engine aeroplane.

(2) The maximum diversion time that can be approved for the aeroplane must not exceed the most limiting of the following time limits:

(a) the diversion time capability for the airframe/engine combination, evidenced by the documents and information for the aeroplane mentioned in section 2.03;

(b) the time limit of the aeroplane's cargo fire suppression system reduced by an operational safety margin of 15 minutes;

(c) the time limit of the aeroplane's most EDTO significant time-limited system (other than the cargo fire suppression system), reduced by an operational safety margin of 15 minutes.

(3) Paragraph (2)(b) does not apply if a time limit for the aeroplane's cargo fire suppression system has not been specified in at least one document mentioned in subsection 2.03(2) in relation to the aeroplane.

(4) Paragraph (2)(c) does not apply in relation to an EDTO significant time-limited system of the aeroplane if a time limit for the system has not been specified in at least one document mentioned in subsection 2.03(2) in relation to the aeroplane.

2.07 Diversion time for 3- or 4-engine aeroplanes

(1) This section applies to an application to conduct extended diversion time operations using a 3- or 4-engine aeroplane.

(2) The maximum diversion time that can be approved for the aeroplane must not exceed the most limiting of the following time limits:

(a) the time limit of the aeroplane's cargo fire suppression system, reduced by an operational safety margin of 15 minutes;

(b) the time limit of the aeroplane's most EDTO significant time-limited system (other than the cargo fire suppression system), reduced by an operational safety margin of 15 minutes.

(3) Paragraph (2)(a) does not apply if a time limit for the aeroplane's cargo fire suppression system has not been specified in at least one document mentioned in subsection 2.03(2) in relation to the aeroplane.

(4) Paragraph (2)(b) does not apply in relation to an EDTO significant time-limited system of the aeroplane if a time limit for the system has not been specified in at least one document mentioned in subsection 2.03(2) in relation to the aeroplane.

2.08 Polar region

If an application for EDTO approval involves conducting the proposed operations through or within the polar region:

(a) the aeroplane must be equipped with an automated external defibrillator; and

(b) the MEL for the aeroplane must be sufficient to cover the requested EDTO flights.

2.09 Care and safety of passengers and crew

(1) This section applies if an application for EDTO approval:
   (a) requests a diversion time greater than 180 minutes; or
   (b) involves the conduct of operations through or within the polar region.

(2) CASA must be satisfied that the operator can ensure the care and safety of passengers and crew following a landing at an EDTO en-route alternate aerodrome.

(3) In considering whether it is satisfied of the matters in subsection (2), CASA must take into account:
   (a) details, included in the operator's exposition, of facilities at each EDTO en-route alternate aerodrome designated for the operations, for ensuring the care and safety of a full complement of passengers and crew; or
   (b) details, included in the operator's exposition, of the operator's recovery plan that ensures, for a diversion to any EDTO en-route alternate aerodrome, the protection and well-being of a full complement of passengers and crew at the aerodrome itself, or in its immediate area, until the passengers and crew are transported to another place that will provide for their care and safety.

Division 2—Form of application for EDTO approval

2.10 Scope of Division 2, Chapter 2

This Division:

(a) is made for paragraph 121.035(2)(b) of CASR; and

(b) prescribes the form in which an application for EDTO approval must be made.

2.11 Form of application

(1) An application for EDTO approval for a particular aeroplane and airframe/engine combination must be made to CASA in writing.

(2) The application must include the following information:

(a) the type and model of aeroplane;

(b) the diversion time requested;

(c) details of the aeroplane's airframe/engine combination, including the latest revision number of the CMP document required for extended diversion time operations (as normally identified in the aeroplane's flight manual, type certificate data sheet or supplemental type certificate);

(d) details of diversion time capability of the aeroplane and airframe/engine combination as evidenced by the documents and information for the aeroplane mentioned in section 2.03;

(e) the time limit of the aeroplane's most time-limiting EDTO significant system (if any) identified in the aircraft flight manual instructions for the aeroplane;

(f) details of the requested areas of operation, including whether operations would enter the polar region;

(g) details of the aeroplane speed or speeds the operator will use to comply with the requirements in Division 4 of this Chapter;

(h) details of the operator's plans, processes, procedures or systems to ensure the pre-flight serviceability of the systems mentioned in section 2.05;

(i) details of the procedures required under regulation 121.160 of CASR as they relate to determining operational control for an EDTO flight of the aeroplane;

(j) details of the dispatch procedures for the aeroplane in relation to the proposed extended diversion time operations;

(k) a list of the EDTO en-route alternate aerodromes designated for the operations;

(l) details of the training and checking of flight crew members and flight dispatchers for EDTO flights of the aeroplane;

(m) details of EDTO training provided to personnel of the operator who:

(i) are engaged in providing continuing airworthiness management services for the aeroplane; or

(ii) carry out maintenance on the aeroplane on behalf of an approved maintenance organisation;

(n) details of the operator's procedures for complying with the fuel requirements in Chapter 7 in relation to the conduct of EDTO flights;

(o) a copy of any amendments to the operator's exposition that would be required for the proposed extended diversion time operations.

Passenger and crew care & safety

(3) If the application:

(a) requests a diversion time greater than 180 minutes; or

(b) involves flight through or within the polar region;

the application must also include details of how the operator will ensure the care and safety of a full complement of passengers and crew following a landing at an EDTO en-route alternate aerodrome.

Division 3—Factors to be considered by CASA in approving EDTO

2.12 Scope of Division 3, Chapter 2

This Division:

(a) is made for paragraph 121.035(2)(c) of CASR; and

(b) prescribes factors to be considered by CASA in deciding whether or not to grant an approval to an operator to conduct extended diversion time operations in relation to a particular aeroplane and airframe/engine combination.

2.13 Safety compensating factors

In considering an application by an operator to conduct extended diversion time operations using a particular aeroplane and airframe/engine combination, CASA must take into account safety compensating factors, including:

(a) the number of aerodromes in the area of operations; and

(b) the weather conditions normally prevailing in the area; and

(c) the availability of communications; and

(d) the safety and reliability of operations conducted with the airframe/engine combination and any additional MEL restrictions.

2.14 Capability and competence to conduct EDTO

(1) In considering an application by an operator to conduct extended diversion time applications using a particular aeroplane and airframe/engine combination, CASA must consider the capability and competence of the operator to safely conduct and adequately support the intended operations.

Note: In considering the operator's capability and competence, CASA may direct the operator, under regulation 11.245 of CASR, to conduct a proving flight using the aeroplane or an approved simulator for the aeroplane.

(2) CASA may take into consideration the operator's capability and competence to safely conduct the intended extended diversion time operations in the event of the following contingencies:

(a) total loss of thrust on one engine;

(b) total loss of normal generated electrical power, involving the demonstration of the EDTO-critical electrical conditions identified during the type certification of the aeroplane;

(c) total loss of pressurisation;

(d) any other event or condition required by CASA for reasons relating to operational challenge, safety management, crew workload or performance.

Division 4—Requirements for conduct of EDTO

2.15 Scope of Division 4, Chapter 2

This Division:

(a) is made for paragraph 121.035(3)(a) of CASR; and

(b) prescribes requirements in relation to conducting EDTO flights.

2.16 Flight planning limitations for all EDTO flights

(1) A flight plan route for an aeroplane used to conduct an EDTO flight must be limited to that for which the diversion time to an EDTO en-route alternate aerodrome for the flight, measured at the speed mentioned in subsection (2), does not exceed the maximum diversion time, in ISA and still air conditions.

(2) For subsection (1), the speed is:

(a) if the aeroplane is a 2-engine aeroplane—a one-engine-inoperative cruising speed specified in the operator's exposition for this section; or

(b) if the aeroplane is a 3- or 4-engine aeroplane—a normal cruising speed, specified in the operator's exposition for this section.

Note: An EDTO flight may also be further limited by a provision applying under section 2.17.

2.17 Additional flight planning limitations—EDTO beyond 180 minutes

(1) The requirements in this section apply in relation to an EDTO beyond a maximum diversion time of 180 minutes.

Limits of cargo fire suppression system—all aeroplanes

(2) The time required by an aeroplane to fly the distance to a planned EDTO en-route alternate aerodrome:

(a) at the normal cruising speed specified in the operator's exposition for this section; and

(b) correcting for forecast wind and temperature;

must not exceed the time specified for the aeroplane's cargo fire suppression system in one of the documents for the aeroplane mentioned in subsection 2.03(2), minus 15 minutes.

Limits of most limiting time-limited system for 2-engine aeroplane

(3) If the aeroplane is a 2-engine aeroplane, the time required by the aeroplane to fly the distance to a planned EDTO en-route alternate aerodrome:

(a) measured at the one-engine-inoperative cruising speed specified in the operator's exposition for this section; and

(b) correcting for forecast wind and temperature;

must not exceed the time specified for the aeroplane's most limited time-limited system (other than the cargo fire suppression system), in one of the documents for the aeroplane mentioned in subsection 2.03(2), minus 15 minutes.

2.18 Flight dispatch requirements for EDTO

General flight dispatch requirements

(1) An EDTO flight of an aeroplane must not commence unless:
  (a) the pilot in command is provided with the flight dispatch release mentioned in subsection (3); and
  (b) a pre-departure service check is completed; and
  (c) if the flight is one mentioned in subsection 11.08(2)—the communications facilities required under subsection 11.08(3) are available; and
  (d) if the aeroplane is a 2-engine aeroplane—the aeroplane meets the requirements of the CMP document for the flight; and
  (e) any EDTO en-route alternate aerodromes for the flight are identified and listed in the operational flight plan.

(2) An EDTO flight of an aeroplane must not commence unless:
  (a) the following systems and equipment of the aeroplane are serviceable:
    (i) if the aeroplane is a 2-engine aeroplane—one-engine-inoperative auto-land capability, if flight planning for an EDTO en-route alternate aerodrome is predicated on the use of auto-land;
    (ii) if operating in the polar region—an automated external defibrillator; and
  (b) either:
    (i) the fuel quantity indicating system, and the cargo fire suppression system, of the aeroplane is serviceable for the flight; or
    (ii) in the case that a system mentioned in subparagraph (b)(i) is not serviceable for the flight—the MEL for the aeroplane permits the operation of the aeroplane with the unserviceability and any conditions and limitations of the MEL relating to the unserviceability are able to be complied with for the flight.

(3) For the purposes of paragraph (1)(a), a record of the following information for dispatch of the aeroplane (the ***flight dispatch release***) for the EDTO flight, must have been prepared (whether or not in a standalone document):
  (a) the EDTO en-route alternate aerodromes for the flight;
  (b) the maximum diversion time for the flight.

Performance data for EDTO flight

(4) An EDTO flight of an aeroplane must not commence unless the performance data in the aircraft flight manual instructions for the aeroplane:
  (a) is available to the pilot in command for the specific airframe/engine combination; and
  (b) includes the matters mentioned in subsections (5) and (6); and
  (c) can support all phases of the EDTO flight.

(5) For paragraph (4)(b), the performance data must include:

(a) detailed one-engine-inoperative performance data, including fuel flow data, for ISA and ambient conditions as a function of airspeed and power setting, encompassing:

(i) drift-down flight profiles (including net performance); and

(ii) cruising altitude coverage; and

(iii) altitudes for flight with one-engine-inoperative and depressurised conditions; and

(iv) holding altitudes; and

(b) detailed all-engines-operating performance data, including fuel flow data, for ISA and ambient conditions as a function of airspeed and power setting, encompassing:

(i) cruising altitudes; and

(ii) altitudes for flight under depressurised conditions; and

(iii) flight at 10 000 ft above mean sea level; and

(iv) holding altitudes; and

(c) any available data related to any other conditions relevant to the EDTO flight that could result in a significant deterioration to the performance of the specific airframe/engine combination, including the following conditions:

(i) ice accretion on the aeroplane surfaces not encompassed by anti-ice or de-ice systems;

(ii) if required to be considered by the aeroplane's manufacturer as part of the EDTO airworthiness certification of the aeroplane:

(A) the ram air turbine deployment; and

(B) the thrust reverser deployment.

(6) For paragraph (4)(b), the altitudes, airspeeds, thrust settings and fuel flow, used in establishing the EDTO area of operations for the airframe/engine combination, must be used when determining whether the requirements in sections 9.07 and 9.08 can be met for an EDTO flight of the aeroplane.

Note: Sections 9.07 and 9.08 provide for obstacle clearance performance requirements for the en route phase of a flight.

2.19 Dispatch requirements for EDTO beyond 180 minutes

(1) This section applies in relation to an EDTO flight conducted beyond a maximum diversion time of 180 minutes.

(2) The following systems of the aeroplane must be serviceable for dispatch:

(a) if the aeroplane is a 2-engine aeroplane—the auto-throttle system;

(b) if required:

(i) by the aeroplane manufacturer for one-engine-inoperative, or depressurisation, procedures; or

(ii) for a time-limited system (if any);

the auxiliary power unit, including electrical and pneumatic supply to its designated capability;

(c) a communication system, in addition to any such equipment required for the aeroplane under Chapter 11, that is capable of providing effective direct communication (for example, by voice, SATCOM/SATVOICE or ACARS) between the flight crew and air traffic services, and between the flight crew and either or both the operations control and flight dispatcher.

2.20 In-flight operational procedures for EDTO

Significant changes to be evaluated

(1) A significant change:
   (a) in forecast weather; or
   (b) in the aerodrome availability for the flight; or
   (c) in the required services at any EDTO en-route alternate aerodromes designated for the flight;

that occurs during an EDTO flight of an aeroplane and before the aeroplane proceeds beyond the EDTO entry point, must be evaluated by the pilot in command as soon as practicable.

(2) If a significant change mentioned in subsection (1) would prevent a safe approach and landing at an EDTO en-route alternate aerodrome during the estimated time of use—the pilot in command must select an additional EDTO en-route alternate aerodrome where a safe approach and landing can be made.

EDTO significant event during flight

(3) If:
   (a) a failure or degradation of an EDTO significant system occurs during an EDTO flight before the aeroplane reaches the EDTO entry point; and
   (b) the pilot in command believes that assistance from the flight dispatcher is necessary;

then, all available means of communication must be used by the flight crew to ensure assistance by the flight dispatcher:
   (c) to re-evaluate the aeroplane's capability to ensure that the flight can safely continue into the EDTO area of operation; and
   (d) to update or revise the flight plan following the re-evaluation.

Requirements before proceeding beyond EDTO entry point

(4) The pilot in command of an aeroplane conducting an EDTO flight must not proceed beyond an EDTO entry point unless:
   (a) the aerodrome forecast, or ICAO landing forecast, for each aerodrome selected as an EDTO en-route aerodrome, indicates that the forecast cloud ceiling and visibility, at the estimated time of use mentioned in section 4.05 for the aerodrome, are above the landing minima for the approach expected to be used; and
   (b) the aerodrome forecast, or ICAO landing forecast, for each aerodrome selected as an EDTO en-route aerodrome, indicates that the forecast wind component for the aerodrome, at the estimated time of use mentioned in

section 4.05 for the aerodrome, including gusts, for the runway expected to be used, is the lesser of:

(i) the maximum demonstrated crosswind specified in the aircraft flight manual instructions for the aeroplane; and

(ii) the maximum demonstrated crosswind specified (if any) in the aircraft flight manual instructions for landing with one engine inoperative; and

(c) no other event has occurred that makes the aerodrome unusable.

(5) The pilot in command of a 2-engine aeroplane conducting an EDTO flight must ensure the aeroplane complies with the in-flight operational requirements of the CMP document for the EDTO flight before the aeroplane proceeds beyond the EDTO entry point.

Significant changes at EDTO en-route alternate aerodrome

(6) Subsection (7) applies if, during an EDTO flight:

(a) the authorised weather forecast is revised to be below the landing minima for the expected approach, during the estimated time of use mentioned in section 4.05 of an EDTO en-route alternate aerodrome; or

(b) any other event occurs that makes the aerodrome unusable.

(7) After an aeroplane conducting an EDTO flight proceeds beyond the EDTO entry point, and before passing the exit point, the pilot in command must:

(a) evaluate the significant changes in conditions, mentioned in subsection (6), at the EDTO en-route alternate aerodrome; and

(b) continue the planned flight only if satisfied that doing so would be no less safe than an alternative course of action.

Initiating diversion

(8) If there is an in-flight shutdown of an engine during the flight, the pilot in command must promptly initiate a diversion to the nearest aerodrome (measured by the time it would take to fly to the aerodrome) that is determined by the pilot in command to be suitable, taking account of the safe operation of the aeroplane.

(9) If there is a single or multiple primary system failure during the flight, the pilot in command must:

(a) initiate a diversion to the nearest aerodrome (measured by the time it would take to fly to the aerodrome) that is determined by the pilot in command to be suitable, taking into account the safe operation of the aeroplane; or

(b) in the case only that the pilot in command determines no substantial degradation of safety would result—continue the planned flight.

Division 5—General conditions on EDTO approvals

2.21 Scope of Division 5, Chapter 2

For the purposes of regulation 11.068 of CASR, this Division imposes conditions on EDTO approvals.

2.22 EDTO procedures—flight dispatcher duties

(1) It is a condition on an EDTO approval issued to an aeroplane operator that the operator must have procedures in the operator's exposition to ensure that, during flight planning for an EDTO flight of an aeroplane, the flight dispatcher meets the requirement in subsection (2).

(2) For subsection (1), the flight dispatcher must consider the potential routes and altitudes that would be necessary for diversion to an EDTO en-route alternate aerodrome when determining whether immediate satellite-based voice communications, required by subsection 11.08(3), are available.

2.23 Training and checking—flight dispatchers

(1) It is a condition on an EDTO approval issued to an aeroplane operator that the operator must ensure that any flight dispatcher, who has responsibilities for the dispatch of the aeroplane on an EDTO flight, has received the training required by this section for the person before carrying out the duties and responsibilities of a flight dispatcher for the flight.

(2) The operator must ensure that the training and checking mentioned in paragraph 119.170(4)(a) of CASR, in relation to a flight dispatcher, covers the following content:

(a) contingency procedures for each area of operation intended to be used for EDTO flights;

(b) diversion procedures and diversion decision-making processes;

(c) the requirements of the civil aviation legislation in relation to extended diversion time operations.

2.24 Quarterly EDTO summary reports—2-engine aeroplanes

(1) It is a condition on an EDTO approval issued to an aeroplane operator that the operator must prepare a summary report, in respect of an aeroplane used to conduct extended diversion time operations under the approval, available to CASA on request, for:

(a) the 3-month period beginning the day after being granted the EDTO approval; and

(b) each 3-month period beginning the day after the end of the previous 3-month period;

that will report on the matters in subsection (2) for each aeroplane of that type, model and airframe/engine combination operated by the operator under the approval.

(2) For subsection (1), the matters are as follows:
   (a) the number of flights conducted and the hours flown by the aeroplane;
   (b) for each aircraft engine of the aeroplane—the number of flights conducted and total hours flown with the engine;
   (c) for each flight conducted by the aeroplane during the 3-month period—any interruptions, delays or cancellations occurring due to technical reasons;
   (d) any unscheduled termination or diversion from a route caused by an actual or suspected technical malfunction;
   (e) in-flight shutdown rates;
   (f) any defects or events reported or recorded by a flight crew member using the exposition procedures required by regulation 121.120 of CASR or reported under section 2.20;
   (g) systems defects that have exceeded their alerts levels;
   (h) use of the aeroplane's MEL;
   (i) unscheduled component removals.

(3) If a summary report for a 3-month period is requested by CASA, the operator must make the report available within 14 days of CASA's request.

(4) The requirement to prepare a summary report in relation to an aeroplane mentioned in subsection (1) is met if:
   (a) the operator has an approved reliability program (within the meaning of regulation 42.015 of CASR) in relation to the aeroplane; and
   (b) the reliability program requires the operator to provide CASA with quarterly reports; and
   (c) the operator reports against the matters mentioned in subsection (2) in relation to the aeroplane, in the quarterly reports prepared for the reliability program.

2.25 Navigation documents for EDTO

(1) It is a condition on an EDTO approval issued to an aeroplane operator that the operator must ensure that the flight crew members, assigned to duty for an EDTO flight of an aeroplane used to conduct extended diversion time operations under the approval, are provided with navigation documents that include at least the following information:
   (a) the threshold distances for the aeroplane and the flight;
   (b) the maximum diversion time for the aeroplane and the flight.

(2) The operator must ensure that the flight crew are given the means of determining the location of each equal time point, and the critical point, for the flight.

(3) In this section:

equal time point means a point along the route that is located at the same flight time from two aerodromes.

Note: See section 1.04 for the definition of ***critical point***.

2.26 In-flight event reporting for EDTO

(1) It is a condition on an EDTO approval issued to an aeroplane operator that the operator report to CASA any of the following events that occur in relation to an EDTO flight of an aeroplane conducting extended diversion time operations under the approval, within 72 hours of the event occurring:

(a) in-flight shut down;

(b) diversion or turnback;

(c) uncommanded power change or surge;

(d) inability to control an engine or to obtain desired power;

(e) malfunction or adverse trend of an EDTO significant system;

(f) any other event detrimental to EDTO.

(2) The operator must conduct an investigation into the cause of the event, and include in the report to CASA at least the following:

(a) the aeroplane make and serial number;

(b) the engine make and serial number;

(c) total time, cycles and time since last maintenance;

(d) time since overhaul or inspection of the defect item;

(e) phase of flight that the event occurred;

(f) corrective action.