

## Etops Guide Boeing 737 Maintenance

Selecting the right aircraft for an airline operation is a vastly complex process, involving a multitude of skills and considerable knowledge of the business. *Buying the Big Jets* has been published since 2001 to provide expert guidance to all those involved in aircraft selection strategies. This third edition brings the picture fully up to date, representing the latest developments in aircraft products and best practice in airline fleet planning techniques. It features a new section that addresses the passenger experience and, for the first time, includes regional jet manufacturers who are now extending their product families into the 100-plus seating category. Overall, the third edition looks at a broader selection of analytical approaches than previously and considers how fleet planning for cost-leader airlines differs from that of network carriers. *Buying the Big Jets* is an industry-specific example of strategic planning and is therefore a vital text for students engaged in graduate or post-graduate studies either in aeronautics or business administration. The book is essential reading for airline planners with fleet planning responsibility, consultancy groups, analysts studying aircraft performance and economics, airline operational personnel, students of air transport, leasing companies, aircraft value appraisers, and all who manage commercial aircraft acquisition programmes and provide strategic advice to decision-makers. It is also a valuable tool for the banking community where insights into aircraft acquisition decisions are vital.

Lists citations with abstracts for aerospace related reports obtained from world wide sources and announces documents that have recently been entered into the NASA Scientific and Technical Information Database.

### Buying the Big Jets Fleet Planning for Airlines Taylor & Francis

On January 16, 2007, the U.S. Federal Aviation Administration (FAA) issued revised regulatory material relating to the operation of all aircraft on flights with the potential for extended time diversions. As a result, the term ETOPS has been redefined as “Extended Operations” and now includes the operation of all transport aircraft, regardless of the number of engines (except All-Cargo operations of airplanes with more than 2-engines), further than specific threshold times from available enroute diversion airports. The new FAA rules, while still limiting two-engine airplanes to routes that remain within 60 minutes from an Adequate Airport, unless the operator is approved for ETOPS, will now allow two-engine airplanes to be flown on ETOPS routes with diversion times greater than 240 minutes flying time in certain geographic regions. Passenger airplanes with more than two engines will also be required to meet ETOPS requirements under the new rules, whenever they are operated more than 180 minutes from an Adequate Airport. ETOPS Operational Approvals may be granted to operators if the airframe/engine combination being used has been approved for such flights and the operator has established acceptable operations and maintenance programs. FAA Advisory Circulars, AC 120-42B and AC 135-42, provide guidelines for the additional operations, maintenance, reliability and training programs that are required of an FAA ETOPS operator. NOTE: Based on Boeing operations. Only for information purpose. For real flight refer to Boeing manuals.

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