

# Compliance Statement for Approval to Operate a Performance Class A Two-Engined Aeroplane with an MOPSC of 19 or less at a range of 120 to 180 Minutes from an Adequate Aerodrome, without an ETOPS Approval



CAT.OP.MPA.140 details the maximum distance that aeroplanes may operate from an adequate aerodrome. Performance class A aeroplanes with a maximum operating passenger seating configuration (MOPSC) of 19 or less may operate at a distance equivalent to the range flown at the one-engine-inoperative (OEI) cruise speed for 120 minutes. Subject to approval from the CAA, this distance may be increased to the range flown at the OEI cruise speed for 180 minutes. This compliance statement is designed to assist operators in identifying the additional procedures that the Authority requires in order to grant such approval.

Operators wishing to apply for this approval should complete Application Form SRG2201 and submit to [apply@caa.co.uk](mailto:apply@caa.co.uk).

Additionally, this compliance statement must be completed by any operator applying for 180 minutes approval and submitted with a risk assessment to the appropriate Flight Operations Inspector. Completion of this statement will guide operators to the appropriate regulations.

Requirement	Regulatory Reference	Operator's Reference in Operations Manual/Application Documentation
<b>Application, including management of change</b>	<b>ORO.GEN.200 (a) (3)</b>	
<b>Airworthiness</b>		
How does the operator demonstrate that it has incorporated the relevant information into its CAME and Aircraft Maintenance Programme in support of extended range operations?	<b>UK CAA AltMoC CAT.OP.MPA.140(d) para (a)</b>	
How does the operator demonstrate that the aeroplane has been certified to CS-25 or equivalent (e.g. FAR-25)?	<b>UK CAA AltMoC CAT.OP.MPA.140(d) (b)</b>	
What procedures has the operator instigated to ensure that all engine events and operating hours are reported to the airframe and engine type certificate (TC) holders, as well as to the competent authority?	<b>UK CAA AltMoC CAT.OP.MPA.140(d) (c)</b>	
How will the operator ensure that these events are evaluated by the operator in consultation with the competent authority and with the engine and airframe TC holders?		
Is the fleet size, or accumulated flight hours, so small as to make statistical analysis unavailable? If so, what process has been introduced to review individual engine events on a case-by-case basis.		
What process has been instigated to ensure that any evaluation or statistical assessment, can lead to corrective action or the application of operational restrictions?		
Where does it state that reportable engine events include: (a) Engine shutdowns, both on ground and in-flight, excluding normal training events, including flameout. (b) Occurrences where the intended thrust level was not achieved or where crew action was taken to reduce thrust below the normal level for whatever reason. (c) Unscheduled removals.		
How will the operator ensure that all corrective actions required by the competent authority are implemented?		
Has the operator instigated an oil-consumption-monitoring programme based on engine manufacturer's recommendations?	<b>UK CAA AltMoC CAT.OP.MPA.140(d) (d)</b>	

How does this programme track oil consumption trends, and is the monitoring continuous and does it take account of the oil added, including at the departure station?	<b>UK CAA AltMoC CAT.OP.MPA.140(d) (d)</b>	
Has the operator instigated an engine monitoring programme which provides for engine condition monitoring?		
Does this programme describe the parameters to be monitored, the method of data collection and a corrective action process, and is it based on the engine manufacturer's instructions?		
How will this monitoring be used to detect propulsion system deterioration at an early stage, allowing corrective action to be taken before safe operation is affected?		
Have all the procedures stated above been incorporated into the operator's aircraft maintenance programme and Continuing Airworthiness Management Exposition (CAME) in accordance with Annex I (Part-M) to Regulation (EU) No 1321/2014	<b>CAT.OP.MPA.140 (d) (2)</b>	
<b>Training and Procedures</b> <i>Approval to operate up to 180 minutes from an adequate aerodrome will require additional operating procedures and training above that mandated by ORO.FC.220/230</i>		
Where in the operations manual and/or CAME are the operator's procedures and training programmes related to this approval?	<b>UK CAA AltMoC CAT.OP.MPA.140(d) (e)</b>	
Where does it state that the crew are required to verify fuel on board prior to departure and monitoring fuel on board en-route, including calculation of fuel remaining?		
Does the operator dictate a procedure which provides for an independent cross-check of fuel quantity indicators? (e.g. fuel flow may be used to calculate the fuel burned, which may be compared with the indicated fuel remaining). Does this procedure stipulate that it must be confirmed that the fuel remaining is sufficient to satisfy the critical fuel reserves?		
Where does the operator detail its procedures for single and multiple failures in flight that may give rise to go/no-go and diversion decisions?		
Where is the policy, and guidelines, to aid the flight crew in the diversion decision-making process and emphasising the need for constant awareness of the closest weather-permissible alternate aerodrome in terms of time?		
Are the crews trained in OEI performance data, including drift-down procedures and OEI service ceiling data?		
Does the operator's training programme include: <ul style="list-style-type: none"> <li>• Meteorological aerodrome reports (METARs) and terminal aerodrome forecast (TAF) reports.</li> <li>• Obtaining in-flight weather updates on the en-route alternate (ERA), destination and destination alternate aerodromes.</li> <li>• Consideration of forecast winds, including the accuracy of the forecast compared to actual wind experienced during flight and meteorological conditions along the expected flight path at the OEI cruising altitude and throughout the approach and landing</li> </ul>		
Do the operator's procedures include the requirement to conduct a pre-departure check, additional to the pre-flight inspection required by Part-M and designed to verify the status of the aeroplane's significant systems? Does the description of significant systems include those items stated at UK CAA GM1 CAT.OP.MPA.140(d)?	<b>UK CAA AltMoC CAT.OP.MPA.140(d) (f)</b>	

How does the operator ensure that flight crew members are fully trained and competent to conduct a pre-departure check of the aeroplane, particularly the checking of required fluid levels?	<b>UK CAA AltMoC CAT.OP.MPA.140(d) (f)</b>	
Has the operator established in its MEL the minimum equipment that has to be serviceable for non-ETOPS operations between 120 and 180 minutes, and does the MEL take into account all items specified by the manufacturer relevant to this type of operation?	<b>UK CAA AltMoC CAT.OP.MPA.140(d) (g)</b>	
<b>Dispatch/flight planning</b>		
Where does the operator state its dispatch procedures regarding fuel and oil supply for releasing an aeroplane on an extended range flight? Do these procedures consider any additional fuel that may be determined in accordance with a critical fuel scenario, ice protection and APU operation?	<b>UK CAA AltMoC CAT.OP.MPA.140(d) (h)</b>	
How does the operator ensure the availability of communications facilities in order to allow reliable two-way voice communications between the aeroplane and the appropriate ATC unit at OEI cruise altitudes?		
How is the aircraft technical log reviewed prior to dispatch to ensure that proper MEL procedures, deferred items, and required maintenance checks have been completed?		
How does the operator ensure that ERA adequate aerodromes are available for the intended route, within the distance flown in 180 minutes based upon the OEI cruising speed?		
When selecting ERA aerodrome how does the operator confirm that, based on the available meteorological information, the weather conditions at ERA aerodromes are at or above the applicable minima for the applicable period of time, in accordance with CAT.OP.MPA.185.		
Is the OEI speed selected by the operator speed within the certified limits of the aeroplane, and approved by the competent authority?		
How has the operator taken into consideration the details of SPA.ETOPS.110 and SPA.ETOPS.115 in determining its flight planning and dispatch procedures?		

I, ..... hereby certify that the above compliance statement is a true reflection of the training, equipment, processes and procedures of company .....

Signed: ..... Date: .....

Position in company: .....