

Checklist Non-ETOPS operations (120-180 min)

Operator ⁽¹⁾	Date	Inspector (Name/signature) ²¹⁾	Ref.
Purpose:			

⁽²⁾ By signing this checklist, I hereby confirm that, at the time of performing this activity, I did not have any conflict of interest to declare regarding the above-mentioned operator⁽¹⁾.

No	Ref Non-compliance	Non-compliances

List of remarks	
Ref remarks	Remarks

Additional notes/comments:

NA = Not Applicable; C = Compliant; NC = Not Compliant; R = Remark; N/R = Not Reviewed

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
Determination of the engine out cruising speed					
CAT.OP.MPA.140 (b)	- The operator to determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two engined aeroplane type or variant operated, not exceeding VMO (maximum operating speed) based upon the true airspeed that the aeroplane can maintain with one engine inoperative.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.140 (c)	For each type or variant, the following information to be included in the operations manual: (1) the determined OEI cruising speed; and (2) the determined maximum distance from an adequate aerodrome.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Approval to operate at 120-180 mn from an adequate aerodrome					
Aeroplane eligibility					
CAT.OP.MPA.140 (a)(2) AMC1 CAT.OP.MPA.140(d)	- performance class A aeroplanes - MOPSC ≤ 19 - Aeroplane certified to CS-25 or equivalent (e.g. FAR-25).			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Engine events and corrective actions					
CAT.OP.MPA.140(d) AMC1 CAT.OP.MPA.140(d)	○ All engine events and operating hours to be reported by the operator to the airframe and engine TC holders, as well as to the CA. ○ Events to be evaluated by the operator in consultation with the CA and with the engine and airframe TC holders. ○ Engine events to be reviewed where the fleet size or accumulated flight hours are small. ○ Corrective actions to be defined (if applicable). ○ The operator to ensure that all corrective actions required by the CA are implemented.	- Engine events could include engine shutdowns, both on-ground and in-flight, excluding normal training events, including flameout, 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, and unscheduled removals		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
Maintenance					
CAT.OP.MPA.140 (d) AMC1 CAT.OP.MPA.140(d)	- Engine oil consumption programme to be established, based on engine manufacturer's recommendations.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.140 (d) AMC1 CAT.OP.MPA.140(d)	- Engine condition monitoring programme to be established based on manufacturer's instructions. - To be described: ○ The data collection process ○ Parameters monitored ○ The corrective action process.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Flight crew training					
CAT.OP.MPA.140 (d) AMC1 CAT.OP.MPA.140(d)	- FC training programme to established addressing: ○ Fuel management (at departure, monitoring during flight with independent cross check of fuel quantity indicators); ○ Procedures for single and multiple failures in flight and subsequent go/no-go diversion decision; ○ OEI performance data (drift down and service ceiling data) ○ Meteorological reports and flight requirements (weather info monitoring for the route, ERA and destination/alternate aerodromes); ○ Pre-departure check.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Pre-departure check					
CAT.OP.MPA.140 (d) AMC1 CAT.OP.MPA.140(d)	- Pre-departure check (additional to pre-flight inspection) to be conducted: ○ Content described in the OM; ○ FC adequately trained to perform this check; ○ Status of significant systems and fluids levels to be checked.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
MEL					
CAT.OP.MPA.140 (d) AMC1 CAT.OP.MPA.140(d)	- Minimum equipment to be serviceable for 120-180 mn operations to be defined in the MEL, taking into account all items specified by the			☐ N/A ☐ C	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	manufacturer relevant to this type of operations.			☐ NC ☐ R ☐ N/R	
Flight planning and dispatch procedures					
CAT.OP.MPA.140 (d) AMC1 CAT.OP.MPA.140(d)	<u>Fuel and oil supply</u> - Procedures to ensure sufficient fuel and oil is carried to take into account: ○ Critical fuel scenario ▪ Fly from critical point to alternate ▪ Descend and hold at 1500 ft for 15 mn ▪ Descend to the applicable MDA/H followed by a missed approach ▪ Normal approach and landing. ○ Flight in icing condition (effect of use of ice protection system and accumulation of ice) ○ APU operations.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.140 (d) AMC1 CAT.OP.MPA.140(d)	<u>Communication facilities:</u> -Procedure to allow the operator to 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.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.140 (d) AMC1 CAT.OP.MPA.140(d)	<u>Aircraft technical log review :</u> - Procedure to allow the operator to ensure that proper MEL procedures, deferred items, and required maintenance checks have been completed			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.140 (d) AMC1 CAT.OP.MPA.140(d)	<u>ERA aerodromes :</u> - Procedure to allow the operator to ensure that ERA aerodromes are available for the intended route, within the distance flown in 180 mn based upon the OEI cruising speed; - Based on the available meteorological information, the weather conditions at ERA aerodromes to be at or above the applicable minima for the applicable period of time, in accordance with CAT.OP.MPA.182.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	