AOC Operations Manual (Part B) Compliance Statement

Aeroplane Operations

This compliance statement has been written and produced as guidance to be used by commercial air transport operators when preparing an Operations Manual Part B, in accordance with the provisions of ORO.AOC.100, ORO.MLR.100 and AMC3 ORO.MLR.100.

It includes the applicable Implementing Rules (IR), Certification Specifications (CS), Acceptable Means of Compliance (AMC) and Guidance Material (GM) that should be considered when writing the operations manual. Any specific UK CAA guidance/best practice is also included and written in ***BLUE*** (further information, such as Civil Aviation Publications (CAPs) and Safety Notices, may also be available on the CAA Website, and operators are encouraged to subscribe to updates via CAA SkyWise).

If the operator also intends to conduct Part-NCC, Part-NCO and/or Part-SPO operations under the scope of their operations manual, additional regulations will apply and the operator should ensure that these are incorporated into the appropriate sections.

Whilst the CAA will periodically update this document, it remains the responsibility of the operator to ensure that any future regulatory changes are captured and incorporated into the operations manual. In accordance with ORO.MLR.100, the operator is responsible for ensuring that the operations manual reflects the applicable requirements, is kept up to date, and is presented in a form that can be used without difficulty.

If an operator wishes to deviate in any way from the AMC, including the structure defined in AMC3 ORO.MLR.100, they will need to apply to the UK CAA for an Alternative Means of Compliance (AltMoc). For additional information regarding the AltMoc process, please refer to CAA Form SRG1840.

For an initial Air Operator Certificate (AOC) application, the completed compliance statement should be sent with the proposed operations manual to NPA@caa.co.uk.

References to EU regulations in this document are to the assimilated UK regulations and are referenced hereafter as “UK Regulation (EU) year/number” or “UK Regulation (EU) No. number/year”. Subsequent references to the regulation will be in the format: ‘UK Reg (EU) No ####/year” or ‘UK Reg (EU) year/####’ as applicable.

AOC No:	
Operations Manual (OM) Date:	
OM Issue No:	
OM Revision No:	

IMPORTANT NOTES:

1. **In accordance with ORO.MLR.101, the main structure of the operations manual shall include an Operations Manual Part B. Several Part Bs may be established depending on the types/variants operated.**

2. **Whilst AMC1 ORO.MLR.100 (f) allows for the Operations Manual Part B to be supplemented with, or substituted by, applicable parts of the aircraft flight manual (AFM) or aircraft operating manual, this does not exclude the operator from the requirement to produce a Part B in accordance with the structure detailed in AMC3 ORO.MLR.100.**

3. **In accordance with AMC1 ORO.MLR.100 (i), if the operator chooses to use material from another source in the operations manual, either the applicable material should be copied and included directly in the relevant part of the operations manual, or the operations manual should contain a reference to the appropriate section of that applicable material. This should be a specific reference (e.g. Paragraph X.X.X), not a generic reference (e.g. Section X).**

OM Reference	Regulatory Reference	Operator's OM Reference	Operator Comments
0 GENERAL INFORMATION AND UNITS OF MEASUREMENT			
0.1 General information (e.g. aircraft dimensions), including a description of the units of measurement used for the operation of the aircraft type concerned and conversion tables.	Aircraft Flight Manual		
1 LIMITATIONS			
1.1 A description of the certified limitations and the applicable operational limitations should include the following: (a) certification status (e.g. EASA (supplemental) type certificate, environmental certification, etc.); (b) passenger seating configuration for each aircraft type, including a pictorial presentation; (c) types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions, etc.); (d) crew composition; (e) mass and centre of gravity; (f) speed limitations; (g) flight envelope(s); (h) wind limits, including operations on contaminated runways; (i) performance limitations for applicable configurations; (j) (runway) slope; (k) for aeroplanes, limitations on wet or contaminated runways; (l) airframe contamination; (m) system limitations.	Aircraft Flight Manual AMC5 ORO.MLR.100		

2 NORMAL PROCEDURES			
The normal procedures and duties assigned to the crew, the appropriate checklists, the system for their use and a statement covering the necessary coordination procedures between flight and cabin/other crew members. The normal procedures and duties should include the following: (a) pre-flight, (b) pre-departure, (c) altimeter setting and checking, (d) taxi, take-off and climb, (e) noise abatement, (f) cruise and descent, (g) approach, landing preparation and briefing, (h) VFR approach, (i) IFR approach, (j) visual approach and circling, (k) missed approach, (l) normal landing, (m) post-landing, (n) for aeroplanes, operations on wet and contaminated runways.	ORO.GEN.110 (f) and (h) AMC1 ORO.GEN.110(f)(h) CAT.GEN.MPA.124 AMC1 CAT.GEN.MPA.124 CAT.GEN.MPA.125 GM2 CAT.GEN.MPA.125 CAT.OP.MPA.130 AMC1 CAT.OP.MPA.130 GM1 CAT.OP.MPA.130 CAT.OP.MPA.205 AMC1 CAT.OP.MPA.205 CAT.OP.MPA.311 AMC1 CAT.OP.MPA.311 AMC1 CAT.IDE.A.345(a) (c) (1)		
3 ABNORMAL AND/OR EMERGENCY PROCEDURES			
The abnormal and/or emergency procedures and duties assigned to the crew, the appropriate checklists, the system for their use and a statement covering the necessary coordination procedures between flight and cabin/other crew members. The abnormal and/or emergency procedures and duties should include the following: (a) crew incapacitation, (b) fire and smoke drills, (c) for aeroplanes, un-pressurised and partially pressurised flight, (d) for aeroplanes, exceeding structural limits such as overweight landing, (e) lightning strikes, (f) distress communications and alerting ATC to emergencies, (g) engine/burner failure, (h) system failures, (i) guidance for diversion in case of serious technical failure, (j) ground proximity warning, including for helicopters audio voice alerting device (AVAD) warning, (k) ACAS/TCAS warning for aeroplanes/audio voice alerting device (AVAD) warning for helicopters, (l) windshear, (m) emergency landing/ditching, (n) for aeroplanes, departure contingency procedures.	ORO.GEN.110 (f) and (h) AMC1 ORO.GEN.110(f)(h) CAT.GEN.MPA.150 CAT.IDE.A.150 AMC1 CAT.IDE.A.150 GM1 CAT.IDE.A.150 CAT.IDE.A.155 AMC1 CAT.IDE.A.345(a) (c) (1)		

4 PERFORMANCE			
4.0 Performance data should be provided in a form that can be used without difficulty.	Aircraft Flight Manual CAT.POL.A.100 CAT.POL.A.105 CAT.POL.A.2XX for Performance Class A Safety Directive SD-2023/002 CAT.POL.A.3XX for Performance Class B CAT.POL.A.4XX for Performance Class C		
4.1 Performance data. Performance material that provides the necessary data for compliance with the performance requirements prescribed in Annex IV (Part-CAT). For aeroplanes, this performance data should be included to allow the determination of the following: (a) take-off climb limits — mass, altitude, temperature; (b) take-off field length (for dry, wet and contaminated runway conditions); (c) net flight path data for obstacle clearance calculation or, where applicable, take-off flight path; (d) the gradient losses for banked climb-outs; (e) en-route climb limits; (f) approach climb limits; (g) landing climb limits; (h) landing field length (for dry, wet and contaminated runway conditions) including the effects of an in-flight failure of a system or device, if it affects the landing distance; (i) brake energy limits; (j) speeds applicable for the various flight stages (also considering dry, wet and contaminated runway conditions).			
4.1.1 Supplementary data covering flights in icing conditions. Any certified performance related to an allowable configuration, or configuration deviation, such as anti-skid inoperative.			
4.1.2 If performance data, as required for the appropriate performance class, are not available in the AFM, then other data should be included. The OM may contain cross-reference to the data contained in the AFM where such data are not likely to be used often or in an emergency.			

4.2 Additional performance data for aeroplanes. Additional performance data, where applicable, including the following: (a) all engine climb gradients, (b) drift-down data, (c) effect of de-icing/anti-icing fluids, (d) flight with landing gear down, (e) for aircraft with 3 or more engines, one-engine-inoperative ferry flights, (f) flights conducted under the provisions of the configuration deviation list (CDL).			
5 FLIGHT PLANNING			
5.1 Data and instructions necessary for pre-flight and in-flight planning including, for aeroplanes, factors such as speed schedules and power settings. Where applicable, procedures for engine(s)-out operations, ETOPS (particularly the one-engine-inoperative cruise speed and maximum distance to an adequate aerodrome determined in accordance with Annex IV (Part-CAT)) and flights to isolated aerodromes should be included.	Aircraft Flight Manual ORO.GEN.110 (i) CAT.OP.MPA.106 CAT.OP.MPA.140 GM1 CAT.OP.MPA.140(c) AMC1 CAT.OP.MPA.140(d) GM1 CAT.OP.MPA.140(d) SPA.ETOPS.100 SPA.ETOPS.105 GM1 SPA.ETOPS.105 SPA.ETOPS.110 SPA.ETOPS.115 *AMC 20-6*		
5.2 The method for calculating fuel needed for the various stages of flight.	CAT.OP.MPA.150 AMC1 CAT.OP.MPA.150(b) AMC2 CAT.OP.MPA.150(b) GM1 CAT.OP.MPA.150(b) GM1 CAT.OP.MPA.150(c)(3)(i) GM1 CAT.OP.MPA.150(c)(3)(ii) CAT.OP.MPA.151		

5.3 When applicable, for aeroplanes, performance data for ETOPS critical fuel reserve and area of operation, including sufficient data to support the critical fuel reserve and area of operation calculation based on approved aircraft performance data. The following data should be included: (a) detailed engine(s)-inoperative performance data, including fuel flow for standard and non-standard atmospheric conditions and as a function of airspeed and power setting, where appropriate, covering: (i) drift down (includes net performance), where applicable; (ii) cruise altitude coverage including 10 000 ft; (iii) holding; (iv) altitude capability (includes net performance); and (v) missed approach; (b) detailed all-engine-operating performance data, including nominal fuel flow data, for standard and non-standard atmospheric conditions and as a function of airspeed and power setting, where appropriate, covering: (i) cruise (altitude coverage including 10 000 ft); and (ii) holding; (c) details of any other conditions relevant to ETOPS operations which can cause significant deterioration of performance, such as ice accumulation on the unprotected surfaces of the aircraft, ram air turbine (RAT) deployment, thrust-reverser deployment, etc.; and (d) the altitudes, airspeeds, thrust settings, and fuel flow used in establishing the ETOPS area of operations for each airframe-engine combination should be used in showing the corresponding terrain and obstruction clearances in accordance with Annex IV (Part-CAT).	SPA.ETOPS.100 SPA.ETOPS.105 GM1 SPA.ETOPS.105 SPA.ETOPS.110 SPA.ETOPS.115 *AMC 20-6*		
6 MASS AND BALANCE			
6.1 Instructions and data for the calculation of the mass and balance, including the following: (a) calculation system (e.g. index system); (b) information and instructions for completion of mass and balance documentation, including manual and computer generated types; (c) limiting masses and centre of gravity for the types, variants or individual aircraft used by the operator; (d) dry operating mass and corresponding centre of gravity or index.	Aircraft Flight Manual CAT.POL.MAB.100 AMC1 CAT.POL.MAB.100(a) AMC1 CAT.POL.MAB.100(b) AMC2 CAT.POL.MAB.100(b) AMC1 CAT.POL.MAB.100(d) CAT.POL.MAB.105 AMC1 CAT.POL.MAB.105(a) AMC1 CAT.POL.MAB.105(b) AMC1 CAT.POL.MAB.105(c) AMC2 CAT.POL.MAB.105(c)		

7 LOADING			
Procedures and provisions for loading and unloading and securing the load In the aircraft.	Aircraft Flight Manual		
8 CONFIGURATION DEVIATION LIST			
The CDL(s), if provided by the manufacturer, taking account of the aircraft types and variants operated, including procedures to be followed when an aircraft is being dispatched under the terms of its CDL.	If supplied by the manufacturer.		
9 MINIMUM EQUIPMENT LIST (MEL)			
The MEL for each aircraft type or variant operated and the type(s)/area(s) of operation. The MEL should also include the dispatch conditions associated with operations required for a specific approval (e.g. RNAV, RNP, RVSM, ETOPS). Consideration should be given to using the ATA number system when allocating chapters and numbers.	GM2 ORO.GEN.200(a)(3) (e) (8) ORO.MLR.105 GM1 ORO.MLR.105(a) AMC1 ORO.MLR.105(c) AMC1 ORO.MLR.105(d) AMC1 ORO.MLR.105(d)(1) AMC1 ORO.MLR.105(d)(3) AMC2 ORO.MLR.105(d)(3) GM1 ORO.MLR.105(d)(3) GM2 ORO.MLR.105(d)(3) GM1 ORO.MLR.105(e);(f) AMC1 ORO.MLR.105(f) GM1 ORO.MLR.105(f) AMC1 ORO.MLR.105(g) GM1 ORO.MLR.105(g) AMC1 ORO.MLR.105(h) AMC1 ORO.MLR.105(j) GM1 ORO.MLR.105(j) AMC1 CAT.OP.MPA.140(d) (g) AMC1 CAT.IDE.A.345(a) (b) GM1 CAT.IDE.A.345(a) AMC1 SPA.PBN.105(d) (a) AMC1 SPA.RVSM.105 (f) SPA.LVO.130 CS-MMEL and CS-GEN-MMEL *CAA MMEL Policy Items*		

10 SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN			
10.1 A list of the survival equipment to be carried for the routes to be flown and the procedures for checking the serviceability of this equipment prior to take-off. Instructions regarding the location, accessibility and use of survival and emergency equipment and its associated checklist(s) should also be included.	CAT.IDE.A.220 AMC1 CAT.IDE.A.220 AMC2 CAT.IDE.A.220 CAT.IDE.A.225 AMC1 CAT.IDE.A.225 AMC2 CAT.IDE.A.225 AMC3 CAT.IDE.A.225 AMC4 CAT.IDE.A.225 GM1 CAT.IDE.A.225 CAT.IDE.A.245 AMC1 CAT.IDE.A.245 CAT.IDE.A.250 AMC1 CAT.IDE.A.250 CAT.IDE.A.255 AMC1 CAT.IDE.A.255 CAT.IDE.A.265 CAT.IDE.A.270 AMC1 CAT.IDE.A.270 CAT.IDE.A.275 CAT.IDE.A.280 AMC1 CAT.IDE.A.280 AMC2 CAT.IDE.A.280 GM1 CAT.IDE.A.280 CAT.IDE.A.285 AMC1 CAT.IDE.A.285 AMC1 CAT.IDE.A.285(e)(4) & CAT.IDE.A.305(a)(2) AMC1 CAT.IDE.A.285(a) AMC2 CAT.IDE.A.285(a) GM1 CAT.IDE.A.285(a) AMC1 CAT.IDE.A.285(f) GM1 CAT.IDE.A.285(f)(2) CAT.IDE.A.305 AMC1 CAT.IDE.A.305 AMC1 CAT.IDE.A.305(b)(2) GM1 CAT.IDE.A.305 GM2 CAT.IDE.A.305		

10.2 The procedure for determining the amount of oxygen required and the quantity that is available. The flight profile, number of occupants and possible cabin decompression should be considered.	CAT.IDE.A.230 AMC1 CAT.IDE.A.230(d) GM1 CAT.IDE.A.230 CAT.IDE.A.235 AMC1 CAT.IDE.A.235 AMC2 CAT.IDE.A.235 GM1 CAT.IDE.A.235(b)(1) AMC1 CAT.IDE.A.235(c) GM1 CAT.IDE.A.235(c) AMC1 CAT.IDE.A.235(e) CAT.IDE.A.240 AMC1 CAT.IDE.A.240 CAT.IDE.A.245 AMC1 CAT.IDE.A.245		
11 EMERGENCY EVACUATION PROCEDURES			
11.1 Instructions for preparation for emergency evacuation, including crew coordination and emergency station assignment.	ORO.GEN.110 (f) and (h) AMC1 ORO.GEN.110(f)(h) CAT.IDE.A.265		
11.2 Emergency evacuation procedures. A description of the duties of all members of the crew for the rapid evacuation of an aircraft and the handling of the passengers in the event of a forced landing, ditching or other emergency.			
12 AIRCRAFT SYSTEMS			
A description of the aircraft systems, related controls and indications and operating instructions. Consideration should be given to use the ATA number system when allocating chapters and numbers.	Aircraft Flight Manual		

For initial certification and substantive changes:

Compliance statement by the Nominated Person responsible for producing the operations manual I hereby confirm that the operations manual has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation.	
Name of Nominated Person:	
Signature:	Date:

Compliance statement by the Compliance Monitoring Manager I have verified that the operations manual has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation.	
Name of Compliance Monitoring Manager:	
Signature:	Date:

For initial certification only:

Compliance statement by the Accountable Manager I hereby confirm that the operations manual has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation. I understand that if the operations manual does not comply with the applicable requirements this may delay the AOC application time frames.	
Name of Accountable Manager:	
Signature:	Date: