

## **Annex II to ED Decision 2016/022/R**

### **'AMC and GM to Annex II (Part-ARO) — Issue 3, Amendment 4'**

The Annex to ED Decision 2014/025/R is amended as follows:

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) deleted text is marked with ~~strikethrough~~;
- (b) new or amended text is highlighted in grey;
- (c) an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

1. A new AMC3 ARO.OPS.200 Specific approval procedure is added:

**AMC3 ARO.OPS.200 Specific approval procedure**

**APPROVAL OF HELICOPTER OFFSHORE OPERATIONS**

**(a) Approval**

When verifying compliance with the applicable requirements of Subpart K of Annex V (Part-SPA) to Regulation (EU) No 965/2012, the competent authority should ensure prior to issuing an approval that:

- (1) the hazard identification, risk assessment and risk mitigation processes are in place;
- (2) operating procedures have been established applicable to the area of operation;
- (3) helicopters are appropriately certified and equipped for the area of operation;
- (4) flight crew involved in these operations are trained and checked in accordance with the training and checking programmes established by the operator; and
- (5) all requirements of Part-SPA, Subpart K are met.

**(b) Demonstration flight(s)**

The final step of the approval process may require a demonstration flight performed in the area of operation. The competent authority may appoint an inspector for a flight to verify that all relevant procedures are applied effectively. If the performance is satisfactory, helicopter offshore operations may be approved.

2. A new GM1 ARO.OPS.200 Specific approval procedure is added:

**GM1 ARO.OPS.200 Specific approval procedure**

**LIMITATIONS FOR HELICOPTER OFFSHORE OPERATIONS**

The competent authority may impose limitations related to routes and areas of operation for offshore helicopter operations. Such limitations may be specified in the operations specifications (OPSSPEC) or specific approved documents or in the aeronautical information publication (AIP) or by other means.

For operations over sea areas, limitations may include a maximum significant wave height under which there is a good prospect of recovery of survivors. This should be linked with the available search and rescue capabilities in the different sea areas.