ANNEX

Commission Regulation (EU) No 965/2012 is amended as follows:

(1) In Article 5 'Air operations', paragraph 2, a new point (g) is included:

'(g) helicopters used for offshore operations (HOFO)'.

(2) In Article 6 'Derogations', paragraph 4 is deleted:

Annex I (Part-Definitions) to Commission Regulation (EU) No 965/2012 is amended as follows:

(1) The definition of 'hostile environment' is replaced as follows:

'(69) 'hostile environment' means:

(a) an area in which:

(i) a safe forced landing cannot be accomplished because the surface is inadequate; or

(ii) the helicopter occupants cannot be adequately protected from the elements; or

(iii) search and rescue response/capability are not provided consistent with anticipated exposure; or

(iv) there is an unacceptable risk of endangering persons or property on the ground;

(b) in any case, the following areas:

(i) for overwater operations, the open sea area north of 45N and south of 45S, unless any part is designated as non-hostile by the responsible authority of the State in which the operations take place; and

(ii) those parts of a congested area without adequate safe forced landing areas.

(2) The definition of 'offshore operations' is replaced as follows:

'(83) 'Offshore operation' means a helicopter operation that has a substantial proportion of any flight conducted over open sea areas to or from an offshore location.'

(3) The definition of 'offshore location' is inserted:

'(83a) 'Offshore location' means a facility intended to be used for helicopter operations on a fixed or floating offshore structure or a vessel.'

(4) The definition of 'open sea area' is inserted:

'(83b) 'Open sea area' means the area of water to seaward of the coastline.'

Annex II (Part ARO) to Commission Regulation (EU) No 965/2012 is amended as follows:

(1) In Appendix II 'Operations Specifications', new text below 'Helicopter emergency medical service operations' is inserted:

'Helicopter offshore operations.'

(2) In footnote No 6 of Appendix V 'List of specific approvals', the acronym HOFO is included as the last acronym:

'List in this column any approved operations, e.g., Dangerous goods, LVO, RVSM, RNP, MNPS and HOFO.'

Annex IV (Part CAT) to Commission Regulation (EU) No 965/2012 is amended as follows:

(1) CAT.OP.MPA.120 is deleted.

(2) CAT.OP.MPA.181 is amended as follows:

Points (b)(1) and (d) are deleted.

Points (b)(2), (b)(3) and (e) are renumbered to (b)(1), (b)(2) and (d) respectively.

(3) CAT.OP.MPA.247 is amended as follows:

Point (b) is deleted.

Point (c) is renumbered to (b).

(4) CAT.IDE.H.280 is amended as follows:

Point (b) is deleted.

Point (c) is renumbered to (b).

(5) CAT.IDE.H.295 is amended as follows:

Points (a) and (b) are replaced with the following text:

'Each crew member shall wear a survival suit when operating in performance class 3 on a flight over water beyond autorotational distance or safe forced landing distance from land, when the weather report or forecasts available to the commander indicate that the sea temperature will be less than plus 10 °C during the flight.'

(6) CAT.IDE.H.310 is deleted.

Annex V (Part SPA) to Commission Regulation (EU) No 965/2012 is amended as follows:

A new Subpart K is inserted:

'SUBPART K

HELICOPTER OFFSHORE OPERATIONS

SPA.HOFO.100 Helicopter offshore operations (HOFO)

The requirements of this Subpart apply to:

(a) a commercial air transport operator holding a valid AOC in accordance with Part-ORO;

(b) a specialised operations operator having declared its activity in accordance with Part-ORO; or

(c) a non-commercial operator having declared its activity in accordance with Part-ORO.

SPA.HOFO.105 Approval for helicopter offshore operations

(a) Prior to engaging in operations under this Subpart, a specific approval by the competent authority shall have been issued to the operator.

(b) To obtain such approval, the operator shall submit an application to the competent authority as specified in SPA.GEN.105, and shall demonstrate compliance with the requirements of this Subpart.

(c) The operator shall, prior to performing operations from a Member State other than the Member State that issued the approval under (a), inform the competent authorities in both Member States of the intended operation.

SPA.HOFO.110 Operating procedures

(a) The operator shall, as part of its safety management process, mitigate and minimise risks and hazards specific to helicopter offshore operations. The operator shall specify in the operations manual the:

(1) selection, composition and training of crews;

(2) duties and responsibilities of crew members and other involved personnel;

(3) required equipment and dispatch criteria; and

(4) operating procedures and minima, such that normal and likely abnormal operations are described and adequately mitigated.

(b) The operator shall ensure that:

(1) an operational flight plan is prepared prior to each flight;

(2) the passenger safety briefing also includes any specific information on offshore related items and is provided prior to boarding the helicopter;

(3) each member of the flight crew wears an approved survival suit:

(i) when the weather report or forecasts available to the pilot-in-command/commander indicate that the sea temperature will be less than plus 10°C during the flight; or

(ii) when the estimated rescue time exceeds the calculated survival time; or

(iii) when the flight is planned to be conducted at night in a hostile environment;

(4) where established, the offshore route structure provided by the appropriate ATS is followed;

(5) pilots make optimum use of the automatic flight control systems (AFCS) throughout the flight;

(6) specific offshore approach profiles are established, including stable approach parameters and the corrective action to be taken if an approach becomes unstable;

(7) for multi-crew operations, procedures are in place for a member of the flight crew to monitor the flight instruments during an offshore flight, especially during approach or departure, to ensure that a safe flight path is maintained;

(8) the flight crew takes immediate and appropriate action when a height alert is activated;

(9) procedures are in place to require the emergency flotation systems to be armed for all overwater arrivals and departures; and

(10) operations are conducted in accordance with any restriction on the routes or the areas of operation specified by the competent authority or the appropriate authority responsible for the airspace.

SPA.HOFO.115 Use of offshore locations

The operator shall only use offshore locations that are suitable in relation to size and weight of the type of helicopter and to the operations concerned.

SPA.HOFO.120 Selection of aerodromes and operating sites

(a) *Onshore destination alternate aerodrome.* Notwithstanding CAT.OP.MPA.181, NCC.OP.152, and SPO.OP.151, the pilot-in command/commander does not need to specify a destination alternate aerodrome in the operational flight plan when conducting flights from an offshore location to a land aerodrome if either:

(1) the destination aerodrome is defined as a coastal aerodrome, or

(2) the following criteria are met:

(i) the destination aerodrome has a published instrument approach;

(ii) the flight time is less than 3 hours; and

(iii) the published weather forecast valid from 1 hour prior, and 1 hour subsequent to the expected landing time specifies that:

(A) the cloud base is at least 700 feet above the minima associated with the instrument approach, or 1 000 feet above the destination aerodrome, whichever is the higher; and

(B) visibility is at least 2 500 meters.

(b) *Offshore destination alternate helideck.* The operator may select an offshore destination alternate helideck when all of the following criteria are met:

(1) An offshore destination alternate helideck shall be used only after the point of no return (PNR) and when an onshore destination alternative aerodrome is not geographically available. Prior to the PNR, an onshore destination alternate aerodrome shall be used.

(2) One engine inoperative (OEI) landing capability shall be attainable at the offshore destination alternate helideck.

(3) To the extent possible, helideck availability shall be guaranteed prior to PNR. The dimensions, configuration and obstacle clearance of individual helidecks or other sites shall be suitable for its use as an alternate helideck by each helicopter type intended to be used.

(4) Weather minima shall be established taking into account the accuracy and reliability of meteorological information.

(5) The MEL shall contain specific provisions for this type of operation.

(6) An offshore destination alternate helideck shall only be selected if the operator has established a procedure in the operations manual.

SPA.HOFO.125 Airborne radar approaches (ARAs) to offshore locations — CAT operations

(a) A commercial air transport (CAT) operator shall establish operational procedures and ensure that ARAs are only flown if:

(1) the helicopter is equipped with a radar that is capable of providing information regarding the obstacle environment; and

(2) either:

(i) the minimum descent height (MDH) is determined from a radio altimeter; or

(ii) the minimum descent altitude (MDA) plus an adequate margin is applied.

(b) ARAs to rigs or vessels in transit shall be flown as multi-crew operations.

(c) The decision range shall provide adequate obstacle clearance in the missed approach from any destination for which an ARA is planned.

(d) The approach shall only be continued beyond decision range or below the minimum descent altitude/height (MDA/H) when visual reference to the destination has been established.

(e) For single-pilot CAT operations, appropriate increments shall be added to the MDA/H and decision range.

(f) When an ARA is flown to a non-moving offshore location (i.e. fixed installation or moored vessel) and a reliable GPS position for the location is available in the

navigation system, the GPS/area navigation system shall be used to enhance the safety of the ARA.

SPA.HOFO.130 Meteorological conditions

Notwithstanding CAT.OP.MPA.247, NCC.OP.180 and SPO.OP.170, when flying between offshore locations located in class G airspace where the overwater sector is less than 10 NM, VFR flights may be conducted when the limits are at, or better than, the following:

Minima for flying between offshore locations located in class G airspace				
	Day		**Night**	
	Height*	**Visibility**	**Height***	**Visibility**
Single pilot	300 feet	3 km	500 feet	5 km
Two pilots	300 feet	2 km**	500 feet	5 km***

* The cloud base shall allow flight at the specified height to be below and clear of cloud.

** Helicopters may be operated in flight visibility down to 800 m, provided the destination or an intermediate structure is continuously visible.

*** Helicopters may be operated in flight visibility down to 1 500 m, provided the destination or an intermediate structure is continuously visible.

SPA.HOFO.135 Wind limitations for operations to offshore locations

Operation to an offshore location shall only be performed when the wind speed at the helideck is reported to be not more than 60 knots including gusts.

SPA.HOFO.140 Performance requirements at offshore locations

Helicopters taking off from and landing at offshore locations shall be operated in accordance with the performance requirements of the appropriate Annex according to their type of operation.

SPA.HOFO.145 Flight data monitoring (FDM) system

(a) When conducting CAT operations with a helicopter equipped with a flight data recorder, the operator shall establish and maintain a FDM system, as part of its integrated management system, by 1 January 2019.

(b) The FDM system shall be non-punitive and contain adequate safeguards to protect the source(s) of the data.

SPA.HOFO.150 Flight following system

An operator shall establish and maintain a monitored flight following system for offshore operations in a hostile environment from the time the helicopter departs until it arrives at its final destination.

SPA.HOFO.155 Vibration health monitoring (VHM) system

(a) The following helicopters conducting CAT offshore operations in a hostile environment shall be fitted with a VHM system capable of monitoring the status of critical rotor and rotor drive systems by 1 January 2019:

(1) complex motor-powered helicopters first issued with an individual Certificate of Airworthiness (C of A) after 31 December 2016;

(2) all helicopters with a maximum operational passenger seating configuration (MOPSC) of more than 9 and first issued with an individual C of A before 1 January 2017;

(3) all helicopters first issued with an individual C of A after 31 December 2018.

(b) The operator shall have a system to:

(1) collect the data including system generated alerts;

(2) analyse and determine component serviceability; and

(3) respond to detected incipient failures.

SPA.HOFO.160 Equipment requirements

(a) The operator shall comply with the following equipment requirements:

(1) Public Address (PA) system in helicopters used for CAT and non-commercial operations with complex motor-powered helicopters (NCC):

(i) Helicopters with a maximum operational passenger seat configuration (MOPSC) of more than 9 shall be equipped with a PA system.

(ii) Helicopters with an MOPSC of 9 or less need not be equipped with a PA system if the operator can demonstrate that the pilot's voice is understandable at all passengers' seats in flight.

(2) Radio altimeter

Helicopters shall be equipped with a radio altimeter that is capable of emitting an audio warning below a pre-set height and a visual warning at a height selectable by the pilot.

(b) Emergency exits

All emergency exits, including crew emergency exits, and any door, window or other opening that is intended for emergency egress, and the means for opening them shall be clearly marked for the guidance of occupants using them in daylight or in the dark. Such markings shall be designed to remain visible if the helicopter is capsized or the cabin is submerged.

(c) Helicopter terrain awareness warning system (HTAWS)

Helicopters used in CAT operations with a maximum certificated take-off mass of more than 3 175 kg or a MOPSC of more than 9 and first issued with an individual C of A after 31 December 2018 shall be equipped with an HTAWS that meets the requirements for class A equipment as specified in an acceptable standard.

SPA.HOFO.165 Additional procedures and equipment for operations in a hostile environment

(a) Life jackets

Approved life jackets shall be worn at all times by all persons on board unless integrated survival suits that meet the combined requirement of the survival suit and life jacket are worn.

(b) Survival suits

(1) General

All passengers on board shall wear an approved survival suit:

(i) when the weather report or forecasts available to the commander/pilot-in-command indicate that the sea temperature will be less than plus 10 °C during the flight; or

(ii) when the estimated rescue time exceeds the calculated survival time; or

(iii) when the flight is planned to be conducted at night.

(2) Medically incapacitated passengers

Notwithstanding (b)(1) the operator may, based on a risk assessment, allow passengers, medically incapacitated at an offshore location, to partly wear or not wear survival suits on return flights or flights between offshore locations.

(c) Emergency breathing system

All passengers on board shall carry and be instructed on the use of emergency breathing systems.

(d) Life rafts

(1) All life rafts carried shall be installed so as to be usable in the sea conditions in which the helicopter's ditching, flotation, and trim characteristics were evaluated for certification.

(2) All life rafts carried shall be installed so as to facilitate their ready use in an emergency.

(3) The number of life rafts installed:

(i) in the case of a helicopter carrying less than 12 persons, at least one life raft with a rated capacity of not less than the maximum number of persons on board; or

(ii) in the case of a helicopter carrying more than 11 persons, at least two life rafts, sufficient together to accommodate all persons capable of being carried on board and, if one is lost, the remaining life raft(s) having the overload capacity sufficient to accommodate all persons on the helicopter.

(4) Each life raft shall contain at least one survival emergency locator transmitter (ELT(S)); and

(5) Each life raft shall contain life-saving equipment, including means of sustaining life, as appropriate to the flight to be undertaken.

(e) Emergency cabin lighting

The helicopter shall be equipped with an emergency lighting system with an independent power supply to provide a source of general cabin illumination to facilitate the evacuation of the helicopter.

(f) Automatically deployable emergency locator transmitter (ELT(AD))

The helicopter shall be equipped with an ELT(AD) that is capable of transmitting simultaneously on 121,5 MHz and 406 MHz.

(g) Securing of non-jettisonable doors

Non-jettisonable doors that are designated as ditching emergency exits shall have a means of securing them in the open position so that they do not interfere with the occupants' egress in all sea conditions up to the maximum sea conditions required to be evaluated for ditching and flotation.

(h) Emergency exits and escape hatches

All emergency exits, including crew emergency exits, and any door, window or other opening intended to be used for the purpose of underwater escape shall be equipped so as to be operable in an emergency.

SPA.HOFO.170 Crew requirements

(a) The operator shall establish:

(1) criteria for the selection of flight crew members, taking into account the flight crew members' previous experience;

(2) a minimum experience level for a commander/pilot-in-command intending to conduct offshore operations; and

(3) a flight crew training and checking programme that each flight crew member shall complete successfully. Such programme shall be adapted to the offshore environment and include normal, abnormal and emergency procedures, crew resource management, water entry and sea survival training.

(b) Recency requirements

A pilot conducting offshore operations shall only operate a helicopter:

(1) as commander/pilot-in-command or co-pilot when he/she has carried out in the preceding 90 days at least 3 take-offs, departures, approaches and landings at an offshore location in a helicopter of the same type or a full flight simulator (FFS) representing that type. The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and

(2) as commander/pilot-in-command or co-pilot at night when he/she has carried out in the preceding 90 days at least 3 take-offs, departures, approaches and landings at night at an offshore location in a helicopter of the same type or an FFS representing that type.

(c) Specific requirements for CAT:

(1) The 90-day period presented in points (b)(1) and (2) above may be extended to 120 days as long as the pilot undertakes line flying under the supervision of a type rating instructor or examiner.

(2) If the pilot does not comply with the requirements in (1), he/she shall complete a training flight in the helicopter or an FFS of the helicopter type to be used, which shall include at least the requirements described in (b)(1) and (2) before he/she can exercise his/her privileges.'

Annex VI (Part-NCC) to Commission Regulation (EU) No 965/2012 is amended as follows:

(1) Point (b)(3) of NCC.OP.152 is deleted.

(2) NCC.IDE.H.215 is amended as follows:

Point (b) is deleted.

Point (c) is renumbered (b).

(3) NCC.IDE.H.226 is amended as follows:

Points (a) and (b) are replaced with the following text:

'Each crew member shall wear a survival suit when so determined by the pilot-in-command based on a risk assessment taking into account the following conditions:

(a) flights over water beyond autorotational distance or safe forced landing distance from land, where in the case of a critical engine failure, the helicopter is not able to sustain level flight; and

(b) the weather report or forecasts available to the commander/pilot-in-command indicate that the sea temperature will be less than plus 10 °C during the flight.'

(4) NCC.IDE.H.231 is deleted.

Annex VIII (Part-SPO) to Commission Regulation (EU) No 965/2012 is amended as follows:

(1) Point (b)(3) of SPO.OP.151 is deleted.

(2) SPO.IDE.H.198 is amended as follows:

Points (a) and (b) are replaced with the following text:

‘Each person on board shall wear a survival suit when so determined by the pilot-in-command based on a risk assessment taking into account the following conditions:

(a) flights over water beyond autorotational distance or safe forced-landing distance from land, where, in the case of a critical engine failure, the helicopter is not able to sustain level flight; and

(b) the weather report or forecasts available to the pilot-in-command indicate that the sea temperature will be less than plus 10 °C during the flight.’

(3) SPO.IDE.H.201 is deleted.