**Compliance Document for Helicopter Operations in accordance with SPA.HOFO.105 Approval for helicopter offshore operations**

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| Prior to engaging in operations under Subpart SPA.HOFO, an operator shall have been issued a specific approval by the Brunei DCA. |
| To obtain such an approval, the operator shall apply to the competent authority as specified in SPA.GEN.105, and shall demonstrate compliance with the requirements of Subpart SPA.HOFO by completion of this Compliance Document. The operator shall, prior to performing operations from a Member State other than the Member State that issued the approval inform the competent authorities in both Member States of the intended operation. GM material must be considered in the application. |
| Definitions |
| **‘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;*(GM) OFFSHORE OPERATIONS**An offshore operation is considered to be a helicopter flight for the purpose of:**(a) support of offshore oil, gas and mineral exploration, production, storage and transport;**(b) support to offshore wind turbines and other renewable-energy sources; or**(c) support to ships including sea pilot transfer.* |
| **‘Offshore location’** means a location or destination on a fixed or floating offshore structure or vessel, and includes helidecks, helicopter hoist operations areas and operating sites. *(GM) OFFSHORE LOCATION**‘Offshore location’ includes, but is not limited to:**(a) helidecks;**(b) shipboard heliports; and**(c) winching areas on vessels or renewable-energy installations.* |
| **‘helideck’** means a FATO located on a floating or fixed offshore structure;*(GM) HELIDECK**The term ‘helideck’ includes take-off and landing operations on ships and vessels and covers ‘shipboard**final approach and take off areas (FATOs).* |
| Applicability |
| The requirements SPA.HOFO.100 Helicopter offshore operations (HOFO) 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. |
| BAR 6 SPA.GEN.105 Application for a specific approval |
| (a) The operator applying for the initial issue of a specific approval shall provide to the Brunei DCA the documentation required in the applicable Subpart, together with the following information:(1) the name, address and mailing address of the applicant;(2) a description of the intended operation.(b) The operator shall provide the following evidence to the Brunei DCA:(1) compliance with the requirements of the applicable Subpart;(2) that the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012 are taken into account.(c) The operator shall retain records relating to (a) and (b) at least for the duration of the operation requiring a specific approval, or, if applicable, in accordance with Part-ORO. |

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| Name, address and mailing address of the applicant; |  |
| Description of the intended operation. | To include whether CAT/SPO/NCCOil and Gas, windfarms, fixed and/or unstable decks |
| An applicant for an Approval under SPA.HOFO.105 shall complete this compliance document and identify in the ‘Means of Compliance Column’ where and how each requirement has been met in the Applicant’s procedures. Particular points to note have been highlighted in blue. |

| **ITEM IN BAR 6** | REQUIREMENT | **MEANS OF COMPLIANCE** | **DCA USE ONLY** |
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|  |  |  | **C** | **NC** | **NA** |
| **SPA.HOFO.110** **Operating procedures** | See rule | Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.110(b)(5)** **Operating procedures** | The operator shall ensure that: pilots make optimum use of the automatic flight control systems (AFCS) throughout the flight; | State the origin of the Operator’s source material; ie Manufacture recommended, FCOM or best practice.Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.110(b)(6)** **Operating procedures** | The operator shall ensure that: specific offshore approach profiles are established, including stable approach parameters and the corrective action to be taken if an approach becomes unstable; | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.110(a)** **Operating procedures** | RISK ASSESSMENTSee AMC | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.110(b)(1)** **Operating procedures** | OPERATIONAL FLIGHT PLAN See AMC | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.110(b)(2)** **Operating procedures** | PASSENGER BRIEFING See AMC | Click here to enter text. |[ ] [ ] [ ]
| **AMC1.1 SPA.HOFO.110(b)(2) Operating procedures** | PASSENGER BRIEFING See AMC | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.110(b)(5)** **Operating procedures** | AUTOMATIC FLIGHT CONTROL SYSTEM (AFCS)See AMC`To ensure competence in manual handling of the helicopter, the operator should provide instructions to the flight crew in the operations manual (OM) under which circumstances the helicopter may be operated in lower modes of automation. Particular emphasis should be given to flight in instrument meteorological conditions (IMC) and instrument approaches. | Particular reference to SOPs for the use of automation should be evident.Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.115** **Use of offshore locations** | See rule | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.115** **Use of offshore locations** | GENERALSee AMC | Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.120 Selection of aerodromes and operating sites** | See rule | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.120** **Selection of aerodromes and operating sites** | COASTAL AERODROMESee AMC | Click here to enter text. |[ ] [ ] [ ]
| **AMC2 SPA.HOFO.120** **Selection of aerodromes and operating sites** | OFFSHORE DESTINATION ALTERNATE AERODROME See AMC | Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.125** **Airborne radar approaches (ARAs) to offshore locations — CAT operations** | See rule | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.125** **Airborne radar approach (ARA) to offshore locations** | Note: alternative approach procedures using original equipment manufacturer (OEM)-certified approach systems are not covered by this AMC.GENERALSee AMC | Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.130** **Meteorological conditions** | See rule | Not below 1500m VFR (not prescribed)Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.135** **Wind limitations for operations to offshore locations** | See rule | Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.140** **Performance requirements at offshore locations** | See rule. 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. | An Exposure Approval under CAT.POL.H.305 is also required.The operator should confirm the Exposure Approval is held for each type operated under HOFO and that take-off and landing procedures are publishedClick here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.140** **Performance requirements — take-off and landing at offshore locations** | FACTORSSee AMC | Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.145****Flight data monitoring (FDM) system** | See rule(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. | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.145** **Flight data monitoring (FDM) programme** | FDM PROGRAMMESee AMC | Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.150** **Aircraft tracking system** | See ruleAn operator shall establish and maintain a monitored aircraft tracking system for offshore operations in a hostile environment from the time the helicopter departs until it arrives at its final destination. | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.150** **Aircraft tracking system** | GENERALSee AMC | Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.155** **Vibration health monitoring (VHM) system** | See rule(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 systemsby 1 January 2019:(1) complex motor-powered helicopters first issued with an individual Certificate of Airworthiness (CofA) 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 CofA before 1 January 2017;(3) all helicopters first issued with an individual CofA 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. | Applicants must have completed a VHM Compliance Document for each type operated.  The Compliance Document and VHM Approval document may be referenced here.Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.155 Vibration health monitoring (VHM) system** | GENERALSee AMC | Applicants must have completed a VHM Compliance Document for each type operatedClick here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.160 Equipment requirements** | See rule | Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.165 Additional procedures and equipment for operations in a hostile environment** | See ruleNote requirement for (b) Survival suitsAll passengers on board shall wear an approved survival suit:(1) 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(2) when the estimated rescue time exceeds the calculated survival time; or(3) when the flight is planned to be conducted at night.(c) Emergency breathing system.All persons on board shall carry and be instructed in the use of emergency breathing systems. | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.165(c) Additional procedures and equipment for operations in hostile environment** | EMERGENCY BREATHING SYSTEM (EBS)See AMCThe EBS of SPA.HOFO.165(c) should be an EBS system capable of rapid underwater deployment. | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.165(d) Additional procedures and equipment for operations in hostile environment** | INSTALLATION OF THE LIFE RAFTSee AMC | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.165(h) Additional procedures and equipment for operations in a hostile Environment** | EMERGENCY EXITS AND ESCAPE HATCHESSee AMC and GM1 SPA.HOFO.165(h) SEAT ALLOCATIONIn order for all passengers to escape from the helicopter within an expected underwater survival time of 60 sec in the event of capsize, the following provisions should be made: (a) there should be an easily accessible emergency exit or suitable opening for each passenger;(b) an opening in the passenger compartment should be considered suitable as an underwater escape facility if the following criteria are met:(1) the means of opening should be rapid and obvious;(2) passenger safety briefing material should include instructions on the use of such escape facilities;(3) for the egress of passengers with shoulder width of 559 mm (22 in.) or smaller, a rectangular opening should be no smaller than 356 mm (14 in.) wide, with a diagonal between corner radii no smaller than 559 mm (22 in.), when operated in accordance with the instructions;(4) non-rectangular or partially obstructed openings (e.g. by a seat back) should be capable of admitting an ellipse of 559 mm x 356 mm (22 in. x 14 in.); and (5) for the egress of passengers with shoulder width greater than 559 mm (22 in.), openings should be no smaller than 480 mm x 660 mm (19 in. x 26 in.) or be capable of admitting an ellipse of 480 mm x 660 mm (19 in. x 26 in.);(c) suitable openings and emergency exits should be used for the underwater escape of no more than two passengers, unless large enough to permit the simultaneous egress of two passengers side by side:(1) if the exit size provides an unobstructed area that encompasses two ellipses of size 480 mm x 660 m (19 in. x 26 in.) side by side, then it may be used for four passengers; and(2) if the exit size provides an unobstructed area that encompasses two ellipses of size 356 mm x 559 mm (14 in. x 22 in.) side by side, then it may be used for four passengers with shoulder width no greater than 559 mm (22 in.) each; and(d) passengers with shoulder width greater than 559 mm (22 in.) should be identified and allocated to seats with easy access to an emergency exit or opening that is suitable for them. | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.165(i) Additional procedures and equipment for operations in a hostile environment** | MEDICALLY INCAPACITATED PASSENGERSee AMC | Click here to enter text. |[ ] [ ] [ ]
| **SPA.HOFO.170 Crew requirements** | See rule(b) Recency requirementsA pilot shall only operate a helicopter carrying passengers:(1) at an offshore location, as commander or pilot-in-command, or co-pilot, when he or 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; or(2) by night at an offshore location, as commander or 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 night at an offshore location in a helicopter of the same type or an FFS representing that type.The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the operation to be performed. | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 SPA.HOFO.170(a) Crew requirements** | FLIGHT CREW TRAINING AND CHECKINGSee AMC | Inclusion of OSD material (TASE, FCOMS etc.) Click here to enter text. |[ ] [ ] [ ]
| **NCC** |  |  |  |
| **AMC1 NCC.IDE.H.235** **All helicopters on flight over water — ditching** | The considerations of AMC1 SPA.HOFO.165 (d) should apply in respect of emergency flotation equipment. | Click here to enter text. |[ ] [ ] [ ]
| **AMC1 NCO.IDE.H.185** **All helicopters on flights over water — ditching** | EMERGENCY FLOTATION EQUIPMENTThe considerations of AMC1 SPA.HOFO.165 (d) should apply in respect of emergency flotation equipment. | Click here to enter text. |[ ] [ ] [ ]
| **SPO** |  |  |  |
| **AMC1 SPO.IDE.H.203** **All helicopters on flights over water — ditching** | EMERGENCY FLOTATION EQUIPMENTThe considerations of AMC1 SPA.HOFO.165 (d) should apply in respect of emergency flotation equipment. | Click here to enter text. |[ ] [ ] [ ]

##### Compliance Statement for Helicopter Operations in accordance with SPA.HOFO.105 Approval for helicopter offshore operations

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| **Operator**  | **AOC No**  | **Aircraft type**  | **DCA reference**  |
| **List of Supporting Documentation**1. Click here to enter text.
2. Click here to enter text.
3. Click here to enter text.
4. Click here to enter text.
5. Click here to enter text.
 |
| **Declaration and Signature** |
| The information given in this compliance documentation is correct to the best of my knowledge and belief |
| **Name of Applicant**Click here to enter text. | **Signature** | **Date**Click here to enter text. |

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| **For DCA use only** |
| Head of Airworthiness | **Name of Inspector**Click here to enter text. | **Signature** | **Date**Click here to enter text. |
| **Recommendations/Comments:**Click here to enter text. |
| Flight Operations Inspector | **Name of Inspector**Click here to enter text. | **Signature** | **Date**Click here to enter text. |
| **Recommendations/Comments:**Click here to enter text. |