
IRELAND

SAFETY REGULATION DIVISION
IRISH AVIATION AUTHORITY
TIMES BUILDING
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AERONAUTICAL NOTICE

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IRISH NATIONAL REQUIREMENTS FOR OFFSHORE HELICOPTER OPERATIONS ADDITIONAL TO THE APPLICABLE REQUIREMENTS OF (EU) COMMISSION REGULATION No. 965/2012

The Irish Aviation Authority, in pursuance of Articles 7 (1) & (3), Article 20, Article 26 (2), and Article 52 (5) (a) of the Irish Aviation Authority (Operations) Order, S.I. No. 61 of 2006, hereby directs that the operator of a helicopter engaged in Commercial Air Transport (CAT) in support of offshore operations shall comply with the additional requirements set out in the following paragraphs.

Definitions

In this Direction -

“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 for the purpose of:

- (i) support to offshore oil, gas, and mineral exploration, production, storage, and transport;
- (ii) support to offshore wind turbine and other renewable energy sources;
- (iii) support to marine lights; or
- (iv) 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.

“Significant wave height” means the average value of the height (vertical distance between trough and crest) of the largest one-third of the waves present.

“Specified breathing apparatus” means Emergency Breathing Systems (EBS) that meet Category ‘A’ of the specification detailed in UK CAP 1034, or equivalent, and authorised by the IAA as suitable for the purpose of emergency underwater breathing where their fitment to emergency suits or life jackets is approved by EASA as not interfering with emergency use.

“Medically incapacitated passenger” means a person who a medical professional has determined is unable to wear the required specified breathing apparatus and/or life jacket and/or survival suit on a flight. Such a person is deemed a Special Category of Passenger (SCP) in accordance with (EU) 965/2012 CAT.OP.MPA.155.

“ASPL” means arrays of segmented point source lighting.

“LP” means luminescent panel lighting.

“NUP” means normally unmanned installation.

“Night” means the period between the end of evening civil twilight and the beginning of morning civil twilight.

1. Requirements

Unless otherwise permitted by the Authority, the operator of a helicopter used for Commercial Air Transport shall not commence a CAT offshore operation unless the requirements below are satisfied:

- a) The significant wave height of the sea over which the flight is intended to be conducted to or from an offshore location is 6 metres or less.
- b) The significant wave height of the sea over which the flight is intended to be conducted to or from an offshore location does not exceed the certificated ditching performance of the helicopter.
- c) The specified operator has ensured that procedures are in place to require Emergency Floatation Systems to be armed as appropriate for all overwater arrivals and departures.
- d) All occupants are wearing specified breathing apparatus.
- e) All passengers, when wearing the required safety and survival equipment, are seated in a seat row corresponding to an underwater escape exit compatible with the passenger's size.
- f) From 1st October 2017, the minimum firefighting requirements for night landings at an unmanned NUI must meet the requirements of UK CAA CAP 437 (Edition 8).
- g) From 1st July 2018, the minimum firefighting requirements for day and night landings at an offshore location, must meet the requirements of UK CAA CAP 437 (Edition 8).
- h) From 1st July 2018, for operations at night to an offshore location, perimeter lighting, ASPL and/or LP lit touchdown/positioning markings and helideck identification markings shall be in accordance with ICAO Annex 14 Volume 2.

2. Exceptions

- a) The requirements for specified breathing apparatus do not apply to a medically incapacitated passenger when such passenger is being transported from an offshore location in accordance with SCP procedures specified in the operator's operations manuals.

This Aeronautical Notice replaces Aeronautical Notice O.74, Issue 3.

**Chief Executive
Irish Aviation Authority**

Explanatory Notice

(This note is not part of the Direction and does not purport to be a legal interpretation).

This Direction specifies the additional national requirements for helicopter CAT offshore operations until the implementation of Commission Regulations amending Commission Regulation (EU) 965/2012 to include the Specific Approval (SPA) for Offshore Helicopter Operations (HOFO) as promulgated in Commission Regulation (EU) 2016/1199. These additional requirements are made in the interests of passenger safety and survivability and reflect similar changes made by UK CAA SD-2015/005 and UK CAA CAP 437, Edition 8, December 2016.

The IAA is keeping the requirements of this Direction under review. To ensure Ireland's application of best industry standards, any amendment to Regulation (EU) No. 965/2012 SPA.HOFO will be considered for inclusion in this Direction.