

HELICOPTER AERODROME OPERATING MINIMUMS - EASA AIR OPERATIONS - EFFECTIVE 30 OCTOBER 2022

Helicopter Specific Material

1 GENERAL

On 5 October 2012 the Commission Regulation (EU) No 965/2012 and related documents were published, laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

The European Aviation Safety Agency (EASA) publishes Regulations on Air Operations with the associated Decisions containing Acceptable Means of Compliance (AMC) and Guidance Material (GM).

On JEPPESEN approach and airport charts an inverse printed “**Standard**” label in the upper left corner of the minimums band indicates that the minimums are derived according to the requirements described in EASA Air Operations documents.

From 2020 the “**Standard**” label will be replaced by a “**Std/State**” label to be aligned with the new Jeppesen Standard AOM policy. The label indicates that the minimums are determined according to a State Regulation, which is, in general, similar to the guidance from ICAO Doc 9365.

If **Helicopter specific minimums** are published on an approach or airport chart for an airport within the EASA AIR OPS application area, the inversely printed “**State**” label is shown in the upper left corner of the minimums band to indicate that the minimums are based on the applicable State Regulation which is not similar to ICAO Doc 9365 (helicopter tables and rules are not part of ICAO Doc 9365).

EASA AIR OPS **Helicopter specific minimums** may be published on helicopter minimums listing page (indexed 10-9Y, 10-9Y1,...) if requested by an operator. As the pages are created especially for EASA AIR OPS helicopter operators, an inversely printed “**EASA AIR OPS**” label is shown in the upper right corner of this page.

The following explanation is an excerpt to summarize only the relevant parts of the EASA Air Operations (EASA Air Ops) regarding the specific method used to determine Aerodrome Operating Minimums (Rules, AMC or GM) for helicopter operations only. This excerpt is **not** intended to provide helicopter or aircrew requirements or operating procedures.

For General Information and the parts of the EASA Air Operations (EASA Air Ops) regarding the method used to determine Aerodrome Operating Minimums (Rules, AMC or GM) which are not specific to helicopter operators, refer to AIR TRAFFIC CONTROL pages “**AERODROME OPERATING MINIMUMS - EASA AIR OPERATIONS - EFFECTIVE 30 OCTOBER 2022**”.

The publication of EASA Air Ops landing and take-off minimums on Jeppesen charts does not constitute authority for their use by every operator. Each individual operator is responsible for validating that the appropriate approval has been obtained for their use.

In addition, the minimums are only considered applicable if:

- the required ground equipment for the intended procedure is operative; and
- the required helicopter systems for the type of approach are operative; and
- the required helicopter performance criteria are met; and
- the crew is qualified accordingly.

2 TERMINOLOGY AND DEFINITIONS

Please refer to AIR TRAFFIC CONTROL pages “**AERODROME OPERATING MINIMUMS - EASA AIR OPERATIONS - EFFECTIVE 30 OCTOBER 2022**” for General Information.

Final approach and take-off area (FATO) - means a defined area for helicopter operations, over which the final phase of the approach maneuver to hover or land is completed, and from which the take-off maneuver is commenced. In the case of helicopters operating in performance class 1, the defined area includes the rejected take-off area available.

Operation in performance class 1 - means an operation that, in the event of failure of the critical engine, the helicopter is able to land within the rejected take-off distance available or safely continue the flight to an appropriate landing area, depending on when the failure occurs.

Operation in performance class 2 - means an operation that, in the event of failure of the critical engine, performance is available to enable the helicopter to safely continue the flight, except when the failure occurs early during the take-off maneuver or late in the landing maneuver, in which cases a forced landing may be required.

Operation in performance class 3 - means an operation that, in the event of an engine failure at any time during the flight, a forced landing may be required in a multi-engined helicopter and will be required in a single-engined helicopter.

3 OPERATOR RESPONSIBILITY

CAT.OP.MPA.110 Aerodrome operating minimums

- a. The operator shall establish aerodrome operating minimums for each departure, destination or alternate aerodrome that is planned to be used in order to ensure separation of the aircraft from terrain and obstacles and to mitigate the risk of loss of visual references during the visual flight segment of instrument approach operations.
- b. The method used to establish aerodrome operating minimums shall take all the following elements into account:
 1. the type, performance, and handling characteristics of the aircraft;

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2. the equipment available on the aircraft for the purpose of navigation, acquisition of visual references, and/or control of the flight path during take-off, approach, landing, and the missed approach;
 3. any conditions or limitations stated in the aircraft flight manual (AFM);
 4. the relevant operational experience of the operator;
 5. the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) that may be selected for use;
 6. the adequacy and performance of the available visual and non-visual aids and infrastructure;
 7. the obstacle clearance altitude/height (OCA/H) for the instrument approach procedures (IAPs);
 8. the obstacles in the climb-out areas and necessary clearance margins;
 9. the composition of the flight crew, their competence and experience;
 10. the IAP;
 11. the aerodrome characteristics and the available air navigation services (ANS);
 12. any minimum that may be promulgated by the State of the aerodrome;
 13. the conditions prescribed in the operations specifications including any specific approvals for low-visibility operations (LVOs) or operations with operational credits;
 14. any non-standard characteristics of the aerodrome, the IAP or the environment.
- c. The operator shall specify a method of determining aerodrome operating minimums in the operations manual.
- d. The method used by the operator to establish aerodrome operating minimums and any change to that method shall be approved by the competent authority.

GM7 CAT.OP.MPA.110 Aerodrome operating minimums

USE OF COMMERCIALY AVAILABLE INFORMATION

When an operator uses commercially available information to establish aerodrome operating minimums, the operator remains responsible for ensuring that the material used is accurate and suitable for its operation, and that aerodrome operating minimums are calculated in accordance with the method specified in Part C of its operations manual and approved by the competent authority.

The procedures in ORO.GEN.205 'Contracted activities' apply in this case.

GM8 CAT.OP.MPA.110 Aerodrome operating minimums

LOW TEMPERATURE CORRECTION

- (a) An operator may determine the aerodrome temperature below which a correction should be applied to the DA/H.
- (b) Table 20 may be used to determine the correction that should be applied.
- (c) The calculations in the table are for a sea-level aerodrome; they are therefore conservative when applied at higher-level aerodromes.
- (d) Guidance on accurate corrections for specific conditions (if required) is available in PANS-OPS, Volume I (ICAO Doc 8168) Section 1 Chapter 4.

GM8 CAT.OP.MPA.110 Aerodrome operating minimums Table 20 – Temperature corrections to be applied to barometric DH/MDH

Aero-drome temperature (°C)	Height above the elevation of the altimeter setting source (ft)													
	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

4 PORTRAYAL OF AOM

AOM for Take-off and Landing will be shown either on Jeppesen instrument approach charts, or on a separate minimums listing.

5 APPROACH LIGHTING SYSTEM

AMC6 CAT.OP.MPA.110 Aerodrome operating minimums

APPROACH LIGHTING SYSTEMS - HELICOPTERS

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AMC6 CAT.OP.MPA.110 Table 14 – Approach Lighting Systems – Helicopters

Class of Lighting facility	Length, configuration and intensity of approach lights
FALS	CAT I lighting system (HIALS \geq 720m) distance coded centerline, barrette centerline
IALS	Simple approach lighting system (HIALS 420–719m) single source, barrette
BALS	Any other approach lighting system (HIALS, MIALS or ALS 210–419m)
NALS	Any other approach lighting system (HIALS, MIALS or ALS <210m) or no approach lights

6 DETERMINATION OF AOM FOR TAKE-OFF

AMC2 CAT.OP.MPA.110 Aerodrome operating minimums

TAKE-OFF OPERATIONS – HELICOPTERS

a. General

- (1) Take-off minimums should be expressed as VIS or RVR limits, taking into account all relevant factors for each aerodrome or operating site planned to be used and aircraft characteristics and equipment. Where there is a specific need to see and avoid obstacles on departure, or for a forced landing, additional conditions, e.g. ceiling, should be specified.
- (2) The commander should not commence take-off unless the meteorological conditions at the aerodrome or operating site of departure are equal to or better than the applicable minimums for landing at that aerodrome or operating site unless a weather-permissible take-off alternate aerodrome is available.
- (3) When the reported VIS is below that required for take-off and the RVR is not reported, a take-off should only be commenced if the commander can determine that the visibility or RVR along the take-off runway/area is equal to or better than the required minimum.
- (4) When no reported VIS or RVR is available, a take-off should only be commenced if the commander can determine that the visibility along the take-off runway/area is equal to or better than the required minimum.

b. Visual reference

- (1) The take-off minimums should be selected to ensure sufficient guidance to control the aircraft in the event of both a rejected take-off in adverse circumstances and a continued take-off after failure of the critical engine.
- (2) For night operations, ground lights should be available to illuminate the take-off runway/final approach and take-off area (FATO) and any obstacles.
- (3) For point-in-space (PinS) departures to an initial departure fix (IDF), the take-off minimums should be selected to ensure sufficient guidance to see and avoid obstacles and return to the heliport if the flight cannot be continued visually to the IDF. This should require a VIS of 800m. The ceiling should be 250ft.

c. Required RVR or VIS

- (1) For performance class 1 operations, the operator should specify an RVR or a VIS as take-off minimums in accordance with Table 3.
- (2) For performance class 2 operations onshore, the commander should operate to take-off minimums of 800m RVR or VIS and remain clear of cloud during the take-off maneuver until reaching performance class 1 capabilities.
- (3) For performance class 2 operations offshore, the commander should operate to minimums not less than those for performance class 1 and remain clear of cloud during the take-off maneuver until reaching performance class 1 capabilities.

AMC2 CAT.OP.MPA.110 Table 3 – Take-off operations – helicopters (without LVTO approval)

Onshore aerodromes with instrument flight rules (IFR) departure procedures	RVR or VIS**
No light and no markings (day only)	400m or rejected take-off distances, whichever is greater
No markings (night)	800m
Runway edge/FATO light and centerline marking	400m
Runway edge/FATO light, centerline marking and relevant RVR information	400m
Offshore helideck*	
Two-pilot operations	400m
Single-pilot operations	500m

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* The take-off flight path to be free of obstacles

** On PinS departures to IDF, VIS should be not less than 800m and the ceiling should not be less than 250ft.

AMC2 SPA.LVO.100(a) Low visibility operations and operations with operational credits

AMC2 SPA.LVO.100(a) Table 3 – LVTO operations with helicopters – RVR versus facilities onshore

RVR or VIS (m)*	Facilities
Not less than 250m or the rejected take-off distance, whichever is the greater	No light and no markings (day only)
Not less than 800m	No markings (night)
Not less than 200m	Runway edge/FATO light and centerline marking
Not less than 150m	Runway edge/FATO light, centerline marking and relevant RVR information

* On PinS departures to IDF, VIS should be not less than 800m and the ceiling should not be less than 250ft.

- b. For take-off from offshore helidecks where the take-off flight path is free of obstacles, the minimum RVR for take-off should not be less than:
- 500m for single-pilot operations; or
 - 250m for two-pilot operations.

7 DETERMINATION OF AOM FOR INSTRUMENT APPROACH OPERATIONS

AMC4 CAT.OP.MPA.110 Aerodrome operating minimums

AMC4 CAT.OP.MPA.110 Table 6 – System Minimums – Helicopters

Facility	Lowest DH/MDH
ILS/MLS/GLS/PAR GNSS/SBAS (LPV)*	200ft
GNSS/SBAS (LP) GNSS (LNAV) GNSS/Baro VNAV (LNAV/VNAV) LOC with or without DME SRA (terminating at 0.5nm) VOR/DME Helicopter PinS approach**	250ft
SRA (terminating at 1.0nm) VOR NDB/DME	300ft
SRA (terminating at 2.0nm) NDB VDF	350ft

* Localizer performance with vertical guidance (LPV): a DH of 200ft may be used only if the published FAS datablock sets a vertical alert limit not exceeding 35m. Otherwise, the DH should not be lower than 250ft.

** For PinS approaches with instructions to "proceed VFR" to an undefined or virtual destination, the DH or MDH should be with reference to the ground below the missed approach point (MAPt).

LVTO OPERATIONS - HELICOPTERS

The following should apply to LVTOs for helicopters with an RVR of less than 400m:

- a. For take-off from onshore aerodromes or operating sites with IFR departure procedures, the criteria in Table 3 should apply:

DETERMINATION OF DH/MDH FOR INSTRUMENT APPROACH OPERATIONS – HELICOPTERS

- a. The DH or MDH to be used for a 3D or a 2D approach operation should not be lower than the highest of:
1. the OCH for the category of aircraft;
 2. the published approach procedure DH or MDH where applicable;
 3. the system minimums specified in Table 6;
 4. the minimum DH permitted for the runway/FATO specified in Table 7, if applicable; or
 5. the minimum DH specified in the AFM or equivalent document, if stated.

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AMC4 CAT.OP.MPA.110 Table 7 – Type of runway/FATO versus lowest DH/MDH – Helicopters*

Type of RWY/FATO	Lowest DH/MDH
(CAT I) Precision approach (PA) RWY Non-precision approach (NPA) RWY Non-instrument RWY	200ft
Instrument FATO	200ft
FATO	250ft

* Table 7 does not apply for helicopter PinS approaches with instructions to “proceed VFR”.

AMC6 CAT.OP.MPA.110 Aerodrome operating minimums

DETERMINATION OF RVR OR VIS FOR INSTRUMENT APPROACH OPERATIONS – HELICOPTERS

The RVR/VIS minimums for Type A instrument approach and Type B CAT I instrument approach operations should be determined as follows:

- a. For IFR operations, the RVR or VIS should not be less than the greatest of:
 1. the minimum RVR or VIS for the type of runway/FATO used according to Table 12;
 2. the minimum RVR determined according to the MDH or DH and class of lighting facility according to Table 13; or
 3. for PinS operations with instructions to 'proceed visually', the distance between the MAPt of the PinS and the FATO or its approach light system.

If the value determined in 1. is a VIS, then the result is a minimum VIS. In all other cases, the result is a minimum RVR.

- b. For PinS operations with instructions to 'proceed VFR', the VIS should be compatible with visual flight rules.
- c. For Type A instrument approaches where the MAPt is within ½ NM of the landing threshold, the approach minimums specified for FALS may be used regardless of the length of the approach lights available. However, FATO /runway edge lights, threshold lights, end lights and FATO /runway markings are still required.
- d. An RVR of less than 800m should not be used except when using a suitable autopilot coupled to an ILS, an MLS, a GLS or LPV, in which case normal minimums apply.
- e. For night operations, ground lights should be available to illuminate the FATO /runway and any obstacles.
- f. The visual aids should comprise standard runway day markings, runway edge lights, threshold lights and runway end lights and approach lights as specified in Table 14.
- g. For night operations or for any operation where credit for runway and approach lights as defined in Table 14 is required, the lights should be on and serviceable except as defined in Table 17, Failed or downgraded equipment – effect on landing minimums.

AMC6 CAT.OP.MPA.110 Table 12 – Type of runway/FATO versus minimum RVR – Helicopters

Type of runway/FATO	Minimums RVR or VIS
(CAT I) Precision approach (PA) runway Non-precision approach (NPA) runway Non-instrument runway	RVR 550m
Instrument FATO	RVR 550m
FATO	RVR/VIS 800m

AMC6 CAT.OP.MPA.110 Table 13 – Onshore helicopter instrument approach minimums

DH/MDH	Facilities versus RVR			
	FALS	IALS	BALS	NALS
200ft	550m	600m	700m	1000m
201ft – 249ft	550m	650m	750m	1000m
250ft – 299ft	600m*	700m*	800m	1000m
300ft and above	750m*	800m	900m	1000m

* Minimums on 2D approach operations should not be lower than 800m.

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**8 SPA.PINS-VFR.100 Helicopter
point-in-space approaches and
departures with reduced VFR
minimums**

AMC1 SPA.PINS-VFR.100 Table 1

VFR operating minimums BY DAY when instructed to 'proceed VFR' following an instrument approach		
x is the distance between the MAPt and the heliport or operating site		
X	Visibility	Ceiling
$x < 1000\text{m}$	1000m	MDH or 300ft*
$1000\text{m} \leq x \leq 3000\text{m}$	x or 1500m, whichever is lower	MDH or 400ft*
$3000\text{m} < x \leq 5000\text{m}$	1500m	MDH or 600ft*

NOTE: In Class B/C/D airspace, a special VFR clearance is needed and may require higher minimums in accordance with local airspace restrictions. * Whichever is higher.

AMC1 SPA.PINS-VFR.100 Table 2

VFR operating minimums BY DAY when instructed to 'proceed VFR' prior to an IFR departure		
x is the distance between the heliport or operating site and the IDF		
X	Visibility	Ceiling
$x < 1000\text{m}$	1000m	MDH or 300ft*
$1000\text{m} \leq x \leq 3000\text{m}$	x or 1500m, whichever is lower	MDH or 400ft*
$3000\text{m} < x \leq 5000\text{m}$	1500m	MDH or 600ft*

NOTE: In Class B/C/D airspace, a special VFR clearance is needed and may require higher minimums in accordance with local airspace restrictions. * Whichever is higher.

AMC1 SPA.PINS-VFR.100 Table 3

VFR operating minimums BY NIGHT when instructed to 'proceed VFR' following an instrument approach		
x is the distance between the MAPt and the heliport or operating site		
X	Visibility	Ceiling
$x < 1000\text{m}$	2000m	MDH or 600ft*
$1000\text{m} \leq x \leq 3000\text{m}$	x + 1000m	MDH + 200ft or 600ft*
$3000\text{m} < x \leq 5000\text{m}$	5000m	MDH + 200ft or 600ft*

* Whichever is higher.

AMC1 SPA.PINS-VFR.100 Table 4

VFR operating minimums BY NIGHT when instructed to 'proceed VFR' prior to an IFR departure		
x is the distance between the heliport or operating site and the IDF		
X	Visibility	Ceiling
$x < 1000\text{m}$	2000m	MCA or 600ft*
$1000\text{m} \leq x \leq 3000\text{m}$	x + 1000m	MCA + 200ft or 600ft*
$3000\text{m} < x \leq 5000\text{m}$	5000m	MCA + 200ft or 600ft*

* Whichever is higher.

**9 COMMENCEMENT AND
CONTINUATION OF APPROACH**

AMC1 CAT.OP.MPA.305(b) Commencement and continuation of approach

MINIMUM RVR FOR CONTINUATION OF APPROACH - HELICOPTERS

a. The touchdown RVR should be the controlling RVR.

b. If the touchdown RVR is not reported, then the midpoint RVR should be the controlling RVR.

10 CIRCLING OPERATIONS

AMC8 CAT.OP.MPA.110 Aerodrome operating minimums

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ONSHORE CIRCLING OPERATIONS - HELICOPTERS

For circling, the specified MDH should not be less than 250ft, and the VIS not less than 800m.

11 OPERATIONS WITH OPERATIONAL CREDITS

AMC4 SPA.LVO.100(c) Low-visibility operations and operations with operational credits

OPERATIONS WITH OPERATIONAL CREDITS – HELICOPTER SPECIAL AUTHORISATION CATEGORY I (HELI SA CAT I) OPERATIONS

For HELI SA CAT I operations, the following should apply:

- a. HELI SA CAT I operations should only be conducted to a runway with an approach lighting system. The following visual aids should be available:
 - 1. standard runway day markings, approach lights, runway edge lights, threshold lights, and runway end lights;
 - 2. for operations with an RVR below 450m, runway centerline markings.
- b. An ILS/MLS that supports a HELI SA CAT I operation should be an unrestricted facility.
- c. The helicopter should be:
 - 1. equipped with a 3-axis autopilot capable of flying the approach to the minimums;

- 2. able to maintain Vy in IMC on a coupled Type B approach;
- 3. equipped with a radio altimeter or other device capable of providing equivalent performance; and
- 4. equipped with two independent navigation aids capable of Type B CAT I approaches and certified for CAT I.
- d. The DH of a HELI SA CAT I operation should not be lower than the highest of:
 - 1. the minimum DH specified in the AFM, if stated;
 - 2. the minimum height to which the PA aid can be used without the specified visual reference;
 - 3. the applicable OCH for Category A aeroplanes or the OCH for Category H if available;
 - 4. the DH to which the flight crew is qualified to operate;
 - 5. 130ft on a CAT II landing system;
 - 6. 150ft on a CAT I ILS certified to Class I/C/1 or MLS certified to 100ft/E/1; or
 - 7. 200ft on other landing systems;
 - 8. 200ft unless the autopilot is a 4-axis autopilot with automatic level-off capability.
- e. The lowest RVR minimums to be used are specified in Table 11.

AMC4 SPA.LVO.100(c) Table 11 – HELI SA CAT I operation minimums

RVR versus approach lighting system				
Class of light facility				
DH	FALS	IALS	BALS	NALS
201ft – 250ft	450	650	750	1000
181ft – 200ft	300	450	650	900
151ft – 180ft	300	350	550	750
130ft – 150ft	300	300	400	600

f. Operations:

- 7. The planning minimums at the alternate where a HELI SA CAT I approach is envisaged should be defined in Table 12.

AMC4 SPA.LVO.100(c) Table 12 – Planning minimums at the alternate with HELI SA CAT I operations

Type of approach	Aerodrome ceiling	Weather minimums RVR/VIS
Two or more usable Type B instrument approach operations ***	DA(H)* + 100ft	RVR** + 300m
One usable Type B instrument approach operation	DA(H) + 150ft	RVR + 450m

*: The higher of the usable DA(H)

** : The higher of the usable RVR or VIS

***: Compliance with CAT.OP.MPA.192(d) should be ensured.

- 8. Under commercial air transport, if no other alternate is selected and the weather forecast at destination is not based on Part-MET of Regulation (EU) 2017/373, the planning minimums at

the alternate where a HELI SA CAT I approach is envisaged should be as defined in Table 13.

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AMC4 SPA.LVO.100(c) Table 13 – Planning minimums at the alternate with HELI SA CAT I operations with alternative weather source at destination

Type of approach	Aerodrome ceiling	Weather minimums RVR/VIS
Two or more usable Type B instrument approach operations***	DA(H)* + 200ft	RVR** + 600m
One usable Type B instrument approach operation	DA(H) + 300ft	RVR + 900m

*: The higher of the usable DA(H)

**: The higher of the usable RVR or VIS

***: Compliance with CAT.OP.MPA.192(d) should be ensured.

12 METEOROLOGICAL CONDITIONS

CAT.OP.MPA.247 Meteorological conditions- Helicopters

- a. On VFR flights overwater out of sight of land with helicopters, the commander shall only commence take-off when the appropriate meteorological reports and/or forecasts indicate that the ceiling will be above 600ft by day or 1200ft by night.

13 PLANNING MINIMUMS

AMC1 CAT.OP.MPA.192 Selection of aerodromes and operating sites - Helicopters

PLANNING MINIMUMS AND SAFETY MARGINS FOR A DESTINATION AERODROME AND SELECTION OF ALTERNATE AERODROMES

- a. When selecting the destination aerodrome, the operator should ensure that one of the following conditions is met:
 1. for a land destination, the duration of the flight and the prevailing meteorological conditions are such that during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome or operating site, an approach and landing is possible under VMC from the minimum safe altitude at the IAF or before;
 2. or a land destination:
 - i. the available current meteorological information indicates that the following meteorological conditions at the destination aerodrome will exist from 2 hours before to 2 hours after the estimated time of arrival, or from the actual time of departure to 2 hours after the estimated time of arrival, whichever is shorter:
 - A. a ceiling of at least 120m (400ft) above the DA/H or MDA/H of the instrument approach procedure; and
 - B. visibility of at least 3000m;
 - ii. a runway and two published instrument approaches with independent navigation aids are available at the aerodrome of intended landing; and

iii. fuel planning is based upon the approach procedure that requires the most fuel, and 15-minute fuel is added to the trip fuel;

3. one destination alternate aerodrome is selected, and the appropriate weather reports and/or forecasts indicate that during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the destination, the weather conditions at the destination will be at or above the applicable planning minimums as follows:
 - i. RVR or VIS specified in accordance with point CAT.OP.MPA.110; and
 - ii. for type A instrument approach operations, ceiling at or above (M)DH;

4. one destination alternate aerodrome is selected, and based on the meteorological information that is obtained in accordance with the procedures of the operations manual (OM), there is a reasonable probability of landing at the destination;

5. two destination alternate aerodromes are selected; or
6. the destination aerodrome is isolated, and the appropriate weather reports and/or forecasts indicate that during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the destination, the weather conditions at the destination will be at or above the applicable planning minimums defined in Table 1.

- b. The operator should specify any alternate aerodrome(s) in the operational flight plan.
- c. If the site of intended landing is isolated and no alternate aerodrome is available, a PNR should be determined.

PLANNING MINIMUMS FOR DESTINATION ALTERNATE AERODROMES AND ISOLATED AERODROMES

- d. The operator should select the destination alternate aerodrome(s) only if the appropriate weather reports and/or forecasts indicate that during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome or operating site, the weather conditions will be at or above the applicable planning minimums as follows:
 1. if the destination aerodrome is selected by meeting the conditions in points (a)(3) or (a)(5), the planning minimums for the

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destination alternate aerodrome(s) and an isolated aerodrome are as shown in Table 1.

AMC1 CAT.OP.MPA.192 Table 1 – Planning minimums for a destination alternate aerodrome and an isolated aerodrome

Type of approach	Planning minimums
Type A or type B	RVR/VIS + 400m Ceiling at or above (M)DH + 200ft
VFR or visual approach	VFR from a position on the instrument flight path to the destination alternate aerodrome

or

2. if the destination aerodrome is selected by meeting the condition in point (a)(4), the planning minimums for the destination alternate aerodrome(s) are as shown in Table 2:

AMC1 CAT.OP.MPA.192 Table 2 – Planning minimums for a destination alternate aerodrome with a reasonable probability of landing at the destination

Type of approach	Planning minimums
Type A or type B	RVR/VIS + 800m (M)DH + 400ft
VFR or visual approach	VFR from a position on the instrument flight path to the destination alternate aerodrome

INTENTIONALLY

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