



Miscellaneous

No: 1086

Regulation (EU) No. 965/2012

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General Exemption E 3999

Commercial Air Transport Helicopter Operations to London Heliport (EGLW) - Exemption from the Requirement for Performance Approval

- 1) The Civil Aviation Authority ('the CAA'), on behalf of the United Kingdom and pursuant to article 14(4) of Regulation (EC) No. 216/2008 ('Basic Regulation'), exempts the operator and Commander of any helicopter when flying for the purpose of commercial air transport (CAT), from the requirements of Commission Regulation (EU) 965/2012 ('the Air Operations Regulation') specified in paragraph 2, subject to the conditions in paragraph 3.
- 2) The exemption in paragraph 1 provides that operations without an assured safe forced landing may be conducted under the provisions of Chapters 3 and 4 of Section 2 of Annex IV of the Air Operations Regulation (Performance Class (PC) 2 and PC 3) without an approval being issued by the competent authority in accordance with CAT.POL.H.305.
- 3) The exemption may only be relied upon for CAT operations to London Heliport (EGLW) and if the operator:
 - a) is operating under PC 2 with a Maximum Operating Passenger Seating Capacity (MOPSC) of 9 or less, or is operating under PC 3 with a MOPSC of 6 or less;
 - b) has conducted a risk assessment for operations to London Heliport;
 - c) complies with the London Heliport requirements detailed in the UK Air Information Publication;
 - d) has detailed specific procedures to be followed in the event of a power unit failure during take-off and landing in the operations manual;
 - e) has detailed specific flight crew training requirements in the operations manual;
 - f) in the case of operations in PC 2, complies with the requirements of:
 - i) CAT.POL.H.310 (c)(1); and
 - ii) CAT.POL.H.325 (c)(1); and
 - g) in the case of operations in PC 3, is operating in the circumstances set out in CAT.POL.H.400(c)(1) and (2), and complies with the requirements for hover out of ground effect set out in CAT.POL.H.405(a)(2) and CAT.POL.H.415(a)(2).
- 4) This exemption may only be relied on for helicopters issued with an individual first certificate of airworthiness on or before 31 March 2015.

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- 5) Maximum Operating Passenger Seating Capacity (MOPSC) has same the meaning as defined in Annex 1 of the Air Operations Regulation.
- 6) This exemption is issued to meet continued operational needs of a limited duration and to allow operators to reach compliance with the required regulations.
- 7) This exemption supersedes Official Record Series 4 No. 1073, which is revoked.
- 8) This exemption has effect from the date it is signed until 31 August 2015, both dates inclusive, unless previously revoked.

R Newson

for the Civil Aviation Authority

11 February 2015

Explanatory Note:

The London Heliport (LH) Final Approach and Take-off Area (FATO) is situated on a platform in the River Thames at Battersea, London. Due to the tidal nature of the river at this point, the FATO is sometimes defined as an 'elevated FATO (≥ 3 m above the surrounding surface) and at other times is assessed as a 'surface level' FATO (< 3 m). Operations to an elevated FATO are considered to be exposed to hazards such as 'deck edge strike' and require specific approval to operate without an assured safe forced landing capability. Such operations to the LH FATO have been long accepted under regulations preceding JAR-OPS 3, JAR-OPS 3 and now, conditionally, the Air Operations Regulation. However, with the more defined requirements of the Air Operations Regulation and a need to meet the safety intent of CAT.POL.H.305 for operations with exposure during take-off and landing under Performance Classes 2 and 3, the exemption provides a period of time to allow operators to continue their operations whilst they complete the necessary transition and achieve the introduction of the required engine reliability and monitoring processes. The CAA expects all operators to move to compliance with the regulations within the validity period of this exemption.

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