

**CAA Decision to adopt AMC for UK Reg (EU) 965/2012 pursuant to  
Article 76(3) UK Reg (EU) 2018/1139**

**DECISION No. 25**

**Publication date: 23 December 2022**

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**Decision adopting Acceptable Means of Compliance (AMC) for UK Reg (EU) No 965/2012  
Annex V Part-SPA Sub-part J regarding Helicopter Emergency Medical Services**

**Background**

CAA UK-EU Transition Decision No. 1 adopted a form of Acceptable Means of Compliance (“**AMC**”) as means by which the requirements in Regulation (EU) No 965/2012 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 (“**UK Reg (EU) No 965/2012**”) could be met. The CAA has decided to adopt new AMC in respect of **UK Reg (EU) No 965/2012**.

**Decision**

1. The CAA, under Article 76(3) of Regulation (EU) No 2018/1139 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018, has decided to adopt the AMC attached at Schedule 1.
2. This AMC supplements and/or replaces that which was adopted for **UK Reg (EU) No 965/2012 Annex V Part-SPA** by CAA UK-EU Transition Decision No. 1 dated 22 December 2020.
3. This Decision will remain in force unless revoked or amended by the CAA.
4. The AMC attached at Schedule 1 to this Decision came into force on 23 December 2022.

**Definitions**

All references to *Regulations* are to the UK law bearing that title or number, being EU retained law as retained (and amended in UK domestic law) pursuant to the European Union (Withdrawal) Act 2018.



Rob Bishton  
For the Civil Aviation Authority and the United Kingdom

Date of Decision: 23 December 2022

Date of Decision Coming into force: 23 December 2022

## Schedule 1

### Includes the Acceptable Means of Compliance (AMC) documents referenced below.

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) ~~Text to be deleted is shown struck through~~;
- (b) New text is highlighted in grey;
- (c) ~~Text to be deleted is shown struck through~~ followed by the replacement text which is highlighted in grey.

1. Insert new AMC1 SPA.HEMS.105 as follows:

AMC 1 SPA.HEMS.105 Helicopter emergency medical service (HEMS) operations

#### NIGHT OPERATIONS RISK ASSESSMENT

- (a) The operator should, in addition to complying with the terms of the HEMS approval, conduct and provide a risk assessment acceptable to the CAA for the intended night operations in conjunction with gaining an approval in accordance with SPA.NVIS.100.
- (b) The risk assessment should include, but is not limited to, the following considerations:
  - (1) terrain and obstacle awareness;
  - (2) inadvertent entry into Instrument Meteorological Conditions (IMC) at low level;
  - (3) pilot disorientation / loss of situational awareness;
  - (4) HEMS operating base and en-route weather information;
  - (5) ground risks to personnel at the HEMS operating site;
  - (6) pilot/technical crew member NVIS-related fatigue; and
  - (7) illumination of FATO for departure.

2. Insert new AMC1 SPA.HEMS.110(b) as follows:

AMC1 SPA.HEMS.110(b) Equipment requirements for HEMS operations

#### MEANS OF ILLUMINATION

A suitable means of illumination would be a white light acceptable to the CAA that is trainable, and which enables the flight crew to locate and identify obstacles on the ground, and on the approach and departure routes, from a height of at least 500 feet.

3. Insert new AMC1 SPA.HEMS.145(b) as follows:

AMC1 SPA.HEMS.145(b) HEMS operating base facilities

#### FACILITIES FOR OBTAINING CURRENT WEATHER

For night operations, in particular, facilities for obtaining the current weather at the HEMS Operating base should include a cloud base recorder and a visibility meter, or an automatic meteorology station.