Compliance Statement for Helicopter Offshore Operations (HOFO)

In accordance with Assimilated Regulation (EU) No 965/2012 (the Air Operations Regulation), operators shall comply with the relevant provisions of Annex V, Specific Approvals (Part-SPA) when operating helicopters used for offshore operations (HOFO). Prior to engaging in HOFO, an operator must apply for and obtain a specific approval from the CAA.

SPA.HOFO is applicable 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.
(c) A non-commercial operator having declared its activity in accordance with Part-ORO.

The purpose of this compliance statement is to assist operators in demonstrating compliance with the applicable HOFO regulations, including SPA.HOFO. Operators wishing to apply for a HOFO approval should complete and submit this compliance statement, together with Application Form SRG1841, to apply@caa.co.uk.

Whilst the CAA will periodically update this document, it remains the responsibility of the operator to ensure that any future regulatory changes are captured and complied with.

References to EU regulations in this document are to the assimilated UK regulations and are referenced hereafter as “UK Regulation (EU) year/number” or “UK Regulation (EU) No. number/year”. Subsequent references to the regulation will be in the format: ‘UK Reg (EU) No ####/year” or ‘UK Reg (EU) year/####’ as applicable.

Operator Name:	
Type of Operation: **(e.g. CAT/NCC/SPO)**	
AOC Number (if applicable):	

Requirement	Regulatory Reference	Operations Manual Reference(s)	Operator Comments
OPERATING PROCEDURES/OPERATIONS MANUALS			
Has the operator included all relevant explanations and definitions of terms and words in the operations manual?	AMC3 ORO.MLR.100 (a) (A) 0 0.1 (d) AMC4 ORO.MLR.100		
Has the operator specified the selection, composition and training of crews in the operations manual?	SPA.HOFO.110 (a) (1)		
Has the operator specified the duties and responsibilities of crew members and other involved personnel in the operations manual?	SPA.HOFO.110 (a) (2)		
Has the operator specified the required equipment and dispatch criteria in the operations manual?	SPA.HOFO.110 (a) (3)		
Has the operator specified the operating procedures and minima, such that normal and likely abnormal operations are described and adequately mitigated.	SPA.HOFO.110 (a) (4)		
How does the operator ensure that an operational flight plan is prepared prior to each flight?	SPA.HOFO.110 (b) (1)		
Does the operational flight plan contain at least the items listed in AMC1 CAT.OP.MPA.175(a)?	AMC1 SPA.HOFO.110(b)(1)		
How does the operator ensure that where established, the offshore route structure provided by the appropriate ATS is followed?	SPA.HOFO.110 (b) (4)		

How does the operator ensure that pilots make optimum use of the automatic flight control systems (AFCS) throughout the flight?	SPA.HOFO.110 (b) (5)		
Has the operator provided instructions to the flight crew in the operations manual under which circumstances the helicopter may be operated in lower modes of automation? Is particular emphasis given to flight in instrument meteorological conditions (IMC) and instrument approaches?	AMC1 SPA.HOFO.110(b)(5)		
How does the operator ensure that specific offshore approach profiles are established, including stable approach parameters and the corrective action to be taken if an approach becomes unstable?	SPA.HOFO.110 (b) (6)		
How does the operator ensure that for multi-pilot operations, procedures are in place for a member of the flight crew to monitor the flight instruments during an offshore flight, especially during approach or departure, to ensure that a safe flight path is maintained?	SPA.HOFO.110 (b) (7)		
How does the operator ensure that the flight crew takes immediate and appropriate action when a height alert is activated?	SPA.HOFO.110 (b) (8)		
How does the operator ensure that procedures are in place to require the emergency flotation systems to be armed, when safe to do so, for all over water arrivals and departures?	SPA.HOFO.110 (b) (9) GM1 SPA.HOFO.110(b)(9)		
How does the operator ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation specified by the CAA?	SPA.HOFO.110 (b) (10)		

AIRCRAFT EQUIPMENT REQUIREMENTS			
For helicopters with a maximum operational passenger seat configuration (MOPSC) of more than 9, used for commercial air transport and non-commercial operations with complex motor-powered helicopters (NCC), are the aircraft equipped with a public address (PA) system?	SPA.HOFO.160 (a) (1)		
For helicopters with a maximum operational passenger seat configuration (MOPSC) of 9 or less, used for commercial air transport and non-commercial operations with complex motor-powered helicopters (NCC), are the aircraft equipped with a PA system or, if not, can the operator demonstrate that the pilot's voice is understandable at all passengers' seats in flight?	SPA.HOFO.160 (a) (1)		
When demonstrating the performance of the PA system or that the pilot's voice is understandable at all passengers' seats during flight, has the operator ensured compatibility with the passengers' use of ear defenders/ear plugs (hearing protection)?	GM1 SOA.HOFO.160(a)(1)		
Does the operator only provide hearing protection that is compatible with the intelligibility of the PA system or pilot's voice, as appropriate?	GM1 SOA.HOFO.160(a)(1)		
Are all helicopters equipped with a radio altimeter that is capable of emitting an audio warning below a pre-set height and a visual warning at a height selectable by the pilot?	SPA.HOFO.160 (a) (2)		
Has the operator considered the guidance contained in GM1 SPA.HOFO.160(a)(2) relating to radio altimeters?	GM1 SPA.HOFO.160(a)(2)		
Are all emergency exits, including crew emergency exits, and any door, window or other opening that is suitable for emergency egress, and the means for opening them clearly marked for the guidance of occupants using them in daylight or in the dark?	SPA.HOFO.160 (b)		
Are such markings designed to remain visible if the helicopter is capsized or the cabin is submerged?	SPA.HOFO.160 (b)		

USE OF OFFSHORE LOCATIONS			
How does the operator ensure that only offshore locations that are suitable in relation to size and mass of the type of helicopter and to the operations concerned are used?	SPA.HOFO.115		
Does the operations manual contain, or make reference to, a directory of helidecks (helideck directory (HD)) intended to be used by the operator?	AMC1 SPA.HOFO.115 (a)		
Does the HD provide details of helideck limitations and a pictorial representation of each offshore location and its helicopter landing area, recording all necessary information of a permanent nature and using a standardised template?	AMC1 SPA.HOFO.115 (a)		
Do the HD entries show, and be amended as necessary, the most recent status of each helideck concerning non-compliance with applicable national standards, limitations, warnings, cautions or other comments of operational importance?	AMC1 SPA.HOFO.115 (a)		
Does the operator obtain relevant information and details in order to compile the HD, as well as the pictorial representation from the owner/operator of the offshore helicopter landing area?	AMC1 SPA.HOFO.115 (b)		
If more than one name for the offshore location exists, is the common name painted on the surface of the landing area listed, and are other names also included in the HD (e.g. radio call sign, if different).	AMC1 SPA.HOFO.115 (c)		
After renaming an offshore location, is the old name also included in the HD for the following 6 months?	AMC1 SPA.HOFO.115 (c)		
Are any limitations associated with an offshore location included in the HD?	AMC1 SPA.HOFO.115 (d)		
With complex installation arrangements, including combinations of installations/vessels (e.g. combined operations), is a separate listing in the HD, accompanied by diagrams/pictures, where necessary, included if required?	AMC1 SPA.HOFO.115 (d)		

How is each offshore helicopter landing area inspected and assessed based on limitations, warnings, instructions and restrictions, in order to determine its acceptability with respect to the following: (1) The physical characteristics of the landing area, including size, load-bearing capability and the appropriate 'D' and 't' values. (2) The preservation of obstacle-protected surfaces (an essential safeguard for all flights). (3) Marking and lighting. (4) Deck surface. (5) Environment. (6) Rescue and firefighting. (7) Communication and navigation (Com/Nav). (8) Fuelling facilities. (9) Additional operational and handling equipment. (10) Personnel.	AMC1 SPA.HOFO.115 (e)		
How is the HD entry for each offshore location completed and kept up to date, using the template and reflecting the information and details described above?	AMC1 SPA.HOFO.115 (f)		
How does the operator ensure that for offshore locations for which there is incomplete information, 'restricted' usage based on the information available is only considered subject to risk assessment prior to the first helicopter visit?	AMC1 SPA.HOFO.115 (g)		
How does the operator ensure that before any restriction on usage is lifted, information is gathered and the requirements of AMC1 SPA.HOFO.115 (g) are applied?	AMC1 SPA.HOFO.115 (g)		
Has the operator considered the standards for offshore helicopter landing areas contained in CAP 437? Where appropriate, have these standards been incorporated into the operator's operating procedures/operations manuals?	GM2 SPA.HOFO.115 CAP 437		
Has the operator categorised offshore installations as category B or C aerodromes, taking into account the limitations determined in accordance with AMC1 SPA.HOFO.115?	AMC1 ORO.FC.105(b)(2);(c) (b) (iv)		
How does the operator ensure that prior to operating to a category B aerodrome, the pilot-in-command/commander is briefed, or self-briefed by means of programmed instruction, on the category B aerodrome(s) concerned?	AMC1 ORO.FC.105(b)(2);(c) (c) (1)		

How does the operator ensure that the above briefing is recorded?	AMC1 ORO.FC.105(b)(2);(c) (c) (1)		
How does the operator ensure that prior to operating to a category C aerodrome, the pilot-in-command/commander is briefed and visits the aerodrome as an observer and/or undertakes instruction in a suitable FSTD?	AMC1 ORO.FC.105(b)(2);(c) (c) (2)		
How does the operator ensure that the above briefing, visit and/or instruction is recorded?	AMC1 ORO.FC.105(b)(2);(c) (c) (2)		
SELECTION OF AERODROMES AND OPERATING SITES			
How does the operator ensure that a destination alternate aerodrome is specified in the operational flight plan when conducting flights from an offshore location to a land aerodrome unless: (1) The destination aerodrome is defined as a coastal aerodrome, or (2) The following criteria are met: (i) The destination aerodrome has a published instrument approach; (ii) The flight time is less than 3 hours; and (iii) The published weather forecast valid from 1 hour prior, and 1 hour subsequent to the expected landing time specifies that: (A) The cloud base is at least 700 feet above the minima associated with the instrument approach, or 1000 feet above the destination aerodrome, whichever is the higher; and (B) Visibility is at least 2500 meters.	SPA.HOFO.120 (a)		
Is any alleviation from the requirement to select an alternate aerodrome for a flight to a coastal aerodrome under instrument flight rules (IFR) routing from offshore based on an individual safety risk assessment?	AMC1 SPA.HOFO.120 (a)		

Does any alleviation from the requirement to select an alternate aerodrome for a flight to a coastal aerodrome under instrument flight rules (IFR) routing from offshore take into account: 1) Suitability of the weather based on the landing forecast for the destination; 2) The fuel required to meet the IFR requirements of CAT.OP.MPA.150, NCC.OP.131 or SPO.OP.131 except for the alternate fuel; 3) Where the destination coastal aerodrome is not directly on the coast, it should be: (i) Within a distance that with the fuel specified in (2), the helicopter is able, at any time after crossing the coastline, to return to the coast, descend safely, carry out an approach under visual flight rules (VFR) and land, with the VFR fuel reserves intact; (ii) Within 5 nm of the coastline; and (iii) Geographically sited so that the helicopter is able, within the rules of the air and within the landing forecast: (A) To proceed inbound from the coast at 500-ft above ground level (AGL), and carry out an approach and landing under VFR; or (B) To proceed inbound from the coast on an agreed route, and carry out an approach and landing under VFR; 4) Procedures for coastal aerodromes should be based on a landing forecast no worse than: (i) by day, a cloud base of ≥ 400 ft above descent height (DH)/minimum descent height (MDH), and a visibility of 4 km, or, if descent over the sea is intended, a cloud base of 600 ft and a visibility of 4 km; or (ii) by night, a cloud base of 1 000 ft and a visibility of 5 km; 5) The descent to establish visual contact with the surface should take place over the sea or as part of the instrument approach; 6) Routings and procedures for coastal aerodromes nominated as such should be included in the operations manual (OM) (Part C for CAT operators); 7) The minimum equipment list (MEL) should reflect the requirement for airborne radar and radio altimeter for this type of operation; and 8) Operational limitations for each coastal aerodrome should be specified in the operations manual.	AMC1 SPA.HOFO.120 (b)		

How does the operator ensure that an offshore destination alternate helideck is only selected when all of the following criteria are met are met? 1. An offshore destination alternate helideck shall be used only after the point of no return (PNR) and when an onshore destination alternative aerodrome is not geographically available. Prior to the PNR, an onshore destination alternate aerodrome shall be used. 2. One engine inoperative (OEI) landing capability shall be attainable at the offshore destination alternate helideck. 3. To the extent possible, helideck availability shall be guaranteed prior to PNR. The dimensions, configuration and obstacle clearance of individual helidecks or other sites shall be suitable for its use as an alternate helideck by each helicopter type intended to be used. 4. Weather minima shall be established taking into account the accuracy and reliability of meteorological information. 5. The MEL shall contain specific provisions for this type of operation. 6. An offshore destination alternate helideck shall only be selected if the operator has established a procedure in the operations manual.	SPA.HOFO.120 (b)		
How does the operator ensure that the landing environment at an offshore location proposed for use as an offshore destination alternate helideck is pre-surveyed, together with the physical characteristics, such as the effect of wind direction and strength, as well as of turbulence established?	AMC2 SPA.HOFO.120 (a)		
How does the operator ensure that this information, which should be available to the pilot-in-command/commander both at the planning stage and in-flight, is published in an appropriate form in the operations manual (including the orientation of the helideck) so that the suitability of the alternate helideck can be assessed?	AMC2 SPA.HOFO.120 (a)		
How does the operator ensure that the offshore destination alternate helideck meets the criteria for size and obstacle clearance appropriate to the performance requirements of the type of helicopter concerned?	AMC2 SPA.HOFO.120 (a)		
How does the operator ensure that the performance considerations contained in AMC2 SPA.HOFO.120 (b) are taken into account when selecting an offshore destination alternate aerodrome?	AMC2 SPA.HOFO.120 (b)		

How does the operator ensure that the weather considerations contained in AMC2 SPA.HOFO.120 (c) are taken into account when selecting an offshore destination alternate aerodrome?	AMC2 SPA.HOFO.120 (c)		
When selecting an offshore destination alternate aerodrome, how does the operator ensure that all actions at point of no return, as contained in AMC2 SPA.HOFO.120 (c), are completed?	AMC2 SPA.HOFO.120 (d)		
WEATHER CONDITIONS			
How does the operator ensure that offshore operations under an offshore specific approval are only planned and commenced when the significant wave height of the sea over which the flight is intended to be conducted to or from an offshore location: a. Is 6 metres or less; and b. Does not exceed the certificated ditching performance of the helicopter.	UK AIP 1.6		
Has the operator included, in its operations manual, procedures on how the flight may be continued if a deterioration in sea conditions beyond the limits above is experienced?	UK AIP 1.6		
Notwithstanding CAT.OP.MPA.247, NCC.OP.180 and SPO.OP.170, how does the operator ensure that when flying between offshore locations located in class G airspace where the overwater sector is less than 10 NM, VFR flights may be conducted when the limits are at, or better than, the content of SPA.HOFO.130?	SPA.HOFO.130		
How does the operator ensure that operation to an offshore location is only performed when the wind speed at the helideck is reported to be not more than 60 knots including gusts?	SPA.HOFO.135		
Has the operator established specific weather limits for operations in the vicinity of windfarms?	Best Practice		

PERFORMANCE REQUIREMENTS AT OFFSHORE LOCATIONS			
How does the operator ensure that helicopters taking off from and landing at offshore locations are operated in accordance with the performance requirements of the appropriate Annex (of the Air Operations Regulation) according to their type of operation?	SPA.HOFO.140		
To ensure that the necessary factors are taken into account, how does the operator not conducting commercial air transport operations use take-off and landing procedures that are appropriate to the circumstances and have been developed in accordance with ORO.MLR.100, in order to minimise the risks of collision with obstacles at the individual offshore location under the prevailing conditions?	AMC1 SPA.HOFO.140		
AIRBORNE RADAR APPROACHES (ARAS) – APPLICABLE TO COMMERCIAL AIR TRANSPORT OPERATIONS ONLY			
Has the operator established operational procedures to ensure that airborne radar approaches (ARAs) are only flown if: (1) The helicopter is equipped with a radar that is capable of providing information regarding the obstacle environment; and (2) Either: (i) The minimum descent height (MDH) is determined from a radio altimeter; or (ii) The minimum descent altitude (MDA) plus an adequate margin is applied.	SPA.HOFO.125 (a)		
How does the operator ensure that ARAs to rigs or vessels in transit are flown as multi-pilot operations?	SPA.HOFO.125 (b)		
How does the operator ensure that the decision range provides adequate obstacle clearance in the missed approach from any destination for which an ARA is planned?	SPA.HOFO.125 (c)		
How does the operator ensure that the approach is only continued beyond decision range or below the minimum descent altitude/height (MDA/H) when visual reference to the destination has been established?	SPA.HOFO.125 (d)		
How does the operator ensure that, for single-pilot operations, appropriate increments are added to the MDA/H and decision range?	SPA.HOFO.125 (e)		

How does the operator ensure that when an ARA is flown to a non-moving offshore location (i.e. fixed installation or moored vessel) and a reliable GPS position for the location is available in the navigation system, the GPS/area navigation system is used to enhance the safety of the ARA?	SPA.HOFO.125 (f)		
How does the operator ensure that before commencing the final approach, the pilot-in-command/commander ensures that a clear path exists on the radar screen for the final and missed approach segments?	AMC1 SPA.HOFO.125 (a)		
How does the operator ensure that if lateral clearance from any obstacle will be less than 1 nm, the pilot-in-command/commander: (1) approaches to a nearby target structure and thereafter proceeds visually to the destination structure; or (2) makes the approach from another direction leading to a circling manoeuvre.	AMC1 SPA.HOFO.125 (a)		
How does the operator ensure that the cloud ceiling is sufficiently clear above the helideck to permit a safe landing?	AMC1 SPA.HOFO.125 (b)		
How does the operator ensure that minimum descent height (MDH) is not less than 50 ft above the elevation of the helideck in accordance with: (1) the MDH for an airborne radar approach should not be lower than: (i) 200 ft by day; or (ii) 300 ft by night; and (2) the MDH for an approach leading to a circling manoeuvre should not be lower than: (i) 300 ft by day; or (ii) 500 ft by night.	AMC1 SPA.HOFO.125 (c)		
How does the operator ensure that minimum descent altitude (MDA) is only used if the radio altimeter is unserviceable?	AMC1 SPA.HOFO.125 (d)		
How does the operator ensure that the MDA is a minimum of the MDH + 200 ft, and based on a calibrated barometer at the destination or on the lowest forecast barometric pressure adjusted to sea level (QNH) for the region?	AMC1 SPA.HOFO.125 (d)		

How does the operator ensure that the decision range is not less than 0.75 nm?	AMC1 SPA.HOFO.125 (e)		
How does the MDA/MDH for a single-pilot ARA is 100 ft higher than that calculated in accordance with AMC1 SPA.HOFO.125 (c) and (d) and the decision range is not less than 1 nm?	AMC1 SPA.HOFO.125 (f)		
How does the operator ensure that for approaches to non-moving offshore locations, the maximum range discrepancy between the global navigation satellite system (GNSS) and the weather radar display is not greater than 0.3 nm at any point between the final approach fix (FAF) at 4 nm from the offshore location and the offset initiation point (OIP) at 1.5 nm from the offshore location?	AMC1 SPA.HOFO.125 (g)		
How does the operator ensure that for approaches to non-moving offshore locations, the maximum bearing discrepancy between the GNSS and the weather radar display is not greater than 10° at the FAF at 4 nm from the offshore location?	AMC1 SPA.HOFO.125 (h)		
Has the operator considered the guidance contained in GM1 SPA.HOFO.125?	GM1 SPA.HOFO.125		
Has the operator considered the guidance on Global Navigation Satellite Systems (GNSS)/Area Navigation System contained in GM2 SPA.HOFO.125?	GM2 SPA.HOFO.125		

AIRCRAFT TRACKING SYSTEM			
Has the operator established an aircraft tracking system for offshore operations in a hostile environment from the time the helicopter departs until it arrives at its final destination?	SPA.HOFO.150		
Are flights tracked and monitored from take-off to landing?	AMC1 SPA.HOFO.150		
Is the function achieved by the air traffic services (ATS) when the planned route and the planned diversion routes are fully included in airspace blocks where: (a) ATS surveillance service is normally provided and supported by ATC surveillance systems locating the aircraft at time intervals with adequate duration; and (b) The operator has given to competent air navigation services (ANS) providers the necessary contact information.	AMC1 SPA.HOFO.150		
In all other cases, has the operator established a detailed procedure describing how the aircraft tracking system is to be monitored, and what actions and when are to be taken if a deviation or anomaly has been detected?	AMC1 SPA.HOFO.150		
Has the operator considered the guidance contained in GM1 SPA.HOFO.150?	GM1 SPA.HOFO.150		
CREW MEMBER REQUIREMENTS			
What criteria has the operator established for the selection of flight crew members, taking into account the flight crew members' previous experience?	SPA.HOFO.170 (a) (1)		
Has the operator established a minimum experience level for a commander/pilot-in-command intending to conduct offshore operations?	SPA.HOFO.170 (a) (2)		
Has the operator established a flight crew training and checking programme that each flight crew member shall complete successfully?	SPA.HOFO.170 (a) (3)		

Is the flight crew training and checking programme adapted to the offshore environment and does it include normal, abnormal and emergency procedures, crew resource management, water entry and sea survival training?	SPA.HOFO.170 (a) (3)		
How does the operator ensure that a pilot only operates 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.	SPA.HOFO.170 (b)		
When performing commercial air transport operations, has the operator considered the specific requirements contained in SPA.HOFO.170 (c)?	SPA.HOFO.170 (c)		
How does the flight crew training programme improve knowledge of the offshore operations environment with particular consideration of visual illusions during approach, introduced by lighting, motion and weather factors?	AMC1 SPA.HOFO.170(a) (a) (1)		
How does the flight crew training programme improve crew cooperation specifically for offshore operations?	AMC1 SPA.HOFO.170(a) (a) (2)		
How does the flight crew training programme provide flight crew members with the necessary skills to appropriately manage the risks associated with normal, abnormal and emergency procedures during flights by day and night?	AMC1 SPA.HOFO.170(a) (a) (3)		
If night operations are conducted, how does the flight crew training programme give particular consideration to approach, go-around, landing, and take-off phases?	AMC1 SPA.HOFO.170(a) (a) (4)		

Does the flight crew training programme include instructions on the optimum use of the helicopter's automatic flight control system (AFCS)?	AMC1 SPA.HOFO.170(a) (a) (5)		
For multi-pilot operations, how does the flight crew training programme emphasise the importance of multi-crew procedures, as well as the role of the pilot monitoring during all phases of the flight?	AMC1 SPA.HOFO.170(a) (a) (6)		
Does the flight crew training programme include standard operating procedures?	AMC1 SPA.HOFO.170(a) (a) (7)		
Does the emergency and safety equipment training focus on the equipment fitted/carried?	AMC1 SPA.HOFO.170(a) (b)		
Is water entry and sea survival training, including operation of all associated safety equipment, an element of the recurrent training, as described in AMC1 ORO.FC.230 (a) (2) (iii) (F)?	AMC1 SPA.HOFO.170(a) (b)		
How are the training elements assessed during operator proficiency checks, line checks, or, as applicable, emergency and safety equipment checks?	AMC1 SPA.HOFO.170(a) (c)		
How does training and checking make full use of full flight simulators (FFSs) for normal, abnormal, and emergency procedures related to all aspects of helicopter offshore operations?	AMC1 SPA.HOFO.170(a) (d)		
CREW MEMBER SAFETY AND EMERGENCY EQUIPMENT			
How does the operator ensure that each member of the flight crew wears an approved survival suit: (i) When the weather report or forecasts available to the pilot-in-command/ commander indicate that the sea temperature will be less than plus 10 °C during the flight; or (ii) When the estimated rescue time exceeds the calculated survival time; or (iii) When the flight is planned to be conducted at night in a hostile environment?	SPA.HOFO.110 (b) (3)		

PASSENGER BRIEFING			
How does the operator ensure that the passenger safety briefing also includes any specific information on offshore related items, and is provided prior to boarding the helicopter?	SPA.HOFO.110 (b) (2)		
Does the passenger briefing include: (a) The use of the life jackets and where they are stowed if not in use; (b) The proper use of survival suits, including briefing on the need to have suits fully zipped with, if applicable, hoods and gloves on, during take-off and landing or when otherwise advised by the pilot-in-command/commander; (c) The proper use of emergency breathing equipment; (d) The location and operation of the emergency exits; (e) Life raft deployment and boarding; (f) Deployment of all survival equipment; and (g) Boarding and disembarkation instructions.	AMC1 SPA.HOFO.110(b)(2)		
Are any of the above items omitted from the passenger briefing when operating in a non-hostile environment?	AMC1 SPA.HOFO.110(b)(2)		
For passengers who require more knowledge of the operational concept, such as sea pilots and support personnel for offshore wind turbines, does the operator replace the passenger briefing as set out in AMC1 SPA.HOFO.110(b)(2) with a passenger training and checking programme?	AMC1.1 SPA.HOFO.110(b)(2)		
Where the operator replaces the passenger briefing as set out in AMC1 SPA.HOFO.110(b)(2) with a passenger training and checking programme, how does the operator ensure that the passenger is appropriately trained and qualified on the helicopter types on which they are to be carried?	AMC1.1 SPA.HOFO.110(b)(2)		
Where the operator replaces the passenger briefing as set out in AMC1 SPA.HOFO.110(b)(2) with a passenger training and checking programme, has the operator defined the training and checking programme for each helicopter type, covering all safety and emergency procedures for a given helicopter type, and including practical training?	AMC1.1 SPA.HOFO.110(b)(2)		
Where the operator replaces the passenger briefing as set out in AMC1 SPA.HOFO.110(b)(2) with a passenger training and checking programme, how does the operator ensure that the passenger has received the required training within the last 12 calendar months?	AMC1.1 SPA.HOFO.110(b)(2)		

Where the operator replaces the passenger briefing as set out in AMC1 SPA.HOFO.110(b)(2) with a passenger training and checking programme, how does the operator ensure that the passenger has flown on the helicopter type within the last 90 days?	AMC1.1 SPA.HOFO.110(b)(2)		
ADDITIONAL PROCEDURES AND EQUIPMENT FOR OPERATIONS IN A HOSTILE ENVIRONMENT			
Are approved life jackets worn at all times by all persons on board unless integrated survival suits that meet the combined requirement of the survival suit and life jacket are worn?	SPA.HOFO.165 (a)		
Do all passengers on board 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 considered at night.	SPA.HOFO.165 (b)		
Do all persons carry and receive instruction in the use of emergency breathing systems (EBS)?	SPA.HOFO.165 (c)		
Is the EBS capable of rapid underwater deployment?	AMC1 SPA.HOFO.165(c)		
Are all life rafts carried installed so as to be usable in the sea conditions in which the helicopter's ditching, flotation, and trim characteristics were evaluated for certification?	SPA.HOFO.165 (d) (1)		
Are all life rafts carried installed so as to facilitate their ready use in an emergency?	SPA.HOFO.165 (d) (2)		
For helicopters carrying less than 12 persons, is at least one life raft with a rated capacity of not less than the maximum number of persons on board installed?	SPA.HOFO.165 (d) (3) (i)		

For helicopters carrying more than 11 persons, are at least two life rafts, sufficient together to accommodate all persons capable of being carried on board and, if one is lost, the remaining life raft(s) having the overload capacity sufficient to accommodate all persons on the helicopter, installed?	SPA.HOFO.165 (d) (3) (ii)		
Does each life raft contain at least one survival emergency locator transmitter (ELT(S))?	SPA.HOFO.165 (d) (4)		
Does each life raft contain life-saving equipment, including means of sustaining life, as appropriate to the flight to be undertaken?	SPA.HOFO.165 (d) (5)		
Does the installation of the life raft(s) comply with AMC1 SPA.HOFO.165(d)?	AMC1 SPA.HOFO.165(d)		
Are all helicopters equipped with an emergency lighting system with an independent power supply to provide a source of general cabin illumination to facilitate the evacuation of the helicopter?	SPA.HOFO.165 (e)		
Are all helicopters equipped with an automatically deployable emergency locator transmitter (ELT(AD)) that is capable of transmitting simultaneously on 121,5 MHz and 406 MHz?	SPA.HOFO.165 (f)		
Do non-jettisonable doors that are designated as ditching emergency exits have a means of securing them in the open position so that they do not interfere with the occupants' egress in all sea conditions up to the maximum sea conditions required to be evaluated for ditching and flotation?	SPA.HOFO.165 (g)		
Are all emergency exits, including crew emergency exits, and any door, window or other opening suitable to be used for the purpose of underwater escape equipped so as to be operable in an emergency?	SPA.HOFO.165 (h)		
In order for all passengers to escape from the helicopter within an expected underwater survival time of 60 sec in the event of capsize, are the provisions of emergency exists and escape hatches contained in AMC1 SPA.HOFO.165(h) complied with?	AMC1 SPA.HOFO.165(h)		

How are passengers with shoulder width greater than 559 mm (22 in.) identified and allocated to seats with easy access to an emergency exit or opening that is suitable for them?	AMC1 SPA.HOFO.165(h) (d) GM1 SPA.HOFO.165(h)		
Does the operator, based on a risk assessment, allow passengers, medically incapacitated at an offshore location, to partly wear or not wear life jackets, survival suits or emergency breathing systems on return flights or flights between offshore locations?	SPA.HOFO.165 (i)		
Where the operator does allow passengers, medically incapacitated at an offshore location, to partly wear or not wear life jackets, survival suits or emergency breathing systems on return flights or flights between offshore locations has the operator established procedures based on, but not limited to, the severity of the incapacitation, sea and air temperature, sea state, and number of passengers on board?	AMC1 SPA.HOFO.165(i) (b)		
In addition, has the operator established the following procedures: (1) Under which circumstances one or more dedicated persons are required to assist a medically incapacitated passenger during a possible emergency evacuation, and the skills and qualifications required; (2) Seat allocation for the medically incapacitated passenger and possible assistants in the helicopter types used to ensure optimum use of the emergency exits; and (3) Evacuation procedures related to whether or not the dedicated persons as described in (1) above are present.	AMC1 SPA.HOFO.165(i) (b)		

DANGEROUS GOODS			
Has the operator considered the need to obtain a dangerous goods approval in accordance with SPA.DG?	CAT.GEN.MPA.200 NCC.GEN.150 SPO.GEN.150 SPA.DG		
Has the operator considered the need to obtain additional approvals in order to permit the carriage of dangerous goods without all of the normal requirements of the ICAO Technical Instructions being fulfilled (e.g. spare personal protection equipment/passenger lifejackets/additional locator beacons)?	ICAO Technical Instructions Part 7;7.1.1		
When helicopters are carrying passengers, has the operator considered the need to obtain additional approvals to permit the carriage of dangerous goods either: a) in the cabin, when those dangerous goods are associated with and accompanied by the passengers; or b) in cargo compartments that do not meet the requirements of Part 7;2.1.1.	ICAO Technical Instructions Part 7;7.1.4		
HELICOPTER TERRAIN AWARENESS AND WARNING SYSTEMS (HTAWS)			
Are helicopters used in commercial air transport operations with a maximum certificated take-off mass of more than 3175 kg or a MOPSC of more than 9 and first issued with an individual CofA after 31 December 2018 equipped with an HTAWS that provides classic mode functionality and meets an acceptable standard?	SPA.HOFO.160 (c) (1)		
From 1 January 2025, will all helicopters used in commercial air transport operations with a maximum certificated take-off mass of more than 3175 kg or a MOPSC of more than 9 and first issued with an individual CofA after 31 December 1999 be equipped with an HTAWS configured for offshore operations as specified in an acceptable standard?	SPA.HOFO.160 (c) (2)		
Have new HTAWS installations and upgrades to existing HTAWS installations performed prior to 1 January 2025 been granted with ETSO-C194 approval and does the HTAWS meet the criteria detailed in AMC1 SPA.HOFO.160(c)(2) (b) through (e), utilising the alert envelopes defined in UK CAA CAP 1519?	AMC1 SPA.HOFO.160(a)(2) (a) (1)		
For new HTAWS installations and upgrades to existing HTAWS installations performed from 1 January 2025, will the HTAWS meet the requirements of ETSO-2C522 including Mode 7a or, alternatively, be demonstrated to be compliant with technical requirements set out in EUROCAE ED-285/RTCA DO-376 including Mode 7a? In addition, will the HTAWS also provide altitude callouts meeting the requirements of CAT.IDE.H.145 and SPA.HOFO.160(a)(2)?	AMC1 SPA.HOFO.160(a)(2) (a) (2)		

Has the operator considered the guidance contained in GM1 SPA.HOFO.160(c)(2)?	GM1 SPA.HOFO.160(c)(2)		
FLIGHT DATA MONITORING (FDM) SYSTEM			
When conducting commercial air transport operations with a helicopter equipped with a flight data recorder, has the operator established and maintained a FDM system, as part of its integrated management system?	SPA.HOFO.145 (a)		
Is the FDM system non-punitive and does it contain adequate safeguards to protect the source(s) of the data?	SPA.HOFO.145 (b)		
Has the operator established and maintained a FDM system that complies with AMC1 SPA.HOFO.145?	AMC1 SPA.HOFO.145		
Has the operator considered the guidance contained in GM1 ORO.AOC.130?	GM1 SPA.HOFO.145		
Has the operator considered the guidance contained in GM2 SPA.HOFO.145, ICAO Doc 10000 and CAA CAP 739?	GM2 SPA.HOFO.145		

VIBRATION HEALTH MONITORING (VHM) SYSTEM			
When operating commercial air transport offshore operations with the following helicopters, are they fitted with a VHM system capable of monitoring the status of critical rotor and rotor drive systems? (1) Complex motor-powered helicopters first issued with an individual Certificate of Airworthiness (C of A) 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 C of A before 1 January 2017. (3) All helicopters first issued with an individual C of A after 31 December 2018.	SPA.HOFO.155 (a)		
Does the operator 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.	SPA.HOFO.155 (b)		
Does the VHM system measure vibration characteristics of rotating critical components during flight, using suitable vibration sensors, techniques, and recording equipment?	AMC1 SPA.HOFO.155 (a)		
Was the frequency and flight phases of data measurement established together with the type certificate holder (TCH) during the initial entry into service?	AMC1 SPA.HOFO.155 (a)		
In order to appropriately manage the generated data and focus upon significant issues, is an automatic alerting system established?	AMC1 SPA.HOFO.155 (a)		
Are alert generation processes developed to reliably advise maintenance personnel of the need to intervene and help determine what type of intervention is required?	AMC1 SPA.HOFO.155 (a)		
Is the VHM system, which typically comprises vibration sensors and associated wiring, data acquisition and processing hardware, the means of downloading data from the helicopter, the ground-based system and all associated instructions for operation of the system, certified in accordance with CS-29 or equivalent, established by the CAA?	AMC1 SPA.HOFO.155 (b)		

Has the operator established procedures to address all necessary VHM subjects?	AMC1 SPA.HOFO.155 (c)		
Has the operator determined which staff will require VHM training?	AMC1 SPA.HOFO.155 (d)		
Has the operator determined appropriate syllabi and incorporated them into the operator's initial and recurrent training programmes?	AMC1 SPA.HOFO.155 (d)		
Has the operator considered the guidance contained in GM1 SPA.HOFO.155?	GM1 SPA.HOFO.155		
Has the operator considered the VHM system guidance contained in UK CAA CAP 753?	CAP 753		
MANAGEMENT SYSTEM & CONTRACTED ACTIVITIES			
Has the operator included the elements of offshore operations and SPA.HOFO in the scope of the compliance monitoring function?	AMC1 ORO.GEN.200(a)(6)		
Does a written agreement exist between the operator and the contracted organisations clearly defining the contracted activities and the applicable requirements?	AMC1 ORO.GEN.205 (b)		
Has the operator included all contracted safety-related activities in the compliance monitoring programme?	AMC1 ORO.GEN.205 (c)		
Has the operator included all contracted safety-related activities in the safety management programme?	AMC1 ORO.GEN.205 (c)		

How does the operator ensure that the contracted organisations have the necessary authorisation or approval when required, and commands the resources and competence to undertake the task?	AMC1 ORO.GEN.205 (d)		
Where initial audits and/or the continuous monitoring of contracted organisations is performed by a third-party provider on behalf of the operator, can the operator demonstrate compliance with AMC2 ORO.GEN.205?	AMC2 ORO.GEN.205 (a)		
How has the operator, as part of its safety management process, mitigated and minimised risks and hazards specific to helicopter offshore operations?	SPA.HOFO.110 (a)		
Does the operator's risk assessment include at least the following hazards? (a) Collision with offshore installations, vessels and floating structures; (b) Collision with wind turbines; (c) Collision with skysails; (d) Collision during low-level instrument meteorological conditions (IMC) operations; (e) Collision with obstacles adjacent to helidecks; (f) Collision with surface/water; (g) IMC or night offshore approaches; (h) Loss of control during operations to small or moving offshore locations; (i) Operations to unattended helidecks; and (j) Weather and/or sea conditions that could either cause an accident or exacerbate its consequences.	AMC1 SPA.HOFO.110(a)		

Compliance statement by a nominated person with the responsibility of ensuring that the operator remains in compliance with the applicable requirements.
I hereby confirm that this compliance statement has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation.
Name of Nominated Person:
Signature: Date:

Compliance statement by the Compliance Monitoring Manager.
I have verified that this compliance statement has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation.
Name of Compliance Monitoring Manager:
Signature: Date: