

IFR OPERATIONS TO A NON-IFR HELIPORT

To ensure a safe IFR operation to a heliport, it is essential to establish the acceptability of the landing site, to design a safe, flyable approach procedure, and to provide a flight inspection evaluation consistent with the type of operation. The following construction guidance is being provided:

HELIPORT EVALUATION (GENERAL)

Before designing a special IFR helicopter GPS Pins approach, ensure the heliport meets the following criteria:

a. An FAA Form 7480-1, Notice of Landing Area Proposal, has been filed under 14 CFR Part 157. Based on the FAA determination, a procedure can be developed under the following conditions:

(1) No objection.

(2) Conditional, but the conditions have been resolved by the proponent.

(3) If an objection determination was issued, no IFR approach procedure shall be developed.

b. The 8:1 surface detailed in AC 150/5390-2, Heliport Design, may not be penetrated.

HELIPORT EVALUATION (PROCEDURE SPECIFIC)

a. An acceptable onsite evaluation of the heliport for VFR use shall be conducted by a current, helicopter instrument rated Aviation Safety Inspector (ASI) (Operations), or a procedure evaluation pilot ((PEP) a current and similarly qualified helicopter instrument rated pilot, knowledgeable in TERPS requirements, and acceptable to AFS-400), using FAA Order 8700.1, General Aviation Inspector's Guide, chapter 61.

b. The procedure visual segment shall be evaluated by the POI, ASI, or a PEP.

c. For night operations, an acceptable night flight evaluation shall be conducted by the POI, ASI, or a PEP.

PROCEDURE DESIGN

When a helicopter GPS PinS approach procedure serves a landing area more than 10,500 feet from the MAP, annotate the procedure: "PROCEED VFR TO THE

LANDING SITE.” The following criteria apply to helicopter GPS PinS approach procedures developed to service a heliport within 10,500 feet of the MAP:

- a. Annotate the procedure: "PROCEED VISUALLY TO THE LANDING SITE."
- b. The course change from the final course to the visual track at the MAP to the heliport shall not exceed 30 degrees.
- c. The published minimum visibility shall not be less than the distance from the MAP to the heliport.
- d. Chart the obstructions required by the application of the attached criteria.
- e. If the procedure is determined to be unusable at night, or night operations are not requested, annotate the procedure: “Procedure NA at night.”

SPECIAL AUTHORIZATION REQUIRED (SAR)

Equipment:

The GPS navigation equipment must meet TSO C129 requirements with an external course deviation (CDI) or horizontal situation indicator (HSI), and distance display mounted in the pilot’s primary instrument scan.

Pilot Training:

Each operator shall provide training to each pilot in procedures for the transition from instrument approach flight speeds to visual flight speeds that will allow the pilot to see and avoid geographic features and obstructions from the missed approach point to the landing site. Pilot training shall provide familiarization with the surrounding geographic features and obstructions in the approach and landing areas.

Helicopter characteristics:

Maximum V_{mini} 70 knots.

FLIGHT INSPECTION

Helicopter criteria permit shorter segments, steeper descents, and greater angles of turns between segments, than for airplanes. However, if an approach procedure is constructed with MAXIMUM turns, MINIMUM segment lengths, and MAXIMUM descent angles/gradients on all or most segments, an unacceptable cockpit workload can result. To assure flyability of the procedure, a current, helicopter instrument rated flight inspector shall evaluate the approach procedure for a smooth transition from segment to segment. The procedure must be flyable without incurring an excessive workload and not delay the transition to visual reference or identifying the landing area.