

2CAR1	CAA	<p>New CAA rule change</p> <p>In its D4 submission ([REP4-069, paragraph 5.23) Spirit Energy comments that the CAA has not committed to the proposed 3nm restriction being secured as an Acceptable Means of Compliance (AMC) and so this could be secured as a regulation change. If the latter option is taken, then Spirit states that non-compliance with the regulation is not an option.</p> <p>Noting the CAA's previous response [REP3-075] to our first written question EXQ1CAR5, we understand that the new restriction is likely to be introduced as an AMC. For the avoidance of doubt, can the CAA therefore confirm its position as to whether the restriction would be secured as an AMC or a change to the regulations themselves?</p>
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Andy Wells – draft response to question:

Thank you for the follow-up question to our previous response [[REP3-075](#)] to your first written question EXQ1CAR5.

The review of offshore helicopter operating limits for operations to and in the vicinity of windfarms is part of a wider task associated with an update of the Air Operations Regulation, UK Regulation (EU) No. 965/2012 and associated Acceptable Means of Compliance (AMC) and Guidance Material (GM), in regards to the section on Specific Approval for Helicopter Offshore Operations, known as SPA.HOFO.

We would reiterate our response from 1CAR5 that it is proposed that new objectively based acceptable means of compliance (AMC) and guidance material (GM) will be developed. At present, we do not anticipate that changes would be required to the underlying regulations to facilitate this. However, it would not be prudent to rule out the possibility, and we would reiterate that any new AMC or GM material (or any regulatory change) will also be subject to consultation.