

Contact

Post:

AERONAUTICAL
INFORMATION
SERVICES
DEPARTMENT OF CIVIL
AVIATION
NO. 27, PERSIARAN
PERDANA
LEVEL 1-4, PODIUM
BLOCK, PRECINCT 4,
62618 PUTRAJAYA
MALAYSIA

Tel: 6-03-8871 4000

Fax: 6-03-8881 0530

AFS: WMKKYAYS

Email: ais@dca.gov.my

URL: aip.dca.gov.my

AIC for Malaysia



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ALTERNATE HELIPORTS FOR HELICOPTER OPERATIONS

1 INTRODUCTION

1.1 This AIC is issued in the exercise of the powers conferred under Section 24O of the Civil Aviation Act 1969. Pursuant to Part III, Part IIIA and Part IIIB of the ICAO Annex 6, this AIC is to provide methods to be adopted by operators in determining off-shores alternates for the safe conduct of the operations

1.2 This AIC sets forth a means that would be acceptable to DCA for the purpose of complying of such requirements. This AIC also serves as a supplement to AIC 5/2000.

2 DEFINITION

2.1 Alternate heliport. A heliport specified in the flight plan to which a flight may proceed when it becomes inadvisable to land at the heliport of intended landing. An alternate heliport may be the heliport of departure.

3 DESIGNATION OF ALTERNATES

3.1 For a flight to be conducted in accordance with the instrument flight rules, at least one suitable alternate shall be specified in the operational flight plan and the flight plan, unless:

3.1.1 For public transport category (or Commercial air transport operation):

- a. the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the heliport of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions as prescribed by the State of the Operator; or
- b. the heliport of intended landing is isolated and no suitable alternate is available. A point of no return (PNR) shall be determined.

3.1.2 For private flight (or General aviation operation):

- a. the weather conditions (details in the note below) prevail, or
- b.
 1. the heliport of intended landing is isolated and no suitable alternate is available; and
 2. an instrument approach procedure is prescribed for the isolated heliport of intended landing; and
 3. PNR is determined in case of an off-shore destination.

3.2 Suitable off-shore alternates may be specified subject to the following:

- a. the off-shore alternates shall be used only after a PNR. Prior to PNR on-shore alternates shall be used.
- b. mechanical reliability of critical control systems and critical components shall be considered and taken into account when determining the suitability of the alternates.

- c. one engine inoperative performance capability shall be attainable prior to arrival at the alternate.
- d. deck availability shall be guaranteed.
- e. weather information must be reliable and accurate.
- f. the landing technique specified in the flight manual following control system failure may preclude the nomination of certain helidecks as alternate heliports.
- g. Off-shore alternates should not be used when it is possible to carry enough fuel to have an on-shore alternate. Such circumstances should be exceptional and should not include payload enhancement in adverse weather conditions.
Note: Available current meteorological information indicates that the following meteorological conditions will exist from two hours before to two hours after the estimated time of arrival or from the actual time of departure to two hours after the estimated time of arrival, whichever is the shorter period:
 - a. a cloud base of at least 120 m (400 ft) above the minimum associated with the instrument approach procedure.
 - b. visibility of at least 1.5 km more than the minimum associated with the procedure.
 - c. these should be considered as minimum values where a reliable and continuous meteorological watch is maintained. When only an "area" type forecast is available these values should be increased accordingly.

DATO' IR KOK SOO CHON

Director General

Department of Civil Aviation

Malaysia