

TBL 10-1-1

Helicopter Use of Standard Instrument Approach Procedures

Procedure	Helicopter Visibility Minima	Helicopter MDA/DA	Maximum Speed Limitations
Conventional (non-Copter)	The greater of: one half the Category A visibility minima, 1/4 statute mile visibility, or 1200 RVR	As published for Category A	The helicopter may initiate the final approach segment at speeds up to the upper limit of the highest approach category authorized by the procedure, but must be slowed to no more than 90 KIAS at the MAP in order to apply the visibility reduction.
Copter Procedure	As published	As published	90 KIAS maximum when on a published route/track.
RNAV (GPS) Copter Procedure	As published	As published	The maximum speed for a Copter approach will be 90 KIAS or as published on the chart. Note: Higher approach angles may require a lower approach speed and aircraft V _{MINI} . Military procedures are limited to 90 KIAS for all segments.

NOTE-

Several factors affect the ability of the pilot to acquire and maintain the visual references specified in 14 CFR Section 91.175(c), even in cases where the flight visibility may be at the minimum derived from the criteria in TBL 10-1-1. These factors include, but are not limited to:

1. Cockpit cutoff angle (the angle at which the cockpit or other airframe structure limits downward visibility below the horizon).
2. Combinations of high MDA/DH and low visibility minimum, such as approaches with reduced helicopter visibility minima (per 14 CFR Section 97.3).
3. Type, configuration, and intensity of approach and runway/heliport lighting systems.
4. Type of obscuring phenomenon and/or windshield contamination.

10-1-3. Helicopter Approach Procedures to VFR Heliports

a. The FAA may develop helicopter instrument approaches for heliports that do not meet the design standards for an IFR heliport. The majority of IFR approaches to VFR heliports are developed in support of Helicopter Air Ambulance (HAA) operators. These approaches may require use of conventional NAVAIDS or a RNAV system (e.g., GPS). They may be developed either as a special approach (pilot training is required for special procedures due to their unique characteristics) or a public approach (no special training required). These instrument procedures may be designed to guide the helicopter to a specific landing area (Proceed Visually) or to a point-in-space with a “Proceed VFR” segment.

1. An approach to a specific landing area. This type of approach is aligned to a missed approach point from which a landing can be accomplished with a maximum course change of 30 degrees. The visual segment from the MAP to the landing area is evaluated for obstacle hazards. These procedures are annotated: “PROCEED VISUALLY FROM (named MAP) OR CONDUCT THE SPECIFIED MISSED APPROACH.”

(a) “Proceed Visually” requires the pilot to acquire and maintain visual contact with the landing area at or prior to the MAP, or execute a missed approach. The visibility minimum is based on the distance from the MAP to the landing area, among other factors.

(b) The pilot is required to have the published minimum visibility throughout the visual segment flying the path described on the approach chart.

(c) Similar to an approach to a runway, the pilot is responsible for obstacle or terrain avoidance from the MAP to the landing area.