

(d) Upon reaching the published MAP, or as soon as practicable thereafter, the pilot should advise ATC whether proceeding visually and canceling IFR or complying with the missed approach instructions. See paragraph 5–1–15, Canceling IFR Flight Plan.

(e) Where any necessary visual reference requirements are specified by the FAA, at least one of the following visual references for the intended heliport is visible and identifiable before the pilot may proceed visually:

- (1) FATO or FATO lights.
- (2) TLOF or TLOF lights.
- (3) Heliport Instrument Lighting System (HILS).
- (4) Heliport Approach Lighting System (HALS).
- (5) Visual Glideslope Indicator (VGSI).
- (6) Windsock or windsock light.
- (7) Heliport beacon.
- (8) Other facilities or systems approved by the Flight Technologies and Procedures Division (AFS–400).

**2. Approach to a Point-in-Space (PinS).** At locations where the MAP is located more than 2 SM from the landing area, or the path from the MAP to the landing area is populated with obstructions which require avoidance actions or requires turn greater than 30 degrees, a PinS Proceed VFR procedure may be developed. These approaches are annotated “PROCEED VFR FROM (named MAP) OR CONDUCT THE SPECIFIED MISSED APPROACH.”

(a) These procedures require the pilot, at or prior to the MAP, to determine if the published minimum visibility, or the weather minimums required by the operating rule (e.g., Part 91, Part 135, etc.), or operations specifications (whichever is higher) is available to safely transition from IFR to VFR flight. If not, the pilot must execute a missed approach. For Part 135 operations, pilots may not begin the instrument approach unless the latest weather report indicates that the weather conditions are at or above the authorized IFR minimums or the VFR weather minimums (as required by the class of airspace, operating rule and/or Operations Specifications) whichever is higher.

(b) Visual contact with the landing site is not required; however, the pilot must have the appropriate VFR weather minimums throughout the visual segment. The visibility is limited to no lower than that published in the procedure, until canceling IFR.

(c) IFR obstruction clearance areas are not applied to the VFR segment between the MAP and the landing site. Pilots are responsible for obstacle or terrain avoidance from the MAP to the landing area.

(d) Upon reaching the MAP defined on the approach procedure, or as soon as practicable thereafter, the pilot should advise ATC whether proceeding VFR and canceling IFR, or complying with the missed approach instructions. See paragraph 5–1–15, Canceling IFR Flight Plan.

(e) If the visual segment penetrates Class B, C, or D airspace, pilots are responsible for obtaining a Special VFR clearance, when required.

#### **10–1–4. The Gulf of Mexico Grid System**

a. On October 8, 1998, the Southwest Regional Office of the FAA, with assistance from the Helicopter Safety Advisory Conference (HSAC), implemented the world’s first Instrument Flight Rules (IFR) Grid System in the Gulf of Mexico. This navigational route structure is completely independent of ground-based navigation aids (NAVAIDS) and was designed to facilitate helicopter IFR operations to offshore destinations. The Grid System is defined by over 300 offshore waypoints located 20 minutes apart (latitude and longitude). Flight plan