



HELLENIC CAA

FSD/OPERATIONS SECTION
INFORMATION BULLETIN

For all Part-SPO Operators

FSD/OPS/IB/1/2019

Subject

High Risk Commercial Specialised Operations

INTRODUCTION

EASA Air Operations Regulation (EU) No 965/2012 Part-SPO (Specialised Operations) applies to any aircraft operation, other than commercial air transport, where the aircraft is used for specialised activities such as agriculture, construction, photography, surveying, observation, patrol and aerial advertisement e.t.c..

Operators engaged in commercial specialised operations or engaged in non-commercial specialised operations using a complex motor-powered aircraft must submit a declaration to HCAA about their operation. In addition, a commercial operator conducting a high-risk specialised operation must also apply for and obtain an authorisation from us.

‘High Risk commercial specialised operation’ means: any commercial specialised aircraft operation carried out over an area where the safety of third parties on the ground is likely to be endangered in the event of an emergency, or, as determined by the competent authority of the place where the operation is conducted, any commercial specialised aircraft operation that, due to its specific nature and the local environment in which it is conducted, poses a high risk, in particular to third parties on the ground.

SCOPE

The Scope of this IB is to define HCAA the following specialised operations as High Risk air operations for the entire territory of the country.

- a) Helicopter operations where risks for failure are elevated, among others; due to height/speed ratio (ref H/V diagram)
- b) Helicopter external sling load operations (HESLO)
- c) Helicopter human external cargo operations (HEC)
- d) Animal herding, animal rescue flights and veterinary dropping flights
- e) Parachute operations and skydiving
- f) Agricultural flights
- g) News media flights, television and movie flights
- h) Flights to check power lines, pipeline sand, gas pipelines
- i) SPO flights where dangerous goods are carried
- j) Survey operations, including aerial mapping operations
- k) Cloud seeding
- l) Sensational Flights as defined in GM1 SPO.GEN.005

- m) Any commercial specialised operation below SERA minimum heights over the congested areas of cities, towns or settlements or over an open-air assembly of persons.
- n) Flights over congested areas or over an open-air assembly of persons, where a safe forced landing cannot be made, or for multi-engine aircraft, the flight cannot be continued safely after failure of one engine;
- o) Firefighting
- p) Helicopter operations where risks for failure are elevated, among others; due to height/speed ratio (ref H/V diagram)
- q) Landing on offshore installations, ships, etc.

EXPLANATION

1. Activities should follow the recommendations in the Aircraft Flight Manual (AFM). For helicopters there are areas specified where the likelihood of a successful autorotation in case of engine failure is low, e.g. sling load operations, in which case the helicopter for a time period hover at low altitude and thus penetrate the H/V diagram. The flight manual's H/V chart gives guidance on the probability of successfully auto rotate at low heights, and describes the influence of higher or lower speed. If the H/V diagram is penetrated the activity is considered to be high risk. Even though the helicopter's total weight may be less than the specified in such a diagram, the limitations in the chart should be followed. Sling load operations are performed near obstacles and ground which cause increased risk of collisions with objects but also risk of settling with power.
2. Activities over terrain where safe forced landing cannot be expected since the flight takes place at heights below 200 feet, and it is not limited to short intervals, or intervals are repeated frequently during a single mission. The examples are not exhaustive but listed in order to clarify the application. (Low aerial photography above 200 feet is not considered activity requiring authorization as long as an emergency situation does not constitute risk for third party). The activity takes place in the proximity of obstacles that may cause accidental contact or turbulence and affects/complicates the operation.
4. Landing or take-off to/from vessels, platforms or similar where the activity takes place in varying conditions, such as (but not limited to) water surface temperature, swells, heeling deck, structures that obscure visibility and affect maneuvering.
5. All specialised activities involving people leaving or embarking during flight, but even when people are outside the cabin during flight, for example so-called wing standing. Due to the purpose of the flight the aircraft is often close to obstacles that may present a risk of collision.
6. Over urban areas (definition congested) where it is difficult or unlikely that SERA.3105 can be met, and flight is performed with advertising banners or for example equipment that means that the flight is considered to be specialized. Specialised activities may involve special maneuvers which are close to the performance envelope's boundary. Also high obstacles may pose special threats during activities above cities.
7. Exhibition activities and training for such events with both airplane and helicopter at heights where the likelihood of recovering an abnormal situation is low. Risk of collision with ground obstacles or the ground is elevated compared to other activities.
8. Towing of targets where there is risk of damage due to shooting, but also when the object towed may create problems in flight, or is lost. The activities are generally carried out in areas where shooting with live ammunition is in progress.
9. Flight where the primary purpose is the passenger's special experience during the flight, such as zero-G flight, aerobatics, etc.

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