

Member State	Contact person for authorisation of high risk commercial specialised operations under ARO.OPS.150, including for a cross-border high risk commercial specialised operation <u>position, e-mail</u> <u>link to the SPO dedicated website</u>	List of activities of high risk commercial specialised operations in accordance with AMC1 ARO.OPS.150
Austria	Michael Kroll michael.kroell@austrocontrol.at	The following types of operations are considered as high risk air operations for the entire territory of the country, notwithstanding air operations carried out over areas where the safety of third parties on the ground is likely to be endangered in the event of an emergency: a. External load transport b. Transport of persons as an external load c. Avalanche dispersion flights d. Every operation type during which existing protection standards (such as minimum flight altitudes, flying beneath cables/structures, etc.) are not met, regardless of any special permits required. ***end***
Belgium	Robbie DECOSTER Marjorie LEMAIRE Nicolas VINCENT spo.ops@mobilite.fgov.be	The Belgian CAA has defined the following commercial specialised operations as high risk air operations: a) An operation, specified in ORO.SPO.110(a)(1), that is 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; b) Any specialised operations performed below the minimum SERA heights; c) Helicopter external sling load operations (HESLO); d) Human external cargo operations (HEC); e) Dropping of objects; f) Sensational flights ***end***
Bulgaria	Ivan MATEEV Vanya NAUMOVA Flight.Ops@caa.bg	SPO 1 Helicopter external loads operations SPO 2 Human external cargo operations SPO 3 Parachute operations and skydiving SPO 4 Agricultural flights SPO 5 Glider towing SPO 6 Construction work flights, including stringing power line operations, clearing saw operations SPO 7 News media flights, television and movie flights SPO 8 Special events flights, including such as flying display and competition flights SPO 9 Aerobatic flights SPO 10 Animal herding, animal rescue flights and veterinary dropping flights ***end***

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Czech Republic	Miroslav JALUVKA Aerial work section jaluvka@caa.cz http://www.caa.cz/provoz/zvlastni-provoz-spo-dle-pravidel-eu	<ul style="list-style-type: none"> • Flights over congested areas of cities, towns or settlements or over an open-air assembly of persons: <ol style="list-style-type: none"> a) where a safe forced landing cannot be made, or b) where multi-engine aircraft cannot safely continue the flight with one engine inoperative; c) at a heights less than specified in SERA.5005(f); d) including external load operations; e) including hoist operations. • Towing of aircraft and other objects, excluding sailplane and banner towing. <p>***end***</p>
Denmark	Anders MADSEN Chief Inspector Centre for Civil Aviation e-mail: anma@tbst.dk www.trafikstyrelsen.dk Jesper Bildstedtfeldt	<ol style="list-style-type: none"> a) Flying lower than 1000ft GND over crowds b) Flying with dangerous goods on board c) Flying below minimum height (1000ft over cities and crowds, 500ft outside cities and over water) d) Aerobatic flights below 2000ft GND e) Dropping or spraying from aircraft f) Operations where persons, which is not part of the crew, are leaving or going on board the aircraft during flight <p>***end***</p>
Estonia	Karl RATTASSEP Senior Inspector of Flight Operations Department karl.rattassep@ecaa.ee	<ol style="list-style-type: none"> a) flights below minimum SERA heights; b) helicopter external sling load and human external cargo operations; c) flights during which substances are released from the aircraft, on the condition that these substances are considered to be harmful for third parties on the ground or for the aircraft itself according to the operator's assessment; d) aerobatic flights during flying displays; e) aerobatic flights for the purpose of sensations to the persons on board; f) aerial photography, filming and survey operations over congested areas or open-air assembly of persons at such height from which safe forced landing cannot be made in the event of emergency; g) aerial advertising flights over congested areas or open-air assembly of persons; h) parachute dropping flights. <p>***end***</p>

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Finland	Petri MIKKONEN Senior Inspector Flight Operations petri.mikkonen@trafi.fi	<p>Finland CAA has defined “High Risk Commercial Special Operations” as part of National Regulation OPS M1-33 as follows: The following operations are considered as high-risk commercial specialised operations in Finland:</p> <ul style="list-style-type: none"> a) flight operations that require flying below the minimum flight altitudes as specified in the Rules of the Air; b) 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; c) external load operations; d) hoist operations; e) towing of aircraft and other objects, excluding sailplane and glider towing; and f) offshore operations and flights to ship decks. <p>***end***</p>												
France	Arnaud GRUT Stéphanie SELIM DSAC/ERS/AOA travail-aerien-bf@aviation-civile.gouv.fr	<p>a) Operations, except for special event parachute dropping, conducted over an agglomeration, an « upper-tier » establishment or near a gathering of people:</p> <ul style="list-style-type: none"> - At a height where, in the event of an engine failure, performance is not available to enable the aircraft to safely continue the flight, nor to perform a forced landing, out of the agglomeration, the « upper-tier establishment » or the gathering of people, and without any risk for tiers on the ground; -At night below a height of 600m; -At day below the following heights: <table border="1" data-bbox="1226 1063 2374 1373"> <thead> <tr> <th></th> <th>Agglomeration of an average size inferior to 1200m, or gathering of less than 10 000 people or « upper-tier establishment</th> <th>Agglomeration of an average size between 1200m and 3600m, or gathering of 10 000 to 100 000 people</th> <th>Agglomeration of an average size superior to 3600m, or gathering of more than 100 000 people</th> </tr> </thead> <tbody> <tr> <td>Single engine aircraft</td> <td>300m</td> <td>400m</td> <td>500m</td> </tr> <tr> <td>Multi-engine aircraft</td> <td colspan="3">200m</td> </tr> </tbody> </table> <ul style="list-style-type: none"> b) Operations conducted with a helicopter over an agglomeration, a gathering of people or an «upper-tier establishment» with a combination of height and speed that does not enable to perform a safe forced landing in the event of an engine failure; c) Helicopter external loads operations over an agglomeration, a gathering of people or an «upper-tier establishment»; d) Human external cargo operations where the helicopter is unable to perform one engine inoperative out-of-ground effect hover; e) Sensational flights when more than two persons other than the flight crew on board, or when conducted with a complex aircraft within the meaning of Reg. (EC) 216/2008 of the European parliament and the council of 20 Feb 2008; f) Sports event filming flights below 50m; g) Military operations simulations; h) Flying displays at major special events, as defined in the « Arrêté du 4 avril 1996 » and flying displays at special events organised under the « Arrêté du 30 juin 2003» <p>***end***</p>		Agglomeration of an average size inferior to 1200m, or gathering of less than 10 000 people or « upper-tier establishment	Agglomeration of an average size between 1200m and 3600m, or gathering of 10 000 to 100 000 people	Agglomeration of an average size superior to 3600m, or gathering of more than 100 000 people	Single engine aircraft	300m	400m	500m	Multi-engine aircraft	200m		
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Germany	<p>Luftfahrt-Bundesamt Referat Flugbetrieb Hr. Tobias Frömming 38144 Braunschweig Germany E-Mail: For any new enquiry please use our generic SPO-email-box: SPO@lba.de</p> <p>Please note that for high risk commercial SPO of nCMPA under VFR the local authorities of the federal states of Germany will be the responsible authorities. In such cases the Luftfahrt-Bundesamt will initially coordinate the inquiry. Further information and documents (including a courtesy translation of the "high risk commercial SPO activities") are available on our website: http://www.lba.de/DE/Betrieb/Flugbetrieb/SPO/Festlegung_Formblaetter/SPO_Formblatt_Festlegung_node.html</p>	<p>a) (Commercial) specialised operations according to Part-SPO of Reg. (EU) No. 965/2012 that is performed below the minimum heights as per SERA.3105 over congested areas or over an open-air assembly of persons, b) External sling load / external cargo operations over cities, congested areas or over an assembly of persons, c) Human external cargo operations (HEC), d) Avalanche mining operations, e) Other operations for which the results of the risk assessment, which has to be performed by the operator according to SPO.OP.230, have identified a high risk according to ORO.SPO.110 (a).</p> <p>***end***</p>
Iceland	<p>Pall S. Pálsson Head of Flight Operations- and Licensing Section Tel: (+354) 480-6142 http://www.samgongustofa.is/</p>	<p>a) Operation over any congested area of a city, town, settlement or over any open assembly of persons at a height where;</p> <ul style="list-style-type: none"> • in the event of an engine failure performance is not available to enable the aircraft to safely continue the flight, nor to perform a forced landing out of the congested area; • at height below a height of 1000 ft over congested area or 500 ft in other areas. <p>b) Helicopter operations with external loads operations over congested areas with a combination of height and speed that does not enable to perform a safe forced landing in the event of an engine failure. c) Helicopter external loads operations over congested areas d) Helicopter external loads with any pollutants that might pollute soil, water or atmosphere e) Human external cargo operations where the helicopter is unable to perform one engine inoperative out-of-ground effect hover (including heliskiing where an helicopter does not land fully when skiers leave the helicopter)</p> <p>***end***</p>

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Ireland	<p>Ian DUNN ian.dunn@iaa.ie https://www.iaa.ie/</p>	<p>a) Certain helicopter operations when conducted within the height/velocity diagram; b) Aircraft operations conducted below minimum heights above the surface or closer than minimum lateral distance to any person, structure, vessel etc.; c) Aircraft operations below minimum heights in the vicinity of an assembly of persons; d) Helicopter external load operations including releasing of articles etc.; e) The use of any externally mounted equipment associated with the specialised operation; f) Aircraft towing including release of article(s); g) Helicopter human external cargo including rappelling; h) Any specialised aircraft operation conducted over an area where the safety of third parties on the surface is likely to be endangered in the event of an emergency; i) Certain Aerobatics Displays; j) Certain specialised operations which requires the carriage of Dangerous Goods. ***end***</p>
Italy	<p>Cross-border high risk commercial specialised operations: Andrea COSTANTINI foreign.operators@enac.gov.it</p> <p>Rulemaking directorate: Mario TORTORICI m.tortorici@enac.gov.it</p> <p>Giuseppe CRINITI g.criniti@enac.gov.it</p> <p>web site link: http://www.enac.gov.it/La_Regolazione_per_la_Sicurezza/Operazioni_di_volo/Operazioni_Specializzate_%28SPO%29/index.html</p>	<p>a) Any helicopters specialized operation carried out over congested areas (ref. SPO.POL.146). b) Any specialized operation involving a flight at height and/or separations below Rules of the Air established minima. c) Human external cargo operations. d) Dropping or spraying from an aircraft in flight. e) Avalanche release operations. f) Sensational flights: flights involving extreme aerobatic manoeuvres carried out for the purpose of allowing the persons on board to experience zero gravity, high G-forces or similar sensations. g) Any other operations that is 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. ***end***</p>
Lithuania	<p>Jurgita JAZDAUSKIENE Chief specialist Flight Operations Division Civil Aviation Administration Republic of Lithuania Fax: +370 5 2739248 Email: jurgita.jazdauskiene@caa.lt www.caa.lt</p>	<p>The list is under internal discussion.</p>

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Luxembourg	<p>Gregory DELBEKE Inspecteur en Chef Opérations Aériennes Head of Operations Department</p> <p>LE GOUVERNEMENT DU GRAND-DUCHÉ DE LUXEMBOURG Ministère du Développement durable et des Infrastructures Direction de l'Aviation Civile</p> <p>4, rue Lou Hemmer . L-1748 Luxembourg Fax: (+ 352) 467790 E-mail: gregory.delbeke@av.etat.lu www.mddi.lu www.dac.lu</p>	<p>The list is under internal discussion but once finalized, it will be published on the following webpage (which will be created): https://dac.public.lu/activites/ops/SPO/index.html</p>
Malta	<p>Clint Taliana (Senior Inspecting Officer): clint-edward.taliana@transport.gov.mt</p> <p>Ruth Stafrace (Inspecting Officer): ruth.a.stafrace@transport.gov.mt</p>	<p>a) Operations where special equipment is necessary to fulfil the mission and which affects the manoeuvrability of the aircraft; b) Operations where substances are released from the aircraft during the flight where these substances are either harmful or affect the manoeuvrability of the aircraft; c) Operations where external loads or goods are lifted or towed, including but not limited to:</p> <ul style="list-style-type: none"> • Towing of objects • Sling load operations • Wing walking; <p>d) Operations where persons enter or leave the aircraft during flight, including but not limited to:</p> <ul style="list-style-type: none"> • Parachute operations and skydiving; <p>e) Human external cargo operations including but not limited to:</p> <ul style="list-style-type: none"> • Winching, rappelling, fast roping and suspended extraction operations. <p>f) Survey operations, including aerial mapping operations; g) Movie filming flights over congested areas, including aerial photography flights, and air to air or air to ground filming (A map defining congested areas will be made available with application for such operations); h) Special events flights, including aerobatic flying displays and competition flights; i) Sensational flights: flights involving extreme aerobatic manoeuvres carried out for the purpose of allowing the persons on board to experience zero gravity, high G-forces or similar sensations. j) Flight requiring close proximity operations, including but not limited to:</p> <ul style="list-style-type: none"> • Formation flying. <p>***end***</p>

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Norway	postmottak@caa.no http://luftfartstilsynet.no/regelverk/aic-i/High_Risk_Commercial_Specialised_Operations_in_Norway_%E2%80%93_93_Non-exhaustive_list	The Norwegian aviation authorities (CAA-N) has defined the following operations as HR. The list is non-exhaustive. CAA-N therefore reserve the right to define operations not mentioned in the list as HR. CAA-N may be consulted for further guidance on issues relating to specialized operations (SPO) in Norway. HR SPO in Norway a) Helicopter operations outside the Height Velocity (HV) diagram (operations inside «dead man's curve») b) Extended operations below 200 ft. AGL (i.e. animal herding, marking, tranquilizing or shooting animals, photo missions, power line inspections etc.) c) Operations with single engine aircraft below 1000 ft. AGL over congested areas d) Operations over congested areas with underslung load or externally mounted special equipment e) HEC operations, including SPO hoist operations f) Aerobatics, flying displays, competition flights etc. g) Parachute drop h) Winter operations in areas with degraded visual conditions/references (especially «white out» conditions etc.) i) Landings on ships or other vessels in open seas (moving landing platform) ***end***
Poland	Tomasz KUCHCIŃSKI tkuchcinski@ulc.gov.pl, lol@ulc.gov.pl http://www.ulc.gov.pl	a) Operations below the minimum safe altitudes below minimum SERA 5005 f. heights; b) Operations at a height where, in the event of an engine failure performance is not available to enable the aircraft to safely continue the flight, nor to perform a forced landing; c) Helicopter external sling load operations (HESLO); d) Helicopter human external cargo operations (HEC); e) Human external transport operations; f) Operations that required external equipment which significantly impact on difficulty in manoeuvring of an aircraft. ***end***
Romania	Ionut Sorin NICA Safety Inspector - Air Operator Department - Supervision Directorate ionut.nica@caa.ro Cornel DUMITRU Head of Air Operator Department Supervision Directorate cornel.dumitru@caa.ro http://www.caa.ro/supervizare/aerial-work-operations (EN) http://www.caa.ro/supervizare/operaiuni-de-lucru-aerian (RO)	Preliminary list for high risk commercial specialised operations in Romania: a) operations below minimum safe altitudes established by SERA and RACR RA and HG912/2010 b) helicopter sling load operations c) helicopter external load operations above congested areas d) human external cargo operations where the helicopter is unable to perform one engine inoperative out-of-ground effect hover e) sensational flights: flights involving extreme aerobatic manoeuvres carried out for the purpose of allowing the persons on board to experience zero gravity, high G-forces or similar sensations f) calibration flights g) cloud seeding ***end***

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Slovakia	Igor JANDURA Head of Aircraft Operations Department igor.jandura@nsat.sk	The following operations are considered as high-risk commercial specialised operations in Slovakia: a) Helicopter external sling load operations (HESLO); b) Helicopter human external cargo operations (HEC); c) Towing of aircraft and other objects, excluding sailplane and glider towing, flights to check power lines, pipelines, gas pipelines, flights for agricultural work, forestry work, unless this operation is carried out below the minimum flight altitudes as specifies in the Commission Regulation (EU) No . 923/2012, provision SERA.005, over congested areas or over an open-air assembly of persons or in hostile environments where they cannot be made safe forced landing, or for multi-engine aircraft, where the flight cannot to continue safely after the failure of one engine. ***end***
Spain	Elena CARRERA Coordinadora de Supervisión de Organizaciones Certificadas Javier ASENJO Head of the Aerial Works and General Aviation Department SPO.aesa@seguridadaerea.es	Spain has defined as High Risk Commercial Specialised Operations according to the Resolution of February 16th the following operations: a) Parachuting and Skydiving Operations b) Human External Cargo (HEC) c) Sensational Flights as defined in GM1 SPO.GEN.005 For operations carried out below limits established in SERA.5005 f)2) it is required an specific authorisation according to article 15 of Royal Decree 552/2014 ***end***
Switzerland	Federal Office of Civil Aviation (FOCA) 3003 Bern Mail fixed wing (non-complex Aircraft): sbfl@bazl.admin.ch Focal Points Thomas Weibel and Chris Roueche heli@bazl.admin.ch Mail fixed wing (complex Aircraft): sboc@bazl.admin.ch Focal Points Thomas Weibel and Michael Lange heli@bazl.admin.ch	Definition of high risk commercial specialised operations: a) helicopter sling load operations b) human external cargo operations c) avalanche mining operations d) SPO flights where dangerous goods are carried e) operations for which protective standards (such as e.g. minimum flight altitudes, underflying of riggings, lines or constructions etcetera) – irrespective of the associated necessary approvals - are either exceeded or undershot. ***end***

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UK	Jacky HANAFIN Geoff PARKER www.caa.co.uk/SPO	<p>High risk activities are those which pose a high risk in particular to third parties on the ground. Each activity will need to be assessed by the operator. If they believe the activity will pose a high risk they must apply to the UK CAA or their EASA member state Competent Authority for a High Risk Authorisation.</p> <p>Each activity will need to be assessed against:</p> <ul style="list-style-type: none"> - the specific nature of the activity - the environment in which it is conducted - whether the activity poses a high risk in particular to third parties on the ground <p>Such activities could include (but are not limited to):</p> <ol style="list-style-type: none"> a) Underslung loads, including such activities as helicopter external loads operations and construction work flights, including stringing power line operations and clearing saw operation b) Dropping of articles outside of a controlled/aerodrome environment, which could include such activities as maritime funeral operations and cloud seeding c) On shore power line inspections, including helicopter survey operation d) Surveying, including helicopter survey operations, aerial mapping operations, pollution control activity e) Air to air filming and air to ground filming over congested areas, including aerial photography flights, news media flights, television and movie flights f) Research flights, such as scientific research flights (other than those under Annex II to Regulation (EC) No. 216/2008) g) Aerial advertising h) Thrill flights, such as sensational flights e.g. flights involving extreme aerobatic manoeuvres carried out for the purpose of allowing the persons on board to experience zero gravity, high G-forces or similar sensations <p>***end***</p>