## **SPO High Risk Authorisation (HRA) Decision Flow - Chart** START As an Operator, what do you have to consider? Is activity commercial? Is activity taking place with an EASA aircraft? Is the planned activity given as an example of a 'high risk' activity by the UK CAA<sup>1</sup> or the competent authority where the activity is to be carried out? Does the planned activity meet the definition of 'High Risk'<sup>2</sup>? Not sure ts another EASA Is the UK CAA<sup>1</sup> your Is activity taking member state your competent authority? place in the UK? competent authority? Seek guidance from No HRA required the UK CAA Have you already made an application to declare as an SPO operator to the UK Is activity taking Is activity taking Is activity taking place no place in an EASA place in the UK? in the UK? Member state yes yes You will need to You will need to UK CAA will not be UK CAA will not be You will need to hold a High Risk apply for a High Risk involved in any High involved in any High hold a High Risk Authorisation issued Authorisation from Risk Authorisation Risk Authorisation Authorisation issued by the UK CAA. comply with Article You will need to the member state issuance: Check issuance: Check Make application to by the UK CAA -252 of ANO 2016 in hold a High Risk where you are with your with your declare SPO and which will be issued You will need to order to conduct Authorisation issued declared as an SPO

1: This flow-chart is written with a target audience of operators where the UK CAA is the competent authority. However the logical flow of this diagram should be consistent if you read UK CAA as UK CAA/Your NAA. 2: Commission Regulation (EU) No 965/2012 Article 2(8): 'high risk commercial specialised operation' means any commercial specialised 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.

contact the NAA

where the activity is

to take place and

meet with their

requirements

in coordination

with member state

here the activity is

taking place

3: Article 252 of ANO2016:

Restriction on commercial operations in aircraft registered elsewhere than in an EEA state

by the UK CAA

252.—(1) Subject to paragraph (2), an aircraft registered elsewhere than in the United Kingdom must not fly over the United Kingdom for the purpose of commercial operations unless—

- (a) the CAA has granted permission to do so to the operator or charterer of the aircraft; and
- (b) any conditions, to which such permission may be subject, are satisfied.

restart process

- (2) This article does not apply to an aircraft—
- (a) registered in an EEA State;
- (b) registered in a territory to which the Air Navigation (Overseas Territories) Order 2013 applies; or
- (c) registered in the Isle of Man or Bailiwicks of Jersey or Guernsey.

## **GENERAL NOTE**

aerial work in the

 $UK^3$ 

Foreign carriers

permit - aerial

work (link)

competent

authority and/or

the member state

to take place

where the activity is

Operator. They will

issue HRA in

coordination with

UK CAA

It should be noted that a High Risk Authorisation does not negate the need to hold any appropriate Permission or Exemption for the planned activity. EG if a low-flying exemption is required for a particular activity that is deemed to be High Risk, then you will need a High Risk Authorisation IN ADDITION TO the Low Flying exemption

competent

authority and/or

the member state

vhere the activity is

to take place