


<b>Irish Aviation Authority</b> The Times Building 11–12 D’Olier Street Dublin 2, Ireland <a href="http://www.iaa.ie">www.iaa.ie</a>	<b>Údarás Eitlíochta na hÉireann</b> Foirgneamh na hAmanna 11–12 Sráid D’Olier Baile Átha Cliath 2, Éire	<b>AERONAUTICAL NOTICE</b>	
<b>Safety Regulation Division</b>	<b>Rannán na Rialachán Sábháilteachta</b>	No.            0.78 ISSUE        3 DATE         18.01.19	

**NOTICE TO AIRCRAFT OPERATORS INTENDING TO CONDUCT  
HIGH RISK COMMERCIAL SPECIALISED ACTIVITIES  
INCLUDING CROSS-BORDER OPERATIONS IN IRELAND**

**1. GENERAL**

Aircraft operations in the Ireland are regulated by the requirements of Commission Regulation (EU) No 965/2012 of October 2012 ([Air Operations](#)).

The Air Operations regulations require that an aircraft operator engaged in commercial specialised operations (SPO) must make a declaration to the appropriate civil aviation competent authority as defined.

Additionally, where an operation is considered ‘High Risk’, the regulations specifically require that a commercial specialised operator shall apply for and obtain an authorisation issued by the competent authority of the operator prior to commencing the commercial specialised operation(s).

- (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, or
- (2) that, as determined by the competent authority of the place where the operation is conducted, due to its specific nature and the local environment in which it is conducted, may pose a high risk, to third parties on the ground.

The Air Operations regulations define a “**High Risk Commercial Specialised Operation**” as:

*‘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 local environment in which it is conducted, poses a high risk, in particular to third parties on the ground’*

This notice sets out the means for an operator proposing to engage in high risk commercial SPO activities to apply to the Irish Aviation Authority (IAA) for a High Risk Specialised Operation(s) (HR-SPO) authorisation.

**2. High Risk Operations**

Commercial specialised aircraft operations requiring a HR authorisation may include (but are not limited to) the following aircraft operations, when conducted over-congested areas of cities, towns, or settlements or over an open-assembly of persons or when operating below minimum heights where the Operator has no operational control of third parties on the ground within the area of operation:

- **Helicopter external load operations, to include construction work flights / stringing of power lines and clearing saw operations**
- **Helicopter survey operations including power-line / gas-pipe line and mapping operations to include objects towed or suspended**
- **Parachute operations and skydiving**
- **Aerial photography / filming air to ground and air to air for news media / television and movie operations**
- **Aerial advertising**
- **Dropping, spraying or release of articles in flight including maritime funeral**
- **Aeroplane survey operations including mapping**
- **Operations involving the towing of objects and pollution control**

**Note:** Operators should note that an additional permission in accordance with Commission Regulation (EU) 923/2012 SERA.3105 / 5005(f) will also be required from the competent authority where the activity is taking place when operating below minimum heights.

### **3. High Risk Authorisation Requirements**

An applicant for a HR-SPO authorisation shall provide the IAA with the following information:

- The official name and business name, address, and mailing address of the applicant;
- A description of the management system, including organisational structure;
- A description of the proposed operation, including the type(s), and number of aircraft to be operated;
- The risk assessment documentation and related standard operating procedures, required by SPO.OP.230; and
- A statement that all the documentation sent to the IAA has been verified by the operator and found in compliance with the applicable requirements.

The validity period for a HR-SPO will depend on the nature of the operation. Operators may apply for an authorisation for a one-off event or for an ongoing activity.

The detailed requirements for the issue of an HR-SPO are set out in '*SECTION Ia - ARO.OPS.150 Authorisation of High Risk Commercial Specialised Operations*' available in EASA's - [Easy Access Rules for Air Operations](#)

Operators are strongly advised to review these requirements before making an application to the IAA for a HR-SPO authorisation.

### **4. Standard Operating Procedures and Risk Assessments**

The operator's Risk Assessments (RA) and Standard Operating Procedures (SOPs) should reflect the nature and complexity of the proposed specialised activity and be evaluated in accordance with the requirements in SPO.OP.230 and SPO.SPEC.

When evaluating whether an SPO operation requires application for an HR-SPO the operator should, as a minimum, consider the following factors:

- The specific nature of the activity
- The environment in which it is conducted
- Risk and control to third parties on the ground including property and livestock
- Advance notification processes to third parties on the ground
- Aircraft performance – H/V diagram, OEI considerations, operating heights, safe force landing areas, consideration to external load / towing of objects and release of articles etc.
- Identification of obstacles within the operational area
- Noise sensitive areas
- Weather minima and complexity of the airspace
- Duration of the operation and any day or night restrictions
- Specific training requirements for flight crew and task specialist

### **5. Cross-Border HR-SPO Operations**

When an Operator based in another EU Member State, proposes to conduct HR-SPO activity in Ireland, the Operator shall submit an application to their applicable competent authority for a High Risk Authorisation to conduct cross-border activities in another Member State. In these cases, the High Risk Authorisation is issued by the Operator's competent authority in co-ordination with the IAA as required by ARO.OPS.150 (f)

### **6. Application**

Operators intending to seek clarification regarding such operational requirements, should contact the IAA Flight Operations Department (FOD) prior to commencement of the operation. For further information, please contact [fod@iaa.ie](mailto:fod@iaa.ie)

**Chief Executive  
Irish Aviation Authority**