

## **HCAA Guidance for Specialised Operations (SPO)**

Regulation (EU) No 965/2012 lays down technical requirements and administrative procedures related to air operation. Operations other than commercial air transport where the aircraft is used for specialised activities such as agriculture, construction, photography, surveying, observation and patrol, aerial advertisement are included in this regulation.

### Declaration

SPO operators engaged in commercial specialised operations or engaged in non-commercial specialised operations using a complex motor-powered aircraft shall submit a declaration to the HCAA about their operations. The declaration is required in order to establish and maintain the required oversight programme for SPO operators.

The declaration shall be submitted to [info@hcaa.gov.gr](mailto:info@hcaa.gov.gr) before the operations start (Declaration Template).

### Commercial specialized operations

Operators shall only operate an aircraft for the purpose of commercial specialised operations as specified in Annexes III (Part-ORO) and VIII (Part-SPO) of [Regulation \(EU\) No 965/2012](#).

### High risk commercial specialised operation

'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.

Upon receiving an application for the issue of a high-risk commercial specialised operations authorisation, the HCAA will review the operator's risk assessment documentation and standard operating procedures (SOPs), related to one or more planned operations and developed in accordance with the relevant requirements of Annex VIII (Part-SPO).

When satisfied with the risk assessment and SOP, the HCAA will issue the authorisation, as established in Appendix VI of Annex II (Part-ARO). The authorisation will be issued for a limited or an unlimited duration. The conditions under which an operator is authorised to conduct one or more high risk commercial specialised operations will be specified in the authorisation.

Any changes which could impact risk assessment and SOP shall be identified by the operator and updates shall be submitted to the HCAA prior to implementing those changes.

### List of high-risk activities in Greece

Each activity will need to be assessed by the operator. If the operator believes the activity is to be considered as a high risk (as per definition above), an application shall be made to the HCAA or the operator's EASA member state Competent Authority for a High-Risk Authorisation.

In Greece, the following activities are considered as "high risk":

- HESLO;
- HEC;
- Fire fighting;
- Aerial photography and mapping flights over congested area and open-air assembly of persons and below 3000 AGL;
- Aerial advertising flights over congested area and open-air assembly of persons and below 3000 AGL;
- Construction work flights, including stringing power line operations, clearing saw operations over congested area and open-air assembly of persons;
- Survey operations, including aerial mapping operations, pollution control activity over congested area and open-air assembly of persons and below 3000ft AGL; 8
- News media flights, television and movie flights over congested area and open-air assembly of persons and below 3000 AGL;
- Special events flights, including such as flying display and competition flights
- Flights over congested area and open-air assembly of persons where the minimum flight altitude is not respected.
- Any helicopters specialized operation carried out over congested areas (ref. SPO.POL.146).
- Line-control-flights (e. g. flights to control power-lines, gas-lines, pipelines)
- Any specialized operation performed below the SERA minimum heights;
- Special events flights, including such as flying display and competition flights;
- Aerobatic flights;
- Animal herding, animal rescue flights and veterinary dropping flights;

- Helicopter operations where risks for failure are elevated, among others; due to height/speed ratio (ref H/V diagram);
- Agricultural flights;
- Cloud seeding;
- Parachute operations and skydiving;
- 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;
- Towing of aircraft and other objects, excluding sailplane and glider towing

This list may be subject to amendment.

Additional information

In case of questions related to SPO regulation, please consult EASA SPO page:

<https://www.easa.europa.eu/domains/air-operations/specialised-operations-spo>

or send an e-mail to: [info@hcaa.gov.gr](mailto:info@hcaa.gov.gr)