

# Europæiske regler for specielle og høj risiko operationer



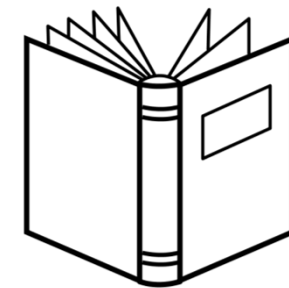
Seminar 24. februar 2017

# Program

1. Velkomst
2. Kort overblik over regelværket og baggrund
3. Hvornår træder SPO/SPA-reglerne i kraft
4. Krav til operatørerne
  - a. Deklarering eller tilladelse
  - b. SMS (Safety Management System)
  - c. SRM (Safety Risk Management)
5. Implementering af reglerne
6. Besvarelse af spørgsmål
7. Sandwich / vand

- Dette er **ikke** et kursus, men en indledende anvisning til at navigere i det omfattende lovkompleks flyvningen er underlagt.
- Hvis man ved noget mere, efter seminaret end da man kom, er formålet med seminaret opfyldt.
- Seminaret beskæftiger sig udelukkende med reglerne gældende i EU og ikke Færøerne og Grønland.
- Færøerne og Grønland følger stadig danske regler (BL'er og bekendtgørelser), medmindre EU-bestemmelser er sat i kraft ved anordninger eller andet, f.eks. **BL 5-50** og **BL 6-01**.
- Der udsendes kun AIC'er ved særlige behov for information.

- **Ukendskab til loven fritager ikke for ansvar.**



# Safety performance

<i>Domain</i>	<i>Fatalities Annual 10 Years average</i>
CAT luftfartøjer	64,2
Offshore	3
CAT Helicopters	9,1
Arial work/Part SPO Aeroplanes	11,3
Ariel work/Part SPO Helicopters	8,5
Non Commercial Aeroplanes	79
Non-Commercial Helicopters	14,5
Balloons	1,8
Gliders	25,9
RPAS (Drones)	0

*Kilde: EASA Rulemaking and Safety Promotion Programme including EPAS 2017-2021*

# Risk hierarchy

1. Uninvolved third parties
2. Fare-paying passengers in commercial air transport (CAT)
3. Involved third parties (e.g. air show spectators, airport ground workers)
4. Aerial work participants / Air crew involved in aviation as workers
5. Passengers ("participants") on non-commercial flights
6. Private pilots on non-commercial flights

*Principle 2: All regulation should be screened against the backdrop of the above risk hierarchy and resulting need for protection.*

*Source: EASA MB 04/2012 WP9a, General Aviation Roadmap - 11 december 2012*

# Historik...

- |                   |   |
|-------------------|---|
| 5. oktober 2012   | Forordning (EU) nr. 965/2012 af 5. oktober 2012 publiceres                                      |
| 6. juni 2014      | TBST sætter 965/2012 i kraft for kommercielle operationer i GR og FO                            |
| 25. januar 2016   | TBST afholdt seminar/workshop om NCC/SPO for branchen   |
| 2. marts 2016     | EASA afholdt NCC seminar/workshop i Köln for branchen og myndigheder                            |
| 11. november 2016 | TBST udsender AIC om introduktionsflyvninger  |
| 8. december 2016  | EASA afholdt seminar om forslag til regler for svæveflyvning for branchen og myndigheder        |
| 11. januar 2017   | EASA afholdt SPO seminar for branchen og myndigheder  |
| 26. januar 2017   | TBST udsender invitation til SPO seminar  |
| 8. februar 2017   | TBST publicerer liste over <i>high risk</i> operationer i relation til Forordning (EU) 965/2012 |
| 9. februar 2017   | TBST udsender nyhed om seminar  |


Derudover er afholdt en række interne seminarer i TBST samt ved en række inspektionsbesøg orienteret om emnet.

# Omfang og anvendelse

- **Forordning (EU) nr 965/2012** blev ændret ved forordning (EU) nr. 379/2014 til også at omfatte regler om specialiserede operationer (**SPO**).
- Regler om specialiserede operationer var på plads **1. juli 2014**, men gældende fra den **21. april 2017**.
- Vilkår gælder for EU-operatører, der har deres **hovedvirksomhed** (for virksomheder) eller er **bosiddende** (for fysiske personer) i en EU-medlemsstat, uanset i hvilken stat luftfartøjet er registreret.

## Forordninger

Har umiddelbar retsvirkning og skal ikke implementeres ved national lovgivning.



IR = Implementing rules (hard law)  
AMC = Acceptable Means of Compliance (soft law)  
GM = Guidance Material (vejledning)

## Direktiver

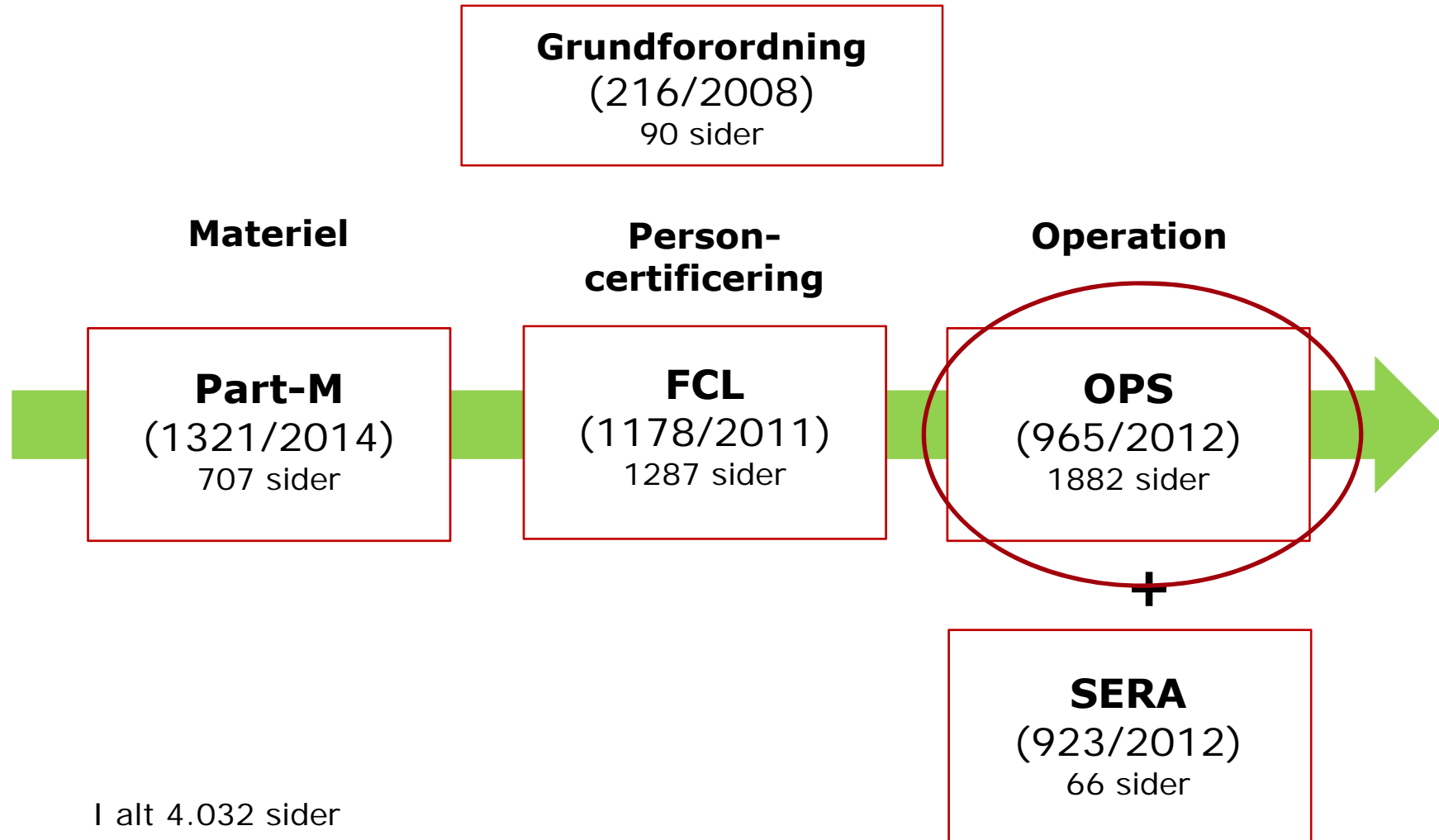
Implementeres ved national lovgivning.

## Lov om luftfart

§ 1. Luftfart inden for dansk område skal finde sted i overensstemmelse med bestemmelserne i denne lov og de med hjemmel i loven udfærdigede forskrifter, **medmindre andet følger af EU-forordninger.**



# Den europæiske regelfamilie



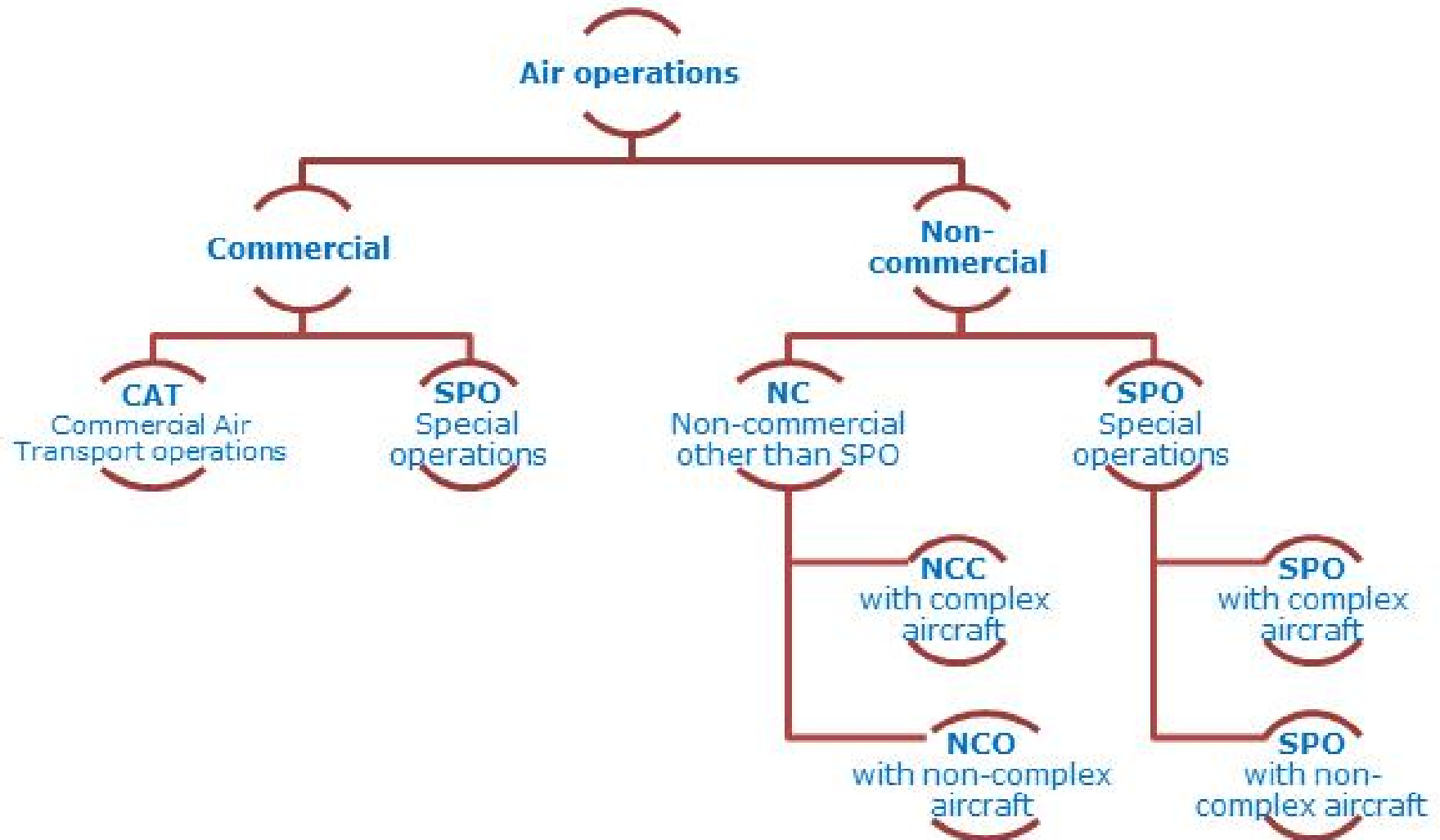
# Regelfamilien

- ARO** Authority Requirements for Air Operations
- ORO** Organisation Requirements for Air Operations
- CAT** Commercial Air Transport Operations
- SPA** Operations requiring Specific Approvals
- NCC** Non-commercial operations with complex-motor-powered aircraft
- NCO** Non-commercial operations with other than complex-motor-powered aircraft
- SPO** Specialised Operations

# Hvilke regler skal man kende til?

<b>2012/965</b>		<b>NCO</b>	<b>NCC</b>	<b>COM SPO</b>	<b>NCC SPO</b>	<b>NCO SPO</b>
Cover regulations	Regulation	✓	✓	✓	✓	✓
Definitions	Annex I	✓	✓	✓	✓	✓
Part-ARO	Annex II					
Part-ORO	Annex III		✓	✓	✓	
Part-CAT	Annex IV					
Part SPA	Annex V	✓	✓	✓	✓	✓
Part NCC	Annex VI		✓			
Part NCO	Annex VII	✓				✓
Part SPO	Annex VIII			✓	✓	

# Klassifikation af operationer



## Følgende spørgsmål skal besvares

1. Er operationerne af kommerciel karakter?
2. Er det transport af personer eller gods mod betaling?
3. Er flyene komplekse motordrevne fly?
4. Hvilken type af specialiserede operationer udføres?
5. Er organisation kompleks eller ej?
6. Er operationerne omfattet af undtagelsen i SPO.GEN.005(c)?
7. Er der pligt til at afgive en erklæring?
8. Udføres der højrisiko kommercielle operationer og skal der dermed ansøges om godkendelse?

# EU OPS (Forordning 965/2012)

- ✓ **Commercial SPO** and **non-commercial SPO** with aeroplanes and helicopters - **Part- SPO**.
- ✓ **Non-commercial SPO** with non-complex aeroplanes and helicopters and **some limited\* commercial SPO** with non-complex aeroplanes and helicopters, such as:
  - ✓ competition flights or flying displays, on certain conditions; and
  - ✓ parachute dropping, sailplane towing or aerobatic flights performed either by a ATO (approved under Regulation (EU) No 1178/2011) or by an aero club (established and/or approved under national legislation), are covered by **Part-NCO**. Conditions apply however.

(\* ) Article 6, paragraph 4a; SPO.GEN.005 (c))

Rule applicability	SPO (COM)	SPO (NCC)	SPO (NCO)
Cover Reg.	✓	✓	✓
Definitions	✓	✓	✓
Part-ARO			
Part-ORO	✓	✓	
Part-CAT			
Part-SPA	✓	✓	✓
Part-NCC			
Part-NCO			✓
Part-SPO	✓	✓	

# Hvad er kommercielt?

The definition of commercial operation according to Regulation (EC) No 216/2008 Article 3 (Definitions) (i) is as follows: “**commercial operation**” shall mean any operation of an aircraft, in return for remuneration or other valuable consideration, which is available to the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator.” In this context, what does the term “control” actually mean?

*Reference: Regulation (EC) No 216/2008 ('the Basic Regulation')*

The legislator has not further specified the term “**control**”. It is therefore EASA’s view that it should be understood in a wider sense, i.e. the term is ***not limited to operational control***. In this sense, control could for example also encompass *financial control, control of management decisions etc.* This notion of the definition is for example particularly valid for managed operations or fractional ownership. These are operations where an aircraft is owned by one or several persons who contract a management company to manage operations and continuing airworthiness. It then depends on the specific contract between the owner(s) and the management company how much control the owner(s) still have over the operation

# Definitioner (965/2012)

**'commercial air transport (CAT) operation'** means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;

**'specialised operation'** means any operation other than commercial air transport where the aircraft is used for specialised activities such as agriculture, construction, photography, surveying, observation and patrol, aerial advertisement;

**'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;



# Kompleks / ikke kompleks luftfartøj?

## **Komplekst**

- Flyvemaskiner > 5700 kg MTOM, > 19 pax, to-pilotkrav, med turbinemotor eller mere end to turbopropmotor
- Helikopter > 3.175 kg, > 9 pax, to-pilotkrav
- Luftfartøjer med tilt-rotor

## **Ikke-kompleks (kun MPA)** (Motor Powered Aircraft)

- Komplementærmængden til komplekst.  
F.eks. luftfartøj, som ikke opfylder nogen af de ovennævnte kriterier.

*Grundforordning (EC) 216/2008, artikel 3 samt tilføjelse*

# Kompleks / ikke kompleks organisation?

## **AMC1 ORO.GEN.200(b) Management system**

Defines how the operator should assess if they should follow the AMCs for complex or non-complex organisations (= 'small').

- Complex, if workforce + 20 full time equivalents (FTEs).
- Up to 20 FTEs **may** also be considered complex based on assessment of the following factors:
  - (1) **complexity**, the extent and scope of contracted activities subject to the approval;
  - (2) **risk criteria** :
    - (i) specific approvals;
    - (ii) commercial specialised operations requiring an authorisation (=high risk);
    - (iii) different types of aircraft used;
    - (iv) environment (offshore, mountainous area, etc.).

# ORO.GEN.200 Management system

The operator shall establish, implement and maintain a **management system** that includes:

- (1) clearly defined lines of **responsibility** and accountability throughout the operator, including a direct safety accountability of the accountable manager;
- (2) a description of the overall philosophies and principles of the operator with regard to **safety**, referred to as the safety policy;
- (3) the identification of aviation **safety hazards** entailed by the activities of the operator, their evaluation and the management of associated risks, including taking actions to **mitigate** the risk and verify their effectiveness;
- (4) maintaining **personnel trained** and competent to perform their tasks;
- (5) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation;
- (6) a function to **monitor compliance** of the operator with the relevant requirements; and
- (7) any additional requirements that are prescribed in the relevant Subparts of this Annex or other applicable Annexes.

## Specialized Operations (SPO) - definition (SPO.GEN.005):

**"Specialiseret operation"** enhver anden end erhvervsmæssig lufttransport (CAT), hvor luftfartøjet anvendes til særlige aktiviteter såsom (men ikke begrænset til):  
Landbrug, byggeri, luftfotografering, landmåling, overvågning og patruljering, reklameflyvning etc.

En ikke udtømmende liste over kendte specialiserede operationer til dato findes i GM1 SPO.GEN.005. Andre aktiviteter kan klassificeres som SPO baseret på fastlagte kriterier i AMC1 SPO.GEN.005.

(Artikel 5 (7) Reg 965/2012): Flyvninger der finder sted umiddelbart før, under eller umiddelbart efter specialoperationer og direkte forbundet til disse operationer skal udføres som Part-SPO eller Part-NCO (subpart E), alt efter hvad der er relevant.

# Hvornår er det Specialized Operations (SPO)?

## **AMC1 SPO.GEN.005 Scope**

### CRITERIA

The operators should consider the following criteria to determine whether an activity falls within the scope of specialized operations:

- (a) the aircraft is flown close to the surface to fulfil the mission;
- (b) abnormal maneuvers are performed;
- (c) special equipment is necessary to fulfil the mission and which affects the maneuverability of the aircraft;
- (d) substances are released from the aircraft during the flight where these substances are either harmful or affect the maneuverability of the aircraft;
- (e) external loads or goods are lifted or towed; or
- (f) persons enter or leave the aircraft during flight.

# Specialized Operations (SPO)

Eksempler på SPO:

- Faldskærmsflyvning (PAR)
- Flyslæb (ikke beskrevet nøjere)
- Kunstflyvning (ikke beskrevet nøjere)
- Helikopter Night Vision (NVIS)
- Helikopter Hoist (HHO)
- Helikopter Emergency (HEMS)
- Low Visibility Operations (LVO)
- Performance Based Navigation (PBN)
- Reduced Vertical Separation Minima (RVSM)
- Two engine extended range operations (ETOPS)
- Transport of Dangerous Goods (DG)

## **Specialized Operations (SPO) - definition (SPO.GEN.005):**

Bortset fra besætningsmedlemmer, må der ikke medføres personer ombord, ud over dem der er nødvendige for missionen.

For eksempel: En positioneringsflyvning fra basen til det sted, hvor SPO-opgave eller -mission skal finde sted, og hjemflyvningen til basen kan gøres som SPO-flyvning (eller NCO SPO) på den betingelse, at der kun er opgavespecialister om bord og disse flyvninger er nødvendige for at fuldføre SPO-missionen.

# DA - høj risiko operationer

(også gældende for bilag II luftfartøjer)

- Flyvning over større menneskemængde lavere end 1000 ft GND
- Flyvning med farligt gods ombord
- Flyvning under minimumhøjder (1000 ft over by og menneskemængder, 500 ft GND over land og vand)
- Kunstflyvning under 2000 ft GND
- Nedkastning eller udspredning fra luftfartøj; med mindre det nedkastede eller det udspreddte udelukkende består af rent vand
- Når personer, som ikke er del af besætning eller crew, forlader eller kommer ombord på et luftfartøj under flyvning

De nævnte flyvninger kræver en særlige tilladelse (*Specific Approval*) fra myndigheden (TBST) inden flyvning.

*Listen er udtømmende per 9. februar 2017. Listen kan opdateres. Findes på [tbst.dk](http://tbst.dk).*



# Definition af "Specialised Operations"

## **SPO.GEN.005    Anvendelsesområde**

- a) Dette bilag anvendes for enhver specialoperation, hvor et luftfartøj anvendes til særlige aktiviteter som f.eks. landbrugs-, bygge- og anlægsvirksomheds-, foto-, landmålings-, overvågnings-, patruljerings- og reklameflyvning.
- b) Uanset litra a) skal ikke-erhvervsmæssige specialoperationer med andre luftfartøjer end komplekse motordrevne luftfartøjer være i overensstemmelse med bilag VII (del-NCO).

# Omfang og anvendelse

- Flyet, der anvendes af **kommercielle SPO** operatører skal have et C of A (**luftdygtighedsbevis**) i overensstemmelse med forordning (EU) nr 748/2012, hvilket betyder, at flyet skal være **registreret** i en EU-medlemsstat (ORO.SPO.100).
- Alternativt kan flyet være under en **wet lease-in** eller en **dry lease-in** aftale. **Bemærk, der er betingelser!**

# Undtagelsen...

## **SPO.GEN.005    Anvendelsesområde**

- c) Uanset litra a) kan følgende operationer med andre luftfartøjer end komplekse motordrevne luftfartøjer udføres i overensstemmelse med bilag VII (del-NCO):
- 1) konkurrenceflyvninger eller flyveopvisninger på betingelse af, at betaling eller anden form for vederlag begrænses til at dække direkte omkostninger og et forholdsmæssigt bidrag til de årlige omkostninger, og præmierne må ikke overstige en værdi, som den kompetente myndighed fastsætter (10.000 kr.?)
  - 2) faldskærmsudspring, slæb af svævefly eller kunstflyvninger udført af enten en uddannelsesorganisation, som har sit hovedforretningssted i en medlemsstat, og som er godkendt i overensstemmelse med forordning (EU) nr. 1178/2011, eller en organisation, der er oprettet med det formål at fremme sports- eller fritidsflyvning, på betingelse af, at organisationen opererer luftfartøjet i kraft af ejerskab eller dry lease, at flyvningen ikke giver overskud, der distribueres uden for organisationen, og såfremt ikke-medlemmer af organisationen er involveret, at sådanne flyvninger kun udgør en marginal aktivitet i organisationen.

# Task specialist (Opgavespecialist)

SPO er ikke CAT, dermed kan passagererne ikke transporteres under SPO operationer. Dog kan **opgavespecialister** være om bord på flyet

**"Opgavespecialist"**: En person udpeget af operatøren eller tredjemand, eller en virksomhed, der udfører opgaver på jorden direkte forbundet med en specialiseret opgave eller udfører specialiserede opgaver om bord på eller fra flyet.

Personer, der er tillagt opgaver og som medbringes på en faldskærmsflyvning eller videnskabelig forskningsflyvning anses for at være **opgavespecialister**.

# Specific Approval (SPA)

<b>PBN</b>	Performance-Based Navigation <a href="#"><u>SPA.PBN.100</u></a> 18 s
<b>MNPS</b>	Specified Minimum Navigation Performance <a href="#"><u>SPA.MNPS.100</u></a> 2 s
<b>RVSM</b>	Reduced Vertical Separation Minima <a href="#"><u>SPA.RVSM.100</u></a> 8 s
<b>LVO</b>	Low visibility operations <a href="#"><u>SPA.LVO.100</u></a> 34 s
<b>ETOPS</b>	Extended Range Operations with two-engined Aeroplanes <a href="#"><u>SPA.ETOPS.100</u></a> 2 s
<b>DG</b>	Dangerous Goods <a href="#"><u>SPA.DG.100</u></a> 4 s
<b>NVIS</b>	Night vision imaging system (helicopter) <a href="#"><u>SPA.NVIS.100</u></a> 38 s
<b>HHO</b>	Helicopter hoist operations <a href="#"><u>SPA.HHO.100</u></a> 6 s
<b>HEMS</b>	Helicopter emergency medical service <a href="#"><u>SPA.HEMS.100</u></a> 16 s
<b>HOFO</b>	<b>01.07.18</b> Helicopter off shore operations <a href="#"><u>SPA.HOFO.100</u></a> 41 s

# High risk operations

- Flying lower than 1000ft GND over crowds
- Flying with dangerous goods on board
- Flying below minimum height (1000ft over cities and crowds, 500ft outside cities and over water)
- Aerobatic flights below 2000ft GND
- Dropping or spraying from aircraft (unless the spray is only pure water).
- Operations where persons, which is not part of the crew, are leaving or going on board the aircraft during flight

# "High risk" Commercial SPO - baggrund

På tidspunktet for vedtagelsen af SPO reglerne:

- *Arial work* var ikke og er stadig ikke harmoniseret globalt under ICAO
- Lavere ambitionsniveau for harmonisering af SPO i EU i forhold til CAT
- I de fleste medlemsstater (MS) var specialiserede operationer ikke genstand for operatørens certificering
- Flertal blandt MS besluttede at afskaffe AOC krav for kommercielle SPO operatører
- Kommerciel SPO var og betragtes stadig som mere risikabel end andre SPO operationer
- Da SPO operatører sjældent udfører grænseoverskridende operationer, blev kun forventet en begrænset negativ effekt på fri bevægelighed i EU, herunder told, skattefri brændstof mv
- MS foretrak en risikobaseret tilgang til at redegøre for de særlige forhold i SPO og særlige lokale forhold; derfor, de lovgivningsmæssige indsatser og tilsyn varierer alt efter risikoen for tredjemand, aktivitetens art mv.
- MS ønskede at være i stand til at udøve skøn i håndteringen "højrisiko" operationer snarere end at have en fælles EU-liste over "højrisiko operationer"

# Hvem skal deklarerere?

- Enhver SPO operatør (kommerciel eller ikke-kommerciel), undtagen NCO SPO.
- Ved modtagelsen hos myndigheden
  - Deklarationens indhold kontrolleres for det formelle indhold
- Kontrollen udgør **ikke en inspektion**. Kontrollen har til formål at se om deklARATIONEN opfylder kravene i forordningen (GM1 ARO.GEN.345)
- Myndigheden kvitterer for modtagelse af deklARATIONEN inden 10 arbejdsdage.
- Operationen tilføjes tilsynsprogrammet
- Hvis deklARATIONEN ikke indeholder de krævede informationer:
  - Myndigheden rekvirerer informationen eller
  - Myndigheden inspicerer operatøren og tager de nødvendige tiltag
- Myndigheden fører en liste over operatører med deklARATIONER



# Erklæring eller godkendelse?

## **ERKLÆRING**

1. Erklæring - en skriftlig erklæring fra en SPO operatør, under hans eller hendes eget ansvar, og baseret på hans eller hendes selvevaluering, præciserer, at operatøren er i overensstemmelse med de gældende krav.
2. SPO operatør forelægger en erklæring til den kompetente myndighed forud for start af virksomhed som SPO operatør, ikke før hver flyvning.
3. Erklæring formular - detaljer vedrørende operatøren, den type operation og luftfartøjer, der anvendes. Desuden indeholder erklæringen en række overensstemmelseserklæringer.
4. Så snart en SPO-operatør har indgivet sin erklæring, kan operatøren begynde at operere.
5. SPO Operatøren er forpligtet til at bære erklæring om bord på flyet.
6. SPO Operatøren skal indsende en ny erklæring i tilfælde af ændringer.
7. Erklæring - udgør ikke en godkendelse, tilladelse eller deromkring.

## **GODKENDELSE**

1. Godkendelse - en skriftlig erklæring fra den kompetente myndighed, at en SPO operatør er fundet i overensstemmelse med de gældende krav.
2. En SPO operatør indgiver en ansøgning til hans/hendes CA før start flyvninger, der kræver en tilladelse.
3. Ansøgning - oplysninger om operatøren, ledelses-systemet, inkl. organisationsstruktur, påtænkte operation, inkl. typen og antallet af luftfartøjer, der skal opereres, risikovurdering og relaterede SOP'er. Derudover indeholder ansøgningen en erklæring om, at al dokumentation der sendes til den kompetente myndighed er blevet verificeret af operatøren og fundet i overensstemmelse med de gældende krav.
4. Først efter godkendelse, kan en SPO operatør udføre flyvning som ansøgt om.
5. SPO operatøren er forpligtet til at medføre tilladelsen om bord på flyet.
6. SPO operatøren skal bede om en forudgående godkendelse i tilfælde af ændringer.
7. Godkendelse - attesterer overensstemmelse med de gældende krav.

# Erklæring / declaration

## **AMC1 ARO.GEN.345 Declaration – organisations**

### ACKNOWLEDGEMENT OF RECEIPT

The competent authority should acknowledge receipt of the declaration in writing within 10 working days.

## **GM1 ARO.GEN.345 Declaration – organisations**

### VERIFICATION — DECLARATION

The verification made by the competent authority upon receipt of a declaration does not imply an inspection. The aim is to check whether what is declared complies with applicable regulations.

# Erklæring/declaration

EU 3792/014	<b>APPENDIX I</b>
<b>DECLARATION</b> in accordance with Commission Regulation (EC) No 965/2012 on Air operations	
<b>Operator</b> Name: Place in which the operator is established or residing and place from which the operations are directed: Name and contact details of the accountable manager:	
<b>Continuing airworthiness management organisation in accordance with Regulation (EC) No 2042/2003</b> Name and address of the organisation and approval reference (as per EASA Form 14)	
<b>Aircraft operation</b> Starting date of operation/applicability date of the change:	
Type(s) of operation: <input type="checkbox"/> Part-NCC: (specify if passenger and/or cargo) <input type="checkbox"/> Part-SPO: (specify which type of activity)	
Type(s) of aircraft, registration(s) and main base:	
Details of approvals held (attach list of specific approvals to the declaration, if applicable)	
Details of specialised operations authorisation held (attach authorisations, if applicable)	
List of alternative means of compliance with references to the AMCs they replace (attach to the declaration)	
<b>Statements</b> <input type="checkbox"/> The management system documentation including the operations manual reflect the applicable requirements set out in Part-ORO, Part-NCC, Part-SPO and Part-SPA. All flights will be carried out in accordance with the procedures and instructions specified in the operations manual. <input type="checkbox"/> All aircraft operated hold a valid certificate of airworthiness and comply with Commission Regulation (EC) No 2042/2003. <input type="checkbox"/> All flight crew members and cabin crew members as applicable, are trained in accordance with the applicable requirements. <input type="checkbox"/> (If applicable) The operator has implemented and demonstrated conformance to an officially recognised industry standard.	
56	

Reference of the standard: Certification body: Date of the last conformance audit:
<input type="checkbox"/> Any change in the operation that affects the information disclosed in this declaration will be notified to the competent authority.
<input type="checkbox"/> The operator confirms that the information disclosed in this declaration is correct.
Date, name and signature of the accountable manager
57

**Operator**

Name:

Place in which the operator is established or residing and place from which the operations are directed:

Name and contact details of the accountable manager:

**Continuing airworthiness management organisation in accordance with Regulation (EC) No 2042/2003**

Name and address of the organisation and approval reference (as per EASA Form 14)

**Aircraft operation**

Starting date of operation/applicability date of the change:

Type(s) of operation:

Part-NCC: (specify if passenger and/or cargo)

Part-SPO: (specify which type of activity)

Type(s) of aircraft, registration(s) and main base:

Details of approvals held (attach list of specific approvals to the declaration, if applicable)

Details of specialised operations authorisation held (attach authorisations, if applicable)

List of alternative means of compliance with references to the AMCs they replace (attach to the declaration)

**Statements**

The management system documentation including the operations manual reflect the applicable

Type(s) of operation: <input type="checkbox"/> Part-NCC: (specify if passenger and/or cargo) <input type="checkbox"/> Part-SPO: (specify which type of activity)
Type(s) of aircraft, registration(s) and main base:
Details of approvals held (attach list of specific approvals to the declaration, if applicable)
Details of specialised operations authorisation held (attach authorisations, if applicable)
List of alternative means of compliance with references to the AMCs they replace (attach to the declaration)
<b>Statements</b>
<input type="checkbox"/> The management system documentation including the operations manual reflect the applicable requirements set out in Part-ORO, Part-NCC, Part-SPO and Part-SPA. All flights will be carried out in accordance with the procedures and instructions specified in the operations manual.
<input type="checkbox"/> All aircraft operated hold a valid certificate of airworthiness and comply with Commission Regulation (EC) No 2042/2003.
<input type="checkbox"/> All flight crew members and cabin crew members as applicable, are trained in accordance with the applicable requirements.
<input type="checkbox"/> (If applicable) The operator has implemented and demonstrated conformance to an officially recognised industry standard.

Reference of the standard:

Certification body:

Date of the last conformance audit:

Any change in the operation that affects the information disclosed in this declaration will be notified to the competent authority.

The operator confirms that the information disclosed in this declaration is correct.

Date, name and signature of the accountable manager

# Godkendelse/ approval

## APPENDIX V

### List of specific approvals Non-commercial operations

#### Specialised operations

(subject to the conditions specified in the approval and contained in the operations manual or pilot's operating handbook)

Issuing Authority <sup>(1)</sup> :		
List of Specific Approvals # <sup>(2)</sup> :		
Name of Operator:		
Date <sup>(3)</sup> :		
Signature:		
Aircraft Model and Registration Marks <sup>(4)</sup> :		
Types of specialised operation (SPO), if applicable: <input type="checkbox"/> <sup>(5)</sup> ...		
Specific Approvals <sup>(6)</sup> :	Specification <sup>(7)</sup>	Remarks
...		
...		
...		
...		

(1) Insertion of name and contact details.

(2) Insertion of the associated number.

(3) Issue date of the specific approvals (dd-mm-yyyy) and signature of the competent authority representative.

(4) Insertion of the Commercial Aviation Safety Team (CAST)/ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232). The CAST/ICAO taxonomy is available at: <http://www.intlaviationstandards.org/>

The registration marks should be either listed in the List of Specific Approvals or in the operations manual. In the latter case the List of Specific Approvals shall refer to the related page in the operation manual.

(5) Specify the type of operation, e.g., agriculture, construction, photography, surveying, observation and patrol, aerial advertisement.

(6) List in this column any approved operations, e.g., dangerous goods, LVO, RVSM, PBN, MNPS, HOFO.

(7) List in this column the most permissive criteria for each approval, e.g. the decision height and RVR minima for CAT II.

HOFO is applicable from 01 July 2018.

# Authorisation

## APPENDIX VI

AUTHORISATION OF HIGH RISK COMMERCIAL SPECIALISED OPERATIONS	
Issuing Authority: <sup>1</sup>	
Authorisation no: <sup>2</sup>	
Operator Name: <sup>3</sup>	
Operator address: <sup>4</sup>	
Telephone: <sup>5</sup>	
Fax:	
E-mail:	
Aircraft Model and Registration Marks: <sup>6</sup>	
Authorised specialised operation: <sup>7</sup>	
Authorised area or site of operation: <sup>8</sup>	
Special limitations: <sup>9</sup>	
This is to confirm that ..... is authorised to perform high risk commercial specialised operation(s) in accordance with this authorisation, operator's Standard Operating Procedures, Annex IV to Regulation (EC) No 216/2008 and its Implementing Rules.	
Date of issue <sup>10</sup> :	Name and Signature <sup>11</sup> : Title:

EASA FORM 151 Issue 1

1. Name and contact details of the competent authority
2. Insertion of associated authorisation number.
3. Insertion of the operator's registered name and the operator's trading name, if different. Insert "Dba" before the trading name (for "Doing business as").
4. Operator's principal place of business address.
5. Operator's principal place of business telephone and fax details, including the country code. E-mail to be provided if available.
6. Insertion of the Commercial Aviation Safety Team (CAST)/ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232). The CAST/ICAO taxonomy is available at: <http://www.intlaviationstandards.org/H>.



# Erklæring eller godkendelse?

1. Erklæring (og evt. OM) indsendes til myndigheden
2. Flyvning kan påbegyndes
3. Myndigheden sender kvittering inden 10 dage
4. Erklæring (og evt. OM) og kvittering medbringes under flyvning

1. Dokumenter indsendes til myndigheden til godkendelse
2. Myndigheden afviser eller godkender dokumenter
3. Myndigheden udsteder godkendelse (autorisation)
4. Flyvning kan påbegyndes

## Resumé af overordnede krav

<b>CAT</b>	AOC
<b>NCC</b>	DEC+OM, Appendix I, side 472
<b>SPO</b>	DEC+SOP, Appendix I, side 472
<b>SPA</b>	APPROVAL+SOP, Form 140, Issue 1
<b>High Risk</b>	AUTORIZATION+SOP, Form 151, Issue 1
<b>NCO</b>	Ingen DEC

# Hvilke organisatoriske krav stilles?

## **ANNEX III**

### **Organisation Requirements for Air Operations [PART-ORO]**

#### **ORO.GEN.005 Scope**

This Annex establishes requirements to be followed by an air operator conducting:

- commercial air transport operations (CAT);
- commercial specialised operations;
- non-commercial operations with complex motor-powered aircraft;
- non-commercial specialised operations with complex motor-powered aircraft.

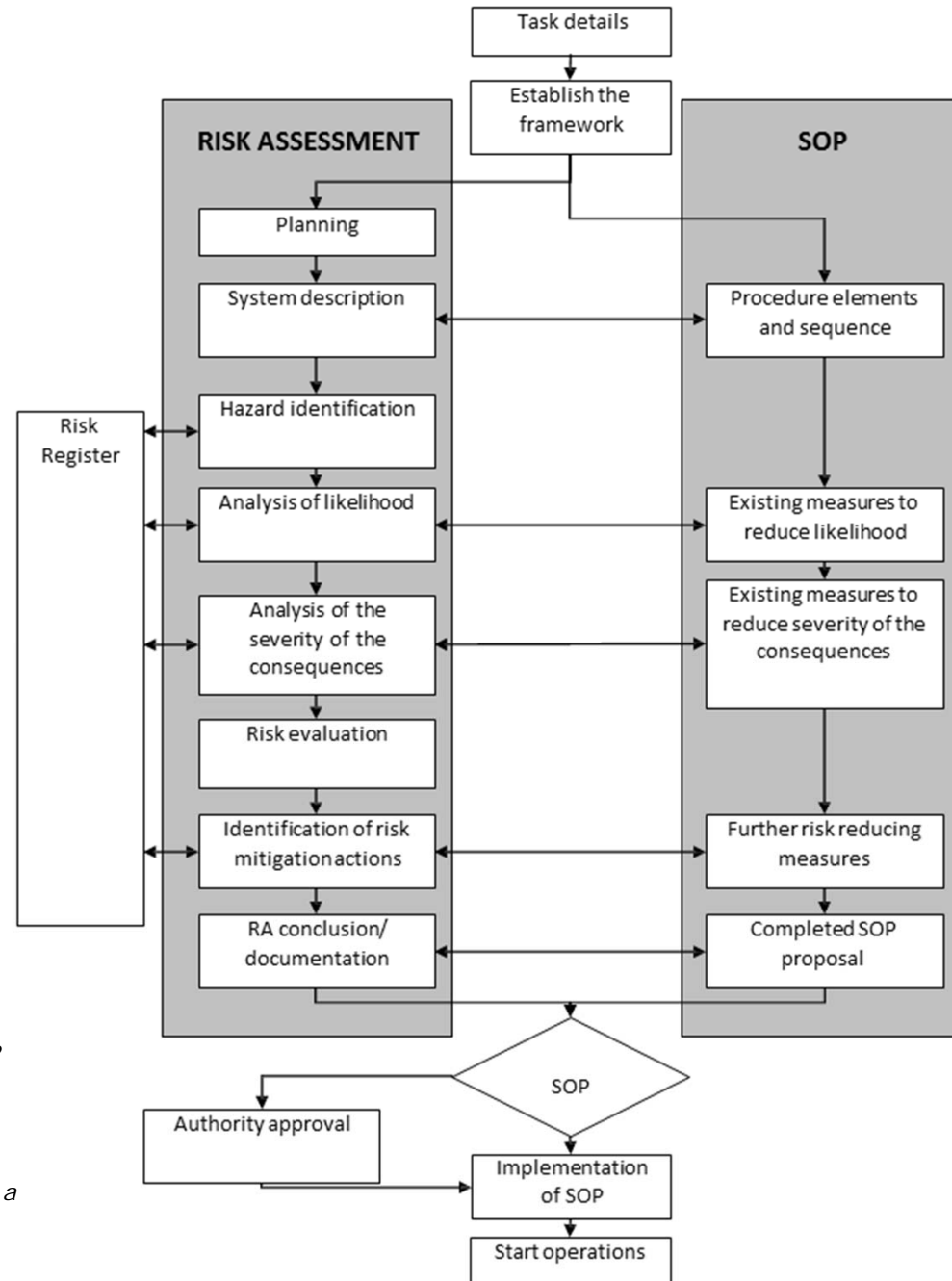
# ORO.GEN.110 Operator responsibilities

- (a) The operator is responsible for the operation of the aircraft in accordance with Annex IV to Regulation (EC) No 216/2008, as applicable, the relevant requirements of this Annex and its air operator certificate (AOC) or specialised operation authorisation (SPO **authorisation**) or **declaration**.
- (b) Every flight shall be conducted in accordance with the provisions of the **operations manual**.
- (c) The operator shall **establish and maintain a system** for exercising operational control over any flight operated under the terms of its certificate, SPO authorisation or declaration.
- (d) The operator shall ensure that its aircraft **are equipped** and its **crews are qualified** as required for the area and type of operation.

## SPO.OP.230 Standard operating procedures

- (a) Before commencing a specialised operation, the operator shall conduct a risk assessment, assessing the complexity of the activity to determine the hazards and associated risks inherent in the operation and establish mitigating measures.
- (b) Based on the risk assessment, the operator shall establish standard operating procedures (SOP) appropriate to the specialised activity and aircraft used taking account of the requirements of subpart E. The SOP shall be part of the operations manual or a separate document. SOP shall be regularly reviewed and updated, as appropriate.
- (c) The operator shall ensure that specialised operations are performed in accordance with SOP.

# SOP



Kilde: Regulation (EU) 965/2012  
on air operations, Annex VIII  
GM1 SPO.OP.230

Figure 1:  
Development of a SOP based on a  
risk assessment

# SOP

## Template Form A — Risk assessment (RA)

Date: RA of Responsible:
Purpose:
Type of operation and brief description:
Participants, working group:
Preconditions, assumptions and simplifications:
Data used:
Description of the analysis method:
External context:
<ul style="list-style-type: none"> <li>• Regulatory requirements</li> <li>• Approvals</li> <li>• Environmental conditions (visibility, wind, turbulence, contrast, light, elevation, etc. unless evident from the SOPs)</li> <li>• Stakeholders and their potential interest</li> </ul>
Internal context:
<ul style="list-style-type: none"> <li>• Type(s) of aircraft</li> <li>• Personnel and qualifications</li> <li>• Combination/similarity with other operations/SOPs</li> <li>• Other RA used/considered/plugged in</li> </ul>
Existing barriers and emergency preparedness:
Monitoring and follow up:
Description of the risk:
Risk evaluation:
Conclusions:

st.

**Template Form B — Hazard identification (HI)**

Date: ..... HI of ..... Responsible: .....

Phase of operation	Hazard ref	Hazard	Causes	Existing controls	Controls ref	Comments

Note:

Haz ref: A unique number for hazards, e.g. for use in a database

Controls ref: A unique number for the existing controls

**Template Form C — Mitigating measures**

Date: ..... RA of ..... Responsible: .....

Phase of operation	Haz ref	Consequence	Existing mitigation actions	Mitigation ref	L	S	Further mitigation required

Note:

Haz ref: A unique number for hazards, e.g. for use in a database

Mitigation ref: A unique number for the mitigation actions

L: Likelihood

S: Severity

**Template register A — risk register**

Ref	Operation/ Procedure	Ref	Hazard	Ref	Consequences	Mitigation actions	L	S	Monitoring

Note:

L: Likelihood

S: Severity



## Spørgsmål 1

En landmand vil sprøjte sine marker med gødning med eget fly. Han flyver det selv.

*Hvad skal han gøre?*

Udarbejde en SOP for operationen og ansøge om en SPA (Specific Approval) da udspredning fra fly er high-risk og flyvning formentlig er under 500ft.

## Spørgsmål 2

En virksomhed ejer en Learjet og vil flyve sine medarbejdere til en messe i Hannover.

*Hvad skal virksomheden gøre?*

Udarbejde en OM i henhold til Part-ORO og indsende en deklARATION til myndigheden.

## Spørgsmål 3

En virksomhed ejer en Learjet og vil flyve sine medarbejdere til en messe i Hannover. En anden virksomhed i byen vil også gerne have syv medarbejdere med i flyet mod betaling (deling af omkostninger). Der er plads i flyet.

*Er det lovligt?*

Nej – med mindre virksomheden har et AOC.

## Spørgsmål 4

En pilot vil øve kunstflyvning i 1500 ft i et kontrolleret luftrum med tilladelse fra flyveledelsen.

*Er det tilladt uden videre?*

Udarbejde en SOP for operationen og ansøge om en SPA (Specific Approval) da kunstflyvning under 2000FT er high-risk.

## Spørgsmål 5

En pilot vil flyve flyslæb med en C172 mod betaling. Flyet er privatejet.

*Er det at betragte som kommercielt?*

Ja.

## Spørgsmål 6

En pilot med slæbetilladelse til ultra-let fly vil slæbe med sit ul-fly.

*Kræver det en deklarerering (DEC) eller specific approval (SPA)?*

Nej – ingen af delene. Ultralette fly er ikke omfattet af 2012/965. Andre regler gælder.

## Spørgsmål 7

En virksomhed vil flyve med faldskærmsspringere mod betaling. Virksomheden er ikke en klub.

*Hvad kræver det af godkendelse rent operationelt?*

Flyvningen er kommerciel og kræver et AOC.

## Spørgsmål 8

En virksomhed vil udføre fotoflyvning med C150.

*Hvad kræver det af operatøren i forhold til registrering hos myndigheden?*

Flyvningen er kommerciel og SPO.  
Det kræver en deklARATION.



## Spørgsmål 10

En virksomhed opererer otte forskellige flytyper, flyver fotoflyvning, sprøjter marker og har mange løst tilknyttede piloter. Flyene er non complexe fly.

*Kræves der et SMS-system?*

Ja, virksomheden er omfattet af part-ORO.