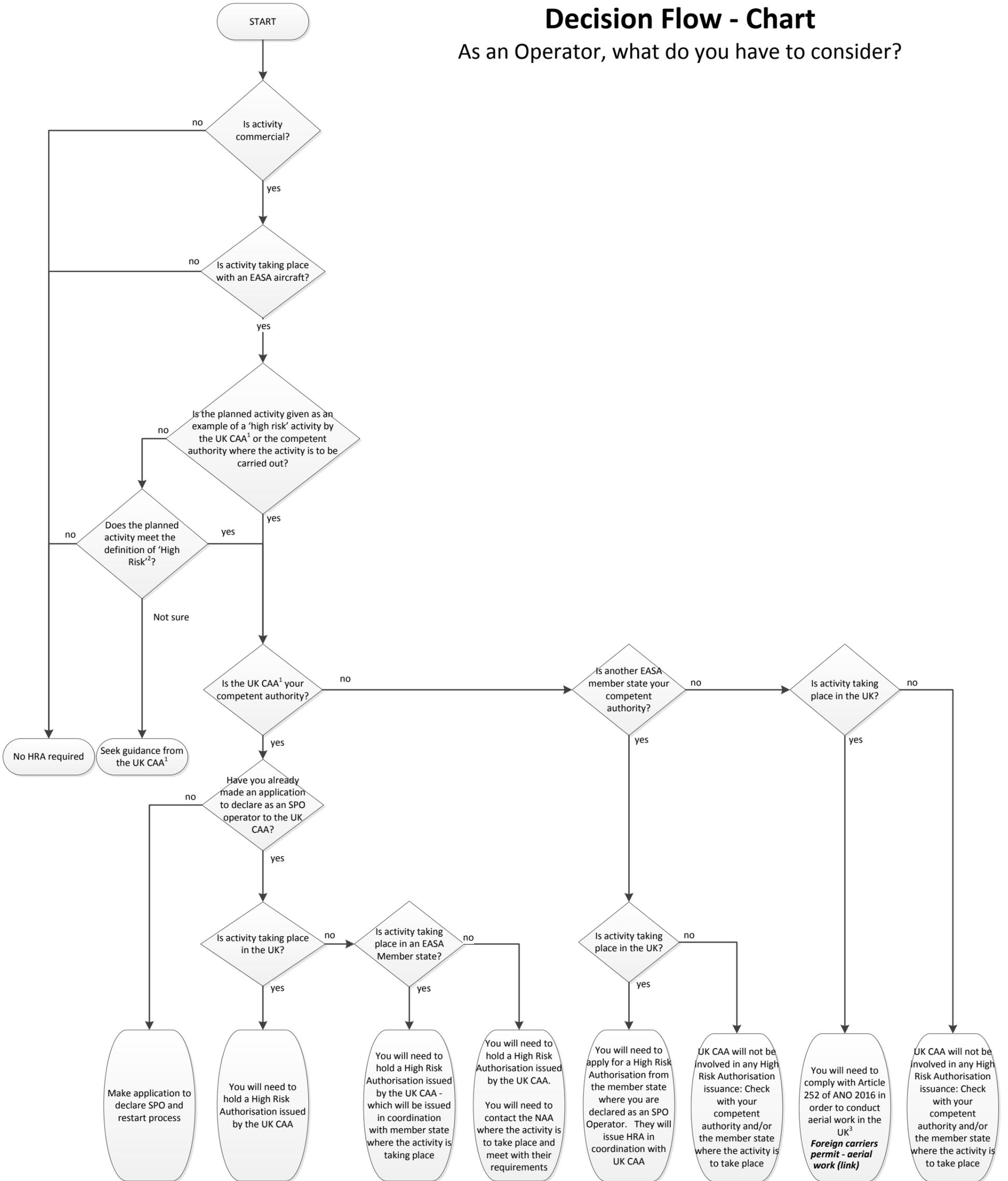


# SPO High Risk Authorisation (HRA) Decision Flow - Chart

As an Operator, what do you have to consider?



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.  
 3: Article 252 of ANO2016:

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