

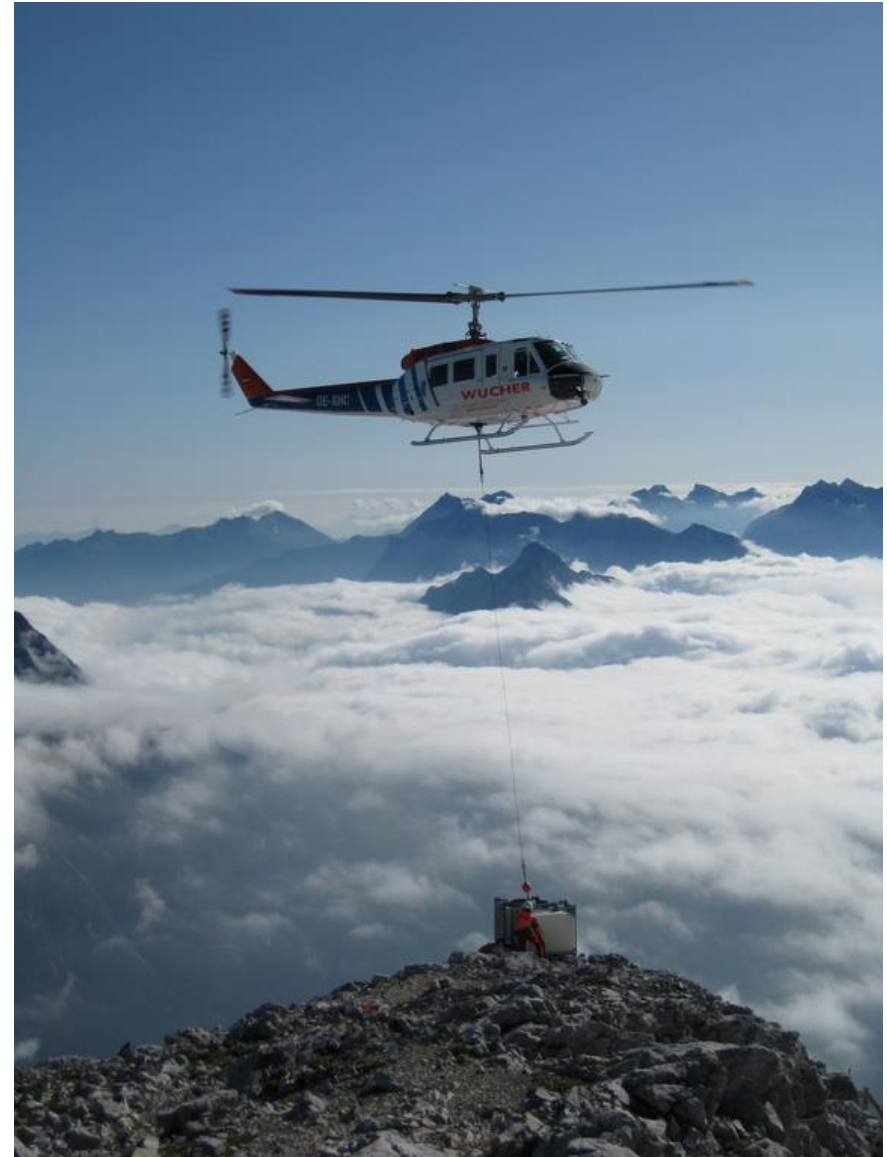
# ***SPO High Risk. X-Border en Austria***

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# SPO HR en Austria

- Las operaciones SPO de Alto Riesgo constituyen uno de los principales pilares de la industria del helicóptero en Austria, siendo este tipo de operaciones un porcentaje muy importante de la actividad de trabajos aéreos.
- La orografía alpina requiere un uso extensivo del medio aéreo en trabajos de construcción y apoyo a la industria local.



# Operaciones SPO HR

- ▶ Austria es un país alpino con mucha actividad turística y comercial en ese entorno de alta montaña.
- ▶ Esto genera una demanda importante de operaciones HESLO, transporte de carga y control de avalanchas de nieve.





# Industria especializada

Austria ha desarrollado una industria del helicóptero altamente especializada en trabajos aéreos de alta montaña, con equipamiento, entrenamiento y procedimientos que han evolucionado con la experiencia operacional en este entorno tan exigente



# Situación normativa actual

- **ARO.OPS.150 Authorisation of high risk commercial specialised operations**
- (f) Upon receiving an application for the issue of an authorisation for a cross-border high risk commercial specialised operation, the competent authority of the operator **shall review the operator's risk assessment documentation and standard operating procedures (SOP) in coordination with the competent authority of the place where the operation is planned to be conducted. When both authorities are satisfied with the risk assessment and SOP**, the competent authority of the operator shall issue the authorisation.



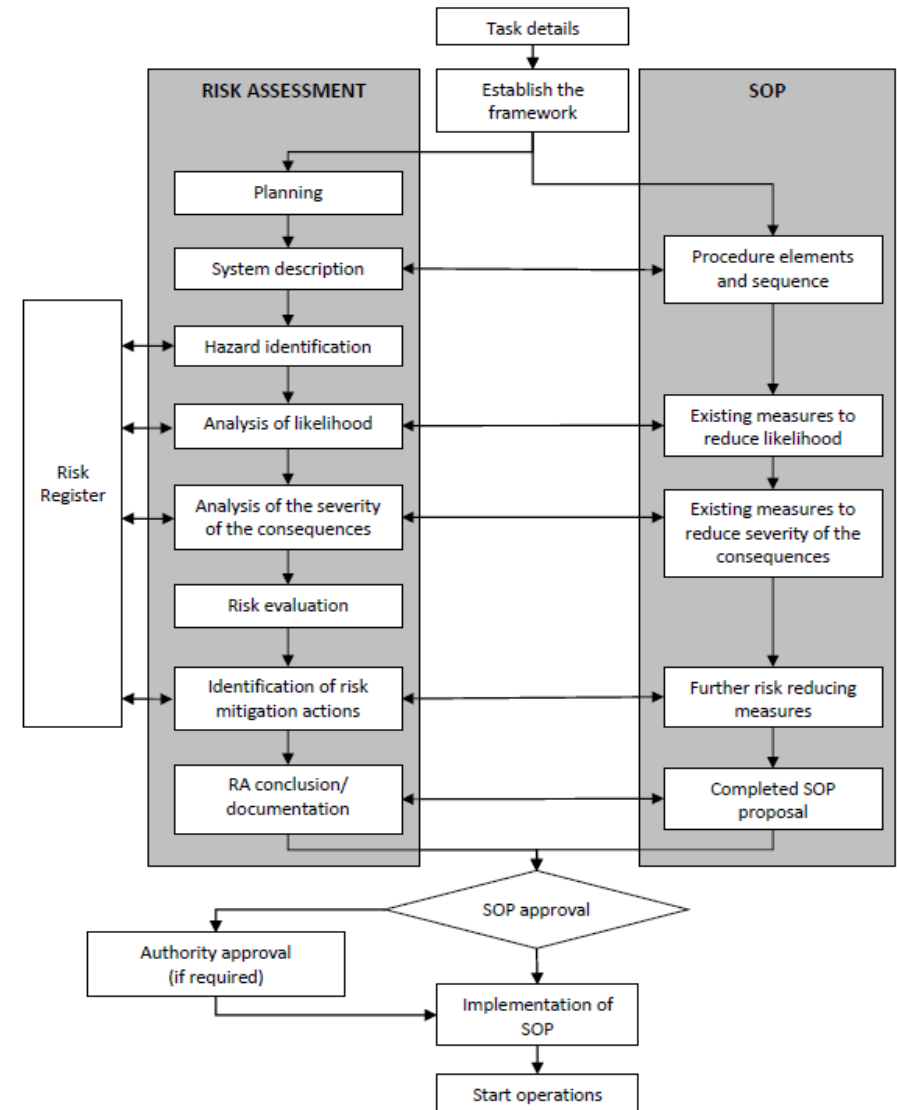
# Situación normativa actual

- ▶ AMC1 ARO.OPS.150(f) Authorisation of high risk commercial specialised operations
- ▶ **AUTHORISATION OF CROSS-BORDER HIGH RISK COMMERCIAL SPECIALISED OPERATION**
- ▶ (a) An authorisation for cross-border high risk commercial specialised operations should be issued by the competent authority, **when both the competent authority itself and the competent authority of the place where the operation is planned to be conducted are satisfied that the risk assessment and SOPs are appropriate for the area overflown.**
- ▶ (b) The authorisation should be amended to include those areas for which the operator has received the authorisation to conduct cross-border high risk commercial specialised operation.



# Situación normativa actual

- ▶ **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.



# Normativa nacional relevante en Austria

▶ **Additional/separate (as applicable) required national authorizations which are not covered by this agreement, including but is not limited to:**

1. Operations under the minimum heights according Reg. (EU) Nr. 923/2012 (SERA.3105/SERA.5005/SERA.5015)
2. Landing and departing outside of an official airport/heliport (Luftfahrtgesetz - § 9) Federal State permission required – where operations take place.
3. Dropping of objects or liquids during flight (Luftfahrtgesetz - § 133) Federal State permission required – where operations take place.
4. National park/nature reserve/environmental protection authorizations etc.
5. Landowner permissions
6. Any other necessary permits not included in this list to carry out flight operations.

▶ **Additional national requirements to be considered**

1. Observance of flight and duty-time limitations - FTL/DTL in accordance with Lufverkehrsbetreiberzeugnis-Verordnung 2008, AOCV 2008, Anhang 2 In the interest of flight safety, a risk assessment has to be performed if no or less restrictive national FTL/DTL are applicable to SPO high risk operations under consideration of the alpine high mountain environment and the high demanding operations. The operator shall ensure that the equivalent level of safety is maintained and no unacceptable risk of endangering flight safety takes place.
  2. The operator is requested to announce all flight operations minimum ten (10) business days before the intended operation.
  3. The flight crew (pilots, technical crew) shall wear protective helmets with two-way communication when operating below minimum SERA (Reg. (EU) N°923/2012) flight altitudes/heights.
- ▶ **Note:** Any change within the Risk Assessment (RA) and/or Standard Operating Procedures (SOPs) and/or scope (type of operations) of specialized high risk operations according SPO.GEN.005 requires a new request. Renewal requests should be submitted 30 days before the expiration date. Austro Control reserves the right to revoke this consent any time if Austro Control comes to the opinion that flight safety could be jeopardized.



# Consideraciones SPO HR X-Border

- Transparencia en los procedimientos para las autorizaciones X-Border.
- Evitar prácticas proteccionistas de mercado o discriminación no basadas en criterios de seguridad.
- Agilización de los procedimientos mediante acuerdos bilaterales previos (MoU)
- Respeto a las normativas nacionales y a los niveles de seguridad definidos por la autoridad del estado donde tiene lugar la operación.



**Muchas  
gracias por  
su atención**

