

List of activities involving particularly high risk and therefore require prior authorisation (authorisation)

1. Helicopter operations where risks for failure are elevated, among others; due to the height/speed ratio (ref H/V diagram)
2. Operation requires extended flight below 200 ft AGL (for example: reindeer herding/mustering, tagging/stunning/killing of animals, certain aerial photography, power line inspection)
3. Slingload operation/externally mounted equipment over congested area or where larger crowd may be expected.
4. Landing on offshore installations, ships, etc.
5. Activities with people outside the aircraft (Human External Cargo) including hoist operations
6. Activity with single-engine airplanes below 1000 ft AGL over congested areas.
7. Aerobatic flight at low altitudes AGL
8. Target towing
9. Experience flights

#### Explanation

1. Activities should follow the recommendations in the Aircraft Flight Manual (AFM). For helicopters there are areas specified where the likelihood of a successful autorotation in case of engine failure is low. E.g. slingload operations, in which case the helicopter for a time period hover at low altitude and thus penetrate the H/V diagram.

The flight manual's H/V chart gives guidance on the probability of successfully auto rotate at low heights, and describes the influence of higher or lower speed. If the H/V diagram is penetrated the activity is considered to be high risk. Even though the helicopter's total weight may be less than the specified in such a diagram, the limitations in the chart should be followed.

Slingload operations are performed near obstacles and ground which cause increased risk of collisions with objects but also risk of settling with power.

2. Activities over terrain where safe forced landing cannot be expected since the flight takes place at heights below 200 feet, and it is not limited to short intervals, or intervals are repeated frequently during a single mission. The examples are not exhaustive but listed in order to clarify the application. (Low aerial photography above 200 feet is not considered activity requiring authorization as long as an emergency situation does not constitute risk for third party). The activity takes place in the proximity of obstacles that may cause accidental contact or turbulence and affects/complicates the operation.
3. Over congested area when it is unlikely that SERA.3105 can be fulfilled and flight occurs with slingload, or for example mounted equipment that means that the flight is considered to be specialized. Such equipment may be advertising sign, fitted camera, etc. The elevated risk may be probability of inadvertent contact with obstacles, slow flying, out of ground effect hovering, turbulence around buildings/constructions. Also the effect of light phenomena may interfere.

There is always a risk of inadvertent loss of external cargo, unlike internal load.

4. Landing or take-off to/from vessels, platforms or similar where the activity takes place in varying conditions, such as (but not limited to) water surface temperature, swells, heeling deck, structures that obscure visibility and affect maneuvering.
5. All specialized activities involving people leaving or embarking during flight, but even when people are outside the cabin during flight, for example so-called wingstanding. Due to the purpose of the flight the aircraft is often close to obstacles that may present a risk of collision.
6. Over urban areas (definition congested) where it is difficult or unlikely that SERA.3105 can be met, and flight is performed with advertising banners or for example equipment that means that the flight is considered to be specialized. Specialized activities may involve special manoeuvres which are close to the performance envelope's boundary. Also high obstacles may pose special threats during activities above cities.
7. Exhibition activities and training for such events with both airplane and helicopter at heights where the likelihood of recovering an

abnormal situation is low. Risk of collision with ground obstacles or the ground is elevated compared to other activities.

8. Towing of targets where there is risk of damage due to shooting, but also when the object towed may create problems in flight, or is lost. The activities are generally carried out in areas where shooting with live ammunition is in progress.
9. Flight where the primary purpose is the passenger's special experience during the flight, such as zero-G flight, aerobatics, etc