APPLICATION FOR APPROVAL OF FLIGHT CONDITIONS (FOR PERMIT TO FLY)



This form is applicable to applications for the approval of design-related Flight Conditions (ref 21.A.701(a)) to support the application for a Permit to Fly

Submission instructions can be found in section 5 of this form.

Instructions on how to fill the accompanying Form 18B (SRG1728B) can be found in section 7 of this form.

FALSE REPRESENTATION STATEMENT

It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, license, approval, permission or other document. This offence is punishable on summary conviction by a fine, and on conviction on indictment with an unlimited fine or imprisonment or both.

1. Applicant's Detail (The Applicant is the person responsible for payment of CAA charges)					
This application will be considered in respect of and, if appropriate, granted or issued to, the applicant(s) named below.					
a) Individual (including sole traders and partnerships)					
Title: Forename:	Surname:				
Address:					
Country	Postcode:				
Telephone:	Mobile Telephone:				
E-mail:	·				
Trading Name: (if applicable)					
Website address:					
In the case of a partnership, please complete details of all partners. conti	nued on a separate sheet				
This application will be considered in respect of and, if appropriate, Company Number provided on this form.	granted to, the Company Name as registered under the				
b) A Company					
Registered Company Name (in full):					
Registered Company Number:					
Country of Company Registration:					
Registered Office Address:					
registered Office Address.	Postcode:				
Telephone:					
E-mail:					
Trading Name: (if applicable):					
Trading Address (primary site):					
Country:					
Website address:					
7,000,000					
Authorised Representative of Company This application is to be signed by either a Director or Company Secretary or a person authorised by the Board to act on behalf of the Company.					
Title: Forename:	Surname:				
Position in Company:					
Telephone No:E-mail:					
If you are not a Director or Company Secretary and have been authorised to sign the application form on behalf of the Company, proof of that authority must be provided with the completed application form.					

Is this application related to an on-going CAA certification project?: No Yes (please identify the project below) TC/RTC STC Change/Repair CAA Project Number: For non-DOA Holder applicants: Is the UK CAA Form 18B attached: No Yes For DOA Holder applicants (not using Privilege under 21.A.263(c)(6)): Is the Form 18B attached: No Yes Aircraft/Product Manufacturer: Aircraft/Product Model: Aircraft/Product Model: Aircraft/Product Model: Aircraft/Product Model: Aircraft/Product Type: Aircraft/Product Model:	2. Application Details					
CAA Project Number: For non-DOA Holder applicants: Is the UK CAA Form 18B attached: No Yes For DOA Holder applicants (not using Privilege under 21.A.263(c)(6)): Is the Form 18A attached: No Yes Aircraft/Product Manufacturer: Aircraft/Product Manufacturer: Aircraft/Product Manufacturer: Aircraft/Product Manufacturer: Aircraft/Product Model: Initial duration for Permit To Fly: From: To: Purpose (ref 21A.701(a): Development Development Design organisations or production organisations seew training Flying aircraft under production between production facilities Flying aircraft under production between production facilities Flying the aircraft for customer acceptance Delivering or exporting the aircraft Flying the aircraft for Authority acceptance Market survey, including customer's crew training Exhibition and air show Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage Exhibition and air show Flying an aircraft at a weight in excess of its maximum certificated take-off weight for flight beyond the normal range overwater, or over land areas where adequate landing facilities or appropriate fuel is not available Flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements is shown Flying an aircraft meeting the applicable airworthiness requirements for environmental requirements is shown Flying an aircraft for troubleshooting purposes or to check the functioning of one or more systems, parts or appliances after maintenance. Bescription of the non-compliance with the applicable airworthiness requirements: Description of the non-compliance with the applicable airworthiness requirement (CMRI)/Critical Design Configuration Control Limitations (CDCCL), Airworthiness Directive (AD) or Mandatory Service Bulletin (SB) has not been configuration Control Limitations (CDCCL), Airworthiness Directive (AD) or Mandatory Service Bulletin (SB) has not been configuration Control	Is this application related to an on-going CAA certification project?:	No	Yes	(please identify the proje	ct below)	
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Aircraft/Product Manufacturer: Aircraft/Product Type; Aircraft/Product Model: Aircraft Serial Number: Aircraft Serial	For non-DOA Holder applicants:	Is the	UK CAA	Form 18B attached:	No	Yes
Aircraft/Product Type:	For DOA Holder applicants (not using Privilege under 21.A.263(c)(6))	: Is t	he Form	18A attached:	No	Yes
AircraftRegistration: AircraftSerialNumber: Initial duration for Permit To Fly: From: To: Purpose (ref 21A.701(a): 1. Development 2. Showing compliance with regulations or certification specifications 3. Design organisations or production organisations crew training 4. Production flight testing of new production aircraft 5. Flying aircraft under production between production facilities 6. Flying the aircraft for customer acceptance 7. Delivering or exporting the aircraft 8. Flying the aircraft for Authority acceptance 9. Market survey, including customer's crew training 10. Exhibition and air show 11. Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage 12. Flying an aircraft at a weight in excess of its maximum certificated take-off weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available 13. Record breaking, air racing or similar competition 14. Flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements is shown 15. For non-commercial activity on individual non-complex aircraft or types for which a certificate of airworthiness or restricted certificate of airworthiness is not appropriate (note that only owners can apply for this purpose). 16. Flying an aircraft for troubleshooting purposes or to check the functioning of one or more systems, parts or appliances after maintenance. Description of the non-compliance with the applicable airworthiness requirements (e.g. An Airworthiness Limitation, an Airworthiness Limitation (exemple) with the applicable airworthiness requirement of CMR/Critical Design Configuration Control Limitations (CDCCL). Airworthiness Directive (AD) or Mandatory Service Builderin (SB) has not been complied with, embodiment of	Aircraft/Product Manufacturer:					
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3. Charges				
Where charges are to be paid other than by the applicant, please enter the name of the person/company who is paying:				
If you want the CAA to quote a Purchase Order No. on your invoices, please provide the reference here:"				
Purchase Order number:				
IMPORTANT NOTES:				
Additional Charges: Where the cost of the CAA investigations exceeds the application charge payable, the applicant shall pay additional charges to recover those excess costs incurred by the CAA in accordance with the Scheme of Charges.				
Overseas Visits: If a Member or employee of the CAA is required to travel overseas in respect of this application you are advised to read the CAA Scheme of Charges to which this application relates and the section entitled 'Additional charge where functions are performed abroad'. All expenses incurred in pursuance of this application by virtue of travelling overseas will be payable by the applicant on demand.				
Withdrawal/Cancellation of Application: In the event that this application is withdrawn or cancelled by the applicant, the application fee less the cost of any work carried out by the CAA to that date, may be refunded. Please see the CAA Refunds Policy at caa.co.uk/ors5 for more information.				
NB: This application will not be processed until the applicable charges have been received.				
4. Declaration				
I hereby declare that to the best of my knowledge the particulars entered on this application are accurate in every respect and I agree to pay any additional investigation costs associated with this application which may be notified and invoiced to me by the CAA at a later date. I understand that in the event that this application is subsequently canceled, a cancellation fee may be applied.				
Name: Position:				
Signature: Date:				
5. Application Form Submission Service (Submit & Pay)				

Once you have completed your application form, please save a copy to your device. Click on the button below to submit your application, supporting documentation (if applicable) and to make payment by credit/debit card. You will be required to upload a copy of the completed application form as part of the submission.

The button will direct you to the CAA Customer Portal. The first time you access the CAA Customer Portal you will need to create a user account, there are instructions provided and it only takes a few minutes to register. If you have used the CAA Customer Portal before, please log in to your existing user account.

Please note: Your application will not be processed until you have submitted it via the CAA Customer Portal and paid the relevant fee.

The charge(s) required will be calculated in accordance with the current CAA Scheme of charges <u>List of Official Record Series 5 - Scheme of Charges</u> (caa.co.uk)

Important: Please save your completed form before proceeding.

Application Form Submission Service

If you prefer, you can access the service by logging onto the CAA Customer Portal via https://portal.caa.co.uk and selecting the Application Form Submission Service.

6. FOR CAA USE ONLY						
£	Folio:	Surveyor:	Project Ref:			
Received by:		Office:	Date:			
Date:			Initials:			

7. Guidance on how to fill the Form 18B (SRG1728B)

This guidance is intended to aid applicants when completing **safety of design related flight conditions** (Form 18B (SRG1728B)), to support a temporary Permit to Fly where the Certificate of Airworthiness (C of A) or Restricted C of A is temporarily invalid or when an aircraft is unable to comply with the regulations set for the issue of a C of A but is still capable of safe flight under defined conditions.

All 13 (thirteen) fields of the Form 18B are described below with relevant guidance provided and supplements AMC 21.A.709(b).

1. Applicant

This field should contain the name of organisation or natural person providing the flight conditions and associated substantiations. When the applicant is a UK CAA-approved organisation, the approval number should be added after the organisation name.

2. Approval Form No. (Applicant's reference)

This field should contain the applicant's reference for the flight conditions application (if they do have one).

This should not include the Electronic Temporary Permit application and approval number (i.e., ETP#### PtF application number).

Applicants may elect to use a unique reference for their own internal record keeping, but this is not mandatory.

3. Aircraft type and model

Type and model as they appear on the UK Type Certificate Data Sheet (TCDS). If one does not exist (for example for prototype aircraft), the envisaged type and model can be added. In these cases, a reference to a detailed aircraft description document should be added in section 6.

4. Serial number(s)

A list of serial numbers for which the flight conditions will be applicable. Please note that the same flight conditions can be used in support of different PtF (which are serial number specific) if the configuration of the aircraft matches the one described in the approved flight conditions and the substantiation documentation is still valid, or unless the validity is limited by the UK CAA in the conditions/restrictions field of the Form 18B.

5. Purpose (in accordance with 21.A701(a))

Purpose should be in accordance with 21.A.701(a) and the same for which the application form SRG1767 has been submitted. Please note that more than one purpose is allowed but additional considerations might be required in sequencing the conditions and/or restrictions.

6. Aircraft configuration

This field should reference a description of the aircraft configuration for which a PtF will be requested and the method for controlling it while the PtF/Flight Conditions are in effect.

This field should include the documents that identify the configuration of the aircraft: Type Certificate Data Sheet (TCDS), the Aircraft Flight Manual (AFM), the Aircraft Maintenance Manual (AMM) and the Aircraft Maintenance Programme (AMP). All document references should include the latest approved revision number and date of issue.

A statement that highlights in which way(s) the aircraft does not comply with the applicable airworthiness requirements (e.g., AD/Mandatory SB/CMR/CDCCL not complied with or damage beyond the SRM) is mandatory information.

- Example 1: Aircraft is damaged beyond SRM applicable limits. During inspections, corrosion damages have been found on trailing edge top skin overhang on both wings.
- Example 2: Aircraft is not in compliance with ADs, CMRs and ALIs, and has overdue maintenance tasks. List and details are in attachment document ##### Issue # dated dd mmm 20YY.
- Example 3: Change/Modification MOD### is not approved. The installation of MOD### 'Installation of System X' is described in the following DOA name (UK.21J.####) documentation: DOA report #### Issue # dated dd mmm 20YY.

A more detailed document can be referenced for additional information, but the form should clearly define what the non-compliance is. The list of documents must include issue number and issue dates for all the documents identified. Please note that changes to the documentation will require a new application if the Form 18B has been approved.

7. Substantiations

This field should include the substantiation or reference to all the documents that justify that the aircraft described in the "6. Aircraft Configuration" field can perform the intended flight(s) safely under the defined conditions and/or restrictions.

A No Technical Objection (NTO) or other approved data from the relevant Type Certificate Holder(s) (TCH) or Supplemental Type Certificate Holder(s) (STCH) for the product(s) or any other technical substantiation data that the applicant believes provides justification should be obtained and provided to the UK CAA accompanying the Form 18B.

The substantiation should focus on highlighting how the conditions and/or restrictions will enable a safe flight.

8. Conditions/restrictions

This field should detail the conditions and/or restrictions to enable a safe flight. Reference to external document(s) is accepted provided that all the relevant elements listed below are captured.

In general, the following conditions and/or restrictions must be considered for inclusion in the Form 18B:

- a. The conditions or restrictions put on itineraries or airspace, or both, required for the flight(s).
- b. The conditions and restrictions put on the flight crew to fly the aircraft (including certificates or licences).
- c. The restrictions regarding carriage of persons other than flight crew.
- d. The operating limitations, specific procedures, or technical conditions to be met.
- e. The specific flight test programme (if applicable, i.e., development or showing of compliance purposes).
- f. The specific continuing airworthiness arrangements including maintenance instructions and regime under which they will be performed.
- g. The method used for the control of the aircraft configuration, in order to remain within the established conditions.

As a minimum, the following detailed condition statements must be listed in Box 8, unless justified by the applicant:

- 1. The crew/pilot(s) must be briefed on the purpose of the flight and the conditions/restrictions within this Form 18B before performing the flight and familiarise themselves with the aircraft configuration, the special operational procedures, and the limitations required under this flight conditions approval.
- 2. Specify the aircraft location and destination of intended flight e.g. "One-time non-revenue ((no passengers, no flight attendants, no revenue cargo) ferry flight from Airport A, UK (IATA/ICAO code: AAA/AAAA) to Airport B, UK (IATA/ICAO code: BBB/BBBB), for a maximum of X flight cycles and/or Y flying hours.
- 3. The aircraft may not be flown for the purposes of commercial air transport or commercial operations.
- 4. Minimum crew qualified and current for the aircraft to safely operate in the specified non-compliant condition.
- 5. The crew must hold appropriate certificates or licences acceptable to the UK CAA.
- 6. No person should be carried in the aircraft unless that person is essential to the purpose of the flight and they have been advised of the contents of the authorisation and the airworthiness status of the aircraft.
- 7. All the Aircraft Maintenance Manual (AMM) tasks/maintenance procedures to put the aircraft back to a serviceable condition in its entirety and the additional conditions/restrictions within this Form 18B were followed. Any deviations or anomalies were properly addressed or reported to TCH/Supplemental TCH (STCH) before the ferry flight.
- 8. The operational configuration of the airplane conforms to the Aircraft Flight Manual (AFM) and Weight and Balance Manual (WBM) limitations.
- 9. The aircraft shall be operated in accordance with the current procedures and limitations contained in the appropriate flight manual/pilot notes/technical publications/manufacturer's instructions for the type and model of aircraft and the additional conditions/restrictions within this Form 18B.
- 10. Required maintenance, with the exception of the pre-flight inspection, shall be certified by an appropriately approved Part 145, or Part CAMO, CAO Organisation, or the holder of a Part 66 licence with the appropriate aircraft type rating as applicable.
- 11. The aircraft shall not be flown over any assembly of persons or congested area of a city, town, or settlement except to the extent necessary in order to take off and land at any aerodrome in accordance with normal aviation practice.
- 12. Prior to flight, a Certificate or Release to Service shall be issued verifying that the aircraft conforms with the conditions specified on this Form 18B and any associated documents, and that the aircraft has been inspected and is fit for the intended flight.

The applicant must also add any additional conditions/restrictions in addition to the list above, where deemed necessary.

Depending on the nature of the design related flight conditions, additional conditions may be required e.g. specific conditions recommended by the TCH, which will be agreed between the applicant and the UK CAA following review of the application and Form 18B.

9. Statement

Applicants must tick the boxes for the two statements before signing the document. By ticking the boxes in this section and signing Section 12, the applicant is declaring that the aircraft is capable of safe flight under the Conditions/Restrictions in Box 8 (Ref. 21.A.709(b)(3)).

Signing of the document by the applicant should be completed after the UK CAA has reviewed and agreed to the content within the form.

Only a valid time stamped electronic signature can be accepted. Electronic signature guidance can be found within AMC No 1 to 21.A.163(c).

10. Approval under

This should only be filled by DOAs with 21.A.263(c)(6) privilege in their terms of approvals using their DOA number (i.e., UK.21J.####). Otherwise, it will be not applicable, and an N/A included on the form.

11. Date of issue

Date at the time the applicant or organisation representative authorised to sign the form has signed the form.

12. Applicant's name and signature

Name and signature of the applicant or organisation representative authorised to sign the form.

13. UK CAA approval and date

For CAA use only. Name, date, and signature of the Project Certification Manager (PCM) within the UK CAA authorised to sign the form. The UK CAA Approval No. field is the unique identifier assigned to the project, i.e., UK.FC.####.