



Send to:

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or

Luftfartstilsynet

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8001 BODØ

**EASA Part-21 Application:
Permit to fly**

General information	
1. Applicant (Registered Name of operator or owner)	2. Aircraft nationality and identification marks: LN-
3. Aircraft owner (Registered Name of company, operator or owner):	
4. Aircraft manufacturer/ type	5. Aircraft serial number

Application	
6. Purpose of flight	
Departure Airport/Heliport:	Destination Airport/Heliport:
Routing:	
Additional Information:	
7. Expected target date(s) for the flight(s) and duration	
Earliest Date:	Latest Date:
Estimated Total Flight Hours:	Estimated Total Number of Landings:

8. Aircraft configuration as relevant for the permit to fly

8.1	The above aircraft for which a permit to fly is requested is defined in:	
	<input type="checkbox"/> EASA Form 52 – New aircraft	Ref. No.
	<input type="checkbox"/> Export Certificate of Airworthiness	Ref. No.
	<input type="checkbox"/> Airworthiness Review Certificate	Ref. No.
	<input type="checkbox"/> Other Document	Specify

8.2	The aircraft is in the following situation related to its maintenance schedule:	
	<input type="checkbox"/> New - Ex. Factory/Manufacturer	
	<input type="checkbox"/> Valid Airworthiness Review Certificate	
	<input type="checkbox"/> CRS from 145 organisation	
	<input type="checkbox"/> Expired Airworthiness Review Certificate	
	<input type="checkbox"/> Other	Specify

9. Approval of flight conditions

<input type="checkbox"/> Form 18b by Competent Authority CAA-Norway – Approval of Flight Conditions for a Permit to Fly	
<input type="checkbox"/> Form 18b issued by EASA	Specify
<input type="checkbox"/> Form 18a issued by DOA Holder	Specify

Signature

10. Date (dd.mm.yyyy)	11. Name (of person signing)
11. Signature	

ADDITIONAL INSTRUCTIONS

Box 6:

Use the following terminology and add any additional information for accurate description of the purpose, e.g. place, itinerary....

- (1) Development:
 - testing of new aircraft or modifications
 - testing of new concepts of airframe, engine propeller and equipment;
 - testing of new operating techniques;
- (2) Showing compliance with regulations or certification specifications:
 - certification flight testing for type certification, supplemental type certificates, changes to type certificates or European Technical StandardOrder authorisation;
- (3) Design organisations or production organisations crew training:
 - Flights for training of crew that will perform design or production flight testing before the design approval and Certificate of Airworthiness (C of A) can be issued.
- (4) Production flight testing of new production aircraft:
 - For establishing conformity with the approved design, typically this would be the same program for a number of similar aircraft;
- (5) Flying aircraft under production between production facilities:
 - green aircraft ferry for follow on final production.
- (6) Flying the aircraft for customer acceptance:
 - Before the aircraft is sold and/or registered.
- (7) Delivering or exporting the aircraft:
 - Before the aircraft is registered in the State where the C of A will be issued.
- (8) Flying the aircraft for Authority acceptance:
 - In the case of inspection flight test by the authority before the C of A is issued.
- (9) Market survey, including customer's crew training:
 - Flights for the purpose of conducting market survey, sales demonstrations and customer crew training with non type certificated aircraft or aircraft for which conformity has not yet been established or for non-registered a/c and before the Certificate of Airworthiness is issued
- (10) Exhibition and air show:
 - Flying the aircraft to an exhibition or show and participating to the exhibition or show before the design approval is issued or before conformity with the approved design has been shown.
- (11) Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage:
 - Ferry flights in cases where maintenance is not performed in accordance with approved programmes, where an AD has not been complied with where certain equipment outside the Minimum Equipment List (MEL) is unserviceable or when the aircraft has sustained damage beyond the applicable limits.
- (12) Flying an aircraft at a weight in excess of its maximum certificated takeoff weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available:
 - Oversees ferry flights with additional fuel capacity.
- (13) Record breaking, air racing or similar competition:
 - Training flight and positioning flight for this purpose are included
- (14) Flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found:
 - Flying an aircraft which has been shown to comply with all applicable airworthiness requirements but not with environmental requirements.
- (15) For non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness or restricted certificate of airworthiness is not appropriate.
 - For aircraft which cannot practically meet all applicable airworthiness requirements, such as certain aircraft without TC-holder ("generically termed orphan aircraft") or aircraft which have been under national systems of Permit to Fly and have not been shown to meet all applicable requirements. The option of a permit to fly for such an aircraft should only be used if a certificate of airworthiness or restricted certificate of airworthiness cannot be issued due to conditions which are outside the direct control of the aircraft owner, such as the absence of properly certified spare parts.
- (16) Flying an aircraft for troubleshooting purposes or to check the functioning of one or more systems, parts or appliances after maintenance

Note: The above listing is of cases when a permit to fly MAY be issued; it does not mean that in the described cases a permit to fly MUST be issued. If other legal means are available to allow the intended flight(s) they can also be used. For an application due to a change of purpose: reference to initial request and description of new purpose.

Box 8:

Same as required in EASA Form 18B, box 5 = add reference to the document(s) identifying the configuration of the aircraft. One box in 8.1 and 8.2 must be ticked. Select the appropriate condition for your aircraft.

Box 9:

Reference to:

1. EASA approval, if flight conditions are approved by EASA; or
2. DOA approval form (when applicable), if approved under DOA privilege; or
3. Competent Authority approval

Guidance from Civil Authority Norway**1. Box 9 – Approval of Flight Conditions**

Completed Form 37 to be forwarded to EASA for instances where the application relates to the Safety of Design. Typical is Section 4.2 Purpose.

For other purposes, the completed Form 37 should be forwarded to the Competent Authority which is Civil Aviation Authority Norway for aircraft on the Norwegian register or operated by a business with Norway as primary place of business

Form 37 §2 Scope calls out EASA Form 18b – Approval of Flight Conditions for Permit to Fly. This Form can only be submitted by organisations who have the Part 21 privilege to issue one. Thus in §2 Scope the following should be stated:

“ EASA Form 18b is not attached because the Applicant organization does not have the required privileges”

EASA or the Civil Aviation Authority Norway will approve a Form 37 application by issuing a EASA Form 18b – Flight Conditions for Permit to Fly – Approval Form.

The applicant may elect to submit Form 37 in advance of an application for a Permit to Fly per Form 21. Otherwise a completed Form 37 must always accompany the Form 21.