



# AIRWORTHINESS PRINCIPLE

## (SFP.01) - Special Flight Permit

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Owner	Manager Airworthiness and Engineering Branch
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# 1 Using this Document

## 1.1 General

Section 3 provides guidance on how best to assess the application considering the specific requirements in each section. To achieve this, the language used aims to encompass the regulatory requirements and CASA's understanding of safe practices including items for consideration that will establish what CASA believes to be a level of safety that is at least acceptable for an approval to be given.

## 1.2 An explanation on terms:

### **Must**

When this document states a requirement as a "must", the term will reference a legislative requirement and as such it cannot be omitted or changed from the stated requirement without further legislative variation or exemption.

### **Should**

The use of the term 'should' reflects a requirement that CASA considers should be satisfied to grant an authorisation, but where the legislation does not explicitly express such a requirement. For example, some legislative provisions do not express criteria to be met for the issue of an authorisation. In such a case, it is open to CASA to identify what requirements should be met. CASR 11.055(1A)(e) also requires CASA to be satisfied granting the authorisation would not be likely to have an adverse effect on the safety of air navigation. A CASR 11.056 condition may be placed on the authorisation to ameliorate any such adverse effect, where that is possible.

### **May**

The term "may" signifies something that is permitted but not required through legislation or deemed important for approval. The term is used to provide options, alternate methods or examples.

## 1.3 Using Worksheet SFP.01 and Principle SFP.01

The Principle document incorporates information from several sources, as well as technical expertise from CASA delegates, officers and Instrument of Appointment Holders. Section 3 of this principle aims to facilitate the assessment process by elaborating on regulatory issues and expanding on practices that must, should and may be positively identified to be considered compliant with current legislation.

Worksheet SFP.01 guides the assessor through the assessment process and provides the record of assessment and approval of an SFP. The Worksheet and the Principle references are aligned with the same numbering to facilitate the cross-referencing between the documents.

## 2 Assessment Scope

The intent of the Special Flight Permit (SFP) process involves assessing an application for the operation of an aircraft that does not meet the airworthiness requirements but can be reasonably expected to be capable of safe flight for a specific purpose.

The scope of the assessment of an SFP application is according to the criteria within this principle document, alongside the completion of the relevant sections of the accompanying worksheet depending on the specific purpose of the application. The criteria will allow the assessor to come to a decision on the recommendation to issue an SFP and apply any conditions to which the aircraft shall be operated under.

The SFP can only be issued for purposes listed in CASR 21.197 and must comply with the conditions listed in CASR 21.200(4). If an assessor requires more information, they may make, or request the applicant to make appropriate tests or inspections, as per CASR 21.199(2) to assist with determining whether the aircraft can reasonably be expected to be capable of safe flight.

An SFP should not be confused with a special flight authorisation, which allows operation of a foreign registered aircraft in Australia that is operating on a special flight permit or a special certificate of airworthiness issued by a National Airworthiness Authority (NAA).

### 2.1 Definitions for Principle (SFP.01)

Term	Definition
Customer	Any person or organisation judged by the manufacturer to be an acknowledged or potential aircraft purchaser.
Engineering evaluation	<p>A technical assessment or analysis:</p> <ol style="list-style-type: none"><li>1) provided by the Type Certificate holder and issued under a system approved by the National Airworthiness Authority of a recognised country, or</li><li>2) provided by a CASR Part 21.M approved person or CASR Part 21.J approved organisation.</li></ol> <p><b>Note:</b> A No Technical Objection (NTO) typically does not meet this criterion.</p>

## 3 Criteria for approval

### 3.1 Introduction

SFPs are issued under regulation 21.200 of CASR for individual aircraft which for a variety of possible reasons may not meet the applicable airworthiness requirements under the *Civil Aviation Act 1988* (the Act), *Civil Aviation Regulations 1988* (CAR) and Civil Aviation Orders (CAO).

Regulation 21.197 of CASR allows for the issue of an SFP for an aircraft that does not meet the applicable airworthiness requirements but "can reasonably be expected to be capable of safe flight for the intended purpose." In assessing an application for an SFP, all reasonable steps must be taken to ensure the safety of the flight while keeping in mind that the intention of the SFP process is to facilitate the limited movement of aircraft that may not meet applicable airworthiness requirements.

An SFP is not an authorisation to deviate from regulatory requirements for the operation of the aircraft and must only be issued for those operations described in regulation 21.197 of CASR.

### 3.2 General

The CASA/Authorised person is entitled, under CASR Part 11, to ask for any additional relevant information or documents from the applicant that they feel is necessary to assess the application or formulate operational and/or airworthiness limitations or conditions 'in the interest of aviation safety'.

Flight tests for the purpose of completion of a maintenance action or assessment flights as detailed in the aircraft maintenance manual may be conducted by entering the requirement on the aircraft flight and technical log. An SFP must not be issued for this purpose.

In a situation where an SFP application has been made and the aircraft has a current valid Maintenance Release, the CASA/Authorised person should determine the specific details of the reasons why this aircraft cannot be operated normally.

If the CASA/Authorised person assessing an application for an SFP is not familiar with a particular aircraft or the type and model in general, they should seek relevant technical advice from a person with the appropriate experience (i.e. a LAME, structural engineer, etc). The advice may be verbal or provided as a formal report but either way forms a part of matters that the CASA/Authorised person will consider before granting an SFP and a reference to such advice should be made in the assessment.

The applicant is responsible for disclosing all relevant information and taking all reasonable steps to meet the requests of the CASA/Authorised person assessing the application.

#### 3.2.1 General requirements

- a) It is the CASA/ Authorised person's responsibility to determine that their delegation or instrument specifically permits them to deal with the particular application.
- b) Information required on the application form must be supplied by the applicant. If all the information is not submitted with the application, it must be requested in writing. The application should not proceed until all required information is available.

- c) The CASA/ Authorised person is required to determine that the intended purpose is permitted by the regulations. If the specific operation is not described in CASR 21.197 the SFP cannot be issued. It should be noted that there is no provision for similar operations. This means that the delegate must refuse an application if any other operation is requested. (see 3.3 below).
- d) When processing an application for an SFP, it is advisable the CASA/Authorised person ascertain that the Registered Operator (RO) is aware of and has permitted the application. If the RO has not authorised the application, it should be refused.

### 3.2.2 General considerations

The following items should be considered by the CASA/ Authorised person at the start of the assessment of an application for an SFP:

- If there was a previous application (concerning the same instance), enquire about the result and if possible, the details.
  - If the previous application was not approved, determine why. The fact that a previous application has not received approval may mean that there is information about the aircraft or the proposed flight which has not been disclosed.
- In a situation where a directive has been issued under CAR 38, the CASA/Authorised person should consider the reasons and conditions placed on the operation of the aircraft and determine if the directive precludes any flight under an SFP. In general, an SFP should not be issued if a CAR 38 directive is in force prohibiting flight.
- Operations with outstanding ADs may be issued an SFP per CASR 21.200(1A) provided that:
  - the assessor is satisfied that operations with the outstanding ADs will not place the aircraft or any persons at risk.
  - the AD does not contain wording which specifically precludes operations under an SFP. Although, an aircraft that does not meet the applicable airworthiness requirements may be issued with an SFP, it is a requirement that the aircraft is considered safe for flight when operated under the conditions which are applied to the flight or imposed on the flight.
  - The unsafe condition covered by the AD is carefully considered and appropriate risk mitigation strategies employed to be satisfied that the aircraft can be reasonably expected to be capable of safe flight for the intended purpose.
- Are there:
  - any conditions on the CofA that prevent this flight?
  - any conditions on the Type Acceptance Certificate (TAC) that prevent this flight?
  - any conditions listed in the Type Certificate Data sheet (TCDS) that prevent this flight?
- Is there equipment fitted to the aircraft that would make the aircraft unsafe if it is flown?
- What equipment can be deactivated, and the flight commenced under restricting operations?
- Is the additional equipment integrated to a point where normal flight is impractical without it?
- Is the additional equipment one of the reasons why an SFP is required?
- Are there restrictions placed on operations by the minimum equipment list (MEL), structural repair manual (SRM) or dispatch deviation guide (DDG) and what are these restrictions?
- What are the defects on the aircraft before the SFP was required?

- What are the cumulative effects of these defects?
- What was the airworthiness status of the aircraft prior to the requirement for an SFP?
- Are there outstanding maintenance requirements?
- Is there an accumulation of unserviceable reports, which when combined with the current problem would cause the aircraft to be unsafe?

### 3.3 Regulatory considerations

#### 3.3.1 Exemption Instrument EX90/23

Legislative instrument EX90/23 provides an exemption from the requirement for a temporary repair to meet the applicable airworthiness standards when the aircraft is operated under an SFP.

### 3.4 Purpose of Special Flight Permits (21.197 of CASR)

Special Flight Permits must only be issued for the purposes listed in regulation 21.197 of CASR. The purposes are:

- flying the aircraft to a base where repairs, alterations or maintenance are to be performed, or to a point of storage
- delivering or exporting the aircraft
- production flight testing new production aircraft
- evacuating the aircraft from areas of impending danger
- conducting customer demonstration flights in new production aircraft, that have satisfactorily completed production flight tests
- assisting in searching for, bringing aid to, or rescuing persons in danger on a particular occasion
- assisting in dealing with a state of emergency
- operating the aircraft above certified Maximum Take Off Weight (MTOW).

The applicable purpose(s) as described in regulation 21.197 of CASR must be stated in the SFP certificate Form 721 - *Special Flight Permit*.

#### 3.4.1 Flying the aircraft to a base where repairs, alterations, or maintenance are to be performed, or to a point of storage

The primary intent of this purpose is to relocate an aircraft from a location where maintenance (or storage) cannot be performed to a location where the appropriate skills, tools and facilities are available. This purpose should not generally be used to operate an aircraft from a location where maintenance could be performed to another location just for convenience. However, flying the aircraft to a preferred maintenance facility may be considered if a risk assessment can show that a particular unserviceability does not introduce an elevated risk of safety to the aircraft, occupants, other airspace users or persons on the ground.

To satisfy the application for this purpose, the CASA/ Authorised person should consider the following:

- a) Outstanding maintenance – the applicant should provide sufficient information on the outstanding maintenance that is to be completed.

- b) Maintenance Release – determine when, where and by whom the most recent Maintenance Release or Certificate of Release to service was issued, and then determine if any limitations or conditions were placed on it.
- c) Flight Duration – A special flight permit should only be issued for the duration of flight that is reasonable and necessary to achieve the intended purpose. Factors such as flying the aircraft to a preferred maintenance facility may be considered, however there may be some situations where the elevated risk of a particular unserviceability may require the aircraft to be flown to the closest facility as opposed to the preferred destination.
- d) Aircraft that has damage or not been operated or inspected for a period of time – determine if some inspections and temporary repairs can be performed at the originating location prior to the intended flight. The CASA/ Authorised person should determine the effect of any defect or damage to the structural integrity of the aircraft and place appropriate conditions on the flight or flights.
- e) Aircraft in storage – if the application is to fly an aircraft from storage for maintenance or repair, determine what inhibiting methods were used and how this inhibiting material will be removed (according to manufacturer's instructions).
- f) Certificate of Registration – if the aircraft has had this cancelled, determine why.

### **3.4.2 Delivering or exporting the aircraft**

- a) Registration – for this purpose, CASR 21.197(3) states the aircraft is required to be registered. An SFP can only be issued to VH registered aircraft for the purpose of delivering or exporting.
- b) Permit validity – the SFP is only valid for operation in Australian territory, this condition should be listed on the SFP. If importing or exporting internationally, it is the applicant's responsibility to obtain the necessary overfly authorisations from the respective authorities of each of those States prior to undertaking the flight.
- c) The applicant is required to disclose the proposed itinerary, including alternate routes and Persons On Board (POB).
- d) Aircraft requirements – the aircraft is typically airworthy. The ferry fuel system (if fitted) may not comply with all country of origin type design requirements.
- e) Aircraft import – the customs formalities associated with the importation of aircraft into Australia are external and additional to CASA requirements. An SFP will usually be issued with a period in force only to allow the aircraft to be flown into Australia to be issued with an Australian Certificate of Airworthiness (CoA).
- f) Aircraft export – CASR 21.329 provides the requirements for the issue of an Export CoA, however the issue of an SFP is not dependant on the Australian export CoA being issued. An aircraft to be exported is typically airworthy and as such should reasonably be expected to meet the criteria for an Export CoA even when one is not required.
- g) The flight is treated as a private flight. Passengers and private cargo (e.g. aircraft spares) may be carried at the discretion of the ferrying pilot, within weight & balance constraints when the aircraft is otherwise airworthy. No commercial activity is permitted.



### **3.4.3 Production flight testing new production aircraft**

- a) This only applies to new aircraft which otherwise complies with the Type Certification Standards. The aircraft is new and manufactured:
  - i. Under an Australian production certificate, or
  - ii. Under a Type Certificate (TC), or
  - iii. By a Light Sport Aircraft qualified manufacturer in Australia
- b) The aircraft will have complied with all airworthiness standards as indicated on the TC or LSA standard. A certification will be made, by the aircraft manufacturing organisation, confirming this, with exception that a post-production test flight is required.
- c) Test flight schedule – the CASA/Authorised person is required to consult an appropriate person with flight operations experience to determine and assess the proposed test flight schedule.
- d) After the successful completion of the test flight, a certification of full compliance is made by the aircraft manufacturing organisation.
- e) Aircraft not manufactured in Australia – an SFP will not be approved for aircraft not manufactured in Australia. For imported aircraft, a special CoA for experimental aircraft can be issued under CASR 21.195A.

### **3.4.4 Evacuating the aircraft from areas of impending danger**

- a) The purpose of evacuation from areas of impending danger should only be considered when there is a time constraint on the impending danger and other options such as storage or maintenance of the aircraft are not viable.
- b) Issuing an SFP for the evacuation of the aircraft must consider the risk of potential loss or significant damage to the aircraft due to the impending danger against the risk to the safety of other airspace users, property and other persons. All relevant considerations still need to be taken into account in time critical situations such as an impending danger.
- c) The limitations of the danger zone are required so the CASA/ Authorised person can assess to ensure the aircraft is operated away from the direction of danger. The flight should only be to the nearest suitable point outside of the danger area. It should be noted that the nearest suitable point for this purpose may not be the nearest maintenance base which may be further away.

### **3.4.5 Conducting customer demonstration flights in new production aircraft that have satisfactorily completed production flight tests**

- a) The definition of the word “customer” for the purpose of this document is any person or organisation judged by the manufacturer to be an acknowledged or potential aircraft purchaser (refer section 4).
- b) The aircraft should be considered fundamentally airworthy.
- c) In lieu of a Certificate of Airworthiness and Maintenance Release inspection, the CASA/Authorised person considering the SFP for this purpose should have a copy of the production compliance certificate or equivalent.
- d) A copy of the completed test flight program schedule should also be submitted with the application.
- e) A proposed itinerary for the flights to be conducted is required, as well as advising on the intent on the carriage of passengers.

- f) If the application is satisfactory, the CASA/Authorised person will determine the conditions to be placed on the operation of the aircraft.

#### **3.4.6 Assisting in searching for, bringing aid to, or rescuing persons in danger on a particular occasion**

- a) Determine the purpose for how the particular aircraft will be used.
- b) Determine the number and duration of flights that the aircraft is expected to perform under these circumstances including those flights from the place where the aircraft is normally based and any return flights.
- c) Verify with the person coordinating the activity, that this particular aircraft is required. Should this be difficult to achieve, the person assessing the application should ask the applicant for verification of details. Discretion should be exercised if gaining this information would cause an unacceptable delay in an emergency situation.
- d) The CASA/Authorised person issuing the SFP should receive advice from the person coordinating the search, rescue or provision of aid, to determine that they are aware that the aircraft is going to be operated under their guidance, does not meet the applicable airworthiness requirements and is subject to certain conditions.

#### **3.4.7 Assisting in dealing with a state of emergency**

- a) The CASA/Authorised person issuing the SFP should receive confirmation that the state of emergency has been officially declared and the specific details of such a declaration.
- b) Determine the purpose for how the particular aircraft will be used.
- c) Verify with the person coordinating the activity, that this particular aircraft is required.
- d) The CASA/Authorised person issuing the SFP should seek acknowledgement/advice from the person coordinating the state of emergency that the aircraft is going to be operated under their control, does not meet the applicable airworthiness requirements and is subject to certain conditions.
- e) Determine the number and duration of flights that the aircraft is expected to perform during the state of emergency, including the flights from the place where the aircraft is normally based and any return flights after the emergency situation has ceased.
- f) A state of emergency is for a particular situation and not for a period of time such as a fire season.

#### **3.4.8 Permit for Operation above Maximum Take-Off Weight (MTOW)**

SFP's can be used to authorise the operation of an aircraft at a weight in excess of its maximum certified 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. The reason for extra weight is limited to additional fuel, fuel-carrying facilities and navigation equipment necessary for the flight. The certificated design MTOW is determined from the Type Certificate Data sheet or the Aircraft Flight Manual (not a supplement).

The following criteria applies to the scope of approval for operations above MTOW:

- applications for aeroplanes (fixed wing) for which the proposed maximum weight does not exceed 110 percent of the maximum certificated weight, and for which the certificated CG limits are not exceeded, may be processed by the CASA/Authorised person.
- applications for aeroplanes for which the proposed maximum weight exceeds 110 percent of the maximum certificated weight, or for which the certificated CG limits are

exceeded, should only be processed with an engineering evaluation of the structural integrity.

- any application for a rotorcraft MTOW increase should only be processed with an engineering evaluation of the structural integrity.

The 110 percent threshold quoted above and the need for an engineering evaluation does not negate the requirement that the applicant still has to show that the aircraft is compliant at any weight above the approved design MTOW for the aircraft. Appropriate design data must show that any increase above the TCDS MTOW is still within the capability of the structure and the performance of the aircraft and is considered safe for the intended flight/s and purpose.

The CASA/ Authorised person, once satisfied all requirements have been met, is permitted to issue the SFP provided the aircraft:

- Is type certified?
- Has a current maintenance release?

If a permit is requested for operation above MTOW, the following information is necessary:

- a) Maintenance release – determine if any conditions or endorsements on the current maintenance release that may affect the structural integrity of the aircraft if operated above MTOW. For an expired maintenance release, or an inspection carried out more than 30 days prior to the application of the permit, a thorough structural integrity inspection is recommended.
- b) MTOW – determine if the aircraft currently has an approved increase MTOW through an approved modification, i.e. A manufacturer's modification fitted, or a Supplemental Type Certificate increasing the operating MTOW for that particular aircraft.
- c) Ferry flight equipment – determine if any ferry flight equipment has been installed with the approved data. The CASR 21.M design and installation schedule is the minimum requirement. Confirm the design approval is for a single aircraft only and includes any conditions placed on the operation of aircraft.
- d) Ferry tank system – the applicant is required to provide maintenance requirements detailed to support the installation of any ferry tank system.

**Note:** Where a SFP is granted for the purposes of a ferry flight for an aircraft exceeding its certificated MTOW, no separate exemption against sub regulation 235(4), (5) and (6) of CAR for the flight is required.

**Note:** FAA Order 8130.2J para graph 18-8 provides further general guidance on the operation of overweight aircraft.

### 3.5 Inspecting the condition of the aircraft

The CASA/Authorised person assessing the application must be in possession of adequate information concerning the condition of the aircraft for which the SFP has been requested. This information will allow the CASA/Authorised person to make an informed decision as to whether the aircraft is conducive to safe operation, and if so, consider any condition(s) that should apply to the flight(s) under the permit.

When considering an aircraft inspection, the CASA/Authorised person should review the following:

- there are no specific regulatory requirements stating the aircraft is to be inspected. The CASA/Authorised person assessing the application should consider whether

the circumstances warrant either inspecting the aircraft and the records or requiring that an appropriate person assess the aircraft and provide a report

- when there is doubt concerning the structural strength of the aircraft (i.e. there is a crack in the spar), careful consideration should be given to requiring a report from a Licenced Aircraft Maintenance Engineer (LAME) or Professional Engineer, as to the safety of the structure and if necessary adding conditions to decrease the operating weight or impose performance limitations.)
- it is important to remember that the person making the condition report is not responsible for determining the condition of the aircraft, only reporting what they have observed.

### 3.6 Operating conditions

With the exception of very unusual circumstances, every flight under an SFP has conditions imposed on the flight to compensate for the aircraft not meeting the applicable airworthiness requirements.

The conditions may include airworthiness and operational requirements.

Issuing an SFP is an airworthiness task, but if circumstances warrant it, the CASA/Authorised person should consult operational experts familiar with the aircraft type to develop and submit necessary conditions for flight safety.

In considering potential operating conditions, the CASA/Authorised person should review the following:

- the conditions placed on an SFP are at the discretion of the delegate and the safety of the flight is the most important consideration (Civil Aviation Act section 9A). These decisions must be formed in accordance with international agreements (Civil Aviation Act section 11).
- when considering the safety of the flight, the CASA/ Authorised person should take into account persons on board the aircraft, other airspace users and persons on the ground or on the water.
- conditions placed on an SFP should be sufficiently comprehensive of the inherent risks that required the issue of the SFP.

Some conditions that may be considered are:

- the aircraft is to be flown under Day VFR rules only
- only essential flight crew are permitted on the flight, consisting of the:
  - pilot and co-pilot, or
  - pilot only - no passengers to be carried.
- the aircraft must not be operated for passenger transport or cargo purposes during the period this permit is in force
- the aircraft must be flown to (destination) by the most direct route consistent with air traffic requirements and operational safety
- a daily inspection in accordance with the approved maintenance schedule/system must be performed prior to flight/s at least once per day
- all equipment that is not covered by this permit must be serviceable prior to departure.
- all major defects discovered during the period this permit remains in force must be reported to the person issuing this permit

- it is the responsibility of the Registered Operator to ensure that the aircraft complies with Australian noise and emissions requirements
- an endorsement must be made on the current maintenance release or equivalent document, outlining the conditions of this permit. If there is no valid maintenance release in force then this document takes the place of the maintenance release and no endorsement is required
- this permit must be carried on board the aircraft at all times it is in force
- for the purpose of the flight, the undercarriage must be locked in the down position, disabled in accordance with approved data, and operations must be carried out in accordance with the limitations placed (by the Approved Flight Manual on flight) with the undercarriage down
- an SFP is valid in Australia and its territories, unless the application is for a flight which involves flight outside Australian airspace, specific permissions are required for these operations in the airspace of other sovereign states. The requirement to obtain these specific permissions from the foreign National Aviation Authorities should be included as a condition of the permit.

### 3.6.1 Special conditions for an aircraft operating above MTOW

Some special conditions for an aircraft operating above MTOW are:

- the aircraft must be operated in accordance with an appropriate excess weight flight manual supplement
- the aircraft must not operate at a MTOW above that specified in the SFP
- the aircraft must be operated within the load, weight and balance limitations approved with the ferry flight equipment data
- any variations to the performance information associated with the increased MTOW including stall speeds, VNE and turn rates are mandatory
- engine oil consumption must be monitored and recorded. Any oil usage at or above the aircraft or engine manufacturer's oil usage limits must be investigated and rectified prior to commencing each leg of the flight. All defects must be rectified prior to commencing each leg of the flight
- major defects discovered during operations above MTOW while the permit is in force, must be reported to CASA immediately.

## 3.7 Crew required for the flight

When the authorised person is assessing the crew required for the flight, the following items should be considered:

- a) The purpose of the flight.
- b) What crew would be required for the operation of the aircraft.
- c) the safety of the flight with additional persons on board.
- d) qualifications and experience of the operating crew.
- e) crew workload should be considered in regard to defects or non-compliance.
- f) In the case of ferry flights with long flight sector times, pilot fatigue should be taken into account and extra crew may be considered essential.

### 3.8 Approving an application

- a) Approval of the application is only permitted when the CASA/Authorised person has enough evidence in their possession to be satisfied that all legal requirements are met and can reasonably be expected to be capable of safe flight for the intended purpose.
- b) Ensure the aircraft and the circumstances of the application are consistent with the legal requirements of CASR 21.197 to 21.200.

### 3.9 Issuing the special flight permit

- a) CASR 21.200(1) states a CASA/Authorised person must issue a special flight permit if the applicant meets certain requirements. The CASA/Authorised person authorised to issue the SFP must issue the SFP using Form 721 – Special Flight Permit.
- b) The applicable purpose(s) as described in regulation 21.197 of CASR must be stated in the SFP certificate Form 721 - Special Flight Permit.
- c) During the assessment process, the CASA/Authorised person should consider whether the applicant has allowed sufficient calendar time to accommodate delays caused by unforeseeable matters such as maintenance problems, weather etc. If the calendar time applied for by an applicant is inadequate, then he/she may issue the SFP for a sufficiently longer period to ensure a reasonable margin.

## 4 Revision history

Amendments/revisions of this document are recorded below in order of the most recent first.

Version No.	Date	Parts/Sections	Details
2.0	April 2024	<ul style="list-style-type: none"><li>• Section 3.3.1</li></ul>	<ul style="list-style-type: none"><li>• Updated Instrument reference CASA EX90/23</li></ul>
1.2	April 2022	<ul style="list-style-type: none"><li>• Section 1.2</li><li>• Section 3.3</li><li>• Section 3.4.1</li></ul>	<ul style="list-style-type: none"><li>• New wording provided by LIRA for use of the term 'should'</li><li>• Inserted paragraph related to Exemption Instrument EX98/20</li><li>• Clarification of the intent of CASR 21.197(1)(a)</li></ul>
1.1	March 2020	<ul style="list-style-type: none"><li>• Sections 1 and 4</li><li>• 3.2</li><li>• 3.3.1</li></ul>	<ul style="list-style-type: none"><li>• Added definition for Engineering Evaluation and moved section 4 to section 1</li><li>• Clarified when advice is required</li><li>• Amended Flight Duration requirement.</li></ul>
1.0	December 2019	All	First issue