



AIRWORTHINESS PROTOCOL

(SFP.01) Special Flight Permit

Version	1.1 - April 2022
Owner	Manager Airworthiness and Engineering Branch
Responsible Area Manager	Manager Continued Operational Safety
Review Date	April 2024

1 Purpose

Aircraft are considered airworthy when they conform to their approved design and are in a condition for safe operation. If an aircraft is operated with a characteristic that does not meet the airworthiness requirements, an unsafe condition could develop that may affect the ability of safe flight. Under certain circumstances, and for a particular intended purpose, an aircraft can still be capable of safe flight by restricting the operation to meet the reduced capability. A Special Flight Permit is issued by CASA to allow the operation of the aircraft for a specific purpose and to state the conditions to which the flight may be undertaken.

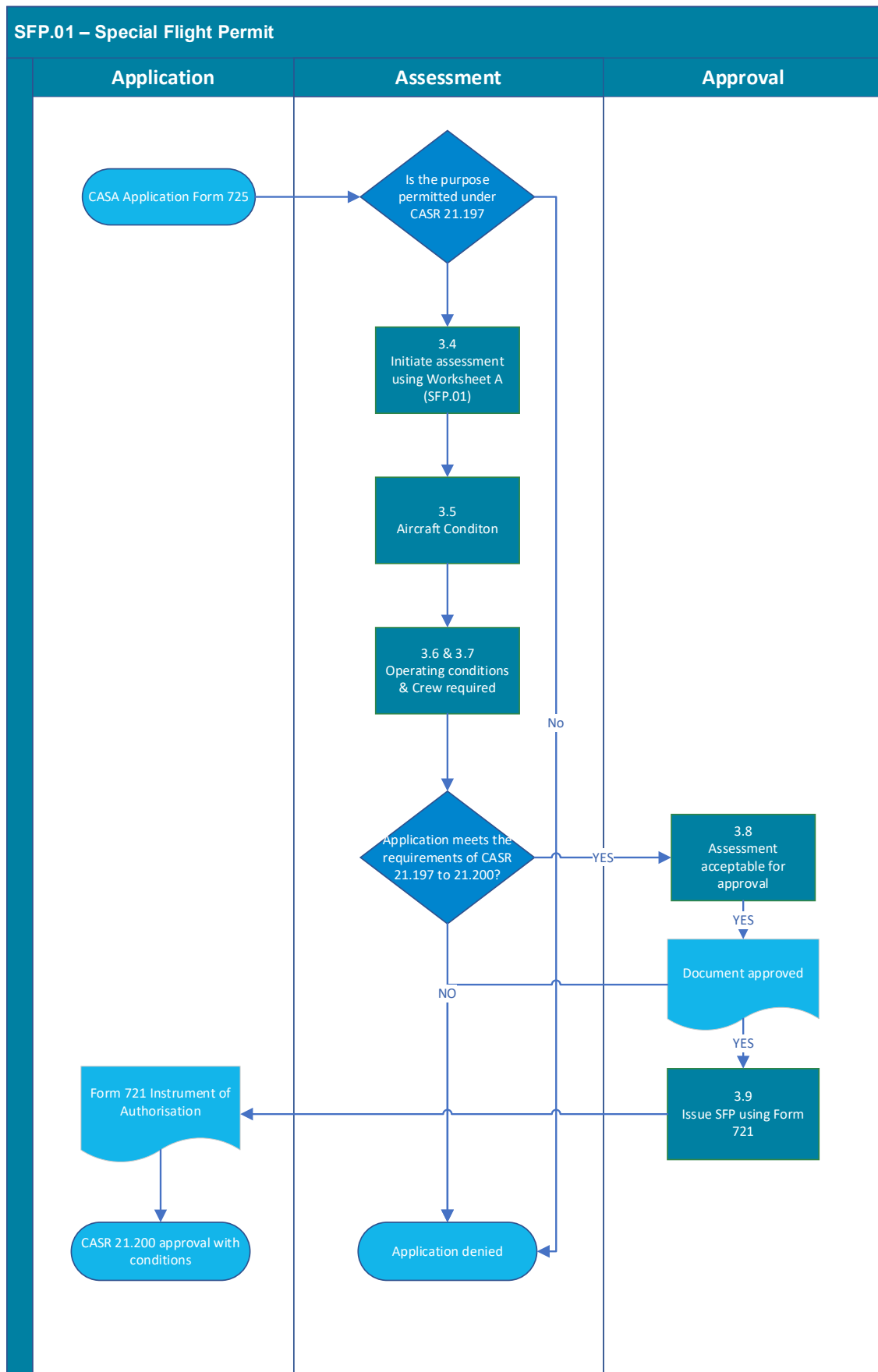
2 Concept and Philosophy

The intention of an SFP is to permit the operation of an aircraft for a specific purpose, in a situation where the aircraft does not meet the airworthiness standards, however is still capable of safe flight.

It is a legislative requirement that an aircraft “can reasonably be expected to be capable of safe flight for the intended purpose.” When assessing an SFP application, the delegate or Instrument of Appointment Holder (IoAH) requires sufficient information to be provided about the actual condition of the aircraft to manage risk and apply appropriate limitations minimizing hazard to persons or property.

Issuing an SFP confirms all reasonable steps have been taken to ensure the safety of the flight while acknowledging that the intention of the SFP process is to facilitate the movement of aircraft that do not meet airworthiness requirements.

3 Process



- a. CASA Form 725 must be completed in full and supporting documents supplied by the applicant.
- b. Numerical references in the steps of the process diagram align with the associated paragraphs of Principle (SFP.01) Approval of Special Flight Permit.
- c. All associated staff must be knowledgeable and competent with Principle (SFP.01) Approval of Special Flight Permit. The Principle document provides detail for the complete assessment of an SFP application.
- d. Workbook A (SFP.01) must be completed by the delegate/loAH making the assessment, including any additional Workbooks identified during the assessment.
- e. Following approval, CASA Form 721 must be completed for formal notification of the approval and issued to the applicant.

4 List of Supplements

Only the following supplements may be used in support of this protocol. The most recently approved versions will be found on the CASA intranet website*. Approved forms are located on CASA's external website:

- Principle (SFP.01) - Special Flight Permit
- Worksheet (SFP.01) - Special Flight Permit
- Form (725) - Application for issue of a Special Flight Permit
- Form (721) - Special Flight Permit.

*loAH will be provided access through the CASA external website.

5 Scope

This protocol considers the issue of an SFP. Approval is provided through Civil Aviation Safety Regulation (CASR) 21.200:

- the SFP must only be issued for those operations detailed in CASR 21.197. It must not be issued for any other purpose e.g. maintenance test flights
- the SFP may be issued subject to conditions in accordance with CASR 21.200 or suspended and cancelled in accordance with CASR 21.201
- an SFP does not authorise flights over countries other than Australia without permission of those countries
- an SFP does not allow commercial operations of the aircraft
- an SFP does not allow the carriage of persons who are not required for the operation of the aircraft
- 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.

Noise certification for individual aircraft is required before the aircraft can legally be operated in Australian territory. Aircraft noise is regulated through the Air Navigation Act (Aircraft Noise) Regulations, introduced under the *Air Navigation Act 1920*, in 1984.

6 Competency Requirements

CASA089A – Assess applications for Special Flight Permits.

7 Reference Material

Document	Title
<i>Advisory Circular AC 21-09(2)</i>	<i>Special Flight Permits</i>

8 Associated legislation

Document	Title
EX98/20	Design of Temporary Modifications or Repairs (Special Flight Permit) Instrument 2020

9 ICAO References

Standards

Annex 8 Airworthiness of Aircraft– Eleventh edition – July 2010.

Part II. Procedures for Certification and Continuing Airworthiness.

- Chapter 3 – Certificate of Airworthiness.

Guidance Material

Doc 9760 Airworthiness Manual, Third Edition, 2014

Part III:

- Chapter 5 – Approval for Special Flights.

Protocol Questions

5.231 (CE-2)

5.233 (CE-5)

5.235 (CE-6)

10 Revision History

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

Version No.	Date	Parts/Sections	Details
1.1	April 2022	Section 3 Section 8 – Associated legislation	Add process flow diagram Add legislative instrument EX98/20
1.0	December 2019	All	Initial issue