



Cover Sheet

Certification Directorate

Approval of Flight Conditions for a Permit to Fly
(Technical Process)**C.P004-00**

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**Document Control Sheet**

Process title: Approval of Flight Conditions for a Permit to Fly (Technical Process)

Process owner: Head of Products Department – C.1

Purpose:

This internal working procedure describes how the European Aviation Safety Agency will handle the technical process applicable to the approval of flight conditions related to safety of design on which the competent authority of the EU Member State of Registry will base its Permit to Fly.

Scope:

The scope of this procedure is limited to the approval of flight conditions relative to aircraft that do not meet, or have not been shown to meet, applicable airworthiness requirements but are capable of safe flight under defined conditions and for the following purposes:

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 takeoff 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 has been found
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

This new Agency responsibility is exercised for aircraft registered in the EU Member States, Iceland, Liechtenstein, Norway and Switzerland, for which a Permit to Fly is required, except for the aircraft excluded by Annex II of the Basic Regulation, or by its Article 1.2 (products engaged in military, customs, police or similar services).

This new responsibility is not applicable for **aircraft registered outside the EU Member States, Iceland, Liechtenstein, Norway and Switzerland** for which a Permit to Fly is used for flight testing by an organisation which has its principle place of business in a Member State. The responsibility for the approval of flight conditions for a Permit to Fly relative to aircraft registered outside the Member States rests with the authority of the Member State where the flight will take place. The Agency or an appropriately approved design organisation can provide, on request, technical assistance. Responsibility for the authorisation to fly rests with the authority of the Member State where the flight will take place.

This new responsibility is applicable for **unregistered aircraft**, whereby EASA will approve the flight conditions without checking whether the aircraft is indeed unregistered. This is the task of the Competent Authority issuing the Permit to Fly.

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The European Aviation Safety Agency does not carry any responsibility for the **validation of third country permits and/or flight conditions approved by a third country**. These fall under the authority of the Competent Authority who shall perform the associated technical investigation and validate or refuse to validate the foreign permit and/or foreign approved flight conditions for flights in the EU airspace.

Further detailed guidance, if deemed necessary by the Head of Products Department may be described in individual product specific documents, specific work instructions, bulletins or handbooks. The procedure shall be followed in order to achieve standardised processes within the Agency.

Reference documents:

a) Internal:

- Decision No 2007/06/R of the Executive Director of the European Aviation Safety Agency of 4 April 2007 amending Decision No 2003/1/RM of the Executive Director of the European Aviation Safety Agency of 17 October 2003 on acceptable means of compliance and guidance material for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations ("AMC and GM to Part 21")
- MB Decision No 04/2005 of 03 May 2005 of the Management Board on guidelines for the allocation of certification tasks to national aviation authorities and quantified entities, *as last amended*
- Decision No 2007/005/E of the Executive Director of the Agency of 10 April 2007 on the delegation of powers of the Executive Director to certain staff members of the Certification Directorate, *as last amended*
- PCM Handbook
- Fees and Charges Handbook

b) External:

- Regulation (EC) No 1592/2002 of the European Parliament and the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, *as last amended (hereafter referred to as Basic Regulation)*
- Commission Regulation (EC) No 375/2007 of 30 March 2007 amending Commission Regulation (EC) No 1702/2003 laying down the implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as the certification of design and production organisations

Functions concerned (Process users): [Titles + Acronyms, sorted by Directorate]

C.1	Products Department
E.6.1	Plans and Programmes Department – Applications Certifications Section
NAA	National Aviation Authority
PCM	Project Certification Manager
RCM	Responsible Certification Manager
RP	Responsible Party
RS	Responsible Secretary

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Related Work Instructions:

Reference	Title
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Related Forms:

Reference	Title
EASA Form 37	Application for Approval of Flight Conditions for a Permit to Fly (including Statement of Technical Satisfaction and Accounting Information to be completed by the Agency only)
EASA Form 18A	Flight Conditions for a Permit to Fly – Approval Form (DOA privilege)
EASA Form 18B	Flight Conditions for a Permit to Fly – Approval Form

Other related documents:

Reference	Title
E.P005-xx	Approval of flight conditions for a Permit to Fly (administrative process), <i>as last amended</i>
E.I012-XX	The EASA project number (P-No)
Template Letter 01	Template Letter to inform the applicant on refusal of the application (negative decision template)
Template Letter 02	Task allocation letter for allocation of certification tasks to EASA
Template Letter 03	Task allocation letter for allocation of certification tasks to NAA

Definitions and Abbreviations:

C.1	EASA Products Department
DOA	Design Organisation Approval
E.6.1	EASA Plans and Programmes Department – Applications / Certificates Section
EASA	European Aviation Safety Agency
EU	European Union
MAC	Manager Applications and Certifications
MS	Member State
NAA	National Aviation Authority
PCM	Project Certification Manager
RCM	Responsible Certification Manager



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Document Control Sheet, *Continued*

Definitions and Abbreviations, *Continued*:

RP	Responsible Party
RS	Responsible Secretary

Log of revisions:

Rev. #	Issue date	Change description	Related documents affected by revision
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Introduction

I. Legal framework:

I.1. General

As from 29 March 2007, EASA is responsible for the approval of flight conditions related to the safety of design on the basis of which a Permit to Fly can be issued.

According to Article 5(3)(a) of Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency (hereinafter referred to as the "Basic Regulation"), by way of derogation from Article 5 paragraphs 1 and 2 a Permit to Fly may be issued when it is shown that the aircraft is capable of performing safely a basic flight. It shall be issued with appropriate limitations, in particular to protect third parties' safety.

According to Article 5(4)(e) of the Basic Regulation the Commission shall adopt, in accordance with the procedure laid down in Article 54(3), the rules for the implementation of this Article, specifying in particular "the conditions to issue, maintain, amend, suspend or revoke permits to fly, including restrictions applicable to the issue of permits to fly. These restrictions should in particular concern the following:

- purpose of the flight
- airspace used for the flight
- qualification of flight crew
- carriage of persons other than flight crew.

The list of restrictions as stated in the Basic Regulation to ensure safety is not exhaustive but may also include other restrictions, for example:

- the performance of the aircraft
- the configuration of the aircraft (e.g. flaps extended).

Under this provision the Commission has issued Commission Regulation (EC) No 375/2007 of 30 March 2007 amending Commission Regulation (EC) No 1702/2003 laying down the implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations;

These implementing rules, listed above, contain various provisions that further develop the principle set out in the Basic Regulation, and provide further detail on the circumstances under which flight conditions related to safety of design shall be approved.

The approval of flight conditions shall be performed in accordance with:

- 1) Commission Regulation (EC) No 375/2007 of 30 March 2007 amending Commission Regulation (EC) No 1702/2003 laying down the implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as the certification of design and production organisations
- 2) Decision No 2007/06/R of the Executive Director of the European Aviation Safety Agency of 4 April 2007 amending Decision No 2003/1/RM of the Executive Director of the European Aviation Safety Agency of 17 October 2003 on acceptable means of compliance and guidance material for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations ("AMC and GM to Part 21"), in particular Part 21A Subpart P.

I.2. Allocation of certification tasks

According to Art. 24 of the Basic Regulation the Management Board shall adopt guidelines for the allocation of certification tasks to national aviation authorities or qualified entities.

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Under this provision the Management Board has adopted Decision No 04/2005 of 03 May 2005 concerning guidelines for the allocation of certification tasks to national aviation authorities or qualified entities.

The Agency may carry out technical investigations itself or through National Aviation Authorities.

In cases where the technical investigation will be performed internally, the responsible Certification Manager will nominate a PCM using EASA staff and/or NAA staff (seconded PCM) under appropriate contractual arrangements.

In cases where the technical investigation shall be allocated to an external party which will handle the technical investigation on behalf of EASA, the selected external party may only be a NAA which is appropriately accredited and has appropriate contractual arrangements with EASA.

The list of NAA accredited for allocation of certification tasks with their relevant scope of accreditation is published in the document No QL.001-00, issued by the Approvals and Standardisation Directorate.

The policy for the allocation of technical investigations is prescribed in the Fees and Charges handbook.

I.3. Delegation of powers

Decision No 2007/005/E of the Executive Director of the Agency of 10 April 2007 on the delegation of powers of the Executive Director to certain staff members of the Certification Directorate, *as last amended*.

II. Basic Principles:**II.1. Applicability**

A Permit to Fly is generally issued when a Certificate of Airworthiness is temporarily invalid, for example as the result of a damage, or when a Certificate of Airworthiness cannot be issued for instance when the aircraft does not comply with the essential requirements for airworthiness or when compliance with those requirements has not yet been shown, but the aircraft is nevertheless capable of performing a safe flight.

In order to obtain a Permit to Fly, the applicant shall make sure that the flight conditions are approved.

The flight conditions are approved under a separate approval process which requires a separate application.

II.2. Actors and responsibilities

As from 29 March 2007, flight conditions are approved by:

1. The European Aviation Safety Agency; or by
2. The Competent Authority of the Member State of Registry; or by
3. The Competent Authority of the Member State prescribing the identification marks; or by
4. The Holder of a Design or Production Organisation Approval to whom the adequate privilege has been granted.

The following tables clarify the different actors and responsibilities with regard to:

1. The approval of flight conditions related to safety of design and Permit to Fly
2. The approval of flight conditions not related to safety of design and Permit to Fly.



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II.2.1. Approval of flight conditions related to the safety of design and Permit to Fly

Competent Authority/Organisation	Flight Conditions		Permit to Fly	
	Applied for to	Issued by	Applied for to	Issued by
General rule				
EASA	Yes	Yes	No	No
Competent National Authority	No	No	Yes	Yes
Other				
Design Organisation	Yes According to privilege No mandatory formal application. No application if applicant and DO are the same organisation	Yes According to privilege	Yes According to privilege No mandatory formal application. No application if applicant and DO are the same organisation	Yes According to privilege
Production Organisation	No	No	Yes According to privilege No mandatory formal application. No application if applicant and PO are the same organisation	Yes
Continued Airworthiness Management Organisation	No	No	No	No

II.2.2. Approval of flight conditions not related to the safety of design and Permit to Fly

Competent Authority/Organisation	Flight Conditions		Permit to Fly	
	Applied for to	Issued by	Applied for to	Issued by
General rule				
EASA	No	No	No	No
Competent National Authority	Yes	Yes	Yes	Yes
Other				
Design Organisation	No	No	No	No
Production Organisation	Yes According to privilege No mandatory formal application. No application if applicant and PO are the same organisation	Yes According to privilege	Yes According to privilege No mandatory formal application. No application if applicant and PO are the same organisation	Yes According to privilege
Continued Airworthiness Management Organisation	No	No	No	No



II.3. Approval of flight conditions

II.3.1. General

The Agency approves the Flight Conditions in cases **related to the safety of design**, defined as follows:

1. The aircraft does not conform to an approved design; or
2. An Airworthiness Limitation, a Certification Maintenance Requirement or an Airworthiness Directive has not been complied with; or
3. The intended flight(s) are outside the approved envelope.

This implies that EASA shall make the findings that the aircraft and appropriate associated restrictions compensating for departure from the essential requirements permit the aircraft to perform safely a basic flight.

Flight conditions related to safety of design, under which a Permit to Fly may be issued, may also be approved by the Holder of a Design Organisation Approval to whom the adequate privilege has been granted under Part 21A.263, except for

1. Initial flights of:
 - a) A new type of aircraft; or
 - b) An aircraft modified by a change that is or would be classified as a significant major change or significant STC; or
 - c) An aircraft whose flight and/or piloting characteristics may have been significantly modified
2. 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 in accordance with Part 21A.263(c)(6)(ii).

II.3.2. Flight conditions related to safety of design

The applicant has to apply to the Agency for the approval of flight conditions related to safety of design in the following cases:

1. Where the flight conditions related to safety of design are not approved at the time of application for a Permit to Fly
2. Where the applicant has not been granted the adequate privilege to approve the flight conditions related to safety of design.

The applicant has to submit the following documents to the Agency to obtain the approval of the flight conditions:

1. EASA Form 37
2. Approval Form 18B or Approval Form 18A in the event the applicant is a DOA holder to whom the privilege of Art 21A.263(c)(6) does not apply
3. Justifications (i.e. supporting documents) referenced in Approval Form 18B.

An approval of flight conditions cannot be issued before all forms have been filled in by the applicant and provided to the Agency in time.

Note

The EASA Form 37 includes also the Approval Form 18B as an annex.

If the complete set of supporting documents is not available at the time of application, the missing documents can be provided later. In such a case, the Approval Form 18B may be provided at a later stage when all data are available.



II.3.3. Flight conditions not related to safety of design

When the approval of flight conditions is **not related to the safety of design**, the Agency is not involved.

The flight conditions shall be approved by:

- 1 The Competent Authority of the Member State of Registry, or
- 2 The Competent Authority of the Member State prescribing the identification marks
- 3 The holder of a Design or Production Organisation approval to whom the adequate privilege has been granted.

Examples of such conditions are:

1. Production flight testing for the purpose of conformity establishment
2. Delivery / export flight of a new aircraft the design of which is approved;
3. Demonstration of continuing conformity with the standard previously accepted by the Agency for the aircraft or type of aircraft to qualify or re-qualify for a (restricted) Certificate of Airworthiness.

In the event that the approval of the flight conditions is not related to the safety of design, the application for approval of flight conditions shall be submitted to the National Aviation Authority in a form and manner established by that authority.

Note

Continued Airworthiness Management Organisations are not entitled to approve flight conditions, neither to issue permits to fly, irrespective whether the flight conditions are related or not related to the safety of design.

II.3.4. Technical procedure

II.3.4.a) General

The products department, in particular the responsible Certification Manager or Project Certification Manager is responsible for conducting the technical investigation on which the Agency will base its decision to issue, to amend or to refuse the approval of the proposed flight conditions or changes thereto.

II.3.4.b) Task allocation

The responsible CM will nominate an EASA PCM (EASA staff or seconded NAA staff) or NAA to conduct the technical investigation. It must be noted that the administrative and technical follow-up of an application whereby the technical investigation is outsourced to a seconded EASA PCM or NAA requires longer processing times.

The technical review, in particular with regard to available resources and assumed workload, is made during the **morning meeting** between the Products Department and Plans and Programmes Department.

For **obviously urgent cases**, whereby the available turnaround time between the date of receipt of the application and the first day of the validity period for the related Permit to Fly is **less than or equal to 3 working days**, the technical investigation will be evaluated by the responsible Certification Manager, immediately upon receipt and registration of the application. This means that the evaluation, in particular with regard to available resources and associated workload, takes place outside the scope of the morning meeting.

In principle, the PCM of the product type shall be nominated to conduct the technical investigation, except where the responsible Certification Manager or Head of Department decides otherwise, for example in the event of non-complex applications or time constraints.

The Project Certification Manager may request the involvement of team members, where their technical



expertise is required.

In the event, the seconded PCM or NAA requested to conduct the technical investigation does not agree to the assumed workload, the NAA or seconded PCM has to inform the Agency accordingly and provide the Agency with a reasoned justification. Further, the application has to be re-submitted to the morning meeting for confirmation or refusal of the by the NAA assumed workload.

In the event, the EASA PCM or NAA refuses the task allocation, the NAA or EASA PCM has to inform the Agency accordingly. Further, the application has to be re-submitted to the morning meeting for a new allocation recommendation.

II.3.4.c) Technical investigation

The proposed flight conditions will be checked against the substantial documentation provided by the applicant. Before approving the flight conditions, the Agency must be satisfied that the aircraft is capable of safe flight under the specified conditions and restrictions and may make or require the applicant to make any necessary inspections or tests for that purpose. Further detailed guidance material is described in the PCM handbook.

In the event of compliance finding, a Statement of Technical Satisfaction will be issued by the EASA PCM or NAA, through completion of *the data related to the Statement of Technical Satisfaction to be submitted together with the accounting information (ref. EASA Form 37, submitted by the applicant)*, on which the responsible Certification Manager or Project Certification Manager, shall base the approval of the flight conditions by means of dating, signing and EASA stamping the Approval Form 18B. The latter shall be done in accordance with Decision No 2007/005/E of the Executive Director of the Agency of 10 April 2007 on the delegation of powers of the Executive Director to certain staff members of the Certification Directorate.

The approved flight conditions are valid in all EU Member States, Iceland, Lichtenstein, Norway and Switzerland.

II.4. Transitional measures

Flight conditions approved by Member States before 29 March 2007 for aircraft which did not hold a Certificate of Airworthiness or restricted certificate of airworthiness issued under Commission Regulation (EC) No 1702/2003, are deemed to be approved in accordance with Commission Regulation (EC) No 375/2007 of 31 March 2007 amending Commission Regulation (EC) No 1702/2003. This means that the flight conditions are considered being grand-fathered. However, the Agency has the right to revoke the approved flight conditions if deemed necessary, e.g. upon a finding notification.

III. Interface with other activities:

III.1. Issuance of Permit to Fly

Permits to fly will continue to be issued by:

1. The Competent Authority of the Member State of Registry, or
2. The Competent Authority of the Member State prescribing the identification marks
The holder of a Design or Production Organisation Approval to whom the adequate privilege has been granted.

Simultaneously or following EASA approval, send an application for a Permit to Fly to the Competent Authority of the Member State of Registry, or of the Member State prescribing the identification marks, together with the EASA Form 18B approved by the Agency, using **EASA Form 21** or any acceptable form prescribed by that Competent Authority. Please contact the relevant National Aviation Authority for further details.

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The Permit to Fly is valid in all EU Member States, Norway, Liechtenstein, Iceland and Switzerland, but the Competent Authority of the Member State of Registry or of the Member State prescribing the identification marks may impose limitations for use in the its airspace, for example:

- no flying activities over densely populated areas.

Flights outside of this airspace shall entail validation of the Permit to Fly by the Competent Authorities of the States concerned.

III.2. Transitional measures Permit to Fly

Any Permit to Fly, or other airworthiness certificate issued by Member States before 28 March 2007 for aircraft which did not hold a Certificate of Airworthiness or restricted certificate of airworthiness issued under Commission Regulation (EC) No 1702/2003, is deemed to be a Permit to Fly issued in accordance with Commission Regulation (EC) No 375/2007 of 31 March 2007 amending Commission Regulation (EC) No 1702/2003 until 28 March 2008. This means that existing Permit to Fly are grand-fathered for a maximum period of 1 year.

Structure of the Procedure:

This procedure provides one process chart:

PC01 Process chart describing the technical process to be followed by the EASA or its subcontractors, in particular by the responsible Certification Managers and Project Certification Managers when conducting the investigation process for the approval of flight conditions related to safety of design.

REC The last page of this procedure contains the list of all records kept in relation to the technical process for approval of flight conditions for a Permit to Fly.



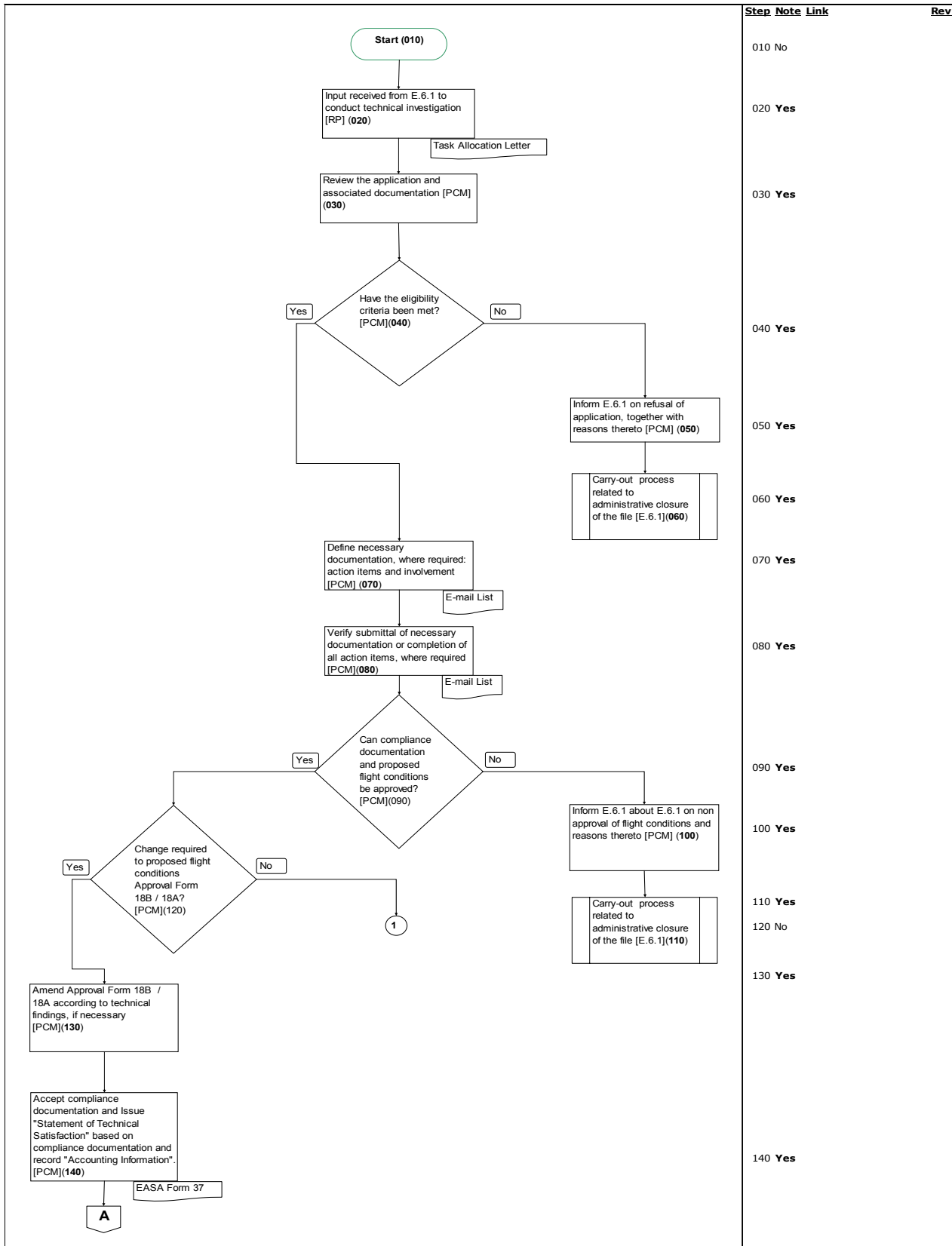
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Technical Process

Process Chart

PC01



Step	Note	Link	Rev
010	No		
020	Yes		
030	Yes		
040	Yes		
050	Yes		
060	Yes		
070	Yes		
080	Yes		
090	Yes		
100	Yes		
110	Yes		
120	No		
130	Yes		
140	Yes		



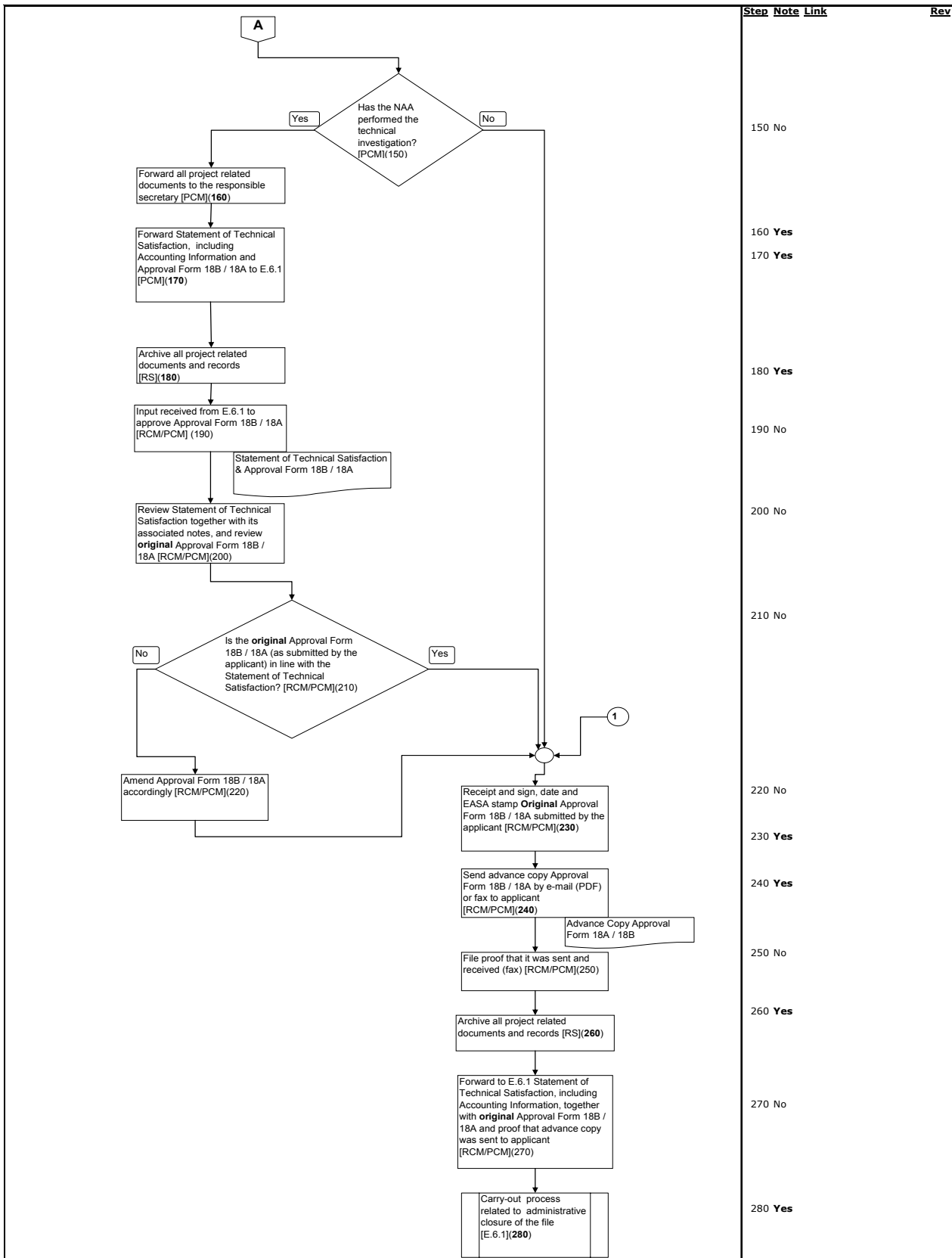
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Process Chart

PC01





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Step	Description to the process step
010	---
020	<p>The input shall be the task allocation letter requesting the Responsible Party to conduct the technical investigation associated with the approval of flight conditions related to the safety of design.</p> <p>The Responsible Party can either be the EASA PCM (EASA staff or NAA staff) or a National Aviation Authority.</p>
030	<p>Check whether the complete set of documentation supporting the proposed flight conditions, as well as EASA Form 37 and Approval Form 18B i.a.w. Part 21A.709, are available.</p> <p>In the event the flight conditions cannot be approved under the privilege of Art 21A.263(c)(6), check whether the DOA holder has submitted the Approval Form 18A iso Approval Form 18B to the Agency for approval.</p> <p>The responsible Certification Manager or Project Certification Manager shall make the technical eligibility check according to Part 21A.703 and Part 21A.701. The PCM will refuse the task allocation, unless the proposed flight conditions are obviously not related to safety of design.</p>
040	See Step 030.
050	Where the flight conditions are not related to the safety of design, the PCM shall refuse the task allocation and inform the Plans and Programmes Department accordingly.
060	Reference to E.P005-xx Approval of Flight Conditions for a Permit to Fly (Administrative Process) – Step 150-210 and Step 370-460.
070	<p>Request for necessary documentation if incomplete, through e-mail communication. However, draft an action list, if deemed necessary.</p> <p>Minimum content of the action list are:</p> <ul style="list-style-type: none"> a) Subject b) Comments c) Date d) Status. <p>If there is a need to extend the involvement to team members outside EASA, request a formal extension of the task allocation to the team member outside EASA from E.6.1. This request will only be taken into consideration in the event the required technical expertise is not available in-house.</p>
080	It should be ensured that the necessary documentation is provided.
090	---
100	Where the flight conditions cannot be approved, the PCM shall inform the Plans and Programmes Department accordingly.
110	Reference to E.P005-xx Approval of Flight Conditions for a Permit to Fly (Administrative Process) - Step 150-210 and Step 370-460.
120	---
130	If it is deemed necessary to amend the proposed flight conditions initially stated by the applicant on Approval Form 18B or Approval Form 18A in the event the flight conditions cannot be approved by the DOA Holder under the privilege of Part 21A.263(c)(6), the PCM has to include this information in the field relating to Notes/Remark field, or include in this field a reference to a more elaborated document to be attached to Approval Form 18B/18A. All documents attached to Approval Form 18B/18A shall be referenced on Approval Form 18B/18A.
140	<p>Use EASA Application Form 37 for Approval of Flight Conditions for a Permit to Fly, in particular Info on Statement of Technical Satisfaction and Accounting Information.</p> <p>Include name expert, man-hours/expert and missions/expert (duration/country).</p> <p>Date and sign the Form 37. Check delegation of powers of the Executive Director to certain members of the Certification Directorate in accordance with latest applicable ED Decision.</p>

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150	---
160	The documents shall remain at the place of technical investigation, i.e. National Aviation Authority which conducted the technical investigation.
170	The RP shall send the "Statement of Technical Satisfaction" and "Accounting Information" (further completion EASA Form 37), preferably by e-mail (PDF) or fax to E.6.1 to speed up the administrative process of issuing the Approval of Flight Conditions for a Permit to Fly. Archive proof that it was sent and received (fax).
180	The documents shall remain at the place of technical investigation.
190	---
200	---
210	---
220	---
230	Check delegation of powers of the Executive Director to certain members of the Certification Directorate in accordance with latest applicable ED Decision.
240	To speed up the administrative process of issuing the Approval of Flight Conditions for a Permit to Fly, the responsible CM or EASA PCM within EASA will send, upon signature, dating and stamping of the Approval Form 18B/18A an advance copy by e-mail (PDF) or fax to the applicant.
250	---
260	The documents shall remain at the place of technical investigation.
270	---
280	Reference to E.P005-xx Approval of Flight Conditions for a Permit to Fly (Administrative Process) – Step 360.



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Appendix		LIST OF QUALITY RECORDS	REC
PC01 Technical Process			
Related to step	Description		Set up by
Step 050 & 100	Notification Negative Decision		RCM/PCM
Step 140	Statement of Technical Satisfaction and Accounting Information		RCM/PCM
Step 230	Approval Form 18B / 18A dated, signed and stamped by EASA		RCM/PCM
Step 240	Advance Copy Approval Form 18B / 18A dated, signed and stamped by EASA		RCM/PCM