



**RÉPUBLIQUE
FRANÇAISE**

*Liberté
Égalité
Fraternité*

APPLICATION FOR A PERMIT TO FLY and approval of the flight conditions in accordance with the Part 21



1. Applicant (will be indicated as the holder)

Name / company name :

Address :

Position of the applicant in relation to the aircraft:

Contact for the application:

Name :

Company :

Tel :

E-mail :

2. Application reference (assigned by the applicant)

Reference :

Nr. of revision :

3. Aircraft

Manufacturer :

Model :

MSN :

Owner :

(information required for the purpose of the flight 21.A.701(a)15)

4. Nationality and registration marks (or provisional marks)

F -

The aircraft has a French registration certificate: ☐ yes ☐ no*

* reminder : in the case of F- marks reserved for a French registration, an authorization from the aircraft registration office must be obtained before issuing the permit to fly.

5. Purpose of the flights: (in accordance with §21.A.701 Part 21)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Not compatible with LP3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any further details about the purpose of the flights:

6. Date(s) or period for the flights:

.....

Any further details :

7. Configuration / situation of the aircraft

- ☐ The aircraft conforms to an EASA approved type design (including: all defects have been rectified or reported in accordance with Regulation (EU) 1321/2014), is in compliance with the Airworthiness Directives, Airworthiness Limitations (ALS) and CMR and will be operated within the approved flight envelope, unless an exemption is identified in §7.2 below (CAUTION: if this box cannot be checked, the French authorities are not competent to approve the flight conditions: they must be approved by EASA or by an organization holding a DOA)

7.1 Certificate of Airworthiness

The aircraft has a French certificate of airworthiness (CofA):	
<input type="checkbox"/> yes	Airworthiness Review Certificate (ARC) expiration date: <input type="checkbox"/> The CofA or the ARC was suspended on for the reasons :
<input type="checkbox"/> no	<input type="checkbox"/> New aircraft <input type="checkbox"/> Used aircraft : previous registration : state :

Date of last flight:

Accident or serious incident during the last flight: ☐ no ☐ yes, describe :

(optional when new)

7.2 Exemptions according to Art. 71.1 of Regulation (EU) 2018/1139 and valid OSAC-approved deviations

- ☐ No ☐ List of exemptions/deviations:

7.3 Maintenance status at time of first flight under a permit to fly

The purpose of this § is to describe the situation of the aircraft at the time of the first flight under the permit to fly, i.e. after any work that remains to be done or completed. In this case, describe the work (in the rest of §7.3, it will be assumed that the work has been carried out without any anomaly):

.....
.....
.....

Identification of the maintenance programme used as a reference to describe the maintenance status of the aircraft (Select one of the boxes 1 to 5 below) :

- ☐ 1. Programme formally approved or declared for the subject MSN in accordance with Part M or Part ML, and maintained in accordance with the regulations: ☐ approved by ☐ declared by: on :

- ☐ 2. Maintenance programme documents in accordance with ML.A.302 (f)

Boxes reserved for new aircraft (note: boxes 1, 2 or 5 may also apply to new aircraft)

- ☐ 3. Maintenance programme developed by a POA in accordance with Part 21G and its approved procedures
- ☐ 4. New aircraft for which the design approval holders maintenance data (including for any installed STCs) does not include any tasks for the entire validity period of the pass; deadline of the first due task:
- ☐ 5. Other case: ref./date of the maintenance programme:

Note: in the case of a new aircraft, this program may only cover a limited period of time, consistent with the intended validity of the permit to fly and the intended use of the aircraft

☐ A CAMO or CAO attests that this programme meets the conditions of approval of the ☐ M.A.302 ☐ ML.A.302, and that in particular it takes into account the actual configuration of the aircraft (including possible modifications/STC and repairs) :

☐ by signing the present form ☐ in a statement attached to this form

Deviations from manufacturer's data : ☐ no ☐ yes : attach the list of deviations with proof of approval

☐ The aircraft owner declares that this programme meets the declaration requirements of ML.A.302, that in particular it takes into account the actual configuration of the aircraft (including any modifications and repairs), and that he/she takes full responsibility for its contents and, in particular, for any deviation from the design approval holders' data :

☐ by signing the present form ☐ in a statement attached to this form

☐ Other justifications for the relevance of this programme (*ex : programme approved by a foreign authority*) :

.....

Any non-compliance with the referenced maintenance program (*excluding the tolerance allowed in the programme*) :

☐ No non-compliance (except those subject to a derogation or deviation listed in § 7.2)

☐ List of non-conformities:
Specify the theoretical deadline
and the eventual overdue

7.4 Other non-compliance

.....

.....

7.5 Compliance with the radio regulations of the International Telecommunication Union (ITU)

The aircraft is the subject of a valid French Aircraft Station License (LSA):

<input type="checkbox"/> n/a (no radio transmitters installed)	<input type="checkbox"/> yes	<input type="checkbox"/> no : attach a certificate of compliance of the aircraft station with ITU radio regulations, which must be attached to the permit to fly (ref. forms AC143 or AC144 on https://documentation.osac.aero/)
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8. Proof that the aircraft is in the configuration/situation described in §7 above (*reminder: the completion of this § is mandatory*)

New and/or imported aircraft:

Export CoFA : ☐ attached ☐ must be available before the first flight under permit to fly*
(required for an aircraft imported from a third country)

CoFA and ARC of the exporting member state: ☐ attached
(required for a used aircraft imported from a Member State)

** these documents must not identify any non-conformities or restrictions*

EASA Form 52 : ☐ attached ☐ must be available before the first flight under permit to fly*
(required for a new aircraft produced in a Member State)

In all cases (*tick the relevant boxes*) :

☐ Aircraft subject to a French CoFA, temporarily under a permit to fly: the person responsible for the continuing airworthiness management of the aircraft has certified the compliance of the aircraft with the situation described in §7:

☐ by signing the present form ☐ in a statement attached to this form

This responsible is in charge of the continuing airworthiness management of the aircraft since:

☐ Aircraft not subject to a French CoFA:

☐ New aircraft :

Aircraft still under the responsibility of the design or production organization: ☐ yes ☐ no

If no: describe the history of use and maintenance of the aircraft since it left the responsibility of the production organization (*or refer to an attachment*) :

☐ A CAMO/CAO has certified that the aircraft conforms to the status described in §7 and has described the documentary and physical controls performed to establish that status:

☐ in a statement attached to this form, or

☐ by signing this form; checks performed (or refer to an attachment):

.....

☐ A copy of the aircraft's maintenance status is attached

Other supporting documents/proofs:

.....
.....

9. Conditions / restrictions

9.1 Checks and tasks to be carried out before the first flight and/or during the duration of validity the permit to fly

Case of a resumption of flights after an immobilisation :

- ☐ The aircraft was stored and then returned to service in accordance with the applicable maintenance documentation
☐ Description of actions taken or to be taken for the restart of flights:

.....
.....

Other actions (measures taken to take into consideration the aircraft's situation, to compensate for any non-compliance that led to the request for a permit to fly, and to ensure that the aircraft will be able to safely perform the planned flights under the permit to fly) :

.....
.....
.....

9.2 Conditions or restrictions on routes and/or airspace

- ☐ Flying over cities or densely populated areas is prohibited, except during the takeoff and landing phases
☐ Other :
.....

9.3 Conditions relating to the operator and persons on board

Operator who will perform the flight(s):

Name / company name:

Nationality (if not French):

Contact point of the operator (name, tel, e-mail) : ☐ same as permit to fly applicant ☐ other :

Persons on board:

- ☐ In accordance with the test-acceptance operations manual (in accordance with [decree of June 1, 2019](#) and/or FTOM in accordance with Part 21)

Otherwise, specify:

Flight crew Reminder: it is the operator's responsibility to ensure that the rules applicable to the qualification of crews for aircraft under French F- markings are respected particularly in terms of crew licensing.	<u>Minimum</u> flight crew (minimum number of pilots certified for this aircraft model) : Indicate the actual number of pilots who will fly the aircraft and any restrictions (e.g.: test pilot, instructor, ...) distinguishing, if necessary, according to the planned flights:
Other crew members on board <i>Reminder: a crew member is a person designated by the operator to perform duties on board the aircraft.</i>	List the number and function, distinguishing, if necessary, according to the planned flights:
Other persons present on board <i>These people have the status of passengers.</i>	List the number and reason for presence on board, distinguishing, if necessary, according to the planned flights :

Reminder of the applicable operational rules: see the note https://www.ecologie.gouv.fr/sites/default/files/Operations_sous_laissez-passer.pdf.

The nature of the flights, the type of persons on board and whether or not the aircraft is already listed on a certificate or operational declaration affect the operational regulations applicable to the flights; it is the operator's responsibility to identify the applicable regulations and to comply with it.

9.4 Operating limitations, specific procedures and other technical restrictions:

- ☐ The aircraft will be used in the conditions of the approved flight manual
☐ Other limitations/procedures:
.....

9.5 Conditions for continuing airworthiness applicable until the last flight under permit to fly:

- ☐ Aircraft subject to a French CofA, temporarily under Permit to fly: the conditions are unchanged compared to the conditions applicable under CofA (i.e. Part M or Part ML is applicable, same maintenance programme and same person/organisation responsible for continuing airworthiness management)

- ☐ Other case: describe the continuing airworthiness conditions that must be met:

Maintenance programme (or list of maintenance tasks scheduled during the validity period of the permit to fly) :

- ☐ The maintenance programme described in §7.3 and, if applicable, the tasks described in §9.1
☐ No due maintenance task is scheduled during the entire validity period of the permit to fly
☐ Other :

Person/organisation responsible for continuing airworthiness management <i>(in charge of compliance with maintenance due dates, AD monitoring etc.)</i> : Name: Approval number <i>(if relevant)</i> :																		
Persons/organisations authorised to perform maintenance : <input type="checkbox"/> Only persons/organisations authorised for the aircraft type, in accordance with Part 21G, Part M or Part ML <input type="checkbox"/> Other persons/organisations authorised:																		
10. Substantiations <i>(reminder: the completion of this § is mandatory)</i> <i>This § must contain the substantiation that the planned flights can be conducted safely (taking into account the situation of the aircraft, including possible maintenance non-conformities, and the conditions/restrictions proposed in §9)</i> <input type="checkbox"/> No technical non-compliance: aircraft in an approved configuration with no overdue maintenance Other cases (explain why non-compliances do not jeopardize the safety of planned flights and/or are subject to appropriate compensatory measures):																		
11. Attestation The flight conditions have been established and justified in accordance with 21.A.708 The aircraft as defined in block 7 above has no features and characteristics making it unsafe for the intended operation under the identified conditions and restrictions. The applicant undertakes to provide a copy of these flight conditions to the operator who will perform the flights, identified in §9.3. It is the responsibility of this operator to respect the conditions defined in §9 for each flight, to identify the applicable regulations and to comply with them.																		
12. Date :		13. Name and signature: <i>(if different from the applicant, attach a power of attorney)</i> (signature is mandatory)	Approval reference <i>(if applicable)</i> :															
14. Competent Authority <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <th rowspan="3" style="width: 15%;">The aircraft has a French CofA</th> <th colspan="3" style="background-color: #d3d3d3;">The aircraft does not have a French CofA</th> <th rowspan="3" style="width: 15%;">Prototype ⁽²⁾</th> </tr> <tr> <th rowspan="2" style="width: 15%;">New aircraft ⁽¹⁾ with exception of prototypes ⁽²⁾</th> <th colspan="2" style="background-color: #d3d3d3;">Used aircraft ⁽¹⁾</th> </tr> <tr> <th style="width: 20%;">Purpose of flight 21.A.701(a)15</th> <th style="width: 20%;">Others</th> </tr> <tr> <td style="height: 100px; vertical-align: top;"> OSAC Submit the application on the website https://www.osac.aero/ </td> <td colspan="3" style="height: 100px; vertical-align: top;"> DSAC Send the application to dsac-nav-bf@aviation-civile.gouv.fr Fees : see https://www.ecologie.gouv.fr/paiement-des-redevances-dsac (payment by card via internet strongly recommended, on https://redevances.dcs.aviation-civile.gouv.fr/index.php/laissez-passer-permit-to-fly.html, case « permit to fly EASA without flight condition approval ») </td> <td></td> </tr> </table>				The aircraft has a French CofA	The aircraft does not have a French CofA			Prototype ⁽²⁾	New aircraft ⁽¹⁾ with exception of prototypes ⁽²⁾	Used aircraft ⁽¹⁾		Purpose of flight 21.A.701(a)15	Others	OSAC Submit the application on the website https://www.osac.aero/	DSAC Send the application to dsac-nav-bf@aviation-civile.gouv.fr Fees : see https://www.ecologie.gouv.fr/paiement-des-redevances-dsac (payment by card via internet strongly recommended , on https://redevances.dcs.aviation-civile.gouv.fr/index.php/laissez-passer-permit-to-fly.html , case « permit to fly EASA without flight condition approval »)			
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<i>(1) for the determination of the competent authority, an aircraft which is no longer under the responsibility of the manufacturer's production approval for more than 60 days is considered as "used": issuance of the permit to fly by the DSAC</i> <i>(2) aircraft manufactured outside an approved production organization (issuance of the permit to fly by the DSAC)</i>																		
15. Approval of the flight conditions: Reserved for the authority <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <th style="width: 50%;">Additional conditions/restrictions to those defined in §9:</th> <th style="width: 20%;">Date :</th> <th style="width: 30%;">Name and signature:</th> </tr> <tr> <td style="height: 100px;"></td> <td></td> <td></td> </tr> </table>				Additional conditions/restrictions to those defined in §9:	Date :	Name and signature:												
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