

To ensure the most expeditious and cost effective processing, the NATR is recommended to contact the Isle of Man Airworthiness Section before submitting this application.

| <b>1. Aircraft Details</b> |  |
|----------------------------|--|
| Registration Mark:         | <input style="width: 90%;" type="text" value="M -"/> |
| Type Designation:          | <input style="width: 90%;" type="text"/>             |
| Serial number:             | <input style="width: 90%;" type="text"/>             |
| Airframe Hours:            | <input style="width: 90%;" type="text"/>             |
| Landings:                  | <input style="width: 90%;" type="text"/>             |

| <b>2. Aircraft Operator</b> |  |
|-----------------------------|--|
| Name:                       | <input style="width: 80%;" type="text"/> |

| <b>3. Reason for Permit Application: (Please tick).</b> <i>(see note 4)</i> <b>A) AOG</b> <input type="checkbox"/> <b>B) Scheduled Maintenance</b> <input type="checkbox"/> |  |
|---|--|
| <div style="border: 1px solid black; width: 100%; height: 100%;"></div>   |  |

| <b>4. Details of Flight</b>                         |                           |
|---|---------------------------|
| Date of Departure .....                             | Duration of Flight .....  |
| <b>Route : (Location and ICAO Airfield code)</b>    |                           |
| Departure .....                                     | ICAO Designator Code..... |
| Final Destination.....                              | ICAO Designator Code..... |
| <i>If applicable :</i>                              |                           |
| Via Location stops & ICAO Designator Code (1) ..... | (2).....                  |
| Via Location stops & ICAO Designator Code (3) ..... | (4).....                  |

**5. Aircraft Status** (Note – 5)

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**6. Details of Aircraft Release to Service** (Note – 6 )

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**7. Declaration:** (By NATR, or person acting with authority of the Operator)

I hereby declare that to the best of my knowledge the particulars entered on this application are accurate in every respect, and that all fees and charges as applicable under latest issue of The Civil Aviation (Charges) are acceptable. ([Available on the web site](#)).

|                          |  |       |  |
|--------------------------|--|-------|--|
| Signature of applicant:  |  | Date: |  |
| Name of applicant:       |  |       |  |
| Position Held In Company |  |       |  |

**Guidance Notes for the completion of this application form**

1. A Permit to Fly (PtF) will only be issued to an aircraft which has held a Certificate of Airworthiness (CoA) which for some reason is no longer valid.
2. A "PtF" does not meet ICAO Standards and Recommended Practices, therefore the aircraft operator must, if the aircraft will operate within foreign airspace en-route & to the destination, obtain permission for that operating flight from each of the foreign respective National Aviation Authorities.
3. A "PtF" will only be issued by the Isle of Man Aircraft Registry to enable an aircraft to be flown to a location where maintenance work can be carried out to re-validate or issue a Certificate of Airworthiness.
4. The aircraft operator should provide details of the reason for the flight and why the CoA is not now valid, i.e. maintenance check due, modification to be embodied / tested, engine(s)/propeller(s) to be changed, Airworthiness Directive compliance, aircraft has been damaged or defect of a system or component etc.
5. Aircraft Status, this must indicate that other than stated in section 3, the aircraft is in compliance with its approved maintenance program and that any instructions for Continued Airworthiness have been followed should they possibly become due during the "PtF" operation.
6. The aircraft operator must provide information in respect of the person or approved maintenance organisation acceptable to the Isle of Man Aircraft Registry responsible for releasing the aircraft for the flight(s) being carried out under the auspices of the "PtF". (IOMAR Validated engineer , or EASA Part 145 company release).
7. When satisfied that the aircraft qualifies for the issue of a PtF and is considered safe to make the flight(s) intended a "PtF" will be issued by the Aircraft Registry. The Permit will include as a minimum the following restrictions;
  - a) The aircraft is to be operated with only the minimum crew on board for the safe operation of the aircraft.
  - b) No passengers are to be carried.
  - c) The aircraft should not overfly cities or large conurbations unless necessary to remain in an airway or to facilitate take-off or landing.
  - d) The permission of a foreign State is to be obtained prior to any over-flight or landing in that State.
  - e) Specific limitations may be applied as a consequence of the aircraft's condition.
8. The Isle of Man Aircraft Registry reserves the right to survey the aircraft prior to the issue of a "PtF".