

For the purpose of which this document is self certified by the aircraft Operator (NATR), it meets the IOMAR requirements of operating an aircraft whilst un-airworthy under the requirements that would normally be satisfied by an issued Permit to Fly. This form only satisfies compliance where there is a flight requirement as part of an open AMM task, (or scheduled AMP task, such as RAT/ADG function), all other events MUST be under an IOMAR issued PtF.

1. Aircraft Details

Aircraft Operator	<input type="text"/>
Registration Mark:	M - <input type="text"/>
Type Designation:	<input type="text"/>
Serial number:	<input type="text"/>
Airframe Hours:	<input type="text"/>
Landings:	<input type="text"/>

2. Reason for flight without a valid CoA (Note 1)

3. Flight Planning (Note 2)

Date of Departure	Duration of Flight
Route : (Location and ICAO Airfield code)	
Departure	ICAO Designator Code.....
Final Destination.....	ICAO Designator Code.....

4. Aircraft Status (Note 3 - Include details of method of certifying safe for flight status)

5. Declaration: (Note 4 - By NATR, or person acting with authority of the Operator)

I hereby declare the particulars entered on this application are accurate in every respect, and the aircraft has been assessed as safe for the maintenance flight. A copy of this document has been notified to the NATR for inclusion within the aircraft records.

Signature of applicant:	<input type="text"/>	Date:	<input type="text"/>
Name of applicant:	<input type="text"/>		
Operator Position Held (if NOT NATR)	<input type="text"/>		

Guidance Notes for the completion of this application form

1. This document can ONLY be used when the AMM identifies a flight (or an AMP requirement task) as part of a specific entry to complete the task reference and a CRS to be issued, and will only be valid to an aircraft which has held an IOMAR Certificate of Airworthiness (CoA) which is no longer valid, for reasons of associated maintenance action.
2. An aircraft operating under this document for the reasons of associated maintenance requirement does not meet ICAO Standards and Recommended Practices, therefore the aircraft operator must, if the aircraft will carry out the maintenance check flight outside of Isle of Man Airspace, obtain permission for that maintenance check flight from the foreign respective National Aviation Authority.
3. This must indicate, the aircraft status is in compliance with its approved maintenance program and that any instructions for Continued Airworthiness have been followed. The aircraft operator must enter information in respect of the validated AME or accepted maintenance organisation (see RP9 for acceptable standard) responsible for releasing the aircraft for the maintenance flight(s) being carried out under this document.
4. The aircraft operator (usually NATR, who if not available, should always be notified by email as a traceable audit record), should complete details of the reason for the flight and why the CoA is not now valid, i.e. maintenance check due.
5. The Maintenance check flight (MCF) will include as a minimum the following restrictions;
 - a) The aircraft is to be operated with only the essential crew on board for the safe operation of the aircraft and task requirement.
 - b) No non-essential persons 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.