

## RF 890 - Application for Permit to Fly

It is recommended that prior to submitting an application the subject is discussed with the Registrar of the Jersey Aircraft Registry, in order to determine acceptability to the Registry and/or any limitations required.

**Please read the Guidance Notes at the end of the application**

<b>1.</b>			
<b>2. AIRCRAFT DETAILS</b>			
Registration mark	ZJ -		
Type designation			
Manufacturer Serial Number (MSN)			
Flight Hours/Flight Cycles			
C of A Expiry date			
<b>3. AIRCRAFT OPERATOR</b>			
Name			
Address			
		Postcode/ZIP	
Telephone		Fax	
Mobile		Email	
<b>4. DETAILS OF FLIGHT</b>			
Date of departure		Duration of flight	
<b>Route: (location and ICAO designator 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)	
<b>5. REASON FOR PERMIT APPLICATION</b>			
<i>(see note 4)</i>			
<b>6. AIRCRAFT STATUS</b>			
<i>(see note 4)</i>			

7. DETAILS OF AIRCRAFT RELEASE TO SERVICE
(see notes 6 & 7)

8. DECLARATION <i>(By operator or person granted power of attorney to sign aircraft documents, if not already held on file, this written confirmation should accompany the application)</i>			
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 Jersey Scheme of Charges legislation are acceptable			
Name			
Position Held			
Organisation			
Signature		Date	

### Guidance Notes for the completion of this Application Form

1. If printing, please complete the form in BLOCK CAPITALS using black or dark blue ink.
2. A Permit to Fly (P to F) will only be issued to an aircraft which would in all other respects qualify for the issue of a Certificate of Airworthiness.
3. The issue of a P to F may require the support of an appropriate Design organisation in order to determine any 'Special Conditions' which may be applicable to the operation of the aircraft.
4. A P to F will only be issued by the Jersey Aircraft Registry (JAR) to enable an aircraft to be flown to a location in order to revalidate the Certificate of Airworthiness.
5. A P to F does not meet ICAO Standards and Recommended Practices, therefore the aircraft operator must obtain permission for that operating flight from each of the affected National Aviation Authorities.
6. The aircraft operator should provide details of the reason for the flight. JAR policy is that flight in accordance with the C of A subject to appropriate conditions is the preferred option.
7. Aircraft status must include the maintenance status of the aircraft in relation to the Aircraft Maintenance Program and that any instructions for Continued Airworthiness have been followed should they possibly become due during the P to F operation.
8. The aircraft operator must provide information in respect of the person or approved maintenance organisation acceptable to the JAR responsible for releasing the aircraft for the flight(s) being carried out under the auspices of the P to F.
9. When satisfied that the aircraft qualifies for the issue of a P to F and is considered safe to make the flight(s) intended a P to F may be issued by the JAR. The P of F 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.
10. The JAR reserves the right to survey the aircraft prior to the issue of a P to F.