Application for Permit to Fly

Please complete this form then print, sign and submit as instructed.
Alternatively, print, then complete in BLOCK CAPITALS using black or dark blue ink.

Unique No. (to be completed by SCAA)

1. APPLICANT:

2. AIRCRAFT NATIONALITY AND IDENTIFICATION MARKS:

3. AIRCRAFT OWNER:

4. AIRCRAFT MANUFACTURER/TYPE	**5. SERIAL NUMBER**

6. PURPOSE OF FLIGHT

7. EXPECTED TARGET DATE(S) FOR THE FLIGHT(S) AND DURATION

8. AIRCRAFT CONFIGURATION AS RELEVANT FOR THE PERMIT TO FLY

8.1 The above aircraft for which a permit to fly is requested is defined in *[add reference to the document(s) identifying the configuration of the aircraft.]*

8.2 The aircraft is in the following situation related to its maintenance schedule:
[Describe status]

9. APPROVAL OF FLIGHT CONDITIONS [if not available at the time of application, indicate reference of request for approval]

10. DATE:	**11. NAME AND SIGNATURE**

11. SUBMISSION INSTRUCTIONS

When you have completed this Form, please send it together with the appropriate fee to:

State Civil Aviation Agency of the Republic of Azerbaijan

Baku, AZ1095, Azadliq avenue, 11, Republic of Azerbaijan

ADDITIONAL INSTRUCTIONS

Box 6:

Use the following terminology and add any additional information for accurate description of the purpose, e.g. place, itinerary….

1) Development:
   - testing of new aircraft or modifications
   - testing of new operating techniques;
2) Showing compliance with regulations or certification specifications:
   - certification flight testing for type certification, supplemental type certificates, or changes to type certificates;
3) Production flight testing of new production aircraft:
   - For establishing conformity with the approved design, typically this would be the same program for a number of similar aircraft;
4) Flying aircraft under production between production facilities:
   - Green aircraft ferry for follow on final production.
5) Flying the aircraft for customer acceptance:
   - Before the aircraft is sold and/or registered.
6) Delivering or exporting the aircraft:
   - Before the aircraft is registered in the State where the C of A will be issued.
7) Flying the aircraft for Authority acceptance:
   - In the case of inspection flight test by the authority before the C of A is issued.
8) Market survey, including customer's crew training:
   - Flights for the purpose of conducting market survey, sales demonstrations and customer crew training with non type certificated aircraft or aircraft for which conformity has not yet been established or for non-registered a/c and before the Certificate of Airworthiness is issued;
9) Exhibition and air show:
   - Flying the aircraft to an exhibition or show and participating to the exhibition or show before the design approval is issued or before conformity with the approved design has been shown.
10) Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage:
   - Ferry flights in cases where maintenance is not performed in accordance with approved programmes, where an AD has not been complied with where certain equipment outside the Minimum Equipment List (MEL) is unserviceable or when the aircraft has sustained damage beyond the applicable limits.
11) 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:
   - Oversees ferry flights with additional fuel capacity.
12) Record breaking, air racing or similar competition:
   - Training flight and positioning flight for this purpose are included
13) Flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found:
   - Flying an aircraft which has been shown to comply with all applicable airworthiness requirements but not with environmental requirements.
14) 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.
   - For aircraft which cannot practically meet all applicable airworthiness requirements, such as certain aircraft without TC-holder ("generically termed orphan aircraft"). The option of a permit to fly for such an aircraft should only be used if a certificate of airworthiness or restricted certificate of airworthiness cannot be issued due to conditions which our outside the direct control of the aircraft owner, such as the absence of properly certified spare parts.

Note: The above listing is of cases when a permit to fly MAY be issued; it does not mean that in the described cases a permit to fly MUST be issued. If other legal means are available to allow the intended flight(s) they can also be used.

For an application due to a change of purpose: reference to initial request and description of new purpose.

Box 8:

Same as required in SCAA Form 18, box 5.

Box 9:

Reference to SCAA approval of flight conditions;