



REPUBLIC of SAN MARINO
CIVIL AVIATION AUTHORITY

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APPLICATION FOR A PERMIT TO FLY

The owner, owner's representative, or operator should contact the SM CAA prior to submitting an application for a Permit to Fly, in order to determine whether a Permit to Fly is required based on the condition of the aircraft to the proposed flight taking place.

A vertical line in the margin indicates an amendment to the previous version.

1. DETAILS OF AIRCRAFT (See note 12)			
Registration Mark:	T7-		
Manufacturer of Aircraft: <small>NOTE: This information must be obtained directly from the Aircraft Data Plate on the aircraft.</small>			
Manufacturer's Designation of Aircraft:			
Serial Number:			
Engine Manufacturer and Type:			
APU Manufacturer and Type (if applicable):			
Propeller Manufacturer and Type (if applicable):			
Total Airframe Hours:			
Total Landings:			
Total Cycles:			
C of A Expires:	Date:		
San Marino Accepted Type Certificate No.: (See note 12)			
2. DETAILS OF THE AIRCRAFT OPERATOR			
Name:			
Telephone No.:		Email:	
3. DETAILS OF FLIGHT (PROVIDE AIRPORT'S NAME AND ICAO DESIGNATOR CODE)			
Date of Departure:		Requested period of validity of the Permit to Fly:	
From:		ICAO Designator Code:	
To:		ICAO Designator Code:	
Route: (Location Stops, if applicable):			
1 st Stop:		ICAO Designator Code:	
2 nd Stop:		ICAO Designator Code:	
3 rd Stop:		ICAO Designator Code:	
4 th Stop:		ICAO Designator Code:	
5 th Stop:		ICAO Designator Code:	
6 th Stop:		ICAO Designator Code:	

4. REASON FOR THE PERMIT TO FLY (See note 4)**5. TECHNICAL JUSTIFICATION FOR THE INTENDED FLIGHT(S) (See note 5)****6. PARTICULARS OF AIRCRAFT PERMIT FLIGHT RELEASE (See note 6)**

The aircraft owner/operator must provide information in respect of the person or approved maintenance organisation acceptable to the SM CAA responsible for releasing the aircraft for the flight(s).

7. APPLICANTS DECLARATION (See note 11)

I hereby declare that to the best of my knowledge the particulars on this application are true in every respect.

Date:		Position:	
Contact Telephone No.:		Contact Email:	
Name of Applicant:		Signature of Applicant:	

Guidance Notes for the Completion of this Application

1. A Permit to Fly will only be issued to an aircraft which has held a Certificate of Airworthiness but which for some reason is no longer valid, or an aircraft without a Certificate of Airworthiness needs to fly somewhere in order to qualify for a Certificate of Airworthiness.
2. A Permit to Fly will only be issued by the SM CAA to enable an aircraft to be flown to a location where work can be carried out to enable a Certificate of Airworthiness to be issued or to be re-validated or to conduct a test/check flight.
3. A Permit to Fly does not meet ICAO Standards and Recommended Practices for International Navigation, therefore the aircraft owner/operator must, if the aircraft will operate within foreign airspace en-route and to the destination, obtain permission for that operating flight from each of the respective foreign National Aviation Authorities.
4. The aircraft owner/operator should provide details of the reason for the flight and why the Certificate of Airworthiness is no longer valid, e.g. maintenance check is overdue, modification to be embodied/tested, engine(s)/propellers to be changed, Airworthiness Directive compliance, aircraft has been damaged beyond SRM limits, etc.
5. Technical justification is required by CAR 21.705(b). This information must provide the Authority with sufficient technical justification to determine that the aircraft is fit for the intended flight(s). If the aircraft has been damaged beyond any of the manufacturer's limits, e.g. SRM limits, the applicant for the Permit to Fly must contact the aircraft manufacturer and advise him of the circumstances and extent of the damage. The manufacturer may impose flight restrictions and other conditions which will be referred to on the Permit to Fly and which must be complied with on the intended flight. Unless there are special conditions to the contrary, in all other respects the aircraft may fly in accordance with the limitations of the Aircraft Flight Manual. If the applicant is seeking to carry more persons than the minimum flight crew, then the reason for this must be clearly stated and justification provided.
6. The aircraft owner/operator or CAR CAMO or Subpart M organisation must provide information in respect of the person or approved maintenance organisation acceptable to the SM CAA responsible for releasing the aircraft for the flight(s) being carried out under the auspices of the Permit to Fly (e.g. CAR CAMO, SM CAR 145, or acceptable AMO according to CAR 145.5). Reference should be made to CAR GEN.155 and CAP 02 paragraph 10 for the full requirements and the wording for the Permit Flight Release.
7. When satisfied that the aircraft qualifies for the issue of a Permit to Fly and is considered safe to make the intended flight(s), a Permit to Fly will be issued by the SM CAA. The Permit to Fly will include as a minimum, the following Limitations and Conditions:
 - (a) a copy of the permit shall be on board the aircraft at all times when operating under the terms of the permit;
 - (b) the registration marks assigned to the aircraft by the Authority, as the State of Registry, shall be displayed on the aircraft in conformity with the requirements of CAR GEN, Subparts G and H;
 - (c) persons or property shall not be carried for compensation or hire;
 - (d) no person shall be carried in the aircraft unless that person is essential to the purpose of the flight and has been advised of the contents of the permit and the airworthiness status of the aircraft;
 - (e) the aircraft shall be operated only by crew who are aware of the purpose of the flight and any limitations imposed, and who hold appropriate licences acceptable to the Authority, as the State of Registry;
 - (f) all flights shall be conducted so as to avoid areas where flights might create hazardous exposure to persons or property;
 - (g) all flights shall be conducted within the performance operating limitations prescribed in the aircraft flight manual and any additional limitations specified by the Authority, as the State of Registry, for the particular flight; and
 - (h) the period of validity of the permit shall be specified.
 - (i) If the aircraft is not in compliance with ICAO Annex 8 and the flight involves operations over States other than the State of Registry, the air operator of the aircraft shall obtain the necessary overfly authorisations from the respective authorities of each of those States prior to undertaking the flight.
8. The SM CAA reserves the right to inspect the aircraft prior to the issue of a Permit to Fly.

9. Where Flight Manual performance issues are identified, additional crew training may be required.
10. The Permit to Fly will become valid upon signature by the CAA Director General and will expire on the date of expiry quoted on the Permit to Fly, or if the airworthiness condition of the aircraft materially changes.
11. The declaration must be made by the owner/operator's Airworthiness Coordinator for a privately operated aircraft under CAR OPS 2, or by the Postholder for Continuing Airworthiness for a commercially operated aircraft. Where the aircraft has yet to receive a San Marino Certificate of Airworthiness the declaration should be signed by the owner or an authorised representative of the Operator.
12. The San Marino Accepted Type Certificate number can be found on the Certificate of Airworthiness. If the aircraft does not yet have a Certificate of Airworthiness, then this number can be found on the Form SM 02 declaration in Section 1.