# CHAPTER 60

## SPECIAL FLIGHT PERMIT WITH CONTINUING AUTHORIZATION TO CONDUCT FERRY FLIGHT

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## 1.0 PURPOSE

**This section provides guidance for evaluating an application to amend operations specifications for a special flight permit to conduct ferry flights.**

**Reference: ICAO 9389 - AN/919, Chapter 7, Attachment 7A.**

## 2.0 GENERAL

A. Definition: Damaged aircraft - An aircraft that has sustained physical damage or has inoperative/malfunctioning equipment.

B. Issuance. The authorizing statute does not automatically authorize the issuance of permits to all eligible operators. Therefore, an eligible operator's operations specifications will be used to authorize the permits and to ensure responsible utilization of the permit.

C. Eligibility

(1) The special flight permit is issued only to operators subject to the following:

- Operators of large transport aircraft
- Operators maintaining aircraft under continuous airworthiness maintenance programme.

**NOTE: Operators of small aircraft are not eligible.**

(2) Aircraft involved in an accident or incident may not be ferried prior to notifying and receiving written authorization from the Director, Airworthiness Standards.

(3) An airworthiness directive (AD) may dictate that safety demands further limitations. The AD may limit ferry flight to those specifically approved by the NCAA.

(4) The Nig. CARs provide that no person may operate an aircraft to which an AD applies except in accordance with the requirements of that AD. Therefore, if an AD requires compliance before further flight, with no provision for the issuance of special flight permit, the operation of the specified aircraft would not be permitted.

D. Manual Review

(1) The operator may consider certain conditions and limitations necessary to facilitate the inspection and operation of an aircraft. These conditions should be included in the operator's manual.

(2) When reviewing manual materials, the following items should be considered:

(a) Technical data

(b) Operational equipment necessary for safe operation of the aircraft

(c) Aircraft weight limits

(d) Fuel distribution limits

(e) Centre of gravity limits

(f) Aircraft manoeuver limitations

(g) Flight equipment usage limitations, e.g.; auto pilot, etc.

(h) Airspeed limits

(i) Meteorological limits, including:

- Conditions to be avoided
- Required inspections when these conditions are encountered
- Weather minimums

E. Authorization for Ferry Flights with one Engine Inoperative. Operators may conduct a ferry flight of a four-engine airplane or a turbine engine-powered airplane equipped with three engines, with one inoperative, to a base for the purpose of repairing that engine. The following restrictions will apply:

(1) The particular aeroplane model must have had a test-flight conducted with an engine inoperative in accordance with performance data contained in the applicable airplane flight manual.

(2) The approved airplane flight manual must contain the performance data for ferry flights with one engine inoperative.

(3) The operator's manual must contain operating procedures for safe operation of the airplane, including the specific requirements in the manufacturer's approved data for flights with one engine inoperative.

(4) The operator may not depart an airport where the initial climb-out is in thickly-populated areas or the weather conditions at the takeoff or destination airport are less than those required for Visual Flight Rules (VFR) flight.

(5) Only required flight crewmembers can be carried aboard during this ferry flight.

(6) The required flight crewmembers must be thoroughly familiar with the company's operating procedures and the airplane Approved Flight Manual for one-engine inoperative ferry flights.

## 3.0 APPLICATIONS INVOLVING FOREIGN AIR TRANSPORTATION

A. ICAO Annex 8 recognizes the temporary loss of airworthiness due to damage to the aircraft. In this case, damaged aircraft refers to inoperative or malfunctioning equipment as well as physical damage to the aircraft. In such event, Part II, Section 6.2.2, recognizes that the country of registry may allow the aircraft to be ferried to a base where it can be restored to an airworthy condition.

B. Because Annex 8 provides for this flight situation, a certificate holder engaged in foreign air transportation is not required to obtain permission to fly over, into, or out of foreign countries when exercising the provision of a special flight permit with continuing authorization to conduct ferry flights for purposes of repair.

**NOTE: This authorization does not extend to situations which involve flying an undamaged aircraft to a base where alterations will be performed.**

## 4.0 DISPLAY OF PERMIT

The operator must display in the aircraft the current airworthiness certificate, including a special flight permit or authorization. The operator must carry either the operations specifications or portions of the certificate holder's manual containing a restatement of the permit with those conditions and limitations imposed by the NCAA.

## 5.0 FACSIMILE (FAX) TRANSMISSION OF SPECIAL FLIGHTPERMITS

At the request of the applicant, a special flight permit may be transmitted by the NCAA.

A. The permit must include any additional operating limitations that may be required and must be displayed in the aircraft prior to conducting the special flight.

B. The transmission of a special flight permit via FAX allows an aircraft to be moved when the flight cannot be delayed.

C. Fax-transmitted special flight permits are to be used only for the following purposes:

- Flying the aircraft to a base where repairs, alteration, or maintenance are to be performed or to a point of storage.
- Evacuating aircraft from areas of impending danger

D. The NCAA Inspector sending the FAX will advise the applicant that payment for the special flight by FAX permit must be made at the receiving location. If a collect FAX message cannot be sent to the applicant, a statement requesting payment will be sent to the applicant's principal base of operation.

## 6.0 PROCEDURES

A. Coordination. This task requires coordination between the assigned inspectors.

B. References

- International Civil Aviation Organization (ICAO) Annex8.

C. Verify that the Aircraft is Capable of Safe Flight. The aircraft does not have to meet all airworthiness requirements.

D. Review the Operator's Manual

(1) Ensure that the manual has the following procedures for ferry flights:

(a) Provisions for conveying the authorization to ferry to the operating crew.

(b) A system for recording each flight conducted under this authorization.

(c) Procedures to determine that the proposed special flight complies with the NCAA and ICAO rules and is not prohibited by any Airworthiness Directives (ADs).

(d) Procedures to allow additional crewmembers and other authorized persons to be carried aboard the aircraft during ferry flights when the aircraft flight characteristics have not been appreciably changed or its operation in flight substantially affected.

(e) Procedures to ensure the display of the current airworthiness certificate and any special flight permit or authorization.

(f) Procedures to ensure the review of the following items prior to releasing the ferry flight:

- Technical data to which the aircraft must perform
- Operational equipment necessary for safe operation of the aircraft
- Aircraft weight limits
- Fuel distribution limits
- Centre of gravity limits
- Aircraft maneuver limitations
- Equipment usage limitations, e.g., autopilot
- Airspeed limits
- Meteorological limits, including conditions to be avoided, inspections required should these conditions be encountered inadvertently and weather minimum.

(2) For one engine-inoperative ferry flight, ensure the following:

(a) The operator has a four-engine airplane or an airplane or a turbine engine-powered airplane equipped with three engines.

(b) The applicable airplane has been previously test-flown with one engine inoperative in accordance with its approved Airplane Flight Manual. The approved Airplane Flight Manual must contain the following data:

- Maximum mass
- Configuration of the inoperative propeller, if applicable

- Runway length for takeoff, including temperature accountability
- Altitude range
- Certificate limitations
- Ranges of operational limits
- Performance information
- Operating procedures

(3) The operator's manual must include the following:

- A limitation that the operating weight on any ferry flight must be the minimum necessary with the necessary reserve fuel load.
- A limitation that takeoffs must be made from dry runways, based on a showing of actual runways operating takeoff techniques on wet runways with in engine inoperative, takeoffs with full controllability from wet runways have been approved for specific model aircraft and included in the approved Airplane Flight Manual.
- Procedures for operations from airports in which the runways may require a takeoff or approach over populated areas.
- Inspection procedures for determining the operating conditions of the operative engines.
- A restriction that no person may takeoff from an airport in which the initial climb is over thickly populated areas or weather conditions at the takeoffs and destination airport are less than those required for Visual Flight Rules (VFR) flight.
- Procedures that ensure carrying only essential flight crewmembers aboard the airplane during ferry flight.
- Procedures that ensure flight crewmembers are thoroughly familiar with the operator's operating procedures and the approved Aero plane flight Manual for the one-engine-inoperative ferry flight.

**Notify the Director, Airworthiness Standards prior to any authorization of an aircraft involved in an accident or incident.**

## 7.0 TASKOUTCOMES

A. Successful completion of this task will result in issuance of operations specifications paragraphD-57.

B. Document Task**.** File all supporting paperwork in the operator's office file

## 8.0 FUTUREACTIVITIES

Normal Surveillance.