



Figure 1—A safe-to-ferry logbook entry by an A&P.

Ferry Permits

For when your aircraft isn't airworthy but you need to fly it anyway

AS EVERY PILOT KNOWS, it's strictly against the rules to fly an unair-worthy aircraft:

§91.7 Civil aircraft airworthiness.

(a) No person may operate a civil aircraft unless it is in an air-worthy condition.

(b) The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight. The pilot in command shall discontinue the flight when unairworthy mechanical, electrical, or structural conditions occur.

Now that sounds fine in theory, but sometimes it doesn't work out so well in practice.

Recently, for example, one of my clients managed to decapitate a runway light with his propeller at an airport in Florida that didn't have any maintenance services on the field. We were able to get an A&P to drive to the decapitation site in a pickup truck and hang a loaner prop on the airplane, but we then needed to fly back to the shop to have the engine removed for a proper post-prop-strike tear-down inspection.

Another client inadvertently let his airplane "go out of annual" while the airplane was tied down at an airport in southern New Jersey. There was a maintenance shop on the field, but after talking to the shop's director of maintenance, the aircraft owner concluded that he really didn't care to have his annual done there and wanted to fly it back to his regular shop for the inspection.

Yet another client in Missouri was in the midst of an annual inspection when he and the IA got into a debate about whether or not several cylinders needed to be removed due to low compression. Ultimately, the aircraft owner decided he wanted to fly the airplane to a different shop at a different airport for a second opinion before authorizing any cylinder removal.

Frequently we run into situations where it's necessary to have an out-of-annual aircraft flown to a shop for a pre-buy examination. I recall at least one where an out-of-annual aircraft needed to be

flown out of harm's way before the arrival of a big hurricane.

So despite the prohibitions of FAR 91.7, it's often necessary to fly an aircraft that's not airworthy. To do that legally, we need to obtain special permission from the FAA in the form of a "special flight permit" (or colloquially, a "ferry permit").

HOW TO GET ONE

Obtaining a ferry permit is nothing to be afraid of. It's usually quick and easy. There are basically three steps.

First, you need to find an A&P mechanic who is willing to give you a logbook entry certifying that the airplane is in a safe condition to make the proposed ferry flight. Figure 1 shows an example of such a logbook entry.

Note that "safe to ferry" is a very low standard. You're not asking the A&P to certify that the aircraft is airworthy—only that it's safe to make just one more flight, and usually a relatively short one. Obviously the aircraft isn't airworthy; if it was, you wouldn't need a ferry permit to fly it.

Getting this safe-to-ferry logbook entry from an A&P isn't an absolute requirement, but without it an FAA aviation safety inspector (ASI) from the FSDO will need to come out and inspect your aircraft. Trust me, you don't want that and neither does the ASI. So do yourself a favor and get a

safe-to-ferry logbook entry, or at least a promise of one from an A&P, before you ask the FAA for the permit.

Things can get a bit more complicated (and costly) if you can't find a local A&P willing to sign off the safe-to-ferry logbook entry. In that case, you may need to find a mechanic willing to drive or fly to where the airplane is located and inspect it to the extent necessary for him to certify it as safe to make the ferry flight. If you have a regular mechanic who knows the aircraft well and trusts you, he might be willing to sign the entry without actually inspecting the aircraft, but he really isn't supposed to do that.

Another complication occurs if the ferry flight will traverse outside U.S. airspace. A United States ferry permit is valid only in U.S. airspace. One of my clients needed to ferry an unairworthy Cessna 310 from Toronto to Ohio for major structural repairs; we had to secure two ferry permits, one from Transport Canada and one from the FAA. But even that wasn't very difficult.

FILLING OUT THE APPLICATION

Next, you need to fill out an application form, FAA Form 8130-6 ("Application for U.S. Airworthiness Certificate"), which you can obtain as a PDF fill-in form. (Visit www.SportAviation.org for a link.) Don't be misled by the title of the form—it's the correct one to apply for a ferry permit.

This two-page form has eight sections (quaintly labeled I through VIII) and is a little intimidating. But for a ferry permit you only fill out sections I, II, and VII and leave everything else blank. In Section I you identify the aircraft, engine, and propeller (Figure 2).

In Section II, you simply check two boxes to indicate that you're applying for a special flight permit for a maintenance ferry flight (Figure 3).

Finally, in Section VII, you state who owns the aircraft, describe the proposed ferry flight, and explain why the aircraft is not airworthy (Figure 4).

At the bottom of Section VII, you sign and date the application.

FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE						Form Approved O.M.B. No. 2120-0018 Expiration Date 02/28/2013		
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N54321		2. AIRCRAFT BUILDER'S NAME (Make) CIRRUS DESIGN CORP		3. AIRCRAFT MODEL DESIGNATION SR22		4. YR. MFR. 2007	FAA CODING
	5. AIRCRAFT SERIAL NO. 2345		6. ENGINE BUILDER'S NAME (Make) TCM		7. ENGINE MODEL DESIGNATION IO-550-N			
	8. NUMBER OF ENGINES 1		9. PROPELLER BUILDER'S NAME (Make) HARTZELL		10. PROPELLER MODEL DESIGNATION PHC-J3YF-1N		11. AIRCRAFT IS (Check if applicable) IMPORT	
	INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.							

Figure 2—In Section I of Form 8130-6, you identify the aircraft, engine, and propeller.

APPLICATION IS HEREBY MADE FOR: (Check applicable items)																				
A	1	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)										NORMAL	UTILITY	ACROBATIC	TRANSPORT	COMPUTER	BALLOON	OTHER		
	B	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)																		
II. CERTIFICATION REQUESTED	7	PRIMARY																		
	9	LIGHT-SPORT (Indicate Class)										Airplane	Power-Parachute	Weight-Shift-Control	Glider	Lighter than Air				
	2	LIMITED																		
	5	PROVISIONAL (Indicate class)										1	CLASS I	2	CLASS II					
	3	RESTRICTED (Indicate operation(s) to be conducted)										1	AGRICULTURE AND PEST CONTROL	2	AERIAL SURVEY	3	AERIAL ADVERTISING			
												4	FOREST (Waste conservation)	5	PATROLLING	6	WEATHER CONTROL			
												0	OTHER (Specify)							
	4	EXPERIMENTAL (Indicate operation(s) to be conducted)										1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT	3	EXHIBITION			
												4	AIR RACING	5	CREW TRAINING	6	MARKET SURVEY			
												0	TO SHOW COMPLIANCE WITH THE CFR	7	OPERATING (Primary Category) KIT BUILT AIRCRAFT					
8											8A	Existing aircraft without an airworthiness certificate & do not meet § 103.1								
											8B	Operating Light-Sport Kit-built								
											8C	Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190								
											9A	RESEARCH AND DEVELOPMENT	9C	CREW TRAINING						
											9B	MARKET SURVEY								
												1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE							
C	6	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operator" and "Standard" or "Limited" as applicable)																		

Figure 3—In Section II, you check two boxes to indicate that you're applying for a special flight permit for a maintenance ferry flight.

A. DESCRIPTION OF AIRCRAFT			
REGISTERED OWNER MIKE'S AIR, LLC	ADDRESS 1234 SHADY LN., ST. LOUIS, MO 63123		
BUILDER (Make) CIRRUS DESIGN CORP.	MODEL SR22		
SERIAL NUMBER 2345	REGISTRATION MARK N54321		
B. DESCRIPTION OF FLIGHT			
CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable)			
FROM KCPS	TO KSUS		
VIA DIRECT	DEPARTURE DATE 12/16/2013 to 12/22/2013	DURATION 20 MINUTES	
C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PILOT	CO-PILOT	FLIGHT ENGINEER	OTHER (Specify)
D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS			
ANNUAL INSPECTION SIGNED OFF AS UNAIRWORTHY WITH ONE DISCREPANCY: THE #2 CYLINDER COMPRESSION MEASURES 2 PSI BELOW THE MASTER ORIFICE THRESHOLD PER TCM SB03-3.			
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: (Use attachment if necessary)			
NONE.			
F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is safe for the flight described.			
DATE 12/12/2013	NAME AND TITLE (Print or type) MIKE MERRIWEATHER, MANAGING MEMBER		SIGNATURE

Figure 4—In Section VII, you state who owns the aircraft, describe the proposed ferry flight, and explain why the aircraft is not airworthy.

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F-280 - EXTRA 300 - EMBLEM - EMBLEM SPORT -
MUSKETEER - SUNDOWNER - SEFFA - BONANZA -
BARNHART - DEBONAIR - CLEARVAP - DUCHESS -
SKY - SLOTT - SLOTT - SLOTT - SLOTT - SLOTT -
PPPER PA-28 - PA-28 - PA-28 - PA-28 - PA-34 -
PA-44 - PA-46 - LAKE BUCCANEER - ROBINSON
HELICOPTER (ALL) - SOGATA RALLYE - GFFSLAND
GAB - NAVION (MANY) - GRUMMAN YANKEE -
TIGER - CHEATAH - TIGER - TWIN COMMAND
PARTENAVA - PARTENAVA - PARTENAVA

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MIKE BUSCH

SUBMITTING THE APPLICATION

Finally, you need to e-mail or fax the completed Form 8130-6 application to the FAA flight standards district office (FSDO) whose jurisdiction includes the airport where your aircraft is located. If you don't know which FSDO to contact, ask the A&P who gave you the safe-to-ferry logbook entry, or look it up online. (Visit www.SportAviation.org for a link.)

Although it's not necessary to include a copy of the safe-to-ferry logbook entry with your application, I recommend doing so because it will help reassure the FSDO that your request for a ferry permit is reasonable.

Follow up your e-mail or fax with a phone call to the FSDO and ask to speak to the ASI to whom your ferry permit application has been assigned. (If nobody



U.S. Department
of Transportation
**Federal Aviation
Administration**

St. Louis Flight Standards District Office
10801 Pear Tree Lane
Suite 200
St. Ann, Missouri 63074

FAX - SPECIAL FLIGHT PERMIT

This permit is for the following aircraft for the purpose of

REG. NO.: N54321 MAKE: CIRRUS MODEL: SR22 SERIAL NO.: 2345
FROM: CPS TO: SUS VIA: Direct

This authorization must be displayed in the aircraft in accordance with FAR 91.203(b).

This authorization expires upon arrival at destination or

These Operating Limitations are a part of the Special Flight Permit issued to the aircraft described above. Flight crew members must be properly certificated and rated in accordance with FAR 61.

1. The flight described above shall be made under VFR/VMC day conditions only, (unless authorized in the additional limitations below) and by the most direct and expeditious route consistent with the aircraft operating limitations and weather.
2. Occupancy of the aircraft is limited to the pilot, essential flight crew, and personal baggage.
3. **Flight over congested areas is prohibited**, and takeoffs and landings shall be so conducted as to avoid congested areas in the vicinity of any of the airports used in connection with this authorization. Flight over a foreign country must have special permission from that country.
4. An inspection to determine if the aircraft is safe for the intended flight and an entry in the permanent aircraft records of the results of this inspection must be made by an **appropriately certified mechanic or repair station** before any flight in connection with this authorization is valid.
5. Operation of this aircraft is subject to the approval of the registered owner. The aircraft must display U.S. registration identification marks and have a registration certificate issued to its owner on board. This permit is valid for one flight only (direct) with necessary fuel stops.
6. Any Airworthiness Directive pertinent to this make and model of aircraft requiring compliance before further flight must be complied with before ferry flight is initiated.
7. This Special Flight Permit is good for 10 days.

Additional Limitations:

Date Issued: 12/12/2013

Figure 5—This is an actual faxed ferry permit; only the names have been changed to protect the innocent.

has looked at it yet, your phone call may push it to the top of the list.) The ASI might have a few questions, but unless something in your application or the safe-to-fly logbook entry looks fishy or risky, the ASI will usually fax you back the ferry permit the same day you apply.

Figure 5 shows what your faxed ferry permit will probably look like.

MAKING THE FERRY FLIGHT

Normally, the faxed ferry permit will be valid for a 10-day period, giving you some flexibility as to when to make the flight. That's important, because typically the ferry permit will restrict the flight to being made in day VMC conditions with only essential flight crew aboard (which for most of us means one pilot only).

You must carry the ferry permit aboard the aircraft during the ferry flight and display it in lieu of the standard airworthiness certificate. It's also a good idea to carry a photocopy of the signed safe-to-ferry logbook entry, since the ferry permit isn't valid without that entry. Remember that the ferry permit is valid only for the one proposed ferry flight and expires when you land at the destination.

One more important thing: Do not make the ferry flight without first calling your aircraft insurance agent and making sure that you have coverage for the flight. Many policies will not provide coverage if the aircraft is unairworthy (which it obviously is if you need a ferry permit), but almost all underwriters will provide coverage for the ferry flight at no additional premium if you ask for it before you make the flight. *EAA*

Mike Busch, EAA 740170, was the 2008 National Aviation Maintenance Technician of the Year, and has been a pilot for 44 years, logging more than 7,000 hours. He's a CFI and A&P/IA. E-mail him at mike.busch@savvyaviator.com. Mike also hosts free online presentations as part of EAA's webinar series on the first Wednesday of each month. For a schedule visit www.EAA.org/webinars.

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