

Information for Operators

Foreign Operator Permissions

Information on the Permit Required to Operate Commercial Flights to and from UK Overseas Territories in an Aircraft not Registered in a UK Overseas Territory or the UK

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The need for a permit

In common with most countries, the UK Overseas Territories try to ensure that commercial flights operated into and out of their airports do so in accordance with the appropriate international regulations, and provide a good level of service when carrying passengers or cargo.

The Territories also want to ensure that flights for their residents and visitors are suitable and safe – one of the conditions of the Permit is that flights are operated in accordance with the requirements of the International Civil Aviation Organisation (ICAO).

A Permit is required for commercial (or aerial work) operations into all of the UK Overseas Territories listed:

- Anguilla
- Bermuda
- British Virgin Islands
- Cayman Islands
- Falkland Islands
- Gibraltar
- Montserrat
- St Helena and Dependencies (which includes Ascension Island)
- Turks and Caicos Islands

As an operator, you require a Permit if your aircraft is:

- a) not registered in an Overseas Territory or the UK; and
- b) is carrying passengers or cargo, into, out of or within any UK Overseas Territory, for 'valuable consideration'.

Amongst other things, valuable consideration includes payment of money, in cash or kind, or a contribution to the running costs of the aircraft through sharing fuel costs etc.

If you are flying a private aircraft, and there is no element of commercial or financial benefit to you, then you do not need this Permit.

Legislation and Requirements

The Permit also requires that aircraft conform with the legislative requirements of the Overseas Territories, as contained in the Air Navigation (Overseas Territories) Order 2007, and the supporting means of compliance – the Overseas Territories Aviation Requirements (OTARs), wherever these apply to all aircraft operating in OT airspace. When you receive a permit, you will be provided with a checklist of the applicable elements of the legislation. The legislation and requirements can be found on the ASSI website at:

http://www.airsafety.aero/legislation_and_otar_s

It's worth noting that the penalty for operating a commercial flight into or out of an Overseas Territory without a Permit is a maximum fine of 5000 Pounds Sterling (roughly US\$10,000) or up to two years in prison or both.

Remember that you are also required to carry a copy of the Permit at all times when you are within OT airspace.

Applying for a Permit

You should apply to the appropriate authority – details of which can be found on the ASSI website under Policy and Information:

http://www.airsafety.aero/policy_and_information

This part of the website also provides details of the documentation which you will need to supply with your formal application. In brief these include:

- Operating Certificate (including the geographical areas extract from the Ops Specs)
- Certificate of Insurance
- Certificate of Airworthiness
- Aircraft Registration Certificate
- Aircraft Noise Certificate (where appropriate)
- Confirmation that there are no Dangerous Goods, weapons or munitions of war being carried on the flight(s)

- Where aircraft are wet or dry leased, additional information will be needed:
 - contact details of the lessor airline
 - copy of the lease agreement
 - confirmation from the lessor airline of which of the airline's operations and flight manuals will be used (so that it is known for legal purposes which airline will be the "operator" of the aircraft)
- Confirmation that the aircraft are fitted with ACAS II v7 (where appropriate)
- Confirmation that the aircraft comply with FM immunity requirements

Validity and Renewal of a Permit

A permit is granted for a maximum of an 'operating season'. This is generally interpreted as 6 months, commencing October and March. Permits may be for any shorter duration. You will need to apply for renewal of your Permit as it approaches expiry – renewal is not automatic.

Cost of a Permit

The cost of a Permit varies between the different Territories. The UK Department for Transport (which issues the majority of Permits) currently makes no charge.

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Air Safety Support International is a not-for-profit, wholly-owned, subsidiary company of the United Kingdom Civil Aviation Authority, established under Directions from the UK's Department for Transport. The company's primary objective is to help provide a more cohesive system of civil aviation safety regulation in the UK Overseas Territories.