



Application for the Reservation of a Registration Mark for an Aircraft

INTENDED OWNER

Company: _____
Last, first name: _____
Street: _____
Postcode, town/ city: _____ Nationality: _____
Tel./ mobile: _____ E-mail: _____

INTENDED OPERATOR

☐ AOC Holder

Company: _____
Last, first name: _____
Street: _____
Postcode, town/ city: _____ Nationality: _____
Tel./ mobile: _____ E-mail: _____

AIRCRAFT INFORMATION

☐ Aeroplane ☐ Jet Plane ☐ Helicopter ☐ Powered glider ☐ Glider
☐ Airship ☐ Freeballoon ☐ Special Category:

Aircraft condition

☐ New ☐ Used Recent country of registration: _____ Registration Mark: _____

Certification

☐ EASA Data Sheet Nr.: _____ <http://easa.europa.eu/document-library/type-certificates>
☐ Other Certification _____ (Special Category, if applicable)

Please indicate whether or not the recommended time between overhaul (TBO) for both, the Engine(s) and Propeller(s) are met (ref. Section 7 of Technical Communication CT 02.020-35): ☐ Yes ☐ No
1) Please confirm that the corresponding text on page 3 has been read and understood

Aircraft/ Airframe

Manufacturer: _____ Type: _____
SN: _____ Year of construction: _____
MTOM: _____ MLM: _____ Service hours: _____

Turbine/ Engine

Manufacturer: _____
Turbine/ Engine No. 1
Type: _____
SN: _____ Year of construction: _____ Service hours: _____



Turbine/ Engine No. 2

Type: _____

SN: _____ Year of construction: _____ Service hours: _____

Turbine/ Engine No. 3

Type: _____

SN: _____ Year of construction: _____ Service hours: _____

Turbine/ Engine No. 4

Type: _____

SN: _____ Year of construction: _____ Service hours: _____

Propeller

Manufacturer: _____

Propeller No. 1

Type: _____

SN: _____ Year of construction: _____ Service hours: _____

Propeller No. 2

Type: _____

SN: _____ Year of construction: _____ Service hours: _____

MODIFICATIONS MADE TO THE AIRCRAFT

Any modifications to aircraft subject to EASA regulations must be accepted/approved/validated by EASA. This applies in particular to STCs. In all other cases, the FOCA cannot normally issue a CofA or ARC (authorisation to fly cannot be granted). The applicant should apply to EASA for the necessary validation at an early stage. All modifications must be announced in the Aircraft Status Report. ([Airworthiness \(STLB & STLZ\) \(admin.ch\)](#))

PLANNED BASE AND OPERATION

Main base: _____ (subject to approval of the airfield operator)

Intended use of the aircraft

☐ Private flights ☐ Commercial flights

For complex aircraft*, airworthiness must be ensured by an appropriate management organisation (CAO/CAMO). A CAO/CAMO agreement must be submitted to the Federal Office of Civil Aviation before the CofA/ARC is issued.

Name of the CAMO: _____ Approval-Reference: _____

☐ Subpart I Privilege available

* [Non-commercial air operations \(admin.ch\)](#)



CONFIRMATION OF RESERVATION

The required forms will be sent to the address below as confirmation that the registration mark is reserved:

Company: _____
Last, first name: _____
Street: _____
Postcode, town/ city: _____
Tel./ mobile: _____ E-mail: _____

Place, date

Signature **applicant**

REMARKS

1) TBO recommended time between overhaul

The registration of an EASA aircraft over 2730 kg MTOM, EASA helicopters over 1200 kg and non-EASA aircraft in to general in the Swiss aircraft registry, in conjunction with the application for the issuance of a Certificate of Airworthiness requires the compliance of the recommended time between overhaul issued by the respective manufacturer. Exemptions are granted based on a written statement/explanation only (ref. Section 7 of CT 02.020-35). Although no specific form is required the aforesaid statement/explanation, in order to justify a possible exemption, is considered as an integral part of the present application for the reservation of a registration mark for aircraft.

For EASA aircraft up to 2730 kg MTOM or EASA helicopters up to 1200 kg MTOM and a maximum of four passengers, Part-ML can be used if a deviation of the TBO is required.

FOCA Ordinance on the Inspection of Aircraft 748.215.2

Art. 4 Place, time and schedule for the inspection: The FOCA shall determine the place and time of the inspection and shall, whenever possible, take into consideration any justified requests from the owner or the registered holder.

Note

We draw your attention to Article 70 LFG, which states that the operator of an aircraft registered in the Swiss Aircraft Register must have third party insurance.

Please do not hesitate to contact us if you have any questions:

Tel.: +41 58 465 35 35 (Mon–Fri, 9–11:30 a.m.)

E-mail: aircraftregistry@bazl.admin.ch