



FOCA Form ST-SSR10

# 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 HOLDER

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: \_\_\_\_\_  
MSN: \_\_\_\_\_ Year of construction: \_\_\_\_\_  
MTOM: \_\_\_\_\_ MLM: \_\_\_\_\_ Service hours: \_\_\_\_\_

### Turbine/ Engine

Manufacturer: \_\_\_\_\_  
Turbine/ Engine No. 1  
Type: \_\_\_\_\_  
MSN: \_\_\_\_\_ Year of construction: \_\_\_\_\_ Service hours: \_\_\_\_\_



Turbine/ Engine No. 2

Type: \_\_\_\_\_

MSN: \_\_\_\_\_ Year of construction: \_\_\_\_\_ Service hours: \_\_\_\_\_

Turbine/ Engine No. 3

Type: \_\_\_\_\_

MSN: \_\_\_\_\_ Year of construction: \_\_\_\_\_ Service hours: \_\_\_\_\_

Turbine/ Engine No. 4

Type: \_\_\_\_\_

MSN: \_\_\_\_\_ Year of construction: \_\_\_\_\_ Service hours: \_\_\_\_\_

**Propeller**

Manufacturer: \_\_\_\_\_

Propeller No. 1

Type: \_\_\_\_\_

MSN: \_\_\_\_\_ Year of construction: \_\_\_\_\_ Service hours: \_\_\_\_\_

Propeller No. 2

Type: \_\_\_\_\_

MSN: \_\_\_\_\_ 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.