



## Acceptance report Airworthiness

This form needs to be accompanied by the form "Application Certificate of Airworthiness" and if applicable an "Airworthiness Review Report".

When a question from the list is answered positively you are required to put your initial and the date behind the concerned question.

If one of the items mentioned in paragraph 4 cannot be answered positively or documents are not available please number the remarks in the column and describe the remark in paragraph 5. Rectifications on the remarks can be described in paragraph 6

The report number must be filled in on every page.

After rectification of a defect you need to close the question in the list with the date and initial.

In case all items are not positively closed but the aircraft is considered to be airworthy motivate the advice under the remarks in paragraph 3.2

Incomplete or incorrectly filled out forms (including absence of additional documents) will not be processed.

Send the form to [luchtvaartuigregister@ilent.nl](mailto:luchtvaartuigregister@ilent.nl) or send it to Inspectie Leefomgeving and Transport / Luchtvaart  
P.O. Box 16191, 2500 BD Den Haag

### Additional information

(+31) (0)88 489 00 00 | [www.ilent.nl](http://www.ilent.nl)

## 1 Details Inspection Company

- 1.1 Name inspection company
- 1.2 Name contact
- 1.3 Phone number(s) contact
- 1.4 E-mail contact

## 2 Details of aircraft

- 2.1 Registration of the aircraft
- 2.2 Aircraft type
- 2.3 Classification  CofA  Limited CofA  Export CofA
- 2.4 Aircraft is  New  Used
- 2.5 Operation of the aircraft is  With AOC
- Commercial (SPO/ATO/scenic flights and/or NCC)
- Non commercial (NCO)
- Other namely:
- 2.6 From which country is the aircraft imported to the Netherlands, or to which country will the aircraft be exported?
- 2.7 Actual hours of the aircraft (excluding balloons and airships)

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**Airworthiness**  
Human Environment and Transport Inspectorate  
Ministry of Infrastructure and Water Management

## 3 Statement

3.1 Items in paragraph 4 are

All answered positively

Not all answered positively

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3.2 Remarks

With regards to what is stated above, I declare that the Aircraft is checked and in compliance with EASA regulations

3.3 Name and authorisation number

| \_\_\_\_\_ | \_\_\_\_\_

3.4 Place and date

| \_\_\_\_\_ | \_\_\_\_\_

3.5 Signature

| \_\_\_\_\_

## 4 Required documents / statements / reviews

> For an explanation per item, refer to paragraph 7

The Human Environment and Transport Inspectorate (ILT) can make additional checks on one or more of the items mentioned below. In case that besides the Acceptance Review also an Airworthiness Review has to be carried out in order to obtain an ARC, The Airworthiness Review has to be seen as part of the Acceptance Review. The Acceptance review and if applicable the Airworthiness Review has to be performed by ARC staff of a Dutch CAMO or CAO which is approved for the concerning type of aircraft (or by ILT). The inspection items may be performed up to 60 days before issuing the CofA (and if applicable the ARC).

Origin of the aircraft	Items to be attended
New aircraft	4.1, 4.2 and 4.5 to 4.11
Existing aircraft from an EASA member state (with a valid ARC and for which during the Acceptance Review no Airworthiness Review will be performed)	4.1, 4.3 and 4.5 to 4.9 4.10 t/m 4.11
Existing aircraft from an EASA member state (For which during the Acceptance Review also an Air worthiness Review will be performed)	4.1, 4.3, 4.6 to 4.9
Existing aircraft from outside EASA (Besides the Acceptance Review an Airworthiness Review must be performed)	4.1, 4.4, 4.6 t/m 4.9 en 4.11
Issuing an Export Certificate of Airworthiness (Besides the Acceptance Review an Airworthiness Review must be performed, send along the report of that review)	4.1, 4.6 to 4.8, 4.11 t/m 4.13

Item	Reference	Required documents / statements	Remark	Date	Initial
4.1	21.A.174(a)	Application form CofA and ARC			
4.2	21.A.130 21.A.163(b) 21.A.174(b)(2) 21.B.326 21.B.327	An conformity statement not older than 60 days, namely: EASA form 52, issued by the manufacturer with a POA; or EASA form 52, issued by the manufacturer without a POA and validated by the competent authority; or For imported aircraft from the USA, Canada or Brazil a statement / Export CofA is required undersigned by the competent authority of the country of origin in which is stated that the aircraft complies with an EASA approved design.			
4.3	21.A174 (b)(3) 21.A179 (a)(2)	In case no review will be done, change the registration on the original, valid ARC. Send a copy of the former CofA and the (amended) current ARC along with this report.			
4.4	21.A.174 (b)(3)	Send along a copy of a not older then 60 days statement / Export CofA from the competent authority of the country of origin, in which the airworthiness of the aircraft is shown.			
4.5	21.B.326 – 21 B.327 Annex I, subp. I (Part-M), Annex Vb, subp. I (Part-ML)	I declare that all known defects have been rectified or deferred in a controlled manner.			
4.6	21.A.174 (b)(2)	Assess and send a copy of the weight & balance report and if applicable the loading scheme.			
4.7	21.A.174 (b)(2)	Assess the flight manual and send copies of the pages identifying the aircraft, the (possible) approval, and revision number. (if required according the applicable airworthiness requirements for the aircraft)			
4.8	21.A.182	I declare that the features on the aircraft are applied conform de “Regeling inschrijving Nederlandse burgerluchtvaartuigen” par.9.			
4.9	21.A.175	I declare that all necessary text inside and outside the aircraft are written in an official language from one of the EU member states.			
4.10	M.A.302 – ML.A.302	For Part-M: Send along a copy of the approved maintenance program for the operation to be performed or a reference to the approved version of the AMP (revision number and date) For Part-ML: I declare that an AMP is present for this aircraft.			
4.11	21.A.174 (b)(3) 21.B.326 21.B.327 M.A.303/304/305/306 ML.A.303/304/305	I declare that the applicant has received all documents from the previous owner or manufacturer which are necessary to demonstrate the airworthiness of the aircraft and components.			
4.12	Wet luchtvaart, - Regeling bewijzen van luchtwaardigheid	I declare that the aircraft satisfies the demands of Additional Airworthiness Requirements asked by the authorities of the importing country.			



## 7 Notes on the questions

Used abbreviations	<p>AD = Airworthiness Directive AMP = Aircraft Maintenance Programm ARC = Airworthiness Review Certificate CofA = Certificate of Airworthiness CAMO = Continuing Airworthiness Management Organisation CAO = Combined Airworthiness Organisation CRS = Certificate of Release to Service DDL = Defered Defect List EASA = European Aviation Safety Agency HIL = Hold Item List ILT = Inspectie Leefomgeving en Transport (Human Environment and Transport Inspectorate) Part-M aircraft = aircraft under Annex I Part-ML aircraft = aircraft under Annex Vb SB = Service Bulletin</p>
General	<p>On basis of article 6 of the “regeling Europese bewijzen van luchtwaardigheid” the CofA acceptance review will be executed by a company recognized for this purpose by the Minister or by the Minister (ILT).</p>
Question 1.1	<p>Fill in the name of the company performing the review with the approval number of the CAMO or CAO.</p>
Question 1.2	<p>Fill in the name of the person representing the reviewing company.</p>
Question 2.3	<p>Tick the box with the classification of the kind of certificate of airworthiness this aircraft should have according the reviewing company. More information can be found in the Basic Regulation 2018/1139, article 1, article 4 and Annex I.</p>
Question 3.3	<p>Fill in the name of the reviewing inspector.</p>
Question 4.1	<p>A CofA will be provided on request. In addition to this report the holder a signed application form has to be submitted to ILT. This application form may (preferable) send together with this report. The application form can be downloaded from the website of ILT (<a href="http://www.ilent.nl">www.ilent.nl</a>)</p>
Question 4.2	<p>With this statement it is indicated that the aircraft is manufactured according to the accepted design. For an aircraft coming from an EASA member state or the United Kingdom this is possible through a Form 52. In all other cases an Export CofA os statement from the exporting authority is needed.</p>
Question 4.3	<p>When importing of an existing aircraft to the Netherlands from an EASA member state, the aircraft must have a valid ARC. If the aircraft has no (longer a) valid ARC additional requirements can be made by the authority.</p>
Question 4.4	<p>Send along a copy of a not older than 60 days statement or export CofA. Depending of where the aircraft is coming from one should realise that maintenance regulations can differ from the Netherlands. Therefore it must be assured that the quality of the performed maintenance is adequate.</p>
Question 4.5	<p>By means of a physical inspection of the aircraft it must be checked that there are no apparent defects. If defects are found they have to be fixed or deferred in a controlled manner (DDL, HIL etc.) The inspection can, on request from the inspector, include a engine run-up or a test flight</p>
Question 4.6	<p>Check whether a new weighing is necessary, for example after heavy maintenance or a paint job. Check if possible changes have been calculated for in the weight &amp; balance report.</p>
Question 4.7	<p>Does the aircraft flight manual meets the configuration of the aircraft? For example are all modifications, SB’s, AD’s etc introduced?</p>
Question 4.8	<p>The features on the aircraft have to be applied in accordance with the regulations. It concerns Nationality and Registryration reference on the aircraft and a fireproof identification plate. More information can be found in the “Regeling inschrijving Nederlandse burgerluchtvaartuigen paragraph 9”. Also the aircraft, engines and propellers have to be correctly identified according Part 21.A.801.</p>
Question 4.10	<p>A copy of the maintenance program which complies with the regulations must be submitted. In contrast to the past the ILT will only issue a CofA after they have received an approved maintenance program, or, in case of ELA1 aircraft which are not used for commercial operations, a statement (Declaration) from the owner. In case the ILT has to approve themaintenance program one has to take into account that this might take some time.</p>

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- Question 4.11 Check whether all documents related to the work performed on the aircraft and service life limited components are present. This includes that all proof of releases (CRS) have to be present unless a comparable performed task overrules the former CRS's, and are older than 24 months. Also from all On-Condition components that have been installed in the past 24 months the releases have to be present. These documents have to be handed over at export to the new owner. Take into account the requirements in EASA Part M.A.305
- Question 4.12 To be able to declare this the user has to demonstrate that the Additional Airworthiness Requirements of the country of import are met. This can be done by a compliance checklist drawn up by the user and execute the inspections by the CAMO Include the answer of the authorities, of the country of import, to the questions of additional requirements with the report. Also in case the authority agrees to any deviations, this also needs to be announced in a letter. These deviations will be mentioned on the Export CofA with a reference to the letter (additional requirements and possible waivers)
- Question 4.13 To be able to declare this the user has to demonstrate that the requirements of Subpart D (CAT.IDE) are met. This can also be done by a compliance checklist.
- Question 4.14 To be able to declare this the user has to demonstrate that the requirements mentioned in the Additional Airworthiness Specifications for Operations according to Regulation (EU) 2015/640 are met. Evidence for this can be a Compliance checklist.