



Application Permit to Fly (Part 21)

This form **can be used** to apply for a Permit to Fly according to Part 21 Subpart P for Aircraft registered in the Netherlands.

This form **cannot be used** to apply for an exemption based on Article 71.1 of the Basic Regulation (EC)2018/1139. Civil Aviation Authority - the Netherlands may grant an exemption from the substantive requirements laid down in the Basic Regulation and its implementing rules in the event of urgent unforeseeable circumstances or urgent operational needs, provided the level of safety is not adversely affected. Please use the Exemption Article 71.1 Basic Regulation application form as published on the website.

This form **cannot be used** to apply to the CAA-NL for a National Permit to Fly for aircraft without a valid Certificate of Airworthiness which are:

1. registered in The Netherlands as referred to in Annex I of the Basic Regulation ("Annex I Aircraft")
2. registered in The Netherlands falling under article 2.3(a) of the Basic Regulation ("State Aircraft")
3. registered outside The Netherlands.

Please use the National Permit to Fly application form as published on the website.

The "Regeling tarieven luchtvaart 2008" (national regulation for aviation fees) applies. An invoice will be send upon receipt of the application to the billing e-mail address.

An application which is not complete will not be investigated.

An application is only complete if all necessary documents and the payment of the fee are received.

A permit to fly **MAY** be issued; it does not mean that a permit to fly **MUST** be issued.

The investigation of an application can take up to maximum of 8 weeks, be sure to apply on time.

This form and its attachments should be send to both ILTDocumentManagement@ilent.nl and aviation-approvals@ilent.nl

Additional information

(+31) (0)88 489 00 00 | www.ilent.nl

1 Details of Applicant

1.1 Name

1.2 E-mail address

2 Billing

2.1 (Company) name

2.2 Address

2.3 Postcode, place and country

2.4 E-mail address

3 Details Aircraft

3.1 Aircraft identification marks PH-

3.2 Aircraft manufacturer and type

3.3 Serial number

4

Purpose of flight

4.1 What is the purpose of flight?

> reference: Part 21 Subpart P

- Development
- Showing compliance with regulations or certification specifications
- Design organisations or production organisations crew training
- Production flight testing of new production aircraft
- Flying aircraft under production between production facilities
- Flying the aircraft for customer acceptance
- Delivering or exporting the aircraft
- Flying the aircraft for Authority acceptance
- Market survey, including customer's crew training
- Exhibition and air show
- Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage
- Flying an aircraft at a weight in excess of its maximum certificated takeoff weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available
- Record breaking, air racing or similar competition
- Flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found
- For non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness or restricted certificate of airworthiness is not appropriate
- Flying an aircraft for troubleshooting purposes or to check the functioning of one or more systems, parts or appliances after maintenance

4.2 Exemption applicability dates

| From: | Up to and including:

5

Approval of flight conditions

5.1 When the flight conditions are approved by EASA according 21.A.710 (a)¹, related to the safety of the design

| EASA Reference:

| Date:

5.2 When the flight conditions are approved by an appropriately approved design organisation according 21.A.710 (a)², related to the safety of the design

| DOA Reference:

| DOA Approval number:

| Date:

6

Flight conditions not related to the safety of design (subject to CAA-NL approval)

6.1 The configuration for which the permit to fly is requested

6.2 The proposed flight conditions/ restrictions necessary for safe operation of the aircraft

6.3 The substantiation that the aircraft is capable of safe flight under the conditions or restrictions of question 6.2

6.4 The method used for the control of the aircraft configuration, in order to remain within the established conditions or restrictions of question 6.2

7 Aircraft condition related to maintenance

7.1 Identify the situation of the aircraft related to its maintenance schedule

8 Attachments

8.1 When the flight conditions are approved by EASA according 21.A.710 (a)1 , related to the safety of the design

- EASA Form 18b
- EASA Form 37

8.2 When the flight conditions are approved by an appropriately approved design organisation according 21.A.710 (a)2 , related to the safety of the design

- EASA Form 18a
- EASA Form 37

8.3 When the flight conditions are not related to the safety of design, according 21.A.710(b), the flight conditions are to be approved by ILT

- All documentation supporting the proposed conditions or restrictions as mentioned in paragraph 6.

9 Signing

I declare that the identified aircraft configuration is applicable, the aircraft is maintained in accordance with defined instructions, compliance with airworthiness directives is observed, and that the aircraft is capable of safe flight.

9.1 Name

9.2 Date

9.3 Signature
