

Form 3

Survey Application for the Initial Issue of a Certificate of Airworthiness (CoA)

This form is to be completed by the aircraft operator, with the assistance of their Nominated Airworthiness Technical Representative (NATR). Please note Registry Publication 7 must be reviewed prior to the application to ensure all compliance requirements are understood.

Guidance notes are provided on page 3 and should be reviewed prior to completing the application.

Email completed form to aircraft@gov.im.

1. Aircraft Details			
Current Registration	<input type="text"/>	Allocated : M-	<input type="text"/>
Aircraft Manufacturer	<input type="text"/>		
Aircraft Type Designation	<input type="text"/>		
Serial Number	<input type="text"/>	Airframe Hours	<input type="text"/>
Date of Manufacture	<input type="text"/>	Seating Capacity	<input type="text"/>
		Crew Seats	<input type="text"/>
TCDS State (See Note 3)	<input type="text"/>	TCDS Number	<input type="text"/>
Engine Manufacturer	<input type="text"/>		
Engine Type Designation	<input type="text"/>	Last Overhaul Date	<input type="text"/>
APU Manufacturer	<input type="text"/>		
APU Type Designation	<input type="text"/>		
Propeller Manufacturer	<input type="text"/>		
Propeller Type Designation	<input type="text"/>	Blade Type	<input type="text"/>
Maximum Take-off Mass	<input type="text"/> KG	Maximum Landing Mass	<input type="text"/> KG
2. Export Certificate of Airworthiness or Acceptable Alternative (See guidance note 5)			
Document	Issued by	Document date	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
3. Flight Manual/Pilot Operating Handbook / Reference Number (See guidance note 6)			
Number	<input type="text"/>	Current Revision Number	<input type="text"/>
4. Proposed Survey Details			
Operator	<input type="text"/>	Date of Survey	<input type="text"/> Day <input type="text"/> Month <input type="text"/> Year
Confirm details of person to present the aircraft at time of survey. If not the NATR as per the Form 20, please contact the IOMAR prior to submitting the application.			
Name (presenting survey)	<input type="text"/>		
Position	<input type="text"/>	Telephone	<input type="text"/>
Company	<input type="text"/>	Mobile / Cell	<input type="text"/>
Email	<input type="text"/>	Fax	<input type="text"/>
Location of Survey : Host Facility			
Host Facility Name	<input type="text"/>		
Address	<input type="text"/>		
	<input type="text"/>		
Country	<input type="text"/>	Post Code / ZIP	<input type="text"/>
Will Wi Fi or internet access be available for IOMAR surveyor use at this Host Facility?			
<input type="text"/>			
Additional Information (Visa, Security Pass required etc.)			
<input type="text"/>			

5. Differences to Type Design Standard (See guidance notes 7,8,9)

Please provide details of differences between the production build standard and the type design detailed in the TCDS.

For example, modifications (STCs) embodied and concessions or deviations granted at original manufacture.
Approval references should be recorded here
if no such differences exist: enter NIL

Please provide details of modifications embodied since original manufacture.
For example, STCs, Service Bulletins, etc., introducing or changing installed equipment or systems.
Approval references should be recorded here

6. Declaration

I hereby declare that to the best of my knowledge the particulars entered on this application are accurate in every respect.

By signing this declaration, I understand that I am agreeing to all charges in connection with this application in accordance with the current Scheme of Charges, including a cancellation fee if this application is cancelled, on behalf of the Registered Owner/Operator.

Signature of applicant	<input type="text"/>	Date	<input type="text"/>
Name of applicant	<input type="text"/>		
For, or On Behalf Of	<input type="text"/>		

Notes for the completion of this application form

1. Applicants should note that unless all Sections of the form are completed accurately and all necessary documents supplied, the Aircraft Registry may not be able to process the application. In this event the applicant will be notified accordingly and the application form will need to be re-submitted. Surveys will be carried out Monday to Friday unless it is a public holiday – please refer to our website for a complete list of public holidays.
2. Details of; 'Seating Capacity' should be the total number of seats fitted in accordance with the Aircraft Type Certificate Data Sheet (TCDS), applicable Supplemental Type Certificates (STC) or other accepted data. 'Crew Seats' should be the number of seats solely for the use of crew.
3. The aircraft TCDS is the Type Certificate Data Sheet that the aircraft is in compliance with when registering with the Isle of Man Aircraft Registry.
4. Propeller details should include the manufacturer, type designation of the propeller (hub), and type designation of the blades. The engine/propeller/blade combination must comply with the Aircraft, Engine, and Propeller Type Certificate Data Sheets or applicable Supplemental Type Certificates (STCs).
5. When supplying documents please do not send originals, email copies are sufficient to accompany this application. All documents as described below required for a particular case must accompany the application.

For newly constructed aircraft

- (a) For EASA Member State aircraft types, a Statement of Conformity (EASA Form 52). An Export C of A if available should also be submitted.
- (b) For aircraft constructed outside of the EU, an Export C of A from the country of construction is required.
Note – Export C of A will normally only be considered valid if received by the Aircraft Registry within 60 days of the date of issue.

For Previously Owned aircraft

A statement is required from the competent authority of the State where the aircraft is, or was, registered reflecting the airworthiness status of the aircraft at the time of transfer. Normally this is one of the following options;

Primary demonstration:

- (c) An Export CofA issued by the exporting authority. This certificate will normally only be considered valid when issued within a period of 60 days preceding the date of application.
- (d) A current domestic CofA - **PLUS** - a statement signed, within a period of 60 days preceding the date of the application, by the airworthiness authority of the last state of registry confirming that having inspected the aircraft and associated records, the aircraft complies with the Type Certificate Data Sheet and is airworthy.

Alternative Means for Aircraft that are unable to demonstrate compliance by direct NAA involvement.

- (e) For aircraft imported from an **EASA Member State**, a CofA together with the associated 'current' Airworthiness Review Certificate (ARC). This ARC certificate will normally only be considered valid when issued within a period of 60 days preceding the date of application.
 - (f) A Letter issued by the Type Certificate holder, confirming the current status of the aircraft compliance meets the minimum standard required to a recognised specific TCDS standard.
 - (g) Or a Letter and provided work pack requirement as provided by the TCDS holder that would, when complete, restore an aircraft to a specific TCDS standard.
6. In respect of a Flight Manual, the applicable document reference number is required and must conform to that detailed on the respective aircraft Type Certificate Data Sheet.
 7. Additional requirements for import include information in respect of modifications, including STC's that have been embodied to ensure compliance. If further guidance is required please see 9 below or if in doubt contact the Aircraft Registry.
 8. A statement or letter of definition from the aircraft manufacturer should support any differences to the production build standard. If there are no changes please state NONE.
 9. (a) Details should be given of any significant modifications (for example additional, replacement or modified systems or equipment) which have been embodied on the aircraft at, or since, original manufacture, including STCs.
(b) Any modifications listed must be supported by documentation defining the modification, demonstrating its approval status and, including any applicable Flight Manual/POH supplements.
(c) It is important to declare all known modifications as failure to do so can delay the issue of the C of A.
(d) All modifications must be approved. It is the aircraft owner's responsibility to establish and demonstrate that any modifications have been approved by a competent authority. Refer to RP5 AMC17-1 (a) for further information.
(e) If no significant changes have taken place to the original build standard as in (a) please state NIL.
 10. In the event of subsequent cancellation of the application after submission to the Aircraft Registry, a cancellation charge may be levied which reflects the work carried out on behalf of the applicant up to the point of cancellation. Where sufficient funds remain from the original application fee, this charge will be deducted from any refund made in respect of the application following cancellation.

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