

Attn. To whom it may concern,

Berkel en Rodenrijs, 7 September 2026

Subject: APOC Aviation (Aircraft Part-Out Company Europe B.V.) Supplier Self Evaluation

Aircraft Part-out Company Europe B.V., also known as APOC Aviation, APOC Leasing B.V. and APOC Trading B.V., is based in the Netherlands and focuses on the aftermarket sales, trading and leasing of airframe components, landing gears and engines. APOC Aviation is an ISO 9001, AS9120B and ASA-100 certified organization.

APOC Aviation's Management and staff member are dedicated to ensuring the quality management system can sufficiently deliver a quality standard that complies with the customer[s] specifications. APOC Aviation's ability to deliver in accordance with the standards set forth by the customer, aviation authorities and its own internal quality standards will ensure the longevity of the organizations existence as well as ensuring lasting customer and supplier relationships. The organization has prepared a self-survey that encompasses most quality questions pertaining to the quality management system. With this document APOC Aviation hereby certifies that the information provided in the Self-Evaluation is complete and accurate to the best of my knowledge. If this self-evaluation does not sufficiently meet the needs of your organization, please contact Steve Hageman [QHSE Manager] for any other inquiries you may have pertaining to the QMS.

We look forward to our continued business with you.

Sincerely,



Steve Hageman

QHSE Manager
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APOC Aviation

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Company information	
Company name:	Aircraft Part-Out Company Europe B.V.
Address:	Veilingweg 54B
City	Berkel en Rodenrijs
State/ Country	Zuid-Holland (ZH)
Zip/ Post Code:	2651 BE
Country:	Netherlands
Telephone number:	+31 (0)880040000
Website:	https://www.apocaviation.com/
Email:	info@apocaviation.com
Chamber of commerce no.:	61214442
VAT no.:	NL854255928B01
DUNS no.:	49-142-2670
Ncage code:	H2H16
Scope of APOC:	Supplier/Distributor of Aircraft Parts

Bank information	Payment in US DOLLAR \$	Payment in EURO €
IBAN:	NL67ABNA0590735950	NL55ABNA0548937605
BIC:	ABNANL2A	ABNANL2A
BANK:	ABN Amro Bank	ABN Amro Bank
ADDRESS:	Gustav Mahlerlaan 10	Gustav Mahlerlaan 10
ZIP CODE, CITY:	1082 PP, Amsterdam	1082 PP, Amsterdam
COUNTRY:	The Netherlands	The Netherlands

Personnel Contacts:			
Name	Function	E-mail address	Telephone number
Adriaan van Engh	Finance	finance@apocaviation.com	+31 (0) 880 040 000
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Steve Hageman	QHSE Manager	quality@apocaviation.com	+31 (0) 880 040 000
François de Vries	Logistics	logistics@apocaviation.com	+31 (0) 880 040 000

Company Approval DATA (Certificates Held)			
This self-survey will be supplied with copies of all certifications applicable at the time			
CERTIFICATE	YES	NO	DATE OF EXPIRATION
FAA		X	
EASA		X	
ISO9001	X		22 June 2028
AS9120B	X		22 June 2028
ASA-100	X		22 June 2028
OTHER		X	

Self-Survey Questionnaire	YES	NO	N/A
1. Quality System Manual			
A. Is there an established quality system and quality manual?	X		
B. Is the quality manual available to appropriate personnel?	X		
C. Is the quality system documentation kept current and readily available to employees, customers, auditors, or designee[s]?	X		
D. Does the quality manual include a detailed description of:			
1) The organization and relationship of the quality department to the rest of the organization?	X		
2) The assignment of personnel by title, for specific functions within the quality system?	X		
3) Is the revision control system for the quality system documented?	X		
4) Is there a record keeping system?	X		
5) Training requirements and records?	X		
6) Shelf-life control system?	X		
7) Control of incoming discrepant parts and supplies?	X		
8) Receiving inspection procedures?	X		
9) Test and inspection equipment calibration program?	X		
10) Storage facilities and specifications?	X		
11) Part identification system?	X		
12) Environmental controls?	X		
13) Inspection stamp control?	X		
14) Self-Audit/ evaluation program	X		

2. Self-Audit/ Evaluation Program			
A. Is there an established documented self-audit/ evaluation program, which identifies who within the company is responsible for conducting self-audits, the frequency of audits, audit documentation and corrective actions	X		

3. Facilities			
A. Does the storage area provide;			
1) Adequate space and appropriate shelves to prevent damage or mishandling?	X		
2) Adequate security from unauthorized access?	X		
3) Segregation of aircraft from non-aircraft components?	X		
4) Segregation of serviceable from non-serviceable components?	X		

4. Training and Authorized Personnel			
A. Are personnel who perform inspection, shipping and receiving functions trained appropriately?	X		
B. Are inspection personnel properly authorized?	X		
C. Are formal training, internal [classroom] and on-the-job training documented and maintained?	X		
D. Is a roster of personnel authorized to perform inspection functions maintained?	X		

5. Procurement			
A. Does the system assure that components are procured in conformance with the customers documentation requirements?	X		
B. Does the quality management system assure that components conform to the customer's purchase order and that deviations are disclosed and approved by the customer?	X		
C. Does the quality management system require the distributor/dealer to maintain a list of approved suppliers and a quality history for each source?	X		
D. Does the quality management system assure that parts procured for sale;			
1) Which are known to have been subjected to conditions of extreme stress, heat or environment are identified?	X		
2) That all represented Airworthiness Directives (AD's) which have been accomplished are documented?	X		
3) That are identified as overhauled, repaired or modified have all appropriate signed and dated documentation?	X		

6. Receiving Inspection			
A. Does the quality management system provide for a visual inspection of all items received and accompanying documentation?	X		
B. Is there a procedure for reporting unapproved parts in accordance with the FAA Advisory Circular 21-29?	X		

7. Measuring and Test Equipment			
A. Is there an effective calibration program for test equipment?	X		

8. Material Control			
A. Is material handled in an appropriate manner and is the material protected from damage and deterioration	X		
B. Is batch/ lot control maintained for parts so identified by the manufacturer?	X		
C. Is there a system in place for recall control which ensures the component's shipped can be traced and recalled?	X		
D. Whenever practical, is material stored & delivered in the manufacturer's original packaging?	X		
E. Does the quality management system specify material control requirements for material subject to damage by electrostatic discharge?	X		
F. Does the quality management system assure that serviceable components are adequately protected against the environmental elements?	X		
G. Does the quality management system assure that no part number ambiguity exists?	X		
H. Does a closed loop system exist or implement corrective actions following detection or substandard or nonconforming parts?	X		
I. Is there a documented procedure in place to mutilate scrapped parts to prevent the possibility of their being restored and returned to service?	X		
J. Are suspected unapproved parts reported to the FAA/ EASA other necessary/ appropriate authorities?	X		

9. Shelf-life Control			
E. Does the distributor have a system for identifying and controlling shelf-life limited parts?	X		

10. Certification and Release of Materials			
A. Does the system ensure the customer is provided with the appropriate documentation?	X		
B. Does the system provide for the issuance of certified statement disclosing that material or parts were or were not:			
1) Subjected to conditions of extreme stress, heat or environment;	X		
2) Obtained from any government or military services.	X		

11. Shipping			
A. Does the quality system require shipments in ATA-300 containers or equivalent as appropriate for the unit being shipped, or as specified by the customer?	X		
B. Does the quality system provide for a visual inspection of all items and accompanying documentation prior to shipping?	X		

12. Records			
A. Does the record system require record retention for at least 7 years from the date of sale to the customer?	X		
B. Does the system require all life-limited parts have records conforming current life limited status?	X		
C. Are records protected against damage, alteration, deterioration, and loss?	X		

13. Procurement			
A. Does the quality management system provide for maintaining technical data in a manner which ensures such data is up-to-date and accessible?	X		