

FLIGHT MANUAL		
18	Flight Manual reference & revision status	Reference No: Revision Number: Date: Latest Revision? Yes <input type="checkbox"/> No <input type="checkbox"/>
MAINTENANCE		
19	Airframe/Engine / APU logbooks up to date	Yes <input type="checkbox"/> No <input type="checkbox"/>
20	Part M.A.302 Approved maintenance Programme	Approval No. Date: Operators Reference No:
21	Approved Maintenance Programme Revision No and Date	AMP latest Revision No: Date: MPD latest revision No:
22	Old AMP/Customized AMP Bridging Check carried Out (C of A initial Issue for used aircraft only)	Reference Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
23	Annual utilisation Aircraft utilisation in accordance with approved Maintenance Programme	Flight Hours: Flight cycles: Yes <input type="checkbox"/> No <input type="checkbox"/>
24	Name of Engine Manufacturer & Model Number	Manufacturer: Model number:
25	Engine Type certificate data sheet reference No.	
26	Engine Serial Numbers installed	No 1: No 2: No 3: No 4: Mark N/A if not applicable
27	Engine serial numbers match logbook records	Yes <input type="checkbox"/> No <input type="checkbox"/> if no please specify:
28	Engine manufacturers Time Between Overhaul (TBO) and life limited parts in accordance with Maintenance Programme	Yes <input type="checkbox"/> No <input type="checkbox"/> AMP TBO: Life Limited Parts next due : (attach separate list)
29	Engine cycles since new / Time since new/Cycles since overhaul/ Time since overhaul (CSN/TSN/CSO/TSO)	TSN: CSN: TSOVHL: CSOVHL:
30	Engine Life limited parts list attached to this application	Yes <input type="checkbox"/> No <input type="checkbox"/>
31	APU Model, Type and serial number.	Model: Type: Serial No:
32	APU Life limited parts within Manufacturers limits?	Yes <input type="checkbox"/> No <input type="checkbox"/>
33	Assigned Mode S code installed	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Octal Ref No:
34	ELT installed	Yes <input type="checkbox"/> No <input type="checkbox"/>
TYPE CERTIFICATION		
35	Airworthiness Directives compliance in accordance with KCASR 8, Part M. M.A. 303	Yes <input type="checkbox"/> No <input type="checkbox"/>
36	AD Status list attached to this application	Yes <input type="checkbox"/> No <input type="checkbox"/> FAA <input type="checkbox"/> EASA <input type="checkbox"/>

DOCUMENTS TO BE CARRIED (For complete list refer to KCASR PART 6)						
37	Current certificate of Registration	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
38	Current certificate of Airworthiness	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
39	Aircraft flight manual (AFM), or equivalent document(s)	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
40	MEL	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Revision Status:
41	Noise Certificate	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
42	Radio license	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Validity:
43	Compass correction card fitted	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Date of last swing:
44	Current Weight and Balance Schedule reflecting current status of the aircraft, as required by Part M.A.708 & 710	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Date of last reweigh:
45	Certified true copy of the air operator certificate (AOC)	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
46	Operations specifications relevant to the aircraft type (copy)	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
47	Insurance certificate	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Validity:
48	Journey log, or equivalent	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
49	Flight crew operations manual	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Revision Status:
50	Checklists are available and up to date (normal, non-normal and emergency checklists) including Quick Reference Handbook (QRH)	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
51	Operational certificates (RVSM, RNAV, RNP10, etc.....)	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
52	The current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members;	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
EQUIPMENT & PLACARDS						
53	First Aid kits & location placards	In Date:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
		Comments:				
54	Sufficient Life Jackets fitted	In Date:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
		Comments:				
55	Mandatory placards installed as per the Flight Manual	In Date:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
		Comments:				
56	Life rafts fitted and in date	In date:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
					N/A	<input type="checkbox"/>
57	Survival pack fitted and in date	In date:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
		Comments:			N/A	<input type="checkbox"/>
58	Door handle operation/s placarded (with both languages English/Arabic)	In Date:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
		Comments:				
59	Passenger briefing cards available (with both languages English/Arabic)	In Date:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
		Comments:				
60	All exits & emergency exits placarded (with both languages English/Arabic)	In Date:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
		Comments:				
61	Aircraft software control process in place & database to latest version	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A <input type="checkbox"/>

PHYSICAL INSPECTION			
A. Cockpit			
62	General Condition (Instruments, Equipment, panels, seats & safety harness)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
63	Check the availability and condition of the portable fire extinguisher, portable oxygen bottle & Life vest correctly installed and date within limits.	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
64	Check the availability of the crash axe, flashlight & smoke hood	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
B. Cabin			
65	Doors (Seals – Escape Slide Pressure-Emergency Exit)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
66	Passenger Seats (Layout- Belt- Equipment)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
67	Attendants seats (Layout- Belt- Equipment)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
68	Marking/Placards (with both languages English/Arabic)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
69	Emergency Lights (Ground- Seats- Ceiling)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
70	Check portable fire extinguishers and portable oxygen bottles for availability, correct installation and expiry date	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
71	Check emergency equipment for availability and correct installation as per cabin layout diagram (attach copy of cabin layout diagram)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
72	Conditions of Passenger Service Units (PSU) signs	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
73	Lavatory Smoke Detectors	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
74	ELT(s) Condition & expiry date	Expiry Date 1: Condition:	Expiry Date 2:
75	Avionics Compartment Smoke Detectors	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
C. External			
76	Fuselage Condition & Markings (check external repairs records status)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
77	Wings & Control Surfaces Markings	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
78	Engines (inlet-core-outlet- attachment-leaks...etc)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
79	Tail Area(Markings- control surfaces, APU inlet /outlet)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
80	Landing Gears (Struts – wheels- brakes-markings-wheel wells-leaks)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:

81	External Sensors (Pitot, Statics, AOA, Antennas, Static Wicks etc.)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
82	External Lights	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
D. Cargo			
83	General Condition of Cargo Compartment	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
84	Condition of Cargo Smoke Detectors	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
85	Condition and Security of Spare Tires (if applicable)	Acceptable <input type="checkbox"/> Not Acceptable <input type="checkbox"/>	Comments:
SCHEDULED INSPECTIONS SINCE LAST C OF A RENEWAL			
86	Inspection / hours/date	Inspection/hours/date	Inspection/hours/date
SIGNIFICANT REPAIRS, REPLACEMENTS, DEFECTS, MODIFICATIONS SINCE LAST C OF A RENEWAL INCLUDING CERTIFICATION BASIS			
87a	Significant repairs (<i>Continue on a separate sheet if required and attach with this application</i>)		
87b	Significant replacements (<i>Continue on a separate sheet if required and attach with this application</i>)		
87c	Significant defects (<i>Continue on a separate sheet if required and attach with this application</i>)		
87d	Modifications (<i>Continue on a separate sheet if required and attach with this application</i>)		
88	Additional supporting documentation attached	Yes <input type="checkbox"/>	No <input type="checkbox"/>
CERTIFICATION (PART M SUBPART G) ARS Review Report			
<p>I hereby certify that such inspection and work necessary to ensure the continued airworthiness of the aircraft has been carried out and recorded and the contents of this report has been compiled from mandatory documentation and thereby certify that the aircraft is considered satisfactory for the issue/reissue of the Certificate of Airworthiness.</p> <p>Name of Airworthiness Reviewer:</p> <p>Authorization Number:</p> <p>Signature:</p> <p>Date:</p>			

CERTIFICATION (DGCA use only)	
Aircraft Survey Report Completed:	Yes <input type="checkbox"/> No <input type="checkbox"/>
Certificate of Airworthiness: Issue/Reissue Recommended	Yes <input type="checkbox"/> No <input type="checkbox"/>
Inspector Name:	Signature:
Date:	Location (See Note 3)
Inspectors Comments:	
<p><u>GUIDANCE NOTES:</u></p> <p>Note 1: The owner or operator should present the aircraft with all the relevant documents and publications at the time of the survey.</p> <p>Note 2: For the initial issue of a Certificate of Airworthiness a check/ test flight as applicable is required. This may be carried out to a manufacturer's flight test profile.</p> <p>Note 3: The aircraft shall be located within a suitable maintenance facility, shall have undergone maintenance which should be substantially complete but still have sufficient cowlings and panels removed to facilitate the survey of the aircraft.</p> <p>Item 7 – Certification code</p> <p>The aircraft certification code refers to the certification code reference given to the aircraft type in the type certificate data sheet. EASA codes are prefixed with 'CS', JAA codes are prefixed with JAR and FAA codes are prefixed with 'FAR' all prefixes are followed by the certification category i.e. 23 for Normal/Utility category, or 25 for Large Transport aircraft etc.</p> <p>Item 8 – Aircraft Type / designation per TCDS</p> <p>This means the Type/model designated on the Type certificate data sheet. There are occasions where an aircraft may have two designations. For example, Boeing 787 'Dreamliner'. The term 'Dreamliner' in this case refers to a marketing designation and should not be referenced for certification purposes.</p> <p>Item 10 – Year of Manufacturer (confirmed from aircraft records)</p> <p>Applicants should note that the date of the first C of A issue is not necessarily the year of manufacture. The year of manufacture is generally taken from the date the Type certificate holder declares the aircraft conforms to its Type certificate. This is usually when the first C of A is issued, but not in every case.</p> <p>Item 11 – Original of Export Certificate of Airworthiness</p> <p>The Export Certificate of Airworthiness will state the Type Certificate data sheet used. This will also determine the Continued Airworthiness requirements for the aircraft.</p> <p>Item 12 – Contracted Line & Base Maintenance organisations hold valid KCASR 8, Part 145 Maintenance approvals</p> <p>The DGCA will issue approvals that to Maintenance organisations that comply with KCASR Part 145.</p> <p>Item 17 – Last weight and Balance report</p> <p>KCASR 8, Part M.A.708 and M.A.710 requires that the Continuing airworthiness Management organisation ensures that the mass and balance report reflects the current status of the aircraft and that it forms part of the airworthiness review documentation.</p> <p>For Commercial Air Transport aircraft, the aircraft must be weighed prior to entry into service and thereafter at intervals of four years if individual aircraft masses are used. The accumulated effects of modifications and repairs on the mass and balance shall be accounted for and properly documented. Aircraft shall be reweighed if the effect of modifications on the mass and balance is not accurately known. For Private aircraft the operator shall establish the mass and the CG of any aircraft by actual weighing prior to initial entry into service. The accumulated effects of modifications and repairs on the mass and balance shall be accounted for and properly documented. Aircraft shall be reweighed if the effect of modifications on the mass and balance is not accurately known.</p>	

Item 19– Aircraft, Engine and APU logbooks raised and up to date

The logbooks are intended to record all the maintenance and modification activity carried out on the aircraft. Logbooks may be in any hard copy format providing the information entered has been done so in a chronological order. This is usually in the form of sequential page numbers, or bound books. Where page numbering, or bound books are not used, the operator must be able to demonstrate to the surveyor that the logbook is complete with no missing information. Logbooks MUST be made available to the surveyor for review at the time of survey, unless prior alternative arrangements have been made and accepted by the DGCA.

Item 20 – Approved Maintenance Programme

The approved maintenance programme MUST be made available to the inspector for review.

Item 22 –DGCA agreed bridging check

Bridging checks must be substantiated. The operator must demonstrate that all programme and performance rules of any maintenance review board report, or service information etc. has been followed. An entry must also be entered in the logbook stating a bridging check has been completed. Calculations must be produced to support any pro-rated components.

Item 32 – Scheduled Maintenance component life limits status

Operators should present a substantiated listing to demonstrate all life limited parts are within the permitted time period.

Item 35 – Airworthiness Directives compliance in accordance with Part M. Subpart C & Part 21 Subpart H.

This refers to Part M.A.303 and Part 21 Subpart H which states ‘Any applicable airworthiness directive must be carried out within the requirements of that airworthiness directive, unless otherwise specified by the DGCA’. ADs may be mandated by the DGCA in addition to the state of design.

Item 36 – State of Type certification Airworthiness Directives

Applicable Airworthiness Directives are those mandatory directives applicable to the aircraft or equipment issued by the state of type certification of the aircraft or equipment. The applicable type certification is identified on the Certificate of Airworthiness. Operators are encouraged to comply with other Airworthiness directives. E.g. FAA/EASA as applicable. This will prove to be an advantage during future changes in aircraft registry. AD’s presented in ‘list’ or ‘database’ format must be suitable endorsed. The list should also include repetitive AD’s.

Item 61 – Aircraft software control process in place & database to latest version

This refers to completion of software revision service bulletins, as required and updating of the navigation database on the aircraft (If applicable to aircraft type)

Item 87 a to d - Significant repairs, replacements, defects, Modifications since last C of A renewal including certification basis

Significant repairs are those repairs carried out on the airframe/Engine or equipment to maintain structural integrity or requires manufacturer approval.

Significant replacements are typically components of class 2 as identified in AC-21-2K, or higher classified as unscheduled changes. This excludes routine items, such as wheel changes.

Significant defects are those determined by experience and knowledge to have a detrimental effect on airworthiness, or if not corrected could present an airworthiness issue.

Significant modifications are those that have an appreciable effect on weight and balance, or operational procedures or flight characteristics.