



CERTIFICATE OF AIRWORTHINESS ISSUE/RENEWAL RECOMMENDATION SURVEY REPORT

NOTE: For renewal, please submit this form thirty (30 days) prior to C of A expiry date.

AIRCRAFT DETAILS						
Registration	:					
Type	:					
Serial No.	:					
C of A Category	:					
C of A Expiry Date	:					
C of A Serial No.	:					
Year of Manufacture	:					
Manufacturer's statement of date of Manufacture	:					
Statement of Built/ Certificate of Conformity from Manufacturer	:					
Does the aircraft comply with the current TCDS?	:					
Does the aircraft hold a Noise Certificate corresponding to the aircraft configuration?	:					
AIRCRAFT HOURS AND CYCLES						
Hours flown since last C of A renewal or issue: _____						
Total Hours: _____ Total landings/cycles: _____						
LAST MAJOR INSPECTION/SCHEDULE DETAILS						
Work Order/Package Reference	AMO Performed the Inspection/Schedule	Type of Inspection/Schedule		Date of Inspection/ Inspection	Hours/Cycles since last major Inspection/schedule	

ENGINE DETAILS Type:							
POS	Serial No.	Total Eng. Hours Since New	Total Cycles Since New	TBO	Eng Time	Date Last O/H	Date Last

PROPELLER DETAILS Type:					
POS	Serial No.	Total Prop. Hours Since New	TBO	Time since Last O/H	Date Last O/H

APU DETAILS Type:			
Serial No.	Total Since New (TSN)	Date of Last O/H	Hours Since last O/H or Last Shop Visit

The particulars given above are verified against the respective aircraft document and found in order.

CAMO Signature: _____ Date: _____

BCAA Inspector Signature: _____ Date: _____

I. <u>Document Review</u>	For Operator/CAMO Use (SAT/UNSAT)	FOR BCAA USE ONLY
1. WEIGHT AND CENTRE OF GRAVITY REVIEW		
<u>Check For:</u>		
a. The Schedule reflects the current configuration of the aircraft	<input type="text"/>	
b. Date Schedule Raised :	<input type="text"/>	
c. Last Revision Date :	<input type="text"/>	
d. Aircraft Last Weighed Date :	<input type="text"/>	
e. Aircraft Maximum Total Weight Authorised :	<input type="text"/>	
Note: Modifications, repairs and configuration changes carried out since last C of A renewal should be taken into consideration when carrying out this review.		
2. AVIONICS		
Verify That: a. Equipment is the same as stated on Equipment List <input type="text"/>		
Note: If the equipment has been replaced or modified since last renewal of C of A, check for:		
b. Correct Logbook entries	<input type="text"/>	
c. All changes have been correctly recorded and where required, modification statements have been made	<input type="text"/>	
d. To assist in the confirmation of item (a), it may be necessary to carry out a physical inspection of the aircraft equipment.	<input type="text"/>	
3. MAINT. SCHEDULE REF. NO. _____ AMENDMENT: _____		
a. Verify that the Schedule has been approved for the aircraft.	<input type="text"/>	
b. Check compliance with check cycle, life limitations requirements.	<input type="text"/>	
c. Check compliance with out of phase items.	<input type="text"/>	
d. Check compliance with structural inspections.	<input type="text"/>	
e. Check compliance with ageing aircraft and corrosion control program.	<input type="text"/>	
f. Check compliance with Airworthiness Directives mandatory modifications and inspections.	<input type="text"/>	
4. LOGBOOKS AND RECORDS (Airframe/Engine/Rotors/Propellers/ Radio Logbook as applicable)		
<u>Verify:</u>		
a. Hours, Landing and/or Cycles are accurately recorded.	<input type="text"/>	
b. Maintenance undertakings are recorded.	<input type="text"/>	
c. Mandatory requirements are traceable to release CRS.	<input type="text"/>	
d. Maintenance recorded and certified.	<input type="text"/>	
e. Effective monitoring of repetitive defects.	<input type="text"/>	
f. Work Packs are completed and appropriately certified.	<input type="text"/>	
g. Certificate of Maintenance Review issued as required by the Approved Maintenance Schedule	<input type="text"/>	
h. Are modification recorded in the aircraft logbook? If not, where are they recorded	<input type="text"/>	
i. Are the modification certified in the aircraft logbook/appropriate documents and by the duly authorised person(s) (Ref. M.A.304)	<input type="text"/>	
j. All service life limited components/Life-limited parts and time-controlled components installed on the aircraft are properly identified, registered and have not exceeded their approved limitations as specified in the approved Aircraft Maintenance Programme and Airworthiness Directives	<input type="text"/>	

Document Review (Cont....)	For Operator/CAMO Use (SAT/UNSAT)	FOR BCAA USE ONLY
5. AIRWORTHINESS DIRECTIVES/SB COMPLIANCE RECORDS		
a. Record Includes list of all ADs/SBs applicable to the Aircraft		
b. Record includes date/hours/cycles of AD/SB compliance		
c. Method of compliance and reference to AD/SB compliance documents correctly referenced.		
d. Record date/hours/cycles of next required AD/SB action (if recurring AD/SB).		
e. For non-applicable ADs, ensure that reasons are clearly indicated		
f. Records include references to ADs and SBs/ASBs		
6. MODIFICATIONS AND REPAIR RECORDS		
a. All repairs and modifications are recorded and correctly identified in the aircraft/engine/modification log book (as appropriate)		
b. All repair data are properly approved IAW ANTR-21 or other equivalent international requirements. Ensure BCAA approval references (if required) are quoted on documents)		
c. Major Repairs and Modifications, if any, are recorded and accomplished in accordance with the BCAA requirements		
7. COMPUTERISED RECORDS		
<u>Verify Compliance With:</u>		
a. FAA AD Bi-weekly Listing	Issue: _____	Date: _____
b. EASA AD Bi-weekly Listing	Issue: _____	Date: _____
c. State of Design/Airworthiness Directive	Issue: _____	Date: _____
d. Other Mandatory Modifications	Issue: _____	Date: _____
e. Applicable Manufacturer's Service Bulletins		
f. Component overhaul/life limited expiry dates.		
g. Compliance with out of phase maintenance requirements		
Sample check computerised records against hard copy mandatory maintenance and inspection requirements.		
8. FLIGHT MANUAL VERIFICATION		
<u>Verification that the aircraft's Flight Manual is acceptable.</u>		
a. Review FM amendment status, including supplements and change sheets - note which supplements are applicable.		
b. When necessary, obtain and incorporate missing information.		
c. Ensure that the condition of the manual and its binding are satisfactory.		
d. Approved MEL status against latest MMEL Revision		
9. TECHNICAL LOG REVIEW		
<u>Check For:</u>		
a. Hours/cycles are being correctly added.		
b. Correct numerical sequence of Technical Log Sheets.		
c. Defects cleared i.a.w. approved procedures.		
d. Deferred defects, deferments cleared on Technical Log and transferred where required.		
e. MEL limitations. Ensure defects are cleared within the limitations of the MEL		
f. Correct compilation of engine trend monitoring figures		

<u>Document Review (Cont....)</u>	For Operator/CAMO Use (SAT/UNSAT)	FOR BCAA USE ONLY
9. TECHNICAL LOG REVIEW (CONT'D)		
f. Log contents for completeness (check sheets, etc.) <input type="text"/> Correct recording of removed and installed parts. Ensure correct recording of P/N's, S/N's, life remaining and Approval Tag/Release Documents. Fuel and oil data are correctly recorded and certified. A maintenance release/transit check is correctly signed prior to each flight. Daily checks and other checks certified.		
g. Repetitive defects monitored. <input type="text"/> Mandatory requirements of BCAA Advisory Circulars affecting airworthiness have been met and records to that effect maintained A statement from the CAMO in support of the requirements given at ANTR M M.A.710(a). A statement from the CAMO in support of the installation and serviceability of Instrument & Equipment requirements given at Subpart-K of ANTR OPS 1.		
10. AIRCRAFT DOCUMENTS		
<u>Check aircraft document folder, ensure the following certificates are available and valid:</u>		
a. Air Operator Certificate and Operation Specification. <input type="text"/>		
b. Certificates of Registration. <input type="text"/>		
c. Certificate of Airworthiness. <input type="text"/>		
d. Aircraft Radio Station License. <input type="text"/>		
e. Aircraft Radio License Certificates. <input type="text"/>		
f. Insurance Certificate. <input type="text"/>		
g. Noise Certificate. <input type="text"/>		
h. Emission Certificate <input type="text"/>		
i. Intentional fuel venting prevention certificate <input type="text"/>		
j. Flight Test Report (Performance Assurance): (The manufacturer's test flight report prior to the issuance of Standard C of A/ Export C of A or customer acceptance test flight prior to delivery is considered acceptable in the case of a new aircraft. However, Flight Test Report is required, in case the aircraft is not new and/or not subjected to continuous performance evaluation system by the operator/CAMO and/or the aircraft was subjected to a major modification/ repair/replacement requiring performance of a test flight)		
k. Verify Dent & Buckle & Repair Chart for its update and its effect on additional maintenance requirements, weight & Balance and exceedance of threshold limits.		
l. Weight growth monitoring system documents for its update and its effect on weight & balance amendments		

The particulars given above are verified against the respective aircraft document and found in order

AR Staff Signature: _____ Date: _____

BCAA Inspector's Signature: _____ Date: _____

Form: ALD/AIR/F006

11. AIRCRAFT PHYSICAL INSPECTION / SURVEY	For Operator/CAMO Use (SAT/UNSAT)	FOR BCAA USE ONLY
EXTERIOR Check General Condition of: <u>Fuselage / Wings / Pylons:</u> a. Structure for cracks, Corrosion, Dents & Signs of damage (in conjunction with records / Dent & Buckle chart). Fasteners (loose, improper, missing) Radome for general condition Stall warning devices and other sensors Antennas (security and indications of any damage) Lavatory servicing areas (evidence of traces of lavatory fluid leaks- if installed) Registration marking (legibility) Wing Leading edge (dents and/or damage in line with engine inlets) Main & Tail Rotor Blade leading edges		
Leading edge devices (when extended, check for actuator leaks, general condition of lines, wires and plumbing) Flaps (cracks, corrosion, dents, and delamination) Flap wells (general condition of lines, wires and plumbing) All lights (general condition, broken lenses etc.) Ailerons and aileron tabs (cracks, corrosion, dents, delamination) Access door, inspection panels, and blowout panels (missing, loose, or improperly secured) Static Dischargers/wicks: Check for condition and number missing b. Correct operation of: Passenger Doors Emergency Exits Cargo Doors c. Pitot Heads / and Static Vents for cleanliness and obstructions <u>Stabilizers and Flying Controls:</u> a. All surfaces de-ice boots (if installed) / leading edge for damage. b. Static wicks c. Ailerons d. Rudder e. Elevator f. Flaps g. Horizontal / Vertical stabilizers h. Tail Rotor Ducts i. Flight Control power units for evidence of hydraulic leaks j. All lights (general condition, broken lenses, etc.) <u>Undercarriage / Bays:</u> a. Any indication of wear, chafing lines, chafing wires, cracks, dents, or other damage b. Doors for cracks, dents, or other damage c. Hydraulic leaks (gear struts, actuators, steering valves, etc) d. Landing Gear		

11. AIRCRAFT PHYSICAL INSPECTION / SURVEY (Cont...)	For Operator/CAMO Use (SAT/UNSAT)	FOR BCAA USE ONLY
e. Tyres, Wheels and Brakes		
f. Brakes pipes and units		
g. Corrosion		
h. Landing Skies (helicopters) for damage		
<u>Engines:</u>		
a. Intakes and exhaust		
b. Inlet Ring Cowl (Lip) for missing or loose fasteners		
c. Fan Blades / Compressor		
d. Cowlings doors for security and proper fit		
e. Pylons		
f. Lower cowlings for evidence of fluid leaks		
g. Exhaust for turbine and tailpipe damage, and evidence of fluids		
h. Thrust Reverser doors for stowage and security, and evidence of leaks		
i. Access doors for security		
j. Installation of engines identification data plate correspond to the identity of the engines.		
<u>Propellers / Rotors:</u>		
a. Leading edge of propeller / Rotors for cracks, dents, and other damage		
b. De-icer boots for signs of deterioration and security		
c. Spinners for security, cracks, and evidence of fluid leaks		
d. Installation of propellers / Rotors identification data plate correspond to the identity of the propellers		
<u>Exterior Placards:</u>		
a. Registration Markings clear and legible		
b. Exit operating instructions		
c. Emergency exit identification/markings		
d. Refueling information and instructions		
<u>Cargo Compartment:</u>		
a. Cargo compartment Smoke / fire Detection / protection general condition		
b. Cargo liner is free from tears and/or punctures. If these are noted, inspect structure behind liner for damage, e. g. stringers, circumferential, etc.		
c. Cargo compartments for integrity of fire-protective liners (no holes or unapproved tape used for repairs)		
d. Cargo door is free of fluid leaks and structural damage		
e. Fuselage door structure and sill are free of damage		
f. Lighting is operable and protective grills are installed		
g. Cargo flooring is free from structural or other damage		
h. Pallet positions/compartments are placarded for position identification and weight limitation		
i. Cargo Restraints general condition		
j. Forward Cargo restraints specification requirement (9G) in the case of Cargo / combi aircraft (as applicable)		
k. Fire extinguisher pressure and validity		

11. AIRCRAFT PHYSICAL INSPECTION / SURVEY (Cont...)	For Operator/CAMO Use (SAT/UNSAT)	FOR BCAA USE ONLY
<p>d. Portable oxygen cylinders are in required number, acceptable Pressure range, and valid</p> <p>Portable Fire Extinguishers of correct Type, are in required number, acceptable Pressure range, and valid</p> <p>e. Owner's name plate and aircraft identification data plate (Confirmation from the owner / operator that the identification plates are made of fireproof material of suitable physical properties and secured to the aircraft in a prominent position near the main entrance.</p> <p>f. First aid kits, are in required number, seals not broken and valid</p> <p>g. Medical Kit are in required number, seals not broken and valid</p> <p>h. Correct complement of fire extinguishers</p> <p>i. Condition of seats and seat rails</p> <p>j. Break covers at emergency exits</p> <p>k. Installation of Placards IAW AFM/AMM/Equivalent document as applicable and they are legible and correct</p> <p>l. Toilet fire precautions</p> <p>m. Life Rafts / Escape Slide at designated place and valid</p> <p>n. Loud hailers</p>		
<p>CABIN</p> <p>Check For:</p> <p>o. Smoke masks</p> <p>p. Passenger seat belts</p> <p>q. Passenger Briefing Cards - availability and in conformity with the aircraft configuration</p> <p>r. Emergency Floor Path Markings general condition</p> <p>s. EXIT SIGN placards, signs general condition</p> <p>t. Presence and legibility of "Emergency Exit" operation instructions</p> <p>u. Placarding for location of all emergency equipment</p> <p>v. Emergency exits clear of obstructions</p> <p>w. "No Smoking" and "Fasten Seat Belt" Signs / Placards</p> <p>x. Storage Compartment restraints / latches</p> <p>y. Galley Cart support & Security</p> <p>z. Overhead Bins / Baggage Compartment - Weight limits placards</p> <p>a1. Overhead Bins / Baggage Compartment - proper closing and latching</p> <p>Flight Attendant Seats:</p> <p>a. Jump Seat function</p> <p>b. Seat Belts & Harness condition, operation and TSO marking</p> <p>c. Flight attendant flashlight holder</p> <p>d. Cabin Crew Seat equipment compartment doors for serviceability and proper latching</p>		

12.AUDIT REPORT AND ASSESSMENT	For Operator/CAMO Use (SAT/UNSAT)	FOR BCAA USE ONLY
COMMENTS AND DISCREPANCIES: (Attach a separate Sheet)		
CORRECTIVE / RECTIFICATION ACTION: (Attach a separate Sheet)		

13.(* Delete as applicable)	
<p>❖ This aircraft and its documentation have been audited and found to be satisfactory for the purpose of a recommendation for issue/renewal of the Certificate of Airworthiness to Civil Aviation Affairs.</p> <p>❖ Any necessary corrective actions have been instituted under work file ref:</p> <p>❖ This Aircraft and its documentation have been audited and found to be unsatisfactory for the purpose of a recommendation for renewal of the Certificate of Airworthiness to Civil Aviation Affairs.</p> <p>Name: _____ Signed: _____</p> <p>AR Staff Signature: _____ Date: _____</p> <p>Organisation Stamp: _____ Date: _____</p>	
	FOR BCAA USE ONLY (SAT/UNSAT)
14.COMPLETION DOCUMENTATION	
<p>On completion of the assessment, forward this checklist to Civil Aviation Affairs along with all documents in support of ANTR M, M.A.710 & 901 and Items under 1 to 12 of this check list as applicable:</p> <p>Has the CAMO/Operator forwarded all the documents mentioned above <input type="text"/></p> <p>This aircraft and its documentation have been audited and found to be satisfactory for the purpose of issue/renewal of the Certificate of Airworthiness <input type="text"/></p> <p>This aircraft and its documentation have been audited and found to be unsatisfactory for the purpose of issue/renewal of the Certificate of Airworthiness <input type="text"/></p> <p>The findings/observations are communicated to the operator/CAMO for corrective actions under the correspondence reference No.: <input type="text"/></p> <p>The rectification submitted for the findings/observations communicated by the operator/CAMO are satisfactory and hence, it is recommended for issue/renewal of C of A. <input type="text"/></p>	
<p>BCAA Inspector Signature: _____ Date: _____</p>	