

REQUIREMENTS FOR PERMIT TO FLY AIRCRAFT

AIR NAVIGATION ORDER

VERSION	**:**	**6.0**
DATE OF IMPLEMENTATION	**:**	**15-02-2021**
OFFICE OF PRIME INTEREST	**:**	**Airworthiness Directorate**

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A. AUTHORITY:

A1. This Air Navigation Order (ANO) is issued by Director General Civil Aviation Authority in pursuance of Rules 4, 5, 7, sub-rule (3) & (5) of 333, 360, 363 and all other enabling provisions of Civil Aviation Rules, 1994.

B. PURPOSE:

B1. This ANO provides requirements for those who are seeking to obtain a 'Permit to Fly (PtF) for an aircraft that are not eligible for the issue of any type of Certificate of Airworthiness.

B2. This ANO prescribes requirements concerning the design, construction and certification of amateur built aircraft and describes the PCAA role in the certification process.

B3. This ANO shall be read in conjunction with relevant requirements of Air Navigation Order issued by Flight Standards Directorate of Pakistan CAA, ANO-021-FSXX for operational requirement of 'Permit to Fly' Aircraft.

C. SCOPE:

C1. This ANO will be applicable to all organisations and personnel involved in design, construction, building, certification and maintenance of Permit to Fly aircraft.

D. DESCRIPTION:

D1. DEFINITIONS:

The following terms when used in this ANO, have the meanings assigned to them respectively. Any term used in this ANO but not defined, shall have the same meaning as given in the Civil Aviation Ordinance, 1960, Pakistan Civil Aviation Authority Ordinance 1982 and CARs, 1994. For detailed definitions, kindly refer to latest issue of AWNOT-017-AWRG.

D1.1 **Permit to Fly aircraft:** any aircraft which does not qualify for the issuance of Type Certificate/ Certificate of Airworthiness and is not designated as Light Sport Aircraft by manufacturing state may be issued with a Permit to Fly (PtF) by PCAA for operation in Pakistani airspace only.

D1.2 **Light Sport Aircraft:** small, simple to operate, low performance aircraft. With regard to the requirements of this ANO, a light-sport aircraft is an aircraft, other than a helicopter that complies with the following criteria:

D1.2.1 A maximum takeoff weight of not more than 600 kilograms or 650 kilograms for an aircraft intended for operation on water or 300 kilograms for a lighter-than-air aircraft

D1.2.2 A maximum stalling speed in the landing configuration (Vso) of not more than 45 knots CAS at the aircraft's maximum certificated takeoff weight and most critical center of gravity

D1.2.3 A maximum seating capacity of no more than two persons, including the pilot

D1.2.4 If powered, a single, non-turbine engine fitted with a propeller

D1.2.5 A non-pressurized cabin, if equipped with a cabin

D1.2.6 For an aircraft operating over land, a fixed landing gear; for an aircraft intended for operation on water, a fixed or repositionable landing gear; and for a glider a fixed or retractable landing gear

D1.2.7 If the aircraft is a glider a maximum never exceed speed Vne of 135 knots CAS

D1.2.8 A maximum airspeed in level flight with maximum continuous power (VH) of not more than 120 knots CAS under standard atmospheric conditions at sea level

D1.2.9 A fixed or ground-adjustable propeller if a powered aircraft other than a powered glider

D1.2.10 A fixed or auto feathering propeller system if a powered glider

D1.3 **Amateur Built Aircraft:** is defined as an aircraft of which a major portion (at least 51 percent) has been fabricated and assembled by an individual or group of individuals. The construction of which is solely for educational and/or recreational purposes. Such aircraft shall have maximum seating capacity of four including pilot not exceeding 750 kg MTOW and its stall speed shall not exceed 45 Knots CAS

D1.4 **Designated Technical Representative (DTR):** is defined as an Aircraft Maintenance Engineer License (AML) Holder in category B1 with 'NIL' Limitation having 10 years' experience or AML Holder in category B3 having 10 years' experience or Aeronautical Engineer registered with PEC and having 5 years of aviation experience

D1.5 **Constructor:** person or group of persons constructing an Amateur Built Aircraft

D1.6 **Builder:** person or group of persons building an aircraft other than Amateur Built Aircraft which are not eligible for Certificate of Airworthiness

D2. GENERAL:

D2.1 PCAA is responsible for the airworthiness of aircraft that are on the Pakistan Aircraft Register and requires compliance with the standards and detailed requirements contained in the Civil Aviation Rules, 1994 (CARs 1994) and other relevant PCAA Regulations.

D2.2 **Issue and revalidation:** Under the provisions of the ANO, permit to fly shall be issued to all aircraft not qualified for Certificate of Airworthiness.

D2.3 The category / limitations in which vehicle has been categorized by the Regulatory Authority of the State of Design will be acceptable. It will be the responsibility of the owner / operator to provide such data acceptable to PCAA.

***Important Note**: In case of any dispute regarding categorization of a vehicle; decision of the PCAA will be final.*

D2.4 When issued, the Permit to Fly will be valid for a period of two (02) years. In addition, aircraft issued with a Permit to Fly may be required to undergo certain other periodic inspections in order to facilitate future revalidations of the permit.

D2.5 Once expired, the PtF must be renewed before further flying is carried out. In certain cases, where the PtF is not renewed for a period exceeding four (04) years from date of expiry, Airworthiness Directorate will issue an intimation letter to the owner. In case of no satisfactory evidence is provided by the owner regarding his intent to recover the aircraft to an Airworthy condition, the owner is required to submit the application to Airworthiness Directorate for the deregistration of the aircraft.

D3. REGISTRATION:

D3.1 As per CARs 1994, an aircraft other than a military aircraft shall not fly in Pakistan unless it has been included in the Pakistan Aircraft Register or has been registered in a contracting State.

D3.2 All Permit to Fly aircraft, are required to be registered and display the nationality and registration marks as prescribed in CARs 1994. The Registration marks allotted to all aircraft which are not type certificated will be AP-Z[XX] series.

D3.3 The following documents are required to be submitted to the Airworthiness Directorate for the issuance of the Certificate of Registration:

- D3.3.1 Submit a duly completed and signed application on current issue of CAAF-128-AWRG for registration;
- D3.3.2 Attested copy of owner's CNIC
- D3.3.3 Bill of Sale, purchase Agreement or anything equivalent in original or notarized copy;
- D3.3.4 No Registration Certificate or de-registration certificate (as applicable);
- D3.3.5 Power of Attorney or delegation letter from the owner of the vehicle, if the application is not submitted and signed by the owner himself;
- D3.3.6 Custom Clearance documents;
- D3.3.7 Requisite fee in accordance with current AWNOT-003

D4. CRITERIA FOR THE ISSUANCE OF A PERMIT TO FLY

D4.1 **General Requirements:** The process associated with the issue of a Permit to Fly follows the same basic steps irrespective of the aircraft type. The general requirements are listed below:

D4.1.1 Certificate of Registration in favor of the aircraft has been issued.

D4.1.2 An application for a Permit to Fly must be made on current issue of CAAF-135-AWRG.

D4.1.3 The aircraft design basis must be reviewed and documented.

D4.1.4 The standard of maintenance must meet constructor/builder requirements to ensure that aircraft is fit to fly.

D4.1.5 The aircraft must be test-flown.

D4.1.6 The aircraft construction/build standard (If applicable), modification record, maintenance record and operating history shall be available.

D4.2 A Permit to Fly will not be issued to an aircraft which has formerly been issued with a Certificate of Airworthiness in normal category by an ICAO contracting state, unless it is no longer possible to fulfil the requirements for the issue of a Certificate of Airworthiness.

D4.3 **Permit to fly Aircraft:** The application for issuance of permit to fly aircraft shall be submitted on the current issue of CAAF-135-AWRG to HQs. Airworthiness Directorate. For initial issuance, HQs. Airworthiness Directorate will nominate inspector from Local Airworthiness Field offices to carry out inspection of the aircraft to ensure that the aircraft meets following minimum requirements for issuance of a permit to fly.

D4.3.1 The permit to fly aircraft shall be equipped with the following minimum flight instruments:

i. A magnetic compass
ii. One Altimeter
iii. One Airspeed Indicator
iv. A rate-of-climb and descent indicator (Vertical Speed Indicator)
v. Any means of two-way communication

D4.3.2 Permit to fly aircraft are to be equipped with aviation grade shoulder harnesses and seat belts preferably certified on aviation standards.

D4.3.3 The Permit to fly aircraft should be constructed/built by a renowned organization accepted by the concerned regulatory authority of that country if constructed/built outside Pakistan.

D4.3.4 The placard shall be displayed on the aircraft in full view of the pilot as follows: "**WARNING: This aircraft is not issued with a Certificate of Airworthiness".**

D4.3.5 All Permit to fly aircraft operating in an uncontrolled airspace, are required to carry operative Emergency Locator Transmitter (ELT). For further information, refer the latest issue of the Airworthiness Notice No. AWNOT-057-AWRG.

D4.3.6 All Permit to Fly aircraft does not require Radio Installation Certificate (RIC) for its operation

D4.3.7 Unless authorized a deviation from Air Traffic Control, an aircraft which is equipped with Mode C transponder shall possess a calibrated airspeed / static pressure system to prevent an error in altitude reporting. The Mode C transponder must be tested and inspected as per requirements of PCAA.

D4.4 After the inspection, the nominated inspector shall send their recommendations to HQs. Airworthiness Directorate along with relevant conditions (if any).

D4.5 Upon successful scrutiny, a Permit to Fly shall be issued by HQs. Airworthiness Directorate on CAAF-008-AWRG. along with list of relevant conditions as recommended by the nominated inspectors.

D4.6 For renewal of Permit to fly, application shall be submitted to the Local Field Office. The field office shall renew the Permit to Fly based on inspection carried out pertaining to aircraft record, general physical condition of aircraft and compliance of requirements mentioned in D4.3 above.

D5. DESIGN, CONSTRUCTION AND CERTIFICATION OF AN AMATEUR BUILT AIRCRAFT

D5.1 A person or group of persons intending to construct an amateur built aircraft must contact a DTR to supervise the whole project on behalf of PCAA.

D5.2 The prospective constructor should contact the principal Airworthiness field office in order to discuss the plans for constructing the aircraft. The PCAA Airworthiness inspector may provide the prospective constructor with guidance necessary to ensure a thorough understanding of applicable regulations. During this contact, the type of aircraft, its complexity, manufacturing process, and use of materials should be discussed.

D5.3 DTR shall evaluate the plan for intended aircraft constructor and submit a report along with its recommendations to PCAA for review/analysis. This shall include:

- D5.3.1 Clearly stating the route, which the constructor wants to adopt, from following:
  - D5.3.1.1 Design and construct on your own from scratch; or
  - D5.3.1.2 Construct from plans to someone else's design; or
  - D5.3.1.3 Construction from a kit
- D5.3.2 Finalization of facility and premises in which the construction will undertake
- D5.3.3 Utilization of CAAF-221-AWRG to establish the eligibility of an aircraft as an amateur built aircraft by determining that that major portion of the aircraft is fabricated and assembled by the constructor
- D5.3.4 Identifying the pre-determined stages at which PCAA will inspect the progress for ensuring:
  - D5.3.4.1 acceptable standards of workmanship are being achieved;
  - D5.3.4.2 good aeronautical engineering practices are being observed;
  - D5.3.4.3 the quality of the product is adequate; and
  - D5.3.4.4 proper usage of tools, materials and equipment
- D5.3.5 Documentation, which will be used to record the construction of the aircraft

D5.4 The plan should be finalized in presence of the DTR and should be acceptable to PCAA

D5.5 After finalization of the plan, the constructor should ensure the following during construction of the amateur built aircraft:

- D5.5.1 Document the construction using photographs taken at appropriate times prior to covering. The photographs should clearly show methods of construction and quality of workmanship. Such photography records should be included with the constructors' log or other construction records
- D5.5.2 The aircraft and its component parts shall be available at pre-determined stages during construction for their inspection by an officer from Airworthiness Directorate
- D5.5.3 Progressive report and documents should be available at all time for the inspection of Airworthiness Officer. This report shall be formulated under the supervision of DTR and should include following details:
  - D5.5.3.1 The address of work place where aircraft is being constructed;
  - D5.5.3.2 A brief description of the workshop-space, tools and facilities, which will be available for construction of aircraft;
  - D5.5.3.3 An outline of the procedures / processes followed in constructing the aircraft and controlling / identifying the materials used;
  - D5.5.3.4 Drawing and associated dimensional data and material specifications and necessary instructions / processes of the aircraft to be constructed;

D5.5.3.5 Particulars of the persons or person/s who will construct the aircraft, listing their trade skill and engineering and aeronautical qualifications and experience;

D5.5.4 If specified processes such as welding, gluing or bonding etc., to be performed on primary structure, the constructor shall state what arrangements have been made for qualified persons or approved organizations to carry out the work as per aviation standards/specifications

D5.5.5 The constructor of an aircraft is required to demonstrate its competence in particular construction techniques before doing specialized works e.g. working with composite materials, riveting, glued joints etc

D5.5.6 Materials and parts to be used on aircraft shall be covered by Release Note or equivalent. The documents detailing use of materials shall be retained in the constructional record

D5.6 Following are the guidelines provided to amateur built aircraft constructor as acceptable to PCAA:

D5.6.1 Any choice of engines, propellers, wheels, other components, and any choice of materials, may be used in the construction of amateur-built aircraft. However, it is mandatory that only approved components and established aircraft quality material be used in fabricating parts constituting the primary structure, such as wing spars, critical attachment fittings, and fuselage structural members. Inferior or sub-standard materials, whose identity cannot be established, should not be used. The use of major sections (i.e., wings, fuselage, empennage, etc.) from type-certificated aircraft may be used in the construction process as long as these sections are in satisfactory condition for safe operation.

D5.6.2 The design of the cockpit or cabin of the aircraft should avoid, sharp corners or edges, protrusions, knobs and similar objects which may cause injury to the pilot or passengers in the event of an accident. It is strongly recommended that approved seat belts be installed along with approved shoulder harnesses

D5.6.3 In engine installation, it must be ensured that adequate fuel is supplied to the engine in all anticipated flight attitudes. Also a suitable means, consistent with the size and complexity of the aircraft, should be provided to reduce fire hazard wherever possible, including a fireproof firewall between the engine compartment and the cabin. When applicable, a carburetor heat system should also be provided to minimize the possibility of carburetor icing

D5.6.4 No locally manufactured engine, propeller or airframe parts (load bearing members) should be used in the construction of aircraft.

D5.6.5 The engine to be installed in the aircraft shall be either new or newly overhauled or if removed from another aircraft with un-expired life (TBO), it must be inspected and appropriately certified as serviceable in the engine logbook

D5.6.6 In case of construction from purchased plans, consultation with the designer of purchased plans may be furnished

D5.6.7 In case of construction from a kit, the major portion of a kit should be composed of raw stock, such as lengths of wood, tubing, extrusions, etc, which may have been cut to an approximate length. Prefabricated parts, such as heat treated ribs, bulk heads or complex parts made from sheet metal, fiber glass, or polystyrene would also be acceptable. Kits may include assembly jigs, templates, raw stock or other means to simplify the fabrication and assembly process

D5.6.8 Builder of aircraft kit should have minimum of 3 years of manufacturing experience. The aircraft constructed/built from that kit must have a minimum of 1000 hrs accumulative flying data available. The statement of the kit builder is required, certifying the compliance of aforesaid requirements

D5.7 After completion of construction of the aircraft, the applicant will submit the following:

D5.7.1 Final report of the aircraft duly signed by the DTR covering all details mentioned in D5.5.3

D5.7.2 Statement certifying that the major portion was fabricated and assembled and evidence to support this statement.

D5.7.3 Evidence of inspections, such as logbook entries signed by the constructor and supervised by the DTR, describing all inspections conducted during construction of the aircraft in addition to photographic documentation of construction details. This will substantiate that the construction has been accomplished in accordance with acceptable workmanship methods, techniques, aviation standards and practices

D5.7.4 Construction record

D5.7.5 Provisional Flight Manual

D5.7.6 Maintenance Schedule

D5.7.7 The complete weight and balance report, including load limits for crew, oil, fuel and baggage, which should be accurately weighed in accordance with established weight and balance procedures in order to determine the aircraft's empty weight, gross weight and centre of gravity range, including the weight and balance for the initial flight test in order to help reduce stall, spin, and other control related accidents. Such limits should be determined by the constructor through calculations in case the aircraft is self-designed, or as specified in the data for aircraft constructed from kit or purchased plans.

D5.8 After inspection of documents and data submitted with the application, the Airworthiness inspector will perform inspection of the Aircraft. Upon confirmation that the Aircraft has been properly constructed under the provision of applicable regulation and procedure, the Airworthiness inspector shall forward the provisional Flight Manual to PCAA Flight Standard Directorate for its finalization and for issuance of appropriate operating limitations acceptable to PCAA FSD.

D5.9 At this stage, aircraft will be registered as per Para D3 above. PCAA AWD will initially issue the aircraft with a Permit to Fly for 40 Flight Hours for flight testing with the limitation of operating in an assigned test area by ATC on FSD recommendation. Flight Hours for test flight may also be extended if deemed necessary to finalise the performance, operating limitations and Aircraft Flight Manual. Extension of validity of Permit to Fly beyond 40 Flight Hours for flight test will be granted by PCAA AWD on the recommendation of PCAA FSD. All criteria for the issuance of Permit to Fly shall be met as per Para D4 above.

D5.10 Once the Aircraft performance, operating limitation and Flight Manual is finalized with the acceptance of FSD, the applicant will submit the application to PCAA AWD in accordance with Para D4 for issuance of regular Permit to Fly to the Amateur Built Aircraft, which will also include finalized Aircraft Flight Manual accepted by PCAA FSD.

D6. AMATEUR BUILT AIRCRAFT CONSTRUCTED OUTSIDE PAKISTAN AND PURCHASED BY PAKISTANI CITIZENS

D6.1 When a Pakistani citizen purchases such aircraft, acceptable procedures for obtaining airworthiness certification for amateur-built operations are as follows:

D6.1.1 The previous owner should have conducted condition/annual type inspection performed on the aircraft

D6.1.2 The previous owner should obtain documentation from the concerned Civil Aviation Authority that verifies the aircraft is/was originally certificated in that country as an amateur-built aircraft

D6.1.3 The new owner of such aircraft shall present to PCAA Airworthiness Directorate, the following documentation:

D6.1.3.1 Request for NOC for the import of the aircraft;

D6.1.3.2 Custom clearance document;

D6.1.3.3 De-registration certificate from country of previous registration;

D6.1.3.4 Aircraft Documents for acceptance such as Maintenance Schedule, Aircraft Flight Manual, Operating Limitation, etc.;

D6.1.4 The owner should apply for PCAA certificates as per Para D3 and D4

D7. MODIFYING OR REPAIRING A PERMIT TO FLY AIRCRAFT

D7.1 Any modification carried out on the aircraft issued with Permit to Fly shall have concurrence from its builder or constructor. Failing to comply with these instructions will lead to invalidation of the Permit to Fly.

D7.2 All modifications and repairs carried out on the aircraft with the concurrence of builder or constructor will be acceptable to PCAA provided PCAA AWD is properly intimated about such modifications and repairs. In case where builder or constructor support is not available, such modification or repair should be properly evaluated and accepted by DTR.

D8. Maintenance Inspection requirements for an Aircraft Issued with a Permit to Fly

D8.1 The responsibility rests with the aircraft owner who must ensure that the aircraft is serviced and inspected periodically. Maintenance must be carried out methodically to a maintenance schedule provided by the builder/constructor of aircraft to ensure that the inspections are timely and appropriate.

D8.2 A record of the inspections and checks, as well as any defects found, must be kept so that a history of the aircraft can be built up. The entries of work carried out should be recorded in the aircraft engine and propeller log books (Refer Appendix A of this ANO). The entries must include details of inspections, repairs, replacements, modifications and overhauls carried out. It should be noted that whilst the log books may contain a summary of the work carried out, the extent to which this can be done may be dependent upon the existence of more detailed inspection worksheets. These will, in turn, form part of the aircraft logbook and must be retained.

D8.3 The owner / operator shall be registered with the constructor or builder and have a valid subscription for supply of modifications and revision of maintenance instructions as and when issued.

D8.4 If the engine installed on these aircraft becomes restricted initially by ‘calendar period limitation’ of a recommended overhaul period (TBO), it may continue in service until the ‘operating limitation’ of TBO is reached or maximum of 36 months period have been elapsed, whichever comes first.

D8.5 In case of engine reaching ‘operating life limitation’ of TBO, it may continue in service for a further period of operation not exceeding 20% of the recommended operating limit of TBO

D8.6 In both cases, extension will only be availed if the engine has been under continuous condition monitoring and its results are satisfactory.

D8.7 Satisfactorily results along with the permissible extension shall be properly recorded in Engine Logbook.

D8.8 All kind of maintenance shall be certified by the owner, DTR or appropriate PCAA ANO-066 basic AML holder with maximum limitation of 1 & 9.

D9. Mandatory Safety Requirements:

D9.1 If considered necessary, in the interest of safety, the Airworthiness Directorate or DTR may suspend or stop the operation of Permit to fly aircraft or specify additional conditions to be followed.

D9.2 Log Books in respect of Permit to fly aircraft shall be maintained as per Appendix 'A'.

D9.3 Full compliance must be ensured in respect of Civil Aviation Rules 1994 and the CAA requirements prescribed under these rules. The defects/incident/accident shall be reported as per latest version of the Airworthiness Notice AWNOT-009.

D9.4 Owner is responsible to check the quality of fuel and undertake all necessary steps while refueling so that quality of the fuel is not degraded and safety of surrounding area is ensured. Owner is also responsible to ensure that the aircraft’s mass and balance is within limits for the operating conditions.

E. EVIDENCES (ACRONYMS / RECORDS / REFERENCES):

E1. ACRONYMS:

E1.1	AML	Aircraft Maintenance Engineer License
E1.2	ANO	Air Navigation Order
E1.3	ATC	Air Traffic Control
E1.4	CARs	Civil Aviation Rules
E1.5	CAS	Calibrated Air Speed
E1.6	DTR	Designated Technical Representative
E1.7	ELT	Emergency Locator Transmitter
E1.8	MTOW	Maximum Take Off Weight
E1.9	NOC	No Objection Certificate
E1.10	PCAA	Pakistan Civil Aviation Authority
E1.11	PEC	Pakistan Engineering Council
E1.12	PtF	Permit to Fly
E1.13	TBO	Time Between Overhaul

E2. RECORDS:

E2.1 CAAF-008-AWRG (Permit to Fly certificate)
E2.2 CAAF-128-AWRG (Application for Registration)
E2.3 CAAF-135-AWRG (Application for Permit to Fly)
E2.4 CAAF-221-AWRG (Form for Establishment of the Aircraft as Amateur Built)

E3. REFERENCES:

E3.1 CARs 1994
E3.2 AWNOT-057
E3.3 UK CAP 659

IMPLEMENTATION:

This Air Navigation Order shall be implemented with effect from 15th February, 2021 and cancels/ supersedes ANO-003-AWRG-5.0 dated 15th October, 2018 and ANO-013-AWRG-2.0 dated 04th April, 2011.

(KHAQAN MURATAZA)
Flight Lieutenant (R)
Director General
Pakistan Civil Aviation Authority

Dated: 12/03/2021

(Engr. MUHAMMAD ZAHID BHATTI)
Director Airworthiness
Pakistan Civil Aviation Authority

Dated:- 19-01-2021
File No. HQCAA/1040/703/AWRG/I

Permit to fly aircraft Logbook

Instructions:

1. All pages of the logbook shall have a serial number.

2. The entries in this logbook shall be made in Ink and signed by the owner or by PCAA ANO-066 basic AML holder in Category B1 with maximum limitation of 1 & 9 or AML holder in Category B2 or B3 or DTR.

3. No entry shall be erased and no page shall be removed.

4. Periodic maintenance, component changes, repairs and modifications shall be recorded on the right hand side page with full particulars of the item, date of accomplishment and the particulars of the incumbent performing the activity.

5. Such information as constructor's notes, aircraft inspection record, rigging and installation diagrams shall be affixed to the binding slip provided for the purpose.

6. One line shall be used for all flights of a day.

SAMPLE

Details of Permit to fly aircraft

1. Type of Vehicle *(Tick one)* _____

   - Amateur Built
   - Others

2. Nationality and Registration Mark _____

3. Owner:

   3.1 Name: _____

   3.2 Address: _____

4. Builder/Constructor: _____

5. Date of Manufacturing: _____

6. Engine Manufacturer: _____

7. Engine Type/ Model: _____

8. Propeller Manufacturer: _____

9. Propeller Type i.e. (fixed pitch, variable pitch etc.): _____

10. Maximum Take-off Gross Weight: _____

11. Empty Weight (Excluding fuel, floats, safety equip, etc): _____

12. Fuel Capacity (US Gallons): _____

13. Cruising Speed (At full Power): _____

14. Power off Stall Speed: _____

Certificate to Service

This is to certify that the Permit to fly aircraft bearing the above registration mark will be maintained as per manufacturer's/builder's/constructor's and CAA's instructions. The undersigned is responsible for proper maintenance of the vehicle and for conducting safe operation.

Date: _____ Signatures of Owner/Operator/AML/DTR: _____

LOG BOOK – Airframe
(Running Pages on Left Hand Side)

DATE	HOURS FLOWN	CYCLES FLOWN	SIGNATURE

Note:- 1. There should be 50 such pages in a log book.
2. Pages will be numbered 1,2,3,……50.

LOG BOOK Airframe
(Running Pages on Right Hand Side)

Periodic Maintenance, Component Changes, Repair, Modifications, Major Defects/Incidents/Accidents Details	**Signature and Date**

Note:- 1. There should be 50 such pages in a log book.
2. Pages will be numbered 1A,2A,3A,……50A.

LOG BOOK – Engine and Propeller
(Running Pages on Left Hand Side)

DATE	HOURS FLOWN	CYCLES FLOWN	SIGNATURE

Note:- 1. There should be 50 such pages in a log book.
2. Pages will be numbered 1,2,3,……50.

LOG BOOK Engine and Propeller
(Running Pages on Right Hand Side)

Periodic Maintenance, Component Changes, Repair, Modifications, Overhaul, Major Defects/Incidents/Accidents Details	**Signature and Date**

Note:- 1. There should be 50 such pages in a log book.
2. Pages will be numbered 1A,2A,3A,……50A.