



FORM BMAA/AW/091 issue 1

‘SPECIAL’ PERMIT REVALIDATION INSPECTION REPORT FORM

Registration: G - _ _ _ _	Type:
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Reason for ‘special’ inspection:

SSDR	Abroad	Destroyed	Long lay-off	Considerations	✓ or N/A
✓	.	.	.	The changes converting the aircraft to single-seat occupancy have been properly reversed. Includes any associated changes to placards (e.g. due occupancy change, MAUW change, etc).	
✓	✓	.	.	Any changes (modifications or repairs) made to the aircraft during the period in question are removed (or retrospectively approved).	
✓	✓	.	.	Replacement parts fitted during the period in question are all acceptable (i.e. genuine, not pattern, parts).	
.	.	✓	.	Aircraft properly repaired and rebuilt (NB approval required for any repairs other than straightforward repair by replacement; return CoV suspension form if applicable).	
.	.	.	✓	Detailed corrosion check; corroded items (e.g. bolts, nuts, washers, etc) replaced as required.	
.	.	.	✓	Perishable items (e.g. fuel lines, rubber mounts, etc) replaced as required.	
.	.	.	✓	Moving parts checked for operation and friction; replace or lubricate as required.	
.	.	.	✓	Engine checks and maintenance programme due to lay-off.	
✓	✓	✓	✓	Placards all present and correct.	
✓	✓	✓	✓	Compliance with SBs and MPDs up-to-date and documented in logbooks.	
✓	✓	✓	✓	Scheduled maintenance up-to-date and documented in logbooks.	
✓	✓	✓	✓	Permit to Fly ‘Occupant Warning’ placard, and fireproof ID plate (G-XXXX), present.	
✓	✓	✓	✓	Registration marks in place under wing (min 50 cm height), and on side (min 30 cm height if possible & not weight-shift), in clear font/colour. See CAA CAP 523.	
✓	✓	✓	✓	Logbooks up-to-date.	
✓	✓	✓	✓	Aircraft re-weighed.	

Comments:

I have inspected the aircraft to the applicable annual inspection requirements, paying particular attention to areas that warrant it (as described in this form). The aircraft meets the requirements for validation of (and, if applicable, issue of a new) Permit to Fly.

Signature:	BMAA Inspector #: BMAA Member #:	Date:
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