



Section/division: AIRWORTHINESS: ENGINEERING  
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Form Number: CA 24-01  
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DETAILS OF BANK ACCOUNT FOR PAYMENT OF PRESCRIBED FEE			
Bank: Standard Bank of SA Ltd	Branch: Brooklyn, Pretoria	Branch Code: 011245	Account Number: 013007971
COMPULSORY CLIENT PAYMENT CODE (to be completed on deposit slip)			
Service/transaction	Over the counter payments		EFT, Internet, Wire, Electronic payments
Fees: See CAR Part 187.01.3			
<b>APPLICATION FOR ISSUE/AMENDMENT/ EXTENSION OF PROVING FLIGHT AUTHORITY</b>			

Please tick the applicable	
<input type="checkbox"/>	Application for the issue of a proving flight authority
<input type="checkbox"/>	Application for the extension of a proving flight authority
<input type="checkbox"/>	Application for the amendment of a proving flight authority ( <i>ferry flight only</i> )

<b>1. PARTICULARS REGARDING THE APPLICANT</b>			
Name of Organisation			
Trade name (if applicable)			
Physical Address			
		Postal code	
Postal address			
		Postal code	
Telephone number		Cell phone number	
Fax number		E-mail	
Name of organization or person who can be contacted for further information concerning this application:			
Name		Position	
Postal address			
		Postal code	
Telephone number		Cell phone number	
Fax number		E-mail	
<b>2. AIRCRAFT DESCRIPTION</b>			
Aircraft Registration Number		Z	Manufacturer
Model		Serial number	
A copy of the latest three-view general arrangement drawing with main rigging and overall dimensions are attached.			<input type="checkbox"/> Yes <input type="checkbox"/> No
Engine manufacturer and model		Serial Number	
Propeller manufacturer and model		Serial Number	
Drawing number			
<b>3. MASS ANALYSIS</b>			
Maximum permissible mass			
Empty mass of aircraft equipped as listed			
Empty C of G			
The datum is defined as			
C of G range and mass of aircraft			
Fuel capacity and mass		Kg	3.7 C of G (+) (-) mm from date

Oil capacity and mass		Kg	3.9 C of G(+)(-)		mm from date
Number of seats			3.11 C o G(+)(-)		mm from datum
Maximum baggage permitted in baggage compartment, if provided and C of G position of baggage compartment:					
<b>4. MASS AND BALANCE REPORT</b>					
Empty mass determination (RECORD ACTUAL FIGURES OBTAINED)					
<b>Scale position</b>	<b>Reading</b>	<b>Tare</b>	<b>Net mass</b>	<b>Symbol</b>	
Left Wheel					
Right Wheel					
Nose Wheel / or					
Tail Wheel					
Aircraft Empty Mass					
Center of gravity computation					
Where					
D =					
L =					
<b>5. ROTOR CHARACTERISTICS (if applicable)</b>					
Manufacturer and model		Serial number			
Materials used					
Rotor area		Rotor diameter			
Disc loading		Blade loading			
Thickness ratio		Solidity ratio			
Blade profile					
<b>6. ENGINE CHARACTERISTICS</b>					
Manufacturer, model and serial number					
Principal of operation					
Number of cylinders		Power bhp/kW		At	rpm
Minimum oil pressure		Maximum oil pressure			
Limitations		rpm	Manifold press		
<b>7. PROPELLER CHARACTERISTICS</b>					
Make		Model number			
Number of blades		Diameter		Pitch	
Power		Bhp / Kw			
Material of construction					
<b>8. INSTRUMENTS AND EQUIPMENT FOR DAY OR DAY/NIGHT UNDER VMC ONLY</b>					
<b>Note: All Instruments and equipment below must be fitted for the aircraft to be eligible for day/night under VMC.</b>					
The aircraft is fitted with the following instruments: (Tick where applicable)					
1. Artificial horizon		12. Oil temperature gauge			
2. Directional indicator		13. Air temperature gauge			
3. Turn and bank indicator		14. Ammeter			
4. Altimeter		15. Fuel quantity gauge for each tank			
5. Airspeed indicator		16. L/G position indicator			
6. Vertical speed indicator		17. Flap position indicator			
7. RPM indicator		18. Magnetic Compass			
8. Oil pressure gauge		19. VHF Radio (Two way)			
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9. Stall warning		20. Accurate time piece	
10. EFIS system with internal back-up battery (If fitted)		21. Rotating beacon and strobe lights	
11. Serviceable Navigation lights		22. Two landing lights or	
		One single landing light with two separate filaments	
<b>Radio Model</b>		<b>Radio Serial number</b>	
Additional instruments and equipment not listed above			
Are the instrument dials marked to show the operating ranges as follows? ( <i>Tick where applicable</i> )			
<b>Oil Pressure:</b>		<b>Oil Temperature:</b>	
Red radial line – maximum		Green arc – normal operating range	
Green arc – normal operating		Red radial line – maximum:	
Yellow arc – caution range		<b>Airspeed:</b>	
<b>RPM indicator:</b>		Red radial line – never exceed	
Green arc – normal operating range		Green arc – normal operating range	
Red radial line – maximum		Yellow arc – caution range	
Airspeed limitations (preliminary)		White arc – Flap down range	
Never exceed speed (Vne)		<b>Mph</b>	<b>Knots</b>
Indicated Air Speed (IAS)		<b>Mph</b>	<b>Knots</b>
Maximum level flight speed (Vh)		<b>IAS</b>	
Does Vne exceed Vh by at least 10 %?			
<b>9.</b>	<b>MATERIALS USED IN PRIMARY STRUCTURE</b>		
	<b>COMPONENT</b>	<b>DIMENSIONS</b>	<b>MATERIAL SPECIFICATION</b>
Mainplanes	Spars		
	Ribs		
	Covering		
	Struts		
Fuselage			
Tailplane	Spars		
	Covering		
Fin	Spars		
	Ribs		
	Covering		
Engine Mount			
Control Surfaces			
Ailerons	Spars		
	Ribs		
	Covering		
Elevator	Spars		
	Ribs		
	Covering		
Under-Carriage	Struts		
	Wheels		
	Axle		
Fittings, rotor head fitting	Wingroot		
	Control attachment		

	Undercarriage attachment					
	Other					
Flying Controls	Cables					
	Push-pull rods					
Miscellaneous Adhesives and glues dope						
<b>10.</b>	<b>OTHER (specify)</b>					
Indicate with an asterisk (*) which of the materials listed above is not covered by a recognized aircraft specification.						
Is a report of its physical characteristics attached to this application in respect of each material marked above with an asterisk?						
Copies of the following reports of the results of structural tests and any other tests (excluding flying) done to establish the integrity of the aircraft are attached to this application:						
<b>11.</b>	<b>INSPECTION OF MAJOR COMPONENTS</b>					
I, the undersigned, have inspected the under mentioned major components of the above-mentioned aircraft before they were finally covered. During this inspection I ascertained, as far as I was able to, that:-						
<ol style="list-style-type: none"> <li>1. The workmanship and the assembly of the components conform to good aeronautical practices and procedures.</li> <li>2. The materials used are in all respects suitable for the work for which they are intended.</li> <li>3. There are no unsatisfactory features in the design and construction.</li> <li>4. The construction of each of the following components conforms to the latest issued of its drawing except for the following deviations from drawings:</li> </ol>						
<b>SIGNATURE OF LICENSED AMO/AME/ APPROVED PERSON</b>		<b>NAME IN BLOCKLETTERS</b>	<b>DATE</b>			
<b>12.</b>	<b>POWERPLANT TEST</b>					
The power plant installation, including the propeller as installed in the aircraft, has undergone at least one hour of ground operation from idling to full power. The results of this test are as follows:						
<b>Date</b>	<b>Duration</b>	<b>RPM</b>	<b>Oil Press</b>	<b>Manifold press *</b>	<b>Oil temp *</b>	<b>Cyl head temp</b>
<b>* This data is desirable but not essential during this test.</b>						
Did the engine, propeller or engine-propeller combination display any adverse characteristics during this test?						

SIGNATURE OF PERSON WHO CONDUCTED THE TEST		NAME IN BLOCKLETTERS	DATE
<b>13.</b>	<b>INSPECTION OF COMPLETED AIRCRAFT</b>		
This inspection is to be done by a licensed Aircraft Maintenance Engineer (AME), licensed Aircraft Maintenance Organization (AMO) or an approved person (AP). I, the undersigned, have inspected the completed aircraft. In addition to checking those items normally inspected during such an inspection, I have specifically checked on the items below with the following results:			
Does the workmanship on the complete aircraft conform to good aeronautical practice?			
Are the materials used in the primary structure, the control systems and in any other stressed parts suitable in all respects for the work for which they are intended?			
Are there any unsatisfactory features in the design and construction?			
Is the construction of the aircraft in all essential respects similar to that of the latest issue of the drawings as originally approved or modified?			
Are all protrusions, knobs, sharp corners or any other objects like to cause serious injury to the pilot or passengers in the vent of an accident adequately padded?			
Is each seat fitted with an approved safety belt?			
Is the engine compartment isolated from the remainder of the aircraft by a fireproof bulkhead?			
Are any means provided to minimize the possibility of carburetor icing? If "YES", state what these means are:			
Is the grade of fuel recommended for use in this aircraft satisfactory?			
As a result of this inspection, I am satisfied that the aircraft is serviceable and recommend that it be issued with a proving flight authorization.			
SIGNATURE OF LICENSED AMO/AME/ APPROVED PERSON		NAME IN BLOCKLETTERS AND STAMP	DATE
<b>14.</b>	<b>APPLICATION</b>		
Application is hereby made for a proving flight authorization, valid for		<b>12</b>	months to be issued in respect
of the above-mentioned aircraft. Proving flights will be conducted within a 100 km from the airfield of			
SIGNATURE OF OWNER		NAME IN BLOCKLETTERS	DATE