



<b>CIVIL AVIATION</b>		DETAILS OF BANK ACCOUNT FOR PAYMENT OF PRESCRIBED FEE	
Bar... <b>AUTHORITY</b> 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			

## APPLICATION FOR THE ISSUE OF AN AUTHORITY TO FLY (ATF) (Newly built aircraft only)

<b>Please mark the appropriate block</b>			
<input type="checkbox"/>	AMATEUR BUILT	<input type="checkbox"/>	EX-MILITARY
<input type="checkbox"/>	PRODUCTION BUILT	<input type="checkbox"/>	VETERAN
<b>Note:</b> Please refer to CAR 187.01.3 for fees and charges.			
<b>1.</b>	<b>PARTICULARS REGARDING THE APPLICANT</b>		
Name of Applicant			
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.</b>	<b>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 No	
Propeller manufacturer and model		Serial No	
Has an application for the issue of a proving flight authorization been submitted?			<input type="checkbox"/> Yes <input type="checkbox"/> No
Do any of the data submitted with the application require to be amended?			<input type="checkbox"/> Yes <input type="checkbox"/> No
If so, are such amended data attached to this application?			<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>3.</b>	<b>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 qualify for day/night under VMC.</b>			
The aircraft is fitted with the following instruments: ( <i>Tick where applicable</i> )			
1.	Artificial horizon	13.	Oil temperature gauge
2.	Directional indicator	14.	Air temperature gauge
3.	Turn and bank indicator	15.	Ammeter
4.	Altimeter	16.	Fuel quantity gauge for each tank

5.	Airspeed indicator		17	L/G position indicator	
6.	Vertical speed indicator		18	Flap position indicator	
7.	RPM indicator		19	Magnetic Compass	
8.	Oil pressure gauge		20	VHF Radio (Two way)	
9.	Stall warning		21	Accurate time piece	
10	EFIS system with internal back-up battery ( <i>If fitted</i> )		22	Rotating beacon or strobe lights	
11	Serviceable Navigation lights		23	Two landing lights or	
				One single landing light with two separate filaments	

**3.1 AIRSPEED LIMITATIONS**

The following airspeeds have been finally decided on:

Never-exceed speed (Vne)		MPU		Knots	
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Do the above stated Vne and Vh differ appreciably from those stated in the previous application? Yes  No

If yes, does Vne exceed Vh by at least 10%?

**4. THE FOLLOWING PROVING FLIGHTS HAVE BEEN MADE WITH THIS AIRCRAFT (ATTACH COPY OF FLIGHT FOLIO):**

Date	Purpose of Flight	Pilot	Duration

Maximum level flight speed (Vh) obtained at		Engine rpm		IAS
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Maximum flap extended speed (Vfe) with the wing flap in position		IAS
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**5. PERFORMANCE**

**5.1 An uninterrupted climb of at least five minutes duration should be made with the:**

- a. Altimeter set to 1 103,2 hPa
- b. Landing gear, where applicable, retracted.
- c. Flaps, where applicable, retracted or in the position recommended by the manufacturer for en-route climb.
- d. Operative engine at maximum continuous or climbing power.
- e. Critical engine inoperative and its propeller feathered on twin-engine aircraft.
- f. Aircraft loaded within 2% of its maximum all up mass.

**5.2 Record the following:**

Time (minutes and seconds)	Every 30 seconds	At one-minute intervals		
	Pressure altitude feet	Outside air temperature °C or °F	Engine r.p.m.	Manifold Pressure
At start				
After 0,30				
After 1,00				
After 1,30				
After 2,00				
After 2,30				

After 3,00				
After 3,30				
After 4,00				
After 4,30				
After 5,00				
<b>5.3</b>	<b>General controllability:</b>			
Is the aircraft satisfactorily controllable and manoeuvrable about all three axes during take-off, climb, level flight, dive and landing (with and without power)?			<b>Yes</b>	<b>No</b>
Is it possible to make a smooth transition from one flight condition to another including spins and slips, without requiring an exceptional degree of pilot skill, alertness or strength and without danger of exceeding the limit load factor under all conditions of operation probable for the type?			<b>Yes</b>	<b>No</b>
<b>5.4</b>	<b>General tests:</b>			
Are stall warning, stall and stall recovery normal?			<b>Yes</b>	<b>No</b>
What is the indicated stalling speed with throttle(s) closed and (where applicable) flaps and landing gear retracted?			Mph / Knots	
What is the altitude lost during stall and recovery?			Ft	
Check all flying systems for friction, black lash, heaviness, trim and responsiveness.				
Check trimming devices for satisfactory and smooth operation.				
Check flaps for satisfactory operation at the maximum speeds permitted by the flight manual or cockpit placards.				
Check retractable landing gear for satisfactory operation.				
Check throttle, mixture, propeller, carburettor, hot air and cooling gill controls for correct and smooth operation and in the case of twin-engine aircraft for lining up systems.				
Check fuel system for satisfactory operation and correct functioning of fuel cocks, cross-feed, fuel tank contents gauges or indicators and to ensure that the system functions satisfactorily in accordance with the fuel management procedures prescribed for this aircraft type.				
Check hydraulic and pneumatic systems for satisfactory operation.				
Check operation of brakes during taxiing and landing.				
Check electrical system for operation of all services.				
Check all instruments and meters / indicators for correct functioning.				
Check de-icing system for satisfactory operation.			<b>YES</b>	<b>NO</b>
Check radio communication and navigational aid equipment for satisfactory operation.				
Check seat adjustment mechanism for satisfactory operation.				
Check all doors for satisfactory operation.				
Check any other installed equipment or system not specifically mentioned above for satisfactory operation. Specify:				
Altitude at which the rate or climb falls to 50 feet per minute.			ft.	
<b>6.</b>	<b>DECLARATION:</b>			
I	the undersigned hereby certify that the			
Above-mentioned aircraft has been test flown and I consider the aircraft to be satisfactory / unsatisfactory.				
If unsatisfactory, state in what respects:				

SIGNATURE OF TEST PILOT	LICENSE NUMBER & CATEGORY	DATE	
Details of any mishaps, incidents, defects or any other experience which are not entirely normally encountered during these proving flights.			
Details of any repairs or modifications made to the aircraft, its engine(s) or installed equipment as a result of the proving flights:			
<b>7.</b>	<b>PLACARDS</b>		
Is the following placard installed in a prominent position and in full view of the pilot and passenger(s)?			
<b>AMATEUR-BUILT</b>		<input type="checkbox"/>	<b>PRODUCTION-BUILT</b>
		<input type="checkbox"/>	<input type="checkbox"/>
Are the following placards installed on the instrument panel?			
			<b>Yes</b>
			<b>No</b>
This aircraft does not qualify for the issue of a certificate of airworthiness and it may not be operated for remuneration"			
			<b>Yes</b>
			<b>No</b>
No aerobatic manoeuvres			
			<b>Yes</b>
			<b>No</b>
<b>8.</b>	<b>STRENGTH SUBSTANTIATION</b>		
This is to certify that I have subjected this aircraft in flight to a G-loading of at least			G.
During the test the aircraft's all up mass was within 2% of the maximum permissible.			
<b>NOTE:</b>			
This test is to be conducted by the holder of an appropriately rated commercial pilot's license or an Appropriately rated Private Pilot's License whose experience is considered satisfactory by the CAA.			
<b>SIGNATURE OF APPLICANT</b>		<b>NAME IN BLOCK LETTERS</b>	
		<b>DATE</b>	