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Aircraft Registration: EI-_____


Please place an "X" in the box to indicated if this form is to be used for; First time permit application, 3 year permit application or an extension of validity for a Three Axis Aircraft.

Option	Include Check Flight	Include Weight and Balance	Mark with an "x" to indicate which permit type
Initial Permit (3 Year)	Yes	Yes	
3 Year Permit	Yes	No	
Extension of Validity	No	No	

Note: Initial Permits and 3 Year Permits require signed copies of NMAI/AW/002 and NMAI/AW/023 to be submitted.


This form must be returned to the NMAI Technical Office.

NMAI OFFICE USE ONLY		
DATE APPLICATION RECEIVED:		NMAI CTO STAMP
DATE SENT TO IAA:		
FEE PAID	€180	
RETURNED		
NMAI MEMBERSHIP VALID		
Signed: (CTO)		

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PERMIT YEAR: 20 _____		AIRCRAFT REGISTRATION: EI-_____	
MANUFACTURER:		MODEL:	
SERIAL NUMBER:		ENGINE SERIAL NO.:	
MAUW:		EMPTY WEIGHT:	
REGISTERED OWNER'S NAME:			
Email Address:		Tel:	
OWNER'S ADDRESS: (BLOCK CAPITALS, MUST ALIGN WITH CERTIFICATE OF REGISTRATION)			
NMAI No.		Place where a/c may be inspected by IAA/NMAI:	
ENGINE MAKE:		ENGINE MODEL:	
PROPELLER MAKE:		No. BLADES:	
DIAMETER:		PITCH:	
DOES THE AIRCRAFT HAVE ANY ALTERATIONS/MODIFICATIONS FROM ORIGINAL STATE?			
YES/NO	Description	Mod/Alteration Reference	
	(Provide additional sheet if req'd)		
TOTAL Airframe Hours:		TOTAL Engine Hours:	
Hours since last Permit : (N/A for Initial Permit)		Engine Hours since last Permit : (N/A for Initial Permit)	
Expiry date of last Flight Permit:			
Date of Flight Permit inspection:			

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Has the aircraft failed a previous inspection?	Yes/No (If no, provide details of returning to service)
Date of last Check Flight:	
Pilot's name and license number:	
Location of check flight:	


Owner's declaration	Yes	No
All maintenance recommendations from the manufacturer have been reviewed by me and implemented as appropriate. Any decision not to comply with a recommendation has been recorded in the aircraft logbook.		
Any maintenance performed has been properly recorded in the aircraft logbooks.		
When the aircraft was not being used continuously, it was stored appropriately and the engine was preserved or run regularly.		
The oil consumption is within specified limits, if available, and has not altered significantly since last Flight Permit issue.		
The aircraft <u>has not</u> been involved in any incidents or accidents which could affect airworthiness since last Permit renewal? (Yes = has not, No = has) <i>If the aircraft has been involved in any incidents/accidents, list details on a separate sheet:</i>		
The aircraft (including engine) has not had any major or significant defects which could affect airworthiness since the last permit renewal?		
All the aircraft logbooks are correct and up to date?		
All manuals, service bulletins, tools and equipment are available, as required, for this aircraft?		
All registration and mandatory placards are installed or exempted?		
All maintenance required since last permit issue has been carried out and entered in the logbooks?		
<i>I confirm that I am not aware of any reason why this aircraft does not qualify for a Flight Permit. I understand that I, as the owner, am responsible for the airworthiness of the aircraft and the Flight Permit inspection does not absolve me of that responsibility.</i> <i>I/We hereby certify that the above details are correct.</i>		
<i>Signed (owner):</i> _____	<i>Date:</i> _____	<i>NMAI No.:</i> _____

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INSPECTOR'S DECLARATION			
Based upon the condition of the aircraft at the time of the inspection, I, the Inspector designated by the NMAI, declare that the aircraft has been inspected in accordance with the NMAI listing below, and the latest version of the HADS/TADS/AFM, or equivalent.			
Insert HADS/TADS/AFM Reference: e.g TADS XXX		Revision:	
I declare the aircraft has:	Passed	Failed	
I have informed the owner of the condition of the aircraft. <ul style="list-style-type: none"> - In the case of a “failed” result, that it must not be flown until it has passed and that any current flight permit would be invalid. A satisfactory re-inspection must be carried out before further flight. - In the case of a “pass” result, that the aircraft was in an airworthy condition at the time of the inspection. NMAI/AW/007 may be issued, if the Flight Permit is invalid. I recommend that a Flight Permit should be issued or Validity Certificate extended. 			
I hereby certify that the inspection has been carried out in accordance with the current NMAI Procedures Manual.			
Print name (INSPECTOR):	NMAI Inspector number :		Inspector's Stamp
Signed:	Date:		

PRE-INSPECTION REVIEW OF AIRCRAFT RECORDS		
A	LOG BOOK ENTRIES	YES/NO
1	Signed Owner's declaration (NMAI/AW/002)	
2	Total engine hours verified	
3	Total airframe hours verified	
4	Scheduled maintenance documented	
5	All repairs entered in the logbook(s)	
6	All changes/alterations/modifications entered in the logbooks(s)	
7	Engine hours since last inspection checked	
8	Airframe hours since last inspection checked	
B	MAINTENANCE PERFORMED SINCE LAST FLIGHT PERMIT	Date/Hrs Performed
	e.g. Annual Inspection iaw Aircraft Owner's Manual	1/Jan/2000 @ 500
1		
2		
3		
4		

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MINIMUM MAINTENANCE REQUIRED FOR FLIGHT PERMIT RECOMMENDATION		
A	<u>GENERAL</u>	<i>YES/NO</i>
1	Registration document checked	
2	Flight Permit checked	
3	Service Bulletin and MPDs reviewed and complied with, where necessary	
4	Owner in possession of manuals /batten profiles/ mod approvals	
5	Metal identification (registration) plate checked	
6	Placards and markings checked iaw TADS/HADS/AFM or equivalent	
B	<u>Airframe, Wings and Flight Controls</u>	<i>PASS (O) / FAIL (X)</i>
1.	Fuselage, longerons, structure and covering	
2.	Fuselage wing attachment points	
3.	Cockpit assembly	
4.	Canopy, windscreen, hinges and locks	
5.	Doors and attachments	
6.	Wings, leading/trailing edges and covering	
7.	Spars main, drag and rear	
8.	Wing attachment points for fuselage	
9.	Main struts, jury struts attachment and condition	
10.	Ailerons and operating mechanism	
11.	Flaps and operating mechanism	
12.	Spoileron and operating mechanism	
13.	Tailplane-leading, trailing edges and covering	
14.	Elevator and trim operating mechanism and attachment	
15.	Fin leading/trailing edges and covering	
16.	Rudder and trim operating mechanism and attachment	
17.	Tail struts -attachment and condition	
18.	Undercarriage /suspension attachment and condition	
19.	Wheels rims tyres and brakes	
20.	Mudguards /spats attachment and condition	
21.	Nose/tailwheel steering rudder linkages	
22.	Cockpit-seats harnesses attachment and condition	
23.	Control column, rudder pedals, brake mechanisms	
24.	Flap/spoileron /trim control mechanisms/levers	
25.	Bolts /nuts/washers/rivets/pins/fixing and locking devices	
26.	Fairleads and guides	
27.	Pulleys swages and retainers	
28.	Vents and drain eyelets	
29.	Flying instruments check	

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C	<u>POWER PLANT</u>	<i>PASS (O) / FAIL (X)</i>
1.	Engine and attachments	
2.	Cowlings and firewall	
3.	Flexible mountings	
4.	Exhaust system silencer and supports	
5.	Gearbox or reduction drive	
6.	Fuel tank, caps and vents, drip trays	
7.	Fuel lines, filter, fuel cock, pump	
8.	Carburetor, air intake, carb heat, security	
9.	Engine controls, throttles, chokes, mixture if fitted	
10.	Starting system	
11.	Electrics, charging, low tension, lights, fusing	
12.	Ignition, switches, contact breakers, plugs, leads	
13.	Propshaft, flanges, bearings, gears, bolts	
14.	Propeller	
15.	Engine ground run	
D	<u>RIGGING</u>	<i>PASS (O) / FAIL (X)</i>
1.	Cables, thimbles, swages and tangs	
2.	Nuts, bolts and washers	
3.	Tangs, turnbuckles, toggles and clamps	
E	<u>Sail and fabric covering (tube and cloth aircraft)</u>	<i>PASS (O) / FAIL (X)</i>
1.	Stitching	
2.	Damage	
3.	Degradation (Bettsometer test)	
4.	Discoloration	
5.	Batten pockets	
6.	Sail attachments/fabric security	
7.	Covering/structural material (composite/aluminum aircraft)	
8.	Cracks distortion or damage	
9.	corrosion (aluminum aircraft)	
10.	Delamination (composite aircraft)	
F	<u>OVERALL CONDITION</u>	<i>PASS (O) / FAIL (X)</i>
1	General rigging, airframe symmetry	
2	Overall condition of aircraft	
3	Security of fasteners	
4	General Lubrication and corrosion	