

Airworthiness Checklist

Completed By: _____ Date: _____

N-Number: _____

Documents

- Airworthiness Certificate (91.203(a)(1))
- Registration Certificate (91.203(a)(2)) Expiration Date:
- Operating Handbook (91.9(b))
- Weight & Balance (23.2620) (official - in POH/AFM)
- External Data Plate (45.11)
- Compass Deviation Card

Offset

- Total AC Time at most recent 100-hr:
- (-) Off/On Hobbs at most recent 100-hr:
- (=) Offset:

Inspections

- Annual (91.409(a)) - 12 calendar months Most Recent: _____ Next Due: _____
- VOR equipment check (91.171) - 30 days (if using VOR for IFR flight)
Most Recent: _____ Days Ago: _____
- 100-hour (91.409(b)) - 100 flight hours less previous overflight
 - Total AC Time at next due (from MX summary):
 - (-) Offset (taken from above section):
 - (=) Off/On Hobbs:
 - (-) Current Off/On Hobbs:
 - (=) Hours left to 100-hour:
- Altimeter / Static / Encoder (91.411) - 24 calendar months (for IFR flight)
Most Recent: _____ Next Due: _____
- Transponder (91.413) - 24 calendar months (if using transponder)
Most Recent: _____ Next Due: _____
- ELT (91.207)
 - Battery replacement - 1 hr use or 50% life Next Due: _____
 - Inspection - 12 calendar months Most Recent: _____ Next Due: _____

Airworthiness Directives (part 39)

- Applicable ADs and compliance listed in FAA Airworthiness Directives Compliance Record sheets. Recent compliance actions in maintenance logs
- To verify recurring AD currency (if required):

AD #	Next Due	(-)Offset	(=)Next Due Hobbs
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

If AD next-due time is specified as an engine or prop time (rather than Total AC Time), recalculate offset using engine or prop time at the most recent 100-hr, then apply that offset to next-due time to find Off/On Hobbs at next due.

Inoperative Equipment

List inoperative equipment: _____

If any inop equipment present, verify:

- Not required by
 - 91.205(b) (day VFR), (c) (night VFR) and/or (d) (IFR)
 - Equipment list in POH/AFM
 - Airworthiness directive
- Deactivated and placarded "Inoperative", OR...
 - Removed, control placarded, and maintenance recorded
- PIC determines that inop equipment is not a hazard to the aircraft

Cessna 172 Weight and Balance



	Weight X	Arm =	Moment
Basic Empty Weight			
Front Pilots	+		+
Rear Passengers	+		+
Baggage	+		+

Zero Fuel Weight	=	cg	=
Usable Fuel	+		+

Ramp Weight	=		=
Taxi Fuel	-		-

Takeoff Weight	=	cg	=
Fuel Burn	-		-

Landing Weight			
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Formulas

- $\text{Weight} \times \text{Arm} = \text{Moment}$
- $\text{Total Moment} \div \text{Total Weight} = \text{Center of Gravity (CG)}$
- $\text{Max Ramp Weight} - \text{Zero Fuel Weight} = \text{Usable Fuel Weight}$
- $\text{Fuel Weight} \div 6 = \text{Fuel Gallons}$
- 100 LL (Blue) Fuel Weighs 6 lbs./gal.
- Oil Weighs 7.5 lbs./gal

What Category is the aircraft in? Normal or Utility?

What is the short field takeoff distance?

What is the short field landing distance?

What is the density altitude for the departure airport?

What is the density altitude for the arrival airport?

*Please reference the aircraft POH for above information based on current conditions.

List any other performance information related to this flight below. _____
