

File No. 78/34/73-AI-1

Subject: **Flight Report - Recording of IN-FLIGHT Instrument Reading and Reporting of Flight Defect.**

1. APPLICABILITY :

This part of CAR specifies the manner, in which the flight reports of a Public Transport Aircraft are to be completed.

2. PURPOSE :

In order to enable effective monitoring of aircraft and engine systems functioning, and to ensure proper rectification of defects observed by the crew, during preflight and post flight periods, flight reports are to be completed as per the procedure given below:-

3. PROCEDURE :

- 3.1 Crew must record all parameter readings, as indicated by the respective instruments under the appropriate columns of the approved flight reports including the AVM (Airborne Vibration Monitoring) readings.
- 3.2. These recordings should be made at least once in each sector of the flight, under stabilised cruise conditions, and also in the event of emergency conditions of flight, however, on flight sectors of short duration, where the aircraft is unable to obtain the stabilised cruise conditions of flight, recording of parameter readings may be omitted, unless unusual parameters are observed during climbs or descent phases.
- 3.3 Defect observed by the crew, during preflight, in-flight and post-flight periods must be entered in the relevant columns of the flight report, giving full details of their observations, with relevance to parameter readings, where applicable.
- 3.4 Even if there are no defects, 'NIL' reports must be recorded and signed by the crew for each sector of the flight.
- 3.5 Where, necessary special reports regarding incidents, accidents or other relevant observations made during the course of the flight, shall be recorded with details of each case to enable proper follow up action.
- 3.6 Before releasing the aircraft for service the AME's shall examine pilots defect reports after each sector of the flight and take appropriate rectification action and record

the same item wise in the flight reports under their signatures.

4. AME's must ensure that the crew have signed the 'Pilot Defect Report' even if the defect is 'NIL'. In case the crew have failed to make any entry in the "PDR" they shall not certify the aircraft till, the defect report for the previous flights is filled and signed by the crew.
5. On arrival of the aircraft at the main base all parameter readings, must be checked and analysed to examine the satisfactory functioning of the various aircraft and engine systems and to ensure that the rectification action taken during the preceding flight sectors was appropriate by the Chief of Inspection of the area concerned or his designated representative.

Sd/-

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Director of Airworthiness  
for Director General of Civil Aviation