

## **SECTION 12.1 DAILY and PRE-FLIGHT INSPECTIONS**

### **12.1.1 DAILY AND PRE-FLIGHT INSPECTIONS**

A daily inspection must be carried out and recorded prior to the first flight of each day. Pilots must also record aircraft time-in-service (hours), landings and oil uptake and any other details as required by the aircraft's system of maintenance. The daily flight record (e.g., the RAAus Hours and Maintenance Record) if used is part of the aircraft's maintenance records. For subsequent flights, the pilot in command must carry out a pre-flight inspection or carry out another daily inspection should it be deemed necessary. A pre-flight inspection is not recorded on the aircraft's MR or HMR.

The Maintenance Release (MR) (however named), if used, will also assist with the recording of the current airworthiness status of the aircraft. The MR is designed to inform the PIC, registered operator, maintenance controller and maintainer of the recent past maintenance history, and the flying time (and days) available before the next required maintenance action. Refer to Section 11.1.1.

The pilot in command must ensure before flight that the aircraft to be operated is registered with RAAus, registration is current, the aircraft is airworthy and is not carrying a defect that would impact on the safety of the intended flight and the time before expiry of the available time in service is adequate for the intended flight or flights.

**TECH FORM 121 Hours and Maintenance Record (HMR)**, available on the RAAus website, presents a simple means of recording the above information however, members may use another format or form e.g., CASA Maintenance Release Form 918 (MR), or any other CASA or RAAus accepted document, if the required information is recorded. The Maintenance Release when used, must be available to each pilot for inspection prior to each flight of the day.

### **12.1.2 OWNER AND PILOT RESPONSIBILITIES**

The pilot in command is responsible for performing and recording the completion of a daily inspection; and

Before each flight, complete whatever pre-flight inspection is called for by the manufacturer or RAAus, or for an ABA, that the pilot in command considers necessary.

Daily and pre-flight inspections may be carried out on RAAus aircraft by:

- a) a recreational pilot certificate holder; or
- b) a student pilot under the supervision of an instructor. The instructor remains responsible and is the person who is accountable for and must record the daily inspection mentioned in subsection 12.1.1.