

# AIRWORTHINESS CHECKLIST



Completed By: \_\_\_\_\_ Date: \_\_\_\_\_ N-Number: \_\_\_\_\_

### Documents

- Airworthiness Certificate (91.203(a)(1))
- Registration Certificate (91.203(a)(2))      Expiration Date: \_\_\_\_\_
- Radio Station License (47 CFR 87.18) - if flying outside US
- Operating Handbook (91.9(b))
- Weight & Balance (23.2620) (official - in POH/AFM)
- External Data Plate (45.11)
- Compass Deviation Card (not required in G1000 Archer w/ Aspen EBD)

### 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: \_\_\_\_\_ Next due: \_\_\_\_\_
- 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: \_\_\_\_\_

Out Hobbs: \_\_\_\_\_ In Hobbs: \_\_\_\_\_  
Off Hobbs: \_\_\_\_\_ On Hobbs: \_\_\_\_\_

*"Airworthy" means an aircraft and component parts meet its type design (or properly altered configuration) and is in a condition for safe operation. (Ref: FAR 21.31, FAR 21.41, FAR 21.183)*

### Airworthiness Directives (Part 39)

- List available at <https://www.faa.gov/regulations/policies/airworthiness-directives/>
- Applicable ADs and compliance listed in MX Summary sheet and FAA Airworthiness Directives Compliance Record sheets  
Recent compliance actions in maintenance logs
- To verify recurring AD currency (if required):  
Total AC Time at next due (from MX summary): \_\_\_\_\_  
(-) Offset: \_\_\_\_\_  
(=) Off/On Hobbs at next due: \_\_\_\_\_

*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.*

### Form 337s (Part 43 Appendix B)

- Required for major repairs and alterations (in Appendix A)
- Review MX Blue Book for any 337s present

### Inoperative Equipment (91.213(d))

- 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

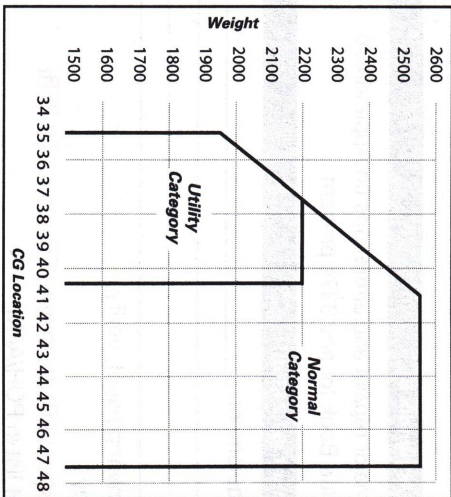


# CESSNA 172

## Weight & Balance

|                     | Weight | x | Arm | = | Moment |
|---------------------|--------|---|-----|---|--------|
| Basic Empty Weight  |        |   |     |   |        |
| Front Pilots        | +      |   |     |   | +      |
| Rear Passengers     | +      |   |     |   | +      |
| Baggage 120lbs. max | +      |   |     |   | +      |
| Zero Fuel Weight    | =      |   | CG  | = | +      |
| Usable Fuel         | +      |   |     |   | +      |
| Ramp Weight         | =      |   |     |   |        |
| Taxi Fuel           | -      |   |     |   | -      |
| Takeoff Weight      | =      |   | CG  | = | -      |
| Fuel Burn           | -      |   |     |   | -      |
| Landing Weight      | =      |   | CG  | = | -      |

| Performance                  |            |
|------------------------------|------------|
| Short Field Takeoff Distance | 50ft Obst. |
| Short Field Landing Distance | 50ft Obst. |



### Specific ATP Aircraft Weight & Balance Info

Important information specific to your N-Number, including Basic Empty Weight and Moment, is available on the ATP Student Extranet and in the ATP Documents folder in Foreflight.



Sign in to your Student Extranet account. Go to Library > Aircraft Information Manuals > Aircraft Quick Reference, and enter the N-Number of the aircraft you are flying.

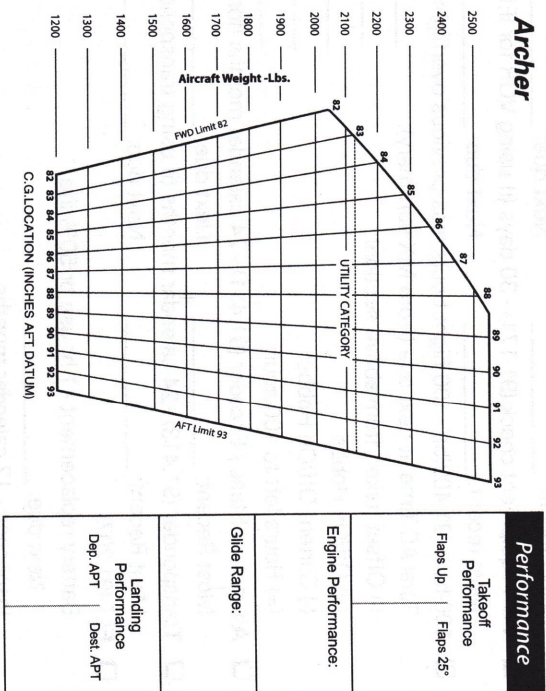
### Formulas

- Weight x Arm = Moment
- Total Moment ÷ Total Weight = Center of Gravity (CG)
- Max Ramp Weight – Zero Fuel Weight = Usable Fuel Weight
- Fuel Weight ÷ 6 = Fuel Gallons
- 100 LL (Blue) Fuel Weights 6 lbs./gal.
- Oil Weights 7.5 lbs./gal.

# PIPER ARCHER

## Weight & Balance

|                     | Weight | x | Arm    | = | Moment |
|---------------------|--------|---|--------|---|--------|
| Basic Empty Weight  |        |   |        |   |        |
| Front Pilots        | +      |   | 80.50  |   | +      |
| Rear Passengers     | +      |   | 118.10 |   | +      |
| Baggage 200lbs. max | +      |   | 142.80 |   | +      |
| Zero Fuel Weight    | =      |   | CG     | = | +      |
| Usable Fuel         | +      |   | 95.00  |   | +      |
| Ramp Weight         | =      |   |        |   |        |
| Taxi Fuel           | -      |   | 8      |   | 760    |
| Takeoff Weight      | =      |   | CG     | = | -      |
| Fuel Burn           | -      |   | 95.00  |   | -      |
| Landing Weight      | =      |   | CG     | = | -      |



| Performance         |                    |
|---------------------|--------------------|
| Takeoff Performance | Flaps Up Flaps 25° |
| Engine Performance: |                    |
| Glide Range:        |                    |
| Landing Performance | Dep. APT Dist. APT |

CG Envelopes depicted for 172R and S models are for training purposes only. Other fleet models are not depicted. Always use the approved Operators Manual or POH/AFM specific to the airplane you are flying. These examples are to be used as a reference only. ATP assumes no responsibility or liability for any errors or inaccuracies that may appear on this guide and it is not intended to replace the approved POH/AFM or FAA approved publications and procedures.

