

Minister's Delegates - Recreational Aviation Inspection Service
Représentants du Ministre - Aviation de loisir Service d'inspection

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JOURNEY LOG ENTRIES, IMPORT

Once the imported aircraft is physically in Canada it has to be prepared for its final inspection by a MD-RA inspector. The aircraft must be inspected by the owner, to discover and repair discrepancies, modify the aircraft to meet Canadian homebuilt regulations, (Exemption 549) and to identify all equipment on board which are not inspected on a regular 12 months calendar.

DISCREPANCIES

All discrepancies must be identified and repaired. The owner is responsible to ensure that all structures have been verified and tested for corrosion, rust, rotten/dry wood, damaged composite structure and composite delamination. Each discrepancy must be entered in the Canadian Journey Log Book. The log entry must detail the discrepancy and the method of correcting the discrepancy. Each entry must be signed and dated by the owner of the imported aircraft.

MODIFICATIONS

All modifications performed to meet the requirements of Exemption 549 must be entered in the Journey Log Book, identifying the item modified and how the modification was performed. Each entry must be signed and dated by the owner of the imported aircraft.

OUT-OF-PHASE EQUIPMENT

The Out-of-Phase equipment must be identified and tested as per the requirements of CAR 625 Appendix C. An entry for each out-of-phase equipment must be made in the Journey Log Book, identifying the equipment and the method of testing employed.

ANNUAL INSPECTION

Now that the aircraft meets the requirements of Exemption 549 and every item on the aircraft is serviceable, an annual inspection must be performed to ensure that the aircraft is airworthy. To perform this inspection, the builder must first use the information contained in CAR 625 Appendices B & C to generate an inspection procedure which meets the requirements of this aircraft. The following Maintenance Schedule Statement entry must also be made in the Journey Log Book

Example: **This aircraft will be maintained in compliance with Canadian Air Regulation 625, Appendices B & C**

As part of the annual inspection the magnetic compass must be calibrated and a new correction card generated. A certification statement and the correction card data must be recorded in the Journey Log Book. A current compass deviation card must be mounted with the compass. The entry must be signed and dated.

Example: **I certify that the magnetic compass was calibrated**

COMPASS DEVIATION CARD					
REGISTRATION C-_____			DATE: _____		
FOR	STEER	FOR	STEER	FOR	STEER
N		120		240	
030		150		W	
060		S		300	
E		210		330	

When the annual inspection is completed a statement must be entered signed and dated in the Journey Log Book.

Example: **An annual inspection has been performed on this aircraft, as per CAR 625, Appendices B & C and the aircraft is deemed to be airworthy.**

The aircraft is now ready for a final inspection by a MD-RA inspector. The owner of the imported amateur built aircraft has to ascertain that the Certificate of Registration for his aircraft will be available to the inspector at the beginning of the inspection.

After the aircraft has been inspected and all the discrepancies have been corrected the following statement must be written, signed and dated in the Journey Log Book.

Example: **I certify that this aircraft complies with all the requirements of Appendix A of the Exemption from Section 549.01 of the Canadian Aviation Regulations, and Chapter 549 of the Airworthiness Manual, and is deemed to be airworthy.**

JOURNEY LOG BOOK

Canadian Regulations allow owners of amateur built aircraft to enter all data, (operational and maintenance) concerning their aircraft in the Journey Log Book.

A Canadian Journey Log Book is mandatory.

The following data is to be entered on the first page, to identify the aircraft and its characteristics.

Aircraft Registration Mark	C-XXXX			
Manufacturer	builder of aircraft from Data Plate			
Model	Name of aircraft from Data Plate			
Serial Number	Number from Data Plate			
Fuel	Capacity	in CDN gal.	Grade as recommended by engine manufacturer	
Oil Grade	Grade as recommended by engine manufacturer			
Hydraulic Fluid	Grade as recommended by aircraft builder			
Maintenance Schedul	CAR 625 appx B & C			
Maximum Gross Weight	as per Weight & Balance, (W & B) Report			
Empty Mass and Centre of Gravity	as per Weight & Balance Report			

Configuration	Mass	CG	Signature	Date
Wheels / Floats	Empty mass from W & B	Empty CG from W & B	Importer	date of entry in log book