

Which aircraft documents need to be carried onboard?

- 1) **AFM** (Aircraft Flight Manual / Pilot Operating Handbook, as required)
 - Including Aircraft Weight Schedule
 - 2) Original **Certificate of Registration**;
 - remains valid indefinitely provided no details change, or the aircraft's registration is changed.
 - Original certificate of registration must be carried on board for flights A to B only. Original certificate is NOT required for A-to-A local flights or circuit training at LESB.
 - 3) Original **Certificate of Airworthiness** (CofA);
 - remains valid unless revoked.
 - An EASA aircraft is required to carry its original Certificate of Airworthiness, restricted Certificate of Airworthiness or permit to fly, as the case may be, during all flights
 - 3b) **Airworthiness Review Certificate (ARC)**
 - has 1-year validity.
 - Certificate of Maintenance Review or Airworthiness Review Certificate (ARC)
 - The Certificate of Airworthiness is valid providing a current ARC is attached to it, otherwise the CofA becomes revoked by the competent authority.
 - 3c) **Certificate of Release to Service (CRS)**
 - No aircraft can be released to service unless a certificate of release to service is issued at the completion of any maintenance, when satisfied that all maintenance required has been properly carried out
 - 4) **Aircraft Noise Certificate**, if applicable;
 - No expiry date. Valid indefinitely.
 - 5) **List of Specific Approvals**, if applicable;
 - 6) **Aircraft Radio Licence**, if applicable;
 - The Aircraft Radio Licence covers the transponder, DME & VHF radios.
 - Certificate of Approval of Aircraft Radio Installation (maybe incorporated with Aircraft Radio License)
 - Valid indefinitely, provided there are no changes (i.e., any piece of transmitting equipment is either added or removed).
 - All that is required to remain current is an annual fee payable to the competent authority.
 - 7) **Third-Party Liability Insurance Certificate(s)**;
 - is valid for 1 year
 - Third party liability insurance coverage is mandatory.
 - It shall state on the insurance certificate that it complies with EC Regulation 785/2004
 - 8) **Journey Log Book**, or equivalent (e.g. Aircraft Technical Log Book (ATL)), for the aircraft;
 - may be retained at LESB for local flights A-to-A or circuit training at LESB.
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- 9) details of the **filed ATS flight plan**, if applicable;
 - 10) **Current and suitable aeronautical charts for the route** of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;
 - 11) **Procedures and visual signals information for use by intercepting and intercepted aircraft**;
 - 12) **MEL** (Minimum Equipment List) or **CDL** (Configuration Deviation List), if applicable; and
 - 13) **Any other documentation that may be pertinent to the flight or is required** by the States concerned with the flight.
 - 14) **Interception Signals** ([FAA](#) and [UK CAA](#) and [EASA](#))
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Notes

- a) **AFM** plus items listed **9-14** must be carried on board each and every flight.
- b) For local A-to-A flights or circuit training at home base (LESB): -
 - Original copies of items 2 and 8 may be retained in the Fly EPT Spain office at LESB
 - Original certificates are NOT required to be carried on board
- c) Items listed 1-8 must be carried on board for flights A to B.
- d) **ALL** items (including originals if required) must be carried on board if flying outside the airspace of the country of registration i.e., outside Spain
- e) When requested by the competent authority, the pilot-in-command (PIC) shall provide, within a reasonable period of time, the aircraft documents that are required to be carried on board.

Reference

NCO.GEN.135 Documents, manuals and information to be carried

<https://www.easa.europa.eu/en/document-library/easy-access-rules/online-publications/easy-access-rules-air-operations?page=1&kw=NCO.GEN>