

Attention Students and Instructors:

In every Tech Log you will find a Cosmetic Log behind the list of AD's for the aircraft. This Cosmetic log is only used by Maintenance personnel and is not to be used by flight crews except for reference.

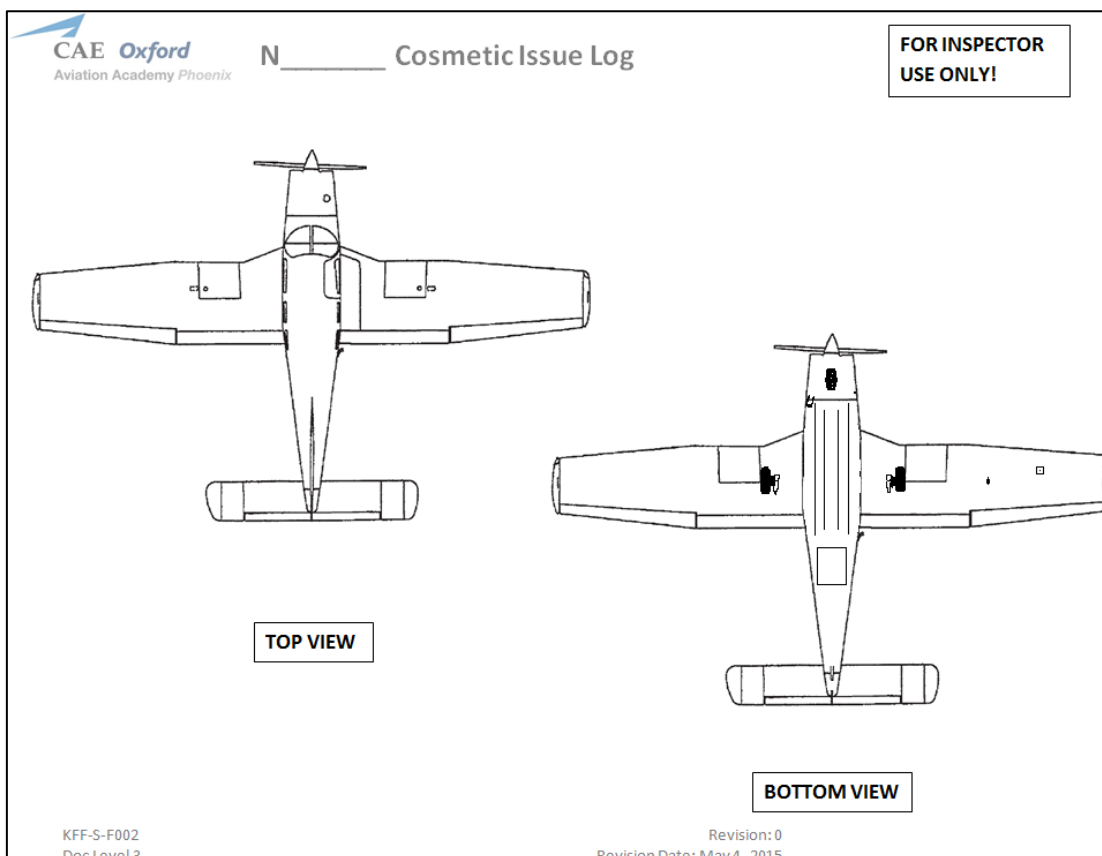
If a cosmetic issue is discovered during preflight such as a mark or small dent, the cosmetic log can be referred to. **If the cosmetic issue is not indicated on the cosmetic log, then the aircraft must be squawked and inspected by maintenance to determine if the aircraft is airworthy.**


If the aircraft is airworthy according to published standards in maintenance handbooks, but the cosmetic issue remains visible – maintenance personnel will add the cosmetic issue to the cosmetic log indicating the size, location, work order number which states the discrepancy is permitted to referenced standards, and signature of the maintenance person. If the cosmetic issue is indicated on the cosmetic log, be sure it has not changed from what the log indicated. For instance, the Log may indicate a small dent $\frac{1}{4}$ of an inch wide. If the dent is now 1.5 inches wide, then the aircraft must be squawked.

If, later, the cosmetic issue is resolved and no longer visible, it will be indicated as corrected on the last column of the cosmetic log by work order number and date.

If there is any doubt by the Pilot in Command as to whether a cosmetic issue is permissible for safe flight, despite what is indicated on the Cosmetic Log, then squawk the aircraft.

Below is an example of the Cosmetic log for an Archer TX. Note that the Cosmetic Log is two pages (one double-sided sheet of paper in the Tech Log).



	<h2>N _____ Cosmetic Issue Log</h2>	<p>FOR INSPECTOR USE ONLY!</p>		
<p>Directions:</p> <ol style="list-style-type: none"> 1. Suspected damage should be squawked on aircraft log. <u>Mx</u> will then inspect and if cosmetic issue remains they will add it to this form. Flight Crews – do NOT use this form to report squawks. 2. Inspector will indicate the location of the cosmetic issue, date it was originally inspected, their signature, and note the visual appearance of the cosmetic issue. The inspector should also indicate the location of the cosmetic issue on the diagram of the aircraft above with their initials. Once the issue has been corrected (no longer visibly exists) then the last column- Corrected Date and Work Order # - should be filled in. 				
Location of Issue	Date Inspected	Inspectors Signature	Cosmetic Issue Description (Include Work Order #)	Cosmetic Issue Corrected Date/WO#

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Doc Level 3

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Questions regarding this policy should be directed to Flight Safety or the Chief Instructor.

Fly Safely,

Brent Crow
Safety Officer – CAE OAA Phoenix