

WALKAROUND INSPECTION FORM

Airport
Registration

ARRIVAL			Date:	Flight No.:
EXTERNAL VISUAL CHECK:			Additional information	
No damage on passenger doors and surroundings	YES	NO		
No damage on cargo doors and surroundings	YES	NO		
No damage on fuselage or wings	YES	NO		
No damage on engines or cowls	YES	NO		
Handles, panels, hatches - undamaged, closed, secured and flush with fuselage	YES	NO		
No tire damage	YES	NO		
No leaks (fuel, oil, hydraulic, water, etc.)	YES	NO		
Inspection performed on arrival by HANDLING AGENT (name and signature):				
The PIC declares that the agent performed a walkaround inspection upon arrival. The crew may refuse to sign if the walkaround was not performed.				
PILOT IN COMMAND (signature and company ID no.):				

CARGO HOLD CHECK:			Additional information	
Cargo hold light serviceable	YES	NO		
Nets secured and undamaged	YES	NO		
Cargo door seals and cargo hold undamaged	YES	NO		
All cargo holds checked and confirmed empty	YES	NO		
All offloaded ULDs in serviceable condition	YES	NO		
Inspection performed on arrival by HANDLING AGENT (name and signature):				

DEPARTURE			Date:	Flight No.:
EXTERNAL VISUAL CHECK:			Additional Information	
All loaded ULDs serviceable and matching LIR	YES	NO		
Loading lines not exceeded	YES	NO		
Passenger doors closed and secured	YES	NO		
Cargo doors closed and secured	YES	NO		
Handles, panels, hatches - undamaged, closed, secured and flush with fuselage	YES	NO		
No damage on fuselage, door areas, wings, engines, etc.	YES	NO		
No leaks (fuel, oil, hydraulic, water etc.)	YES	NO		
Inspection performed on departure by HANDLING AGENT (name and signature):				
Report to the PIC before departure: 'All doors and hatches are closed. No visible damage found.'				

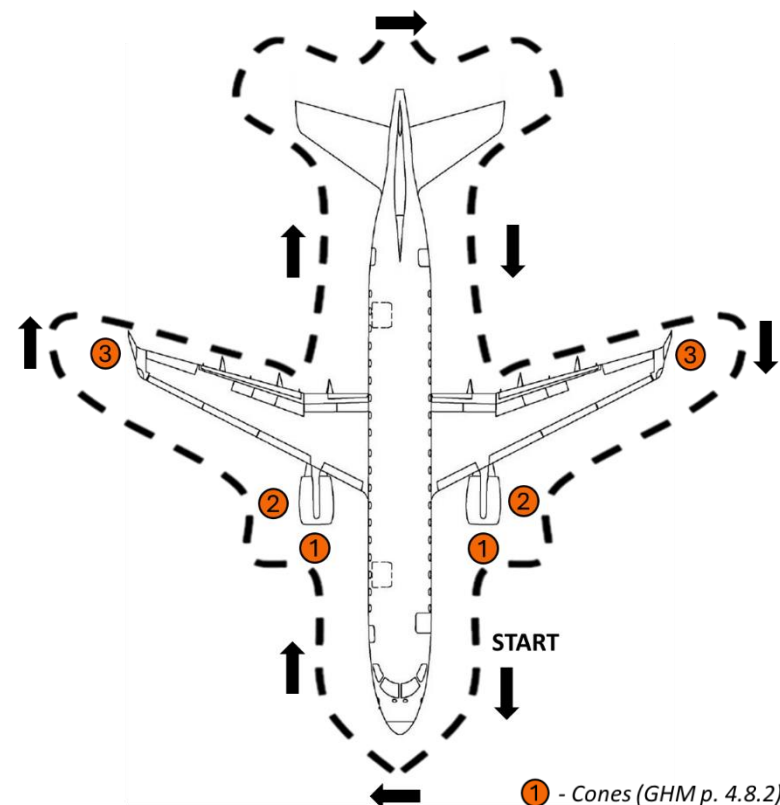
Any damage discovered during inspection:

1. Immediately report it to the PIC and LOT Ground Operations Control (onn@lot.pl) and take a mandatory picture of the damage.

2. A copy of this form with pictures must be sent to ground.safety@lot.pl.

Do not approach the aircraft with any GSE in the area where the damage has been found without the Captain's authorization.

This form must be collected and stored in the station file for a minimum of 3 months.



Chocking (GHM p. 4.8.1):

EMB	B737	B787

over 90 minutes

*in case of high wind all wheels must be chocked (nose and main gear)