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| **Guide “Aircraft technical log system”** |

*Transportstyrelsen fråntar sig ansvar för att samtliga regler är omhändertagna och att texten helt överensstämmer med gällande regler.*

(EU) No 1321/2014 Uppdaterad enligt:

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Amd 6 | Amd 7 | Amd 8 | Amd 9 | 10 | 11 | 12 | 13 |
| 2020/270 | 2020/1159 | 2021/700 | 2021/1963 | 2022/410 | 2022/1360 | 2023/203 | 2023/989 |
| Y | NA | NA | NA | NA | NA | NA | NA |

AMC, **Del-M** Uppdaterad enligt:

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| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Issue 2 | Amd 1 | Amd 2 | Amd 3 | Amd 4 | Amd 5 | Amd 6 | Amd 7 | Amd 8 |
| 2015/029/R | 2016/011/R | 2019/009/R | 2020/002/R | 2020/023/R | 2021/009/R | 2022/011/R | 2022/017/R | 2023/013/R |
| Y | Y | N | Y | NA | NA | NA | Y | NA |

Guide “**Aircraft technical log system**” är en guide för att underlätta att identifiera och redovisa hur kraven uppfylls.

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| **Operatör** |  |
| **Operatör** |  |
| **Operatör** |  |
| **Tillståndsref:** | SE.CAMO.  SE.CAO. |
| **Ärendenummer:** |  |
| **CAME/CAE rev nr** |  |
| **Granskad av:** |  |
| **Datum:** |  |

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| **Beskrivning av utförd granskning:** |
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| **Övriga krav att beakta vid ”e-logg”** | | |
| **Krav** |  |  |
| eCAW - Guidelines on the use of electronic documents, records, and signatures (TE.GEN.00107-003) |  |  |
| (EU) nr 910/2014 om elektronisk identifiering och betrodda tjänster för elektroniska transaktioner på den inre marknaden och om upphävande av direktiv 1999/93/EG |  |  |
| AMC 20-25A Airworthiness considerations for Electronic Flight Bags (EFBs) |  |  |
| Part-IS.I.OR |  |  |

| **Krav** | Ange detaljerat ”**hur**” det är omhändertaget med t.ex. vilket fält |
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| **M.A.306 Aircraft technical log system**  *Regulation (EU) 2020/270* |  |
| **(a)** In addition to the requirements of point M.A.305, for   * CAT, * commercial specialised operations ***and*** * commercial ATO ***or*** * commercial DTO operations,   the **operator** shall use a technical log system containing the following information for each aircraft: |  |
| 1. **information** about **each flight**, necessary to ensure continued flight safety, ***and***; |  |
| 2. the **current** aircraft **certificate of release to service**, ***and***; |  |
| 3. the **current maintenance statement** giving the aircraft maintenance status of   * what scheduled ***and*** * out of phase maintenance is next due * **except** that the competent authority may agree to the maintenance statement being kept elsewhere, ***and***; |  |
| ***TS Tillägg:***  AMC M.A.301(a) Continuing airworthiness tasks  *ED Decision 2020/002/R*  **PRE-FLIGHT INSPECTIONS**  1.(b) an inspection of the aircraft continuing airworthiness record system or the **aircraft technical log system**, as applicable, **to ensure** that the intended flight is not adversely affected by **any outstanding deferred defects** and **that** **no required maintenance action shown in the maintenance statement is overdue** *or* **will become due during the flight**. |  |
| 4. all **outstanding deferred defects rectifications** that affect the operation of the aircraft, ***and***; |  |
| 5. any necessary **guidance instructions** on maintenance support arrangements. |  |
| **(b)** The initial issue of aircraft technical log system shall be approved by the competent authority specified in point   * CAMO.A.105 of Annex Vc (Part-CAMO), ***or*** * point M.1 of this Annex (Part-M) ***or*** * point CAO.1(1) of Annex Vd (Part-CAO),   as applicable.  Any subsequent amendment to that system shall be managed in accordance with   * + point CAMO.A.300(c), ***or***   + points M.A.704(b) and (c), ***or***   + point CAO.A.025(c). |  |
| **AMC M.A.306(a) Aircraft technical log system**  *ED Decision 2020/002/R* |  |
| **CONTENT OF INFORMATION ON THE ATL SYSTEM**  For   * CAT operations, * commercial specialised operations ***and*** * commercial ATO ***or*** * commercial DTO operations, * the aircraft technical log **is a system** for recording **defects** and **malfunctions** during the aircraft operation ***and*** * for **recording details of all maintenance carried out on an aircraft between scheduled base maintenance visits**.   **In addition**, it is used for   * recording flight safety ***and*** * maintenance information   the operating crew need to know. |  |
| **Cabin or galley** defects and malfunctions that affect   * the safe operation of the aircraft ***or*** * the safety of its occupants   are regarded as forming part of the aircraft log book where recorded by another means. |  |
| The aircraft technical log system may range from a simple single section document to a complex system containing many sections but in all cases it should include the information specified for the example used here which happens to use a 5 section document / computer system: |  |
| **Section 1** should contain details of the   * registered name ***and*** * address of the operator * the aircraft type ***and*** * the complete international registration marks of the aircraft. |  |
| **Section 2** should contain details of when the   * **next** scheduled maintenance is due, * **including**, if relevant any out of phase component changes due before the next maintenance check. * **In addition** this section should contain the **current** certificate of release to service (CRS), for the complete aircraft, issued normally at the end of the last maintenance check. |  |
| **NOTE**: The flight crew do not need to receive such details if the next scheduled maintenance is controlled by other means acceptable to the competent authority. |  |
| **Section 3** should contain details of all information considered necessary to ensure continued flight safety.  Such information includes: |  |
| **(i)** the **aircraft type** and **registration mark**, |  |
| **(ii)** the   * date ***and*** place * of take-off ***and*** * landing, |  |
| **(iii)** the **times** at which the aircraft   * took off ***and*** * landed, |  |
| **(iv)** the running **total** of flying hours, such that the hours to the next schedule maintenance can be determined.   * The flight crew does not need to receive such details if the next scheduled maintenance is controlled by other means acceptable to the competent authority. |  |
| **(v)** details of any failure, defect ***or*** malfunction to the aircraft affecting airworthiness ***or*** safe operation of the aircraft including emergency systems, ***and*** any failure, defect ***or*** malfunctions in the cabin ***or*** galleys that affect the safe operation of the aircraft or the safety of its occupants that are known to the commander.  **Provision** should be made for the commander to   * **date** and **sign**   such entries including, where appropriate, the **nil** defect state for continuity of the record.  **Provision** should be made for a   * CRS following   + rectification of a defect ***or***   + any deferred defect ***or***   + maintenance check carried out.   Such a certificate appearing on each page of this section should readily identify the defect(s) to which it relates or the particular maintenance check as appropriate.  In the case of maintenance performed by a Part-145 maintenance organisation, it is acceptable to use an   * alternate abbreviated certificate of release to service consisting of the statement ‘Part-145 release to service’ instead of the full certification statement specified in AMC 145.A.50(b) paragraph 1. * When the alternate abbreviated certificate of release to service is used, the introductory section of the technical log should include an example of the full certification statement from AMC 145.A.50(b) paragraph 1. |  |
| **(vi)** the **quantity** of   * fuel and oil uplifted ***and*** * the quantity of fuel available in each tank,   ***or***   * combination of tanks, at the   + beginning ***and***   + end   of each flight;   * + provision to show, in the same units of quantity, both the amount of fuel planned to be uplifted ***and***   + the amount of fuel actually uplifted; |  |
| * provision for the **time** when ground   + de-icing ***and/or***   + anti-icing   was started ***and***   * + the type of fluid applied,   + including mixture ratio fluid/water ***and***   + any other information required by the operator's procedures in order to allow the assessment on whether inspections for **and/or**   + elimination of de-icing/anti-icing fluid residues that could endanger flight safety are required. |  |
| **(vii)** the **pre-flight inspection signature**.  **In addition** to the above, it may be necessary to record the following supplementary information:   * the time spent in particular engine power ranges where use of such engine power affects the life of the engine or engine module; * the number of landings where landings affect the life of an aircraft ***or*** aircraft component; * flight cycles or flight pressure cycles where such cycles affect the life of an aircraft ***or*** aircraft component. |  |
| **NOTE 1**: Where Section 3 is of the multi-sector ‘part removable’ type, then such ‘part removable’ sections should contain all of the foregoing information where appropriate. |  |
| **NOTE 2**: Section 3 should be designed so that   * **one** copy of each page may remain on the aircraft ***and*** * **one** copy may be retained on the ground until completion of the flight to which it relates. |  |
| **NOTE 3**: Section 3 layout should be divided to show clearly   * **what** is required to be completed after flight ***and*** * **what** is required to be completed in preparation for the next flight. |  |
| **Section 4** should contain details of all deferred defects that affect ***or*** may affect the safe operation of the aircraft ***and*** should therefore be known to the aircraft commander.  **Each page** of this section should be pre-printed with the   * operator’s name ***and*** * page serial number ***and***   make provision for recording the following: |  |
| **(i)** a cross reference for each deferred defect such that the original defect can be identified in the particular section 3 sector record page. |  |
| **(ii)** the original date of occurrence of the defect deferred. |  |
| **(iii)** brief details of the defect. |  |
| **(iv)** details of the   * eventual rectification carried out ***and*** * its CRS ***or*** * a clear cross-reference back to the document that contains details of the eventual rectification. |  |
| **Section 5** should contain any necessary maintenance support information that the aircraft commander needs to know.   * Such information would include data on how to contact maintenance if problems arise whilst operating the routes etc. |  |
| **AMC M.A.306(b) Aircraft technical log system**  *ED Decision 2016/011/R* |  |
| The aircraft technical log system can be either a paper or computer system ***or*** any combination of both methods acceptable to the competent authority.  In case of a computer system, it should contain programme safeguards against the ability of unauthorised personnel to alter the database. |  |
| **GM1 M.A.306(b) Aircraft technical log system**  *ED Decision 2022/017/R* |  |
| **INTEROPERABLE AIRCRAFT TECHNICAL LOG SYSTEM**  If a CAMO is contracted (in accordance with point M.A.201(ea)) by operators that form part of a single air carrier business grouping and intend to regularly transfer aircraft from one AOC holder to another within the group, the CAMO is expected to ensure that:   * there is an interoperable aircraft technical log system for all associated operators; ***and*** * common data formats and data exchange are defined. |  |

| **Krav** | Ange detaljerat ”**hur**” det är omhändertaget med t.ex. vilket fält |
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| **ORO.MLR.110 Journey log**  *Regulation (EU) No 379/2014* |  |
| Particulars of the aircraft, its crew and each journey shall be retained for each flight, or series of flights, in the form of a journey log, or equivalent. |  |
| **AMC1 ORO.MLR.110 Journey log**  *ED Decision 2014/017/R* |  |
| **GENERAL**  **(a)** The aircraft journey log, or equivalent, should include the following items, where applicable:  (1) aircraft nationality and registration,  (2) date,  (3) name(s) of crew member(s),  (4) duty assignments of crew member(s),  (5) place of departure,  (6) place of arrival,  (7) time of departure,  (8) time of arrival,  (9) hours of flight,  (10) nature of flight (scheduled or non-scheduled),  (11) incidents, observations, if any,  (12) signature of person in charge. |  |
| **(b)** The information, ***or*** parts thereof, may be recorded in a form other than on printed paper. Accessibility, usability and reliability should be assured. |  |
| **(c)** ‘Journey log, ***or*** equivalent’ means that the required information may be recorded in documentation other than a log book,   * such as the   + operational flight plan ***or***   + the aircraft technical log. |  |
| **(d)** ‘Series of flights’ means consecutive flights, which begin ***and*** end:  (1) within a 24-hour period;  (2) at the same aerodrome ***or*** operating site ***or*** remain within a local area specified in the operations manual; ***and***  (3) with the same pilot-in-command/commander of the aircraft. |  |