

CIVIL AVIATION AUTHORITY — AUSTRALIA

CIVIL AVIATION ADVISORY PUBLICATION

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SUBJECT: ALTERNATIVE LOG BOOKS FOR CLASS B AIRCRAFT

IMPORTANT

This publication describes a method of complying with the directions given under Regulation 50B of the CARs. The information in this publication is advisory only.

The Civil Aviation Regulations set out the legal requirements that must be complied with in relation to the subject matter of this publication. There may be a number of ways of ensuring that the requirements of the CARs are met. This publication sets out the method that is preferred and will ensure compliance with the regulations. However, before using the information in this publication the user should always read the CARs listed in the reference section below to ensure compliance with the legal obligations of the CARs.

PURPOSE

Regulation 50B allows the Certificate of Registration holder of an Australian aircraft to produce an alternative aircraft log book. This CAAP provides guidance to enable the Certificate of Registration holder of a class B aircraft to develop an alternative log book to that sold by the Authority. Compliance with this CAAP will ensure that the alternative log book will meet regulatory requirements. Log books complying with all aspects of this CAAP will not, therefore, need to be submitted to the Authority for approval.

STATUS

This is the first issue of CAAP 50B-1, and will remain current until withdrawn or superseded.

REFERENCES

This publication should be read in conjunction with Civil Aviation Regulation 50B.

HOW TO OBTAIN COPIES OF THIS PUBLICATION

Copies of this publication may be obtained from:

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1 - GENERAL

1.1 An aircraft log book performs a number of aircraft maintenance control functions, including:

- (a) as a maintenance record:

- (i) airworthiness requirements and the leading particulars of the aircraft;
 - (ii) a record of of all maintenance, modifications, repairs and rectifications that have been performed on the aircraft; and
 - (iii) a record of Airworthiness Directive compliance;
- (b) in the airworthiness control function it identifies:
- (i) the maintenance schedules applicable to the aircraft;
 - (ii) all applicable Airworthiness Directives and when they are due for compliance;
 - (iii) all time-lifed components fitted to the aircraft and when they are due for retirement or overhaul;
 - (iv) all recurring maintenance required outside the normal maintenance schedules;

1.2 Whilst a log book complying with this CAAP may be acceptable to the Authority, it should be recognised that it may not be acceptable to an airworthiness authority in another country. This may have an effect on the re-sale value of the aircraft.

1.3 It is recommended that a ring binder be utilised for the retention of the Log Book Statements, expired Maintenance Releases and any Major Assembly or Component History Cards.

1.4 To ensure a continuous record is kept of all work performed on the aircraft and the security of those pages, all pages containing certifications will be required to be numbered and bound.

2 - CONTENTS OF AN AIRCRAFT LOG BOOK

2.1 The first section of the log book should identify the aircraft and its leading particulars. This should include the following information:

- (a) the name of the constructor, the type and model of the aircraft, the manufacturer's serial number

- for the aircraft and the year of construction of the aircraft;
- (b) the make and type of the engine or engines fitted to the aircraft;
- (c) the make and type of the propeller or propellers fitted to the aircraft;
- (d) the nationality and registration mark of the aircraft;
- (e) the name and address of the Certificate of Registration holder;
- (f) the aircraft radio equipment fit, VFR (day), VFR (night) or IFR;
- (g) the operational category of the aircraft, i.e. aerial work, private or charter;
- (h) reference to the aircraft's maintenance schedule;
- (i) an approval box, where approval by the Authority is required for the aircraft's system of maintenance;
- (j) the identity of the maintenance release inspection and the calendar period and time-in-service between maintenance release inspections;
- (k) approved variations to the maintenance schedule;
- (l) any airworthiness exemptions granted; and
- (m) a certification, by the Certificate of Registration holder, that the log book meets all the requirements of this CAAP.

2.2 The next section should provide for the recording and certification of all maintenance, modifications, repairs and rectifications to the aircraft.

2.3 Provision in the section referred to in paragraph 2.2 will need to be made for the compliance with the certification requirements of Schedule 6 of the CARs.

2.4 Provision will be required to identify the following:

- (a) the date the work being certified was performed;
- (b) time-in-service of the aircraft at the time the work was performed;

- (c) details of the work performed; and
- (d) the certification relative to the entry.

2.5 A record of engine and propeller installation details will also be required to be kept. This record will contain the following details of the installation or removal:

- (a) the date of the installation and removal;
- (b) the total time-in-service of the aircraft at installation and removal;
- (c) the time-since-new or the time-since-overhaul of the engine at installation;
- (d) the serial number of the engine or propeller; and
- (e) the aircraft time-in-service that the engine is due for removal.

2.6 A record of the replacement or removal of time-lifed components will be required to be kept. This record will contain the following details:

- (a) the date of the replacement and removal of the component;
- (b) the total time-in-service of the aircraft at installation and removal;
- (c) the time-since-new or the time-since-overhaul of the replacement component;
- (d) a identity, part number and serial number of the replaced or removed component; and
- (e) the aircraft time-in-service that the component is due for removal.

2.7 A record of the compliance with all applicable Airworthiness Directives, recurring or non-recurring, and the date or time-in-service of the compliance must be maintained. For maintenance planning purposes and ease of research, recurring Airworthiness Directives should be separated from non-recurring.

2.8 It is permissible to have provision for the certification of compliance with Air-

worthiness Directives incorporated in the record referred to in paragraph 2.7.

2.9 A summary of changes to the empty weight of the aircraft will be required to ensure that any modifications or repairs to the aircraft do not exceed the C of G limits specified in the aircraft flight manual.

3 - CONTENTS OF AN ENGINE LOG BOOK

3.1 If the engine is not covered by the Engine Section of the CAA Log Book, a separate removable section or book will need to be provided to cover the provisions of paragraph 3.2 in relation to the engine. This will facilitate the transfer of all information pertinent to the engine to organisations involved in the overhaul of that engine. It is recommended that all certifications relating to work performed on the engine, including scheduled maintenance, be entered in the engine section.

3.2 The engine section of the log book must identify the engine and its leading particulars and include the following:

- (a) the name of the manufacturer, the type and model of the engine and the manufacturer's serial number for the engine;
- (b) the name and address of the certificate of registration holder;
- (c) any airworthiness exemptions granted;
- (d) an engine installation and removal record, including:
 - (i) the registration mark of the aircraft that the engine is fitted to;
 - (ii) the date of the installation and removal;
 - (iii) the position of the engine on the aircraft;
 - (iv) the engine time-since-new or the time-since-overhaul at the installation and removal;
 - (v) the aircraft total time-in-service at the installation and removal; and

- (vi) the aircraft total time-in-service that the engine is due for removal;
- (e) the engine overhaul period, or for modular turbine engines, the overhaul periods for each module;
- (f) certification pages identifying:
 - (i) the date the work being certified was performed;
 - (ii) time-in-service of the engine at the time the work was performed;
 - (iii) details of the work performed; and
 - (iv) the certification relative to the entry;
- (g) an engine component change record including:
 - (i) the date of the replacement and removal of the component;
 - (ii) the total time-in-service of the aircraft at installation and removal;
 - (iii) the time-since-new or the time-since-overhaul of the replacement component;
 - (iv) a identity, part number and serial number of the replaced or removed component; and
 - (v) the aircraft time-in-service that the component is due for removal; and
- (h) an Airworthiness Directive and modification compliance record.

4 - CONTENTS OF A PROPELLER LOG BOOK

4.1 If the propeller is not covered by a Propeller Maintenance Certification Log (DA 3237), a separate removable section or book will need to be provided to cover the provision of paragraph 4.2 in relation to a constant speed propeller. This will enable the transfer of all information pertinent to the propeller to organisations involved in the overhaul of that propeller. It is recommended that all

certifications relating to work performed on the propeller be entered in this section.

4.2 The propeller section of the log book should identify the propeller and its leading particulars and include the following:

- (a) the name of the manufacturer, the type and model of the propeller and the manufacturer's serial number for the propeller hub and blades;
- (b) the year the propeller was manufactured;
- (c) the propeller blade drawing number;
- (d) the propeller diameter;
- (e) the direction of rotation of the propeller;
- (f) the high and low basic pitch settings;
- (g) any airworthiness exemptions granted;
- (h) the propeller overhaul period;
- (i) the propeller diameter;
- (j) the propeller blade reference station;
- (k) certification pages identifying:
 - (i) the date the work being certified was performed;
 - (ii) time-in-service of the propeller at the time the work was performed;
 - (iii) details of the work performed; and
 - (iv) the certification relative to the entry; and
- (l) an Airworthiness Directive and modification compliance record.

5 - MAJOR ASSEMBLY AND COMPONENT HISTORY CARDS

5.1 As the Major Assembly History Card and the Component History Card are acceptable documents for the supply of components it is essential that provision be made in the log book for their incorporation.

5.2 These history cards should be kept in the back of the log book and are to accompany the major assembly or component when they are removed from the aircraft.

5.3 The instructions for the use of Major Assembly and Component History Card are to be complied with while that card is incorporated in the log book.

6 - LOG BOOK INSTRUCTIONS

6.1 The following list of instructions will ensure that all log books retain an auditable trail and remain an airworthiness control tool:

- (a) All entries in the log book are to be legible and made by pen in blue or black ink. This allows photo-copying of log book entries as other colours do not reproduce.
- (b) No log book entry is to be obliterated or erased by any means.
- (c) The use of correction fluid is not permitted.
- (d) An incorrect entry shall be identified as such and shall be signed and dated by the person making the correction. Their licence/authority number must be recorded with their signature.
- (e) Incorrect entries shall only be corrected by a person who is licensed or authorised to certify for the type of maintenance the incorrect entry relates to.
- (f) Expired maintenance releases shall be inserted into and retained as a permanent part of the log book.
- (g) Attachments are permitted in the aircraft and engine sections of this log book for entries such as major repairs, modifications, engine overhaul or computer generated entries etc:
 - (i) Such attachments shall bear the aircraft registration marks or the engine serial number as applicable, and will become a permanent part of that section of the log book.
 - (ii) Each entry must be securely attached to a log book page which includes a certified endorsement stating:
 - an entry is attached;
 - the type of maintenance carried out;
 - the name of the organisation performing the maintenance;
 - the job number; and
 - the date.
 - (h) Where the fitting of a lifed component has been certified on the Maintenance Release the fitted components 'Component History Card' or 'Major Assembly History Card', must be transferred to the aircraft's log book before the issue of the next Maintenance Release.