



بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

DEPARTMENT OF CIVIL AVIATION

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MALDIVIAN AIRWORTHINESS REQUIREMENTS

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Subject:- Flight reporting and Technical Log

1. Introduction

This Airworthiness Requirement prescribes the standards for flight reporting and a Technical Log which may also be called a Flight Report Log, required to be maintained and carried on board the aircraft registered in the Maldives in respect of which a Certificate of Airworthiness in either the Transport or Aerial Work categories is in force.

2. Interpretation

2.1 Certificate of Maintenance Review

A Certificate issued in respect of an aircraft, possessing a Certificate of Airworthiness in Transport or Aerial Work Category, after subjecting the aircraft to a maintenance review at intervals specified in the Approved Maintenance Schedule or the relevant Approved Document of the Maintenance Schedule, as appropriate.

The signatory shall only issue a Certificate of Maintenance Review when satisfied, at the time of the review, that the following aspects of maintenance, have been carried out:-

- (1) All maintenance has been carried out on the aircraft in accordance with the maintenance schedule approved for that Aircraft.
- (2) All inspections and modifications deemed mandatory by the Department of Civil Aviation have been carried out within the prescribed time periods and any extension to the limiting periods has been authorised by the Director.
- (3) All defects entered in the Technical Log have been rectified or the rectification thereof has been deferred in accordance with procedures approved by the Director.
- (4) All Certificates of Release to Service have been issued.

2.2 Certificate of Release to Service

A certificate issued in respect of an aircraft, aircraft component or item of equipment after carrying out overhaul repair, replacement, modification, mandatory inspection or scheduled maintenance inspection.

A certificate of release to service shall only be issued for a particular overhaul, repair, replacement modification, mandatory inspection or scheduled maintenance inspection when the signatory is (signatories are) satisfied that the work has been carried out in accordance with the Airworthiness Requirements stipulated by the Department of Civil Aviation.

A Certificate of Release to Service shall be issued only by the holder of an Aircraft Maintenance Engineer's Licence or Approval granted by the Department of Civil Aviation which entitles the holder to issue that Certificate

3. **Purpose**

- 3.1 It is intended to ensure a high standard of airworthiness through systematic recording of flight data, reporting of flight defects, refueling record and availability of the significant maintenance information for the crew.

4. **Basic Technical Log Requirements**

- 4.1 The Technical Log shall contain the following basic requirements:-

- a) A Title Page with the registered name and address of the operator, the aircraft type and the full international registration marks of the aircraft.
- b) A list of the contents of the log and directions for making the records unless such information is provided separately.
- c) A valid Certificate of Maintenance Review.
- d) A Maintenance Statement of next inspection due to comply with the inspection cycle of the Approved Maintenance Schedule and any out of phase inspection or component change due before that time.

Note: Attached is an example of a Maintenance Statement which includes the Certificate of Release to Service required and which would be acceptable to the Department of Civil Aviation.

- e) A readily identifiable section containing sector record pages. Each page shall be pre-printed with the operator's name and page serial number and shall make provision for recording the following:-
 - (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) Particulars of any defect in any part of the aircraft affecting the airworthiness or safe operation of the aircraft which is known to the Commander or, if no such defect is known to him an entry to that effect.
- (v) The date and signature of the Commander following completion of item (e) (iv).
- (vi) The arrival fuel state.
- (vii) A Certificate of Release to Service in respect of any work carried out for the rectification of defects. This certificate shall be entered in such a position and manner as to be readily identifiable with the entry of the defect to which it relates.
- (viii) The quantities of fuel uplifted, and the quantity available in each tank, or combination of tanks at the beginning of each flight.
- (ix) Engine oil check shall be carried out in the last 24 hours
- (x) Engineers/ Pilots shall check for engine oil leaks in the preflight inspection.
- (xi) The running total of flying hours, such that the hours to the next inspection can be readily determined.
- (xii) Provision for pre-flight and daily inspection signatures.
- (xiii) A provision for the Pilot-in-Command to certify acceptance of the aircraft prior to commencing a flight or series of flights under his command.

Note:(1) Where sector record pages are of the multi-sector “part-removable portion” type then such “part-removable portions” shall contain any of the above information necessary plus all relevant data from 3, to ensure the safe operation of the aircraft.

(2) Examples of sector record pages which would be acceptable to the Department of Civil Aviation are attached for ready reference. However, operators will need to change the layout to suit their individual requirements.

- f) A readily identifiable section containing acceptable deferred defect record pages. Each page shall be pre-printed with the operator’s name and page serial number and shall make provision for recording the following:-
 - i) A cross reference for each deferred defect such that the original defect can be clearly identified in the sector record page section.
 - ii) The original date of occurrence of the defect deferred.
 - iii) Brief details of the defect.
 - iv) A cross reference for each deferred defect such that the action in respect of such deferred defect can be readily identified on the sector record page.

Note: An example of a deferred defect record page which would be acceptable to the Department of Civil Aviation is attached for ready reference.

- 4.2 The format of the Technical Log and supplementary information shall be submitted by the operator to the Department of Civil Aviation for acceptance and agreement.

5 ***Supplementary Technical Log Requirements***

It will be necessary to record additional information for a specified aircraft. The following items are typical of what is required, where appropriate, but the list is not intended to be exhaustive:-

- a) **Maximum or Intermediate Contingency Power.** It is necessary to record the duration of maximum and intermediate contingency power usage, and subsequently to transfer the information to the engine log book or maintenance record. For rotorcraft the record of each use of these powers must also subsequently be transferred to the log cards or other appropriate documents applicable to those components of the transmission which always transmit the power from a single engine only, i.e. components upstream of any combining gearbox.
- b) **Landings.** The number of landings carried out will be necessary for undercarriage component life consideration.
- c) **Flight Pressure Cycles.** The number of pressure cycles will be necessary for fuselage life consideration.

6. ***Use and retention***

- 6.1 All entries in the Technical Log shall be made in duplicate with provision for one copy of each entry to be removed by the operator at the place where the entry was made and retained on the ground before the next flight, except in case of an aircraft of which the maximum total weight authorised does not exceed 2730 kg.
- 6.2 All entries in the Technical Log shall be retained by the operator for a period not less than two years after the particular aircraft has been destroyed or permanently withdrawn from service, or for a period as approved by the Director of Civil Aviation in a particular case.
- 6.3 All appropriate data such as flying hours, time in service, number of landings, number of engine cycles etc. shall be extracted from the technical log and entered in the appropriate log books or other approved systems of recording such data as soon as practicable after the days flying, but in no event such transfers may be delayed until after the expiry of any Certificate of Maintenance Review (CMR) in force at the time of the subject flying.



CIVIL AVIATION DEPARTMENT