

# NEPALESE CIVIL AIRWORTHINESS REQUIREMENTS

## SECTION E

### MANUALS AND RECORDS

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CHAPTER E.7

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#### AIRCRAFT, ENGINE, PROPELLER AND RADIO LOGBOOKS

##### 1. GENERAL

- 1.1 Pursuant to the Rule 25 of the Regulation 2002, records shall be maintained of the repair and maintenance of aircraft, aircraft systems and aircraft components. This chapter prescribes that certain records shall be entered in logbooks provided for the purpose.
- 1.2 Rule 27 of the Regulation prescribes that the following logbooks shall be maintained by the aircraft operator for recording time in service and maintenance performed:
  - a) An aircraft logbook.
  - b) An engine logbook for each engine installed on the aircraft.
  - c) A propeller logbook for each variable pitch propeller installed on the aircraft.
  - d) A radio logbook.
- 1.3 Certain maintenance, as defined in Chapters C.2 and E.6, may be recorded on other documents. If recorded on work sheets, microfilm or computer printouts the documents shall be identified by a brief entry in the appropriate logbook. If recorded in a Technical (or Flight) Log, this Log shall be considered part of the aircraft logbook and must be preserved with it.
- 1.4 Entries recording the completion and certification of the following maintenance shall always be made in the appropriate logbook:
  - a) Scheduled inspections prescribed in the approved Maintenance Schedule.
  - b) Any major maintenance as defined in these Requirements.
  - c) Any removal or replacement of significant aircraft components or equipment.
  - d) The current status of compliance with all Mandatory Continuing Airworthiness Information
  - e) Appropriate details of modifications and repairs..

## 2. LOG BOOK ENTRIES

- 2.1 Logbooks shall be maintained in accordance with these Requirements and any Instructions for Use contained in them and in such a manner as to provide an accurate and complete history of the aircraft, engine or propeller to which they relate.
- 2.2 Entries in logbooks shall be made within 48 hours of the event to which they relate, except that if work is performed at an outstation where the logbook is not available, the entries shall be made within 48 hours after the aircraft has returned to base.
- 2.3 Each entry shall be legible, signed and dated by the person making it. Each Certificate of Compliance must clearly show the licence or approval number of the person issuing it. Signatures must be hand written in ink, but other entries may be typed or rubber stamped.
- 2.4 If the record of any maintenance work is so voluminous that it would be inconvenient to enter it in the logbook, it may be entered on work sheets, microfilm or printouts, which must be coded for identification. The identification of such records, as required by paragraph 1.3 and their location shall be recorded in the logbook.
- 2.5 If the appropriate logbook is not available, the description of the maintenance performed and the Certificate of Compliance may be recorded on a separate document which shall be affixed in the appropriate logbook as soon as is practicable.
- 2.6 Each entry shall state the place where the maintenance was done and where any other detailed records of the work may be inspected.
- 2.7 The title and reference number of the approved Maintenance Schedule applicable to scheduled inspections shall be recorded in the logbook entry, e.g.
- 2.8 Whenever any component is removed from or installed in an aircraft, the entry in the relevant logbook, e.g. aircraft, engine, propeller and/or radio must state the reason for the action and include the identification of each component newly installed: the identification of the relevant Release Note must also be given.
- 2.9 Whenever a "lifer" component, either Zero time or part time, is fitted to an aircraft, the time in service or calendar date at which the component must be removed shall also be recorded. There must be record system associated with the logbook which will give advance notice of the time due for removal.
- 2.10 Approximately one quarter of the logbook pages, being the pages at the end of the logbook, shall be reserved for recording Airworthiness Directive and modification arising from any other source. Upon receipt of an applicable A.D. prescribes a repetitive inspection the initial inspection shall be recorded in the logbook and the Maintenance Programme be amended to ensure the prescribed

repetition. The logbook entry shall be annotated to record that the Maintenance Programme has been amended.

### **3. RECORDING TIME IN SERVICE**

- 3.1 The total time in service of the aircraft, engine and propeller shall be recorded in hours and minutes ( with minutes being recorded to the nearest 5 minutes ) or calendar time and cycles, as appropriate..
- 3.2 For airborne auxiliary power units, the operating cycles and running hours shall be recorded in an APU logbook in lieu of 'time in service'.
- 3.3 All life limited components time in service\_( hours, calendar time or cycles ) shall be recorded in the appropriate aircraft and/or engine log books.
- 3.4 The time in service (hours, calendar time and cycles, as appropriate)
- 3.5 since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life shall be recorded in the respective log books. Time Since Overhaul shall not revert to zero unless the aircraft, engine, propeller or component has been completely overhauled.

### **4. ITEMS TO BE RECORDED**

- 4.1 Except for defect rectifications certified in the Technical (or Flight) Log, entries shall be made in the aircraft logbook for each of the following:
  - a) All maintenance performed on the aircraft or components except the engines, propellers or radio station.. This shall include all scheduled inspections, except daily or pre-flight inspections, prescribed in the Maintenance Schedule and any special inspections made after heavy landings, turbulence, etc.
  - b) The removal or change of any major component, including engines propellers or radio station units.
  - c) A swing of the compass installation. A copy of the deviation card shall be entered in the logbook.
  - d) Any fuel flow test made.
  - e) A duplicate inspection of a disturbed flying control system as required by Chapter C.7.
  - f) The weighing of the aircraft. The aircraft Weight and Balance Report shall be affixed in the logbook as required by Chapter C.6.
  - g) The renewal of the Certificate of Airworthiness.
- 4.2 Except for defect rectifications certified in the Technical (or Flight) Log, entries shall be made in the engine logbook for each of the following:
  - a) All maintenance performed on the engine. This shall include all scheduled inspections, except daily of pre-flight inspections, prescribed in the

Maintenance Schedule, and any special inspections made after foreign body ingestion, over temperature, etc.

- b) The installation or removal of the propeller from an engine. The engine to which the propeller is fitted or from which it is removed must be identified by its serial number, and the aircraft concerned by their registration marks.
- c) The change of any propeller component. If a blade is changed, both the serial number of the blade removed and the blade fitted must be given.

## **5. FOREIGN LOGBOOKS**

- 5.1 Unless a concession is granted by the Director General, a foreign logbook shall not be used for recording time in service and maintenance performed on Nepalese aircraft or aircraft components.
- 5.2 A foreign logbook which is replaced by a Nepalese logbook shall be closed by an entry stating that it is replaced by the Nepalese logbook. This entry shall be signed and dated.
- 5.3 The total time in service from the foreign logbook shall be brought forward to the Nepalese logbook which replaces it and all modifications recorded in the foreign logbook shall be listed in the rear pages of the Nepalese logbook. The initial entry in the Nepalese logbook shall certify that these entries have been made.
- 5.4 Foreign logbooks which have been closed become Nepalese logbooks and shall be preserved as specified in paragraph 6.

## **6. PRESERVATION OF LOGBOOKS**

- 6.1 In the event of a temporary change of operator, the records shall be made available to the new operator. In the event of any permanent change of operator, the records shall be transferred to the new operator.
- 6.2 A logbook, and any associated technical logs or other records bearing Certificates of Compliance, shall be preserved by the last owner of the aircraft, engine or propeller until one year after the aircraft, engine or propeller has been permanently withdrawn from service.
- 6.3 In the event of a temporary change of operator, the records shall be made available to the new operator. In the event of any permanent change of operator, the records shall be transferred to the new operator.

**Civil Aviation Authority of Nepal.**