



AIRWORTHINESS NOTICE

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Maintenance of Technical Logs

1. The attention of the Directorate has been drawn to the fact that certain operators are in default of their legal obligations to maintain Technical Logs as required by the Sudanese Air Navigation Regulations 2000, Part IV Article 4 and the procedures for entries in Technical Logs are specified in ANR 2004 Part IV.01.
2. The purpose of this notice is to give additional information relating to Technical logs
 - (a) A Technical Log is required for aircraft operating in the –
 - i) Commercial Air Transport (Passengers/ Cargo) Category.
 - ii) Aerial Work (Category)
 - (b) A Technical Log shall be completed on the termination of every flight by the Commander of the aircraft within the provisions of ANR 2004 Part IV.01 and where no defect has arisen the commander of the aircraft shall record “Nil Defects”.
 - (c) A Technical Log shall contain the following information:
 - i) The registered name and address of the operator.
 - ii) The registration marks of the aircraft.
 - iii) A valid Certificate of Maintenance Review.
 - iv) A record sheet, which shall be numerically pre-serialized, on which shall be entered:
 - (a) The time at which the flight began and ended (i.e on a take-off to touchdown or other agreed basis).
 - (b) Any defect in any part of the aircraft or its equipment.
 - (b) A Certificate of Release to service after rectification of defects is carried out
 - (d) Details of acceptable deferred defects giving reference to the original defect entry.
 - (e) A record sheet for entering the quantities of fuel and oil available in each tank, or combination of tanks, at the beginning of the flight.
 - (f) A statement of the next check due in order to comply with the check cycle of the Approved Maintenance Schedule.



- (g) All entries in Technical Logs shall be made in duplicate with provision for one copy, where applicable sheets, of each entry to be removed and retained elsewhere than in the aircraft. The original signed copy by both the aircraft authorized engineer and the pilot in command should be left at the aircraft before any departure.

3. **CANCELLATION:- This issue cancels all previous issues of Notice No. 25 which should be destroyed.**


For/ Director General
Civil Aviation Authority