

**TECHNICAL LOG SYSTEM (TLS) COMPLIANCE LIST****(This list must be completed and enclosed with application)**

(Name of organization)	(Technical Log System Reference)		
(Registration number/AOC Number)	(Aeroplane or Helicopter)		
<b>AMC to M.A.306(c)</b>	<b>TLS Reference</b>	<b>Verified by CAAB as SAT/UN-SAT/NA</b>	
For commercial air transport the operator's 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 crews 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 operator's 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:			
<b>Section 1</b> should contain details of the registered name and address of the Operator the aircraft type and the complete international registration marks of the aircraft.			
<b>Section 2</b> 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.  <b>NOTE:</b> The flight crews do not need to receive such details if the next scheduled maintenance is controlled by other means acceptable to the competent authority.			
<b>Section 3</b> 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.			

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<p>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.</p> <p>vii. the pre-flight inspection signature</p>		
<p>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. These are two examples thereof:</p> <ul style="list-style-type: none"> <li>- the number of landings where landings affect the life of an aircraft or aircraft component.</li> <li>- flight cycles or flight pressure cycles where such cycles affect the life of an aircraft or aircraft component.</li> </ul> <p><b>NOTE 1:</b> 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.</p> <p><b>NOTE 2:</b> Section 3 should be designed such that one copy of each page may remain on the aircraft and one other copy may be retained on the ground until completion of the flight to which it relates.</p> <p><b>NOTE 3:</b> Section 3 lay-out 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.</p>		
<p><b>Section 4</b> 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:</p> <ul style="list-style-type: none"> <li>i. a cross reference for each deferred defect such that the original defect can be identified in the particular section 3 sector record page.</li> <li>ii. the original date of occurrence of the defect deferred.</li> <li>iii. brief details of the defect.</li> <li>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.</li> </ul>		
<p><b>Section 5</b> should contain any necessary maintenance support information that the aircraft commander needs to know. Such information would include data on how to contact maintenance engineering if problems arise whilst operating the routes etc.</p>		

I have checked the contents of this document and found it in compliance with the applicable standard:

Signed: ..... Date: .....

Name & Position in CAMO: .....