

 <p>SOUTH AFRICAN CIVIL AVIATION AUTHORITY</p>	<p>REPUBLIC OF SOUTH AFRICA</p> <p>CIVIL AVIATION AUTHORITY</p>	<p>SACAA Private Bag X 73 Halfway House 1685</p>
<p>Tel: (011) 545-1000 Fax: (011) 545-1465 E-Mail: mail@caa.co.za</p>	<p>GENERAL NOTICE # AIR-2020/002-Logbooks</p>	<p>DATED: 22 Feb 2021</p>

AVAILABILITY OF MAINTENANCE LOGBOOKS TO RECORD MAINTENANCE HISTORY OF THE AIRCRAFT OR ENGINE OR PROPELLER.

1. Background

- 1.1. It has happened from time to time that the Government Printers are unable to supply a Logbook required to record Maintenance History. This then means that the affected Aircraft or Engine or Propeller, Maintenance History cannot be transferred as required in time, and;
- 1.2. It can also happen that due to unforeseen circumstances and /or the geographic location of the Certified Engineer that the recording of the Maintenance History cannot be transferred timeously to the actual Logbook until such time that the Certified Engineer concerned is available at the Main Base of Operation, and;
- 1.3. It has been confirmed that some Owners rely on the Maintenance Logbook as the primary record of all maintenance conducted where no other approved for of maintenance record has been Approved largely due to low activity/frequency of maintenance entries and the Owner finds this approach most practical.

2. Applicability

This general notice applies to all Owners or Operators or Maintenance Organisations in relation a momentary unavailability of Logbooks for the purpose of recording the **Maintenance History** as required under Civil Aviation Regulations (CARs) Part 43.01.3 (2).

3. Requirement to have Logbooks

The CARs require that log books are kept and that the Maintenance history is record thereafter and Certified by the appropriately Certified Aircraft Maintenance Engineer Licence (AMEL) holder that either issued the Certificate Relating to Maintenance (CRM) and/or the Certificate of Release to Service (CRS).

The applicable excerpt of the regulation is as follows: -

Logbooks

43.01.3 (1) *The following logbooks shall be kept in respect of a South African registered aircraft and other specified equipment for the purpose of recording therein the maintenance history of the equipment to which each relates—*

- (a) *an approved aircraft logbook for each aircraft;*
 - (b) *an approved engine logbook for each aircraft engine; and*
 - (c) *an approved propeller logbook for each propeller.*
- (2) (a) *Logbooks should preferably be kept at the aircraft's base of operation.*

- (b) *Details in respect of maintenance carried out while away from base shall be transferred to the appropriate logbook(s) within 48 hours after the return of the aircraft to its base of operation or entered within 48 hours of completion of any maintenance performed on the aircraft or other equipment at its base of operation.*
- (3) *All logbooks to be kept and maintained in terms of the preceding sub- regulations shall be made available to an authorised officer, an inspector or an authorised person at all times for inspection.*
- (4) *For an aircraft with a maximum approved passenger seat configuration in excess of nine seats, an aeroplane with a maximum certificated mass in excess of 5 700 kg, or a helicopter with a maximum certificated mass in excess of 3 175 kg, the logbook may refer to a separate system approved in its approved maintenance schedule for component and major repair tracking. Any entry in such system shall meet the requirements as prescribed for logbooks.*
- (5)(a) *The format of the logbooks shall be as prescribed in Document SA-CATS 43.*
- (b) *The original equipment manufacturer log book may be utilized provided that the requirements as prescribed in Document SA-CATS 43 are complied with.*

4. Requirement to Record Maintenance

The Civil Aviation Regulations (CAR) requires that any the AMEL holder must record in the appropriate logbook, any Mandatory Inspection or Maintenance prescribed in CAR 43.02.8 by making an entry that will form part of the Maintenance History of the Aircraft, Engine and Propeller in a chronological manner.

The applicable excerpt of the regulation is as follows: -

“ Recording of inspection and certification

- 43.03.4(1)** *Any mandatory inspection or maintenance prescribed in regulation 43.02.8 to an aircraft issued with a standard or restricted category certificate of airworthiness must be recorded in the appropriate logbook(s) and be certified by the holder of an AMO approval with the appropriate ratings.*
- (2) *Any aircraft on which the last mandatory inspection was certified by a holder of an AME licence and for which the issue of a standard or restricted category certificate of airworthiness in terms of Part 21 is requested, shall be inspected and certified by a holder of an appropriately-rated approved AMO.*
- (3) *Any overhaul classed as mandatory for aircraft issued with a standard or restricted category certificate of airworthiness shall be carried out at the times specified and be certified in the prescribed manner by an appropriately rated approved AMO only.*
- (4) *Any additional work, performed during an inspection, shall be recorded on a checklist or workpack and be certified in the relevant logbook(s) by a responsible AME or by an authorised person in the AMO concerned.”*

5. Concurrent Regulatory Requirements on Airworthiness Records.

In the course of maintenance of an Aircraft, Engine and Propellers (those classified as Class I); it is common cause that there are other parts of the CARs that must be done in order to Certify Maintenance and also to Certify Release to service using the appropriate format prescribed in South African Civil Aviation Technical Standards (SA CATS) Part 43 appendices, as applicable.

In the case of Certifying Maintenance; the approved Maintenance Organisation (Authorised Person in case of Part 44) must complete a Certificate Relating to Maintenance (CRM) as contemplated CARs Part 43.04.5(1).

The applicable excerpt of the regulation is as follows: -

“Certifying after maintenance

43.04.5 (1) *Any person who certifies an aircraft or aircraft component after maintenance shall enter in the appropriate logbook or other maintenance record approved by the Director—*

- (a) a statement as prescribed in Document SA-CATS 43; and*
- (b) his or her signature, licence or authorisation number and the date of the entry.”*

The statement is provided in the Appendices; Annex C which is the Certificate Relating to Maintenance (CRM). Therefore, when this Certificate (CRM) format is signed it thus satisfies both the requirements under (a) & (b) above and, from that onset the Aircraft or Engine or Propeller is thus considered serviceable limited to the specified maintenance.

In the case of Certifying Release to Service (Certify Airworthy); the approved Maintenance Organisation (Authorised Person in case of Part 44) must complete a Certificate of Release to Service Part 43.04.5(1).

The applicable excerpt of the regulation is as follows: -

“Certifying after maintenance

43.04.5 (2) *A person certifying release to service of an aircraft shall certify the release to service on the appropriate form as prescribed in Document SA-CATS 43.”*

The statement is provided in the Appendices to CATS 43; Annex B1 / B2 / B3/ D (as applicable), which is the Certificate of Release to Service (CRS). Therefore, when this Certificate (CRS) format is signed it thus satisfies the requirements under sub-regulation (2) above and, from that onset the Aircraft or Engine or Propeller is thus considered Airworthy, subject to eligibility to install in the case of an Engine or a Propeller.

6. Continuation of Work and Operations

- 6.1. Those affected by the unavailability of the logbooks from the Government Printers as contemplated in **Par 1.1**, must ensure that the concurrent requirements of the CARs (Par 5) have been complied with and that additional duplicates are then kept on file at the main base of operations as part of the preceding volume of the Logbook so that the Maintenance History is can be recorded at a future date as and when the Logbook Becomes Available from the Governments printers.

Note: Those affected in this are to obtain proof of the lack of supply by the Government Printers.

- 6.1.1. Commercially operated Aircraft should in addition to 6.1, develop for approval an alternate record of maintenance history (spreadsheet) to capture an equivalent amount of Maintenance History in respect of Continuing Airworthiness which must be signed timeously in the same manner as the logbook. This must then be transferred and/or Pasted in the Aircraft Logbook within 3 Months.
- 6.2. Those affected by the unforeseen circumstances and /or the geographic location of the Certified Engineer as contemplated in **Par 1.2**, must approach the SACAA with their proposed procedures

and when applicable may be required to submit an application under Part 11 in terms of the recording of Maintenance History.

- 6.3. Those affected by the use of Logbook as the primary record of all maintenance conducted must, develop for approval an alternate record of maintenance history (spreadsheet) to capture an equivalent amount of Maintenance History in respect of Continuing Airworthiness which must be signed timeously in the same manner as the logbook. This must then be transferred and/or Pasted in the Aircraft Logbook within 3 Months of the date the maintenance was conducted.

Note: Those affected are to obtain proof of the lack of supply by the Government Printers.

- 6.4. Those that have applied for an initial certificate for the aircraft must also approach the SACAA as per 6.3 above however, must obtain written response from the SACAA after their specific circumstances has been evaluated and there is merit.

7. Conclusion


- 7.1. It is the responsibility of each Owners or Operators or Maintenance Organisations to ensure that all the Maintenance History is in the Logbook or in a record that has been Approved as part of its procedures.
- 7.2. The onus is on the Owners **or** Operators **or** Maintenance Organisations to place orders of Logbooks timeously based on previous experience and to approach the SACAA when problems are encountered.
- 7.3. This General Notice document remains valid unless, it is withdrawn cancelled or revoked.

Queries

Any queries or requests for further guidance as a result of this communication should be sent to:

The Senior Manager, Airworthiness Department; e-mail address: ThabanstoL@caa.co.za (083 461 6508) and/or

The Manager: AMO; e-mail address: MbanjwaN@caa.co.za (083 461 5963)

Issued by the South African Civil Aviation Authority		
	Ndumiso Mbanjwa	22 February 2021
SIGNATURE OF MANAGER: AMO	NAME IN BLOCK LETTERS	DATE