



AIRCRAFT DISPATCHABILITY

Aircraft Technical Log System (Part M – M.A. 306)

Folder 4

Rev. 1 13/01/2024

Marco ROSATI

EASA Part M – M.A.306 Aircraft Technical Log System

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COMPANY NAME		AIRCRAFT TECHNICAL LOGBOOK QUADERNO TECNICO DI BORDO				Date D D M M Y Y	Aircraft Type Tail No. S/N	Page No 50				
Crew	Mass & Balance	Flight Info		Flight Times		Landings		Weight Used [lbs]				
Cpt:	Take-Off Mass [Lbs]	Flight No	Take-off [UTC]	Group LH								
F/O:		Departure	Landing [UTC]	Group CTR								
Add. Crew:	C.G. [%]	Destination	Flight Time	Group RH								
		CAMO No		Total								
Item	Remarks	Signature	Item	Taken	* CRS Signature & LMA No	Date						
C M (for crew only) <input type="checkbox"/> NIL or <input type="checkbox"/> as entered below			Ref.									
Parts/Components Replacement		Engine & APU Oil [quarts]			Daily Inspection							
No	P/N OFF	S/N OFF	P/N ON	S/N ON	Quantity	#1	#2	#3	APU	Doc.	After last flight of the day	Before first flight of the day
					Arrival					Rev.		
					Uplifted					Date		
					Total					* CRS Signature & LMA No		
Fuel		Ground De/Anti-icing			Walk-Around Inspection		Pre-Flight & Captain's Acceptance					
Qty Uplifted [L]	Density [kg/L]	Signature	Fluid Type	Mixture [% Fluid/H ₂ O]	Signature		The Captain declares to be aware on the contents of the ATL, the actions taken, the Fuel and Oil quantities uplifted, the de/anti-icing (when required) application, and he accepts the A/C for the next flight. (Ref. also to Ops Manual Chapter XX)					
Before Uplifting	Qty Uplifted	Qty Adjust	Departure	Started Time	Finished Time	Signature						
Fuel [lbs]				Holdover Time	OAT [°C]	Signature						
Ground						Signature						
Ground						Signature		ASSL				
Ground						Signature		Signature				
Total						Signature		Signature				
Minimum Fuel Required by Flight Plan				Signature								
* Company (EASA approval No. 145.00000) certifies that the work specified, except as otherwise specified, was carried out in accordance with EASA Part 145 and, in respect to that work, the aircraft is considered ready for Release to Service. (Company No. CRS is valid for any of the item above when entries, defects and all CAMO ordered items have been carried out and closed or properly deferred IAW EASA Part 145.A.050).												

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EASA Part M – M.A.306 Aircraft Technical Log System



Easy Access Rules for Continuing Airworthiness
(Regulation (EU) No 1321/2014)

Annex I (Part-M)
SECTION A – TECHNICAL
REQUIREMENTS

AMC

M.A.306 Aircraft technical log system

Regulation (EU) 2020/270

- (a) In addition to the requirements of point [M.A.305](#), for CAT, commercial specialised operations and commercial ATO or commercial DTO operations, the operator shall use a technical log system containing the following information for each aircraft:
1. information about each flight, necessary to ensure continued flight safety, and;
 2. the current aircraft certificate of release to service, and;
 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and;
 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and;
 5. any necessary guidance instructions on maintenance support arrangements.





EASA Part M – M.A.306 Aircraft Technical Log System



Easy Access Rules for Continuing Airworthiness
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Annex I (Part-M)
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M.A.306 Aircraft technical log system

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 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and;
 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and;
 5. any necessary guidance instructions on maintenance support arrangements.
- (b) The initial issue of aircraft technical log system shall be approved by the competent authority specified in point [CAMO.A.105](#) of Annex Vc (Part-CAMO), or point [M.1](#) of this Annex (Part-M) or point [CAO.1\(1\)](#) of Annex Vd (Part-CAO), as applicable. Any subsequent amendment to that system shall be managed in accordance with point [CAMO.A.300\(c\)](#), or points [M.A.704\(b\)](#) and (c), or point [CAO.A.025\(c\)](#).





EASA Part M – M.A.306 Aircraft Technical Log System

AMC M.A.306(a) Aircraft technical log system

ED Decision 2020/002/R

CONTENT OF INFORMATION ON THE ATL SYSTEM

For CAT operations, commercial specialised operations and commercial ATO or commercial DTO operations, the 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 crew 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 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:



EASA Part M – M.A.306 Aircraft Technical Log System

AMC M.A.306(a) Aircraft technical log system

ED Decision 2020/002/R

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The 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:

Section 1 should contain details of the registered name and address of the operator the aircraft type and the complete international registration marks of the aircraft.



EASA Part M – M.A.306 Aircraft Technical Log System

AMC M.A.306(a) Aircraft technical log system

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The 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:

Section 1 should contain details of the registered name and address of the operator the aircraft type and the complete international registration marks of the aircraft.

Section 2 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.

NOTE: The flight crew do not need to receive such details if the next scheduled maintenance is controlled by other means acceptable to the competent authority.



EASA Part M – M.A.306 Aircraft Technical Log System



*Easy Access Rules for Continuing Airworthiness
(Regulation (EU) No 1321/2014)*

Annex I (Part-M)

*SECTION A — TECHNICAL
REQUIREMENTS*

Section 3 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.



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- (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.

In the case of maintenance performed by a [Part-145](#) maintenance organisation, it is acceptable to use an alternate abbreviated certificate of release to service consisting of the statement 'Part-145 release to service' instead of the full certification statement specified in [AMC 145.A.50\(b\)](#) paragraph 1. When the alternate abbreviated certificate of release to service is used, the introductory section of the technical log should include an example of the full certification statement from [AMC 145.A.50\(b\)](#) paragraph 1.

*Company Name (EASA approval № IT.145.xxxx) certifies that the work specified, except as otherwise specified, was carried out in accordance with EASA Part 145 and, in respect to that work, the aircraft is considered ready for Release to Service.

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- (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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- (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 and any other information required by the operator's procedures in order to allow the assessment on whether inspections for and/or elimination of de-icing/anti-icing fluid residues that could endanger flight safety are required.

SUBPART C — CONTINUING AIRWORTHINESS

M.A.301 Continuing airworthiness tasks

Regulation (EU) 2019/1383

The aircraft continuing airworthiness and the serviceability of operational and emergency equipment shall be ensured by:

- (a) the accomplishment of pre-flight inspections;

AMC M.A.301(a) Continuing airworthiness tasks

ED Decision 2020/002/R

PRE-FLIGHT INSPECTIONS

1. With regard to the pre-flight inspection, it is intended to mean all of the actions necessary to ensure that the aircraft is fit to make the intended flight. These should typically include but are not necessarily limited to:
 - (a) a walk-around type inspection of the aircraft and its emergency equipment for condition including, in particular, any obvious signs of wear, damage or leakage. In addition, the presence of all required equipment including emergency equipment should be established.
 - (b) an inspection of the aircraft continuing airworthiness record system or the aircraft technical log system, as applicable, to ensure that the intended flight is not adversely affected by any outstanding deferred defects and that no required maintenance action shown in the maintenance statement is overdue or will become due during the flight.
 - (c) a control that consumable fluids, gases etc. uplifted prior to flight are of the correct specification, free from contamination, and correctly recorded.
 - (d) a control that all doors are securely fastened.
 - (e) a control that control surface and landing gear locks, pitot/static covers, restraint devices and engine/aperture blanks have been removed.
 - (f) a control that all the aircraft's external surfaces and engines are free from ice, snow, sand, dust etc. and an assessment to confirm that, as the result of meteorological conditions and de-icing/anti-icing fluids having been previously applied on it, there are no fluid residues that could endanger flight safety. Alternatively to this pre-flight assessment, when the type of aircraft and nature of operations allow for it, the build-up of residues may be controlled through scheduled maintenance inspections/cleanings identified in the approved maintenance programme.

2. Tasks such as oil and hydraulic fluid uplift and tyre inflation may be considered as part of the pre-flight inspection. The related pre-flight inspection instructions should address the procedures to determine where the necessary uplift or inflation results from an abnormal consumption and possibly requires additional maintenance action by the approved maintenance organisation or certifying staff as appropriate.
3. In the case of air carriers licensed in accordance with Regulation (EC) No 1008/2008, the CAMO should publish guidance to maintenance and flight personnel and any other personnel performing pre-flight inspection tasks, as appropriate, defining responsibilities for these actions and, where tasks are contracted to other organisations, how their accomplishment is subject to the quality system of [M.A.712](#) or the management system required by [CAMO.A.200](#). It should be demonstrated to the competent authority that pre-flight inspection personnel have received appropriate training for the relevant pre-flight inspection tasks. The training standard for personnel performing the pre-flight inspection should be described in the continuing airworthiness management exposition.