


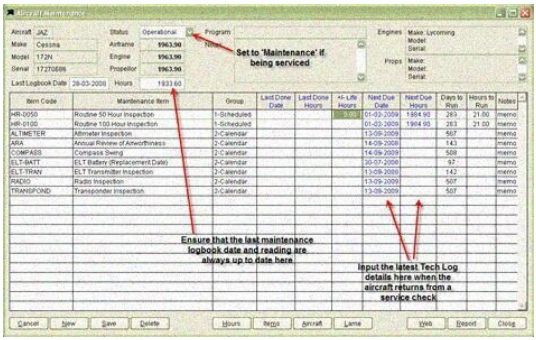
☐

I'm not robot


reCAPTCHA

I am not robot!

Aircraft maintenance logbook sample. Aircraft maintenance logbook pdf. Aircraft logbook entry examples. Aircraft maintenance logbook examples. Aircraft logbook entry requirements.



Aircraft logbook examples.

Aircraft maintenance records must be kept and updated according to Federal Aviation Regulations (FAR) 91. Each person performing maintenance, repairs, or alterations on an aircraft or its components must make entries in the relevant record. This includes documenting inspections, approvals, and disapprovals for return to service. Maintenance personnel must also ensure that all necessary entries are made in the records. Maintenance records can be kept in any format that provides continuity, includes required information, allows for new entries, and is intelligible. These records must be retained until the work is repeated, superseded by other work, or for one year. They must also be transferred with the aircraft at the time of sale. Separate records are not required for each engine, propeller, rotor, and appliance, but individual records can be kept to facilitate record transfer. Records must include a description of the work performed in sufficient detail that a person unfamiliar with the work could understand what was done and how it was done. Technical data from manufacturers or other acceptable sources can be referenced instead of making detailed entries. Copies of work orders from repair stations should also be included in the records, especially when components are shipped without maintenance records.

PILOT'S LOG				NAME
CLASSIFICATION				ADDRESS
LICENSED No.				
Date	Time of Flight	Time in Air	Distance Flown	Remarks
7/22/20	2:00	2:00	20.675	10-6572
7/23/20	2:00	2:00	20.675	10-6572
7/24/20	2:00	2:00	20.675	10-6572
7/25/20	2:00	2:00	20.675	10-6572
7/26/20	2:00	2:00	20.675	10-6572
7/27/20	2:00	2:00	20.675	10-6572
7/28/20	2:00	2:00	20.675	10-6572
7/29/20	2:00	2:00	20.675	10-6572
7/30/20	2:00	2:00	20.675	10-6572
7/31/20	2:00	2:00	20.675	10-6572
8/1/20	2:00	2:00	20.675	10-6572
8/2/20	2:00	2:00	20.675	10-6572
8/3/20	2:00	2:00	20.675	10-6572
8/4/20	2:00	2:00	20.675	10-6572
8/5/20	2:00	2:00	20.675	10-6572
8/6/20	2:00	2:00	20.675	10-6572
8/7/20	2:00	2:00	20.675	10-6572
8/8/20	2:00	2:00	20.675	10-6572
8/9/20	2:00	2:00	20.675	10-6572
8/10/20	2:00	2:00	20.675	10-6572
8/11/20	2:00	2:00	20.675	10-6572
8/12/20	2:00	2:00	20.675	10-6572
8/13/20	2:00	2:00	20.675	10-6572
8/14/20	2:00	2:00	20.675	10-6572
8/15/20	2:00	2:00	20.675	10-6572
8/16/20	2:00	2:00	20.675	10-6572
8/17/20	2:00	2:00	20.675	10-6572
8/18/20	2:00	2:00	20.675	10-6572
8/19/20	2:00	2:00	20.675	10-6572
8/20/20	2:00	2:00	20.675	10-6572
8/21/20	2:00	2:00	20.675	10-6572
8/22/20	2:00	2:00	20.675	10-6572
8/23/20	2:00	2:00	20.675	10-6572
8/24/20	2:00	2:00	20.675	10-6572
8/25/20	2:00	2:00	20.675	10-6572
8/26/20	2:00	2:00	20.675	10-6572
8/27/20	2:00	2:00	20.675	10-6572
8/28/20	2:00	2:00	20.675	10-6572
8/29/20	2:00	2:00	20.675	10-6572
8/30/20	2:00	2:00	20.675	10-6572
8/31/20	2:00	2:00	20.675	10-6572
9/1/20	2:00	2:00	20.675	10-6572
9/2/20	2:00	2:00	20.675	10-6572
9/3/20	2:00	2:00	20.675	10-6572
9/4/20	2:00	2:00	20.675	10-6572
9/5/20	2:00	2:00	20.675	10-6572
9/6/20	2:00	2:00	20.675	10-6572
9/7/20	2:00	2:00	20.675	10-6572
9/8/20	2:00	2:00	20.675	10-6572
9/9/20	2:00	2:00	20.675	10-6572
9/10/20	2:00	2:00	20.675	10-6572
9/11/20	2:00	2:00	20.675	10-6572
9/12/20	2:00	2:00	20.675	10-6572
9/13/20	2:00	2:00	20.675	10-6572
9/14/20	2:00	2:00	20.675	10-6572
9/15/20	2:00	2:00	20.675	10-6572
9/16/20	2:00	2:00	20.675	10-6572
9/17/20	2:00	2:00	20.675	10-6572
9/18/20	2:00	2:00	20.675	10-6572
9/19/20	2:00	2:00	20.675	10-6572
9/20/20	2:00	2:00	20.675	10-6572
9/21/20	2:00	2:00	20.675	10-6572
9/22/20	2:00	2:00	20.675	10-6572
9/23/20	2:00	2:00	20.675	10-6572
9/24/20	2:00	2:00	20.675	10-6572
9/25/20	2:00	2:00	20.675	10-6572
9/26/20	2:00	2:00	20.675	10-6572
9/27/20	2:00	2:00	20.675	10-6572
9/28/20	2:00	2:00	20.675	10-6572
9/29/20	2:00	2:00	20.675	10-6572
9/30/20	2:00	2:00	20.675	10-6572
10/1/20	2:00	2:00	20.675	10-6572
10/2/20	2:00	2:00	20.675	10-6572
10/3/20	2:00	2:00	20.675	10-6572
10/4/20	2:00	2:00	20.675	10-6572
10/5/20	2:00	2:00	20.675	10-6572
10/6/20	2:00	2:00	20.675	10-6572
10/7/20	2:00	2:00	20.675	10-6572
10/8/20	2:00	2:00	20.675	10-6572
10/9/20	2:00	2:00	20.675	10-6572
10/10/20	2:00	2:00	20.675	10-6572
10/11/20	2:00	2:00	20.675	10-6572
10/12/20	2:00	2:00	20.675	10-6572
10/13/20	2:00	2:00	20.675	10-6572
10/14/20	2:00	2:00	20.675	10-6572
10/15/20	2:00	2:00	20.675	10-6572
10/16/20	2:00	2:00	20.675	10-6572
10/17/20	2:00	2:00	20.675	10-6572
10/18/20	2:00	2:00	20.675	10-6572
10/19/20	2:00	2:00	20.675	10-6572
10/20/20	2:00	2:00	20.675	10-6572
10/21/20	2:00	2:00	20.675	10-6572
10/22/20	2:00	2:00	20.675	10-6572
10/23/20	2:00	2:00	20.675	10-6572
10/24/20	2:00	2:00	20.675	10-6572
10/25/20	2:00	2:00	20.675	10-6572
10/26/20	2:00	2:00	20.675	10-6572
10/27/20	2:00	2:00	20.675	10-6572
10/28/20	2:00	2:00	20.675	10-6572
10/29/20	2:00	2:00	20.675	10-6572
10/30/20	2:00	2:00	20.675	10-6572
10/31/20	2:00	2:00	20.675	10-6572
11/1/20	2:00	2:00	20.675	10-6572
11/2/20	2:00	2:00	20.675	10-6572
11/3/20	2:00	2:00	20.675	10-6572
11/4/20	2:00	2:00	20.675	10-6572
11/5/20	2:00	2:00	20.675	10-6572
11/6/20	2:00	2:00	20.675	10-6572
11/7/20	2:00	2:00	20.675	10-6572
11/8/20	2:00	2:00	20.675	10-6572
11/9/20	2:00	2:00	20.675	10-6572
11/10/20	2:00	2:00	20.675	10-6572
11/11/20	2:00	2:00	20.675	10-6572
11/12/20	2:00	2:00	20.675	10-6572
11/13/20	2:00	2:00	20.675	10-6572
11/14/20	2:00	2:00	20.675	10-6572
11/15/20	2:00	2:00	20.675	10-6572
11/16/20	2:00	2:00	20.675	10-6572
11/17/20	2:00	2:00	20.675	10-6572
11/18/20	2:00	2:00	20.675	10-6572
11/19/20	2:00	2:00	20.675	10-6572
11/20/20	2:00	2:00	20.675	10-6572
11/21/20	2:00	2:00	20.675	10-6572
11/22/20	2:00	2:00	20.675	10-6572
11/23/20	2:00	2:00	20.675	10-6572
11/24/20	2:00	2:00	20.675	10-6572
11/25/20	2:00	2:00	20.675	10-6572
11/26/20	2:00	2:00	20.675	10-6572
11/27/20	2:00	2:00	20.675	10-6572
11/28/20	2:00	2:00	20.675	10-6572
11/29/20	2:00	2:00	20.675	10-6572
11/30/20	2:00	2:00	20.675	10-6572
12/1/20	2:00	2:00	20.675	10-6572
12/2/20	2:00	2:00	20.675	10-6572
12/3/20	2:00	2:00	20.675	10-6572
12/4/20	2:00	2:00	20.675	10-6572
12/5/20	2:00	2:00	20.675	10-6572
12/6/20	2:00	2:00	20.675	10-6572
12/7/20	2:00	2:00	20.675	10-6572
12/8/20	2:00	2:00	20.675	10-6572
12/9/20	2:00	2:00	20.675	10-6572
12/10/20	2:00	2:00	20.675	10-6572
12/11/20	2:00	2:00	20.675	10-6572
12/12/20	2:00	2:00	20.675	10-6572
12/13/20	2:00	2:00	20.675	10-6572
12/14/20	2:00	2:00	20.675	10-6572
12/15/20	2:00	2:00	20.675	10-6572
12/16/20	2:00	2:00	20.675	10-6572
12/17/20	2:00	2:00	20.675	10-6572
12/18/20	2:00	2:00	20.675	10-6572
12/19/20	2:00	2:00	20.675	10-6572
12/20/20	2:00	2:00	20.675	10-6572
12/21/20	2:00	2:00	20.675	10-6572
12/22/20	2:00	2:00	20.675	10-6572
12/23/20	2:00	2:00	20.675	10-6572
12/24/20	2:00	2:00	20.675	10-6572
12/25/20	2:00	2:00	20.675	10-6572
12/26/20	2:00	2:00	20.675	10-6572
12/27/20	2:00	2:00	20.675	10-6572
12/28/20	2:00	2:00	20.675	10-6572
12/29/20	2:00	2:00	20.675	10-6572
12/30/20	2:00	2:00	20.675	10-6572
12/31/20	2:00	2:00	20.675	10-6572

DATE Day-Month-Year	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE INDEXED WITH NAME, RATING AND CERTIFICATE NUMBERS OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
4/24/77				Installed new 1/8 windows from Great Lakes Aero-FAA /PMA PQ205056CE. Rears PN W-1005-125, Piper #63073-00, door W-2111-125 Piper # 79475-56. Re Painted seat frames, aux door latch plate, door inner panel, window retainers, rudder tubes, heat ducts, flap handle, air vents, fuselage door opening, storm window hinge and fuel selector handle. Repaired and repainted bulkhead 66670-00 Installed bulkhead with new stainless fasteners. Repaired light panel 63428-09, Instrument panel trim 66736-00, plastic window trim, right and left air vents. Repaired and reinstalled battery box to match original design using stainless steel parts. Installed new battery box vent tubes and retainers original Removed fuel valve, installed new fuel valve, Piper #491-947 Replaced primary door latch clevis pin with new AN392-53 Washer and cotter pin. Installed new plastic trim from Premier Aero Services: Flap handle cover shield, flap handle cover, Floor trim cover, (2) Vent Cup (2) Vent Flange (2) and console cover Affixed new decals/placards to : Fuel selector lane, Aux door latch, instrument panel cover, light panel and bulkhead. Installed serviceable door sill 65546-00 Installed new storm window latch 472-024 Installed new cabin door hinge clevis pins MS20392-3013, Washers & cotter pins OPS check good. Returned aircraft to service. -----END----- <i>Michael W. Wagner</i> Michael W. Wagner II A&P 2896059 LA.

Maintenance records can be kept in any format that provides continuity, includes required information, allows for new entries, and is intelligible. These records must be retained until the work is repeated, superseded by other work, or for one year. They must also be transferred with the aircraft at the time of sale. Separate records are not required for each engine, propeller, rotor, and appliance, but individual records can be kept to facilitate record transfer. Records must include a description of the work performed in sufficient detail that a person unfamiliar with the work could understand what was done and how it was done. Technical data from manufacturers or other acceptable sources can be referenced instead of making detailed entries.

Copies of work orders from repair stations should also be included in the records, especially when components are shipped without maintenance records. Entries must include the date completed, but may have two dates if one person conducted the work and another approved it. Only one signature is required, however. Not all work may be logged, such as corrections to defects or mistakes during manufacturing, which may be documented in factory reports that do not appear in aircraft logbooks. From aircraft to aircraft, discrepancies in maintenance are often discovered. To determine if the issue stems from a poor maintenance practice or an omitted procedure, A&Ps must investigate further. The technical log, also known as the techlog or logbook, serves as the primary source for recording various aspects of each flight, including defects and malfunctions, block times, and fuel consumption. The technical log must contain specific information, such as: * Title page with operator's name and address * Aircraft type and registration marks * Certificate of Maintenance Review * Maintenance Statement of next inspection due * Sector record pages According to regulation 29(1), part V, chapter 2 of MCAR, all Malaysian registered aircraft subject to this regulation must maintain a technical log. The log should be kept by the operator for two years or until the aircraft is completely out of service or destroyed. The commander's responsibility includes dating and signing the completion of various items in the technical log, such as: * Times when the aircraft took off and landed * Any defects affecting airworthiness * Other particulars related to airworthiness or operation * Arrival fuel state * Certificate of Release to Service * Fuel and oil uplifted quantities * Total hours of flying for next inspection All entries must be made by the pilot immediately upon termination of the flight, unless specific exceptions apply. When an aircraft has experienced defects or issues on a previous flight, supplementary technical logs are required to document specific details. These logs should include information such as maximum or intermediate power usage duration, landing numbers for undercarriage component life consideration, and pressure cycle counts for fuselage life consideration. The operator must assess the supplementary log information and obtain approval from the relevant authorities, including DCA. The following regulations and guidelines provide guidance on maintenance record-keeping requirements: BCAR Section A, Sub-Section A7-8, MCAR Regulation 29(1), part V, chapter 2, Regulation 82, part ix, and Regulation 86, part ix. For more information, refer to air legislation, instructor notes, and official slide shows. It is essential to share sensitive information only on secure, government-approved websites with HTTPS and a lock icon, such as the United States Department of Transportation's FAA website.