

Advisory Circular

GUIDANCE ON MAINTENANCE REQUIREMENTS IN ANR-91

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GENERAL

Advisory Circulars (ACs) are issued by the Director-General of Civil Aviation (DGCA) from time to time to provide practical guidance or certainty in respect of the statutory requirements for aviation safety. ACs contain information about standards, practices and procedures acceptable to CAAS. An AC may be used, in accordance with section 3C of the Air Navigation Act (Cap. 6) (ANA), to demonstrate compliance with a statutory requirement. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.

PURPOSE

This AC provides guidance to demonstrate compliance with, and information related to, requirements in Division 7 in Part 2, of the Air Navigation (91 – General Operating Rules) Regulations (ANR-91).

APPLICABILITY

This AC is applicable for a person operating in accordance with ANR-91.

RELATED REGULATIONS

This AC relates specifically to Division 7 in Part 2, of ANR-91.

RELATED ADVISORY CIRCULARS

Advisory Circular AC 1-2 Electronic Signatures and Recordkeeping

CANCELLATION

This is the first AC issued on the subject.

EFFECTIVE DATE

This AC is effective from 9 April 2020.

OTHER REFERENCES

- ICAO Annex 8 Airworthiness of Aircraft
- ICAO Doc 9760 Airworthiness Manual

GUIDANCE 91REG101 GUIDANCE FOR REGULATION 101 OF ANR-91 – TECHNICAL LOG

- 1 Aircraft maintenance falls into 2 broad categories: line or base maintenance.
- 2 The detailed maintenance records supporting the issuance of a maintenance release are part of the operator's continuing airworthiness record system. Typically, in the context of line maintenance, the maintenance record of scheduled maintenance tasks, such as the transit checks, or defects and their maintenance release resides in the technical log. It is imperative that the operator be able to demonstrate the security and integrity of its technical log as it serves as a means of documenting that the operator's aircraft complies with airworthiness requirements and remains in a condition for safe operations.
- 3 This includes situations where the technical log system comprises a compilation of logbooks (eg "technical logbook", "cabin logbook", "inflight entertainment logbook" and their associated deferred defect logbooks). For example, the operator may choose to maintain cabin or inflight entertainment logbooks and transfer any defects impact airworthiness or safe operations of the aircraft into the technical logbook.
- 4 An electronic logbook that meets the requirements of CAAS Advisory Circular AC 1-2 and the intent of this guidance material may also be accepted for use.

GUIDANCE 91REG102 GUIDANCE FOR REGULATION 102 OF ANR-91 – MAINTENANCE RELEASE

- 1 The technical log system elaborated in GUIDANCE 91REG101 is one such means of recording a maintenance release. It should enable particulars of defects with potential impact to the airworthiness or safe operation of the aircraft to be recorded and presented so that a person who is issuing a certificate of release to service for the aircraft has complete visibility of any defect or scheduled maintenance that may not have been addressed in a timely manner.
- 2 If a paper-based technical logbook system is used, the operator should be able to demonstrate the integrity of the data captured. One way of doing so would be to ensure only one of each type of logbook is active at any one time and onboard the aircraft during flight operations. Accordingly, any defect that has not been rectified when the logbook is depleted and removed from the aircraft must be transferred to the next active logbook.