


Irish Aviation Authority The Times Building 11–12 D’Olier Street Dublin 2, Ireland www.iaa.ie Safety Regulation Division	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D’Olier Baile Átha Cliath 2, Éire Rannán na Rialachán Sábháilteachta	AERONAUTICAL NOTICE No. A.10 ISSUE 05 DATE 06.09.19	
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KEEPING OF LOG BOOKS

The Irish Aviation Authority, hereinafter referred to as “the Authority”, in pursuance of Articles 22 and 32 of the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996, (S.I. No. 324 of 1996) as amended by Irish Aviation Authority (Airworthiness of Aircraft) (Amendment) Order S.I. No. 102 of 1997 and the Irish Aviation Authority (Airworthiness of Aircraft) (Amendment) Order S.I. No. 684 of 2003, hereby directs:-

Where not subject to corresponding and applicable provisions under Commission Regulation (EU) No. 2018/1139 as amended which are currently effective the following shall apply:

1. The logbooks or equivalent records required to be kept by the said Article 22;
 - a) in the case of all aircraft, for major components; and
 - b) in the case of public transport and aerial work aircraft, for equipment of which the operating life is determined by its total time in service, shall be in the form of pages, cards, digital media, or other devices by means of which the required data is preserved, rendered indelible, and readily referable for the appropriate time.
2. All relevant entries shall be certified by a pilot or duly licensed or authorised aircraft engineer as may be appropriate having regard to the nature of the entry, or by a person approved by the Authority in that respect.
3. Major components include the airframe and engine(s) and a separate log book is required for each such component.
4. Equipment includes propeller(s) undercarriage(s), instruments, electrical, radio and safety equipment. A separate record is required for each item.
5. Log books or records should show the complete history of the item to which they relate.
6. Flying times should be entered in log books on a “chock to chock” basis for aeroplanes and rotor start to rotor stop for helicopters. Ground running times for aeroplanes, other than test bench running should not be included.
7. Although the ground running times of engines installed in aircraft need not be entered, the fact that the engines had been run, together with any appropriate comments should be entered in log books where these are used in conjunction with approved maintenance schedules.
8. Particulars of inspections and of maintenance checks required by the maintenance schedule and of overhauls, repairs and replacements should be entered in the log books and reference should be made to the approved maintenance schedule and authority for any repairs. Where replacements are made the following should be given; serial number ON and OFF, reason for replacement, details of Certificate of Release to Service or equivalent document.
9. Where the particulars of the work done are so voluminous as to render it inconvenient to enter them in the space provided in log book, these particulars shall be entered in a separate maintenance record and shall be numbered for identification purposes, certified in the same manner as required for the relevant entry in the log book, and retained in safe custody for as long as the relevant log book is required. The reference number of such record shall be inserted in the log book together with a brief description of the work to

which it relates.

10. The serial number of each propeller shall be entered in the propeller log book.
11. The serial number of all engines shall be entered in the aircraft log book, and the aircraft registration marks and engine positions shall be entered in the engine log book(s).
12. Whenever a compass is adjusted the serial number and deviations should be entered in the aircraft log book.
13. The results of fuel flow test should be entered in the aircraft log book.
14. After rigging has been checked, the figures should be compared with those given in the front of the aircraft log book. Where there are not entries on the rigging data page, this page should be completed.

This notice replaces Aeronautical Notice A.10 at issue 4, which should be discarded.

**Chief Executive
Irish Aviation Authority**