

	<p><b>REPUBLIC OF SOUTH AFRICA</b></p> <p><b>CIVIL AVIATION AUTHORITY</b></p>	<p>CAA Private Bag x08 Waterkloof 0145</p>
<p>Tel: (012) 346-5566 Fax: (012) 346-6059 E-Mail: mail@caa.co.za</p>	<p><b>AERONAUTICAL INFORMATION CIRCULAR</b></p>	<p><b>AIC</b> 60-11 02-04-15</p>

**AIRWORTHINESS**

**MAINTENANCE**

**PROCEDURE FOR OPENING NEW LOGBOOKS AND FLIGHT FOLIOS WHEN ORIGINALS HAVE BEEN REPORTED AS LOST**

- ∆ Indicates changes.
- ∆ This AIC replaces AIC 60A11 dated 95-05-15.
1. **GENERAL**
- ∆2. When the registered owner of an aircraft reports the loss of a logbook(s) currently in use, and requests authorisation to open a replacement, the following directives must be followed to ensure historical data is available to maintenance personnel thus ensuring continued airworthiness of the aircraft:
- ∆2.1 the registered owner shall supply an affidavit detailing the circumstances leading to the loss of the logbook(s);
- ∆2.2 the person or organisation responsible for the opening of new logbook(s) or flight folio(s) may request information from the departmental records. Copies of relevant pages, if available, may be obtained on request at the prescribed cost from the South African Civil Aviation Authority;
- ∆2.3 any further information required to open the replacement logbook(s) so that they comply with the requirements of the Civil Aviation Regulations, 1997, as amended must be obtained by the person or organisation responsible for opening the logbook(s) and copies thereof must be supplied to the South African Civil Aviation Authority;
- 2.4 proof of overhaul of Class I products must be provided;
- 2.5 proof of overhaul of all Class II products installed must be provided;
- 2.6 the person or organisation responsible for the opening the logbook(s) must also research and certify that all relevant Service Bulletins and Airworthiness Directives have been complied with;
- ∆2.7 a certificate in the newly opened logbook(s) duly signed by an approved person and detailing the inspections and test(s) carried out to ensure that the product is indeed serviceable must be made. It must also be certified that the contents of AIC 64A1 have been complied with in the case of tubular engine mountings.
- ∆3. After consultation with this authority, the total hours operated and/or the time since overhaul of the product concerned will be mutually decided on if this cannot be substantiated with documentary proof.
- ∆4. The newly opened logbook(s) must be inspected by an Airworthiness Inspector, who will stamp, date and sign the opening page of the respective logbook(s).
- ∆5. In the event of all documentation having being lost, all documents required for the issue of a Certificate of Airworthiness in accordance with the requirements of this AIC must be prepared and the aircraft and its documents re-inspected by an Airworthiness Inspector. The Certificate of Airworthiness will be considered to be invalid until such time as the prescribed requirements have been complied with.

**COMMISSIONER FOR CIVIL AVIATION**