

COMPLETION OF AME LOGBOOK

Category A/C & B/D

In the past, the AME Licensing Department has spent unnecessary time doing calculations of experience indicated incorrectly in AME logbooks.

It is the responsibility of the applicant and his Accountable Manager to ensure that all experience is written in such a manner that the reader has a reasonable understanding of where, when and what maintenance constitutes the experience. A task-by-task account is not necessary, but at the same time a bland statement **"X" to maintenance experience completed is not acceptable.**

In future, all logbooks/certified copies of logbooks presented to the CAA not clearly indicating the extent of experience in **Hrs, days or weeks (Please fill in logbook on a monthly bases) (a day is equivalent to 8 hrs and a week is equivalent to 5 days)** will not be accepted and will be sent back for correction before any applications will be considered.

☞ Should the time booked exceed the amount of days in the period, the experience will not be accepted.

Logbook should be signed and stamped in the appropriate place by a Supervising Inspector, a Quality Manager or Accountable Manager.

Once every two years, alternatively every time the logbook is submitted to the CAA, a summary should be done, signed by the Accountable Manager whereby he/she confirms that the experience indicated is true and correct. **Summary should be written in logbook on separate page or end of page.**

Below is an example of how the experience should be indicated in the logbook:

Period		Employer	Type of aircraft, - engine or equipment	Inspection or any other work carried out	Aircraft category		Engine category		Supervision inspector signature and stamp
From	To				A	B	C	D	
01/01/01			Boeing 737-800	MPI and Snags ext	15				Signature & Stamp
	31/01/01	Com Air	CMF 56-5	MPI			15		
01/02/01			Cessna 208	MPI and Snags ext	14				
	28/02/01	Com Air	PT6A-114	MPI			14		
01/03/01			Boeing 737-800	MPI and Snags ext	20				
	31/03/01	Com Air	CMF 56-5	MPI			10		
01/04/01			Cessna 208	MPI and Snags ext	15				
	30/04/01	Com Air	PT6A-114	MPI			15		
01/05/01			Boeing 737-800	MPI and Snags ext	5	10			
	31/05/01	Com Air	CMF 56-5	MPI			5	10	
01/06/01			Cessna 208	MPI and Snags ext	10	10			
	30/06/01	Com Air	PT6A-114	MPI			10		
01/07/01			Boeing 737-800	MPI and Snags ext	10	5			
	31/07/01	Com Air	CMF 56-5	MPI			10	5	
01/08/01			Cessna 208	MPI and Snags ext	20				
	30/08/01	Com Air	PT6A-114	MPI			10		
01/09/01			Boeing 737-800	MPI and Snags ext	5				
	31/09/01	Com Air	CMF 56-5	MPI			25		
01/10/01			Cessna 208	MPI and Snags ext	15				
	30/10/01	Com Air	PT6A-114	MPI			15		
01/11/01			Boeing 737-800	MPI and Snags ext	20				
	31/11/01	Com Air	CMF 56-5	MPI			10		
01/12/01			Cessna 208	MPI and Snags ext	25				
	30/12/01	Com Air	PT6A-114	MPI			5		
SUMMARY OF EXPERIENCE FROM 1 JAN 2001 TO 31 DEC 2001									
			BOEING 737-800	65 DAYS					
			CFM 56-7	65 DAYS					
			CESSNA 208	99 DAYS					
			PTA-114	69 DAYS					
ACCOUNTABLE MANAGER SIGN & STAMP									
LICENCE NR									

Example only