

Overview

- Who is Responsible? For the airworthiness of the aircraft
- What the Owner/Operator should expect to see at the maintenance facility
- What the maintainer (A&P, IA, Repair Station) is responsible for when performing/completing the job



Objectives

To give owner/operators/mechanics information on:

- Who's responsible for the airworthiness of the aircraft
- What the owner should expect to see
- What mechanics should do to the aircraft during annual/condition inspection

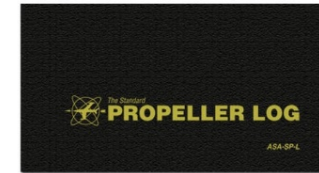


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Objectives

To give owner/operators/mechanics information on:

- What the logbook entry **MUST** contain
- What the logbook **SHOULD** contain
- How the mechanic should document compliance with AD's



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Let's go on a little trip



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Who's Responsible?

- **14 CFR Part 91.403(a)** says the owner/operator is primarily responsible for maintaining the aircraft in an airworthy condition to include AD compliance
- **14 CFR Part 91.7** says No person may operate a civil aircraft unless it is in an airworthy condition.

AND

The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight. The pilot in command shall discontinue the flight when un-airworthy mechanical, electrical, or structural conditions occur.



Airworthiness Certificate

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91, of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.
THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2



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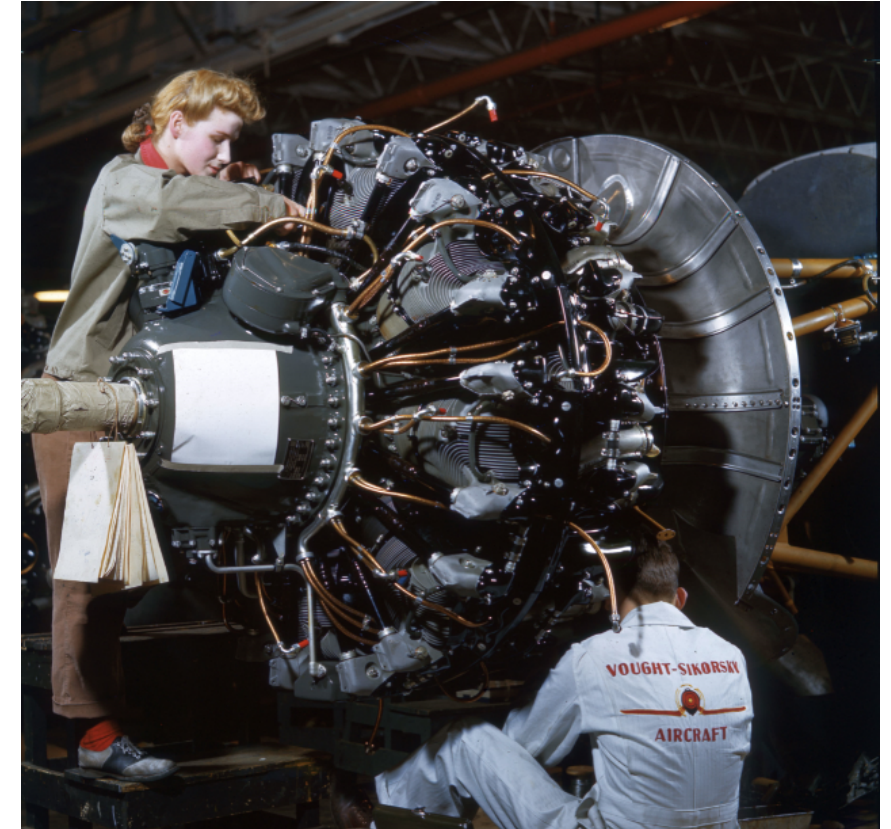
Arrival at the Maintenance Hangar



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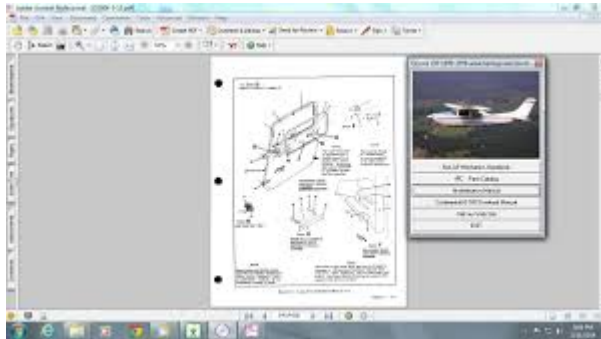
What You Should Expect To See

- A clean, neat and organized shop area
- Proper storage of materials and parts
- Adequate lighting
- Adequate tooling and equipment



What to ask your mechanic

- **Do they have current, relevant and approved data?**
 - Current
 - Relevant
 - Approved



What your mechanic must do

In accordance with 14 CFR Section 43.15 during annual/100 hour mechanics must:

- Use a Checklist that meets Appendix D of Part 43 at a minimum

In accordance with 14 CFR Section 43.13 they must:

- Use approved parts and materials

In accordance with 14 CFR Section 43.15 during annual/100 hour they must:

- Run the Aircraft



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What your mechanic must write

What your Logbook Entry must contain

14 CFR Section 43.9(a) says for maintenance other than inspections:

- (1) Description
- (2) Date
- (3) Name Signature, Certificate, and Type

14 CFR Section 43.11(a) says for inspections:

- (1) The type of Inspection
- (2) The date of the inspection and aircraft total time in service (not necessarily tach time)
- (3) The signature, certificate number, kind of certificate held by the person approving or **disapproving** for return to service

AIRCRAFT MAINTENANCE RECORD		
DATE	DESCRIPTION OF WORK PERFORMED	SIGNATURE
01/21/99	Total Time 1743.8 Hours	
	I certify that this aircraft has been	
	inspected in accordance with (insert type)	
	inspection and was determined to be in	
	airworthy condition.	
		<i>Ima B. Good</i>
		Ima B. Good
		A&P 123456789



For Inspections, your Logbook Entry must contain

- (4) If approved for return to service...similarly worded statement- “I certify that this aircraft has been inspected in accordance with a (insert type) inspection and was determined to be in airworthy condition”
- (5) If not approved for return to service...similarly worded statement- “I certify that this aircraft has been inspected in accordance with (insert type) inspection and a list of **discrepancies and unairworthy items** dated (date) has been provided to the aircraft owner or operator



What your Logbook Entry **should** contain

- Part and serial numbers for parts removed
- Part and serial numbers for parts installed
- Specific reference to approved data used to perform a task
- Reference to approval documents for parts installed (FAA Form 8130-3 or RTS Tags)
- Aircraft Make/model AD's, whether they apply or not
- Any other comments deemed important by the mechanic (never too much information)



How AD's Must Be Signed Off

ONE TIME AD's

- AD number including revision date
- Method of Compliance

RECURRING AD's

- Everything above, plus
- Time and/or Date when the next action is required

~~AD's C/W through 09/2019~~

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD						
Make _____		Model _____		S/N _____		
AD Number	Subject	Date and Hours of Compliance	Method of Compliance	One time	Recurring	Next Comp. Due.
62-19-03 08-28-62	Prop Bolt failure	1044.8 12-01-77	N/A by S/N	X		George B. Jones AP 272182 IA
64-06-06 04-06-64	Control Wheel failure	1044.8 12-01-77	N/A by S/N	X		George B. Jones AP 272182 IA
67-20-04 09-27-67	Main landing gear torque link failure	1044.8 12-01-77	N/A by Torque links not drilled for lube fittings	X		George B. Jones AP 272182 IA
67-26-02 05-22-68	Various Modifications	1044.8 12-01-77	N/A by S/N	X		George B. Jones AP 272182 IA
77-23-03 11-14-77	Control Rod Binding	1044.8 12-01-77	C/W by installing new style rod end	X		George B. Jones AP 272182 IA
79-02-05 01-29-79	Fuel Flow Interruption	1308.7 12-30-79	N/A by S/N	X		George B. Jones AP 272182 IA
79-13-03 06-08-79	Prevent Potential Fire Hazard	1352.2 01-05-80	N/A by S/N	X		George B. Jones AP 272182 IA
79-22-02 10-26-79	Prevent Possible Fuel Leakage and Fire Haz	1352.6 01-05-80	N/A by S/N	X		George B. Jones AP 272182 IA
80-14-03 07-01-80	Disruption of Radio Communication	1422.3 01-05-81	N/A by S/N	X		George B. Jones AP 272182 IA
81-23-05 03-08-82	Prevent In-Flight Fire	1615.4 05-25-82	C/W by inspection and by installing Piper kit P/N 764-303V	X		George B. Jones AP 272182 IA
95-26-13 02-05-96	Oil Cooler Hose Failure	2589.2 03-28-96	C/W by installing new hoses	X	3589.2 03-28-04	George B. Jones AP 272182 IA
96-10-03 06-14-96	To Prevent Flap Handle Bolt Failure	2596.9 07-15-96	C/W By Inspection and by installing new bolt & bushing	X		George B. Jones AP 272182 IA



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Does Your Mechanic Have a Positive Safety Culture?

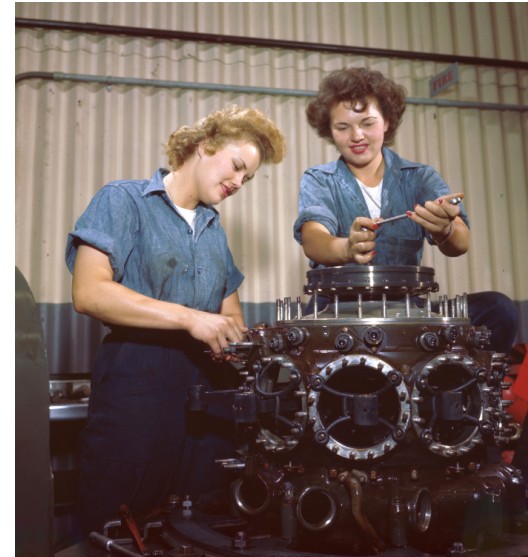
A Clean, Neat, Well-Lighted Shop

Adequate, Calibrated and Organized Tools

Current, Relevant and Approved Data

Use of Approved and Traceable Parts

Proper Logbook Entries, including AD's



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