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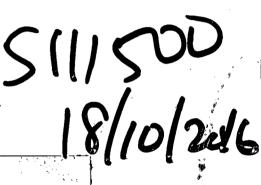
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TECHNICAL LOG

(MAINTENANCE REPORT 1)

AIRCRAFT REGISTRATION

9M'- M



AT KUL ONLY

The completed Technical Log book is to be removed from the aircraft after 1 day of the last entry and despatched to Quality Assurance Supt, Technical Records, KUL.

Form No: 307070 次11 10/2012

Malaysian Airline System Berhad Technical Records 1st Floor, Engineering Hangar Southern Support Zone 64000 KLIA Sepang Selangor

TECHNICAL LOG

(Maintenance Report 1)

INSTRUCTIONS FOR USE

The aeroplane technical log is a system for recording defects and malfunctions discovered during the operation and for recording all maintenance carried out on the aeroplane whilst the aeroplane is operating between scheduled visits to the base maintenance facility. In addition, it is used for recording operating information relevant to flight safety and maintenance data that the operating crew need to know.

1. General

- 1.1. MR1 Logs are printed in sets of 3 pages each.
- 1.2. The pages are colour coded to identify the destination.

WHITE -

Book copy (Original)

GREEN -

MCC/Technical Records copy

PINK

Station copy

- 1.3. All entries must be clearly written in BLOCK LETTERS and in black ink e.g. using ballpoint pen.
- 1.4. Errors that are corrected shall remain readable and indentifiable.

2. Flight Crew To Record:

- 2.1. Aircraft Type eg. A380/B747/B777/A330/B737 etc.
- 2.2. Aircraft Registration.
- 2.3. Names and Duty assignments of crew members.
- 2.4. Flight number.
- 2.5. Sector
- 2.6. Departure (UTC) DATE/TIME
- 2.7. Arrival (UTC) DATE/TIME
- 2.8. Additional Landing (if applicable)
- 2.9. Defects Column
 - If NIL DEFECT, enter 'NIL' at crew change or end of day.
- 2.10. Details of any De-icing/Anti-icing or Both

3. LAE/Approval Holder To Record :-

- 3.1. Defects Column
- 3.1.1. Enter defects as applicable.
- 3.2. Action Column
- 3.2.1. Action all recorded defects prior to further flight.
- 3.2.2. If defect is deferred :-
 - Transfer defect to MR2 (Deferred Defect Log).
 Annotate the MR1 number (digits) and defect number (D1, D2 or D3) in the source MR1 box.
 - Enter the MR2 S/No. in "Transferred to MR2 /No." box, in the action column of MR1.

- 3.2.3. When deferring DDG/MEL defects into the MR2, annotate in the action column of the MR1 as follows:-
 - Transferred to MR2 S/No.
 - The DDG/MEL reference number
 - c. The DDG/MEL Repair Category (A,B,C or D)
 - t. The expiry date of the DDG/MEL MR2

OTE:- Calculation of the expiry date starts at 0001 hours on the day following the raising of the MR2. Example when a MR2 is raised at 1300 hours on 01st May, the repair interval limitation takes effect at 0001 hours on 02nd May.

- e. The part number of the defective part if determined.
- 3.2.4. If NIL is reported in Defects Column, enter 'NIL NOTED' in action column.
- 3.2.5. If parts are replaced, record the following details:-
 - Part Description.
 - b. Part Number
 - c. Serial Number Off.
 - d. Serial Number On.
 - e. Batch Number.
 - Removed Position.
- Enter the LIC/AH signature, LIC/AH No. (stamp) and date. (NOTE: Ensure all three pages are stamped).
- 3.2.7. If a new MR1 page is used, enter the A/C Type and the A/C Registration.
- 3.3. Critical task "re-inspection" entry for oil cap check in MR1 is required if one person adds oil to more than one engine. (REFER MMOE 2-23-00).
- 3.4. Details of any De-icing/Anti-icing or Both.
- 3.5. Certify for any Stayover check carried out and record-APU HR Meter & No. of starts as required
- 3.6 For NON-MEL cabin defects defer to MR2A Technical Log

4. Removal / Distribution of MR1 - Maintenance Action

- 4.1 Whenever defect/s is entered or
- 4.2 At every crew change or
- 4.3 At the end of each day.

5. At Line Stations

- 5.1 Remove PINK copy and retain at time station. Leave WHITE and GREEN copies in the MR1 log book. Retain PINK copy at station for a minimum period of one month.
- 5.2 Attach any applicable Serviceable databets to #the GREEN copy in the Tech. Log for collection in KUL.
- 5.3. For complex tasks such as Engine/APU/Landing Gear change, the Serviceable Label will be attached to the respective work sheets in the check package and routed to KUL on a different aircraft.

. At KUL Only

- 6.1. Remove all completed GREEN and PINK copies.
- 6.2. Retain PINK copies at ASU KUL for minimum period of one month.
- 6.3. Attach any applicable Serviceable Label to the GREEN copy of the Technical Log.
- Forward GREEN copies to MCG₁- KUL, for data retrieval.
- 6.5. MCC shall forward the GREEN copies (with Serviceable Label if any) to Quality, Assurance Supt. Technical Records in KUL.
- 6.6. WHITE copies to remain in Log till book is replaced.

The completed Technical Log book is to be removed from the aircraft after 1 day of the last entry and despatched to Quality Assurance Supt., Technical Records, KUL.



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TECHNICAL-LOG

(MAINTENANCE REPORT 1)

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Form No: 307070 R11 10/2012

TECHNICAL-LOG

(MAINTENANCE REPORT 1)

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TECHNICAL LOG

(MAINTENANCE REPORT 1)

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TECHNICAL LOG

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TECHNICAL LOG (MAINTENANCE REPORT 1)

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TECHNICAL LOG

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Form No: 307070 R11 10/2012

TECHNICAL LOG (MAINTENANCE REPORT 1)

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A/C TYPE	2707	A/C REGN. 9	M - M	7	CMDR NAME	SIGN	MDR NATURE	CMDR LIC. NO.	CO-PILOT NAME	CAPT. NAME	CO-PILOT NAME	CHECK PILOT/SNY	
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TECHNICAL LOG (MAINTENANCE REPORT 1)

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A/C TYPE	12	20	800		AC 9	M - N	1/		CMDR NAME		CMPR SIGNATUR	E	CMDR LIC: NO.	CO-PIL NAM	<u> </u>	CAPT. NAMÉ		CO-PIL NAME	ОТ	CHECK PILOT/SNY]
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-	SECT	ror	DE	PARTURE (UTC	· · · · · · · · · · · · · · · · · · ·		ARRIVAL	(UTC)	ADD LD	ıs.	\			то	BE RECOF	DED BY GROUN	ID CREW O	R FLIGHT CRE	w		
FLIGHT NUMBER	ı			OFF	TAKE		7	ON	7.55 2.5		ENG	INE & APU (XI. UPLIFT - QU	ARTS) CAUTION:	то мо	DRE THAN ONE E	ENGINE (MM	AP CHECK IN MOE 2-23-00)	MR1 IS REQI	UIRED IF ONE PE	RSON ADDS OIL
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A/C TYPE	87	37-8	g 0°0	R	A/C 9	M - M	125		CME	DR ME	SIG	CMDR NATURE		CMD LIC. N	R ið.	CO-PILO NAME		CAPT. NAME	CO-PILOT NAME	CHECK PILOT/SNY	
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FLIGHT NUMBER	320		De				ARRIVAL (UTC)		ADD	, 100		ENGIN	NE & APU	(OIL UPLIF	T - QUARTS)	CAUTION:	CRITICAL TASK TO MORE THA	ENTRY FOR OIL	CAP CHECK IN MR1 IS REC MMOE 2-23-00)	DUIRED IF ONE PE	RSON ADDS OIL
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Z VAL	VE C	HECK	COMPL	leted.	SATI	is Fa	CTOR	· Y ·		INF	0	NO-	(ED										SIGNATURE & LIC/APP STAMP NO.
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A/C TYPE	RY	21	800		A/C REGN. 9	M - N	1/7		, CMI NAI	DR ME	to 186	CMPR SNATUR		CMDR LIC: NO:		O-PILOT NAME:	CAPT. NAME	CO-PILC NAME) 	CHECK PILOT/SNY	
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												TEA	1 A					TEAM E	В				
A/C TYPE	B	37-	800	R	A/C EGN. 9	M - M	LJ		CMDI	R S M	CME	UKE"	CMI LIC:	NO.	CO-PILO NAME	i	CAPT. NAME		CO-PILOT NAME	CHECK PILOT/SN			
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FLIGHT NUMBER	SEC	iok	DE	,			ARRIVAL (UTC)		ADD	LDG		ENGINE & A	PU (OIL UPLI	FT - QUART	S) CAUTION :	CRITICA TO MOI	AL TASK ENTRY FO RE THAN ONE ENG	R OIL CAP	CHECK IN MR1 IS E 2-23-00)	REQUIRED IF ONE	PERSON AD	DS OIL	
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												_ TE	AM A			••	TE	AM 8	7	
A/C TYPE	67	57-	800	F	A/C REGN. 9	м - м	LJ		CMD	2	()	MDF	С	MDR : NO.—	CO-PILO NAME		CAPT. NAME	CO-PILOT NAME	CHECK FILOT/SNY	
	<u>'</u>	1				<u> </u>			<u>'''(7</u>	<u> </u>			NU	7701			RDED BY GROUND CREW	OP ELIGHT CREW		<u> </u>
FLIGHT NUMBER	SECT	OR	DE	PARTURE (UTC)		ARRIVAL (UTC)	1	ADD	LDG		ENGINE A	APU (OIL UI	LIFT - QUA	CALITION	CRITIC	CAL TASK ENTRY FOR OIL	CAP CHECK IN MR1 IS RE	QUIRED IF ONE PER	RSON ADDS OIL
NOMBER	FROM	то	DATE	OFF CHOCK	TAKE OFF	DATE	LANDING	ON CHOCK	F/S	T/G		#1 #			.PU	DE-ICIN	ORE THAN ONE ENGINE (A NG/ANTI-ICING/BOTH*	MMOE 2-23-00)		
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200	י מלואו	SIAL	14112	HUTOL	& VALI	IE CHO		A1 MR2 S	NO.				REF. N	J. <u>{</u>		<u> </u>	REPAIR CAT.	EXPIRY DATE		SIGNATURE &
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								MRZS	MO.				KEP. N	<u>o. </u>			REPAIR CAL.	EXPIRT DATE		SIGNATURE & LIC/APP STAMP NO.
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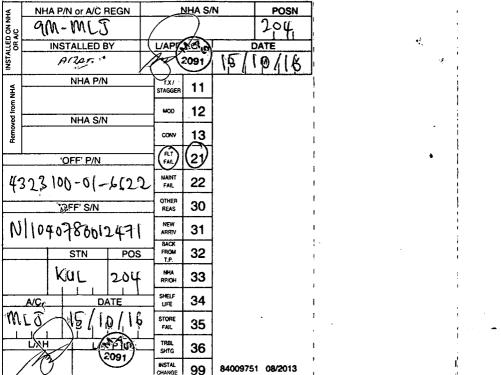
TECHNICAL LOG

(MAINTENANCE REPORT 1)

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TECHNICAL LOG

(MAINTENANCE REPORT 1)

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TECHNICAL LOG (MAINTENANCE REPORT 1)

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