

NOTICE TO CREW			
TYPE	Operational		
FLEET	A330/B737/B787/ERJ		

NUMBER	ISSUE DATE	EFFECTIVE FROM	EFFECTIVE TILL	TRANSFER TO
A330/0026-O/2017 B737/0032-O/2017 B787/0027-O/2017 ERJ/0018-O/2017	17 August 2017	17 August 2017	Valid Until Tech Log next revision	N/A

ISSUED BY: SMLO	ABO	

Subject: Typo Error in Tech Log Page Template

It was observed that the current Tech Log Page in use for Oman Air Fleet has a typo error existing in fuel discrepancy calculation column. This error is getting corrected and the new tech log book will be implemented shortly.

Until such time the new Tech Log Page is implemented, it is advised to use the attached ATL Instruction Sheet (Form No. QAS/ENG/303, Issue No. 10) while performing fuel discrepancy calculations.

This is for your update and implementation.

cc: DGCAR (Flight Operations Inspectors, EVP-COO, VPFO, SMCT, SMCCO, SMOCS, MFs, MPTs, MOCD, MCPC, MNAP, MTP, MCSS, MREC, MSEP, AM-CC, Technical Publications, IOCC.



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Aircraft Technical Log (ATL) Instructions

This is a quick reference guess for certifying stalf and flight oraw. EPM 2-74, Operations Manual 8.1.11 and the decined MEL contrainment of explaining the state of the state of explaining procedures. After this shall be made using a time or black ball point pen and a backing card under the last sheet of the ATL page.

- Flight Crew Entitles and Signatures:

 ». Sedon Denotation: The surrent Captain must ensure that all defects (reported by previous crew) properly rectified,
 signed and certified or the snewtons sector ATL page(s). He shall entire his details then sign 'Departing Captains'
 sugged and certified or the snewtons sector ATL page (e.g. DOGSIS). Prior to signing, the captain must ensure that this page
 Acceptance or the outpoing ATL page (e.g. DOGSIS). Prior to signing, the captain must ensure that this page
 - contains the following:

 Fight data of the intended outbound sector.
- Checks (Table), Needly /Service BETDPS as applicable) are signed for the intended Pight.

 Required field/Gig/Failds are uplified for the intended Fight and de-idnip addired as required.

 Where the particular objects has entered Will, either Wood, in consessonding Action taken Feld and enter personal details. (Nate: "Nis in or way certifies the indease of the aligna", but confirms that the accepting capain that moves the "Ni" defeats enter.)
- Igent Actived. The Captain that debanted with the antical (see above) shall enter in the same ATL page, Red discount on the same ATL page, Red firstlori on the same to beautifular. The Captains Certification on the same bose, (Note, The Captains to review the CDL and san the Yerking Captains Certification') He must been a new ATL page (800316) and antice the Yerking (4069) in the appropriate block. Refer to Right 4 for quisarce, if more than one ATL page is required to retain defects.
- c. Bext. Sector: The above sequence then starts again.

1. Plight Date

- Antinft registration Type of flight, Tick (*) as appropriate use of flight (e.g. 03-MAR-09) REGISTRATION
 - NATURE OF FLIGHT
- PLIGHT TIMINGS FROM/TO FLY ND.

Enter 3 letter code of departure and errival station (e.g. MCT)

"I get Number

- OPERATIONAL ISSUES DEPARTURE FUEL
- Carding, Take off and Sector times in GMT Tick (*) exprepriets box Fee So Abound/Touch So/Auto land Department for on board at the beginning of sector. Find on board at the end of the sector. ARRIVA RIF.
- 2. Defect

central No. of defect raised.

- BATE
 BEND NO.
 THIST OF MAINT
 DD NO.
- Red area

Daterned Defect number if applicable

Datalis of defect to be provided in this area, in case of no defects encourageed during the previous excitor, the Captain is required to make "ML" entry. Any observed on which may affect alloward-iness may also be reported under this column.

Dote or defect reseal (s.g. 03-40AP-09) Frenchove (Shiff) muthies of the account resonal defect Inter (s) appropriate box to sidentify the trade of person raising defect

ATA chapter and subdrapper perterning to the mentioned defect/ component change (maingersings eithy). Tick (<) appropriate box to for ADD/MDD cleared/corrected, or ADD/MDD raised as

- 3. Action Tation
- ATA CHAPT
- · C.S/ADD/MDD

appropriate if defect, is deferred.

- MELYCD!
- Rectification freavon caregory (A. B. C or D) in strandence with MEL MEL/CDL reference (if defect is referrent). Betalise of corrections and an advantage and advantage and advantage betalise of correction and advantage and adv

Marke 2

- An entry which is too long to be contained in a single area (sincer/kizl), can be contained in the following area (on same ATL page) by noting "CONTINUED" at the end of the entry or the current area; and CONTINUED at the Evaluation of the same provided area for all page. During of the entry no the next provided area for ATL page. During of the entry to the next provided area for ATL back. During the end of the entry of the content of the Attent Taken area. The same for a reason for determined and entering the approximate the LECTOL-effectuare as applicable. The correction must be initialled by the person making the entry. The correction must be initialled by the person making the entry. In record the flow-over of defect and such of these pages must be reviewed and endorsed by the Captain's Acceptance and such as an other the operating or maintenance crew) to record the flow-over of defect annotated. (Yes/No) Motor 3
 - Wobe 4
- All aintraft operational discrepandes, malfundions, imagularities, or abnormatites regarding CAT XXIII etaal be recorded by the flight crow in the Technical Log. Note 5

Certification/Acceptance

4. Certificat 04S/ENG/303

Upon completion of maintenance work the responsible cartifying staff shall complete the appropriate Certificate of Release to Service (CRS) in the section opposite to the Action Taken error perceving to the actioned defect.

Carl Character

- SIGN AUTH NO. DATE
- Cerdifying Staff usual signature.

 Name of contributor staff and staff authorisation number

 Date when corrective action taken.

 Cate when corrective action taken.

 Catefilled after activation to complete of scheduled Daily Check (considered CRS).

 PBY, 8737 & E175 49 Hrs.

 - ъ DAILY CHECK
 - DATLY

VALEDITY

- Certified after satisfactory completion of ETOPS Chick (considered CSS) (carpleted after sets/sed.oxy exocinplishment of Transit Check prior to every departum TRANSIT CHECK
- (not considered CRS). Issue number of Dally/Tenat check performed. Rasis for the confincation release. Base thaintenance, Lick as apolicable. Third party organisations enter DGCAR (Conna) AMO approvel reference. ESSUE NO. CERTIFICATION
 - Component Record BASIS iń

P/N OFF - P/N ON S/N OFF - S/N ON BATCH NO. OF P/N On.

- Same sequential defect number reculding articals bank temoval and/or installation, part furniser(s) of the component being rethroof and/or installed. Samel furniser(s) of the removed and/or installed part. Samel knowled furniber obtained from the installed component Servicantha Label.
- Upon completion of fuel servicing the resocrabble certifying staff shall complete the Filter. SERVICING section found Fuel Replenishment Data ú
- The Indiming Castain shall enter full figure shown on the ECAN/EICAS upon arrival, Total foel figure as inscaled on the ECAN/EICAS just offer to commencement of The fluel used on ground while abscraft is parked. (Fuel used by the APU). (KCs). refuelling, (KGs), on the bottom right hand come A. ARRIVAL FUEL (KGS) B. FUEL FIG BEFORE
 - The outgoing Captain shall enter required fuel figure. (KGS), the left upint as par inhelling bases. (1995 GAUS GATS).

 The fluel special conversion with a time of refusiting.

 Numeric value corresponding to SG to convert metared fuel into KGs.

 The converted however that the convertion of the CAUS (MCS) to KGS).

 The converted however that fluely GAUS (UTS) to KGS). C. FUEL USED ON GROUND
 - D, DEPARTIRE FUEL(KG9)
 E, METRERED FUEL
 F, RETUZELLING SG
 G, CONVERSION FACTOR
 H, METRERED UPLIFT (E+G5)
 L, TOTAL ONBOARD (KG5)
- 3. ACTUAL UPLIFT (KGS) **ECAM/EIDAS**
- Total on board fuel shown on ECAM/EICAS 'I' Fuel Figure Before Refuelling 'B' K. DISCREPANCY (+/-) (11-3)/3 ×100
- Metered Uptit YI. Aztısı Uplif 12'4 Metered Uplif YI (+2/-1%) discrepancy limit. Shall be entered only in percentage.
- Enther Fuel distribution as par Flight deck gauges. (Ktat.) Fued Distribution Totals

Servicing Data

- upon completion of invirsalitic shid oils servicing the responsible cartifying staff shall complete the HYD/OIL servicing section found on the bottom right hand corner. If no uplift is made, ML entry has to be entered into the approximate box and "HYD/OIL Servicing fled accordingly signed, as recessory by the certifying staff in the final inside to engine of copying the made as recessory by the certifying staff in the properties to the final servicing of the made as not required to fit finals and fulfit.
- Usage rate.
- Calamis under this box.
 Used a rate of the carbonal to be proposed and entered.
 Used well is in the entered.
 Used well is in the entered.
 Used well is the entered.
 Use of uplift to be entered and uplift will be made as necessary by the certifying staff. INP Entired (or Aydraufor India Oppidate).

 Entired of ARU oil uplifts will be made as recessary by the certifying staff, entering the uplift. Volumbiftic outlits are absorbiffed.
 To be completed by the Calamin if used.
 To be completed by the Calamin if used. Uplift tots Hydraulic Uplift
 - CHACLEND DE CONG APIT LYSTS
 - APU HANDTuck stats
- Technical Log Sheet Distribution
- Remain in the Treathlest Log until return to MCT then should be temoved. Removed at MCT and ferwanted to Technical retards.

 Remove from Technical Log to be retarined at station.

 Removed by flight ceve and forwanted to Flight Operations.

 Removed at MCT and ferwanted to MCC. · Yellow • Skure Green