




الطيران العُماني
OMAN AIR

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				
<p style="text-align: center;"><u>Subject: Typo Error in Tech Log Page Template</u></p> <p>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.</p> <p>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.</p> <p>This is for your update and implementation.</p>				
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.				

Aircraft Technical Log (ATL) Instructions

This is a quick reference guide for certifying staff and flight crew. ERM 2-70, Operations Manual 8.1.11 and the aircraft MEL contain more detailed instructions regarding ATL completion and handling procedures. ATL entries shall be made using a blue or black ball point pen and a backing card under the last sheet of the ATL page.

Flight Crew Entries and Signatures:

a. Before Departure: The aircraft Captain must ensure that all defects (reported by previous crew) properly rectified, signed and certified in the previous sector ATL page(s). He shall enter his data's then sign 'Departing Captain's Acceptance' on the outgoing ATL page (e.g. 000315). Prior to signing, the captain must ensure that this page contains the following:

- Flight data of the intended outbound sector.
- Checks (Transit, Daily, Weekly/Service & ETOPS as applicable) are signed for the intended flight.
- Required fuel/oil/gas/ fluids are utilised for the intended flight and de-icing achieved as required.
- Where the arriving Captain has entered 'Nil' or 'None' in corresponding Action Taken field and enter personal details. (Note: This if no way certifies the release of the aircraft, but confirms that it was the accepting captain that noted the 'Nil' defects entry).

b. Upon Arrival: The Captain that departed with the aircraft (see above) shall enter in the same ATL page, 'Arrival Area' (i.e. 000315), all defects known to the crew during that sector or 'NIL' and sign the 'Arriving Captain's Certification' on the same page. (Note: The Captain is to review the CD's and sign the 'Arriving Captain's Certification'). He must then open a new ATL page (000316) and enter the 'Arrival Fuel (KGs)' in the appropriate block. Refer to Note 4 for guidance, if more than one ATL page is required to record defects.

c. Next Sector: The above sequence then starts again.

1. Flight Data

- REGISTRATION
- NATURE OF FLIGHT
- DATE
- FLY No.
- PROM/TO
- FLIGHT TIMINGS
- OPERATIONAL ISSUES
- DEPARTURE FUEL
- ARRIVAL FUEL

2. Defect

- TYPE
- DATE
- EMP NO.
- PL/OT or MAINT
- DR No.
- Rest area

3. Action Taken

- ATA Chapter and subchapter pertaining to the mentioned defect/ component, change (maintenance entry).
- Tick (✓) appropriate box to for ADD/NOO deleted/corrected, or ADD/NOO raised as appropriate if defect is deferred.
- Rectification/Transit category (A, B, C or D) in accordance with MEL.
- MEL/CDL reference (if defect is deferred).
- Details of corrective action taken in provided area. Adequate information to describe the corrective action must be entered including references to maintenance approved data. In case of Nil DEFECTS entry in the red area, the certifying staff is required to make "NOTED" entry and must sign the CRS and enter his Auth No, Company name and the date.

- Note 1** An entry which is too long to be contained in a single area (green/red), can be continued in the following area (on same ATL page) by noting "CONTINUED" at the end of the entry on the current area; and "CONTINUATION" at the beginning of the entry on the next provided area/or ATL page.
- Note 2** Deferred Defect (ADD/NOO) can be raised by stating in the Action Taken area the reason for deferment and entering the appropriate MEL/CDL reference as applicable.
- Note 3** If an incorrect entry is made in the ATL, it shall be crossed through with a single line remaining readable and identifiable. The correction must be initialled by the person making the entry.
- Note 4** If more than one ATL page are over/used (by either the operating or maintenance crew) to record the flow-over of defect entries then each of these pages must be reviewed and endorsed by the Captain's Acceptance and sign page footer annotated. (Yes/No)
- Note 5** All aircraft operational discrepancies, malfunctions, irregularities, or abnormalities regarding CAT 1/II/III shall be recorded by this flight crew in the Technical Log.

4. Certification/Acceptance

QAS/ENG/303

- Upon completion of maintenance work the responsible certifying staff shall complete the appropriate Certificate of Release to Service (CRS) in the section opposite to the Action Taken area pertaining to the affected defect.

Certifying Staff usual signature.

- NAME of certifying staff and staff authorised on number
- DATE when corrective action taken.
- DAILY CHECK
- VALIDITY of
- DAILY

- ETOPS CHECK
- TRANSIT CHECK
- ISSUE NO.
- CERTIFICATION
- ORGANISATIONS enter DECAR (Ornen) AVO approval reference.

5. Component Record

- ITEM
- P/N OFF - P/N ON
- S/N OFF - S/N ON
- BATCH NO. of P/N on.

6. Fuel Replenishment Data

Upon completion of fuel servicing the responsible certifying staff shall complete the FUEL SERVICING section found on the bottom right hand corner.

- ARRIVAL FUEL (KGs)
- FUEL FIG BEFORE REFUELLING (KGs)
- FUEL USED ON GROUND (KGs) (A-B)
- DEPARTURE FUEL (KGs)
- WATERED FUEL
- WATERING SG
- CONVERSION FACTOR
- WATERED UPLIFT (KGs)
- TOTAL ONBOARD (KGs)
- ECAM/ECAS
- ACTUAL UPLIFT (KGs) (C-D)
- DISCREPANCY (+/-) (H-J)/J x100

Fuel Distribution Totals

Either Fuel distribution as per flight deck gauges. (KGs)

- Service Data
- Upon completion of hydraulic and oils servicing the responsible certifying staff shall complete the HYD/OIL SERVICING section found on the bottom right hand corner. If no uplift is made, NIL entry has to be entered in the appropriate box and "HYD/OIL Servicing" field accordingly signed.
- Engines oil data

Engines oil data

- Ungage rate
- Deck
- Uplift 100
- Hydraulic uplift
- ARU Data
- GROUND DE-ICING
- ARU Hydraulic seats

8. Technical Log Sheet Distribution

- White
- Yellow
- Pink
- Blue
- Green