

GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT

CIVIL AVIATION REQUIREMENTS
SECTION 2 - AIRWORTHINESS
SERIES 'C' PART III
ISSUE II, DATED 15TH JANUARY '1975

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EFFECTIVE : FORTHWITH

Subject:- Reporting/rectification of defects observed on all aircraft, except public transport aircraft.

1. APPLICABILITY :

This part of CAR specifies the procedure to be adopted in reporting of defects and also in the recording of the rectification work carried out, on all categories of aircraft other than the Public Transport Aircraft.

2. PURPOSE :

It is intended to ensure a high standard of airworthiness through systematic reporting of defects, prompt remedial measures and a methodical analysis.

3. PROCEDURE :

- 3.1 All defects observed by the flight crew during preflight, in-flight and post-flight periods, must be recorded soon after the flight signed (by the pilot) and dated, giving full details of the nature of the defect experienced, in a register, having numbered pages. In the case of training aircraft, making a series of flights on a single day, the defects may be recorded after the last flight of the day unless a serious defect occurs, requiring immediate attention. The columns of the register must indicate necessary details of the defects and the rectification work carried out by the AME under his dated signature. The register, one for each aircraft, must be maintained in a manner similar to any other essential engineering document and will be required to be examined from time to time by the concerned officers of this Department and also be submitted to the Regional Airworthiness office for scrutiny during renewal of C of A inspection along with other aircraft documents.
- 3.2 If no defects or abnormality during any phase of operation is observed throughout the day's flying a 'Nil' report must be endorsed on the register to indicate the aircraft continuous serviceability status at the end of the day, countersigned by the concerned AME for having noted the same.
- 3.3 All abnormal occurrences like heavy landings, propellers hitting obstacles flight through turbulence etc. must also be recorded by the flight crew, to enable the maintenance crew to take necessary follow up action.

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- 3.4 Prior to the first flight of the day, the AME certifying the safety of aircraft, must ensure that all previous flight defects/incidents have been duly attended to and this must be brought to the notice of the pilot and signature obtained in token of having seen the nature of defect reported earlier.
- 3.5 If the entries are found to be incomplete or not recorded at all, the aircraft would not be considered airworthy and should not be released for further flights until the register is made up- to-date with necessary entries duly made.
- 3.6 The Chief Engineer shall make periodic assessment of the nature of reported defects and, wherever necessary, take appropriate remedial action.
- 3.7 The aircraft defect register, mentioned above, shall be kept at the normal base of the aircraft and need not be carried on board. However, when the defects are observed at places away from the normal base they may be recorded in the appropriate column (Col. XI) of the Journey Log Book for ultimate transference of the same to the defects register on return of the aircraft to the base. Whenever the aircraft is temporarily based away from its normal base, the defect register may also be located at the temporary base for continuous recording of observed defects and the corresponding rectification action.

Sd/-

(V. N. Kapur)

Director of Airworthiness
for Director General of Civil Aviation