

Safety Bulletin

SB No.: 02/2023

Date: 30 June 2023



Subject: Discipline of Personnel on Journey Log Book Record

For the attention of: Thai Air Operators

Purpose:

The purpose of this bulletin is to emphasize the safety benefits and to outline the discipline of personnel.

Introduction:

According to the investigation report of the Aircraft Accident and Incident Investigation Commission (AAIC), the safety recommendations of the investigation report would like to ensure strict compliance of the Air Operators' Personnel to perform their duties specified in the Regulations.

It was summarized by the AAIC that one root cause of some accidents was serious malfunctions of the aircraft which were not recorded by the Personnel so, the aircraft was not fixed before flight operation. The Personnel should be aware that compliance with any regulation is "a must" and inevitably cannot ignore.

As a result, the following actions should be highlighted to the Personnel:

- 1) Personnel performing as a pilot-in-command have the responsibility to take records in the journey log book/aircraft log book to their actuality while operating the flight or each flight immediately.
- 2) Aircraft maintenance personnel are responsible for certifying airworthiness or aircraft maintenance only under its inspection providing that the personnel shall record such operation to its actuality immediately.

Recommendations:

The CAAT would like to stress that the surveillance programme has been carried out yearly which includes the topic that concerns Returned Flight Documents. This topic requires the CAAT to check on the journey log book/aircraft log book respectively.

The journey log book and aircraft log book records are necessary as the main reference tool to determine the status of the aircraft and any given time. The discovery of an outstanding defect or past-due maintenance item would be the reason to keep the aircraft grounded until these items are addressed. The consequences of flying the aircraft without a complete aircraft technical history could be catastrophic. As a result, any malfunctions found inflight must be recorded in the log book immediately. The Air Operator may consider the template of the log book so that it should be understandable and easy to use for the personnel. Moreover, it is important for the personnel to make sure that any entries made should be clear, accurate, complete, and easy to read.

Maintenance of operational records also reflects the sustainability of operating SMS within the organization. The appropriate record can benefit both the safety risk management process and safety assurance activities.

Consequently, emphasizing and/or proposing measures, which require the personnel to record aircraft malfunctions in the journey log book/aircraft log book, to ensure that all aircraft malfunctions are promptly recorded and fixed properly by the assigned personnel. Moreover, non-compliance with the law would finally result in enforcement as required by law.

Reference:

Regulation of the Civil Aviation Board
No. 67 Relating to Personnel Discipline
Announced on 27th September 2006

Contact:

For further information contact:

The Civil Aviation Authority of Thailand (CAAT),
Aviation Safety Management and Standards Assurance Office (SMO),
Aviation Safety Standards Group (AG) E-mail: smo_ag@caat.or.th Tel: 02-568-8813