

To : GAM CAMO Personnel
CC : GAM Accountable Manager, GAM Quality Assurance Manager
From : Continuing Airworthiness Management Manager (CAMM)
Subject : Revised Procedures in CAMP Part 2.5.1 Log Book Updating

1. REFERENCE

- a. GAM/CAAM/CAME Issue 3 Revision 2 or later approved revision.
- b. GAM/CAMO/CAMP Issue 2 Revision 2 or later approved revision.

2. APPLICABILITY

- a. All aircraft managed by GAM CAMO.

3. INTRODUCTION

- a. A separate log book must be kept for each aircraft, engine/s, APU, and propeller as per CAMP Part 2.5.1
- b. This notice is raised to revise procedures to ensure compliance with the above requirement. The compliance to this procedure shall be effective immediately and shall be integrated into the upcoming revision of CAMP.

4. REQUIREMENT

a. AIRCRAFT LOG BOOK

- i. Form GAM/C-018 shall be used for Aircraft Log Book and shall be identified with (REG/AC TYPE/AC SN/XX) where:
 - a. REG: registration marks (e.g., 9M-PMA)
 - b. AC TYPE: aircraft type (e.g., AW139, B300, EC120B)
 - c. AC SN: aircraft serial number
 - d. XX: running number (e.g., 01, 02)

b. ENGINE LOG BOOK

- i. OEM engine log book or form GAM/C-019 shall be used for Engine Log Book and shall be identified with (ENG TYPE/ENG SN/XX) where:
 - a. ENG TYPE: engine type (e.g., PT6C-67C, CT7-2E1)
 - b. ENG SN: engine serial number
 - c. XX: running number (e.g., 01, 02)

- ii. The engine log book is required to accompany the engine whenever it is removed from one aircraft and installed in another aircraft. This ensures continuous and accurate documentation of the engine's history and maintenance activities.
 - iii. When transferring an engine from one aircraft to another, Technical Record personnel shall enter a statement in the engine log book that include details such as the aircraft registration number from which the engine was removed and the aircraft registration number to which the engine was installed.
- c. **APU LOG BOOK**
- i. Form GAM/C-019 shall be used for APU log book and shall be identified with (APU TYPE/APU SN/XX) where:
 - a. APU TYPE: APU type (e.g., e-APU60 342)
 - b. APU SN: APU serial number
 - c. XX: running number (e.g., 01, 02)
 - ii. The APU log book is required to accompany the APU whenever it is removed from one aircraft and installed in another aircraft. This ensures continuous and accurate documentation of the engine's history and maintenance activities.
 - iii. When transferring an APU from one aircraft to another, Technical Record personnel shall enter a statement in the APU log book that include details such as the aircraft registration number from which the APU was removed and the aircraft registration number to which the APU was installed.
- d. **PROPELLER LOG BOOK**
- i. Form GAM/C-034 shall be used for propeller log book and shall be identified with (PROP TYPE/PROP SN/XX) where:
 - a. PROP TYPE: Propeller type (e.g., HC-B4MP-3)
 - b. PROP SN: Propeller serial number
 - c. XX: running number (e.g., 01, 02)
 - ii. The propeller log book is required to accompany the propeller whenever it is removed from one aircraft and installed in another aircraft. This ensures continuous and accurate documentation of the engine's history and maintenance activities.
 - iii. When transferring a propeller from one aircraft to another, Technical Record personnel shall enter a statement in the propeller log book that include details such as the aircraft registration number from which the propeller was removed and the aircraft registration number to which the propeller was installed.

Kindly be informed and adhere to the requirement.



**Continuing Airworthiness Notice
(CAN)**

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