



CIVIL AVIATION
SAFETY AUTHORITY
AUSTRALIA

FAX MESSAGE

AD/AAC Publishing Controller
Certification Standards
Aviation Safety Standards Division

GPO Box 2005
Canberra ACT 2601
AUSTRALIA

Telephone: 61 2 62171854
Facsimile: 61 2 62171442
E-mail: ernst_o@casa.gov.au

To: Mr David Pilkington

Fax 03 9825 0711

From: Oliver Ernst
AD Publishing Controller
Aviation Safety Standards Division
Civil Aviation Safety Authority

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Subject: CASA AAC 198-2

Dear Dave,

Find following (correct) copy of CASA AAC 198-2 as requested.

Best regards,

Oliver Ernst

AIRCRAFT TIME IN SERVICE - RECORDS

This article replaces AAC 120-5, and is in response to requests from industry to clarify the situation regarding the various methods used to record time in service for aircraft operating in the general aviation industry.

The Air Navigation Regulations and Air Navigation Orders require that maintenance releases for general aviation type aircraft shall contain a record of the time in service of the aircraft since issue of the current maintenance release. The total time in service of the aircraft is also required to be recorded in the aircraft log book at each issue of a new maintenance release.

"Time in Service" in respect of an aircraft is defined in Air Navigation Orders Section 100.5.0 sub-section 2 as being the "time from the moment it leaves the ground on a flight until it touches the ground just prior to the end of that flight".

RECORDING TIME IN SERVICE ON MAINTENANCE RELEASES

Either of the following methods may be adopted for recording time in service.

The first method involves noting the time of take-off and landing of each flight, then calculating the time in service for that particular flight (elapsed time). The flight times should be recorded on the maintenance release at each change of pilot and at the end of each days flying.

In the second method, the time in service may be taken from an approved automatic time recording instrument, installed so that it will record an elapsed time that is equal to or greater than the defined "time in service". Included in the types of instruments which may be used in this method are:

- electrical recording indicators connected via;

- engine oil pressure switches
- airspeed switches (including external vanes)
- main landing gear squat switches, and/or

- mechanical tachometers that also record engine hours.

Owners/operators should consider the advantages of connecting an electrical recording indicator so that it records the defined "time in service".

In all cases however, modifications are to be approved by the Department.

MALFUNCTIONING OF A RECORDER OR ITS POWER SUPPLY

If a recorder fails to operate and cannot be repaired before the next flight, details must be entered on the Maintenance Release together with a statement that elapsed time should be used until the recorder installation is repaired. Checks should be made to ensure that the daily totals entered on the Maintenance Release reflect the correct time in service, at and subsequent to the malfunction.

ALLOWANCES IN RECORDED HOURS FOR MAINTENANCE PURPOSES

In all cases where recording of time in service is achieved through use of an instrument which records a greater time than the defined "time in service" eg: mechanical tachometer, no reduction or factoring of recorded hours for maintenance purposes shall be made.