

The legislation does not, however, specifically prohibit the aircraft from being available for flight should the signature and date be missing. The Commander's legal pre-flight responsibility however, requires that he should satisfy himself that the aircraft is safe to operate. He is essentially unable to do this if the Tech Log has not been completed.

Under this condition, for a Commander to accept an aircraft, there would have to be an assessment made as to its airworthiness state. Engineering should establish procedures to ensure that the aircraft is indeed airworthy. The certifying line AME should be made aware that the tech log has not been signed prior to his certification in the tech log and that an assessment is being actioned. Once signed by the certifying engineer, the new Commander will accept the aircraft as being airworthy in the normal manner.

The new Commander should not be pressured to sign the previous (unsigned) tech log sheet on behalf of the incoming Commander. Indeed this would serve no useful purpose. The incoming Commander should be requested to complete the Tech Log when next available in Hong Kong at Ops Data Control.