

Definitions in respect to this Journey Log Book:

- "Depart Point" - The aerodrome where the aircraft began moving under its own power with the intent to commence the recorded flight. The aerodrome can either be written as an ICAO identifier or in plain language e.g. "MKTP" or "Tinson Pen".
- "Arrival Point" - The aerodrome where the aircraft stopped moving under its own power after the recorded flight.
- "Pilot in Command" - In relation to an aircraft, means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft.
- "P.I.C. Acceptance" - The initials of the pilot in command which indicates that the pilot in command, prior to the flight, had:  
- reviewed all the appropriate documents and information appropriate to the intended flight;  
- carried out a pre-flight inspection of the aircraft; and,  
- determined that the intended flight could be undertaken safely.
- "Student" - The name of the student that is receiving instruction from the Pilot in Command during the recorded flight. When a student is the Pilot-in-Command, this space is left blank.
- "Weight - Persons No./Wt" - The number and total weight of all persons on board the aircraft at take-off.
- "Weight - Cargo" - The total weight of all cargo, including carry-on baggage, on board the aircraft at take-off.
- "Weight - Fuel" - The total weight of all fuel on board the aircraft at take-off.
- "Weight - Take-off" - The total weight of the aircraft at take-off. Take-off weight shall not exceed the maximum take-off weight.
- "OPENING - TOTAL TIMES - FLIGHT" - The aircraft lifetime total flight time before any flights recorded on the particular Journey Log page.
- "OPENING - TOTAL TIMES - Hobbs" - The total time indicated on the Hobbs meter before any flights were recorded on the particular journey log page..

NOTE: Opening Times Shall NOT Be Recorded By A Flight Crew Member.

"OPENING - TOTAL TIMES - TACH" - The total time indicated on the engine tachometer before any flights were recorded on the particular journey log page..

"Time - OUT" - (Local Time Unless Otherwise Noted e.g. 07:45 U) The time that the aircraft began to move under its own power for the purpose of the recorded flight.

"Time - UP" - (Local Time Unless Otherwise Noted e.g. 07:45 U) The time that the aircraft left the surface for the purpose of the recorded flight.

"Time - DOWN" - (Local Time Unless Otherwise Noted e.g. 07:45 U) The time that the aircraft made contact with the surface after the recorded flight.

"Time - IN" - (Local Time Unless Otherwise Noted e.g. 07:45 U) The time that the aircraft stopped moving under its own power after the recorded flight.

"Air & Flight Time" - Air and Flight time shall be converted to tenths of an hour as follows:  
:03 - :08 min = .1  
:09 - :14 min = .2  
:15 - :20 min = .3  
:21 - :26 min = .4  
:27 - :32 min = .5  
:33 - :38 min = .6  
:39 - :44 min = .7  
:45 - :50 min = .8  
:51 - :56 min = .9  
:57 - 1:02 min = 1.0

"Time - Air" - The difference between Time - UP and Time - Down.

"Time - Flight" - The difference between Time - OUT and Time - IN. This is the time that the pilot(s) are permitted to log in their personal log books.

"Hobbs - OUT" - The time indicated on the Hobbs meter prior to the master switch being turned on prior to the recorded flight.

"Hobbs - IN" - The time indicated on the Hobbs meter after the master switch was turned off after the recorded flight.

"Hobbs - Hrs" - The difference between the Hobbs - OUT and the Hobbs - IN indicated time.

"TACH - OUT" - The time indicated on the engine tachometer prior to the engine being started prior to the recorded flight.

"TACH - IN" - The time indicated on the engine tachometer after the engine was turned off after the recorded flight.

"TACH - Hrs" - The difference between the TACH - OUT and the TACH - IN indicated times.

NOTE: Closing Times Shall NOT Be Recorded By A Flight Crew Member.

"CLOSING - TOTAL TIMES - FLIGHT" - The aircraft lifetime total flight time after all the flights recorded on the particular Journey Log page.

"CLOSING - TOTAL TIMES - Hobbs" - The total time indicated on the Hobbs meter after all flights were recorded on the particular journey log page..

"CLOSING - TOTAL TIMES - TACH" - The total time indicated on the engine tachometer after all flights were recorded on the particular journey log page. Caribbean Aviation Training Center utilises engine tachometer time for maintenance requirements.

"FUEL STATE" - At the beginning of any flying day, the fuel shall be checked and prior to the first flight of the day, the date, time and the total fuel in US gallons and weight in pounds shall be recorded. Any time fuel is added, the date and time and the amount of fuel added, in US gallons, shall be recorded; and, a new "Total Fuel - US gallons" and "Total Fuel Weight" shall be determined and recorded.

"OIL ADDED" - Any time oil is added, the date, time and amount of oil, in litres, shall be recorded.

"Defect No." - Each Defect shall be numbered by page number and in alphabetical order e.g. 1<sup>st</sup> defect "00001-A"; 2<sup>nd</sup> Defect "00001-B" etc.

"Details of Defect" - The details of the defect shall be recorded as soon as possible after the defect is detected and shall be sufficient in detail for the maintenance personnel to understand the problem. More than one Journey Log page may be required to describe the defect. In this section print the name of the P.I.C. in the event that maintenance personnel may be required to consult on the details of the defect.

"P.I.C." - The P.I.C. must initial the entry in the P.I.C. box.

"Rectification/Maintenance Action" - This section shall be completed in accordance with *Jamaica Civil Aviation Regulations, Directives and Orders*.