TAP PORTUGAL

# AIRCRAFT TECHNICAL REPORT

AEROPORTO DE LISBOA, Edifício 25, 1704-801 LISBOA - PORTUGAL

BZ 2032A

**Oil Added in Litres**

| | 1 | 2 | 3 | 4 | HYD.SYST. G | B | Y |
|---|---|---|---|---|---|---|---|
| ENG. | | | | | | | |
| IDG | | | | | | | |

APU

SIG:

EMP No.

DATE: D D M M Y Y Y Y

**Fuel Uplift Check for Next Flight**

| | TRUCK SYST. | | A/C SYST. (Kg) |
|---|---|---|---|
| Truck Metter | 7040 ℓ | Tot.Fuel Required | 8200 |
| Specif. Gravity | X 0.803 Kg/ℓ | Before Refuelling | 2600 |
| F.Uplift Calcul. | 5653 Kg ≥ | Uplift Fuel Required | 5600 |
| Adjust if neces | ℓ | F.O/B atDep | 8300 |

*(Fuel uplifted calcul.* in Kg must be greater than or equal to *Uplift Fuel Required* in Kg. Otherwise fuel Qty must be checked by stiks)

EMP/FCL No. 1979 SIG:

DATE: 19 12 2008

**Fuel QTY after Flight (CREW)**

FuelO/B atARR 2840 Kg

FCL No. 1979 SIG:

TYPE 7 **Inspection Performed** 1150 HOUR UTC

ETOPS CAT: I II III DATE: 19 12 2008

RVSM AUT/FCL No. 1979 SIG:

**Part 145.A.50 Release to Service**

Approval Certificate No. PT.145.001

Approval Certificate No.

AUTHORISATION No.

STA:

DATE: D D M M Y Y Y Y

EMP No.

SIG:

**Captain acceptance:**

SIG:

FCL No.:

CAPTAIN PRINT NAME:

A/C TYPE A320

A/C REG CS-

**De-Icing /Anti-Icing**

HOUR

TYPE

%

| FLIGHT No. | D D M M Y Y Y Y | STA-DEP | STA-ARR | TAKE OFF | LANDING | FLIGHT TIME | LANDs | D/N | SERV. No. |
|---|---|---|---|---|---|---|---|---|---|
| TP 0437 | 19 12 2008 | OR | XLS | 1228 | 1423 | 0155 | 01 | 14 | 173 |

RP | MAN | P F | TAX | T.O | CRZ | DES | APR | LDG | TAX | GND

**DEFECT DESCRIPTION:**

ATA CODE

**MAINTENANCE ACTIONS:**

| POS | OUT /IN | P/N | S/N | POOL |
|---|---|---|---|---|
| | | | | |

| POS | IN | P/N | S/N | STA |
|---|---|---|---|---|
| | | | | |

**AVARIA REPORTADA E DEPOIS ANULADA COM CORRECTOR? *(MALFUNCTION REPORTED AND THEN DISMISSED WITH PAPER CORRECTOR?*)**

**Next**

PRINT NAME:

SIG:

AUT/FCL No. 1563

DATE: 19 12 2008

**Part 145.A.50 Release to Service**

Approval Certif. No. PT.145.001

Approval Certif. No.

AUTHORISATION No.

STA:

DATE: D D M M Y Y Y Y

EMP No.

SIG:

TAP - MOD. ME 2013 - 07/07/2005 - S. I. 1933472.

**FELIZMENTE PODE-SE IDENTIFICAR A TEXTO PELO DECALQUE DA PARTE DE TRÁS DA FOLHA, QUE RELATA: MOTOR 1 DURANTE A SUBIDA MOSTROU VIBRAÇÕES DE N2=3.0 [O QUE É MUITO!]. *(FORTUNATLY, WE CAN IDENTIFY THE TEXT FROM THE BACK OF THE SHEET, WHICH SAYS: ENGINE1 DURING CLIMB VIBRATIONS FELT N2=3.0 [WHICH IS A LOT!])***