

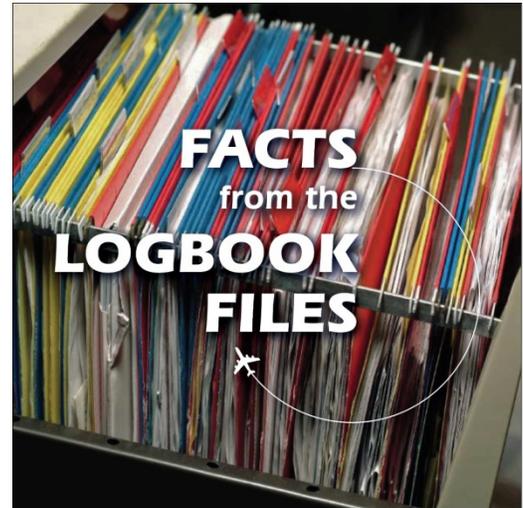
## Why your Maintenance Tracking Company's E-log is NOT a backup to a paper logbook.

Many aircraft operators, and maintenance personnel alike, mistakenly believe that electronic image copies of paper records provide an adequate back-up to the paper logbook.

Adding to this misconception is the maintenance tracking company's depository of electronic copies of maintenance entries, usually referred to as "E-logs" by most of the maintenance tracking companies.

There are several reasons why electronic images alone are not a legitimate back-up, including those sent to a maintenance tracking company's E-log depository:

1. Electronic images of logbook entries (usually stored as random pdfs) are typically not listed in chronological order, and are not stored under any particular file name. Since the images are not able to be seen unless opened; reprinting them to restore a logbook requires the operator to not only open, review, and print each image: the operator would then consume countless hours of time assembling the images into a proper file organization and in a chronologically correct order representative of the original logbook.
2. Unless the operator can guarantee that every paper record in the entire logbook has been copied into an electronic image, and every electronic image sent to the maintenance tracking company has been included in the aircraft's E-log depository ... the operator will never really know if they have a complete back-up of the aircraft's logbooks or not.



3. Pdfs (and other forms of electronic images alone) are not AC120-78A compliant. This means that reprinting an electronic copy will require a licensed A&P to sign that the reprinted images **are an exact copy of the original paper record**. Unless you are certain that the electronic images have always remained secure, and have never been tampered with, or changed in any way since they were created; the A&P signing the validation of the copy is at substantial risk, becoming responsible for the entire recorded maintenance history of an aircraft, even though he or she may only have been involved with the aircraft for a limited time.

Keep in mind: Pdfs and other electronic images sent to the maintenance tracking company have always been meant to serve one very important purpose: ***to legitimize the maintenance tracking information with a copy of the logbook entry.*** The reason:

According to the FAA, maintenance tracking information does not constitute a legal FAR 43 maintenance record entry. Therefore, maintenance tracking information is for tracking and forecasting purposes only. **NOT** for proof of work accomplished, or validation of the Airworthiness of the aircraft. Accordingly; the logbook, with FAR 43 compliant entries, is the only true source of information of the work accomplished on the aircraft. And only it provides a valid record of compliance of the aircraft's Airworthiness.