and 135.416 would be added to manage the reporting of structural defects.

Section 125.409 would be revised by requiring reports for specific events rather than reports of the occurrence or detection of every failure, malfunction, or defect. The proposed change eliminates the reporting of defects that do not compromise the airworthiness of the aircraft. The proposal would add requirements to part 125 that are equivalent to the reporting requirements in proposed §§ 121.703, 127.313, and 135.415.

In proposing to revise the part 135 reporting requirements, the FAA recognizes that aircraft maintained in accordance with part 135 may operate under part 91 at times; however, all part 135 reporting requirements would apply as long as the aircraft is maintained under part 135.

Reporting requirements would be revised for each of the proposed sections to standardize report information. Required reporting information would be revised to include total aircraft flight time to aid in evaluating corrosion and aircraft structural fatigue. In addition, the amount of elapsed time since the last maintenance performed on components would be added to determine how long components have been in service. Information on manufacturer's part numbers and serial numbers would be added to develop trend information. Reporting procedures would also be revised to encourage the electronic transmission of data directly to a centralized collection point as specified by the FAA. (Presently, the data base is maintained at the Mike Monroney Aeronautical Center.) A program that enters SDR data electronically into the SDRS would be optional. The electronic submission of data would provide a database that is near real-time. Data would be uploaded and available the next business day. The proposed rule would also provide for collecting information on aborted or "rejected" takeoffs caused by the failure, malfunction, or defect of an aircraft component or system. This information would be used to generate statistical data for future analysis of the safety implications such events may have on flight operations.

Sections 145.63 and 145.79 would be revised to allow parts 121, 125, 127, and 135 certificate holders to require certificated domestic and foreign repair stations to submit the reports required under the proposed sections of parts 121, 125, 127, and 135 on behalf of the certificate holder when the repair station discovers a malfunction or defect. This proposed change would

eliminate the requirement for the air carrier and the repair station to report the same problem to the FAA. However, the air carrier would not be relieved of the responsibility of ensuring that these reports are submitted.

The purpose of the proposed regulation would be to enhance air carrier safety by collecting additional and more timely data that identifies mechanical failures, malfunctions, and defects which may be a serious hazard to the operation of an aircraft. The information collected would be used to develop and implement corrective actions to help prevent future occurrences of these failures, malfunctions, and defects once they have been identified.

It should be noted that there is currently a proposal to delete part 127 in an NPRM published in the **Federal Register** on March 29, 1995, regarding Commuter Operations and General Certification and Operations Requirements (60 FR 16230). If part 127 is deleted in that final rule as proposed, the proposed revisions to part 127 in this NPRM will not be considered in the development of a final rule.

General Discussion of the Proposed Rule

Sections 121.703, 125.409, 127.313, and 135.415

The proposed rule would change the titles of §§ 121.703, 127.313, and 135.415 from "Mechanical reliability reports" to "Operational difficulty reports." The proposed rule also would change the title of § 125.409 from "Reports of defects or unairworthy conditions" to "Operational difficulty reports." The title change would reflect more accurately the type of information collected, which may be categorized as primarily operational and safety-related information rather than reliability and failure information as is implied by the current titles.

Sections 121.703(a)(1), 125.409(a)(1), 127.313(a)(1), and 135.415(a)(1)

Proposed §§ 121.703(a)(1), 125.409(a)(1), 127.313(a)(1), and 135.415(a)(1) would specify that a certificate holder must report each failure, malfunction, or defect involving any fire, rather than only those fires that occur during flight, as is currently prescribed by the regulations. The proposed changes would ensure that information is also reported on fires that occur on the ground because these fires may affect the safety of flight. In addition, the current requirement to report whether the related fire-warning system functioned properly in the event

of a fire caused by a failure, malfunction, or defect also would be retained by the proposed rule.

Current §§ 121.703(a)(2), 127.313(a)(2), and 135.415(a)(2) require certificate holders to report failures, malfunctions, or defects concerning fires during flight that are not protected by a related fire warning system. Proposed §§ 121.703(a)(1), 125.409(a)(1), 127.313(a)(1), and 135.415(a)(1) would retain this requirement because failures, malfunctions, or defects involving any fire must be reported by the certificate holder.

Sections 121.703(a)(2), 125.409(a)(2), 127.313(a)(2), and 135.415(a)(2)

Proposed §§ 121.703(a)(2), 127.313(a)(2), and 135.415(a)(2) would revise current §§ 121.703(a)(3), 127.313(a)(3), and 135.415(a)(3), respectively, which address the reporting of failures, malfunctions, or defects involving false fire warnings during flight. The proposed rule would require that any false fire or smoke warning necessitating the use of emergency procedures be reported to ensure that the certificate holder documents occurrences that have safetyof-flight implications. This requirement also would be added to proposed § 125.409(a)(2).

Sections 121.703(a)(3), 125.409(a)(3), 127.313(a)(3), and 135.415(a)(3)

Proposed §§ 121.703(a)(3), 127.313(a)(3), and 135.415(a)(3) would require that information on damage to an engine, adjacent structure, equipment, or components caused by a failure, malfunction, or defect of an engine exhaust system be reported by the certificate holder regardless of whether such damage occurred in flight or on the ground. Proposed § 125.409(a)(3) would add the same requirements for operations conducted under part 125. Currently §§ 121.703(a)(4), 127.313(a)(4), and 135.415(a)(4) require only that the certificate holder report to the FAA damage to an engine, adjacent structure, equipment, or components caused by an engine exhaust system during flight.

Sections 121.703(a)(4), 125.409(a)(4), 127.313(a)(4), and 135.415(a)(4)

Proposed §§ 121.703(a)(4), 127.313(a)(4), and 135.415(a)(4) would revise the current requirements in §§ 121.703(a)(5), 127.313(a)(5), and 135.415(a)(5), respectively, by requiring that the failure, malfunction, or defect of airplane or helicopter components that cause an accumulation or circulation of smoke, vapor, or toxic or noxious fumes resulting in the use of emergency