allow the exclusion of an item failure, such as a burned out reading light bulb, provided that such a failure would not affect the integrity of any of the systems and components described above.

Sections 121.703(c), 125.409(c), 127.313(c), and 135.415(c)

The proposed rule would revise current §§ 121.703(c), 127.313(c), and 135.415(c), and would add new § 125.409(c). These sections would extend the reporting requirements of a failure, malfunction, or defect in any aircraft to the aircraft, aircraft systems, components, and powerplants. These items have been added to require that reports of failures, malfunctions, or defects that endanger safe aircraft operation must include those that occurred throughout the aircraft as well as all of those that involve the aircraft's subassemblies.

Sections 121.703(d), 125.409(d), 127.313(d), and 135.415(d)

Under the proposed rule, each report of the occurrence or detection of a failure or defect for a 24-hour period still would be required to be submitted within 72 hours. However, this proposed rule would revise the current requirements in §§ 121.703(d), 127.313(d), and 135.415(d) by replacing the terms "send," "mailed," or "delivered" with the term "submit." An equivalent § 125.409(d) would also be added that revises the reporting requirements currently found in § 125.409(b). This change would allow for the use of other means, such as

electronic transmission via telephone facsimile or computer modem, to submit reports to the FAA. In addition, these proposed sections would change the location for submitting reports from the FAA Flight Standards District Office (FSDO) charged with the overall inspection of the certificate holder to a centralized collection point as specified by the FAA. However, the certificate holder would be required to make the operational difficulty report (ODR) data available to the FSO for examination at the time it is submitted to the FAA in a form and manner acceptable to the Administrator. This change would allow PMI's to remain informed of ODR activity and improve the timeliness of FAA processing of the data.

Currently, § 135.415(d) contains provisions for aircraft operating in areas where mail is not collected, thereby preventing mailing within the required 72 hours. In such cases, the reports are required to be submitted within 24 hours after the aircraft returns to a point where mail is collected. This provision also would be included in proposed § 125.409(d) because part 125 certificate holders often have remote operations similar to certain part 135 certificate holders.

Sections 121.703(e), 125.409(e), 127.313(e), and 135.415(e)

These proposed sections would revise the current reporting requirements of §§ 121.703(e), 127.313(e), and 135.415(e), and would add new reporting requirements in proposed § 125.409(e) to ensure reporting consistency. Current requirements of §§ 121.703(e), 127.313(e), and 135.415(e) allow the certificate holder to submit reports in a manner and form convenient to the certificate holder. The proposed changes would standardize reporting requirements and would explicitly provide for electronic reporting.

Section 121.703(e) specifies that information detailed in paragraphs (e)(1) through (e)(6) is mandatory and that information detailed in paragraphs (e)(7) through (e)(9) is desirable additional information. Additional available information may be submitted at a later date by resubmitting the ODR under its original Operator Control number as assigned by the FAA. This action would provide the FAA with additional data. Using the original Operator Control number would overwrite the original ODR with the additional available data.

The FAA would require that the following additional information be reported: aircraft serial number; station where the discrepancy was detected; FAA-modified Air Transport Association (ATA) Specification 100 code; and aircraft total time and total cycles. A current reporting item, "type", has been replaced by manufacturer and model. The addition of these items would increase the effectiveness of operational difficulty reporting and possible tracking of equipment. In addition, the FAA is developing a reporting form, FAA Form No. 8070-2 (see Figure 1), to standardize reporting.

BILLING CODE 4910-13-M