Reporting items that pertain to engine or component serial numbers and the time since the last maintenance of a component have been added to the reporting requirements. These items, along with the current requirement to report the emergency procedure effected, would be considered desirable information. The reporting of this information would be beneficial; however, collection of this information should not delay the submission of new reports.

The proposed rule would delete current §§ 121.703(g) and 121.703(h); §§ 127.313(g) and 127.313(h); and §§ 135.415(g) and 135.415(h). Current §§ 121.703(g), 127.313(g), and 135.415(g) contain provisions for air carriers to submit a report even when all of the information required is not available. Current §§ 121.703(h), 127.313(h), and 135.415(h) contain provisions for air carriers to submit supplemental reports when they obtain additional report information. These paragraphs would be deleted because proposed §§ 121.703(e), 127.313(e), and 135.415(e) would require that the following information be included on all reports: manufacturer, model, serial number, and identification number of the aircraft; operator name; date; flight number; station; stage of flight when the failure, malfunction, or defect occurred: the nature of the failure, malfunction, or defect; the FAA-modified ATA code; and the aircraft total time and total cycles. In addition, proposed §§ 121.703(d), 125.409(d), 127.313(d), and 135.415(d) would require that the report be submitted with the 72-hour period. Therefore, the submission of an incomplete report as currently permitted under §§ 121.703(g), 127.313(g), and 135.415(g) would not meet the intent of the proposed rule. Further, the provision for the submission of any additional data as specified in current §§ 121.703(h), 127.313(h), and 135.415(h) would be unnecessary and might add information to SDRS that is not safety related.

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

Sections 121.703(f), 127.313(f), and 135.415(f) currently state that certificate holders that also hold Type Certificates (TC) (including Supplemental Type Certificates (STC)), Parts Manufacturer Authorization (PMA), or Technical Standard Order (TSO) authorization, or who are licensees of TC, need not report failures, malfunctions, or defects under these sections if the failures are reported under § 21.3 or under part 830 of the NTSB regulations (49 CFR 830). An equivalent § 125.409(f) would be added

to provide consistency with parts 121, 127, and 135. In addition, §§ 121.703(f), 127.313(f), and 135.415(f) would be revised by deleting an obsolete reference to § 37.17. Part 37 was removed effective September 9, 1980.

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

These proposed paragraphs would allow parts 121, 125, 127, and 135 certificate holders to require a certificated domestic or foreign repair station to report a failure, malfunction, or defect discovered by the repair station. Currently, when a repair station finds a failure, malfunction, or defect, this information is reported by both the repair station under § 145.63(a) or § 145.79(c), as appropriate, and the part 121, 125, 127, or 135 certificate holder. Therefore, information about the same problem is reported twice to the FAA. The proposed revision is intended to eliminate these duplicate reports. However, the certificate holder would not be relieved of the responsibility to ensure that these reports are submitted. The proposed rule would require that the part 121, 125, 127, or 135 certificate holder receive a copy of the report submitted by the repair station.

Sections 121.704(a)(1), 125.410(a)(1), 127.314(a)(1), and 135.416(a)(1)

The proposed rule would revise and incorporate the reporting requirements relating to defects in aircraft structures of current §§ 121.703(a)(14) and 121.703(a)(15) into § 121.704(a)(1); of current §§ 127.313(a)(10) and 127.313(a)(11) into § 127.314(a)(1); and of current §§ 135.415(a)(14) and 135.415(a)(15) into § 135.416(a)(1). An equivalent § 125.410(a)(1) also would be added. Proposed §§ 121.704(a)(1), 125.410(a)(1), 127.314(a)(1), and 135.416(a)(1) would contain provisions for reporting information relevant to structural defects of aging aircraft and corrosion protection. The required reporting would focus on discrepancies found in primary structural or principal structural elements relating to corrosion that exceed the manufacturer's Maintenance Manual (MM) allowable limits. As used in this paragraph, the MM includes the aircraft's Structural Repair Manual and other manufacturer's documents, which set forth maintenance requirements.

Sections 121.704(a)(2), 125.410(a)(2), 127.314(a)(2), and 135.416(a)(2)

These proposed sections would revise the reporting requirements for parts 121, 127, and 135, and would add reporting requirements for part 125, for cracks detected only in a primary structure or principal structural element that require the repair or replacement of the structural element. Currently, §§ 121.703(a)(15), 127.313(a)(11), and 135.415(a)(15) require reporting of all cracks in aircraft structures even if the location and size of the crack do not have safety-of-flight implications.

Sections 121.704(a)(3), 125.410(a)(3), 127.314(a)(3), and 135.416(a)(3)

These proposed sections would include a reporting requirement for the detection of disbonding of any primary structure or principal structural element. Currently, air carriers may report disbonding in accordance with § 121.703(c), 127.313(c), or 135.415(c); however, this requirement should be explicit because reporting of disbonding defects is necessary in the early identification of safety-of-flight issues associated with aging aircraft.

Sections 121.704(a)(4), 125.410(a)(4), 127.314(a)(4), and 135.416(a)(4)

These proposed sections would require air carriers to report failures or defects of primary structure or principal structural elements when data developed by a Designated Engineering Representative (DER), under SFAR–36, or other approved repair data that is not found in the manufacturer's MM is used to accomplish the repair.

Some air carriers are uncertain about whether the subsequent detection of the same failure or defect must be reported when the failure or defect was repaired using DER, SFAR–36, or other approved non-MM repair data. The proposed rule would explicitly require that air carriers shall report each and every occurrence of a failure or defect repaired in accordance with DER-approved or other non-MM repair data.

Some Part 135 aircraft may not have Structural Repair Manuals (SRM). Repairs accomplished within the limits of SRM's or MM are not reportable. Repairs developed outside these approved data sources are reportable whether the accepted or approved data is developed by a DER, under SFAR 36, or other approved repair data.

Sections 121.704(a)(5), 125.410(a)(5), 127.314(a)(5), and 135.416(a)(5)

These proposed sections would require the collection of information on any discrepancies found in primary structure or principal structural elements comprised of composite materials. The specific reporting of failures and defects of new and emerging technologies used in the manufacturing of aircraft structures is necessary in the early identification and