resolution of problems that may have an adverse effect on safety.

## Sections 121.704(b), 125.410(b), 127.314(b), and 135.416(b)

The proposed sections would require that in addition to the reports required by proposed §§ 121.704(a), 125.410(a), 127.314(a), and 135.416(a), certificate holders would be required to report any other failure or defect that occurs or is detected in an aircraft structure if, in the opinion of the certificate holder, the failure or defect has endangered or may endanger the safe operation of any aircraft.

## Sections 121.704(c), 125.410(c), 127.314(c), and 135.416(c)

These proposed sections would require that each report be submitted to a centralized collection point specified by the FAA within the required reporting period. Currently, Service Difficulty Reports are submitted to the FAA FSDO charged with the overall inspection of the certificate holder. However, under the proposal, the certificate holder would be required to make the SDR data available to the FSDO for examination within the time limits specified above in a form and manner acceptable to the Administrator. This would allow PMI's to remain informed of SDR activity, improve the timeliness of FAA processing of the data, and increase the data's availability for analysis. This proposed section also would allow for the use of other means, such as electronic transmission via telephone facsimile or computer modem, to submit reports to the FAA to increase the timeliness of reporting.

Proposed §§ 125.410(c) and 135.416(c) would include provisions for aircraft operating in areas where mail is not collected, thereby preventing mailing within the required 72 hours. In such cases, the reports would be required to be submitted within 72 hours after the aircraft returns to a point where mail is collected.

## Sections 121.704(d), 125.410(d), 127.314(d), and 135.416(d)

Under the proposed rule, reports of structural problems would require information on: manufacturer, model, serial number, and registration number of the aircraft; operator name; nature of failure or defect and its location; FAAmodified ATA code; aircraft total time and cycles; and the date and station where the certificate holder found the discrepancy. Optional information would include the identification of the manufacturer's part number or the serial number of the part or component and the time since the last maintenance overhaul, repair, or inspection. To promote standardized reports, the FAA is currently revising a reporting form, FAA Form No. 8070–3 (see Figure 2).

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