Minimum Equipment List as provided for in § 91.213;

(10) Any aircraft component or system that results in aborted takeoffs after initiation of the takeoff roll or the taking of emergency actions during flight; and

- (11) Any emergency evacuation system or component including any exit door, passenger emergency evacuation lighting system, or evacuation equipment that is found to be defective, or that fails to perform the intended function during an actual emergency or during training, testing, maintenance, demonstrations, or inadvertent deployments, excluding failures, malfunctions, or defects that are deferrable according to the Minimum Equipment List as provided for in § 91.213.
- (b) * * (c) In addition to the reports required by paragraph (a) of this section, each certificate holder shall report any other failure, malfunction, or defect in an aircraft, system, component, or powerplant that occurs or is detected at any time if, in its opinion, that failure, malfunction, or defect has endangered or may endanger the safe operation of an aircraft.
- (d) Each certificate holder shall submit each report required by this section, covering each 24-hour period beginning at 0900 local time of each day and ending at 0900 local time on the next day, to a centralized collection point as specified by the FAA. Each certificate holder also shall make the report data available for examination by the Flight Standards District Office charged with the overall inspection of the certificate holder in a form and manner acceptable to the Administrator. Each report of occurrences during a 24hour period shall be submitted to the FAA within the next 72 hours. However, a report that is due on Saturday or Sunday may be submitted on the following Monday, and one that is due on a holiday may be submitted on the next work day.
- (e) The certificate holder shall submit the reports required by this section in an electronic form or another form acceptable to the Administrator. The reports shall include the information listed in paragraphs (e)(1) through (e)(6) of this section and should include as much information that is available for paragraphs (e)(7) through (e)(9) of this section:
- Manufacturer, model, serial number, and registration number of the aircraft.
 - (2) The name of the operator.
- (3) The date; flight number; station where the failure, malfunction, or defect was detected; and the stage during

- which the failure, malfunction, or defect occurred (e.g., preflight, taxi, takeoff, climb, cruise, descent, approach, landing, or inspection)
- (4) The nature of the failure, malfunction, or defect.
- (5) The applicable FAA modified Air Transport Association Specification 100 code (ATA code).
- (6) The aircraft total time and total cycles.
- (7) The engine or component serial number.
- (8) The emergency procedure effected.(9) Identification of the part and system involved, including available information pertaining to type designation of the major component and the time since the last maintenance overhaul, repair, or inspection.
- (f) A certificate holder that is also the holder of a Type Certificate (including a Supplemental Type Certificate), a Parts Manufacturer Approval (PMA), or a Technical Standard Order (TSO) authorization, or that is a licensee of a Type Certificate, need not report a failure, malfunction, or defect under this section if the certificate holder has reported the failure, malfunction, or defect under § 21.3 of this chapter or under the accident reporting provisions of part 830 of the regulations of the National Transportation Safety Board.
- (g) A report required by this section may be submitted by a certificated repair station when the reporting task has been assigned to it by a part 121 certificate holder. However, the part 121 certificate holder remains primarily responsible for ensuring compliance with the provisions of this section. The part 121 certificate holder shall receive a copy of each report submitted by the repair station.
- 3. Section 121.704 is added to read as follows:

§121.704 Structural difficulty reports.

- (a) Each certificate holder shall report the occurrence or detection of each failure or defect of each primary structure or principal structural element, as defined in the manufacturer's Maintenance Manual, which includes the aircraft's Structural Repair Manual, related to-
- (1) Corrosion that requires rework or blendout that exceeds the manufacturer's Maintenance Manual (MM) allowable limits and requires a repair or a complete or partial replacement of a primary structure or principal structural element;
- (2) Cracks that require a repair or a complete or partial replacement of a primary structure or principal structural element;
- (3) Disbonding that requires a repair or a complete or partial replacement of

- a primary structure or principal structural element;
- (4) Failures or defects repaired in accordance with data approved by a Designated Engineering Representative (DER) or other approved data not contained in the manufacturer's MM; and
- (5) Any crack, fracture, or delamination of a primary structure or principal structural element composed of composite materials.
- (b) In addition to the reports required by paragraph (a) of this section, each certificate holder shall report any other failure or defect in aircraft structure that occurs or is detected at any time if. in its opinion, that failure or defect has endangered or may endanger the safe operation of any aircraft.
- (c) Each certificate holder shall submit each report required by this section covering such 24-hour period beginning at 0900 local time of each day and ending at 0900 local time on the next day, to a centralized collection point as specified by the FAA. Each certificate holder also shall make the report data available for examination by the Flight Standards District Office charged with the overall inspection of the certificate holder in a form and manner acceptable to the Administrator. Each report of occurrences during a 24hour period shall be submitted to the FAA within the next 72 hours. However, a report that is due on Saturday or Sunday may be submitted on the following Monday, and one that is due on a holiday may be submitted on the next work day.
- (d) The certificate holder shall submit the reports required by this section in an electronic form or another form acceptable to the Administrator. The reports shall include the following information listed in paragraphs (d)(1) through (d)(6) of this section and should include as much information that is available for paragraph (d)(7) of this section:
- Manufacturer, model, serial number, and registration number of the aircraft.
 - (2) The name of the operator.
- (3) The nature of the failure or defect and its location.
- (4) The FAA-modified Air Transport Association Specification 100 code (ATA code).
 - (5) The aircraft total time and cycles.
- (6) The date and station where the failure or defect was discovered.
- (7) Identification of the part or component involved (e.g., manufacturer's part number and serial number) and the time since the last maintenance overhaul, repair, or inspection.