(11) Any brake system component that results in any detectable loss of brake actuating force when the aircraft is in motion on the ground.

(b) For the purposes of this section during flight means the period from the moment the helicopter leaves the surface of the earth on takeoff until it touches down on landing.

(c) In addition to the reports required by paragraph (a) of this section, each air carrier shall report any other failure, malfunction, or defect in a helicopter, system, component, or powerplant that occurs or is detected at any time if, in the air carrier's opinion, the failure, malfunction, or defect has endangered or may endanger the safe operation of the helicopter it uses.

(d) Each air carrier shall submit each report required by this section as prescribed in paragraphs (a) and (c) of 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 24-hour 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 air carrier shall submit the reports required by this section is 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 reasonably available for paragraphs (e)(7) through (e)(9) of this section:

(1) Manufacturer, model, serial number, and registration number of the helicopter.

(2) The name of the air carrier.

(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, 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 helicopter total time and total cycles.

(7) The engine or component serial number.

(8) The emergency procedure affected (e.g., unscheduled landing and emergency descent).

(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 it 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) Reports prescribed in paragraph (e) of this section may be submitted by a certificated repair station when the reporting task has been assigned by a part 127 air carrier, under the provisions of §§ 145.63(d)(3) or 145.79(e)(3) of this chapter. However, the responsibility for ensuring compliance with the provisions of this section may not be delegated by the part 127 air carrier. The part 127 air carrier shall receive a copy of each report.

10. Section 127.314 is added to read as follows:

§127.314 Structural difficulty reports.

(a) Each air carrier 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 and other manufacturer's documents that set forth maintenance requirements) 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 Designated Engineering Representative (DER) data 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 air carrier shall report any other failure or defect in helicopter 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 helicopter it uses.

(c) Each air carrier shall submit each report required by this section, as prescribed in paragraphs (a) and (b) of 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 the location where the data base is maintained. 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 air carrier 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 (d)(1) through (d)(6) of this section and should include as much information that is reasonably available for paragraph (d)(7) of this section:

(1) Manufacturer, model, serial number, and registration number of the helicopter.

(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 helicopter 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.

(e) An air carrier that is also the holder of a Type Certificate (including a Supplemental Type Certificate), a Parts Manufacturer Approval (PMA), or