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.

(f) Reports prescribed in paragraph (d) of this section may be submitted by a certificated repair station when the reporting task has been assigned by the 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.

11. Section 127.315 is revised to read as follows:

§ 127.315 Mechanical interruption summary report.

Each certificate holder shall regularly and promptly submit a summary report to the Administrator following each interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected mechanical difficulties or malfunctions that are not required to be reported under § 127.313 or § 127.314.

12. The authority citation for part 135 continues to read as follows:

Authority: 49 U.S.C. app. 1354(a), 1355(a), 1421 through 1431, and 1502; 49 U.S.C. 106(g).

13. Section 135.415 is amended by revising the heading and paragraphs (a), (c), (d), (e), (f), and (g) and by removing paragraphs (a)(12) through (a)(16) and paragraph (h) to read as follows:

§ 135.415 Operational difficulty reports.

(a) Each certificate holder shall report the occurrence or detection of each failure, malfunction, or defect in an aircraft concerning—

(1) Any fire and, when monitored by a related fire-warning system, whether the fire-warning system functioned properly;

(2) Any false fire or smoke warnings that require the use of emergency procedures;

(3) An engine exhaust system that causes damage to an engine, adjacent structure, equipment or components;

(4) An aircraft component that causes the accumulation or circulation of smoke, vapor, or toxic or noxious fumes requiring the use of emergency procedures;

(5) Any engine flameout or shutdown during ground or flight operations, excluding intentional engine shutdowns during such operations (e.g., flight crew training, test flights, or taxiing to reduce fuel consumption);

(6) A propeller feathering system or ability of the system to control overspeed;

(7) A fuel or fuel-dumping system that affects fuel flow or causes hazardous leakage during flight;

(8) A landing gear extension or retraction or the opening or closing of landing gear doors during flight;

(9) Any brake system component that results in any detectable loss of brake actuating force when the aircraft is in motion on the ground, excluding failures, malfunctions, or defects that are deferrable according to the 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 it uses.

(d) Each certificate holder 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 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 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. For aircraft operating in areas where mail is not collected, reports may be submitted within 24 hours after the aircraft returns to a point where mail is collected.

(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 must 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) to (e)(9) of this section:

(1) 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 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 135 certificate holder, under the provisions of §§ 145.63(d)(4) or 145.79(e)(4) of this chapter. However, the responsibility for ensuring compliance with the provisions of this