CIVIL AERONAUTICS MANUAL 42

U. S. Department of Commerce — Civil Aeronautics Administration

Civil Aeronautics Manuals and supplements thereto are issued by the Office of Aviation Safety, Civil Aeronautics Administration, for the guidance of the public and are published in the Federal Register and the Code of Federal Regulations.

Supplement No. 1

JUN 18 1940

SUBJECT: 42.96 Reporting of Malfunctioning and Defects

SPECIAL NOTICE

Commencing with the issuance of this supplement, a new procedure is being established for informing the public of CAA rules, policies, and interpretations. Pending such time as it will be possible for the CAA to issue a revised Civil Aeronautics Manual 42, including the appropriate Civil Air Regulation, there will be issued from time to time supplements such as this containing rules, policies, and interpretations in the form of pages to a manual. These pages should be retained by the recipient and combined with others that will be released periodically, thus permitting the compilation of all material on this particular regulation in one file. These supplements will be distributed by the CAA free of charge until such time as the revised Manual 42 is available. Upon publication of the revised Manual, which will include all the supplements to date, it will be placed on sale at the Government Printing Office.

This procedure eliminates the use of the Aviation Safety Release for the publication of CAA material explaining or implementing Civil Air Regulations and, as time permits, all prior Aviation Safety Releases of this type will be replaced either by a complete Manual or a supplement such as this. Instructions contained in supplementary material in regard to the insertion of new pages and deletion of out-of-date material should be carefully followed. All future supplements to Civil Aeronautics Manual 42 will have the same format as is followed in this initial supplement.

The numbering system for this material follows exactly that of like material published in the Federal Register. The quotation of the Civil Air Regulation uses the numbering system established by the Civil Aeronautics Board and the Federal Register. CAA material is identified by appending a dash to the regulation number and then numbering as outlined in the attached pages.

JUN 16 1949

42.96-1 Additional Maintenance Requirements for Large Aircraft

The Office of Aviation Safety announces the attached new policy concerning a reporting procedure which provides for immediate reporting of mechanical difficulties of a hazardous nature and for submission of a monthly report of chronic conditions that collectively are considered hazardous by their repetitious nature.

The reports emitting from this procedure are forwarded to the Washington office of the Air Carrier Maintenance Division where they receive immediate attention in regard to corrective action and are disseminated to all concerned groups in the industry daily or monthly, as the case may be. A follow-up system is maintained to assure permanent corrective action on any hazardous mechanical difficulty. Progress of this action on various items is disseminated through supplements to the daily summarization of all reported hazards. This procedure results in immediate corrective action by the concerned air carrier operator, the CAA and the manufacturer, and, in addition, provides a means for concerted action against costly and hazardous mechanical deficiencies.

Attached is a new page headed "CAR 42.96 Reporting of Malfunctioning and Defects" and dated JUN 16 1949 This page should be retained as the first in a series of similar statements that will be issued explaining or implementing Civil Air Regulation 42.

Original signed by E. S. Hensley

E. S. Hensley, Director
Office of Aviation Safety

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"CAR 42.96 Reporting of malfunctioning and defects. An air carrier shall report in a manner prescribed by the Administrator all malfunctioning and defects occurring during operation or discovered during inspection which cause or may be reasonably expected by the air carrier to cause an unsafe condition in any aircraft, engine, propeller, or appliance. The corrective action taken by the air carrier to prevent recurrence of the malfunctioning or defect shall be indicated."

42.96-1 REPORTING OF MALFUNCTIONING AND DEFECTS. (CAA policies which apply to section 42.96).

(a) GENERAL. The following reporting procedure will apply to all certificated irregular air carriers which operate aircraft with a maximum certificated gross take-off weight of 12,500 pounds or more and eliminates the necessity for submission of Form ACA 1226 by these operators.

(b) DAILY MECHANICAL REPORTS.

(1) SUBMISSION OF REPORTS. Whenever a failure, malfunction, or other defect1/ is detected in flight or on the ground in an aircraft or aircraft component, which may reasonably be expected by the air carrier to cause a serious hazard in the operation of any aircraft, notice thereof is to be transmitted to the nearest CAA Aviation Safety District or Regional Office in the area in which the aircraft is being operated.

(2) TIMES OF SUBMISSION. Such daily reports should be submitted only where mechanical hazards have been detected; should be submitted within the 24 hour period from midnight to midnight of the day of occurrence; and should be transmitted to the nearest Aviation Safety Office before noon of the following working day when possible, except that reports for Fridays, Saturdays, and Sundays should be submitted not later than noon of the following Monday. When it is impossible to furnish the report before noon due to scheduling, it should be reported as early as possible, but in no case later than 24 hours after the period for which the report is submitted. It is not necessary that the operator's personnel personally appear at the CAA office since such reports may be transmitted by telephone, wire, or other rapid means of communication.

(3) METHODS OF TRANSMISSION. Such reports may be transmitted in a manner or on a form convenient to the air carrier's system of communications and procedures.

1/ Failures, malfunctions, or other defects not covered by CAR Part 62, which are to be reported under these rules, comprise generally the following basic items: Fire hazards, structural hazards, serious system or component malfunctions or failures, unsafe procedures or conditions, defects in design or quality of parts and materials found installed on aircraft or intended for such installation.

(i) SUGGESTED FORM FOR TRANSMISSION. Whenever practicable, the following guide for each aircraft type should be used by the air carrier in submission of the daily reports:

(a) Type, NC identification of aircraft, airline and date

(b) Emergency procedure effected (unscheduled landing, dumping fuel, etc.)

(c) Nature of condition (fire, structural failure, etc.)

(d) Identification of part and system involved, including the model designation of the major component (e.g., P&W R-2800-34)

(e) Apparent cause of trouble (wear, cracks, design, personnel error, etc.)

(f) Disposition (repaired, replaced, aircraft grounded, etc.)

(g) Brief narrative summary to supply any other pertinent data required for more complete identification, determination of seriousness, corrective action, etc.

(4) SUPPLEMENTARY INFORMATION. The daily reports should not be withheld pending presentation of all specific details pertaining to such items of information. As soon as the additional information is obtained, it is to be submitted in an expedited supplement to the original report, making reference to the date and place of submission of the first report.

(c) MONTHLY REPORT OF CHRONIC MECHANICAL DIFFICULTIES. As soon as practicable, after the end of each calendar month each certificated irregular air carrier operating aircraft of 12,500 pounds maximum gross take-off weight should submit three copies of a report covering the mechanical difficulties experienced during the preceding month which they consider chronic or otherwise particularly significant from a safety standpoint. The report is to contain sufficient information so as to enable a determination of the trend of failures and defects and to provide information on which to base corrective action. The detailed information from which such reports are prepared shall be kept current and available for examination at the air carrier's main headquarters by any authorized representative of the Administrator or Board.

Air carriers will submit the report to the CAA regional or district office holding the carrier's Operating Certificate for review, appropriate investigation and forwarding to the Washington office of the Air Carrier Maintenance Division.

JUN 16 1949