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Supplement No. 5 — May 19, 1950

SUBJECT: 61.341
Reports, General

The Office of Aviation Safety announces the attached CAA rules with respect to Daily Mechanical Reports and reporting of chronic mechanical difficulties. This supplement supersedes Aviation Safety Release 311.

61.341-1 MECHANICAL HAZARD AND DIFFICULTY REPORTS

Attached are revised CAA rules for insertion under CAR 61.341, Reports, General. This supplement is issued to announce revised CAA rules in respect to scheduled air carrier reporting of chronic mechanical difficulties. There is no change in the procedure for Daily Mechanical Reports.

John F. Warlick
E. S. Hensley
Director, Office of
Aviation Safety

Attachment

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"CAR 61.341 General. Each scheduled domestic air carrier shall furnish the Administrator such reports as may be required by him."

61.341-1 MECHANICAL HAZARD AND DIFFICULTY REPORTS. (CAA rules which apply to section 61.341).

(a) DAILY MECHANICAL REPORTS. Whenever a failure, malfunctioning, or other defect 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 shall be transmitted through the air carrier's principal maintenance base to the Civil Aeronautics Administration maintenance agent-in-charge assigned to the air carrier.

NOTE: Failures, malfunctionings, or other defects required to be reported under these rules comprise generally the following basic items:

Fire hazards.
Structural hazards.
Serious system or component malfunctioning or failure.
Unsafe procedures or conditions, and
Defects in design or quality of parts and materials found installed on aircraft or intended for such installation.

Such daily reports shall be required only where mechanical hazards have been detected; shall cover the 24-hour period from midnight to midnight of each day; and shall be transmitted to the assigned maintenance agent of the Civil Aeronautics Administration before noon of the following working day, except that reports for Fridays, Saturdays, and Sundays may be submitted not later than noon of the following Mondays.

Such reports may be transmitted in a manner and on a form convenient to the air carrier's system of communications and procedures.

(1) GUIDE FOR PREPARATION OF DAILY REPORTS. Whenever practicable, the following guide for each aircraft category should be used by the air carrier in the preparation of the daily reports:

(i) Category, "N" identification of aircraft, airline and trip number.
(ii) Emergency procedure effected (unscheduled landing, dumped fuel, etc.).
(iii) Nature of condition (fire, structural failure, etc.).
(iv) Identification of part and system involved.
(v) Apparent cause of trouble (wear, cracks, design, personnel error, etc.).
(vi) Disposition (repaired, replaced, aircraft grounded, etc.).
(vii) Brief narrative summary to supply any other pertinent data required for more complete identification, determination of seriousness, etc.

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 may be submitted as a supplement to the report.

The rules requiring daily reports of mechanical hazards will become effective upon publication in the Federal Register.

(b) MONTHLY REPORT OF MECHANICAL DIFFICULTIES.

(1) GENERAL. The following procedures are to be utilized in compliance with the requirement of a monthly report of chronic mechanical difficulties.

(2) SCOPE OF REPORT. The monthly report of chronic mechanical difficulties will be compiled by the Civil Aeronautics Administration from information furnished daily by the scheduled air carriers to the assigned Aviation Safety Agents. This report will include all aircraft occurrences due to known or suspected malfunctions or mechanical difficulties which result in an interruption to a scheduled flight or a change of aircraft. The information required for the report shall be furnished to the CAA in the form of a daily summary of such occurrences. Any mechanical malfunction or suspected malfunction occurring in flight or on the ground during scheduled operation which results in a change in the aircraft schedule, regardless of cause, shall be included in the summary. The daily summary of mechanical delays, which is prepared for internal use by the air carriers, will in almost all cases, contain the information necessary for this requirement. Submission of copies of this report will be satisfactory, provided it contains sufficient information as outlined below. In some cases it may be necessary to make slight modifications or add further information if this report is to be used. The daily submission of information for compilation of the monthly chronic report does not affect, in any way, the reporting of items covered under the Daily Mechanical Report.

The summary shall also include the number of engines removed prematurely because of mechanical trouble, listed by make and model, and the number of propeller featherings for any reason indicating the flight attitude at the time of feathering, such as take-off, climb, cruise, etc. A statement of cause is not required with the numerical report of engine removals and propeller featherings.

(3) SUBMISSION. The period covered by each daily summary shall be for the preceding 24 hours during which reports of pertinent occurrences are received by the air carrier's main base. No daily summary will be submitted for those periods during which no interruptions to schedule were experienced; however, engine removal and propeller feathering data should be included in the next summary submitted. Each summary should be identified numerically to maintain continuity.

(4) FORMAT. The daily summary shall include as much as possible of the following data that apply to the individual occurrences reported:

(i) Identification of the daily summary, including a consecutive serial number of the summary, name of operator, and date of occurrence of the items reported.

(ii) Type and CAA identification of aircraft to which each item pertains.

(iii) Brief statement describing or identifying the difficulty experienced. This statement shall identify the parts and system involved and any available related information, where possible, which can reasonably be expected to add to the value of the report from an informative or analytic standpoint. Desirable information would include, where possible, such items as corrective action, extraordinary conditions, whether or not difficulty was induced by personnel error or other extraneous occurrence, and recommendations.