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REPORTING OF FAILURES, MALFUNCTIONS AND DEFECTS
(SERVICE DIFFICULTY REPORT- SDR)

1. PURPOSE

This airworthiness notice provides backgound and guidance for the owner or operator to use in the reporting of Failures, Malfunctions and Defects in conjunction with MCAR Part 21 para 21.3, MCAR Part-145 para 145.60 and MCAR Part-M para M.202 requirements.

2. REQUIREMENTS

Each Operators and/or Approved Maintenance Organizations must report any malfunction, failure or defect in an aircraft that occurs or is detected at any time, *if under the opinion that the malfunction, failure or defect has endangered or may endanger the safe Operations and/or Continued Airworthiness of an aircraft.*

3. SYSTEM OUTCOMES

3.1 The current aircraft population is increased to achieve full knowledge of all potential safety problems solely through inspection. The SDR system assists in effective decision making, resource utilization and enhancement of safety. A properly implemented SDR system provides the intelligence needed to assess defects, institute early corrective action and thus assist in accident prevention.

3.2 The SDR is a feedback system, which provides a most effective database for effective decisions on matters of reliability and airworthiness.

3.3 Most failures in aircraft parts are random. In some cases service time between intervals can be increased if based on proper statistics obtainable from data including that of a working SDR system. Truly meaningful inspection periods should result from proper inspection rationalization based on statistical records resulting from full defect reporting. Conversely, SDR information may be used to convince operators that reliability of certain aeronautical products must be improved.

4. SYSTEM FEEDBACK

An effective SDR system will provide information, which will enable DCA to make sound regulatory decisions and to provide an improved advisory service to the operator. The DCA may use the following to promulgate this information, Airworthiness Directives, Advisory Circulars, or Airworthiness Notices.

5. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

5.1 The Notice stipulate that Owners (or) Commercial (or) Non-commercial Operators of Myanmar Registered Aircraft must report, the existence of a malfunction, failure, or defect *that may classify as a reportable category* related to the aircraft, engine,

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system or components thereof. This includes any such failure that occurs subsequent to a similar failure previously reported. A Service Difficulty Report (SDR) must be forwarded to the DCA within *72 hours* of the discovery of the malfunction, failure, or defect.

5.2 In addition, AOC operators under MCAR Part 1 and Part M specifically direct that where an operator knows of major defects or damage in an aircraft that have caused, or that could cause:

(a) a primary structural failure;

(b) a control system failure;

(c) fire anywhere in the aircraft

(d) engine shutdown in flight for any cause, or

(e) Any other condition considered an imminent hazard to safety;

5.3 Technical Defects;

Technical defects having an influence or potential influence on airworthiness that cannot be corrected by normal maintenance practices shall be reported by the operator.

5.4 Type Design Deficiencies;

Any person or organization performing maintenance to aircraft shall report to the DCA any design deficiency that has a potential influence on airworthiness.

5.5 Inspection Difficulties;

Particular difficulties encountered during performance of maintenance inspections shall be reported by the Approved Maintenance Organization certificate holder.

5.6 The operator must advise the DCA, and also the State of Registry and the State of Design either by telephone, facsimile, E-mail, etc. of the occurrence immediately. The initial reporting then needs to be followed up with a defect report. This action may assist in the discovery of similar problems in other aircraft and help prevent a major accident.

5.7 The operator must also submit a defect report if, during the course of complying with an AD or a direction given by the DCA, the operator finds any defect where no limits are specified or where a defect is outside the specified limits.

5.8 A failure or defect that does not exceed the manufacturer's established allowable limits, and which is repaired in accordance with the manufacturer's Structural Repair Manual, does not have to be reported. However, major repairs made in accordance with DCA approved data, or approved by an approved person/organization, do require a report.

5.9 Defects covered under an approved Minimum Equipment List (MEL) for an aircraft do not require reporting.

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6. Sample form of Service Difficulty Report is -

C.A 163(E)

REPUBLIC OF THE UNION OF MYANMAR
MINISTRY OF TRANSPORT AND COMMUNICATIONS
DEPARTMENT OF CIVIL AVIATION

SERVICE DIFFICULTY REPORT
(Un-Airworthy Condition Report)

Report to

Airworthiness Division
Department of Civil Aviation
Myanmar

From

Operator/Owner --
Report No. --
Page. --
Date. --

1) Aircraft Type ------------------------
   Registration --------------------------
   Flight No. ----------------------------
   Route From --------------------------------
   Route To ------------------------------------
   Date ----------------------------------

2) Component ---------------------
   Part No. -------------------------
   Serial No. ------------------------
   TSN -----------------------------
   TSO ------------------------------

3) Occurrence took place;

☐ Parked ☐ Descent
☐ Taxiing ☐ Approach
☐ Takeoff ☐ Landing
☐ Climb ☐ Maintenance
☐ En-route ☐ Inspection
☐ Others

4) Time --------------------------------

5) Previous Defects or Occurrences ☐ Yes ☐ No

6) Description of Un-airworthy Condition (to describe detail of Malfunction, Failure or Defect) [use reverse side if required]

7) Probable cause (to describe component or occurrence or handling which may cause malfunction, failure or defect)

☐ **Design** ☐ **Unapproved parts**
☐ **Production** ☐ **Human factors**
☐ **Maintenance** ☐ **Operations**
☐ **Repair** ☐ **Fatigue corrosion**
☐ **Others**

8) Action taken to prevent recurrence (**detail of action such as AMP review or necessary action not to be happened the same defect, malfunction or failure again , …**) [use reverse side if required]

Prepared by -----------------------------

Authorization No.---------------------------

AME Licence No.----------------------------

Approved by ----------------------

Quality Assurance Manager

Subject closed dated----------------------

Fill in by DCA Personal,

Received date -------------------------------------

Action Taken -------------------------------------

Control No.-------------------------------------

Name/Sign-------------------------------------