

# Federal Aviation Agency



Repl. by 1A

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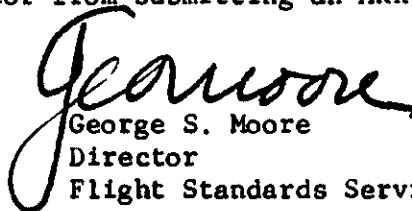
AIR CARRIER AND  
COMMERCIAL OPERATIONS

EFFECTIVE :

6/6/63

**SUBJECT :** REPORTING REQUIREMENTS OF AIR CARRIER AND COMMERCIAL OPERATORS

1. **PURPOSE.** This circular is issued to advise all Parts 40, 41, 42 and 46 operators that the mechanical reliability reporting requirements contained in those respective parts of the regulations have not been altered as the result of the amendment of Part 320 of the Civil Aeronautics Board, Safety Investigation Regulations, effective April 1, 1963.
2. **REFERENCE.** Subchapter C, Safety Investigation Regulations, Regulation No. SIR-4, Part 320, effective April 1, 1963. Notes at end of Civil Air Regulations 40.508(a), 41.508(a), 42.96(a), and 46.508(a).
3. **BACKGROUND.** Notes appearing after CARs 40.508(a), 41.508(a), 42.96(a), and 46.508(a) state that failures, malfunctions, or defects reported in accordance with the accident reporting provisions of Part 320 of the CAB regulations need not be included in required Mechanical Reliability Reports. Revised Part 320, effective April 1, 1963, expands the CAB reporting requirements to include incidents which may or may not constitute accidents and requires a clarification of the intent of the notes.
4. **INFORMATION.** A report submitted to the CAB under §320.5(a) or (b) of the CAB regulations need not be submitted to the FAA as an MRR. However, a report submitted under §320.5(c) does not relieve an air carrier or commercial operator from submitting an MRR to the FAA.

  
George S. Moore  
Director  
Flight Standards Service

Cancelled 00-2DD7/2-650

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DATE: 4/24/69



# ADVISORY CIRCULAR

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

**SUBJECT:** REPORTING REQUIREMENTS OF AIR CARRIERS, COMMERCIAL OPERATORS, AND TRAVEL CLUBS

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1. **PURPOSE.** This advisory circular is reissued to clarify the mechanical reliability reporting requirements contained in Parts 121 and 127 of the Federal Aviation Regulations and the accident and incident reporting requirements of Part 430 of the National Transportation Safety Board, Safety Investigation Regulations.
2. **CANCELLATION.** Advisory Circular 120-1 dated June 6, 1963.
3. **REFERENCE.** Subpart B, Safety Investigation Regulations Part 430, and Federal Aviation Regulations 121.703(f) and 127.313(f).
4. **BACKGROUND.** FARs 121.703(f) and 127.313(f) state that failures, malfunctions, or defects reported under the accident reporting provisions of Part 430 of the NTSB regulations need not be reported under these sections. The reporting requirements of Part 430 also include incidents which may or may not constitute accidents and, therefore, require a clarification of the intent of the above rules.
5. **INFORMATION.** A report submitted to the NTSB under Subsection 430.5(b) of the NTSB regulations need not be submitted to the FAA as an Mechanical Reliability Report. However, a report submitted under Subsection 430.5(a) does not relieve an air carrier, commercial operator, or travel club from submitting an MRR to the FAA if any of the following listed INCIDENTS occur:

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- a. Flight control system malfunctions or failures that result in taking emergency action in flight.
- b. Turbine engine rotor failures that result in engine shutdown in flight or that result in external damage to the engine or airplane structure.
- c. In-flight fires.

*R. S. Schiff*  
*acting* Director,  
Flight Standards Service

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Washington, D.C. 20590

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