

Cancelled  
See 23D

AC NO: 20-23C  
DATE: 5/9/69

110-65c



# ADVISORY CIRCULAR

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

**SUBJECT:** INTERCHANGE OF SERVICE EXPERIENCE MECHANICAL DIFFICULTIES

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1. **PURPOSE.** This Advisory Circular provides information on the voluntary exchange of service experience data used in improving durability and safety of aeronautical products.
2. **CANCELLATION.** Advisory Circular 20-23B dated 12/7/67 is cancelled.
3. **BACKGROUND.** Malfunction or Defect Report, FAA Form 8330-2 (replaces FAA Form 1226 and FAA Form 8330-1), has been provided as a means for reporting malfunctions or defects encountered through the operation, servicing, and maintenance of aeronautical products. Through this source, Federal Aviation Administration Flight Standards has been aided in increasing reliability and safety by bringing M or D information to the attention of the product manufacturer and, when appropriate, publishing Inspection Aids or issuing Airworthiness Directives.
4. **DISCUSSION.** The rapid expansion of the aviation industry and increasing complexity of aircraft, systems, and maintenance makes it essential that the Federal Aviation Administration use the most modern methods and equipment for collecting, analyzing, and disseminating aircraft reliability data. In order to make the best and most effective use of available maintenance data, the FAA has developed a computerized Maintenance Analysis Center (MAC).
  - a. **MAC is designed to receive maintenance information from various sources, such as from FAA Inspection Reports, Accident Investigation Reports, Air Carrier Mechanical Reliability Reports, Manufacturers, Malfunction or Defect Reports, and from the general aviation community.**

- b. MAC needs your help to be completely effective. Everyone in the general aviation community is urged to report their service experiences promptly on FAA Form 8330-2, commonly called an M or D report. For your convenience, FAA Form 8330-2 is printed on Appendix 1, which may be used for reporting. Copies of this form are available, free of charge, from most airport managers, repair agencies, or any FAA Flight Standards District Office. The form requires no postage and is preaddressed to receive prompt, preferential treatment.

When a defect is found--report it.

- c. MAC deposits M or D information in the Automatic Data Processing Bank which brings maintenance reliability trends into focus. From this information, Inspection Aids or Airworthiness Directives may be developed. Although a fully completed Form 8330-2 is preferable, forms containing only readily available data are acceptable.



acting Director,  
Flight Standards Service

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1. REGISTRATION NO.		DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>MALFUNCTION OR DEFECT REPORT</b>			Form Approved Budget Bureau No. 04-R0003	FAA FORM 8330-2 CONTROL NO. _____
N-		A. MAKE	B. MODEL	C. SERIAL NO.	7. COMMENTS (Describe the malfunction or defect and the circumstances under which it occurred. State probable cause and recommendations to prevent recurrence.)	
2. AIRCRAFT						
3. POWERPLANT						
4. PROPELLER						
5. APPLIANCE/ COMPONENTS		D. NAME OF A/C AND SERIAL NUMBER				
<b>6. SPECIFIC PART THAT CAUSED TROUBLE</b>						
A. NAME OF PART		B. PART NO.	C. PART/DEFECT LOCATION			
DATA CODE	E. TOTAL TIME	F. TIME SINCE OVERHAUL	G. CONDITION FOUND (worn, bent, broken, etc.)			

CONTINUE ON REVERSE

FAA FORM 8330-2 (1-69) SUPERSEDES FAA FORM 1226 AND FAA FORM 8330-1

ENTER ONLY READILY AVAILABLE DATA  
(Fold on this line for mailing)

USE THIS SPACE FOR ADDITIONAL COMMENTS IF NEEDED

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

POSTAGE AND FEES PAID  
FEDERAL AVIATION ADMINISTRATION

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