

## Element Performance Inspection (EPI)

### 1.2.4 MIS Reports (AW)

#### **Purpose of this Element (Air Carrier's responsibility):**

To provide information concerning mechanical difficulties or malfunctions that are not required by the Mechanical Reliability Reports (MRR).

#### **Objective (FAA responsibility):**

To determine if the Air Carrier follows its policies, procedures, and controls for Mechanical Interruption Summary (MIS) Reports.

#### **Specific Instructions for this EPI:**

Certificate Management personnel at the Air Carrier's main base location normally will accomplish this EPI. To accomplish this EPI, the inspector will review the Air Carrier's Mechanical Interruption Summary Reporting policies and procedures. The inspector shall verify that the Air Carrier regularly and promptly sends a summary report on the below listed occurrences to the Administrator. While performing inspections of the Air Carrier's aircraft logbooks and maintenance records special attention should be made to identify the following occurrences:

- Each interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected mechanical difficulties or malfunctions that are not required to be reported on the Mechanical Reliability Report under § 121.703.
- The number of engines removed prematurely because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed.
- The number of propeller featherings in flight, listed by type of propeller and engine, and aircraft on which it was installed. Propeller featherings for training, demonstration, or flight check purposes need not be reported.

#### Related EPIs:

- 1.1.1 Aircraft Airworthiness (AW)
- 1.1.2 Appropriate Operational Equipment (AW)
- 1.2.1 Airworthiness Release / Logbook Entry (AW)
- 1.3.3 Maintenance Facility / Main Maintenance Base (AW)
- 5.1.1 Line Stations (AW)

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*To meet this objective, the inspector will accomplish the following tasks (at the inspection locations where applicable):*

1. Review the FAA Guidance and Specific Regulatory Requirements (SRR) included in the supplemental information section of this EPI.
2. Review the associated SAI, with emphasis on the Controls Attribute section.
3. Review the Air Carrier's MIS Reporting policies and procedures.
4. Observe and assess the MIS Reports.
5. Review the aircraft logbooks for mechanical interruptions.

*To meet this objective, the inspector will answer the following questions:*

1. Were the following performance measures met:

<i>1.1 Known or suspected mechanical malfunctions or difficulties were identified, investigated, and recorded.</i>	<input type="checkbox"/> YES	<b>If no, explain:</b>
	<input type="checkbox"/> NO	

<i>1.2 The Air Carrier submitted required MIS Reports on occurrences in accordance with their policies and procedures.</i>	<input type="checkbox"/> YES	<b>If no, explain:</b>
	<input type="checkbox"/> NO	

2. Were the MIS procedures followed?	<input type="checkbox"/> YES	<b>If no, explain:</b>
	<input type="checkbox"/> NO	

3. Were the MIS controls followed?	<input type="checkbox"/> YES	<b>If no, explain:</b>
	<input type="checkbox"/> NO	

4. <DELETED>

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**SUPPLEMENTAL INFORMATION**

**SRRs:**

- 14 CFR 121.705 (a-c), “Mechanical interruptions summary report.”

**Other CFRs and FAA Guidance:**

- FAA Order 8300.10, Vol. 2, Chap. 63, “Evaluate FAR Part 121/135.411(a)(2) Company Manual/Revision.”
- FAA Order 8300.10, Vol. 2, Chap. 65, “Evaluate Continuing Analysis and Surveillance Program/Revision.”
- FAA Order 8300.10, Vol. 2, Chap. 66, “Approve a Reliability Program.”
- FAA Order 8300.10, Vol. 3, Chap. 130, “Review Operator’s Mechanical Interruption Summary Report.”
- Refer to Advisory Circulars using a search engine (such as ATP Navigator or Summit).