

NOTE : This report lists the first 8 items, the full report contains 213 items

Full Aircraft Report

A/C Reg: T-A321C

Type: A321i

A/C S/N: 0123456

Report date: 04-Jun-2025 / 10:20 UTC





Item T-143 Details

Damage description

Dent aft of pax door 1

Damage detailed description

Discovery Date	09-Sep-2024	MRO	DAB
Station	LTN	Check Type	N/A
WO Reference	NRC100001	Signature	A
Aircraft Hours	-	NRC	-
Aircraft Cycles	-		

Damage Reporting

Damage / Repair	Damage
Internal / External	External
Damage Area	Fuselage
Damage Cause	Ground Impact
Damage Type	Dent, Scratch
Part Details	Skin
Component	Fuselage - Section 11/12
Component P/N	PN-A321i-18
Component S/N	SN-T-A321c-12
Category	С
Status	Active
Hide On Model	No

Damage Assessment

; Yes
-
-
I DVI

Damage Location

Left
Bottom
Millimetres
FR21
131.00mm
STRG23
60.00mm
-
-
-
-
-
-

Damage Size

Unit of measure used	Millimetres
Major axis (MA)	20.00mm
Orientation (MA)	-
Minor axis (ma)	10.00mm
Orientation (ma)	-
Diameter	-
Nominal Thickness (T)	-
Remaining Thickness	-
Depth	2.00mm
Dim A Assessment (SRM)	-
Dim B Assessment (SRM)	-

Additional Maintenance Requirements

Add. Maint. Requirements	-
Next FH Inspection	-
Next FC Inspection	-
Next Inspection Date	N/A
Remarks	-

Contact Details

First name	Michał
Last name	Schutty
Department	-
E-mail	michal.schutty@dentandbuckle.com
Title	-

D&B Airlines

Full Detailed Report for T-A321C

A/C S/N: 0123456



Report date - 04/06/2025

Item T-143 Location













NON-ROUTINE CARD	
NRC9320	Raise ATBG

A/C Reg. WP Number

-21-009

Raised By:	NRC Nr.: 95
ATBG 1063	Date: 27 Apr 2021

021

Related card No:1	000086472		DETAILS O	F NON-ROUT	TINE TASK /	DEFECT F	RECTIFICATION
DEFFECT-Struc	cture : During	DVI was fo	ound 1 new	dent on p	ax door ex	ternal s	skin (#12).
		PRO					
Dent wi	11 be evaluated	as per SI	PM 521100-	200-806-00)1 rov 109	8 / Dula	2020
SKILL	ATA: 53	Sub ATA:		REPAIR	SCHEME RE	QUIRED:	YES NO
		AC	TION				Cert.Staff Stamp Signature Date
							7.5
							2021
Certification: Ae in accordance wit extraneous parts The stamp also co	ro Technic - BG /H h referred mainter or material, and t nstitutes a support	BG.145.0701 hance data a that the rem rting statem	/ Certifies nd the area oved access ent to the	that the wo is clear of panels have final releas	rk specified all tools, been refitt e person.	l above wa equipment ed.	s carried out and any
NOTE : All Spares calibrated tools on reverse on thi	and used shall be recorded s work card and	Estimate hours	Engineer stamp	Customer Auth.	Exceeded estimate hours	Engineer stamp	Customer Auth.
relevant certific attached if the F	ates shall be form ATBG NRC ADD-2	2 Rout.:0.80		APPROVED ANTONIO	Rout.:0.00		
can't be generate	a	NDT:0.00	* 1063 55 * 86.145	VIZCAYA 05 May	NDT:0.00		
		ENG:0.00		2021	ENG:0.00		
Task/Defect carri NP No: No:	ed forward from: Card	Additional, If Yes, pro	/continuatio	on work cards numbers:	s raised:Yes	s/No	Cleared Doc Contro
					~	3	

See reverse of this work card for Rotable components/Consumables/Calibrated tools used



	ROTABLE COMPONENTS								
Item	Part	No	Off	Serial	No	Off	Description	GRN	Stamp**
	Part	No	On	Serial	No	On	Position		
1									
2									
3									
4									
5									
6									
									1

PARTS / CONSUMABLES							
Part No	QTY	Description	GRN				

USED TOOLS							
Part No	Serial No	Description	Calibration valid till				

 ** A stamp in this column constitutes that all component details have been entered onto the component changesheet.

A/C Reg.	WP Number		Raised By:	NRC Nr.: 95
	21-009		ATBG 1063	Date: 27 Apr 2021

Form: ATBG NRC-2

Revision: 01/Feb 2018

Page:1

DETAILS OF NON-ROUTINE TASK / DEFECT RECTIFICATION

DEFFECT-Structure : During DVI was found 1 new dent on pax door external skin (#12).

Note: 1. The duplicate inspections (or re-inspections) must be recorded in a separate steps and the local time must be recorded.
2. The removed/installed components or parts ,used materials and calibrated tools must be recorded on back side of NRC (Form ATBG NRC-1).
3. The work must be signed/stamped and the information in the software system have to be updated right after the performance of each step.
4. The stamp in "Cert.Staff" column confirms that the task has been performed correctly using the correct maintenance data / eligible to be fitted components, parts and materials and that

the area is clear of all tools, equipment and any extraneous parts or material, and that the removed access panels have been refitted.

STEP	WORK DESCRIPTION	NON CERT. STAFF Ath.No Signature	CERT. STAFF Stamp Signature Date
1	DVI Found new dent #12 located on the pax door external skin with dimensions - $L=20mm$, W=14mm, D=0.2mm.	U	ATBG .
	Dent within limits as per SRM 521100-200-806-A01 rev. 108 / Feb.2020.		7.5.21
	END OF TEXT STEP		

NON-ROUTINE DEFFECT RECTIFICATION CARD

A/C Reg.	WP Number	III II II III I III I IIII NRC932●●	Raised By:	NRC Nr.: 95
•••••	€2 1-009		ATBG 1063	Date: 27 Apr 2021
94			L	

During DVI was found 1 new dent on pax door external skin (#12).

Dent will be evaluated as per SRM 521100-200-806-A01 rev. 108 / Aug.2020.

Form : ATBG NRC ADD-2 Revision: 1/Feb 2019 Page: 1

This section has to be filled by Certifying Staff after end of the required works Stamp Signature Date The installation and use of the components , parts , materials and calibrated tools have been checked and relevant certificates have been attached. Image: Component in the image: Component in

	ROTABLE COMPONENTS									
Item	Part	No	Off	Serial	No	Off	Description	GRN	Removed by:	
	Part	No	On	Serial	No	On	Position	(Installed only)	Installed by:	

PARTS / CONSUMABLES				
Part No	QTY	Description	GRN	Used by:
Not installed	/ use	ed		

NON-ROUTINE DEFFECT RECTIFICATION CARD

A/C Reg.	WP Number	III II III III IIII IIIIIIIIIIIIIIIII	Raised By:	NRC Nr.: 95
09 90	● ● 2-21-009		ATBG 1063	Date: 27 Apr 2021

Form : ATBG NRC ADD-2 Revision: 1/Feb 2019 Page: 2

	USED TOOLS							
Part	No	Serial No	Description	Used on	Calibration valid till			
Not :	installe	d / used						

NON CERTIFYING STAFF					
Name	Family Name	ATBG ID			
N/A		· · · · · · · · · · · · · · · · · · ·			



STRUCTURAL DAMAGE REPORT

ITEM: 4560

Engineering dept.

WO & N/R or ATLB	FLEI	ET	REGISTRATION	MSN	(As described on damage evaluation SRM chapter)
WO 20210015	WO 20210015 72-21 NRC #95 STATION: SOF		●⊂●₩	763	A is distance from dent center to nearest stiffener center – 13 mm A= 12mm
NRC #95			DATE: 28.04.2021		Max, Dent depth= A x 0.02= 0,24mm Dent depth = 0,20mm Dent is within limits I.A.W SRM: 521100-200-806-A01 Rev.108 / Aug.2020.
DAMAGE CLASSIFICATION					
METALLIC STRUCTURE: X	COMPOSITE STRUC		OTHER:		
DENT X CREASE		GOUGE	BULGE	REPAIR	
NICK SCRATCH	CRACK			OTHER	
DAMAGE LOCATION**					
AFFECTED ELEMENT/PANEL: Pax door	skin	P/N: N/A		S/N: N/A	FURTHER INFORMATION
		NEAREST STRUC	CTURE:		(Additional interesting remarks)
SIDE: LH: X	RH:	FR/STA/EDGE ¹ : _	Upper edge DIST	ANCE: <u>465mm</u>	Distance to the nearest stiffener center = 25mm
BETWEEN FRAMES/STATIONS &	·	STR/RIB/EDGE ¹ :	AFT egde DISTA	NCE: <u>135mm</u>	
BETWEEN STRINGER/RIBS &		¹ For damages in par (FWD or AFT and U	nels, ice shields and doors PPER or LOWER)	s, refer to closest edges	
DAMAGE DIMENSION**			1220		DAMAGE SKETCH:
LENGTH ² (L): 20mm	WIDTH ² (W):	14mm	MAX. DEPTH (D):	0,20mm	(Simplified drawing that includes the damage location: distance to trames, his and stringers that surround the damage. In case of panels, ice shields and doors, refer to closest edges)
ORIGINAL THICKNESS:		AFFECTED NUM (COMPOSITE):	BER OF PLIES		UND 135mm SNOT TO SCALE
CLOSEST DISTANCE TO NEAREST ³	DAMAGE:	·······	REPAIR:		Le Sur
UNITS USED: mm X inch	 ² <l> is the largest dimer</l> ³ Fill this box only if there 	nsion; <w> is the sma is any damage/repair</w>	llest. on the surrounding bays		2 Sum I
DAMAGE INSPECTION	_			·	
NDT TAP TEST	X VISUAL	OTHER:			
CRACKS?	 YES	MATERIAL LOSS?	X NO	☐ YES	
DAMAGED RIVETS? X NO	YES	PAINT LOSS?	X NO	YES	
DAMAGE EVALUATION	R SRM:		REV	ISION:	
521100-20	00-806-A01		Rev. 108	/ Aug.2020	SII Stiffenes
DAMAGE IS:				1.	a a conserver
X UITHIN NO EXTRA IN LIMITS INSPECTION	NSPECTIONS REQUIRED	H/FC	CONTROJION LEVE		< UN
		=c			Manufacturer's N/A Certifier:
				LEVEL 3 ⁴	(SRAS, ETD,) Engineering dept.

⁴ For corrosion levels 2 and 3, fill additionally Form Ref. F-PO-MNT-209-36

Surface Defect Report 227



Report Details							
Project Name	ExampleData- dentCHECK-V23	Scan ID	797	Report ID	227		
Tool Number	030065	Scan Date	Wed Jun 20 2018	Report Date	Fri Jul 26 2024		
Calibration Due	Thu Jan 01 1970	Scan By	Cesim Keskin	Report By	Cesim Keskin		
Work Order No.	99876	Flight Hours		Registration No.			
Carrier		Flight Cycle		Serial/MSN	12345		
Comment		1			•		

Dent / Bump Measurement						
Max Depth	-0.58 mm	Width	21.7 mm	Region of Interest	#1	
Max Height	n/a mm	Length	30.8 mm	Critical Ratio	37	

Frame / Stringer Distances				
Reference No.	Reference Name	Dist: Maximum to STR/FR	Dist: Edge to STR/FR	
1		- mm	- mm	
2		- mm	- mm	









Item T-148 Details

Damage description

-

2 Dents near CGO door

Damage detailed description

Discovery Date	08-Oct-2024	MRO	DAB
Station	LTN	Check Type	NA
WO Reference	N/A	Signature	A
Aircraft Hours	-	NRC	-
Aircraft Cycles	-		

Damage Reporting

Damage / Repair	Damage
Internal / External	External
Damage Area	
Damage Cause	-
Damage Type	-
Part Details	-
Component	Fuselage - Section 13/14
Component P/N	PN-A321i-34
Component S/N	SN-T-A321c-32
Category	-
Status	Active
Hide On Model	No

Damage Assessment

SRM	
Within SRM Limits	No
If no please provide reason	-
Approval Reference	-
NDT Inspection Method	-

Damage Location

Damage side	Right
Damage surface	Тор
Unit of measure used	Millimetres
Frame / STA	FR28
Frame distance	373.00mm
Stinger	STRG30
Stinger distance	61.00mm
Rib	-
Rib distance	-
Front spar distance	-
Engine number	-
Clock Station	-
Front Edge distance	-

Damage Size

Unit of measure used	Millimetres
Major axis (MA)	-
Orientation (MA)	-
Minor axis (ma)	-
Orientation (ma)	-
Diameter	-
Nominal Thickness (T)	-
Remaining Thickness	-
Depth	-
Dim A Assessment (SRM)	-
Dim B Assessment (SRM)	-

Additional Maintenance Requirements

Add. Maint. Requirements	-
Next FH Inspection	-
Next FC Inspection	-
Next Inspection Date	N/A
Remarks	-

Contact Details

First name	Michał
Last name	Schutty
Department	-
E-mail	michal.schutty@dentandbuckle.com
Title	-

D&B Airlines

Full Detailed Report for T-A321C

A/C S/N: 0123456



Report date - 04/06/2025

Item T-148 Location













A/C S/N: 0123456





Surface Defect Report 227



Report Details					
Project Name	ExampleData- dentCHECK-V23	Scan ID	797	Report ID	227
Tool Number	030065	Scan Date	Wed Jun 20 2018	Report Date	Fri Jul 26 2024
Calibration Due	Thu Jan 01 1970	Scan By	Cesim Keskin	Report By	Cesim Keskin
Work Order No.	99876	Flight Hours		Registration No.	
Carrier		Flight Cycle		Serial/MSN	12345
Comment		1			•

Dent / Bump Measurement					
Max Depth	-0.58 mm	Width	21.7 mm	Region of Interest	#1
Max Height	n/a mm	Length	30.8 mm	Critical Ratio	37

Frame / Stringer Distances				
Reference No.	Reference Name	Dist: Maximum to STR/FR	Dist: Edge to STR/FR	
1		- mm	- mm	
2		- mm	- mm	









Item 1 Details

Damage description

Skin/Fastener Burn on Fuselage - Section 15/21 RH FR10 STRG32

Damage detailed description

3 OFF BURNT RIVETS DUE LIGHTNING STRIKE RH Fuselage FR 10 STR 32R

Aircraft Cycles	-	Damage Size	
Aircraft Hours	-	NKC	-
WO Reference	T/ L 114530 DDL 014535 CFWD 2011/188	Signature	DAB
Station	LHR	Check Type	А
Discovery Date	09-Jan-2012	MRO	DAB

Damage Reporting

Damage / Repair	Repair
Internal / External	External
Damage Area	Fuselage
Damage Cause	Lightning Strike
Damage Type	Skin/Fastener Burn
Part Details	Production Fastener
Component	Fuselage - Section 11/12
Component P/N	PN-A321i-18
Component S/N	SN-T-A321c-12
Category	A
Status	Active
Hide On Model	No

Damage Assessment

SRM	
Within SRM Limits	Yes
If no please provide reason	-
Approval Reference	SRM 53-11-11 FIG 209 SH 3 SRM 53 -11-11 FIG 211
NDT Inspection Method	-

Damage Location

Damage side	Right
Damage surface	-
Unit of measure used	Millimetres
Frame / STA	FR11
Frame distance	137.00mm
Stinger	STRG32
Stinger distance	173.00mm
Rib	-
Rib distance	-
Front spar distance	-
Engine number	-
Clock Station	-
Front Edge distance	-

MRO	DAB
Check Type	A
Signature	DAB
NRC	-

y

Unit of measure used	Millimetres
Major axis (MA)	-
Orientation (MA)	-
Minor axis (ma)	-
Orientation (ma)	-
Diameter	-
Nominal Thickness (T)	-
Remaining Thickness	-
Depth	-
Dim A Assessment (SRM)	-
Dim B Assessment (SRM)	-

Additional Maintenance Requirements

Add. Maint. Requirements	-
Next FH Inspection	-
Next FC Inspection	-
Next Inspection Date	N/A
Remarks	No action required

Contact Details

First name	Paul
Last name	Crabb
Department	-
E-mail	paul.crabb@dentandbuckle.com
Title	-





Item 1 Location



D&B Airlines

Full Detailed Report for T-A321C

A/C S/N: 0123456

dent & buckle

LIGHT No. 309 HOURS B.F 24639144	COMPANY LIMITED		TPM	ELING: STATEMENT		# 1	VELDEFUE	L MV	NHO OI	052	PAGE 1 OF
EPART STATION DNB TOTAL HOURS 24642148	FLIGHT DEFECT AND	SHU	T DOWN	UEL:-	-	KGS.	# DELE	TE IF NA	FUEL SG	0. 7	81
RRIVAL STATION DAR CORRECTED	MAINTENANCE REPORT	SUP	PLIER:	1AR BP	2		3			NOTE: Th	e sum of 1.2 d 3 is total
RAKES ON 16,12 MOUNS BY	GADOS ISSUE: 2/OCT 07	RECI	EIPT	322500	7					~	eled/Defueled
IRAKES OFF 12156 MIK 59 MAT	AMO/A1/CA/1.82	-	VERED	501-			-	1.1		En	10.0
BLOCK TIME 3 127 IDENTILICIAPP No SIGN	TPM PART 2.19.3 REFERS	01	TERED I	5040	_	FUE	LING ACCU	RACY CALC	ULATION	50	10 1
ANDING TIME (C, L) RECORD V	HEN REQUIRED	-	7 3	3 AIRCRAFT UPU	FT (KG) X	100 -	(Y - X) X 10		_38	12 91.8	%
AKE OFF TIME 13107 OAT: OC EGT: OC CYCLI	ES ADURS:	e e	3 1	2 DELIVERED	(Lts) x \$0	-	ZXSG	-	393	56 11 4	/0
AND	303 MA .	14	7 9	MINSECT	DR REQ	BEFORE	UELLING	AFTER	FUELLING	ADDIT	IONAL FUEL
ELAY CODE 31 11/2 8 0 10		H		-	-	10 80	00	16	540	-	
REPORT-	ERM CODE	++		-	-	10 80	20	12	040	-	
1. LEP I TH OTO IS ONTLY INTS	ICALEL CANT	++	2 140		-	100	00	IC	ono	+	
PRE-COOLER PRESSURE FLU	CTUATIONS M	TO	TALS (KG	(5)		x-217	OD	Y= 3	0180		
LAST TWO SECTORS		INE	REBY CEP	TIFY THAT I HAVE	FUEL	EDIDEFUEL	ED IN ACCO	RDANCE W	TH CURREN	T ASTROVE	PROCEDUR
CTION:-	PURTHER REPORTS Y N DATE REF- DISP. AUTH:	DATE	P/F	BA0768	DEPAR FUEL ST	CIAPP No.:	ROLLER INF	FORMED FORMED FORFEO: S C D E			
ACTION:- MELREF: INOTED: ADD CLEARED.	PURTHER REPORTS Y N DATE REF. DISP. AUTH:	DATE DATE CHEC	PIF 27 PIF 27 CK: RE IDENT/ UNLC	8.40768	DEPAR FUEL ST	CIAPP No.:	ROLLER INVI	C D E			
ACTION:- MELREF: I. NOTED:- ADD CLEARED.	PURTHER REPORTS Y N DATE REF. DISP. AUTH:	DATE DATE CHEC 1	PF 27 PF 27 PF CK: RE IDENT/ UNLIC'SIGN	8.06.08 8.06.08 8.06.768 8.0768	DEPAR PUEL ST	CIAPP No.:	ROLLER IN IED: (CAPT)	C D E			
ACTION:- MELREF. I. NOTED: ADD CLEARED.	PURTHER REPORTS Y N DATE REF. DISP. AUTH:	DATE DATE CHES 1	PIF DENTI UNLIC SIGN IDENTI UNLIC SIGN	8.06.05 8.06.08 8.06788 8.	DEPAR FUEL ST	CIAPP No.: TURE CONT THE ACCEPT ATR. 08 * LIC APP No. * LIC APP	ROLLER INV ROLLER INV ED: (CAPT)	C D E			
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2. FO & CAPT PFD INTERCHANG ONIT BRIGHTER THAN CHER DU. THE AND CLEARED.	PURTHER REPORTS Y N DATE REF. DISP. AUTH:	DATE DATE DATE 1 2 CHEC 1	IDENT	64.06.05 8.06.05 8.06.08 8.06.08 1.06.08 1.06.08 1.06.08 1.06.08 1.06.08 1.06.08 1.06.08 1.06.05 1.05	DEPAR PUEL ST	CIAPP No.: TURE CONT THE ACCEPT ATTRACE ATTRACE MILLION No. KCOS KLOG KLOG	PUL S	C D E			
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CREW ENG CROSS REF. ACTION:- MELREF:	PURTHER REPORTS Y N DATE REP. DBP. AUTH: DBP. AUTH: DBP	DATT DATT DATT DATT DATT DATT	PIE 27 PIE 27 PIE BOON BOON BOON DOENTIF BOON B	4.06.03 BAO768 W 100 100 100 100 100 100 100 100 100 1	depart puel st ruel st ruel st ruel st		PULCS	CORMED FORED 5 C D E C D C C C C C C C C C C C C C C C C C C			
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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report

RIS- WS 8070-1					
	Control No				
	control i to:				
ATA Code					

OMB No. 2120-0663 Exp. 10/31/2020

FORM APPROVED

U.S. Department of Transportation Federal Aviation Administration

AERONAUTICAL EQUIPMENT

MAJOR EQUIPMENT IDENTITY

Enter pertinent data	MANUFACTURER	MODEL/SERIES	SERIAL NUMBER	
AIRCRAFT				
POWERPLANT				
PROPELLER				

PROBLEM DESCRIPTION

DATE	STATUS	CARRIER	ΑΤΑ	AIRCRAFT TYPE	N-		CONTROL NO.	
TEXT								
SPECIFIC PART CAUSING	5 PROBLEM							
PART NAME		IFG. PART NUMI	BER	PART CONDITION				
COMPONENT/APPLIANCE AE	BOVE PART INSTALLED ON				Report whole hours	PART TT	PART TSO	
COMP/APPL NAI	ME	MANUFACTURE	ER	MFG. MODEL/NUMBE	R	s	ERIAL NO.	

SUBMITTED BY

SUBMITTER (Check one)	A	В	С	D	E	F	G	Н	I	P. S. L.	ALERT	OPER/D.O.
	CARRIER	REP STA.	OPER	MECH	AIR TAXI	MFG	FAA	OTHER	Spec.	1		
PREC. PROC. NATURE STAGE STAT ROL		Frame		S	YS.	S	YS.					

ADDITIONAL COMMENTS

All Submitters - Instructions for Completing FAA Form 8070-1

Major Equipment Identity

TITLE	ENTRY
Aircraft Powerplant Propeller	Identify major equipment related to problem. Enter manufacturer, model, and serial number per FAA/MANUFACTURER type certificate data sheet. If amateur built, use plan or kit name. Use military model designators when appropriate. Avoid colloquial names and market titles.
N-	Aircraft Registration Number.

Problem Description

Date	Give date problem occurred (i.e., 7-1-84).
Text	Whenever possible, describe conditions subsequent to, or leading up to, the reported problem: (a) Identify the cause for malfunction and emergency measures execute. (b) Include com- pliance or noncompliance with Airworthiness Directives, Service Bulletins, STC's, and PMA's. (c) Provide any significant fact you feel may help to reduce or eliminate recurrence (i.e., cycles, landings, and suggested changes).
Part Name	Skin, rib, shaft, Venturi, transistor, capacitor, etc. Avoid colloquial names.
Mfg. Part Number	Alphanumeric part identifiers assigned by manufacturer.
Part Condition	Cracked, bent, burned, corroded, shorted, etc.
Part/Defect Location	L.H. alternator, audio, R.H. outboard, range switch, etc.
Part TT	Total service time on part in whole hours (i.e., 00531).
Part TSO	Service time on part since overhaul in whole hours (i.e., 00200)
Comp/Appl Name	Fuselage, wing, alternator, carburetor, VOR receiver, etc.
Manufacturer	Comp/appl manufacturer: Beech, Cessna, Prestolite, Bendix, Collins, etc.
Mfg. Model/Number, Serial Number	Alphanumeric model and serial numbers or identifiers assigned by comp/appl manufacturer (i.e., ALU8403, NAS3A1, 51 RVII). Do not repeat "MAJOR EQUIPMENT IDENTITY" in these locations.

Submitted By

Submitter As noted on form.

FAA District Offices - Refer to FAA Order 8010.2





Item 2 Details

Damage description

Skin/Fastener Burn on Fuselage - Section 15/21 RH FR26 STRG33

Damage detailed description

BURNT MARKS ON RIVET HEAD AREA. 1. FR26, STR2R - STR3R 2. FR29 , STR3R - STR4R

Discovery Date	27-Apr-2015	MRO	DAB
Station	LHR	Check Type	A
WO Reference	IRC 445 SEP 00122422	Signature	DAB
Aircraft Hours	-	NRC	-
Aircraft Cycles	-		

Damage Reporting

Damage / Repair	Repair
Internal / External	External
Damage Area	Fuselage
Damage Cause	Lightning Strike
Damage Type	Skin/Fastener Burn
Part Details	Production Fastener
Component	Fuselage - Section 13/14
Component P/N	PN-A321i-34
Component S/N	SN-T-A321c-32
Category	A
Status	Active
Hide On Model	No

Damage Size

Unit of measure used	Millimetres
Major axis (MA)	-
Orientation (MA)	-
Minor axis (ma)	-
Orientation (ma)	-
Diameter	-
Nominal Thickness (T)	-
Remaining Thickness	-
Depth	-
Dim A Assessment (SRM)	-
Dim B Assessment (SRM)	-

Additional Maintenance Requirements

Add. Maint. Requirements	-
Next FH Inspection	-
Next FC Inspection	-
Next Inspection Date	N/A
Remarks	No action required

Contact Details

First name	Paul
Last name	Crabb
Department	-
E-mail	paul.crabb@dentandbuckle.com
Title	-
1110	

Damage Assessment

SRM	
Within SRM Limits	Yes
If no please provide reason	-
Approval Reference	SRM 53-21-11 PB 201 PARA 5.J REV 109 DTD MAY 01/15
NDT Inspection Method	-

Damage Location

Damage side	Right
Damage surface	-
Unit of measure used	Millimetres
Frame / STA	FR27
Frame distance	269.00mm
Stinger	STRG2
Stinger distance	137.00mm
Rib	-
Rib distance	-
Front spar distance	-
Engine number	-
Clock Station	-
Front Edge distance	-





Item 2 Location



D&B Airlines	Full Detailed T-A3
	Report date -

Report for 21C

dent & buckle







A/C S/N: 0123456



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Item 3 Details

Damage description

Dent on Inboard Flap 1 RH

Damage detailed description

MULTIPLE SMALL DENT. RH INBOARD FLAP LWR SURFACE LOC ZONE 2 BETWEEN RIB 3-6

Discovery Date	27-Apr-2015
Station	BHX
WO Reference	IRC 398 SEP 00122179 IRC 399 IRC 402 SEP 00003275
Aircraft Hours	-
Aircraft Cycles	-

Damage Reporting

Damage / Repair	Damage
Internal / External	External
Damage Area	Wings
Damage Cause	-
Damage Type	Dent
Part Details	Skin
Component	Inboard Flap 1 RH
Component P/N	PN-A321i-382
Component S/N	SN-T-A321c-387
Category	A
Status	Active
Hide On Model	No

MRO	DAB
Check Type	В
Signature	DAB
NRC	-

Damage Size

Unit of measure used	Millimetres
Major axis (MA)	20.00mm
Orientation (MA)	-
Minor axis (ma)	-
Orientation (ma)	-
Diameter	-
Nominal Thickness (T)	-
Remaining Thickness	-
Depth	0.40mm
Dim A Assessment (SRM)	-
Dim B Assessment (SRM)	-

Additional Maintenance Requirements

Add. Maint. Requirements	-
Next FH Inspection	-
Next FC Inspection	-
Next Inspection Date	N/A
Remarks	No action required

Contact Details

First name	Paul
Last name	Crabb
Department	-
E-mail	paul.crabb@dentandbuckle.com
Title	-

Damage Assessment

SRM	
Within SRM Limits	Yes
If no please provide reason	-
Approval Reference	SRM 57-52-00 PB201 PARA 8L REV 109
NDT Inspection Method	-

Damage Location

Damage side	N/A
Damage surface	Тор
Unit of measure used	Millimetres
Frame / STA	-
Frame distance	-
Stinger	-
Stinger distance	-
Rib	-
Rib distance	-
Front spar distance	-
Engine number	-
Clock Station	-
Front Edge distance	-





Item 3 Location



D&B Airlines

Full Detailed Report for T-A321C

Report date - 04/06/2025

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TCAUKCAMO 001 ISSUE 1 12/16

TAILS FROM SECTOR

DISTRIBUTION WHITE - MAINTENANCE RECORDS YELLOW - DEPART STATIC













A/C S/N: 0123456















A/C S/N: 0123456





Paperwork Reduction Act Burden Statement: This form reports occurrences or detection of each failure, malfunction, or defect in an aircraft. A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0663. Public reporting for this collection of information are required be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information in finormation are required ber 14 CFR Part 135. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Officer, AES-200.

FORM APPROVED		
014D 11 0400 0000	_	

OMB No. 2120-0663 Exp. 10/31/2020

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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

RIS- WS 8070-1						
	Control No.					
	ATA	Code				

U.S. Department of Transportation Federal Aviation Administration

Service Difficulty Report AERONAUTICAL EQUIPMENT

PROBLEM DESCRIPTION

DATE	STATUS	CARRIER	ATA	AIRCRAFT TYPE	N-	×	CONTROL NO.	
PART NAME		IFG. PART NUM	BER	PART CONDITION		PART/D	EFECT LOCATION	
h	Ь		h		ŀ			
COMPONENT/APPLIANCE AE	BOVE PART INSTALLED ON				Report whole hours	PART TT	PART TSO	
COMP/APPL NAI	ME	MANUFACTURE	R	MFG. MODEL/NUMBE	R	s	ERIAL NO.	

SUBMITTED BY

SUBMITTER (Check one)	Α	В	С	D	E	F	G	н	1	PSI	AI FRT	OPER/D O
		_	-	_			-					01 2102101
	CARRIER	REP STA.	OPER	MECH	AIR TAXI	MFG	FAA	OTHER	Spec.			
PREC. PROC. NATURE STAGE STAT ROL		Frame		S	YS.	s	YS.				· · · · ·	

ADDITIONAL COMMENTS

All Submitters - Instructions for Completing FAA Form 8070-1

Major Equipment Identity

TITLE	ENTRY
Aircraft Powerplant Propeller	Identify major equipment related to problem. Enter manufacturer, model, and serial number per FAA/MANUFACTURER type certificate data sheet. If amateur built, use plan or kit name. Use military model designators when appropriate. Avoid colloquial names and market titles.
N-	Aircraft Registration Number.

Problem Description

Date	Give date problem occurred (i.e., 7-1-84).				
Text	Whenever possible, describe conditions subsequent to, or leading up to, the reported problem: (a) Identify the cause for malfunction and emergency measures execute. (b) Include com- pliance or noncompliance with Airworthiness Directives, Service Bulletins, STC's, and PMA's. (c) Provide any significant fact you feel may help to reduce or eliminate recurrence (i.e., cycles, landings, and suggested changes).				
Part Name	Skin, rib, shaft, Venturi, transistor, capacitor, etc. Avoid colloquial names.				
Mfg. Part Number	Alphanumeric part identifiers assigned by manufacturer.				
Part Condition	Cracked, bent, burned, corroded, shorted, etc.				
Part/Defect Location	L.H. alternator, audio, R.H. outboard, range switch, etc.				
Part TT	Total service time on part in whole hours (i.e., 00531).				
Part TSO	Service time on part since overhaul in whole hours (i.e., 00200)				
Comp/Appl Name	Fuselage, wing, alternator, carburetor, VOR receiver, etc.				
Manufacturer	Comp/appl manufacturer: Beech, Cessna, Prestolite, Bendix, Collins, etc.				
Mfg. Model/Number, Serial Number	Alphanumeric model and serial numbers or identifiers assigned by comp/appl manufacturer (i.e., ALU8403, NAS3A1, 51 RVII). Do not repeat "MAJOR EQUIPMENT IDENTITY" in these locations.				

Submitted By

Submitter As noted on form.

FAA District Offices - Refer to FAA Order 8010.2

Surface Defect Report 227



Report Details							
Project Name	ExampleData- dentCHECK-V23	Scan ID	797	Report ID	227		
Tool Number	030065	Scan Date	Wed Jun 20 2018	Report Date	Fri Jul 26 2024		
Calibration Due	Thu Jan 01 1970	Scan By	Cesim Keskin	Report By	Cesim Keskin		
Work Order No.	99876	Flight Hours		Registration No.			
Carrier		Flight Cycle		Serial/MSN	12345		
Comment		1			•		

Dent / Bump Measurement						
Max Depth	-0.58 mm	Width	21.7 mm	Region of Interest	#1	
Max Height	n/a mm	Length	30.8 mm	Critical Ratio	37	

Frame / Stringer Distances								
Reference No.	Reference Name	Dist: Maximum to STR/FR	Dist: Edge to STR/FR					
1		- mm	- mm					
2		- mm	- mm					









Item 4 Details

Damage description

Dent on COWL ASSY-AIR INLET - 1100KM2

Damage detailed description

DENT

SMOOTH AND MINOR NIL DELAMINATION NO . 2 ENG RH FAN COWL AT ZONE C.

29-Jun-2017
BHX
IRC 494 IRC 435 IRC 712
-
-

MRO	DAB
Check Type	В
Signature	DAB
NRC	-

Damage Size

Unit of measure used	Millimetres
Major axis (MA)	-
Orientation (MA)	-
Minor axis (ma)	-
Orientation (ma)	-
Diameter	20.00mm
Nominal Thickness (T)	-
Remaining Thickness	-
Depth	0.34mm
Dim A Assessment (SRM)	-
Dim B Assessment (SRM)	-

Additional Maintenance Requirements

Add. Maint. Requirements	-
Next FH Inspection	-
Next FC Inspection	-
Next Inspection Date	N/A
Remarks	No action required

Contact Details

First name	Paul
Last name	Crabb
Department	-
E-mail	paul.crabb@dentandbuckle.com
Title	-

Damage Area Nacelles/Pylons Damage Cause -

Damage Reporting

Damage / RepairRepairInternal / ExternalExternal

Damage Type Dent

SRM	
Damage Assessr	nent
Hide On Model	No
Status	Active
Category	A
Component S/N	SN-T-A321c-435
Component P/N	PN-A321i-479
Component	COWL ASSY-AIR INLET - 1100KM2
Part Details	Skin

SKIW	
Within SRM Limits	Yes
If no please provide reason	-
Approval Reference	SRM 54-20-00 REPAIR 004
NDT Inspection Method	-

Damage Location

Damage side	N/A
Damage surface	-
Unit of measure used	Millimetres
Frame / STA	-
Frame distance	-
Stinger	-
Stinger distance	-
Rib	-
Rib distance	-
Front spar distance	-
Engine number	-
Clock Station	-
Front Edge distance	-





Item 4 Location





D&B Airlines

Full Detailed Report for T-A321C

A/C S/N: 0123456



PARA	CHUTE CO	NFIGURA	TIO	NINSPE	CTION	AND	HISTO	DRY REC	CRD (instruc	tions on	revere)	DAT	PLACED	IN SER	VICE	
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A/C S/N: 0123456







Paperwork Reduction Act Burden Statement: This form reports occurrences or detection of each failure, malfunction, or defect in an aircraft. A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0663. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required per 14 CFR Part 135. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

FORM APPROVED OMB No. 2120-0663 Exp. 10/31/2020

2

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

U.S. Department of Transportation

Federal Aviation Administration

Service Difficulty Report

RIS- WS 8070-1 Control No.

AERONAUTICAL EQUIPMENT

MAJOR EQUIPMENT IDENTITY

Enter pertinent data	MANUFACTURER	MODEL/SERIES	SERIAL NUMBER
AIRCRAFT	boeing	737-700	30663
POWERPLANT			
	No aplica	No aplica	No aplica
PROPELLER			

PROBLEM DESCRIPTION

DATE 04/09/2020	STATUS En tierra	CARRIER Aerolíneas del sur	ATA 27	AIRCRAFT TYPE Transporte de pasajero	N- HK-0099 s	CONTROL NO. 0.1
Fue impactada abastecimiento impactando el p inferior y dañan derecho	por un carro c de combustib lano derecho do el flap exte	le le de la parte erior del lado				
SPECIFIC PART CAUSING	G PROBLEM					
PART NAME		MFG. PART NUM	3ER	PART CONDITION	PART/D	EFECT LOCATION
COMPONENT/APPLIANCE A	BOVE PART INSTALLED C	DN	I	Re wh hc	port PART TT pole	PART TS
Comp/Appl NA	ME	MANUFACTUR	:R	MFG. MODEL/NUMBER		SERIAL NO.
BMITTED BY	, 				<u> </u>	
SUBMITTER (Check one)		A B C	D	E F G H	P. S. L. AL	ERT OPER/D.O.

Jossie E	Steban	Carreño		CARRIER	REP	OPER	MECH		MFG	FAA	OTHER	Spec.		
PREC. PROC.	NATURE	STAGE STAT	ROLL		Frame		S	YS.	S	YS.				
•														

ADDITIONAL COMMENTS

All Submitters - Instructions for Completing FAA Form 8070-1

Major Equipment Identity

TITLE	ENTRY
Aircraft Powerplant Propeller	Identify major equipment related to problem. Enter manufacturer, model, and serial number per FAA/MANUFACTURER type certificate data sheet. If amateur built, use plan or kit name. Use military model designators when appropriate. Avoid colloquial names and market titles.
N-	Aircraft Registration Number.
Problem Description	
Date	Give date problem occurred (i.e., 7-1-84).
Text	Whenever possible, describe conditions subsequent to, or leading up to, the reported problem: (a) Identify the cause for malfunction and emergency measures execute. (b) Include compliance or noncompliance with Airworthiness Directives, Service Bulletins, STC's, and PMA's. (c) Provide any significant fact you feel may help to reduce or eliminate recurrence (i.e., cycles, landings, and suggested changes).
Part Name	Skin, rib, shaft, Venturi, transistor, capacitor, etc. Avoid colloquial names.
Mfg. Part Number	Alphanumeric part identifiers assigned by manufacturer.
Part Condition	Cracked, bent, burned, corroded, shorted, etc.
Part/Defect Location	L.H. alternator, audio, R.H. outboard, range switch, etc.
Part TT	Total service time on part in whole hours (i.e., 00531).
Part TSO	Service time on part since overhaul in whole hours (i.e., 00200)
Comp/Appl Name	Fuselage, wing, alternator, carburetor, VOR receiver, etc.
Manufacturer	Comp/appl manufacturer: Beech, Cessna, Prestolite, Bendix, Collins, etc.
Mfg. Model/Number, Serial Number	Alphanumeric model and serial numbers or identifiers assigned by comp/appl manufacturer (i.e., ALU8403, NAS3A1, 51 RVII). Do not repeat "MAJOR EQUIPMENT IDENTITY" in these locations.
Submitted By	
Submitter	As noted on form.

FAA District Offices - Refer to FAA Order 8010.2



Item 5 Details

Damage description

Dent on Inboard Flap 1 LH

Damage detailed description

DENTS

LH INBD FLAP LOWER SURFACE ZONE 2 BETWEEN RIB 4 - RIB 8

Discovery Date	06-Jul-2016
Station	BHX
WO Reference	IRC 395 IRC 401 IRC 404 IRC 544 IRC 545 IRC 547 IRC 748
Aircraft Hours	-
Aircraft Cycles	-

Damage Reporting

Damage / Repair	Damage
Internal / External	External
Damage Area	Wings
Damage Cause	-
Damage Type	Dent
Part Details	Skin
Component	Inboard Flap 1 LH
Component P/N	PN-A321i-332
Component S/N	SN-T-A321c-292
Category	A
Status	Active
Hide On Model	No

Damage Assessment

SRM	
Within SRM Limits	Yes
If no please provide reason	-
Approval Reference	SRM 57 -52-00 - 300 -0 13 REV 116 DTD 01 AUG16
NDT Inspection Method	-

Damage Location

Damage side	N/A
Damage surface	-
Unit of measure used	Millimetres
Frame / STA	-
Frame distance	-
Stinger	-
Stinger distance	-
Rib	-
Rib distance	-
Front spar distance	-
Engine number	-
Clock Station	-
Front Edge distance	-

MRO	DAB
Check Type	В
Signature	DAB
NRC	-

Damage Size

Unit of measure used	Inches
Major axis (MA)	0.043in
Orientation (MA)	-
Minor axis (ma)	-
Orientation (ma)	-
Diameter	-
Nominal Thickness (T)	-
Remaining Thickness	-
Depth	0.001in
Dim A Assessment (SRM)	-
Dim B Assessment (SRM)	-

Additional Maintenance Requirements

Add. Maint. Requirements	-
Next FH Inspection	-
Next FC Inspection	-
Next Inspection Date	N/A
Remarks	No action required

Contact Details

First name	Paul
Last name	Crabb
Department	-
E-mail	paul.crabb@dentandbuckle.com
Title	-



Item 5 Location





A/C S/N: 0123456



		AI	RCRAF	T FLIGHT &	MAINTEN	ANCE	LOG		AFM	LSECTO	RID	8737- M	MXS		AIC	REG		28/4	0/	201	g B	30	
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A/C S/N: 0123456





Paperwork Reduction Act Burden Statement: This form reports occurrences or detection of each failure, malfunction, or defect in an aircraft. A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0663. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection or information, its collection of information, including to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Officer, AES-200.

FORM APPROVED OMB No. 2120-0663 Exp. 10/31/2020

U.S. Department of Transportation	RIS- WS 8070-1			
Federal Aviation Administration	Service Difficulty Report AERONAUTICAL EQUIPMENT		Con	trol No.
MAJOR EQUIP	MENT IDENTITY			

Enter pertinent data	MANUFACTURER	MODEL/SERIES	SERIAL NUMBER	
AIRCRAFT	BOEING	737-700	30663	
POWERPLANT				
	NO APLICA	NO APLICA	NO APLICA	
FROFELLER				

PROBLEM DESCRIPTION

DATE 04/09/2020	STATUS En tierra	CARRIER Aerolíneas del sur	ATA 27	AIRCRAFT Transporte de pasa	TYPE N Njeros	√- HK-0099	CONTROL NO. 0.1
LA AERONAVE CARRO DE AB COMBUSTIBLE DE SU PARTE UN DAÑO EN E DERECHO.	E FUE IMPAC ASTECIMIEN E EN EL PLAN INFERIOR, O EL FLAP EXTI	TADA POR U TO DE IO DERECH CASIONANE ERIOR	л О ОО				
SPECIFIC PART CAUSING	PROBLEM						
PART NAME		MFG. PART NUM	BER	PART CONDITION	I	PART/D	EFECT LOCATION
COMPONENT/APPLIANCE A	BOVE PART INSTALLED C	N			Repor whole hours	PART TT	PART TSO
COMP/APPL NA	ME	MANUFACTURE	ER	MFG. MODEL/NUMB	ER	5	SERIAL NO.

SUBMITTED BY

SUBMITTER (Check one)	- ^	В	С	D	E	F	G	н	1	P. S. L.	ALERT	OPER/D.O.
Miguel Angel Peña C.	CARRIER	SFP	OPER	мгон		MFG	FAA	OTHER	Spec.			
PREC. PROC. NATURE STAGE STAT RO	L	Frame		s	YS.	• s	YS.					

ADDITIONAL COMMENTS

FAA Form 8070-1 (11-84) SUPERSEDES PREVIOUS EDITION

Shaded Areas are for FAA USE ONLY

All Submitters - Instructions for Completing FAA Form 8070-1

Major Equipment Identity

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TITLE	ENTRY
Aircraft Powerplant Propeller	Identify major equipment related to problem. Enter manufacturer, model, and serial number per FAA/MANUFACTURER type certificate data sheet. If amateur built, use plan or kit name. Use military model designators when appropriate. Avoid colloquial names and market titles.
N-	Aircraft Registration Number.
Problem Description	
Date	Give date problem occurred (i.e., 7-1-84).
Text	Whenever possible, describe conditions subsequent to, or leading up to, the reported problem: (a) Identify the cause for malfunction and emergency measures execute. (b) Include compliance or noncompliance with Airworthiness Directives, Service Bulletins, STC's, and PMA's. (c) Provide any significant fact you feel may help to reduce or eliminate recurrence (i.e., cycles, landings, and suggested changes).
Part Name	Skin, rib, shaft, Venturi, transistor, capacitor, etc. Avoid colloquial names.
Mfg. Part Number	Alphanumeric part identifiers assigned by manufacturer.
Part Condition	Cracked, bent, burned, corroded, shorted, etc.
Part/Defect Location	L.H. alternator, audio, R.H. outboard, range switch, etc.
Part TT	Total service time on part in whole hours (i.e., 00531).
Part TSO	Service time on part since overhaul in whole hours (i.e., 00200)

Comp/Appl Name	Fuselage, wing, alternator, carburetor, VOR receiver, etc.
Manufacturer	Comp/appl manufacturer: Beech, Cessna, Prestolite, Bendix, Collins, etc.
Mfg. Model/Number, Serial Number	Alphanumeric model and serial numbers or identifiers assigned by comp/appl manufacturer (i.e., ALU8403, NAS3A1, 51 RVII). Do not repeat "MAJOR EQUIPMENT IDENTITY" in these locations.
Submitted By	
Submitter	As noted on form.

FAA District Offices - Refer to FAA Order 8010.2

U.S. GOVERNMENT PRINTING OFFICE: 1984-461-823-21521



Item 6 Details

Damage description

Skin/Fastener Burn on Wing RH 1

Damage detailed description

LIGHTNING STRIKE RH WING TIP TOPT/E AREA

Discovery Date	06-Jul-2016	MRO
Station	BHX	Check Type
	IRC 422	Signature
WO Reference	IRC 584 IRC 585 IRC 744	NRC
Aircraft Hours	-	Damage Size
Aircraft Cycles	-	Unit of measure used

Damage Reporting

Damage / Repair	Damage
Internal / External	External
Damage Area	Wings
Damage Cause	-
Damage Type	Skin/Fastener Burn
Part Details	Skin
Component	Winglet RH
Component P/N	PN-A321i-410
Component S/N	SN-T-A321c-520
Category	A
Status	Active
Hide On Model	No

MRO	DAB
Check Type	В
Signature	DAB
NRC	-

Unit of measure used	Millimetres
Major axis (MA)	-
Orientation (MA)	-
Minor axis (ma)	-
Orientation (ma)	-
Diameter	-
Nominal Thickness (T)	-
Remaining Thickness	-
Depth	12.50mm
Dim A Assessment (SRM)	-
Dim B Assessment (SRM)	-

Additional Maintenance Requirements

Add. Maint. Requirements	-
Next FH Inspection	-
Next FC Inspection	-
Next Inspection Date	N/A
Remarks	No action required

Contact Details

First name	Paul
Last name	Crabb
Department	-
E-mail	paul.crabb@dentandbuckle.com
Title	-

Damage Assessment

SRM	
Within SRM Limits	Yes
If no please provide reason	-
Approval Reference	SRM 51 -73 -0 0 REV 116 SRM 57-31-22-28 3-007 FIG 001 REV 116
NDT Inspection Method	-

Damage Location

Damage side	N/A
Damage surface	Тор
Unit of measure used	Millimetres
Frame / STA	-
Frame distance	-
Stinger	-
Stinger distance	-
Rib	-
Rib distance	-
Front spar distance	-
Engine number	-
Clock Station	-
Front Edge distance	-





Item 6 Location



D&B Airlines

Full Detailed Report for T-A321C

A/C S/N: 0123456

dent & buckle

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A/C S/N: 0123456





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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report

EQUIF	PMENT	

0	MB No. 2120-066	3 Exp. 04/30/2017				
	RIS- WS	8070-1				
	Control No.					
	ATA	Code				

FORM APPROVED

U.S. Department of Transportation Federal Aviation Administration

MAJOR EQUIPMENT IDENTITY

Enter pertinent data	MANUFACTURER	MODEL/SERIES	SERIAL NUMBER	- N -
AIRCRAFT				
POWERPLANT				
PROPELLER				

PROBLEM DESCRIPTION

DATE	STATUS	CARRIER	ATA	AIRCRAFT TYPE	N-		CONTROL NO.				
TEXT SPECIFIC PART CAUSING PROBLEM											
			BER			PART/D	FEECT LOCATION				
				TAKT CONDITION							
COMPONENT/APPLIANCE AE	BOVE PART INSTALLED ON				Report whole hours	PART TT	PART TSO				
COMP/APPL NAI	ME	MANUFACTURE	ER	MFG. MODEL/NUMBE	R	s	ERIAL NO.				

SUBMITTED BY

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SUBMITTER (Check one)	A	В	С	D	E	F	G	н		P. S. L.	ALERT	OPER/D.O.
	CARRIER	REP STA.	OPER	MECH	AIR TAXI	MFG	FAA	OTHER	Spec.			
PREC. PROC. NATURE STAGE STAT ROLL		Frame		S	YS.	S	YS.					

ADDITIONAL COMMENTS

All Submitters - Instructions for Completing FAA Form 8070-1

Major Equipment Identity

TITLE	ENTRY
Aircraft Powerplant Propeller	Identify major equipment related to problem. Enter manufacturer, model, and serial number per FAA/MANUFACTURER type certificate data sheet. If amateur built, use plan or kit name. Use military model designators when appropriate. Avoid colloquial names and market titles.
N-	Aircraft Registration Number.

Problem Description

Date	Give date problem occurred (i.e., 7-1-84).
Text	Whenever possible, describe conditions subsequent to, or leading up to, the reported problem: (a) Identify the cause for malfunction and emergency measures execute. (b) Include com- pliance or noncompliance with Airworthiness Directives, Service Bulletins, STC's, and PMA's. (c) Provide any significant fact you feel may help to reduce or eliminate recurrence (i.e., cycles, landings, and suggested changes).
Part Name	Skin, rib, shaft, Venturi, transistor, capacitor, etc. Avoid colloquial names.
Mfg. Part Number	Alphanumeric part identifiers assigned by manufacturer.
Part Condition	Cracked, bent, burned, corroded, shorted, etc.
Part/Defect Location	L.H. alternator, audio, R.H. outboard, range switch, etc.
Part TT	Total service time on part in whole hours (i.e., 00531).
Part TSO	Service time on part since overhaul in whole hours (i.e., 00200)
Comp/Appl Name	Fuselage, wing, alternator, carburetor, VOR receiver, etc.
Manufacturer	Comp/appl manufacturer: Beech, Cessna, Prestolite, Bendix, Collins, etc.
Mfg. Model/Number, Serial Number	Alphanumeric model and serial numbers or identifiers assigned by comp/appl manufacturer (i.e., ALU8403, NAS3A1, 51 RVII). Do not repeat "MAJOR EQUIPMENT IDENTITY" in these locations.

Submitted By

Submitter As noted on form.	
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FAA District Offices - Refer to FAA Order 8010.2