

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



U.S. Department  
of Transportation  
Federal Aviation  
Administration

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report  
AERONAUTICAL EQUIPMENT

RIS- WS 8070-1	
Control No.	
ATA	Code

MAJOR EQUIPMENT IDENTITY

<i>Enter pertinent data</i>	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							
PART NAME	MFG. PART NUMBER	PART CONDITION	PART/DEFECT LOCATION				
COMPONENT/APPLIANCE ABOVE PART INSTALLED ON					Report whole hours	PART TT	PART TSO
COMP/APPL NAME	MANUFACTURER	MFG. MODEL/NUMBER	SERIAL NO.				

SUBMITTED BY

SUBMITTER (Check one)		<input type="checkbox"/>	A	B	C	D	E	F	G	H	I	P. S. L.	ALERT	OPER/D.O.
			CARRIER	REP STA	OPER	MECH	AIR TAXI	MFG	FAA	OTHER	Spec.			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
PREC. PROC.	NATURE	STAGE	STAT	ROLL	Frame	SYS.	SYS.							
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							

ADDITIONAL COMMENTS

## All Submitters - Instructions for Completing FAA Form 8070-1

### Major Equipment Identity

TITLE	ENTRY
<b>Aircraft Powerplant Propeller</b>	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.
<b>N-</b>	Aircraft Registration Number.

### Problem Description

<b>Date</b>	Give date problem occurred (i.e., 7-1-84).
<b>Text</b>	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).
<b>Part Name</b>	Skin, rib, shaft, Venturi, transistor, capacitor, etc. Avoid colloquial names.
<b>Mfg. Part Number</b>	Alphanumeric part identifiers assigned by manufacturer.
<b>Part Condition</b>	Cracked, bent, burned, corroded, shorted, etc.
<b>Part/Defect Location</b>	L.H. alternator, audio, R.H. outboard, range switch, etc.
<b>Part TT</b>	Total service time on part in whole hours (i.e., 00531).
<b>Part TSO</b>	Service time on part since overhaul in whole hours (i.e., 00200)
<b>Comp/Appl Name</b>	Fuselage, wing, alternator, carburetor, VOR receiver, etc.
<b>Manufacturer</b>	Comp/appl manufacturer: Beech, Cessna, Prestolite, Bendix, Collins, etc.
<b>Mfg. Model/Number, Serial Number</b>	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

<b>Submitter</b>	As noted on form.
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FAA District Offices - Refer to FAA Order 8010.2