***AIRCRAFT DIFFERENCE REPORT PROCEDURE (ADR)***

INTRODUCTION

ADRs are primarily used to convoy information that does not require a limitation, reference Interim Flight Restriction (IFR) practice. These ADRs fall into the following categories:

1) Information ‑ documents system function/ operation capability that is less than the published design intent (delivery standard).

2) Recommended Inspections and Procedures as a result of system function/operation capability that is different than the published design intent (delivery standard) .

The ADR process must be rapid response, yet properly documented and controlled. ADRs are NOT an acceptance of a current problem, but a method for communicating the information to the various flight test organizational elements so that proper measures (i.e. procedures, etc.) can be instituted.

PROCEDURES

Individual ADRs generated by the various design groups are routed to the Product Definition "point‑of‑contact" (P‑O‑C) for concurrence/approval and logging into the master file of ADRs.

Individual ADRs are transmitted by the Product Definition P‑O‑C to the T&E P‑O‑C. The T&E P‑O‑C is in the Technical Integration Group (JDB).

The T&E P‑O‑C maintains tho T&E master file, distributes the individual ADRs to the affected flight test team members, maintains an airplane by airplane listing, a summary listing, and notifies tho Product Definition P‑O‑C when the corrective action to close an ADR has been accomplished on any airplane.

The Test Conductor Team Leader on each aircraft maintains a file of ADRs effective on the assigned airplane. Pertinent cautions are included on individual cards when deemed appropriate.

The Test Coordinator also maintains a file of all ADRs effective on the assigned airplane and notifies all members of test team when an ADRs corrective action has been completed (by signing his name and "completed" across on the form, which is sent back to the T&E P‑O‑C).