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Issue 4/2011

# Feedback

Canadian Aviation Service Difficulty Reports



TP 6980E  
(12/2011)



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TC-1004452



Canada

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## Front cover picture

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*Feedback* is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

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To view *Feedback* online or to receive it electronically please visit:

[www.tc.gc.ca/feedback-magazine](http://www.tc.gc.ca/feedback-magazine)

The articles contained in *Feedback* are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Civil Aviation Regulation* (CAR) 521.

SDRs are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only spelling errors are corrected and content may be reduced as well as personal references deleted.

All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. For additional information about this program or concerning an article in *Feedback* magazine, contact your nearest Transport Canada Centre.

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# HEADS UP

## IMPORTANT NOTICE: Feedback is going green!

Starting with Issue 1/2012, Transport Canada's Feedback will officially become an online publication only. The decision to end the printing and distribution of paper copies of Feedback was not taken lightly, and was made in order to reduce our environmental footprint and to better manage public funds.

The good news is that this transition offers new possibilities for our publication, such as unrestricted use of colours and length of magazine. You may view these in full color format online at [www.tc.gc.ca/feedback-magazine](http://www.tc.gc.ca/feedback-magazine). Safety awareness activities need to adapt to current industry trends to become as effective as possible. This shift moves us in the right direction and highlights Transport Canada's continual progression and growth in its safety awareness strategy.

### *Time to sign-up for eBulletin!*

Hundreds of Feedback readers have already made the transition to electronic delivery and subscribe to our eBulletin notification service. We invite all others to do so by visiting [www.tc.gc.ca/enews](http://www.tc.gc.ca/enews) and follow the easy steps to join our electronic mailing list. Once signed-up, you will receive an email announcing the release of each new issue of Feedback, as well as a link to the main Feedback webpage. For those that prefer a printed copy, you will be able to receive a print-on-demand version through Transport Canada's Publication Order Desk at 1-888-830-4911 or by email at [MPS2@tc.gc.ca](mailto:MPS2@tc.gc.ca). ✖

# FIXED WING

AIRBUS, A320 211

SERVICE DIFFICULTY REPORT (SDR) # 20110325003

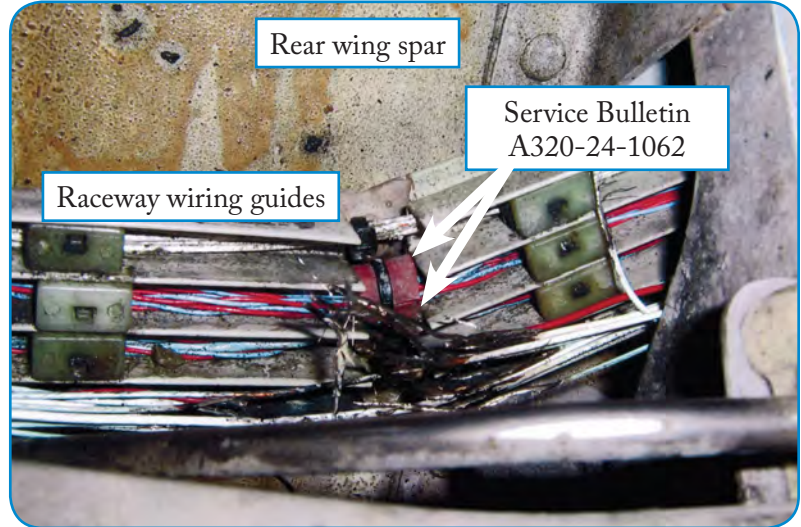
## Wing Wiring Raceway Chaffing

### SDR submitted:

The aeroplane arrived with a no-go snag for a left wing tip brake solenoid fault. While maintenance was troubleshooting this defect, it was discovered that several wires were chaffed and burnt on the left wing aft spar raceway just outboard of the #1 engine pylon area.

Other systems affected due to the wiring fault included the #1 engine low pressure fuel valve and the left-hand nav/strobe light.

The wiring was repaired and the aeroplane was made serviceable.



### Transport Canada Comments:

*European Aviation Safety Agency (EASA) Airworthiness Directive (AD) 2008-0051R1 mandated the incorporation of Airbus Service Bulletin (SB) A320-24-1062 which installed insulation for the "S" or inner harness runs.*

*Optional Service Bulletins A320-92-1049 and A320-92-1052 provides additional insulation for the "M" or outer harness runs.*

*Transport Canada Civil Aviation (TCCA) is working with European Aviation Safety Agency and Airbus to address this present issue and would like to advise all A320 operators/maintainers of this possible scenario for wire raceway chaffing and available Airbus optional Service Bulletins. ✖*

AIRBUS, A330 243

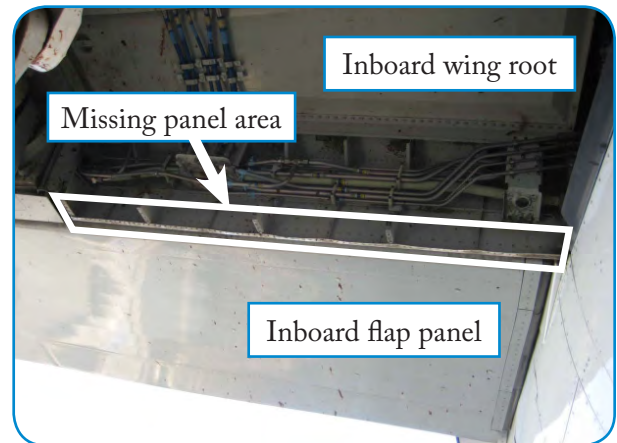
SDR # 20110413014

## Wing Panel Missing

### SDR submitted:

During a maintenance walk-around, it was discovered that a riveted panel, forward of inboard flap on right wing, was missing.

The aeroplane was repaired as per the Structural Repair Manual (SRM). A new wing panel was installed and the aeroplane was made serviceable.



### Transport Canada Comments:

*European Aviation Safety Agency Airworthiness Directive 2006-0107 was issued which mandated the one-time inspection of the supporting fasteners and surrounding structure of this discrepant wing panel. Following this and due to the occurrence of more events of this nature, European Aviation Safety Agency Airworthiness Directive 2008-0002 was issued mandating the incorporation of Service Bulletin A330-57-3100, which replaces the existing blind rivets with bolted fasteners.*

*Transport Canada Civil Aviation (TCCA) would like to advise all A330-200/300 and also applicable 340-300 operators of this possible scenario and available documentation. The accomplishment of the latest Service Bulletin is recommended to be done at the soonest possible opportunity. ✖*



## Hydro Mechanical Unit Fuel Line - Leakage

### SDR submitted:

The pilot noticed fuel leaking from the left-hand engine lower cowling during a walk around inspection. Maintenance personnel removed a cowling, cleaned the residual fuel but could not find the source of the fuel leakage. An engine ground run-up was carried out and it was then that a steady fuel spray was emanating from the fuel line that attached from the engine pylon to the Hydro Mechanical Unit (HMU).

The fuel spray was contacting the back of one of the engine igniters, thus the engine was immediately shutdown without incident. The fuel line was replaced but

did not show any evidence of damage or wear. No cause for fuel line failure was found.

### Transport Canada Comments:

*The proper maintenance of fuel lines and fittings is particularly important because of the flammability of fuel. Even a small leak in a confined area (such as the above area, igniters) can soon produce an explosive atmosphere that can be ignited by any kind of spark.*

*The Service Difficulty Report database contains 3 previous reports of this fuel line being chaffed by the engine cowl latch. ✖*

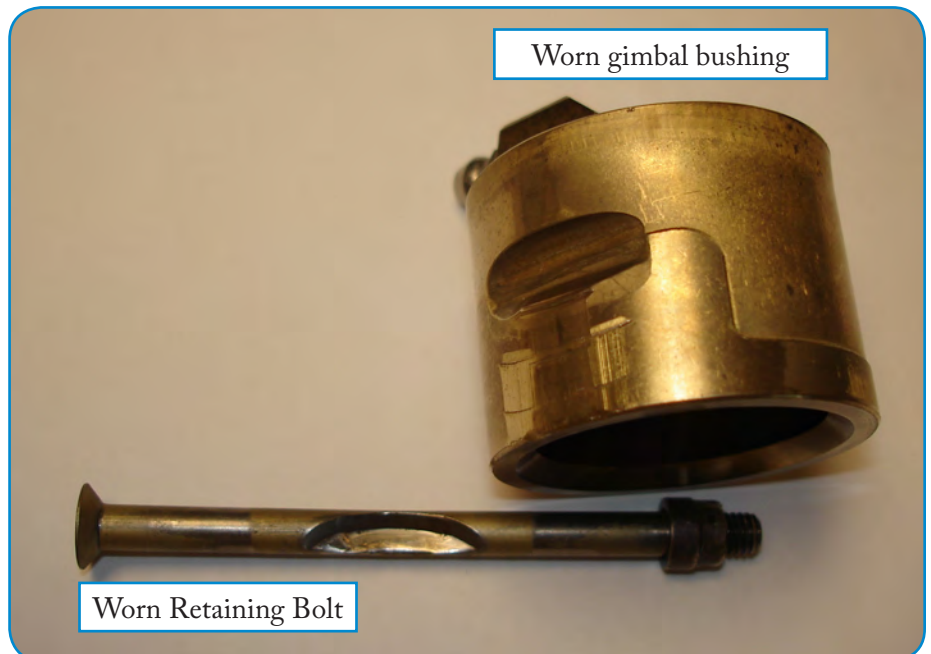
## Flap Gimbal Bushing Excessive Wear

### SDR submitted:

During a scheduled performance of Boeing task cards 27-144-00-01/02 to lubricate the left and right inboard flap outboard ballscrew and gimbals, it was found that the lower gimbal bushing assembly on both the left and the right inboard flaps had migrated out from their respective gimbal seats.

The results of these migrated bushings were excessively worn attachment bolts, which are used to retain the bushings within the gimbal.

The photo to the right shows the abnormal wear of a retaining bolt and gimbal bushing. Both gimbal bushing assemblies and retaining bolts were replaced and the aeroplane was released back to service.



### Transport Canada Comments:

*Boeing Fleet Team Digest (FTD) 737NG-FTD-27-03006 defines in detail this possible scenario which is rooted to the application of excessive high grease-gun pressures that can apply undue pressure on the gimbal bushing, forcing it to migrate out and wear into its retaining bolt.*

*Transport Canada Civil Aviation (TCCA) would like to advise all Boeing 737-600/700/800/BBJ operators and maintainers of this available Boeing Fleet Team Digest and the precaution to take when using high-pressure grease guns. ✖*

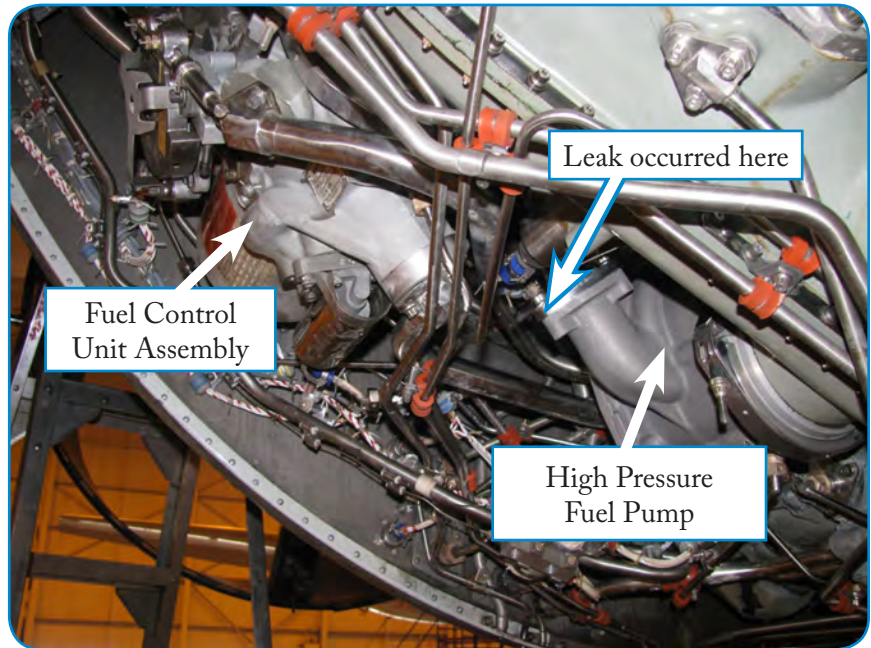
## Engine Fuel Leak and Imbalance

### SDR submitted:

During cruise, the aeroplane experienced a large fuel imbalance due to a fuel leak at the right hand engine. The aeroplane declared an emergency and diverted where upon arrival the right hand tank fuel quantity was 1500 kilogram (kg) less than the left hand tank.

Maintenance personnel found an o-ring that was leaking at the right engine high-pressure fuel pump feed line. The o-ring was replaced and the aeroplane was returned to service.

Six flight legs previous to this event, the right engine high-pressure fuel pump had been replaced where new o-rings were used and leak checks carried out.



### Transport Canada Comments:

*The reason behind the failure of the o-ring has not been determined but is suspected that possible damage or improper installation of the new o-ring was incurred during the pumps replacement.*

*Transport Canada Civil Aviation (TCCA) would like to emphasize the importance for maintainers to follow all maintenance manual procedures and necessary handling precautions. ✖*

## Relay Failure

### SDR submitted:

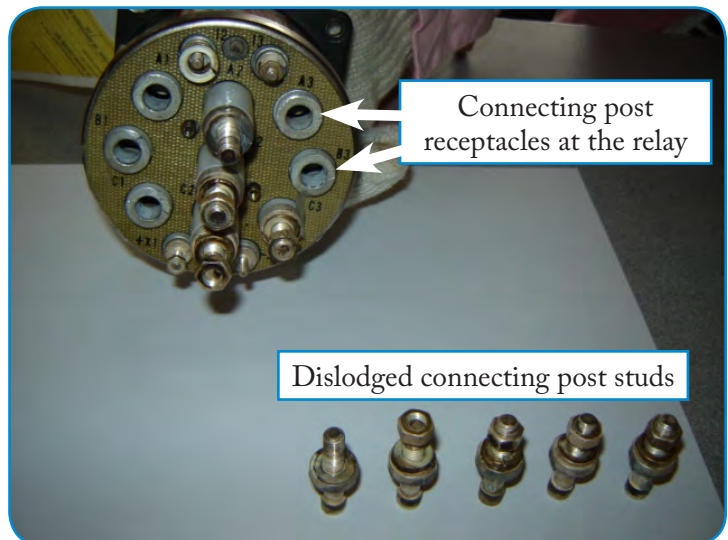
During flight, several system failure messages were posted where maintenance troubleshot the fault to a failing relay.

It was noted that several of the connecting post studs were loose within the relay body receptacles, breaking the posts electrical continuity capability.

The relay was replaced and the aeroplane was made serviceable.

### Transport Canada Comments:

*Transport Canada Civil Aviation (TCCA) would like to emphasize to all aeroplane maintainers of this relay's possible failure scenario. ✖*



## Insufficient Hydraulic Line Support

### SDR submitted:

During flight at cruise and inbound to a maintenance base, the #1 hydraulic quantity went to zero followed by the pressure going to zero and associated system low pressure caution messages.

Upon maintenance investigation, it was found that the #1 hydraulic pressure line in the aft equipment bay was chaffed through, causing the complete loss of the fluid. The chaffing was a result of the hydraulic line jam-nuts at the top of the hydraulic support shelf coming loose, allowing significant movement and vibration.

The hydraulic support shelf was severely worn along with several support bracket fairleads downstream the line.

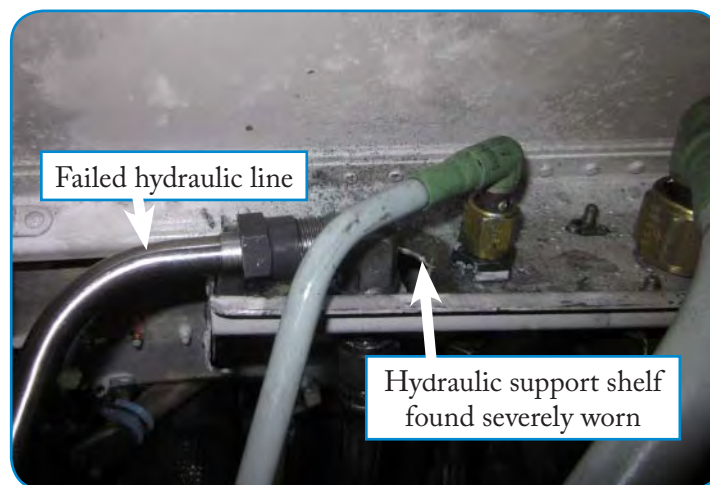
The hydraulic support shelf was repaired, the hydraulic line and fairlead inserts for the support brackets were replaced and the aircraft was made serviceable.

### Transport Canada Comments:

*The correct support of all hydraulic lines is essential for the continued operation of aircraft hydraulic systems.*

*This scenario demonstrates that the worn fairlead inserts were an indicator of a more significant failure else-where in the system.*

*Transport Canada Civil Aviation (TCCA) would like to advise all operators and maintainers of this possible scenario that may lead to a complete hydraulic system failure. ✖*





## Main Landing Gear Wheel Rim Cracks

### SDR submitted:

During a standard service check it was found that several rim spokes of the main landing gear wheel number 2 (left-hand inboard) were found cracked.

The wheel assembly was replaced as per the aircraft maintenance manual and the aeroplane was made serviceable.

### Transport Canada Comments:

*The close visual inspection of all wheel assembly landing gear items is an essential task to accomplish for all pre-departure walk-around and service checks. ✖*



## Frayed Aileron Cable

### SDR submitted:

During inspection, the right-hand aileron cable was found to be significantly frayed and beginning to unravel. The area of the failing cable (Wing Station (WS) 181) is located in a cable block on the aft spar where aluminum guide rollers part number FL4C6-2. This particular area of the cable is almost impossible to see when the gust lock is engaged and/or the aileron is in a neutral position because of the cable block.

### Transport Canada Comments:

*The SDR database reveals several previous reports of this nature in this general area.*

*A reminder for personnel that during flight control cable inspection that the entire cable run must be inspected to detect these types of failures. ✖*





## Pylon Fairing Missing Attaching Hardware

### SDR submitted:

During a heavy maintenance “N1” check visit on the aeroplane, a left-hand pylon inspection found that the aft lower fixed fairing assembly was missing several items of attaching hardware. Within the pylon fixed fairing, both forward quick release pins had fallen out, as had one of four mid-point attach bolts. The missing hardware was found in the bottom of the fairing. The right-hand pylon was found to have the two forward quick release pins and three of four mid-point bolts also missing. The pins and two of the three missing bolts were found inside the fairing. In both cases, the four aft mounting bolts were found installed and properly torqued.



### Transport Canada Comments:

*This operator obtained the required engineering Original Equipment Manufacturer (OEM) and company approval to install a single dash length longer attaching bolt and reinstalled new quick release “pip” pins.*

*Further investigations of the operators E170 fleet and Embraer, the Original Equipment Manufacturer (OEM), revealed that this was a fleet wide affected issue upon which a Service Newsletter (SNL) 170-54-0001 was released.*

*Transport Canada Civil Aviation (TCCA) would like to advise all Embraer 170 operators of this Service Newsletter (SNL) and its intent to replace the discrepant hardware to increase its bolt length, final torque and to introduce a new countersunk washer. ✖*

## Engine Driven Pump Hydraulic T-Fitting Cracks

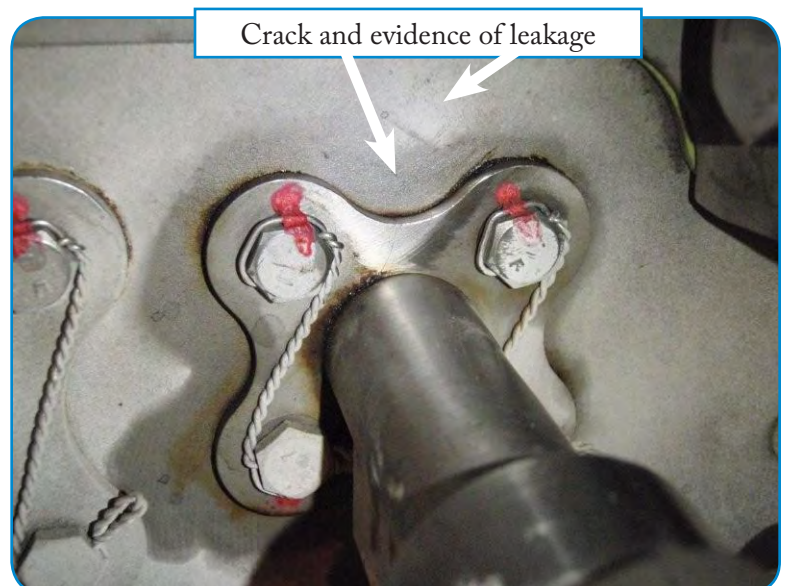
### SDR submitted:

During a heavy maintenance “C-check” visit, maintenance found the #1 & #2 pylon engine driven hydraulic pump pressure line T-fittings cracked and with evidence of hydraulic fluid leakage.

Both pressure line T-fittings were replaced to correct the fault.

### Transport Canada Comments:

*Transport Canada Civil Aviation (TCCA) would like to advise all Embraer 190 operators and maintainers of this possible scenario. ✖*



## Metroliner Bleed Duct Failure

### SDR submitted:

The pressurization was snagged as inoperative by the flight crew. During maintenance trouble-shooting it was noted that the engine bleed pressure would fluctuate uncontrollably and when turned to “high” only function for approximately 30 seconds. Then the eyeball vents would drop off with almost no air-flow output available.

During subsequent inspection of the right-hand wing bleed air duct plumbing, maintenance found the tube assembly from the right-hand modulating valve to right-hand cooling turbine cracked in half. The tube was replaced, ground run accomplished and the aircraft returned to service.



### Transport Canada Comments:

*Transport Canada Civil Aviation (TCCA) would like to advise all Fairchild SA227 operators and maintainers of this possible bleed duct failure scenario. ✖*

## Cabin Temperature Control Valve Failure

### SDR submitted:

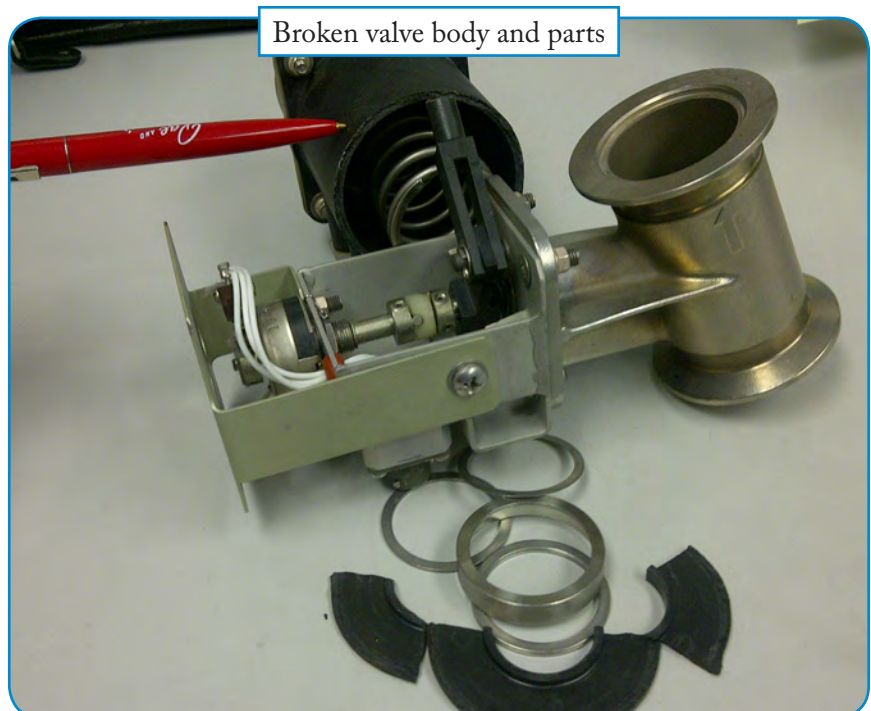
During cruise, the cabin temperature was uncontrollable, leaving the cabin in a very warm and uncomfortable condition.

Upon maintenance investigation, the cabin temperature control valve plunger body was found cracked off, shearing the plastic link arm which opens and closes the butterfly valve and rendering it uncontrollable.

The valve was replaced and the aircraft made serviceable.

### Transport Canada Comments:

*Transport Canada Civil Aviation (TCCA) would like to advise all Learjet 60 operators of this possible scenario concerning the integrity of the cabin temperature control valve. ✖*





## Elevator Trim Servo Running Backwards

### SDR submitted:

During annual inspection three autopilot servos and one elevator trim servo were removed and sent for 900 hour test/re-certification. The returned servos were re-installed per Maintenance Manual (MM). The Aircraft Maintenance Engineer (AME) ensured trim tab and elevator trim gauge agreed throughout the range of movement (indicated nose up corresponded with trim tab down and vice versa). Manual trim moved in the correct direction agreeing with the gauge and trim tab. What the AME didn't notice was the direction arrows on the elevator trim switch on the control column during these checks. When pushed "up" on the electric trim switch, the system moved towards nose up rather than the correct direction of nose down. The autopilot and trim system were dual inspected and the aeroplane was sent for a test flight. During the flight, it was discovered the trim system was operating backwards and the autopilot would not

hold altitude. The pilots used manual trim (which was working normally) to return to base. The trim servo was suspected and a serviceable unit was installed. The electric trim system functioned normally with the serviceable unit installed. The system was dual inspected again, sent for test flight and found airworthy.

It appears the servo was assembled/rewired incorrectly by the overhaul facility although the original work order does not show rewiring. The suspect servo was returned to the overhaul facility.

### Transport Canada Comments:

*It is important to fully understand the operation of a system being worked on. It must be tested and confirmed in all modes once the work is completed. ✖*

## Incorrectly Installed Fuel Line

### SDR submitted:

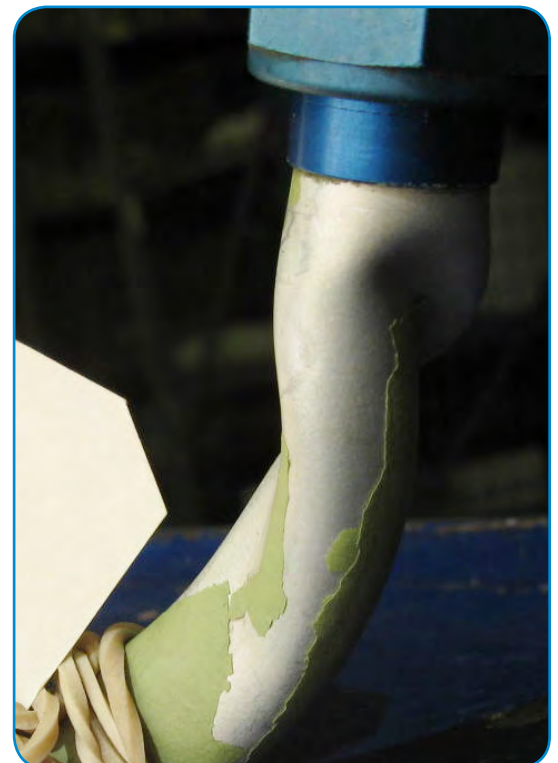
During a scheduled inspection on a SAAB 340A, maintenance found a fuel line twisted on the left-hand engine lower nacelle.

The line was removed, replaced and the aeroplane was made serviceable.

### Transport Canada Comments:

*Correct fuel line installation is essential to support the full range of engine operation.*

*When installing fuel lines of any type and in particular aluminum, proper aircraft maintenance manual torque values must be followed. ✖*





# ENGINES

AVCO LYCOMING, IO-540-AE1A5

SERVICE DIFFICULTY REPORT (SDR) # 20110317003

## Connecting Rod Failure

### SDR submitted:

The pilot reported a loud bang and subsequent engine failure. The pilot auto-rotated to an open field with no damage to the airframe during the landing. The aeroplane was removed from the field and transported to a repair facility for further investigation. Aeroplane panels were removed and a large hole in the crankcase was observed near the #3 cylinder intake lifter bore. Large pieces of crankcase debris were found on top of the engine case above the #2 cylinder area. Lycoming was advised and a field service rep came to investigate the failure on location.

Initial indications were the #4 connecting rod failed just below the piston pin area and this caused the breach in the crankcase between the #3 & #4 cylinders.



### Transport Canada Comments:

*The cause of this connecting rod failure was the result of a missing wrist Pin Plug. Maintainers are reminded that all manufacturers' instructions must be followed. ✖*

AVCO LYCOMING, IO-360-B1B

SDR # 20110322008

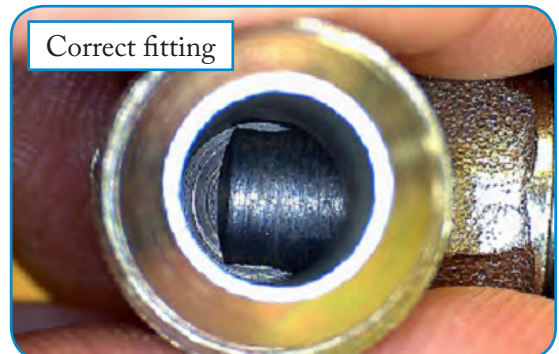
## Incorrect Fuel Pump Fitting

### SDR submitted:

The engine was received fresh from the overhaul facility with the engine driven fuel pump and associated fittings assembled. Post install ground runs were unable to achieve take off power. After 2300 revolutions per minute (rpm) further power lever advancement resulted in loss of revolutions per minute (rpm) and increase in manifold pressure, indicating fuel starvation. Upon inspection it was found that the inlet fitting to the fuel pump was restricted (just a pin hole) either the part was not manufactured properly (not fully drilled through) or it is an incorrect part (a restrictor fitting). In either case it does not belong on the engine. The fitting was replaced with the correct part and engine runs completed.

### Transport Canada Comments:

*Inventory control is of utmost importance. When receiving parts from stock or from a supplier, it is important to inspect for defects and that the part ordered is the part received. ✖*



## Sudden Engine Stoppage

### SDR submitted:

The engine experienced a sudden stoppage in flight. Aircraft was landed and the engine was removed and shipped for inspection. Upon disassembly, it was found that the #4 cylinder failed due to a crack that progressed from near the top of the barrel almost all the way around the circumference. This failure seized the engine. This cylinder appears to be a field overhauled unit and has been sent to Transport Safety Board (TSB) for inspection. The last engine logbook entry has 488.9 hours since overhaul. The engine was last overhauled June 19, 2009 and was installed October 23, 2009.

### Transport Canada Comments:

*It is likely that this crack was almost undetectable using visual inspection technique before the catastrophic failure. Field overhauls must be completed in accordance with the manufacturer's instruction and include any required Non-Destructive inspections carried out by an appropriately rated facility. ✖*



## Power Turbine Failure

### SDR submitted:

The engine was removed subsequent to a catastrophic failure during takeoff roll. The pilot reported, "engine failed on takeoff roll, audible noise, metal exiting exhaust duct, engine went to minimum flow and takeoff aborted".

During a dismantle investigation, the power section was found excessively damaged and it appeared that the failure occurred in the power turbine area. The 1st stage power turbine blades were found broken close to the platform areas. The fracture surface exhibited rough appearance with textures of brittle overloading fracture. The 2nd stage power turbine blades were found broken; the breakage varying from below shrouded the blade tip to above the blade platform.

Service Bulletin (SB) 14369 was released to address a premature failure issue and Service Bulletin (SB) 14003 provides relevant life limit recommendations for pre-service bulletin 14369 2nd stage power turbine blades. ✖



# HANGAR NOISE

## Aeroplane Piston Engine Operation

Transport Canada Civil Aviation (TCCA) continues to receive Service Difficulty Reports (SDRs) reporting problems encountered by operators and maintainers of piston-powered aeroplanes. Some problems may be inevitable however TCCA does everything to help mitigate them. Things like following maintenance instructions, flight manual procedures and careful daily or pre-flight inspection all help to increase reliability.

While the aeroplane manufacturer has the final say in how the engine must be operated, the engine manufacturer has useful resources to help operate safely and economically. Most manufacturers have online information with regard to breaking in, operating and other tips for safe continuous operation. This information can help your engine reach Time Between Overhaul (TBO) with minimal problems.

One aspect often forgotten when troubleshooting or installing a new or overhauled engine is instrumentation. One cannot properly ascertain an engine's performance without reliable data. Instrument calibration is often neglected in the interest of keeping costs to a minimum. Over the long term, what is more cost effective, an overhaul due to operating out of limits or calibrations to ensure parameters are within manufacturer recommendations?

The following are some helpful links for piston engine operation:

[www.lycoming.textron.com/support/tips-advice/index.html](http://www.lycoming.textron.com/support/tips-advice/index.html)  
<http://tcmlink.com/visitors/carenfeed/index.cfm>  
[www.rotax-aircraft-engines.com/desktopdefault.aspx/tabid-49](http://www.rotax-aircraft-engines.com/desktopdefault.aspx/tabid-49)

## EQUIPMENT AIRWORTHINESS DIRECTIVES (ADs)

*Transport Canada (TC) endeavours to send copies of new Airworthiness Directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.*

*Aircraft Maintenance Engineers (AMEs) and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local Transport Canada Centre (TCC), their Principal Maintenance Inspector (PMI), or from the Civil Aviation AD website at: [www.tc.gc.ca/caewis-swimn](http://www.tc.gc.ca/caewis-swimn)*

MANUFACTURER	AD NUMBER	ORIGIN	DESCRIPTION
B/E Aerospace	2011-14-08	UNITED STATES	Continuous Flow Passenger Oxygen Mask Assembly Part Numbers (P/N)
Timken Alcor	2011-20-51	EUROPEAN UNION	Removal of affected Parts Manufacturer Approval (PMA) replacement Timken Alcor Aerospace Technologies Inc. first stage reduction sun gear and interacting planet gears from the propeller reduction gearbox assembly



# SPECIAL AIRWORTHINESS INFORMATION BULLETINS (SAIBs)

*A Special Airworthiness Information Bulletin (SAIB) is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD).*

SAIB NUMBER	MAKE/COMPANY	SUBJECT	ISSUE DATE
<b>FEDERAL AVIATION AUTHORITY - <a href="http://WWW.FAA.GOV/AIRCRAFT/SAFETY/ALERTS/SAIB/">WWW.FAA.GOV/AIRCRAFT/SAFETY/ALERTS/SAIB/</a></b>			
CE-11-41	Air Tractor, Incorporated	Fuselage, Wing Attach Fittings	06-29-2011
CE-11-42	Piper Aircraft, Incorporated	Flight Controls: Control Cable/Pulley Inspections	06-29-2011
NE-06-31R4	Lycoming Engines	Engine Lubricating Oils	07-06-2011
CE-11-43	American Champion Aircraft Corporation	Flight Controls	07-06-2011
CE-11-44	Aeronaut Instruction Research, Aerostar International, Avian Balloon, Ballonbau Worner GmbH, Ballonfabrik Augsburg, Balloon Club of America, Balony Kubicek spol s.r.o., Cameron Balloons Limited, Cameron Balloons US, Eagle Balloons Corporation, Fantasy Sky Promotions Incorporated, Head Balloons, Incorporated, Hot Air Balloons, JR Aerosports, Limited, Lindstrand Balloons Limited, Lindstrand Balloons USA Incorporated, McGrath, Michael D., National Ballooning, Sky Balloons Limited, Skypower, Ultramagic, S.A.,	Fuel: Cylinder Strap Installation	07-13-2011
SW-11-31R1	Honeywell	MK XXII Enhanced Ground Proximity Warning System	07-18-2011
NM-11-45	ATR – GIE Avions de Transport Régional	Doors: Cargo/Baggage Doors	08-01-2011
NM-11-46	Koito Industries	Equipment/Furnishings: Koito Industries Passenger Seats	08-03-2011
CE-11-47	Goodyear Aviation	Landing Gear, Tire Tube. Goodyear Aviation Tires, Flight Mate Butyl Inner Tube, 7.00-8.00-6.	08-09-2011
NM-11-48	Learjet Incorporated	Ice and Rain Protection: Wing Transverse Duct Assembly	08-22-2011
CE-11-50	Cirrus Design Corporation	Flight Controls, Flaps	08-26-2011
CE-11-49	Air Tractor, Incorporated	Flight Controls, Elevator Tab Control System	08-26-2011
NM-11-51	Bombardier Incorporated	Ice and Rain Protection: Wing Anti-Ice System	08-30-2011
NM-11-52	Bombardier Incorporated	Flight Controls: Stabilizer Control System	08-31-2011
NM-11-53	Transport Category Airplanes	Enhancements to Airworthiness Directive Processes	09-02-2011
NE-11-54	Continental Motors, Teledyne Continental Motors	Propeller System	09-08-2011
CE-11-57	Air Tractor, Incorporated	Powerplant, Engine Mount Section	09-14-2011
NE-11-56	American Society for Testing and Materials (ASTM)	Semi-Synthetic Jet Fuel	09-14-2011
NE-11-55	American Society for Testing and Materials (ASTM)	Grade 100VLL Aviation Gasoline	09-14-2011

SAIB NUMBER	MAKE/COMPANY	SUBJECT	ISSUE DATE
<b>EUROPEAN AVIATION SAFETY AGENCY - AD.EASA.EUROPA.EU/SIB-DOCS/PAGE-1</b>			
2011-19	AmSafe	Restraint Systems - Jammed Connector in a Rotary Buckle	6/17/2011
2011-13	Mode S Transponder	Loss of Detection (Complete or Intermittent) of Aircraft	7/4/2011
2011-14	Mode S Transponder	Incorrect Setting of International Civil Aviation Organization 24-Bit Aircraft Address	7/4/2011
2011-15	Mode S Transponder	Ground Testing	7/4/2011
2011-20	Rockwell Collins	TPR-901 Mode S Transponder - Incorrect 'Downlink Aircraft Identification' and Incorrect Operation with Airport Ground Tracking Systems	7/15/2011
2011-22		Ground and Airborne Icing	7/28/2011
2011-23	Koito Industries	Seats - European Aviation Safety Agency Airworthiness Directive 2011-0098 Compliance Information	7/29/2011
2011-24		European Geostationary Navigation Overlay Service (EGNOS) Availability	8/9/2011
2011-25		Repair and/or Fabric Recovering of Rudder and Elevator	9/16/2011

# SERVICE DIFFICULTY REPORTS (SDRs)

## LEGEND

**JASC:** Joint Aircraft System Code number defining assembly/system/components

**SDR No.:** Transport Canada Civil Aviation (TCCA) -assigned SDR control number — please quote in any correspondence or inquiries

**Region (RGN):** TCCA region of SDR submitter:

**PAC** = Pacific

**PNR** = Prairie and Northern

**ONT** = Ontario

**QUE** = Quebec

**ATL** = Atlantic

**NCR** = Ottawa (Headquarters)

**VAR** = Various

MAKE/MODEL	JASC	PART NAME	PART NUMBER (No.)	PART CONDITION	SDR No.	RGN
<b>AIRCRAFT</b>						
<i>AERO COMMANDER</i>						
680F	2820	HOSE ASSEMBLY	TSOC53A	LEAKING	20110908005	PNR
<i>AEROSPATIALE</i>						
AS 350B	7321	END EQUIPPED	350A57105300	NORMAL	20110831007	PAC
AS 350B2	2120	PIPE HEATER	350A72100509	BROKEN	20110817008	PAC
AS 350B2	2842	FUEL PROBE	647510033	UNSERVICEABLE	20110822010	QUE
AS 350B2	2844	FUEL PRESSURE TRANSMITTER	642792002	UNSERVICEABLE	20110714009	QUE
AS 350B2	2910	HYDRAULIC SYSTEM		FAILED	20110909013	PNR
AS 350B2	2913	BEARING	593733	LEAKING	20110902003	PNR
AS 350B2	2914	MOUNT	350A35101700	CRACKED	20110803031	PAC
AS 350B2	5210	NUT	ASN52320BH060N	BACKED/OFF	20110829005	PAC
AS 350B2	6520	TAIL ROTOR GEARBOX	350A33020005	CHIPPED	20110706001	PNR
AS 350B3	6420	TAIL ROTOR CONTROL LEVER	350A33152600	SERVICEABLE	20110816004	ONT
AS 350BA	2435	STARTER	150SG117Q	FAILED	20110714010	PNR
AS 350BA	7323	CAPACITY DAMPER	366A54108800	BROKEN	20110708005	QUE
<i>AGUSTA</i>						
A109S	6420	HUB	109016201107	SEIZED	20110803016	ONT
AW139	6520	TAIL ROTOR GEARBOX		DAMAGED	20110727001	QUE
<i>AIRBUS</i>						
A310 308	2750	BEARING	551B060001	SEIZED	20110719003	QUE
A319 114	2910	HYDRAULIQUE TUBE ASSEMBLY	D29170060015	FAILED	20110718007	QUE
A319 114	3231	BYPASS VALVE	114087005	SHEARED	20110909012	QUE
A319 114	3420	AIR DATA INERTIAL REFERENCE UNIT	HG2030AC11	FAILED	20110725001	QUE
A320 211	2131	CABIN PRESSURE CONTROLLER	9022157021	FAILED	20110810010	QUE
A320 211	2150	PLENUM HEAT EXCHANGER	749A000002	FAILED	20110725012	QUE
A320 211	2497	CONNECTOR		SHORTED	20110909010	QUE
A320 211	2497	WING HARNESS		CHAFFED	20110728006	QUE
A320 211	2611	SMOKE DETECTOR CONTROL UNIT	RAI2800M0706	RESET	20110708017	QUE
A320 211	2611	SMOKE DETECTION		FAKE WARNING	20110824003	QUE
A320 211	2750	FLAP CONTROL		FLAP FAILURE	20110721002	QUE
A320 211	2750	FLAP CONTROL		RESET	20110728003	QUE
A320 211	2750	FLAP SYSTEM		OUT OF RIG	20110809002	QUE
A320 211	3240	BRAKES		OVERHEATED	20110809001	QUE
A320 211	5610	WINDSHIELD		SHATTERED	20110722004	QUE
A321 211	2597	EQUIPMENT WIRING		NO FAULT FOUND	20110718012	QUE
A321 211	2820	FUEL SYSTEM		FUEL SPILL	20110809005	QUE
A321 211	2842	FUEL LEVEL		FUEL SPILL	20110815004	QUE
A330 342	3244	TIRE	1400X530R23	BURST	20110719004	QUE



MAKE/MODEL	JASC	PART NAME	PART NUMBER (No.)	PART CONDITION	SDR No.	RGN
<i>BAE - UK</i>						
3112	0	PICILO TUBE	1379274H25	CRACKED	20110921003	PNR
<i>BEECH</i>						
100	3210	UNIVERSAL JOINT	12269	FAILED	20110818008	PNR
200	2100	CABIN TEMPERATURE CONTROLLER	HYLZ503361	BURNT CIRCUIT	20110823001	ATL
65A90 1	5520	ELEVATOR		CRACKED	20110721009	ONT
B100	2800	SKIN		CRACKED	20110712002	QUE
B200	2600	CIRCUIT BREAKER	727725	MELTED	20110719007	PNR
B200	2823	FUEL SHUT OFF VALVE	1013890255	INTERMITTENT	20110902006	ONT
B200	5210	UPPER AFT LATCH BOLT	504301775	SHEARED	20110825003	PNR
B200	5310	FRAME	10143002611	SEVERED	20110726009	PNR
B200	5310	WEB	9744001967	CRACKED	20110726011	PNR
B200	5313	FRAME	1014400405	CRACKED	20110726010	PNR
B200	5330	SKIN	10140001024	CRACKED	20110726008	PNR
B200	7532	ETHYL VINYL ACETATE (EVA) TUBING	131823VE4	USED	20110804006	PNR
B200	7540	BLEED AIR WARNING TUBE	130936P4M150	PIN HOLE	20110907005	PNR
B200	7540	PRESSURE SWITCH	903800023	NEW	20110804007	PNR
C90A	5210	WELD ASSEMBLY	50440014253	CRACKED	20110822008	ATL
E90	5520	RIB	50610000355	CRACKED	20110802009	PNR
F90	2720	RUDDER CONTROL		UNSERVICEABLE	20110817003	QUE
S35	5710	BOLT		CORRODED	20110826006	ONT
<i>BELL TEXTRON - CAN</i>						
206B	6320	BEARING	206040038101	UNSERVICEABLE	20110808006	QUE
206B	7300	FUEL CONTROL UNIT	23070606	FAILED	20110727006	PNR
206L 1	2840	FUEL FILTER LIGHT		FAULTY	20110727005	PNR
206L 4	6322	FAN	26028951	FAILED	20110718013	QUE
407	3270	TAIL SKID	206020110103	USED	20110713004	PAC
407	5330	UPPER LEFT LONGERON	206031314177	CRACKED	20110706007	QUE
407	5510	SUPPORT ANGLE	407023800129	CRACKED	20110802010	PAC
407	6220	BEARING SHEAR	407310101105	DELAMINATED	20110916008	PAC
412CF	0	DAMPER BEARING	412010187101	DELAMINATED	20110826008	PNR
429	3212	QUICK RELEASE PIN	429706069	LOOSE	20110907008	QUE
429	3246	QUICK RELEASE PIN		LOOSE	20110907007	QUE
<i>BELL TEXTRON - USA</i>						
204B	6230	MAST BEARING	212040136001	UNSERVICEABLE	20110727004	PAC
205A 1	6510	HANGAR ASSEMBLY	212040600	FAILED	20110711020	PNR
205B	6340	TACH GENERATOR	32005007	INOPERATIVE	20110722007	PAC
212	0	TAIL ROTOR CONTROL TUBE	212001055101	TO BE INSPECTED	20110815017	PNR
212	2823	FUEL VALVE	233565	INTERMITTENT	20110707016	PAC
212	2913	HYDRAULIC PUMP	212076011101	LEAKING	20110707014	PAC
212	6320	FITTING ASSEMBLY	212030154101	CRACKED	20110803029	PAC
212	7311	OIL-FUEL HEATER	305330801	LEAKING	20110707012	PAC
212	7323	N2 LINEAR ACTUATOR	2040607625	SEIZED	20110707015	PAC
<i>BOEING</i>						
727 223	3231	LINE ASSEMBLY - HYDRAULIC	BACH8A08NN0310T	RUPTURED	20110802001	ONT
727 227	3232	LEFT-HAND GEAR DOOR ACTUATOR	731414	CRACKED	20110730001	PNR
727 243	2750	FLAP CONTROL		FLAP FAILURE	20110902007	PAC
727 27C	2782	SLAT ACTUATOR	1U109592	SHEARED	20110817010	PAC
727 C	2750	FLAP SYSTEM		ASSYMETRY	20110810008	PAC
737 6CT	2120	AIR DISTRIBUTION		ELECTRICAL FUMES	20110901005	PNR
737 6CT	3160	DISPLAY SYSTEM	4081600930	FAILED	20110802006	PNR
737 6CT	3230	LANDING GEAR LEVER	273A33014	INTERMITTENT	20110704014	PNR
737 6CT	3310	LIGHTING	3103	BURNT	20110722009	PNR

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737 76N	2740	STAB CONTROL		INTERMITTENT	20110825005	PNR
737 76N	5610	WINDOW DRAIN		NOISEY	20110711018	PNR
737 7CT	2100	RAM AIR ACTUATOR	5416744	UNSERVICEABLE	20110729007	PNR
737 7CT	2530	GALLEY EQUIPMENT		ELECTRICAL	20110805006	PNR
				ODOR		
737 7CT	2742	STAB TRIM MOTOR	6355C000101	UNSERVICEABLE	20110727007	PNR
737 7CT	3244	TIRE		BLOW-OUT	20110729009	PNR
737 7CT	3244	TIRE	H435X16021	FAILED	20110822012	PNR
737 7CT	3417	MODULE PITOT	C17001BA01	FAILED	20110705004	PNR
		AIR DATA				
737 7CT	3610	PRE-COOLER	32895626	FAILED	20110830018	PNR
		CONTROL VALVE				
737 7CT	5610	R1 WINDOW	5893543150	SHATTERED	20110718016	PNR
737 81Q	3244	MAIN WHEEL	26123111	UNSERVICEABLE	20110726003	ATL
		ASSEMBLY				
747 SPJ6	2915	RELIEF VALVE	719852	FRACTURED	20110715004	QUE
757 236	2422	STATIC INVERTER	S282T0048	SMOKING	20110901002	ONT
767 333	2781	SLAT SENSOR		FAILED	20110708009	QUE
767 333	2913	PACKING	NAS161210	WORN	20110704010	QUE
767 333	3697	TERMINAL LUG		DAMAGED	20110809003	QUE
767 33A	2130	CABIN PRESSURE		HUMAN ERROR	20110718015	QUE
		CONTROL				
767 33A	2750	POWER DISTRIBUTION	S256T00411	FAILED	20110708002	QUE
		UNIT				
767 375	5754	SLAT PANEL	114T410242	CRACKED	20110823004	QUE
767 38E	2530	COFFEE MAKER		FAILED	20110831004	QUE
767 3Y0	2931	PRESSURE SWITCH	S00033	FAILED	20110815008	QUE
777 333ER	2530	GALLEY		OVERHEATED	20110815005	QUE
777 333ER	2597	SEAT CONTROLLER	178861101	OVERHEATED	20110708008	QUE
777 333ER	2741	PITCH TRIM		RESET	20110718014	QUE
<b>BOMBARDIER</b>						
BD 700 1A10	2450	CONTACTOR	59117381	BURNT	20110725009	QUE
BD 700 1A10	2497	ALTERNATING	SAA0001W	DAMAGED	20110826007	QUE
		CURRENT (AC) POWER				
		FEEDER CABLE				
BD 700 1A11	5610	WINDSHIELD	GC331000110	CRACKED	20110913001	QUE
CL600 2B19	0	FLAP ACTUATOR	853D10024	SEIZED	20110916003	ATL
(RJ100)						
CL600 2B19	0	ROTARY VARIABLE	16735109	INOPERATIVE	20110914008	QUE
(RJ100)		DIFFERENTIAL				
		TRANSFORMER (RVDT)				
CL600 2B19	0	STUD		BROKEN	20110921002	PNR
(RJ100)						
CL600 2B19	2150	AIR CYCLE MACHINE	78279015	OVERHEATED	20110727010	QUE
(RJ100)						
CL600 2B19	2750	BRAKE PRESSURE	601R571161	FAILED	20110808004	ATL
(RJ100)		SENSOR UNIT (BPSU)				
		HARNES				
CL600 2B19	2750	ELECTRICAL WIRE		DAMAGED	20110826002	ATL
(RJ100)						
CL600 2B19	2910	FAIRLEAD BLOCK	TA3050052403	WORN OUT	20110713003	PAC
(RJ100)						
CL600 2B19	3230	NOSE LANDING	750006000	UNSERVICEABLE	20110907003	ONT
(RJ100)		GEAR (NLG)				
		SELECTOR VALVE				
CL600 2B19	3230	SOLENOID	750006000	FAILED	20110825007	QUE
(RJ100)		SELECTOR VALVE				
CL600 2B19	3230	VALVE MAIN LANDING	750005000	FAILED	20110725005	QUE
(RJ100)		GEAR (MLG) SELECTOR				
CL600 2B19	3230	VALVE MAIN LANDING	750005000	FAILED	20110725006	QUE
(RJ100)		GEAR (MLG) SELECTOR				

MAKE/MODEL	JASC	PART NAME	PART NUMBER (No.)	PART CONDITION	SDR No.	RGN
CL600 2B19 (RJ100)	3230	VALVE MAIN LANDING GEAR (MLG) SELECTOR	750005000	FAILED	20110815014	QUE
CL600 2B19 (RJ100)	3231	NOSE LANDING GEAR (NLG) AFT DOOR	6003304410	DAMAGED	20110818004	ATL
CL600 2B19 (RJ100)	520	NO PARTS		HARD LANDING	20110704008	QUE
CL600 2B19 (RJ100)	520	WINGLET		LIGHTNING STRIKE	20110822011	ATL
CL600 2B19 (RJ100)	5312	ANGLE	601R3220881	CRACKED	20110812001	ATL
CL600 2B19 (RJ100)	5342	HORIZONTAL STABILIZER (HSTAB) PIVOT FITTING	600210274	CORRODED	20110708011	ATL
CL600 2B19 (RJ100)	5610	PILOT'S SIDE WINDOW	601R3303319	CRACKED	20110831001	ATL
CL600 2B19 (RJ100)	5610	WINDOW SIDE (LEFT-HAND)	NP1393221	SHATTERED	20110815002	QUE
CL600 2B19 (RJ100)	5610	WINDSHIELD	NP13932113	CRACKED	20110803019	ATL
CL600 2B19 (RJ100)	5610	WINDSHIELD	NP13932112	SHATTERED	20110824004	ATL
CL600 2B19 (RJ100)	5610	WINDSHIELD (RIGHT-HAND)	601R3303318	CRACKED	20110815003	QUE
CL600 2B19 (RJ100)	5712	ANGLE	601R1001113A1	CRACKED	20110824001	ATL
CL600 2B19 (RJ100)	5755	SPOILER PANEL	6001060273	WORN	20110811003	ATL
CL600 2C10 (RJ700)	2910	HYDRAULIC SYSTEM		CHAFFED	20110725007	QUE
CL600 2C10 (RJ700)	3230	GEAR SELECTOR VALVE		FAILED	20110705003	QUE
CL600 2C10 (RJ700)	3320	BALLAST		OVERHEATED	20110727009	QUE
CL600 2C10 (RJ700)	3620	BLEED LOOP		FAILED	20110824002	QUE
CL600 2C10 (RJ700)	5610	WINDSHIELD	NP13932110	SHATTERED	20110704006	QUE
CL600 2C10 (RJ701)	2810	CAP ASSEMBLY FUEL FILLER	45787221015	MISSING	20110823002	QUE
CL600 2D24 (RJ900)	2530	CIRCUIT BREAKER		LOOSE SCREW	20110815010	QUE
CL600 2D24 (RJ900)	3251	ELECTRONIC CONTROL UNIT		FAILED	20110815006	QUE
CL600 2D24 (RJ900)	5610	CAPTAINS WINDSHIELD	NP13932113	SHATTERED	20110704005	QUE
CL600 2E25 (RJ1000)	2497	CIRCUIT BREAKER	MS2536180	LOOSE TORQUE	20110829002	QUE
<b>CANADAIR</b>						
CL215 1A10	0	BEARING	AW12VCRPG1	CRACKED	20110915009	PNR
CL215 1A10	0	BOLT	AN173C6	WORN	20110915008	PNR
CL215 1A10	2300	MICROPHONE SWITCHES		INTERMITTENT	20110707010	PNR
CL215 1A10	3233	O-RINGS	MS28775225334	SPLIT	20110701003	PNR
CL600 2B16(604)	2910	TUBE ASSEMBLY REAR FUSELAGE	604752383	CHAFED	20110711017	ONT
<b>CESSNA</b>						
150M	7120	ENGINE MOUNT	4511201	CRACKED	20110826011	ONT
152	5347	SPRING SEAT PLUNGER	4112652	BROKEN	20110811009	PAC



MAKE/MODEL	JASC	PART NAME	PART NUMBER (No.)	PART CONDITION	SDR No.	RGN
152	7414	DISTRIBUTOR GEAR	K3008	LOOSE FINGER	20110804001	ONT
172E	2701	CONTROL		BROKEN	20110817005	ONT
172M	1420	WHEEL PLASTIC CIRCUIT BREAKER	W31X2M1G25	UNSERVICEABLE	20110914005	PNR
172M	2720	SWITCH RIGHT-HAND AFT RUDDER CABLE	510105307	FRAYED	20110819004	PAC
172M	3245	NOSE WHEEL TUBE		DETERIORATED	20110729010	PAC
172N	3340	SWITCH	S21605	JAMMED	20110810007	ONT
172P	3340	SWITCH	TTGCTA201TWB	JAMMED	20110810006	ONT
172S	8011	STARTER	149NLEC	BURNT INTERNALLY	20110713002	PNR
180	5753	FLAP TRACK	12210107	CRACKED	20110903001	ONT
550	3210	DOOR BOND ASSEMBLY	652750153	DELAMINATED	20110718004	ONT
560	3230	NOSE LANDING GEAR (NLG) DOWNLOCK SWITCH	1EN1186	FAILED	20110826005	PNR
<i>CONVAIR - CAN</i>						
340	2400	HEATER MOTOR RELAY	1A7S5001	BURNT	20110701001	PNR
<i>DASSAULT</i>						
FALCON 7X	2133	INTEGRATED CABIN PRESSURE CONTROL SYSTEM (ICPCS) VALVE CABIN VENT	211916810	UNSERVICEABLE	20110907004	ONT
FALCON 900EX	3246	WHEEL SEAL	50142921	DAMAGED	20110719009	PNR
FALCON 900EX	520	PITOT-PROBE LEFT-HAND	50520	IN SERVICE	20110704011	QUE
<i>DEHAVILLAND - CAN</i>						
DHC 2 MKI	2730	TRIM CABLE	C2CF579A	BROKEN	20110829013	ONT
DHC 2 MKI	5510	STABILIZER FORWARD ATTACH BRACKET	C2TP187A	CRACKED	20110725015	PNR
DHC 2 MKIII	1000	BUSHING	CT2FS10572	NEW	20110722010	PAC
DHC 3	2497	CIRCUIT BREAKER SWITCH	W31XZMIG10	WON'T RESET	20110711015	ONT
DHC 3	7332	FUEL FLOW TRANSMITTER	FT100EI	USED	20110821001	QUE
DHC 6	5714	STRUCTURE ASSEMBLY - WING	C6W1002	NEW	20110715006	PAC
DHC 6 300	5630	WINDOW	C3FS5152	BROKEN	20110804003	ATL
DHC 7 102	2910	HYDRAULIC TUBE	72980010217	NEW	20110811005	ONT
DHC 8 102	2197	TERMINAL BLOCK	M817142DA1	CORRODED	20110803023	ATL
DHC 8 102	2731	RIGHT-HAND ELEVATOR SPRING TAB	85520003009	BURN HOLES	20110908007	ATL
DHC 8 102	2910	HYDRAULIC LINE	AE2463510E0124	LEAKING	20110921004	PAC
DHC 8 102	2910	PRESSURE LINE	82974010119	PIN HOLE	20110803020	ATL
DHC 8 102	2910	UNION	AN81510D	CRACKED	20110915003	PNR
DHC 8 102	2913	PACKING		DETERIORATED	20110725010	ATL
DHC 8 102	3230	PULLEY	MS20219A4	SEIZED	20110830012	ATL
DHC 8 311	5210	END FITTING	85210096103	FRACTURED	20110704009	ATL
DHC 8 311	5413	INTERCOSTAL	85411581103	CRACKED	20110801006	PAC
DHC 8 314	3230	ACTUATOR	82910016009	LEAKING	20110725014	ONT
DHC 8 315	3230	NOSE LANDING GEAR (NLG) ACTUATOR FLEX HOSE	DSC252B40124	FATIGUE FRACTURED	20110919003	ONT
DHC 8 400	2730	CENTERING SPRING	8SC0798	BROKEN	20110711011	ONT
DHC 8 400	2913	ENGINE DRIVEN HYDRAULIC PUMP	6617304	CRACKED	20110706005	ONT
DHC 8 400	3020	INTAKE ADAPTOR HEATER	4100S02802	BURNT	20110802002	ONT

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DHC 8 400	5610	LEFT-HAND WINDSHIELD	80260007	CRACKED	20110706006	ONT
DHC 8 400	5610	WINDSHIELD	NP15790120	CRACKED	20110922002	ONT
DHC 8 402	2810	FUEL TANK		METAL FILINGS	20110824006	ATL
DHC 8 402	2910	TUBE ASSEMBLY	82974270003	CHAFFED	20110708018	QUE
<i>DIAMOND - AS</i>						
DA 40	5210	HINGE	DA452212600	CRACKED	20110708001	ATL
DA 40	5210	HINGE	DA452212600	CRACKED	20110708003	ATL
DA 40	5210	LATCH PIN	DA452107300	LOOSE	20110708013	ATL
DA 42	7310	FUEL RETURN LINE	057313K003105	CHAFFED	20110727008	PNR
<i>DIAMOND - CAN</i>						
DA 20 C1	0	NOSE FORK	20322008001	CRACKED	20110915004	ATL
DA 20 C1	3220	FORK	2032200800	CRACKED	20110906001	ATL
DA 20 C1	3220	FORK WHEELING	20322001061	CRACKED	20110815015	ATL
DA 20 C1	3220	NOSE FORK TRAIN	20322001061	CRACKED	20110810012	QUE
DA 20 C1	7600	THROTTLE CABLE	A15500550	BROKEN	20110902005	PNR
DA 20 C1	8540	REAR CASE ASSEMBLY	6538572	CHIPPED	20110718001	ATL
<i>DORNIER</i>						
228 202	2730	ELEVATOR CONTROL	A332200B00C	DELAMINATED	20110707005	PNR
<i>EMBRAER</i>						
EMB 145LR	5554	BOLT	NAS6404A26D	BROKEN	20110830020	QUE
EMB 145LR	5711	WING LOWER SPAR CAP	14566091001	CRACKED	20110711013	QUE
ERJ 170 200 SU	2530	GALLEY OVEN		BURN SMELL	20110822004	QUE
ERJ 170 200 SU	2780	SKEW SENSOR	1702286B	FAILED	20110729006	QUE
ERJ 170 200 SU	2780	SLAT CONTROL		RESET NO FAULT	20110712001	QUE
ERJ 170 200 SU	2781	RIGHT-HAND SLAT POSITION SENSOR	5912847	FAILED	20110708004	QUE
ERJ 170 200 SU	2781	SLAT SKEW SENSOR	1702286B	FAILED	20110728001	QUE
ERJ 170 200 SU	2781	SLAT SKEW SENSOR	1702288B	FAILED	20110728002	QUE
ERJ 170 200 SU	3242	#4 BRAKE	900005832PR	FAILED	20110729003	QUE
ERJ 170 200 SU	3242	BRAKE	900005832PR	FAILED	20110729004	QUE
ERJ 170 200 SU	3242	BRAKE ASSEMBLY	900005832PR	FAILED	20110707011	QUE
ERJ 170 200 SU	3600	POWER SUPPLY MODULE	59130164	BLEED FAIL	20110722003	QUE
ERJ 170 200 SU	5210	DOOR DEFLECTOR		FAILED	20110822002	QUE
ERJ 170 200 SU	7600	ENGINE CONTROL		RESET	20110808002	QUE
ERJ 190 100 IGW	2150	AIR CYCLE MACHINE (ACM)	10007004	PACK FAILURE	20110721004	QUE
ERJ 190 100 IGW	2350	NETWORK INTERFACE MODULE	7517964917	UNSERVICEABLE	20110805001	QUE
ERJ 190 100 IGW	2420	RAM AIR TURBINE (RAT)		FAILED TO DEPLOY	20110705005	QUE
ERJ 190 100 IGW	2421	GENERATOR CONTROL UNIT (GCU)	1701321D	FAILED	20110725004	QUE
ERJ 190 100 IGW	2450	NETWORK INTERFACE CARD (NIC) 1		FAILED	20110718006	QUE
ERJ 190 100 IGW	2530	COFFEE MAKER		OVERHEATED	20110816001	QUE
ERJ 190 100 IGW	2530	GALLEY OVENS		BURN SMELL	20110822003	QUE
ERJ 190 100 IGW	2750	FLAP ACTUATOR	C1558111	FAILED	20110718009	QUE
ERJ 190 100 IGW	2750	FLAPS		RESET	20110718011	QUE
ERJ 190 100 IGW	2750	FLAPS		RESET	20110708012	QUE
ERJ 190 100 IGW	2782	SLAT ACTUATOR TYPE E	1703911A	FAILED	20110708015	QUE
ERJ 190 100 IGW	3010	CLAMP	6299210200	LOOSE	20110805003	QUE
ERJ 190 100 IGW	3230	MAIN LANDING GEAR (MLG)		FAILED	20110908006	QUE
ERJ 190 100 IGW	3411	AIR DATA SMART (ADS) PROBE		BEE STRIKE	20110816002	QUE
ERJ 190 100 IGW	3600	PNEUMATIC SYSTEM		BLEED FAILURE	20110721003	QUE
ERJ 190 100 IGW	3620	PNEUMATIC INDICATOR		OVERPRESSURE	20110808001	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER (No.)	PART CONDITION	SDR No.	RGN
ERJ 190 100 IGW	3620	PRE-COOLER GASKET		FAILED	20110725003	QUE
ERJ 190 100 IGW	5210	DOOR DEFLECTOR	17068153401	FAILED	20110816003	QUE
ERJ 190 100 IGW	5210	PAX DOOR DEFLECTOR		FAILED	20110815007	QUE
ERJ 190 100 IGW	5610	WINDSHIELD	NP18730112	CRACKED	20110708014	QUE
<i>EUROCOPTER FRANCE</i>						
AS 355	6230	GUIDE SWASHPLATE	350A37118101	SCRAPPED	20110711014	ONT
EC 120 B	2300	PANEL	C523S3200203	LOST	20110829001	PNR
EC 130 B4	2435	STARTER GENERATOR	150SG122Q	SERVICEABLE	20110822017	ONT
EC 130 B4	5610	WINDSHIELD CENTRAL	350A25902500	CRACKED	20110816006	ONT
<i>FAIRCHILD</i>						
SA227AC	2497	RIGHT-HAND CONTINUOUS ALCOHOL-WATER INJECTION (CAWI) RELAY	J62A	FAILED	20110802004	ONT
SA227AC	2750	FLAP VALVE	246003	INTERMITTENT	20110829014	ONT
SA227AC	3222	CENTERING ARM	54510443	UNAPPROVED PART	20110829011	PNR
SA227AC	3230	O-RING		FAILED	20110901001	ONT
SA227CC	3120	TORQUE INDICATOR	2719158007	INTERMITTENT	20110830013	ONT
SA227DC	2497	HOSE ASSEMBLY	3284301125	BURNT	20110829016	ONT
SA227DC	3230	UPLOCK ROLLER BOLT	NAS660421	SHEARED	20110802005	ONT
<i>FOUND BROTHERS</i>						
FBA 2C1	0	FUEL VENT VALVE	342700	NEW	20110919004	PAC
FBA 2C1	3246	BEARING	13889	DESTROYED	20110707007	PAC
<i>GROB-WERKE</i>						
G 120A	0	AIR CONDITIONING HOSE	TEGR101008	WORN	20110920010	PNR
G 120A	7314	ENGINE DRIVEN FUEL PUMP	RG9570K1M	USED	20110811007	PAC
<i>GULFSTREAM - ISRAEL</i>						
GULFSTREAM 100	2130	WORM GEAR CLAMP		LOOSE	20110822016	ONT
<i>HAWKER SIDDELEY-UK</i>						
HS 748 2A	2910	HYDRAULIC CUT OUT VALVE	AIR41916	CRACKED	20110803022	ONT
<i>HUGHES</i>						
369D	6320	ROLLER BEARING	369D25146	CRACKED	20110810011	PAC
369D	7200	CHIP		ON	20110913002	PAC
<i>LEARJET</i>						
45	2433	DIRECT CURRENT (DC) CONVERTER	LT71	FAILED	20110801001	QUE
45	2700	CABLE ASSEMBLY	7627102004001	WORN	20110713001	QUE
45	2820	FLEX HOSE ASSEMBLY	244224151152	DETERIORATED	20110831003	ONT
<i>LOCKHEED</i>						
382G	5330	PLATE/SKIN		CRACKED	20110818006	PAC
<i>MITSUBISHI - USA</i>						
MU 2B60	2510	ADEL CLAMP	MS91919WDG8	WORN	20110805002	ONT
<i>MOONEY</i>						
M20F	5753	FLAP SWITCH - MICRO	2TL7510	USED	20110829008	PNR
<i>PILATUS - SW</i>						
PC 12 45	2742	ALTERNATIVE/AUTOMATIC TRIM MOTOR	9787314203	INOPERATIVE	20110822005	ONT
PC 12 45	7110	LEVER AND LINK ASSEMBLY	5711009072	STRIPPED	20110706009	ONT



MAKE/MODEL	JASC	PART NAME	PART NUMBER (No.)	PART CONDITION	SDR No.	RGN
<i>PIPER</i>						
PA23 250	2730	SCREW STABILATOR TRIM	2080203	USED	20110808007	PAC
PA23 250	3222	NOSE GEAR LOCK LINK	1666700	BROKEN	20110822006	ONT
PA28 140	2750	FLAP RETURN SPRING	6282000	UNSERVICEABLE	20110726015	PAC
PA31 350	2822	FUEL BOOST PUMP	2B663	OVERHAULED	20110803032	PNR
PA31 350	2822	FUEL BOOST PUMP	2B663	USED	20110717001	PNR
PA31 350	3221	NOSE LANDING GEAR (NLG) RIGHT- HAND DRAG LINK	4033600	CRACKED	20110707006	PAC
PA31 350	3230	WIRE		BROKEN	20110912001	ATL
PA31 350	5711	LEFT & RIGHT WING MAIN SPAR	447400203	WEB BUCKLED	20110726014	PAC
PA34 220T	2730	TRIM CABLE	62701073	FRAYED	20110805004	PAC
PA44 180	7800	MUFFLER	86299007AWL	BROKEN	20110826010	ATL
<i>ROBINSON</i>						
R44 II	2421	ALTERNATOR	ALU8521	FAILED	20110706008	PNR
R44 II	2822	FUEL PUMP	D7434	FAILED	20110829012	PNR
R44 II	2822	FUEL PUMP	LW15473	LEAKING	20110829007	PNR
R44 II	2916	RESERVOIR	D2112	VENTING	20110829004	PNR
R44 II	5610	BUBBLE WINDOW	D044713014	DEFORMED	20110823005	PNR
R44 II	6210	MAIN ROTOR BLADES	C0165	USED	20110714006	ONT
R44 II	6230	RETAINER	C2061	SCORING	20110725013	PNR
R44 II	6310	ACTUATOR	C0512	FAILED	20110902004	PNR
R44 II	6310	CLUTCH	C1883	SCRAPPED	20110809004	ONT
R44 II	7314	FUEL PUMP		FAULTY	20110803021	PNR
R44 II	7314	FUEL PUMP	LW15473	LEAKING	20110829010	PNR
R44 II	7800	LEFT-HAND EXHAUST COLLECTOR	C1695	CRACKED	20110908002	PAC
R44 II	7800	MUFFLER	C16932	USED	20110714007	ONT
R44 II	7921	FANSHAFT	C0075	CORRODED	20110729002	PNR
<i>SAAB</i>						
340B	2897	TUBE ASSEMBLY	7228306561	PIN HOLE	20110901003	PNR
<i>SIKORSKY</i>						
S61L	2820	HOSE	S613062150003	CONTAMINATED	20110721010	PAC
S76C	7931	ENGINE OIL PUMP	292005310	FAILED	20110830019	PAC
<i>SWEARINGEN</i>						
SA226TC	5341	FITTING HALF	2722123	CRACKED	20110812003	PNR
SA226TC	5741	FITTING HALF	2722121	CRACKED	20110812004	PNR
<i>VIKING CANADA</i>						
DHC 6 400	5313	STRUCTURE ASSEMBLY SIDE FUSELAGE	C6FS2402	NEW	20110715007	PAC
DHC 6 400	7300	TUBE ASSEMBLY- BOOSTER PUMP	C6PF10761	NEW	20110808005	PAC
<b>ENGINE</b>						
<i>ALLISON</i>						
250-C20B	2435	SPRING/SCREW/ WASHER		BURNT	20110714008	ATL
250-C47B	7240	OUTER COMBUSTION CASE	23030911	CRACKED	20110725016	PAC
<i>AVCO LYCOMING</i>						
IO-540-C1B5	8530	CYLINDER	LW12425	CRACKED	20110802003	PNR
LTIO-540-J2BD	7322	FUEL SERVO	25245009RSH	INTERMITTENT	20110722006	PNR
LTIO-540-J2BD	8120	SUPPORT ASSEMBLY	LW18302	FRACTURED	20110722008	PAC
LTS-101-750B-1	7200	ENGINE	400100025	MAKING METAL	20110811008	PNR
O-235-L2C	7600	CARBURETOR HEAT CONTROL	S123019	SEPARATED	20110811006	ONT

MAKE/MODEL	JASC	PART NAME	PART NUMBER (No.)	PART CONDITION	SDR No.	RGN
O-320-D2J	7600	CARBURETOR HEAT CONTROL	S123015	SEPARATED	20110823003	ONT
<i>GARRETT</i>						
TFE731-20AR-1B	7931	OIL PUMP	30607852	OVERHAULED	20110701002	PAC
TPE331-11U	8300	CASE	408188265	CRACKED	20110802007	ONT
TPE331-11U-612G	0	AFT PROPELLER SHAFT BEARING	3583605	DAMAGED	20110915001	PNR
<i>GENERAL ELECTRIC</i>						
CF34-10E5A1	7100	STAGE 4 LOW PRESSURE TURBINE BLADE	266M13P01	MISSING	20110908004	QUE
CF34-3A1	7230	COMPRESSOR SPOOL STAGE 3-8	6078T56P05	PARTS MISSING	20110704004	ATL
<i>HONEYWELL</i>						
AS907-1-1A	7261	O-RING - OIL FILL CAP		DAMAGED	20110713005	QUE
TFE731-20AR	0	CARBON BUSHING	7410024	NEW	20110707009	ATL
<i>PRATT &amp; WHITNEY-CAN</i>						
PT6A-21	7261	OIL FILTER	307097601	CRACKED	20110722002	ONT
PT6A-21	7321	FUEL CONTROL UNIT (FCU) BEARING		FAILED	20110826004	ATL
PT6A-42	7261	SEAL	3022375	LEAKING	20110826012	PNR
PT6A-42	7261	SEAL	3022375	LEAKING	20110826013	PNR
PT6T-3	0	LINE	3028325	BROKEN	20110921007	PAC
PW123B	7530	HIGH PRESSURE SHUT-OFF VALVE (HPSOV)	7786863	SOLENOID CORRODED	20110801002	ONT
PW123E	0	OIL TRANSMITTER	APT761000100DW	INTERNAL FAILURE	20110919001	ONT
PW306C	7200	CARBON SEAL	30B589801	FAILED	20110721008	PAC
<i>PRATT &amp; WHITNEY-USA</i>						
R-1340-S3H1-G	8530	CYLINDER	399352	CRACKED	20110809006	QUE
R-1340-S3H1-G	8530	CYLINDER	399352	CRACKED	20110817009	QUE
R-985	7414	SEAL	383021	SHRUNK	20110804004	PAC
R-985-AN-14B	8520	MASTEROD	39787	BROKEN	20110815016	ONT
R-985-AN-14B	8530	ALUMINUM CYLINDER HEAD	399353	SCRAP	20110804005	PAC
<i>ROLLS ROYCE - UK</i>						
RB211 TRENT 772B-60	7230	HIGH PERFORMANCE COMPUTING (HPC) 5 AND 6		BLADE DAMAGED	20110707001	QUE
RB211 TRENT 772B-60	7280	HOUSING MAGNETIC CHIP DETECTOR (MCD) PLUG	VA3509	BROKEN	20110721007	QUE
<i>TELEDYNE CONTINENTAL</i>						
IO-360-G	7310	FUEL INJECTOR LINE	630662	CRACKED	20110707004	ATL
IO-520-D	8520	THRUBOLT	641931981	CRACKED	20110817002	ATL
O-200-A	0	CYLINDER	AE65314	STUCK OPEN	20110915006	ONT
<i>TURBOMECA</i>						
ARRIEL 1D1	7100	ENGINE	292005220	SEIZED	20110909009	PNR
ARRIEL 1D1	7532	BLEED VALVE	9550161210	UNSERVICEABLE	20110705006	QUE
ARRIEL 1D1	8012	INJECTOR TUBE ASSEMBLY	301008030	CRACKED	20110712006	PAC
<b>PROPELLER</b>						
<i>AEROPRODUCTS</i>						
A6441FN-606A	0	PROPELLER MASTER GEAR	A6441FN606	DAMAGED	20110916002	PAC
<i>HAMILTON STANDARD</i>						
14SF-7	0	PROPELLER BLADE	SFA13M1ROAD	OVERHAULED	20110915007	PAC

MAKE/MODEL	JASC	PART NAME	PART NUMBER (No.)	PART CONDITION	SDR No.	RGN
<i>HARTZELL</i>						
HC-E3YR-2ALTF	6120	PROPELLER CONTROL CABLE	2489417	BROKEN	20110707008	PAC
PHC-C3YF-1RF	6110	BLADES FORK	F76632RB3252	CRACKED	20110906002	PNR
<i>MCCAULEY</i>						
1C172/TM7653	0	PROPELLER BLADE	1C172TM7653	BROKEN	20110914006	QUE
3AF34C92	6110	LATCH PINS	B4324	CRACKED	20110804002	PAC
4HFR34C771	6140	TACHOMETER GENERATOR	503890571	USED	20110804008	PNR
<b>EQUIPMENT</b>						
<i>AERO DESIGN</i>						
8270601	5300	STEP BRACKET	8273301	CRACKED	20110729008	QUE
<i>AIR TRACTOR</i>						
EQUIPMENT	5330	EMERGENCY LOCATOR TRANSMITTER (ELT) ANTENNA	145621	SERVICEABLE	20110727011	PAC
<i>ARTEX</i>						
4535002	2562	G SWITCH		UNSERVICEABLE	20110822007	PNR
<i>B/E AEROSPACE</i>						
17640177	3500	VALVE - SHUT OFF		NORMAL	20110831006	PNR
<i>BAE SYSTEMS</i>						
4916405	2000	INTERFACE ASSEMBLY	77430025803	UNSERVICEABLE	20110721006	QUE
<i>BELL TEXTRON - CAN</i>						
2660162401	7230	IMPELLER	2660162401	NEW	20110706002	PAC
<i>BOSCH AMERICAN</i>						
SB9RU3	7414	SPRING SHORT-CIRCUITING	SP52109	CORRODED	20110816007	PAC
<i>BRUCE</i>						
BC10066003	3320	LIGHT SOCKET	BC10066003	UNSERVICEABLE	20110715003	PNR
<i>CESSNA</i>						
991026928	7300	LEFT-HAND MIXTURE CONTROL	991026928	INCORRECT ASSEMBLY	20110827001	PNR
<i>DEHAVILLAND - CAN</i>						
DHC 6 200	0	PORTABLE FIRE EXTINGUISHER	100-9750N	EMPTY	20110922005	ONT
DHC6	1430	RIVET SOLID	MS20470AD325	NEW	20110819005	PNR
MS276454	2000	FLIGHT CONTROL BEARING	MS276454	NEW	20110704012	PAC
<i>GOODYEAR</i>						
302246401	3245	TUBE	302246401	DAMAGED	20110706003	ONT
<i>HAMILTON SUNDSTRAND</i>						
T62T405	4920	COMBUSTOR HOUSING ASSEMBLY	118012100	UNSERVICEABLE	20110711019	PNR
<i>HARTZELL</i>						
F848L	6120	PROPELLER GOVERNOR	F848L	LEAKING	20110712005	PNR
<i>KANNAD</i>						
406AFCOMPACT	2562	'D' SUB CONNECTOR	S182051403	NEW	20110810009	ONT
<i>LORD MFG</i>						
LM82710	7120	ENGINE ISOLATOR	LM82710	SEPARATED	20110817004	PNR
<i>MEGGITT SAFETY SYS</i>						
50105201	0	BUSHING	5013566	UNSERVICEABLE	20110916006	PNR
<i>PIPER</i>						
587779	0	POTENTIOMETER	587977	BURNT	20110916004	PAC



MAKE/MODEL	JASC	PART NAME	PART NUMBER (No.)	PART CONDITION	SDR No.	RGN
<i>PRATT &amp; WHITNEY-CAN</i>						
PT6A27	7261	OIL FILTER	7579522AM	NEW	20110705002	PNR
<i>ROCKWELL COLLINS</i>						
8220868087	0	#1 FLIGHT MANAGEMENT SYSTEM (FMS) INPUT/OUTPUT OPERATIONS PER SECOND (IOPS) CARD	8220868087	BATTERY FAILED	20110913006	PNR
8220868087	0	#2 FLIGHT MANAGEMENT COMPUTER (FMC) INPUT/OUTPUT OPERATIONS PER SECOND (IOPS) CARD	8220868087	BATTERY FAILED	20110913005	PNR
8221987006	0	MAINTENANCE DIAGNOSTIC COMPUTER (MDC) INPUT/OUTPUT OPERATIONS PER SECOND (IOPS) CARD	8221987006	BATTERY FAILED	20110913007	PNR
<i>TELEDYNE BENDIX</i>						
105005561	7414	DISTRIBUTOR BLOCK	10357426	SEPARATED	20110805005	PAC
<i>UNISON</i>						
4370	7414	IMPULSE COUPLING	M3100	WORN	20110803027	ONT
<i>VICKERS</i>						
3031749001	0	PUMP HYDRAULIC	3031749001	WEEPING	20110914012	PNR
EQUIPMENT	2590	SEAL		CUT	20110811004	PAC
<i>WIPAIRE</i>						
3A07000001	3230	LINK-PISTON ROD	3A07094001	BROKEN	20110823006	PNR
<b>UNAPPROVED PART</b>						
<i>BAE SYSTEMS</i>						
4916405	2000	INTERFACE ASSEMBLY	77430025803	UNSERVICEABLE	20110721006	QUE
<i>CESSNA</i>						
991026928	2000	LEFT-HAND MIXTURE CONTROL	991026928	INCORRECT ASSY	20110827001	PNR
<i>DEHAVILLAND - CAN</i>						
MS276454	2000	FLIGHT CONTROL BEARING	MS276454	NEW	20110704012	PAC

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