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Issue 2/2011

Feedback

Canadian Aviation Service Difficulty Reports



TP 6980E
(6/2011)



Image provided courtesy of Bombardier Inc.

TC-1004382



Canada

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Front cover picture

The Bombardier CRJ1000 model CL-600-2E25, Transport Canada type certificate awarded November 10th, 2010.

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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www.tc.gc.ca/eng/civilaviation/certification/continuing-feedback-menu-703.htm

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.

Feedback est aussi disponible en français.

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HEADS UP

The Certification of the CRJ 1000 and its Continuing Airworthiness

Recently the CRJ1000 (CL-600-2E25 model) NextGen airliner was certified through the extensive efforts of both Bombardier Aerospace, the manufacturer, and the National Aircraft Certification Branch (NAC), a component of Transport Canada Civil Aviation (TCCA).

The CRJ1000 aeroplane is approximately 128 feet in length, 10 feet longer than its predecessor the CRJ900, with an increased payload of an additional 3000 pounds. This aeroplane introduces a completely new “command by wire” rudder system, larger wing and landing gear along with a more powerful CF34-8C5A1 engine.

With this aeroplane’s introduction into service, the Continuing Airworthiness Division (CAW) within the NAC branch, is given the responsibility of regulatory oversight and the development of any necessary corrective action to ensure its continued safe operation.

When a new aeroplane model of any sort is first operated in its environment, the “bugs, quirks and unpredictable’s” come to surface, for no design can be perfectly constructed to accommodate all possible scenarios. As these discrepancies or in-service problems “come to surface” and are revealed to the maintenance/operator world, it is not only essential, but a regulatory requirement that safety related defects be reported to the CAW group in Transport Canada through a Service Difficulty Report (SDR). These reports from you, the operator and maintainer, provides CAW the necessary defect information and background knowledge to

approach the Type Certificate Holder (TCH) for any necessary corrective action. The TCH of the aeroplane is responsible to mitigate safety related defects and malfunctions as identified in your SDR.

Another function of CAW when addressing safety related defects is the responsibility and requirement to issue immediate world fleet wide action in the form of an Airworthiness Directive (AD). Last year for 2010, CAW produced and issued 38 ADs to address safety related events of Canadian type certified aeroplanes and reviewed 718 foreign ADs for applicability.

It is not uncommon in reply to an aeroplane incident, intensive cooperative discussions between the responsible TCH, CAW and often enough a foreign governing authority occur to define the root cause. The corrective action may consist of a world fleet wide one-time and repeat inspection supported through the instructions of a Service Bulletin (SB) from the TCH and mandated by an AD.

To conclude, the design, manufacturing and continuous operations of an aeroplane is a long and at times arduous affair. From the moment the initial concept and design is presented to Transport Canada Civil Aviation through the lifetime service for all Canadian Type Certified aeroplanes, NAC’s involvement is there continuous until the type certificates retirement. ✖

Rudder Torque Tube – Failure

SDR submitted:

During a functional check, the Aircraft Maintenance Engineer found that the L/H torque tube was broken just inboard of the left rudder pedal block. Disassembly revealed that the rudder torque tube failure started at the taper pin hole that is used to secure the rudder pedal assembly block to the shaft. Further inspection revealed a secondary crack at about 90 degrees. A third crack was found parallel to the initial crack. The failure appears to be from an overload condition.

It is difficult to detect a failure of this type as the initial failure takes place in an area not visible unless the pedal assembly block is dismantled. Once the crack gets large enough to compromise the torsional ability of the shaft, complete failure would likely occur. The entire

rudder and steering system was inspected to determine if other related systems were a factor in this event. No fault found.

Preventive actions taken; a one time check of the rudder pedal assembly for the next routine inspection for the 1900 fleet.

Transport Canada Comments:

Because the pedal block is not disassembled unless necessary, it is recommended that this area be closely examined for defects around the pedal block/torque tube interface. A physical check for any “rotational play” of the torque tube may give an indication of impending failure. ✖



Pitch Trim Actuator - Upper Attachment Loose Bolts

SDR submitted:

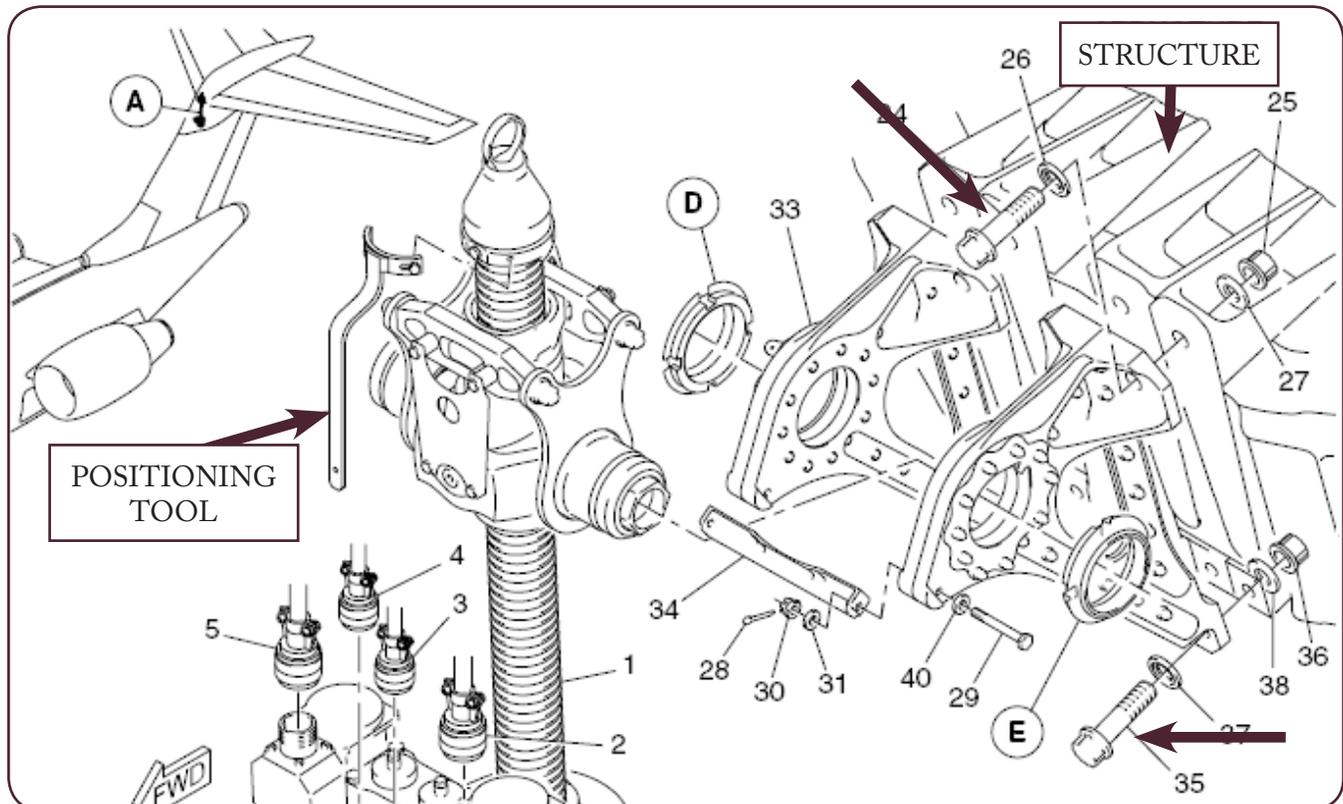
During a routine maintenance check in the translating nut area of the horizontal stab trim actuator (HSTA), two bolts were found loose. These bolts, which are positioned at the upper L/H & lower R/H bolt location, connect the upper half of the pitch trim actuator assembly (Item 33) to the aeroplanes structure. See pictorial below. (Reference CRJ700/900 AMM Figure 27-42-01, Items 24 & 35)

Transport Canada Comments:

The Type Certificate Holder (TCH) has taken corrective action by revising the AMM TR 20-022 regarding the general tasks for torquing fasteners. Additionally,

a revision was made to the AMM TR 27-0345 and TR 27-0346 to address the installation of the trim actuator. Manual Change Requirement (MCR) Chapter 20 will now require paint strip marks on the bolt and the nut. The TCH now advises replacement of the nuts after each use.

The 2000 Flight Hour oil level check on the HSTA may be an opportune time to do a precautionary one-time nut torque check. ✖



Assymetrical (Split) Flap Condition – Flap Rollers

SDR submitted:

Shortly after take-off, the R/H flap retract flap cable failed. This was visually confirmed by the pilot. The consequences of the cable failure caused the L/H flap (slave flap) to fall into the fully extended position with the R/H flap (master flap) proceeding to go to the selected flap retracted position. Fortunately, the pilot was able to gain control of the aeroplane.

Initial investigation revealed that the R/H cable was completely severed in the area where the cable rolls over the central flap pulley cluster located in the middle of the cabin behind the headliner (FS 65.33). The subject flap cable was also found frayed in several other areas along the complete flap cable run.

Further inspection found that the L/H aft outboard flap roller (Part Number 0523921) failed due to a “flat spot” on the roller and would not roll thus locking the flap during the retraction cycle. With the slave flap locked in the flap track, the flap motor continued to tension the flap retract cable until the cable failed. The flap motor and transmission can create extremely high torque/tension, which exceeds the tensile strength of the flap cable, if the flap is in a “jammed” condition. The root cause of this event appears to be due to the failure of the flap roller with the flap cable failure as a subsequent event.



FAA AD 80-06-03 and the recommendations of the manufacturer defined in Cessna SEB95-3 had been complied with by this operator.

Transport Canada Comments:

Transport Canada Civil Aviation wishes to advise owners/operators to closely inspect the flap rollers for cracks or flat spots. Premature fraying of flap cables may also be an indication of an impending flap roller failure. ✖

Upper Cargo Door

SDR submitted:

Enroute to destination at 9000 (AGL) feet altitude, the upper half of the rear cargo door opened in flight with a door warning light illumination. The pilot lowered the flaps and reduced the airspeed to 100 knots as per Airplane Flight Manual (AFM) and carried out an uneventful landing at the nearest airfield. The crew visually inspected the cargo door and the door locking mechanism but found no apparent defects or damage. The crew then secured the door and continued on to their final destination.

At home base, maintenance personnel inspected the cargo door and the upper hinge assembly but found no defects. The inside paneling of the door was removed for

a detailed inspection of the door latching mechanism but no faults were found. It was then concluded that the door plunger assembly Part Number (P/N) K5SN may not have been fully engaged in its detent, which allowed the outer door handle P/N 2617094-16 to rotate and come open during flight.

Transport Canada Comments:

The Cessna 208 series aeroplanes can have several different configurations of passenger/cargo/freight doors. Always take the time to ensure that all external doors are secured prior to flight. It appears that human factors may have been a factor in this event. ✖

Horizontal Stabilizer Attachment Doubler

SDR submitted:

During a 100 hour inspection, a crack was discovered at the Fuselage Station (FS) 209 bulkhead on the right stabilizer attachment doubler. Further investigation revealed a similar crack on the left side. Maintenance personnel removed the L/H and R/H bulkhead and stabilizer attachment doublers and found another crack at the second rivet hole located on the R/H stabilizer attachment doubler. An additional crack was also found in the upper right corner radius of the bulkhead. The failed parts have been sent to Cessna.

Cessna Service Bulletin (SB) SEB88-3 provides for a modification that incorporates additional structural members on the horizontal stabilizer attachment bulkhead (FS 209). This particular aeroplane had already complied with the SEB.

Cessna – Continuing Airworthiness Inspection Program (CAP) 53-40-04 “Fuselage Vertical Fin Attachments” recommends a visual and dye penetrant

inspection of the bulkhead at 12 000 hours and repetitive inspections at each 2000 hours thereafter. The operator stated that the Cessna CAP inspections are not part of the operators’ maintenance schedule approval, but perhaps should be implemented by all operators.

Transport Canada Comments:

Be advised that Cessna Service Kits SK 210-125 “reinforcement doublers to stab attach fittings” and SK 210-126 “improved stabilizer attach fittings on the front spar” are available from Cessna. Transport Canada Civil Aviation (TCCA) recommends that owners and operators comply with all of the manufacturer’s maintenance publications and instructions.

TCCA has raised these problems with the Federal Aviation Administration who are currently investigating with the type certificate holder, Cessna. ✖

Wing Angle Modification

SDR submitted:

While carrying out the annual inspection of a DHC 2 aeroplane that had the Wing Angle Modification installed, some movement was found at the horizontal stabilizer forward attachment points. The attachment brackets were removed for inspection and it was found that the fuselage fitting was “wearing” into the horizontal stabilizer attachment fitting (Part Number BSFS-159/160/197). It was later confirmed that a fretting/corrosion event had occurred on the Tailplane Brackets.

The STC holder has revised the Supplemental Type Certificate (STC) and introduced a new bushing (.125 to .15) for the Tailplane Bracket. The new bushing length is now the same dimension as the tailplane bracket bushing. This should limit any further fretting and/or corrosion events. Additionally, the STC holder has issued

Stolarius Information Bulletin STOL-IB#01 dated 20 January 2009 addressing this specific issue and the method of inspection.

Transport Canada Comments:

Numerous Beaver operators have installed this modification; therefore it is recommended that operators carefully inspect the tailplane attachment brackets as per the above-mentioned Stolarius Information Bulletin. Additionally, an opportune time to perform the inspection would be at the AN174H-12A attachment bolt replacement or during the AD CF-1991-42R1 Front Spar Centre Web Cracks Inspection. ✖

Rudder Support Bracket - Cracks

SDR submitted:

Several operators have reported via SDRs, cracks on the lower rudder hinge support area (rudder tower); especially at the corners in the weld area. The lower part of the rudder is attached to the rudder lower mounting support bracket. Additionally, a service history review has revealed numerous other foreign and domestic defect reports of this nature.

Diamond Aircraft Limited has investigated the above concerns and confirmed that even after the failure of one of the welds; the support tower is more than capable of supporting the full limit load. Nevertheless, Diamond

will soon introduce an improved design that encompasses the addition of gussets at the four corners of the rudder support tower. The addition of gussets will provide added support and will soon be incorporated onto new production aeroplane.

Transport Canada Comments:

This area is currently inspected each 100 hours using a 10-powered magnifying visual aid. Transport Canada Civil Aviation recommends that maintenance personnel inspect at each opportunity and to also ensure that rudder cable tensions are within the manufacturers' tolerance. ✖

Emergency Door Obstruction

SDR submitted:

During a standard maintenance visit, the left hand over-wing emergency exit door was found to be obstructed and unable to be opened.

Further investigation revealed that a cabin lining attaching screw was incorrectly installed, causing interference with the emergency door frame structure, making it unable to be opened.

The screw was correctly oriented and installed, enabling correct door operation.

Transport Canada Comments:

It is unknown as to how long this condition existed or how it occurred.

Transport Canada Civil Aviation would like to emphasize the importance to all maintenance personnel for correct operations of all emergency door exits.

Whenever work is done on or around an emergency exit door, it is essential that an operational test of the door be carried-out to confirm no obstructions exist. ✖



Cracked Nose Landing Gear Bracket

SDR submitted:

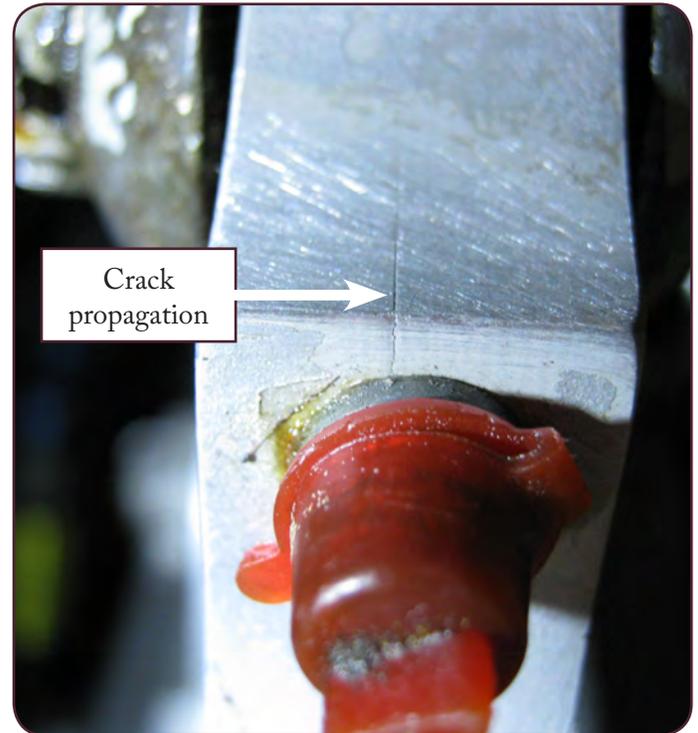
During an inspection of the nose landing gear, a crack was detected extending from the grease nipple on a bracket assembly. The bracket provided the interconnection of the nose gear retraction/extension actuator to the nose landing gear strut assembly.

The bracket was replaced in accordance with the applicable Aircraft Maintenance Manual (AMM) procedures and the aeroplane was made serviceable.

Transport Canada Comments:

The Illustrated Parts Catalog (IPC) provides the requirement to upgrade to a different part number replacement bracket where the grease nipple is threaded into the bracket assembly instead of being pressed in, as was the case for the failed part.

Transport Canada Civil Aviation would like to advise all operators to be aware of this possible crack propagation scenario and of the available improved replacement part. ✖



Oil Cooler Door Cracks

SDR submitted:

During a 100 hour inspection, it was discovered that the Thermostatic Oil Cooler Door Panel was cracked on both ends including a sheared rivet on the R/H end.

A new door was installed and rigged per Pilatus instructions and the aeroplane made serviceable.

Transport Canada Comments:

Due to the high occurrence rate for this type of fault, Pilatus Continuing Airworthiness has been advised.

The cause of the failures is presently unknown but it is suspected that it may be due to a lack of material robustness.

Transport Canada Civil Aviation would like to advise all operators of this possible condition. ✖



Engine Mount & Nose Landing Gear Interface - Cracks/Corrosion

SDR submitted:

There have been many SDR reports of engine mount cracks being found at the area of the engine mount/nose landing gear attachment interface. The PA 46 series aeroplane has two styles of engine mounts; the old style engine mount having a two-piece welded foot and the newer style engine mount have a one-piece machined foot (no weld).

A domestic repair station has received and repaired over 30 cracked engine mounts, with almost all cracks/corrosion being found on the older style (two-piece mount) foot. Additionally, the FAA has knowledge of over 49 reports of damaged engine mounts that can potentially result in the collapse of the nose landing gear.

Piper has recently published Service Bulletin (SB) 1103D (dated 2 February 2011) to add more PA46 (Malibu/Mirage/Matrix) models. Please note that SB 1103C states that any cracked engine mount must be changed before further flight.

Additionally, Piper SB 1154C (January 2008) reduces the engine mount inspection interval from 100 Hours to 50 Hours while introducing the newer style one-piece engine mount that replaces the older style mount.

Additionally, Piper SB 1103B (November 2003) recommends that the nose gear actuator mounting bolt be inspected for sufficient thread engagement; if the engine mount has been replaced because of cracks.

Piper Service Letter (SL) 1001 was issued some years ago (December 1987) to exam the cluster weld area of the engine mount near the R/H landing gear mount point.

Transport Canada Comments:

Engine mount cracks typically occur when the landing gear is subjected to excessive loads such as hard landings, operating on rough ground surfaces, excessive speed turns during taxi and/or towing operations. Engine mount welds are particularly vulnerable to damage by cracking, largely because of the vibrations to which they are subjected.

The FAA have also issued SAIB CE-09-13 (February 2009) on the subject of certain PA 46 series aeroplane having cracks in the engine mount where both the nose landing gear trunnion and the nose landing gear attachment area.

Transport Canada Civil Aviation recommends that owners/operators comply with both the Piper Service Information and the FAA SAIB. ✖

ENGINES

PRATT & WHITNEY-CAN, PW120A

SDR # 20101122002

Engine Propeller Shaft Crack

SDR submitted:

During a pre-flight walk around, the pilot noticed an external oil leak from the propeller shaft area. A more detailed inspection revealed a crack almost half way around the circumference of the shaft at approximately 10 to 11.5 cm (4 to 4.5 inches) from the front flange.

The engine was removed and replaced and the aeroplane was made serviceable.

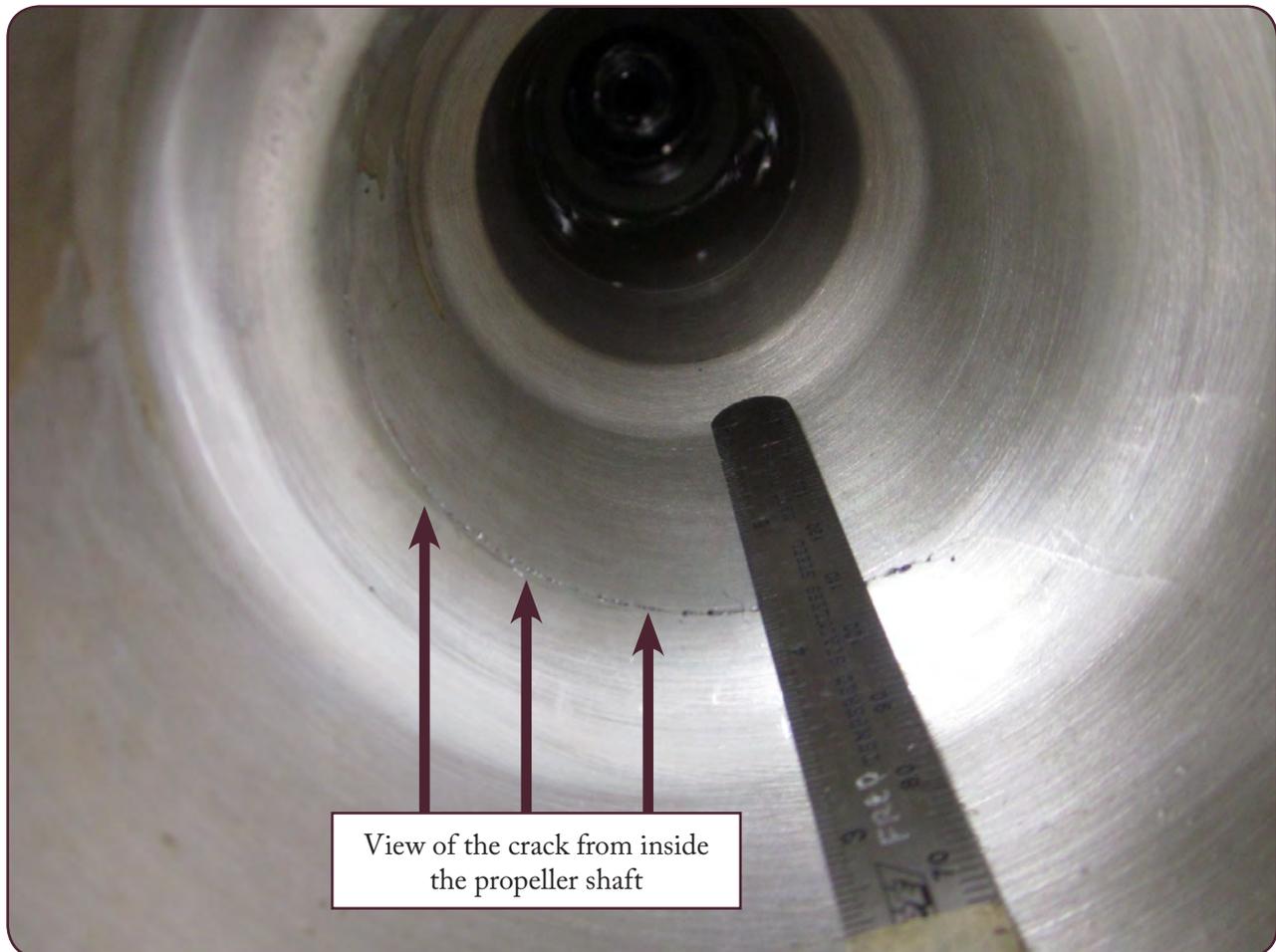
Transport Canada Comments:

The propeller shaft was sent for further investigation to Pratt & Whitney Canada (PWC) where preliminary

visual inspection and metal testing have confirmed that the crack was caused by hydrogen embrittlement.

PWC are progressing with a more in-depth investigation and have issued Service Information Letter PW100-139 as well as Service Bulletin 21798 advising all PW100 Series engine operators of this possible scenario.

Transport Canada Civil Aviation would like to emphasize to all affected operators the importance for thorough flight crew and maintenance awareness when addressing propeller shaft oil leaks. ✖



View of the crack from inside the propeller shaft

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.

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 TCC, their PMI, or from the Civil Aviation AD website at: www.tc.gc.ca/carwis-swimm

MANUFACTURER	AD NUMBER	ORIGIN	DESCRIPTION
CAR 705 OPERATORS	CF-2011-03	CF	Security Concerns with the Chemical Oxygen Generators Installed in the Lavatories
DECA AVIATION	CF-2011-02	CF	Cargo Conversion System - Inadequate Fire Protection and Decompression Venting Means
STC SA00-107/96-106	CF-2011-02	CF	Cargo Conversion System - Inadequate Fire Protection and Decompression Venting Means

FAA UNAPPROVED PARTS NOTIFICATIONS (UPNs)

Unapproved Parts Notifications are published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. They are posted on the Internet at: www.faa.gov/avr/sups/upn.cfm

UNAPPROVED PARTS NOTIFICATIONS		
NUMBER	SUBJECT	DATE POSTED
2011-20100321015	TD Aerospace Machine, Inc, East Wenatchee, WA - Manufactured and sold aircraft parts without FAA approval	1/27/2011
2011-20100107011	Southern Precision Components, Hartwell, GA - Sold aircraft parts without FAA production approval	1/27/2011
2011-20100121001	Air Harbor Services, Costa Mesa, CA - Nonconforming Fuel Boost Pump Connector Assemblies	1/27/2011

FAA 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). www.faa.gov/aircraft/safety/alerts/SAIB/

SAIB NUMBER	MAKE / COMPANY	SUBJECT	ISSUE DATE
SW-11-15	Robinson Helicopter Company	Carbon Monoxide Detectors	1/6/2011
CE-11-17	Amateur-Built General Aviation Light-Sport	Instruments	1/18/2011
CE-11-16	Garmin	Navigation LNAV/VNAV and LNAV+V Full Scale Deflection in SBAS (WAAS) enabled Garmin Integrated Flight Decks, GNS 400W/500W – series, and SBAS (WAAS) enabled GNS 480/CNX80 units	1/18/2011
CE-11-18	General Aviation	Ice/Rain Protection System – Stall Warning	1/24/2011
NM-11-19	ATR - GIE Avions de Transport Régional	Indicating/Recording System – Angle of Attack Sensors	2/3/2011
CE-11-20	Allstar PZL Glider	Fuselage: Fuselage Frame Joints	2/7/2011
CE-11-21	Hawker Beechcraft Corporation	Flight Controls: Trailing Edge Flaps; Flap Nose Rib Cracking	2/16/2011
NE-11-22	Rolls-Royce Corporation	Engine Controls	2/23/2011
NE-08-17R2	CFM International, S.A.	Turbine Section - Propulsion Technology LLC Unapproved Repair	3/7/2011
NM-11-23	The Boeing Company	Landing Gear: Main Landing Gear Truck Beam	3/15/2011
CE-08-12R1	Cirrus Design Corporation	Electrical Power	3/16/2011
SW-11-24	Garmin	Helicopter Terrain Awareness and Warning System	3/18/2011
NM-11-25	AVOX Systems	Oxygen: Passenger Oxygen Masks	3/24/2011
CE-11-26	M7 Aerospace LP	Wings: Wing Skin	3/30/2011
NE-08-26R3	Lycoming Engines Textron Lycoming, AVCO Corporation	Magneto/Distributor	3/31/2011
NE-11-27	General Electric Company	Fuel Injector Nozzle - CF6-80 Improperly Welded Fuel Nozzles	4/5/2011
CE-11-28	Hawker Beechcraft Corporation	Airplane Fuel and Electrical Systems on Hawker Beechcraft Corporation Twin Engine Airplanes	4/8/2011
CE-11-29	Cessna Aircraft Company	Flight Control System	4/22/2011

SERVICE DIFFICULTY REPORTS

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

RGN: TCCA region of SDR submitter:
 PAC = Pacific PNR = Prairie and Northern
 ONT = Ontario QUE = Quebec
 ATL = Atlantic NCR = Ottawa (HQ)
 VAR = Various

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
AIRCRAFT						
<i>AERO COMMANDER</i>						
690	5530	STABILIZER NOSE RIB	410008105	CRACKED	20110211013	PNR
<i>AEROSPATIALE</i>						
AS 332L	0	LOGIC CARD	6864027600	FAILED	20110105006	PAC
AS 332L	0	PHASE SEQUENCE RELAY	60	FAILED	20110105008	PAC
AS 350B2	0	FUEL CONTROL	430128806	FAILED	20110119002	QUE
AS 350B2	0	HYD PUMP MOUNT BRACKET	350A35101700	CRACKED	20110223005	PNR
AS 350B3	0	LIP SEAL	BAUM45LX760X75X8	WEEPING	20110105003	ONT
AS 350B3	0	MAG SEAL	77041	LEAKING	20110105004	ONT
AS 350BA	0	SEAL	430152605	WORN	20110128003	ONT
ATR 42 300	3260	PROXIMITY SWITCH	D228780001	CRACKED	20110208017	ONT
<i>AGUSTA</i>						
AW139	0	PAX SEAT CUSHION	3G2520V00451	DETERIORATING	20110314017	NCR
AW139	2611	SMOKE DETECTOR	8930112B90H	FAILED	20110106011	PAC
<i>AIR TRACTOR</i>						
AT 802	0	SKIN AFT DECK	111151	CUT THROUGH	20110221006	ATL
AT 802	2720	RUDDER CABLE	7052410500	CHAFFED	20110120007	ATL
AT 802A	2550	RIVET	MS20426AD4	SHEARED	20110211008	PAC
AT 802A	3246	BULKHEAD	1002680	CRACKED	20110207002	PAC
AT 802A	3246	BULKHEAD PANEL	1002680	CRACKED	20110302004	PAC
AT 802A	5313	TUBE TOP LONGERON	110299	CRACKED	20110225017	PAC
AT 802A	5313	TUBE TOP LONGERON R/H	110298	CRACKED	20110223007	PAC
<i>AIRBUS</i>						
A310 304	3297	LOOM ELECTRICAL	D223220001	DAMAGED	20110204007	QUE
A310 304	7830	PANNEL UPPER SIDEWAY		DELAMINATED	20110203007	QUE
A319 114	2780	ECAM CONTROL PANEL	350L01001	SERVICEABLE	20110125020	QUE
A319 114	3220	LANDING GEAR		DISSERVICED	20110117009	QUE
A319 114	7334	DIFFERENTIAL PRESS SWITCH	45D31	FAILED	20110117002	QUE
A320 211	0	RUDDER SERVO CTL		LEAKING	20110314005	QUE
A320 211	2750	WIRE		SHORTED TO GROUND	20110217005	QUE
A320 211	2780	SLAT		JAMMED	20110103002	QUE
A320 211	2780	SLAT CONTROL		RESET	20110307001	QUE
A320 211	3251	STEERING UNIT	C202163392E3	FAILED	20110118002	QUE
A321 211	2133	OUTFLOW VALVE	6774E010000A	FAILED	20110117004	QUE

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
A330 343	0	SVDU		UNSERVICEABLE	20110203008	QUE
A330 343	2910	CHECK VALVE	CAR400	FAILED	20110117005	QUE
A330 343	3240	LANDING GEAR BRAKE	C2029339C9C9C	BURNT	20110210012	QUE
A330 343	7100	HPC 5TH STAGE BLADES	FK30859	FAILED	20110110007	QUE
A330 343	7321	EEC	EEC2000007BV	FAILED	20110104003	QUE
<i>BAE - (RAYTHEON)</i>						
BAE 125 800A	0	HYDRAULIC TUBE	25SW271127	CRACKED	20110209027	PAC
BAE 125 800A	2133	MAIN CABIN NO RETURN VALVE	AWE124512	CRACKED	20110209021	PAC
BAE 125 800A	2497	WIRE	1BXZC	BURNT	20110209024	PAC
BAE 125 800A	2820	DIAPHRAM 9	258PT19	CORRODED	20110209022	PAC
BAE 125 800A	2820	NUT	MR8704CK	CORRODED	20110209028	PAC
BAE 125 800A	2910	HYDRAULIC TUBE	25SW271125	CRACKED	20110209026	PAC
BAE 125 800A	5330	FRAME #10 LOWER PRESSING	256FC57	CRACKED	20110209031	PAC
HAWKER 800XP	2520	SEAT ASSEMBLY		MISLOCATED	20110211012	PNR
HS 125 700A	0	HINGE ARM SUB-ASSEMBLY L/H	25WF187	CRACKED	20110315014	ONT
HS 125 700A	0	MOUNTING SERVO 351B-6B	7926785001	UNKNOWN	20110316004	QUE
<i>BAE - UK</i>						
3112	2910	HYDRAULIC SYSTEM	137311D1398	WORN	20110114007	PNR
3212	3246	MAIN WHEEL ASSY	31485	CRACKED	20110215004	QUE
<i>BEECH</i>						
100	5260	FWD FRAME	50430043867	CRACKED	20110110015	PNR
1900C	2350	AUDIO CONTROL AMP	407	INOPERATIVE	20110126006	PAC
1900C	3230	HOSE ASSEMBLY	1013880175	LEAKING	20110131008	PNR
1900C	3234	MAIN LANDING GEAR RELAY	MS24171D1	UNSERVICEABLE	20110214020	PAC
1900C	5260	BRACKET	1143640373	BENT	20110107010	QUE
1900D	1410	HOSE ASSEMBLY	330997F120094	UNSERVICEABLE	20110303003	ONT
1900D	5711	MAIN SPAR ASSEMBLY	1181000195	CHAFFED	20110131010	PNR
200	5610	GLASS		SHATTERED	20110308003	ONT
300	5610	L/H WINDSHIELD	10138402523	CRACKED	20110209006	PNR
76	0	V-BRACE	10581002375	SHEARED	20110210005	PNR
76	0	V-BRACE	10581002375	CRACKED	20110210007	PNR
76	0	V-BRACE	10581002376	CRACKED	20110210006	PNR
76	0	V-BRACE	10581002376	CRACKED	20110210008	PNR
A100	3400	NAV SYSTEM	110106540	USED	20110207005	PNR
A100	5210	PASSENGER DOOR	50430043617	USED	20110105015	PNR
B100	2435	START GEN BEARING		BEARING SEIZED	20110225016	QUE
B100	7120	MOUNT STRUT ENG	909100141	WORN	20110301006	PNR
B200	2422	STATIC INVERTER	PC17	USED	20110207008	PNR
B200	2842	FUEL PROBE	1003800061678	OVERHAULED	20110110002	PNR
B200	3120	AIR DATA COMPUTER	6228051003	USED	20110105017	PNR
B200	3210	WASHER	100951X063XE	USED	20110207007	PNR
B200	3220	KEEL RIB	1014100529	CRACKED	20110201007	PNR
B200	3230	CONNECTOR	206152	IMPROPERLY ASSEMBLED	20110204006	PAC
B200	3230	UNLOCK SWITCH ASSY	10136462811	STUCK	20110308004	ATL
B200	5640	BOX ASSY-COVER	1013644623	CRACKED	20110125025	PNR
B200	5730	SKIN OUTER	10011006815	CRACKED	20110201008	PNR
B200	7120	ENGINE MOUNT ASSY	509800891	LOOSE	20110201010	PNR
B300	5610	R/H WINDSHIELD ASSEMBLY	10138402524	CRACKED	20110105019	PNR
B99	2730	SUPPORT ELEVATOR CONTROL	1156100181	CRACKED	20110218002	PNR
<i>BELL TEXTRON - CAN</i>						
206B	0	TURBINE ASSEMBLY	23038241	RECENTLY OVERHAULED	20110125038	QUE

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
206L 1	0	SCROLL	689688MMAI9112	CRACKED	20110221008	PNR
407	0	BEARING SHEAR	407310101105	DELAMINATED	20110128007	PAC
407	0	ELT	406AF	UNSERVICEABLE	20110208020	PNR
407	0	MANUAL RELEASE CABLE	26800400	BROKEN	20110211009	PAC
407	0	MANUAL RELEASE CABLE	26800400	BROKEN	20110211007	PAC
407	0	MAST BEARING	406040036107	UNSERVICEABLE	20110225003	PNR
407	0	R/H EMERG PUSH OUT WINDOW	407561214	USED	20110211005	PAC
429	0	SLIDING DOOR ASSY	429030851105	NEW	20110215003	QUE
BELL TEXTRON - USA						
212	0	CAP	212030191101	CRACKED	20110214014	PAC
212	0	P3 FILTER HOUSING	311351001	GOOD	20110124002	QUE
212	0	STIFFENER	212030099027	CRACKED	20110206002	PNR
212	0	SUPPORT CASE	212040054101	CRACKED	20110214012	PAC
BELLANCA						
7ECA	5313	GEAR ATTACH STRUCTURE		CRACKED	20110110003	PNR
BOEING						
727 227	3231	LANDING GEAR DOOR	1U1085	FAULTY	20110201001	PAC
727 227	5230	RELIEF VALVE	AN62494	LEAKING	20110225009	PAC
727 227	5350	FAIRING PANEL	PANEL1104	TORN	20110112005	PAC
727 243	3230	LANDING GEAR		FAILED	20110209017	PAC
727 243	3230	LANDING GEAR MOD	694710539	FAILED	20110209012	PAC
737 6CT	0	WINDOW HEAT CONTROL UNIT	8300005604	UNSERVICEABLE	20110311006	PNR
737 6CT	3230	SWITCH	MS250114	FAILED	20110125024	PNR
737 6CT	5210	DOOR		FAULTY	20110105005	PNR
737 76N	5610	GUIDE-SERATED	141A48122	OUT OF ADJUSTMENT	20110124007	PNR
737 7CT	2740	CONNECTOR AT S245	D14362	CONTAMINATED	20110107009	PNR
737 7CT	2760	SPEED BRAKE ARMING WARNING	637461	OUT OF ADJUSTMENT	20110126005	PNR
737 7CT	2913	SWITCH THERMAL	G371J	FAILED	20110107011	PNR
737 7CT	3150	CENTRAL WARNING	69782143	FAILED	20110107001	PNR
737 7CT	7220	AIR INLET		VIBRATION	20110228014	PNR
737 7CT	7332	FFPDS	QA07995	FAULTY	20110128008	PNR
737 7CT	7530	PRE-COOLER CONTROL VALVE	32895625	FAILED	20110216004	PNR
737 800	0	ANTENNA	11032801	BROKEN	20110310008	ATL
737 8AS	2750	WIRE		CHAFED	20110125022	ATL
737 8AS	3411	PITOT TUBE	5232N9116	BLOCKED	20110125019	ATL
737 8CT	2730	ELEVATOR CABLE		FROZEN	20110209029	PNR
737 8CT	7332	FFDPS	QA07995	FAULTY	20110128005	PNR
747 SPJ6	2780	DRIVE SHAFTS SLEEVE		LOOSE	20110212001	QUE
757 25F	5430	DOOR ASSY MCD	LJ75934	MISSING	20110210009	ATL
757 28A	3260	LIGHT ASSY	434092008	BROKEN	20110211002	ATL
757 28A	7310	O-RING	KB27133	DAMAGED	20110215002	ATL
757 2B7	3230	MLG ACTUATOR	273N20064	LEAKING	20110202003	PNR
767 333	2213	R/H CSEU #1 POWER SUPPLY	285T0017201	UNSERVICEABLE	20110124005	QUE
767 333	2761	POWER CONTROL ACTUATOR	252T3041	FAILED	20110124006	QUE
767 333	2761	SPOILER CONTROL MODULE	285T0012201	UNSERVICEABLE	20110125021	QUE
767 333	5610	R/H WINDSHIELD	141T480150	SHATTERED	20110105009	QUE
767 35H	2450	UTILITY BUS		FAILED	20110105007	QUE
767 35H	3197	T/O CONFIG		WIRE BREAK	20110103006	QUE
767 375	3320	LIGHTING	BR9012001	BURNT	20110210011	QUE
767 375	7700	CIT SENSOR	665038901314	FAILED	20110303001	QUE
767 38E	2827	FUEL TRANSFER VALVE	5006003D	FAILED	20110222001	QUE

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
767 3Y0	7100	POWERPLANT	300U411020	OIL LEAK	20110107013	QUE
777 333ER	2450	RECEPTACLE INSTALL	MODREF299163	UNSERVICEABLE	20110127004	QUE
BOMBARDIER						
BD 100 1A10	2400	ELECTRICAL SYS		ELECTRICAL FAILURE	20110308007	QUE
BD 100 1A10	2437	L/H & R/H PROTECTION CARDS	355CE03Y05	FAILED	20110303004	QUE
BD 100 1A10	2900	HYDRAULIC TUBE ASSY	1005354281005	CRACKED	20110111001	QUE
BD 100 1A10	3000	ICE/RAIN PROTECTION		BLOWN	20110204002	QUE
BD 100 1A10	3230	LANDING GEAR SELECTOR VALVE		FAILED	20110225002	QUE
BD 100 1A10	3457	GPS		RESET	20110304003	QUE
BD 100 1A10	3457	GPS		RESET	20110304004	QUE
BD 100 1A10	520	OVERALL CONDITION		BROKEN	20110111002	QUE
BD 700 1A10	3221	O-RING	NAS1611245	PINCHED	20110110011	QUE
BD 700 1A10	4940	APU STARTER MOTOR	27045542	FAILED	20110125036	QUE
BD 700 1A10	7314	ENGINE FUEL PUMP	8282002	SHEARED INPUT	20110218005	QUE
BD 700 1A10	2450	AC POWER CENTER	GL51211011	BURNT	20110128002	QUE
BD 700 1A10	2820	REFUEL MANIFOLD ASSY	GP42511013	CRACKED	20110112002	QUE
CL600 2B19 (RJ100)	2120	ACU	ALLIEDSIGNAL	DISCONNECTED	20110208023	QUE
CL600 2B19 (RJ100)	2150	FLAPPER	35002300	MISSING	20110308001	ATL
CL600 2B19 (RJ100)	2497	POWER SYS WIRING		BURNT WIRES	20110106002	QUE
CL600 2B19 (RJ100)	2497	POWER SYS WIRING		WIRE FAULT	20110106001	QUE
CL600 2B19 (RJ100)	2597	CONNECTOR	16405110	BURNT	20110104005	ATL
CL600 2B19 (RJ100)	2611	SMOKE DETECTION		SMOKING	20110308005	QUE
CL600 2B19 (RJ100)	2751	FLAP BPSU	855D10013	FAILED	20110104009	ATL
CL600 2B19 (RJ100)	2751	POSITION INDICATOR	855D10013	FAILED	20110114003	ATL
CL600 2B19 (RJ100)	2751	POSITION INDICATOR	855D10013	FAILED	20110301003	ATL
CL600 2B19 (RJ100)	2752	FLAP ACTUATOR		JAMMED	20110117007	ATL
CL600 2B19 (RJ100)	2760	SECU	4916420	UNSERVICEABLE	20110117006	QUE
CL600 2B19 (RJ100)	3230	VALVE NLG SELECTOR	750006000	FAILED	20110223001	ATL
CL600 2B19 (RJ100)	3320	SIDEWALL LIGHT	BC10065003	BURNT	20110211004	ATL
CL600 2B19 (RJ100)	3320	SOCKET	BB100200258	BURNT	20110309004	ATL
CL600 2B19 (RJ100)	5210	SERRATED PLATE	6003806111	CORRODED	20110111007	ATL
CL600 2B19 (RJ100)	5240	SCREW	NAS1580A4R6	LOOSE	20110201003	ATL
CL600 2B19 (RJ100)	5315	FLOOR BEAM		CORRODED	20110307006	QUE
CL600 2B19 (RJ100)	7100	ENGINE		FAILED	20110106004	QUE
CL600 2B19 (RJ100)	7900	ENGINE OIL SYS		LOW PRESSURE	20110308006	QUE
CL600 2C10 (RJ700)	2730	ELEVATOR CONTROL		WORN	20110307005	QUE

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
CL600 2C10 (RJ700)	2730	R/H ELEVATOR PCU	510009	BROKEN	20110131001	QUE
CL600 2C10 (RJ700)	3320	LIGHT BALLAST		BURNT	20110106003	QUE
CL600 2C10 (RJ700)	5610	WINDOW	601R3303320	CRACKED	20110131011	QUE
CL600 2D15 (705)	2530	COFFEE MAKER BASE	A661621	MELTED	20110106005	ATL
CL600 2D15 (705)	3221	BUSHING		MIGRATE	20110223004	ATL
CL600 2D15 (705)	3231	LANDING GEAR DOOR	526305	BROKEN	20110309001	ATL
CL600 2D15 (705)	5210	DOOR	601R3181273	BROKEN	20110110012	ATL
CL600 2D15 (705)	7160	FAN BLADE	4114T15P02	DENTED	20110224002	ATL
CL600 2D15 (705)	7530	BLEED CONTROL	4120T03P04	LEAKING	20110222002	ATL
CL600 2D24 (RJ900)	2120	DISTRIBUTION DUCT	GG670956057	DISCONNECTED	20110304008	PNR
CANADAIR						
CL215 1A10	2720	RUDDER QUADRANT	21590356	LIGHT ABRASION	20110214019	PNR
CL215 6B11 (CL415)	2720	RUDDER CONTROL	215T907275	CORRODED	20110221002	QUE
CL600 2A12 (601)	3233	PLUNGER MLG IND	91111	MISRIGGED	20110203005	QUE
CL600 2A12 (601)	5346	ENGINE SUPPORT BEAM		CRACKED	20110112009	QUE
CL600 2A16 (601 3A)	2750	FLAP ACTUATOR	6009300095	LOOSE	20110106010	QUE
CL600 2B16(604)	2200	AILERON SERVO		FAILED	20110120001	QUE
CL600 2B16(604)	3411	PITOT STATIC SYSTEM		CONTAMINATED	20110224003	QUE
CL600 2B16(604)	4900	NOZZLE TURBINE	38463486	CRACKED	20110222009	PAC
CL600 2B16(604)	5610	WINDSHIELD	15870055	CRACKED	20110106007	ONT
CESSNA						
150L	0	EXHAUST PIPE		CRACKED	20110314018	ONT
152	2820	FUEL LINE	4003438	CORRODED	20110208021	PAC
152	3340	SWITCH	C9065	FAILED	20110104006	ONT
152	5511	RIB LEADING EDGE	43200146	CRACKED	20110125026	ONT
152	8011	STARTER		BURNT	20110106006	PNR
172M	8550	OIL FILTER	AA4810	DAMAGED	20110201005	PNR
172P	1410	BRAKE HOSE	35030085	CRACKED	20110224004	ONT
177B	0	O-RING	MS2951318	WORN	20110314014	ONT
208B	5341	BOLT/BUSHING	26222442	SERVICEABLE	20110208022	ONT
210M	2720	TORQUE TUBES	12604565126045	CORRODED	20110208018	ONT
402C	8520	CRANKCASE		CRACKED	20110211010	PNR
550	5610	SIDE WINDOW	551128547	CRACKED	20110117008	ONT
560	0	R/H PITOT LINE	CM29444240	NEW	20110315013	QUE
650	3020	WIRE BUNDLE		CHAFFED	20110228007	ONT
650	3244	TIRE	226K084	BULGED	20110228012	ONT
A185E	5510	CHANNEL	7321014	CRACKED	20110218007	PNR
A185F	3242	TORQUE PLATE	B301071	CRACKED	20110206001	PNR
A185F	5551	BRACKET	7120421	CRACKED	20110214013	PAC
A185F	7600	THROTTLE CONTROL CABLE	98630565	NEW	20110112014	PNR
R172K	2434	ALTERNATOR	DOFF10300F	OVERHAULED	20110209030	PAC
U206F	2810	FILLER FITTING	FCC20068	DELAMINATING	20110103007	PNR
U206G	2560	ELT	S184050102	ACTIVATED	20110204008	PNR
DEHAVILLAND - CAN						
DHC 2 MKI	1200	REV - 6	PAGE45	MISLEADING	20110201011	PAC
DHC 2 MKI	2700	TURNBUCKLE	MS21251B5L	CRACKED	20110208026	PAC
DHC 2 MKI	2820	FUEL LINE (PIPING)	C2P1265ND	CORRODED	20110112003	ONT
DHC 2 MKI	5313	STRINGER	C2W711	CORRODED	20110126001	PNR
DHC 2 MKI	5544	CHANNEL (228)	C2FS353	CRACKED	20110218006	PNR
DHC 2 MKI	5751	AILERON HANGER BRACKET	C2W1438	CRACKED	20110128006	PNR
DHC 2 MKI	7322	THROTTLE SHAFT IN CARB	NAR9B	PARTIALLY SEIZED	20110105018	PNR
DHC 3	5341	WING ATTACH FITTING	C3W88	CORRODED	20110303002	QUE

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
DHC 3T	2810	PLUMBING AUX TANKS		INCORRECT INSTALLATION	20110110013	PNR
DHC 8 100	3220	FLEX HYD HOSE ASSY	DSC252B40124	RUPTURED	20110112001	ONT
DHC 8 100	5741	BOLT	MS21250H08056	BROKEN	20110209023	ONT
DHC 8 100	7210	O-RING	AS3209014	DETERIORATED	20110309002	ONT
DHC 8 102	3240	HYD FLEX HOSE	DSC252A40230	RUPTURED	20110209018	ATL
DHC 8 102	5610	WINDSHIELD	NP15790114	SHORTED	20110222008	ATL
DHC 8 102	5753	FLAP TRAILING EDGE	85750244009	DELAMINATED	20110214016	ATL
DHC 8 106	2421	AC GENERATOR	31708001A	OFFLINE	20110104004	ATL
DHC 8 106	3222	STABILIZER STRUT ASSEMBLY	10400103	BROKEN	20110104007	ATL
DHC 8 300	2913	ENGINE DRIVEN HYDRAULIC PUMP	570347	SHEARED	20110203002	ONT
DHC 8 300	3233	LG ACTUATOR ATTACH BOLTS	10500	FAILED	20110210010	ONT
DHC 8 300	7600	SHAFT	87620130101	BROKEN	20110208007	ONT
DHC 8 300	7600	SHAFT	87620130101	FRACTURED	20110225011	ONT
DHC 8 315	2840	CHECK VALVE	MS28884B16	LEAKING	20110111003	ONT
DHC 8 400	3234	LANDING GEAR SELECTOR	860TS09Y00	BROKEN HANDLE	20110110004	ONT
<i>DIAMOND - AS</i>						
DA 40	0	FORK NOSE-WHEEL R/H	D4132233052	CRACKED	20110217003	ONT
DA 40	2810	BRACKET	DA4281710031	CRACKED	20110204001	ONT
<i>DIAMOND - CAN</i>						
DA 20 A1	8570	RADIATOR PIPE	2072000002	WORN	20110107005	ONT
DA 20 C1	2720	L/H RUDDER PEDAL	2227290100	UNSERVICEABLE	20110210004	PNR
DA 20 C1	3222	SHOCK ABSORBER ASSEMBLY	2232200500	PIECE MISSING	20110120002	ATL
DA 20 C1	3245	BEARINGS	60042RSDIN625	DESTROYED	20110125023	ATL
<i>DORNIER</i>						
328 300	2820	TUBE ASSEMBLY	011D282A3170000	WORN	20110214011	QUE
<i>DOUGLAS</i>						
DC10 30	3230	LANDING GEAR		MISRIGGED	20110209015	PAC
<i>EMBRAER</i>						
EMB 135LR	5220	SCREW	NAS51732	LOOSE	20110120004	QUE
EMB 500	3411	PITOT/STATIC PROBE	1014694002	USED	20110223006	PNR
ERJ 170 200 SU	3230	UPLOCK BOX	1707100040	FAILED	20110110005	QUE
ERJ 170 200 SU	5350	ATTACH BOLT	NAS62048	TOO SHORT	20110121001	QUE
ERJ 190 100 IGW	2500	CABIN EQUIPMENT		BURNT	20110217004	QUE
ERJ 190 100 IGW	2781	W612 WING SLAT HARNESS	19019566401	FAILED	20110103003	QUE
ERJ 190 100 IGW	3010	DE-ICE SYSTEM	10012463	FAILED	20110207001	QUE
ERJ 190 100 IGW	3250	STEERING		FAILED	20110103005	QUE
ERJ 190 100 IGW	5210	DOOR		MISRIGGED	20110118003	QUE
<i>EUROCOPTER DEUTSCHE</i>						
BK117 B 2	0	LINEAR ACTUATOR	7004305901	UNSERVICEABLE	20110217002	PNR
BO105 S CDN BS 4	0	FUEL FILTER	9000503807205	PARTIAL CLOGGING	20110221005	ONT
BO105 S CDN BS 4	0	FUEL FILTER	90005038072	CLOGGING	20110203006	ONT
<i>EUROCOPTER FRANCE</i>						
AS 332L1	5610	WINDSCREEN	704A315100	CRACKED	20110112007	ATL
AS 355	0	HYD PUMP BELT	POLYV597K4	CRACKED	20110204010	PAC
EC 130 B4	0	CENTER WINDSHIELD	350A25902500	DEFORMED	20110214015	QUE
EC 130 B4	0	L/H WINDSHIELD	350A25904320	CRACKED	20110214017	QUE
EC 130 B4	0	SHAFT	350A340210	DAMAGED	20110222012	ONT
<i>FAIRCHILD</i>						
SA227AC	2910	HYD LINE	27825574041	SPLIT OPEN	20110201013	ONT
SA227AC	5610	HEATED WINDSHIELD	2719442004	CRACKED	20110307002	ONT
SA227DC	7412	IGNITION EXCITOR	30703782	INOPERATIVE	20110224005	ONT

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
<i>GROB-WERKE</i>						
G 120A	2497	CIRCUIT BREAKER	4120G111K1M1	NEW	20110225008	PAC
G 120A	3234	HYD SUPPLY MANIFOLD	X030015	NEW	20110225010	PAC
<i>HAWKER SIDDELEY-UK</i>						
HS 748 2A	3230	LANDING GEAR		FAILED	20110208006	QUE
<i>HUGHES</i>						
369D	7800	BAND CLAMP	369X823611	WORN	20110106008	PAC
<i>KAMOV</i>						
KA32A11BC	0	ACTUATOR ROD		SCRAP	20110223008	PAC
<i>LAKE</i>						
250	5300	BEAM ASSY L/H	216119	CRACKED	20110307004	QUE
<i>LANCAIR</i>						
LC41550FG	0	TURBO HEADER	654327	CRACKED	20110222011	PNR
<i>LEARJET</i>						
45	0	STARTER/GENERATOR	6608458005	FAILED	20110311003	PAC
45	3100	RECORDING SYSTEM	7016986733	FAILED	20110207003	PAC
45	3425	FLIGHT SYSTEM	7519262902	FAILED	20110106012	PAC
60	2913	ENGINE HYD PUMP	66070661	WORN	20110225006	PNR
60	5311	CENTER POST WINDSHIELD	5410215801	UNSERVICEABLE	20110124003	QUE
60	5610	L/H WINDSHIELD	6600394001	MELTED	20110125018	QUE
<i>MOONEY</i>						
M20TN	7800	EXHAUST TRANSITION	654327	CRACKED	20110114004	PNR
M20TN	7800	EXHAUST TRANSITION	654327	FAILED	20110114005	PNR
<i>PILATUS - SW</i>						
PC 12 45	3242	DISC ROTOR	15907400	CRACKED	20110218001	ONT
PC 12 45	3242	O-RING	MS28775220	LEAKING	20110225001	ONT
PC 12 45	6112	PROP DE-ICE TIMER	4E31631	FAILED	20110110008	ONT
PC 12 45	6114	PROP SHAFT SEAL	3030988	WORN	20110110006	ONT
PC 12 47E	0	HYD PRESS SWITCH	973811430	LEAKING	20110316008	ONT
PC 12 47E	3242	L/H BRAKE OUTER DISC	9595601512	BROKEN	20110125037	ONT
<i>PIPER</i>						
PA23 250	5542	BRACKET	1610303	CRACKED	20110112004	ONT
PA28R 201T	5342	STABILATOR TUBE ASSY	69624002	LOOSE	20110215006	PAC
PA30	3230	LANDING GEAR MOTOR	2128600	WORN	20110302005	PAC
PA31	3220	MAIN GEAR HOUSING ASSEMBLY	4027300	CRACKED	20110113001	QUE
PA31	3230	GEAR RETRACT HOSE	1776691	POOR	20110216003	ONT
PA31	3244	TUBE	923150	GOOD	20110208027	PNR
PA31	5521	SPAR ELEVATOR	4007521	CRACKED	20110131009	ONT
PA31 350	0	HYDRAULIC PUMP	PN268028	SHEARED	20110314006	ATL
PA31 350	2432	BATTERY	RG2420	LOW VOLTAGE	20110117010	ATL
PA31 350	3251	NOSE GEAR HOUSING ASSEMBLY	4531603	CRACKED	20110301005	ONT
PA31 350	7600	MIXTURE CABLE	24894018	FAILED	20110208019	PNR
<i>ROBINSON</i>						
R44	6730	SERVO	D2121	LEAKING	20110103008	PNR
R44	6730	SERVO	D2121	LEAKING	20110103009	PNR
R44	7414	MAGNETO	BL6006163	FAILED	20110103012	PNR
R44 II	2916	HYD RESERVOIR	D2112	FAILED	20110103010	PNR
R44 II	6310	SEAL	C9665	NEW	20110310011	PNR
R44 II	7314	AUX FUEL PUMP		FAILED	20110105011	PNR
<i>SCHWEIZER</i>						
269C 1	0	BLADES	269A6035023	CRACKED	20110315004	QUE
<i>SIKORSKY</i>						
S76A	0	TAIL ROTOR ASSY	7610105101041	FAILED	20110105010	PAC

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
S92A	0	BEARING	SB1137101	BRINELLING	20110228003	PAC
S92A	0	PITCH BEAM WASHER	9210411012101	DAMAGED	20110211006	ATL
S92A	0	TAIL TAKE-OFF SHAFT	9235115159041	FRETTED	20110211001	ATL
<i>VIKING CANADA</i>						
DHC 6 400	3130	DISPLAY UNIT	66012020101	NEW	20110131007	PAC
ENGINE						
<i>ALLISON</i>						
250-C30P	6310	GEARBOX ASSY	23035178	OVERHAULED	20110126007	PAC
501-D13D	7210	REDUCTION	6874191	SERVICEABLE	20110215001	QUE
501-D13D	7261	GEARBOX ASSY SCAVENGE OIL PUMP		FAILED	20110314012	PAC
<i>AVCO LYCOMING</i>						
IO-540-AE1A5	7414	MAGNETO	1060646201	FAILED	20110222007	PNR
LTS-101-600A-3A	7321	FUEL CONTROL UNIT	430128806	REPAIRABLE	20110209010	ONT
O-235-L2C	7170	ENGINE BREATHING TUBE	40034313	PLUGGED	20110307007	PNR
O-360-C2E	0	CRANKSHAFT		CORRODED	20110225007	PNR
O-360-C2E	8520	CRANKSHAFT		CORRODED	20110222004	PNR
O-360-C2E	8520	CRANKSHAFT		CORRODED	20110222005	PNR
O-360-C2E	8520	CRANKSHAFT		CORRODED	20110222006	PNR
O-360-C2E	8520	EXHAUST VALVE & STEM	16P21710	STUCK	20110301004	ONT
<i>CFM INTERNATIONAL</i>						
CFM56-7B24/3	7500	CHECK VALVE	32022221	FAILED	20110119003	PNR
<i>GARRETT</i>						
TFE731-5R-1H	7500	PIPE	C469181211	CRACKED	20110209019	PAC
TPE331-11U	7210	LOCATING PIN	31071914	BACKED OUT	20110207004	ONT
<i>GENERAL ELECTRIC</i>						
CF34-8E5A1	7900	ENGINE OIL DRAIN BRACKET	4118T64P01	BROKEN	20110201009	QUE
CT58-140-2	0	TURBINE ENGINE	CT581402	IN SERVICE	20110209008	PAC
<i>PRATT & WHITNEY-CAN</i>						
JT15D-4	7100	AGB DUPLEX BEARING	311299901	HEAVILY WORN	20110203003	ONT
JT15D-5	7100	POWERPLANT		FAILED	20110208010	QUE
JT15D-5A	7100	POWERPLANT		FAILED	20110124010	QUE
JT15D-5R	7100	POWERPLANT		FLAME-OUT	20110125010	QUE
PT6A-112	7100	POWERPLANT		FAILED	20110125012	QUE
PT6A-114A	7100	POWERPLANT		FAILED	20110208001	QUE
PT6A-114A	7100	POWERPLANT		FAILED	20110208002	QUE
PT6A-114A	7100	POWERPLANT		FAILED	20110208009	QUE
PT6A-114A	7100	POWERPLANT		FAILED	20110228018	QUE
PT6A-21	7100	POWERPLANT		FAILED	20110214002	QUE
PT6A-27	7100	POWERPLANT		FAILED	20110125009	QUE
PT6A-28	8000	GEAR	3029567	WORN	20110105001	ONT
PT6A-34	7931	OIL PRESSURE		FAILED	20110228019	QUE
PT6A-41	7100	POWERPLANT		FAILED	20110208008	QUE
PT6A-42	7100	POWERPLANT		FAILED	20110125003	QUE
PT6A-42	7250	PT STATOR 1ST STAGE	3030262	CRACKED	20110118001	ATL
PT6A-42	7430	IGNITION EXCITER	103815504	FAILED	20110105014	PNR
PT6A-42	7921	FUEL OIL HEATER	10585K	LEAKING	20110201002	PNR
PT6A-62	7100	POWERPLANT		FAILED	20110214007	QUE
PT6A-67B	7100	POWERPLANT		FAILED	20110228008	QUE
PT6A-67P	6123	CSU	8210137	ROUGH	20110127003	ONT
PT6A-68	7100	POWERPLANT		FAILED	20110125016	QUE
PT6T-3B	7100	POWERPLANT		FAILED	20110125006	QUE
PT6T-3B	7100	POWERPLANT		FAILED	20110214010	QUE
PT6T-3D	7100	POWERPLANT		FAILED	20110125011	QUE
PT6T-3D	7920	ENGINE OIL DIST		CHIP DETECTED	20110208015	QUE
PW120	7261	OIL SYSTEM		FAILED	20110228004	QUE
PW120A	7100	ENGINE		OVERTORQUED	20110301002	ATL
PW120A	7100	POWERPLANT		FAILED	20110228020	QUE

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
PW121	7250	PIPE	3033986	BROKEN	20110216002	ONT
PW121	7250	TURBINE		FAILED	20110224001	ATL
PW121	7920	ENGINE OIL DIST		OIL LEAK	20110208005	QUE
PW123D	7100	POWERPLANT		FAILED	20110125017	QUE
PW123D	7930	ENGINE OIL IND		FAILED	20110124016	QUE
PW123E	7230	HP IMPELLER	3037547	ERRODED	20110110001	QUE
		CENTRIFUGAL				
PW124B	7100	POWERPLANT		FAILED	20110125015	QUE
PW127	7100	POWERPLANT		FAILED	20110208011	QUE
PW127	7100	POWERPLANT		FAILED	20110214009	QUE
PW127E	7100	POWERPLANT		FAILED	20110125004	QUE
PW127E	7300	ENGINE CONTROL		FAILED	20110125002	QUE
PW127F	7100	POWERPLANT		FAILED	20110124012	QUE
PW127F	7100	POWERPLANT		FAILED	20110125007	QUE
PW127F	7100	POWERPLANT		FAILED	20110125014	QUE
PW127F	7100	POWERPLANT		FAILED	20110208012	QUE
PW127F	7100	POWERPLANT		FAILED	20110228006	QUE
PW127M	7100	POWERPLANT		FAILED	20110124011	QUE
PW127M	7310	FUEL DISTRIBUTION		FUEL LEAK	20110208003	QUE
PW150A	7100	POWERPLANT		FAILED	20110208013	QUE
PW207C	7100	POWERPLANT		FAILED	20110209001	QUE
PW305A	7920	ENGINE OILD DIST		OIL LEAK	20110208004	QUE
PW305A	7931	OIL PRESSURE		FAILED	20110125008	QUE
PW305B	7100	POWERPLANT		FAILED	20110228001	QUE
PW305B	7100	POWERPLANT		ROLL BACK	20110214003	QUE
PW306A	7100	POWERPLANT		FAILED	20110208014	QUE
PW306C	7100	POWERPLANT		FAILED	20110125013	QUE
PW308C	7100	POWERPLANT		FAILED	20110124014	QUE
PW308C	7100	POWERPLANT		STALLED	20110124013	QUE
PW530A	7100	POWERPLANT		ROLL BACK	20110214001	QUE
PW530A	7300	ENGINE CONTROL		FAILED	20110228005	QUE
PW545A	7100	POWERPLANT		FAILED	20110209002	QUE
PW545A	7100	POWERPLANT		FAILED	20110228009	QUE
PW545A	7320	HMU		FAILED	20110214005	QUE
PW545B	7100	POWERPLANT		FAILED	20110228016	QUE
PW545C	7100	POWERPLANT		FAILED	20110124015	QUE
PW610FA	7100	POWERPLANT		FAILED	20110124017	QUE
PW610FA	7100	POWERPLANT		FAILED	20110125005	QUE
PW615F-A	7100	POWERPLANT		BURNING SMELL	20110214006	QUE
PW615F-A	7100	POWERPLANT		FAILED	20110202001	QUE
PW615F-A	7100	POWERPLANT		FAILED	20110202002	QUE
PW615F-A	7100	POWERPLANT		FAILED	20110214008	QUE
PW617F-E	7100	POWERPLANT		FAILED	20110125001	QUE
PW617F-E	7300	FMU		FAILED	20110214004	QUE
PW901A	4900	APU		FAILED	20110228010	QUE
<i>TURBOMECA</i>						
ARRIEL 2B1	7280	MAG SEAL BREATHER	9560115450	LEAKING	20110105002	ONT
PROPELLER						
<i>HAMILTON STANDARD</i>						
14SF-23	6120	PACKING	AS3209012	DAMAGED	20110210003	ONT
<i>HARTZELL</i>						
HC-B3TN-3G	6111	BLADE CLAMPS	C13019S	UNSERVICEABLE	20110126004	PAC
HC-B4MP-3C	6122	GOVERNOR	8210310	FAILED	20110119004	PAC
HC-E3YR-2ALTF	6122	JOINT BALL	469153	BROKEN	20110105012	ONT
PHC-C3YF-1RF	6114	HUB	E74512R	CRACKED	20110107007	PNR
<i>MCCAULEY</i>						
2A34C203	6111	BLADE RETENTION BEARING	C5270	MISMATCHED SERIAL NUMBER	20110112006	PAC
EQUIPMENT						
<i>AIRIGHT SALE</i>						
502004	3230	HYD POWER PACK	502004	NEW	20110211011	PAC

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
<i>BAE SYSTEMS</i>						
4916405	2000	OUTPUT COMMON CARD	77430027202	UNSERVICEABLE	20110128001	QUE
4916405	2760	INTERFACE ASSY	77430025801	UNSERVICEABLE	20110126003	QUE
4916405	2760	INTERFACE ASSY	77430025810	UNSERVICEABLE	20110126002	QUE
<i>BOEING</i>						
E7174000	3520	CHECM OXYGEM GENERATOR	E7174000	NOT OPERATING	20110107012	ONT
<i>BOMBARDIER</i>						
2422510137	0	SPEED BRAKE/SPOILER	2422510137	NEW	20110316006	ONT
<i>CHAMPION</i>						
4370	7414	ROTOR		BROKEN	20110209025	PAC
4370	7414	ROTOR		BROKEN	20110216006	PAC
<i>CMC</i>						
1006025730	3460	FMS/GPS ASSY	245604212000	UNSERVICEABLE	20110125029	QUE
<i>GENERAL AIRCRAFT</i>						
MS210423	1000	NUTS	MS210423	DEFORMED	20110127002	PNR
<i>HONEYWELL</i>						
PN853021	3410	DATA ACQUISITION UNIT	PN853021	NEW	20110110014	PAC
<i>KELLY AEROSPACE</i>						
DUAL MAGNETO	2000	DISTRIBUTOR BLOCK	ES10682056	OVERSIZED ID	20110315015	PAC
<i>KING</i>						
65004203	2211	TRANSISTOR	7004460000	FAILED	20110215007	ONT
<i>SIGMA</i>						
235010616	3422	HORIZONTAL GYRO	235010616	OVERHAULED	20110105016	PNR
<i>SOUTHWIND</i>						
8472C	2140	BURNER CAN		CRACKED	20110203004	PNR
<i>SWEARINGEN</i>						
2762002001	2000	TUBE		UNDERSIZE	20110104010	PNR
<i>VIKING CANADA</i>						
C3FF16019	5347	SLIDE ASSY	C3FF785	NEW	20110217007	PAC

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