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Issue 2/2012

Feedback

Canadian Aviation Service Difficulty Reports

TP 6980E
(6/2012)



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TC-1004585



Canada

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Front cover picture

The Convair CV580 Aircraft “516”, SN 22 as seen on the cover, is presently owned and operated by Kelowna Flightcraft based out of Kelowna, British Columbia. This aircraft possess a long and impressive operational history with its original delivery starting with Continental Airlines in October 1952 as a 340-35 model. It was then sold to North Central Airlines on March 1959 and converted to a CV440 model for more passenger appeal. Latter on June 1968 North Central Airlines had Pacific Aeromotive convert the aircraft to a CV580 model through the addition of Allison D13D turbine engines. Between July 1979 and April 1997 when Kelowna Flightcraft took final ownership, this aircraft changed “hands” a total of eight times.

Originally American (FAA) type certified, Kelowna Flightcraft obtained Type Certificate ownership of the Convair CV240, 340/440 on the 15th of January, 2001, with prior ownership of the STC SA93-208 for the CV5800 model or “stretch” conversion.

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.

Reprints of original *Feedback* material are encouraged, but credit must be given to Transport Canada’s Feedback magazine. Please forward one copy of the reprinted article to the Editor.

To obtain information concerning copyright ownership and restrictions on reproduction of the material, please address your correspondence to:

Jérémie Laviolette, Editor
Feedback
Transport Canada (AARDG)
Place de Ville, Tower C
Ottawa ON K1A 0N8

E-mail: jeremie.laviolette@tc.gc.ca
Tel.: 613-952-4360
Fax: 613-996-9178

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

Feedback est aussi disponible en français.

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HEADS UP

Pratt & Whitney Update

Recently there have been some concerns at Pratt & Whitney regarding information getting circulated throughout the industry. While every effort is made to distribute all current information to operators and maintainers, sometimes information may be missed or not utilized correctly. Service Bulletins (SB) and Service Information Letters (SIL) are the primary means of conveying information by manufacturers. Pratt and Whitney have allowed access to their SB and SIL listing through their web site (requires a logon). (www.pwc.ca/en/service-support/technical-publications)

Two items that were requested to be brought to the attention of affected operators are:

- SIL # 200-050 (Automatic Low Cycle Fatigue (LCF) Counting Display). This SIL affects engine models PW206B and PW206B2 installed in some Eurocopter helicopters.
- SIL # GEN-113 pertains to PT6 1st stage carrier bolt fracture. This is an ongoing concern that was addressed previously by overhaul manual updates in 2008 and 2010 as well as service difficulty advisory 10 July 2008. All PT6 overhaul facilities will need to be aware of the procedures outlined therein.

On a final (and more generic) note we are reminded to ensure the fuel we are using is contamination free. SIL GEN-091 and SIL GEN-108 provide useful information regarding fatty acid methyl esters. Specific limits are set regarding concentration levels and procedures if levels are exceeded.

When Transport Canada needs to convey non-mandatory safety information, a Civil Aviation Safety Alert (CASA) is issued. These CASAs may be accessed at Transport Canada's web site: (<http://www.tc.gc.ca/civil-aviation-safety-alert>). These are formerly service difficulty advisories and service difficulty alerts. ✖

BAE - UK, 3112

SERVICE DIFFICULTY REPORT (SDR) # 20110617008

Dual Hydraulic System Failure

During flight, the aeroplane experienced a complete loss of hydraulic fluid quantity and pressure from the right-hand engine driven pump (EDP). Shortly after the flight crews' acknowledgement of the lost of hydraulic pressure, it was noted that the opposite left-hand EDP hydraulic system pressure was well below its operational limit, also disabling its function.

The crew managed to land the aeroplane despite the complete hydraulic failure. Upon maintenance investigation, it was determined that a failed non-return valve (NRV) allowed the remaining operational left-hand hydraulic pump pressure to "bleed-off" into the inoperative right-hand pump system, draining the complete system pressure.

The type design of BAE 3112 hydraulic system is such that both EDPs feed into a single hydraulic system. Therefore the two EDPs share the hydraulic demand of the complete system and provide the sufficient fluid flow and pressure to support the required operations of the aeroplane.

With this type of design, there comes the requirement to isolate the two EDPs from each other in case of a single pump failure. This is done through the installation of two NRVs downstream the pressure output of each EDP.

The NRVs are a fully mechanical check-valve style unit which simply allows hydraulic flow in a single direction. With each valve being positioned down-stream and in series with their respective EDP pressure output hydraulic line, the possibility of a reverse-flow condition that can "bleed-off" and disable an operative EDP is removed.

With the event described above, the right-hand EDP pressure output supply line ruptured, draining its fluid and pressure overboard. Coupled with the dormant failure of the associated NRV, the left-hand EDP hydraulic pressure was also lost.

Through the co-operation with BAE engineering, scheduled maintenance task TR 29/5 and TR 29/6 have been issued to check the function of the NRV downstream of each EDP.

The maintenance schedule is being amended to call up the new task at a D-check interval for low utilization aircraft, and at a 4000 flight hour interval for normal utilization aircraft.

Transport Canada Civile Aviation is advising all BAE 3112 operators, owners and maintainers of this possible dormant NRV failure condition and the newly released maintenance task TRs 29/5 and 29/6. ✖

Nose Landing Gear – Malfunction

SDR submitted:

On take-off roll at rotation speed, the pilot noticed a violent nose wheel shimmy. The crew retracted the landing gear and continued to climb.

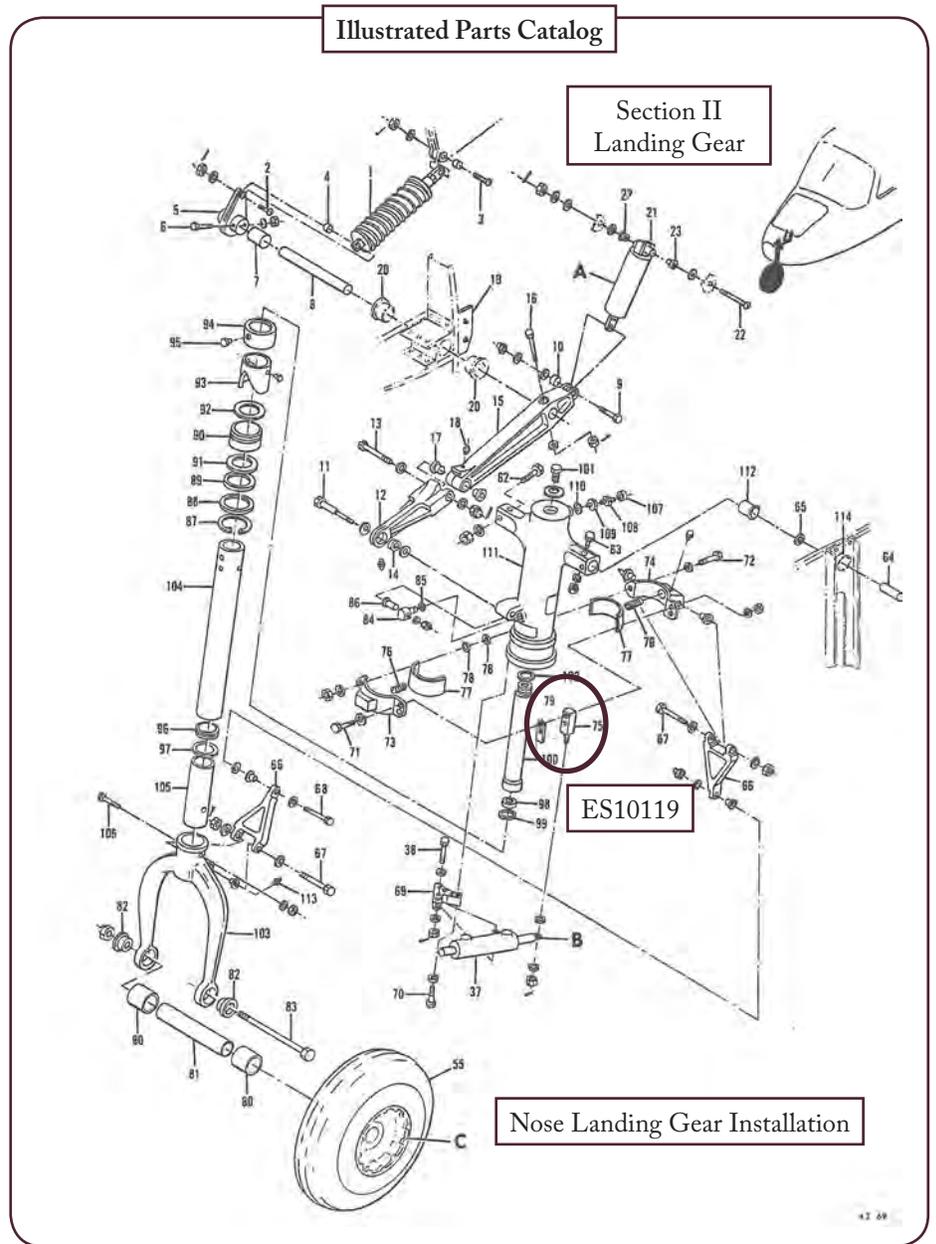
Once the aeroplane had leveled off; the pilot lowered the landing gear to investigate the gears functionality. However, the nose gear would not extend nor would the nose gear indicate a “down and locked” position. The landing gear was cycled several times but the nose gear would not fully extend despite all attempts to do so. The aeroplane returned to base and conducted two fly pasts that verified that the nose gear was down, but still the nose gear did not indicate a “locked” position. Upon touchdown, the engines were feathered and the pilot held the nose gear off the runway for as long as possible to minimize any damage.

The maintenance investigation revealed that a bolt that connects to the nose wheel steering actuator to the nose gear was missing. The actuator end spacer shaft (IPC Page 2-81, Fig 2-19, Item 75) was missing. The shaft is held into the spacer with a roll pin which was found sheared and had fallen out thereby leaving the nose wheel free and uncontrolled.

Transport Canada Comments:

It appears that an incorrect installation was the root cause factor in this event, which endangered the crew and occupants of this aeroplane.

The operator has taken the appropriate internal action to ensure that maintenance personnel strictly adhere to the manufacturers aircraft manuals. ✖



Nose Cowl Piccolo Tube Damage

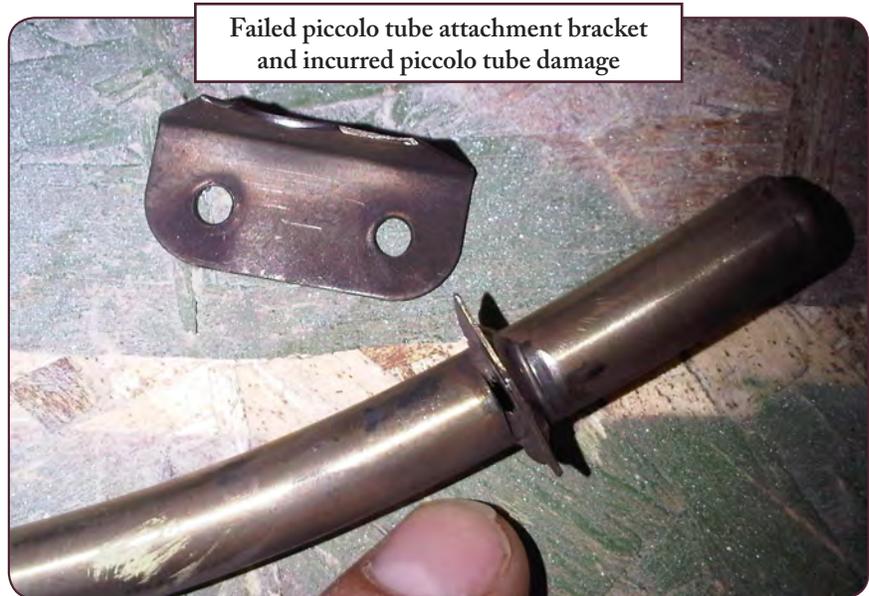
SDR submitted:

During a heavy maintenance visit, the right hand engine intake cowl was removed, where upon further inspection of the cowl; loose rivets were noticed behind the intake lip. The technician proceeded to remove the intake lip to further assess the pulled rivets. It was discovered that the attachment brackets had cracked and chaffed through the piccolo tube.

The piccolo tube and attaching brackets were replaced and the aeroplane was made serviceable.

Transport Canada Comments:

Through research with the operator and BAE engineering, the cracking of the intake piccolo tube support brackets is a known issue and resulted in the release of an optional service bulletin 71-JA 930240 in 1993, which replaced the welded supports with new, flexible mounts.



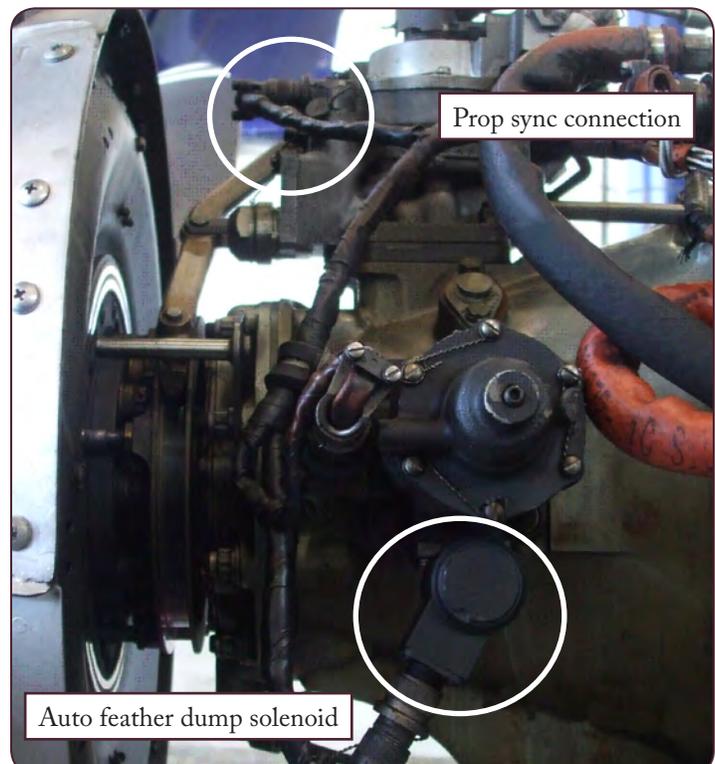
Transport Canada Civil Aviation would like to advise all owners, operators and maintainers of the availability of this service bulletin and the importance of its embodiment. ✂

Propeller Canon Plugs – Reverse Connection

SDR submitted:

Shortly after departure, the aeroplane experienced an uncontrolled propeller pitch change from coarse to feather. Following an uneventful landing, maintenance personnel found that the cause of the problem was that the canon plugs for the propeller synchrophaser solenoid for the propeller governor and the auto-feather solenoid for the overspeed governor were found in reverse positions. These two canon plugs are within close proximity and identical in appearance, thus the mechanic must be very attentive when reconnecting these canon plugs. The Service Difficulty Report (SDR) submitter also stated that maintenance personnel had completed an engine change the previous day. It seems apparent that this is when these 2 canon plugs had been reversed. The subject aeroplane is powered with twin PT6A-65B engines and Hartzell HC-B4MP-3A propellers.

In normal operation, the propeller synchrophaser sends a pulse voltage to the propeller synchrophaser solenoid located on the propeller governor to ensure both propellers are at the same Revolutions per



Minute (RPM). When these canon plugs are incorrectly reversed; the propeller synchrophaser control box sends a pulse voltage to the auto feather dump solenoid causing the propeller to momentarily feather.

The submitter also stated that the incorrect connection of these canon plugs could lead to a serious in-flight problem and even more perilously, if a dual engine change was carried out simultaneously.

Transport Canada Comments:

It is noteworthy that the SDR client submitted this SDR report to prevent other operators from making this mistake. However, all maintenance personnel need to be aware of the possibility of these types of errors and of the possible consequences.

Transport Canada Civil Aviation recommends strict adherence to Canadian Aviation Regulation (CAR) Part V - Standard 571.10 – Types of Work. Additionally, Transport Canada Airworthiness Notice C-010 publication “Inspection of Control Systems” provides necessary guidelines regarding maintenance releases. ✖

BEECH B200

SDR # 20110727003

Horizontal Stabilizer Fittings – Level III Corrosion

SDR submitted:

Maintenance personnel found Level III corrosion at both the upper and lower stabilizer attachment fittings.

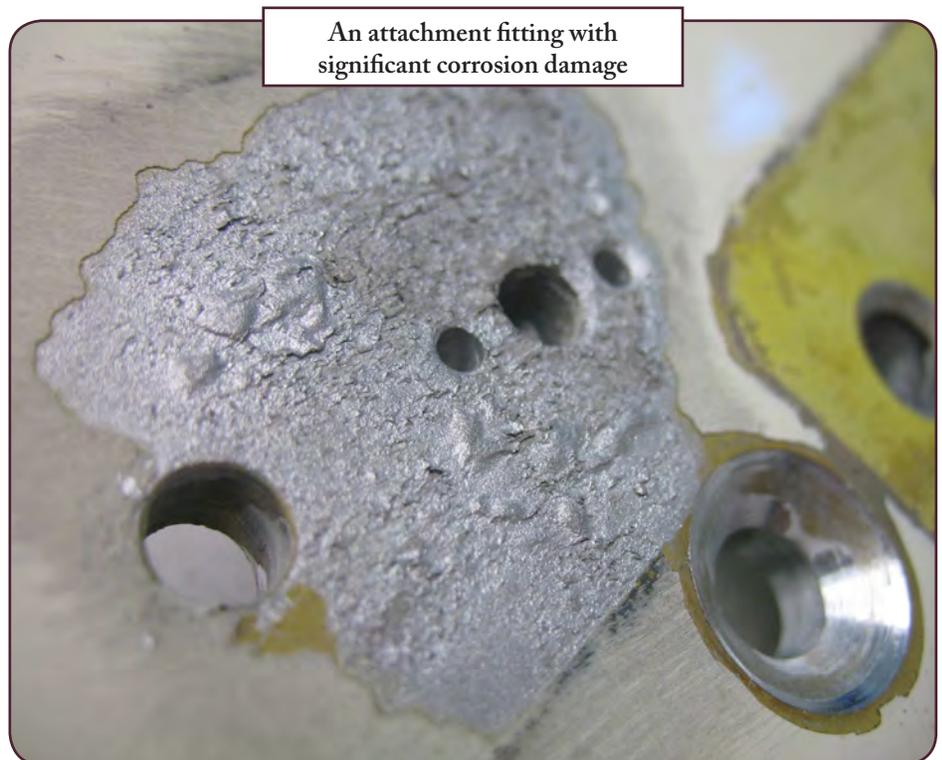
The left-hand upper surface of the upper attachment fitting had chaffing and significant corrosion damage at the anchor nut location. Additionally, extensive corrosion damage was found at the lower fitting and at the anchor nut locations.

The same part number 101-620019-1 is used for both upper and lower attachment fittings.

Transport Canada Comments:

There are 3 basic requirements for aeroplane corrosion: 2024 material, Aluminum – Anode, and a Copper – Cathode. Basically, corrosion is a complex electro-chemical action that causes metals to be transformed back into their original states. This can lead to a severe loss of metal strength in the part or structure.

A previous SDR reported severe intergranular corrosion and crack fitting in this same area. Always be attentive to the early signs of corrosion such as white/gray powdery deposits and pitting/etching damage, which can eventually lead to crack development. ✖



Hydraulic Fluid Loss

SDR submitted:

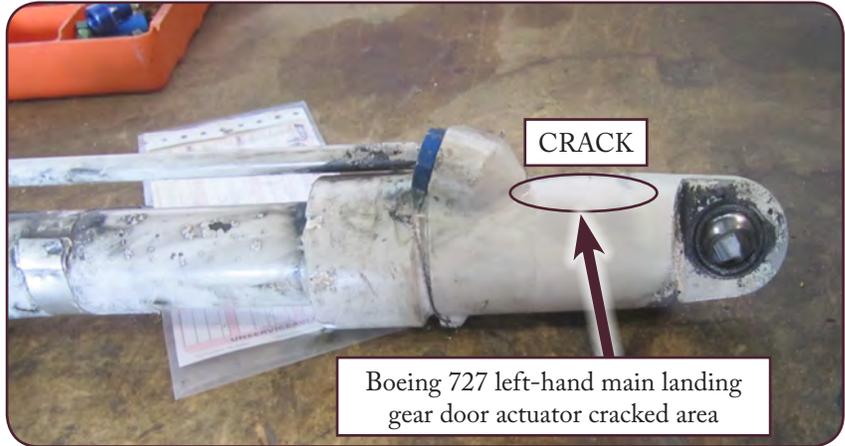
With the aeroplane on approach, system “A” hydraulic quantity loss was observed and the aeroplane diverted to a station where maintenance was readily available.

Maintenance inspection revealed that the left hand gear door actuator was cracked, allowing the loss of the hydraulic fluid.

The actuator was replaced and the aeroplane was returned to service.

Transport Canada Comments:

It is suspected that there was prior evidence for the propagation of the crack on the door actuator through minor hydraulic fluid weeping in the area.



Transport Canada Civil Aviation would like to advise all owners, operators and maintainers to be adamant and thorough when trouble-shooting fluid leaks. ✖

Tire Tread Separation

SDR submitted:

On take-off, what was described as a bang was reported to the captain by the cabin crew. No other issues were reported by the flight crew in cruise. Upon landing it was discovered that #2 main wheel received substantial tread separation on its previous takeoff. This caused damage to the inboard flap as well as the inboard spoiler.

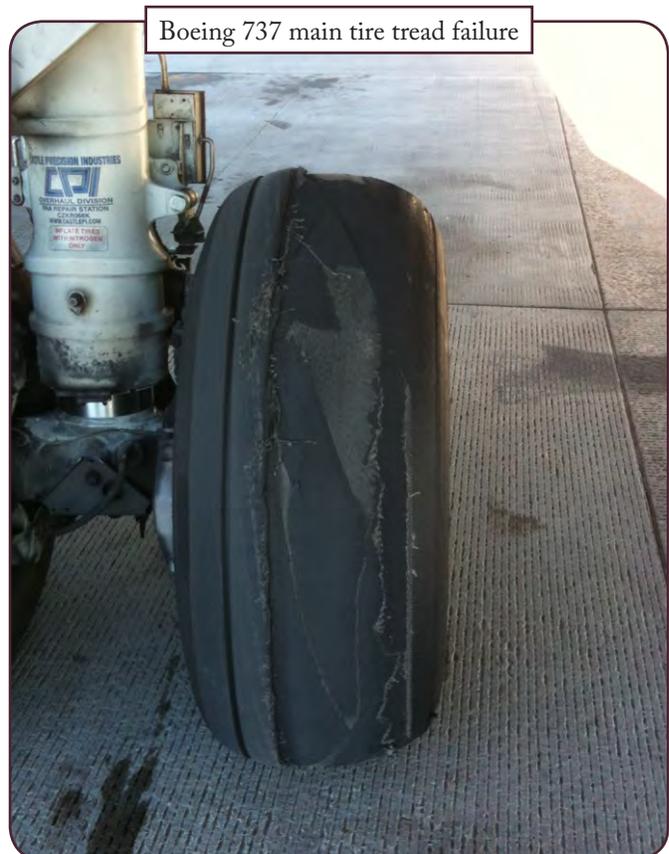
Both the #1 & #2 main wheels were replaced and all necessary repairs done to the flap and spoiler making the aeroplane serviceable.

Transport Canada Comments:

Due to the importance for the correct operation of all aeroplane tires and the seriousness of this event, through the operators internal safety management system, it was determined that the possible frequency of retread could have been the cause of failure.

Therefore a maximum limit of 3 retreads was put in-place for the overhaul of all main tires.

Transport Canada Civil Aviation would like to advise all owners, operators and maintainers of the importance of proper maintenance and inspection of aeroplane tires. ✖



Hydraulic Failure

SDR submitted:

During take-off rotation, the #4 hydraulic pressure caution light came on. The flight engineer reported that the hydraulic fluid quantity went to zero after the gear retraction and quickly after, the airport control tower reported smoke from the #4 engine. The aeroplane returned where it performed an uneventful landing.

Upon the maintenance crew inspection, it was discovered that the relief valve manifold body portion had separated from the hydraulic module located in pylon #4.

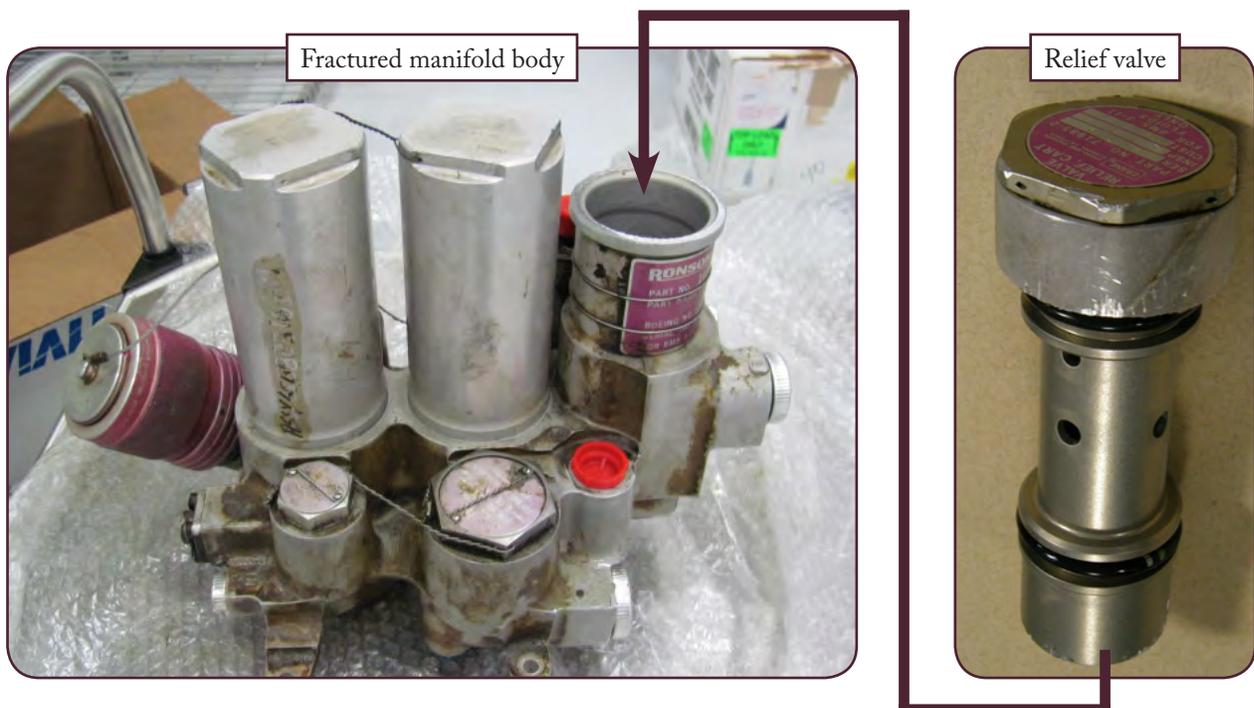
As a preventative maintenance action, all other module assemblies were inspected before next flight where no fault was found.

The failed hydraulic manifold was replaced, the hydraulic system serviced and the aeroplane was made serviceable.

Transport Canada Comments:

It is suspected that the failure of the hydraulic module body was due to the possibly imposed over-torque stress of the relief valve during its last installation, causing metal fatigue.

Transport Canada Civil Aviation would like to advise all maintainers and AMO shop overhaul facilities of the importance to follow all Aircraft Maintenance Manual (AMM) and Component Maintenance Manual (CMM) installation torque values. ✖



Horizontal Stabilizer Attachment Corrosion

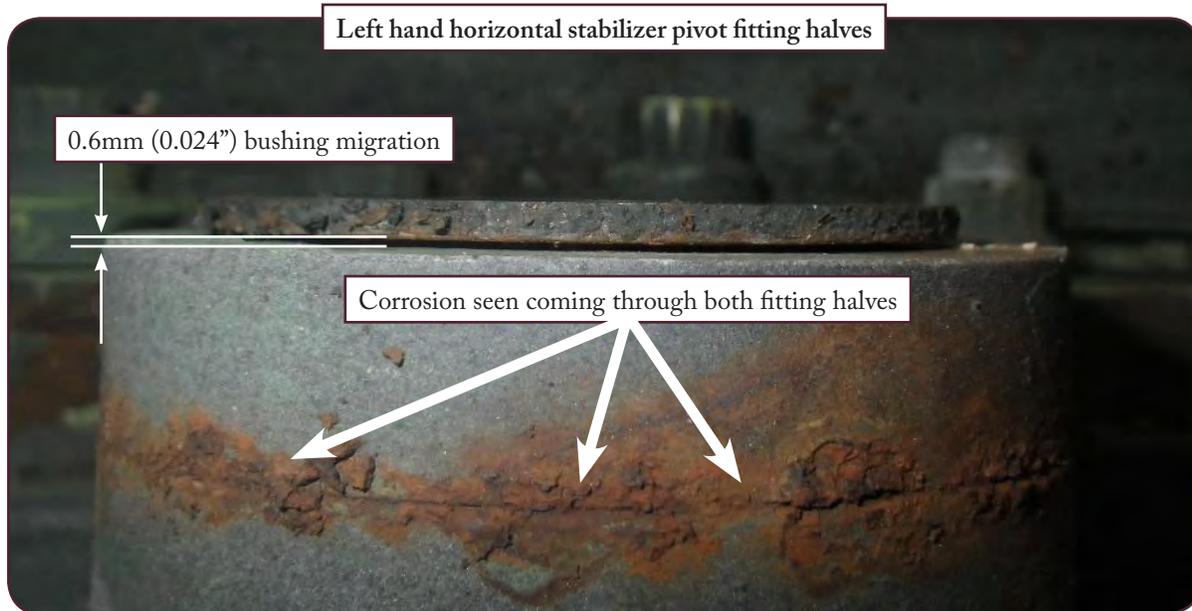
SDR submitted:

While completing a detailed inspection of the horizontal stabilizer pivot fittings per task 55-320-502, iron oxide colored corrosion was observed coming through the fitting halves on both the left-hand and right-hand sides. Upon further inspection, the bushing in the left-hand horizontal stabilizer pivot fitting was found migrated 0.6 millimeters (mm) (0.024 inches).

Both fittings were replaced to correct the fault.

Transport Canada Comments:

The repeat inspection of these stabilizer pivot fittings is set at 48 months or every 4 years. ✖



Main Landing Gear Trunion Bushing Migration

SDR submitted:

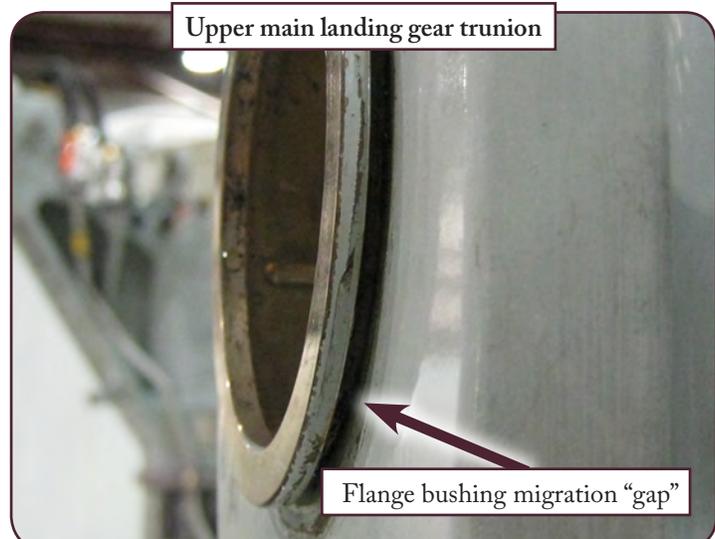
During a heavy maintenance check, the forward Main Landing Gear (MLG) trunion bushings were found to be migrated on both the left and right MLGs.

The bushings were reseat as per Goodrich Component Maintenance Manual and the aeroplane was made serviceable.

Transport Canada Comments:

Transport Canada Civil Aviation is presently working with Bombardier, the Type Certificate Holder (TCH) of this aeroplane, to address this issue.

All operators and maintainers are asked to pay close attention to this area of the MLG trunion. ✖



Control Column Wheel - Broken

SDR submitted:

During stall practice with very little yoke aft pressure being applied by the co-pilot (as the pilot was already applying most of the pressure); the control column wheel fractured. Following an uneventful landing, a technician applied a small amount of force on the control column wheel and another portion of the wheel broke off. It was found that the co-pilot control column was made from plastic and had broken in the upper left and lower right corners.

Cessna Service Letter (SL) 62-44 has been superseded by SL 64-8 that calls for a “pull test” inspection and specifies that the critical area is located at the bottom left corner. The SDR submitter stated that this particular aeroplane was out of service for 8 years, thus effects of sun-soaking may have been a factor in this failure.

Transport Canada Comments:

The FAA has published a Special Airworthiness Information Bulletin (SAIB) to advise operators of Cessna 150, 172, P172, 175, 180, 182, 185, 205, 206, 336 & 337 aeroplanes of the possibility of cracks



in plastic or non-metallic control wheels that were manufactured between 1960 and 1964.

Transport Canada Civil Aviation highly recommends compliance with Cessna SL 64-8. In particular, pay close attention to the inside upper corners of control wheels. Any control wheel that has a crack or fails the pull-test should be replaced before further flight with a metallic control-wheel. ✖

Nose Gear Attachment Fitting

SDR submitted:

During routine inspection, the lower nose gear attachment fitting was found cracked behind the nose oleo attachment support.

This aeroplane had previously undergone a major rebuild some 150 hours ago, which included firewall, forward fuselage, nose gear upper attachment fitting and nose gear fork. It appears that the cracked fitting may not have been stripped of paint and subjected to Non-Destructive Testing (NDT) inspection at that time. The fact that the edges of the fitting are clean (no dirt or grime) supports the notion that this is a very recent fracture.



Transport Canada Comments:

The nose landing gear not only has to support the aeroplane on the ground but is also subjected to considerable stresses and shock loading during landings.

Owners and operators should closely examine and conduct appropriate inspection techniques. Closely inspect the landing gear area for various adverse conditions (cracks, nicks, corrosion) that can lead to stress concentrations and eventual failure. ✖

Heater Motor Relay – Burnt

SDR submitted:

Following startup of #2 engine; smoke fumes of an electrical odor were detected in the cockpit and continued to build in intensity. The crew shutdown the engine and all aeroplane electrical power including the Direct Current (DC) battery were disconnected. After shutdown, the smoke stopped being produced. Further investigation revealed smoke markings on the right-hand fuselage outboard and above the Alternating Current (AC) panel. The panel was removed; charred relay and burnt electrical wires were found. Location of the relay panel is under the copilot's windowsill.

A maintenance investigation revealed that an incorrect 25 ampere (amp) electrical relay (part number 1A7S5001) was installed instead of the required 50 amp relay (part number AN3350-2). The circuit breaker in this system is a 60 amp breaker. Avionics personnel repaired the damaged

wiring, installed the required 60 amp breaker and returned the aeroplane to service.

A third party had recently completed this heater installation during conversion to a Convair 580A airtanker. Previous aeroplane that had undergone similar conversion were successfully checked for the required 60 amp breakers.

Transport Canada Comments:

All too frequently, incorrect parts are still being installed on aeroplanes. In this case, an incorrect relay rated at only 25 amps instead of 60 amps resulted in a significant safety related event.

It was fortunate that this event did not occur during flight whereby the consequences could have been much more serious. ✖

Correct 50 ampere relay - part number AN3350-2



Incorrect 25 ampere relay - part number 1A7S5001



Flap Ball Screw Actuator – Asymmetric Flap Extension

SDR submitted:

On approach for landing, the crew selected 35-degree flap extension; however flaps abruptly stopped at 15 degrees extension. Following an uneventful landing, the crew noticed the left inboard flap had extended asymmetrical thus causing the flap lower corner to contact and damage a fuselage composite panel. Additionally, the trailing edge of the inboard flap was also significantly damaged.

Subsequent investigation found the cause of this event was due to flap actuator screw jack failure (Time Since New (TSN): 50410, Part Cycles: 47244).

It appears the torque sensor unit would probably not have detected a differential flap torque from the primary flap drive and the secondary flap drive. This is because the primary flap drive would still be turning the worm gear inside of the failed unit, as if all was normal. In this case, even though the now worm gear was continuing to turn, it was not meshing with the now “worn” worm gear on the jackscrew itself and therefore not extending. In the meantime, the other flap jackscrew was working normally and thus extended.



Transport Canada Comments:

The primary flap drive consists of torque tubes connected to the splined drive of a transfer gearbox located in each outer wing. A second splined shaft on each transfer gearbox then drives the flexible secondary drive system that provides continued flap operation in the event of a primary drive separation. The secondary drive will also prevent flap asymmetry via torque sensor unit in the event of the primary drive failure. ✖

LEARJET, 45

SDR # 20110713001

Extensive Aileron Control Cable Wear

SDR submitted:

While doing a “1200 hour” check inspection task of the aileron control cables, extensive cable wear damaged of 40-50% was found within the fuselage run. Cable replacement was carried-out and the aeroplane was made serviceable.

Transport Canada Comments:

All flight control cables are visually inspected at a 600 hour repeat interval, with a 4800 hour cable removal task for a more detailed inspection.

Bombardier Service bulletins SB 40-27-28 and SB 45-27-44 were released last July to address the premature flight control cable wear being found by Learjet 45 operators. ✖

Loss of #2 Hydraulic System Fluid

SDR submitted:

Just after pulling away from the gate for takeoff, a complete loss of #2 hydraulic fluid occurred.

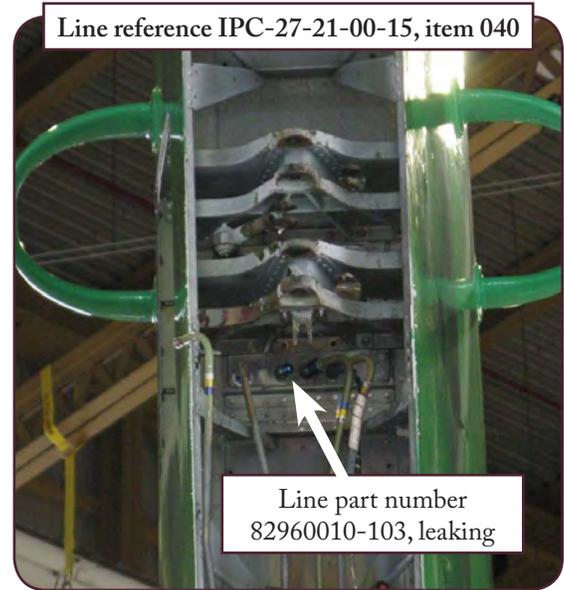
Maintenance personnel removed that rudder assembly to determine the source of the fluid leakage. It was found that the #2 system pressure tube assembly (P/N 82960010-15) had cracked at the bend radius. Additionally, in this same area, #1 hydraulic tube assembly was found significantly chafed (P/N 82960010-103).

Both hydraulic tubes were replaced, #1 and #2 Hydraulic Systems pressure checked and the aeroplane returned to service.

Transport Canada Comments:

This failure is a good example of oil and hydraulic tube assembly problems that are encountered as aeroplanes age in service.

In particular, tube assemblies tend to fail at the bend radius and/or fail due to chafing damage from adjoining parts. ✖



Wing Spar Crack

SDR submitted:

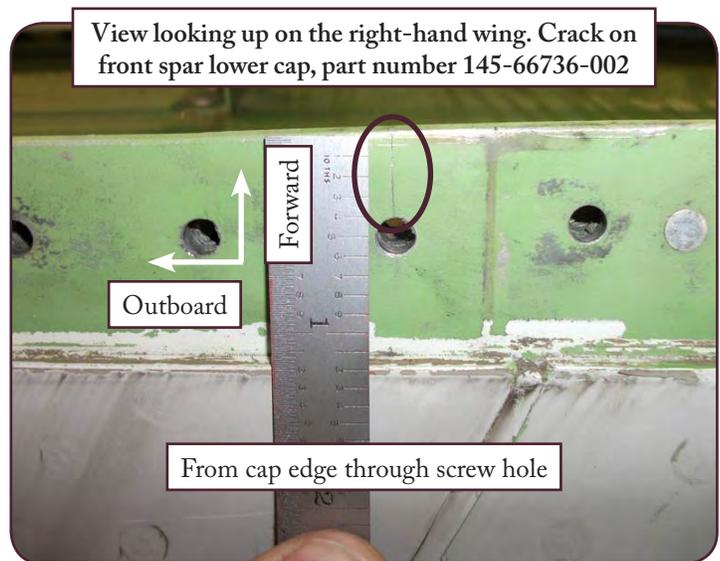
During a heavy maintenance visit while performing task card E57-22-00-220-808-2, the right-hand wing lower spar cap was found cracked at wing station 3815 (rib 9).

The crack emanated from the cap edge through a screw for a length of 2.159 centimeters (cm) (.850 inches).

The wing spar cap was repaired as per the applicable Structural Repair Manual (SRM) and the aeroplane was made serviceable.

Transport Canada Comments:

Transport Canada Civil Aviation would like to advise all E145 operators and maintainers of this possible defect. ✖



Unapproved Paint On Bleed Valve

SDR submitted:

The pilot was about to turn final westbound at 1500' when a loud bang occurred followed by engine vibration and a continuous loud humming noise. The engine seemed to have rolled back to min fuel flow. The pilot manipulated the power lever and initially got no response. The pilot closed the power lever and engaged the emergency power lever which restored engine power. The pilot was able to land safely with the engine running at normal power and able to be fully controlled. From the initial bang, all the way to shut down, there was a loud continuous humming noise.

Post-incident, the bleed valve was removed and a small quantity of metal fragments was found in the bleed valve orifice. A teardown inspection confirmed paint applied by a repair vendor as an anti corrosion coating to internal bolts in the compressor bleed valve had chipped off one bolt. The chips plugged the internal orifice causing the bleed valve to close at low power settings initiating a compressor stall.

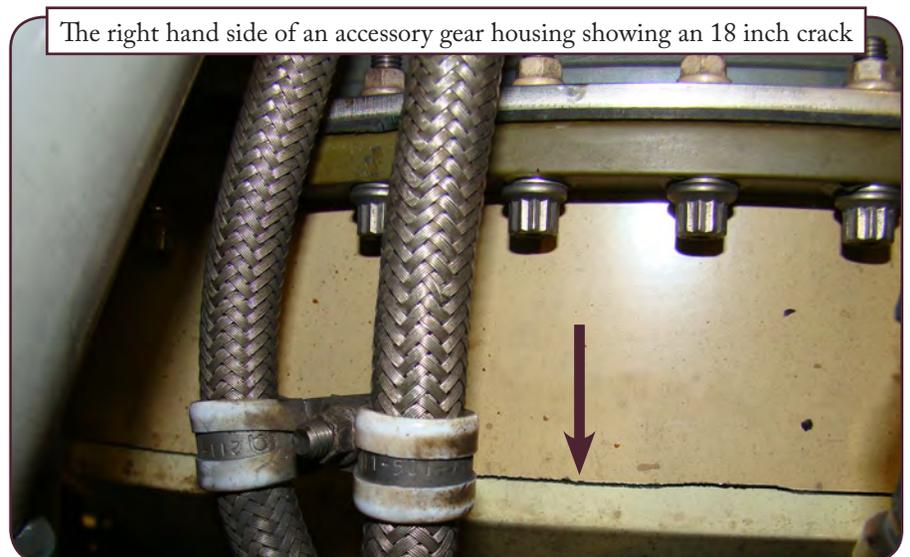
Transport Canada Comments:

This incident was traced back to one particular shop and the practice has ceased. We should all take it as a reminder that manufacturers' instructions must always be followed. ✖

Cracked Engine Case

SDR submitted:

During troubleshooting of engine power issue, an 18 inch crack on the right hand side of the accessory gear case (magnesium housing), Time Since Overhaul (TSO):2119, was discovered. The crack extended approximately 180 degrees around the main diameter. This led to flexing of the engine case causing major internal rub damage to the rotating group and stationary components. The crack was found during trouble shooting of the engine running hot. The engine did not achieve target torque and was by-passing fuel at max Exhaust Gas Temperature.



Transport Canada Comments:

It is possible that a previously installed engine truss assembly may not have been shimmed according to the Aircraft Maintenance Manual. This situation could create a stress loading on the engine case contributing to the crack. ✖

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/ceawis-swimn

MANUFACTURER	AD NUMBER	ORIGIN	DESCRIPTION
Kidde-Graviner	2012-0037	Europe	ATA 26 Fire Protection – Hand Operated Fire Extinguisher – Modification
Sicma Aero Seat	2012-0038	Europe	ATA 25 Equipment & Furnishings – Passenger Seat Backrest Link – Inspection / Replacement
Lycoming Engines	2012-03-07	United States	Loose mixture control sleeve
Transport Category Airplanes	74-08-09	United States	ATA 25 - Equipment / Furnishing - Install lavatory placards

SPECIAL AIRWORTHINESS INFORMATION BULLETINS (SAIB)

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
FEDERAL AVIATION AUTHORITY - WWW.FAA.GOV/AIRCRAFT/SAFETY/ALERTS/SAIB/			
NM-12-11	Boeing Company, The	Equipment/Furnishings: Buffet/Galleys	1/10/2012
SW-12-12	Sikorsky Aircraft Corporation	Conducting Engine Failure Simulation in Helicopters with Reciprocating Engines.	1/12/2012
CE-12-13	Eclipse Aerospace, Inc.	Ailerons	1/24/2012
CE-12-14	Cessna Aircraft Company	Three Alternative Methods of Compliance for AD 2011-10-09	1/25/2012
CE-11-47R1	Goodyear Aviation Tires	Landing Gear, Tire Tube. Goodyear Aviation Tires, Flight Mate Butyl Inner Tube, 7.00-8.00-6.	1/30/2012
CE-12-15	Cessna Aircraft Company	DC Power Distribution System - Avionics Master Switch	1/30/2012
CE-12-16	Cessna Aircraft Company	Elevator Trim Tab Control System	2/2/2012
SW-12-10R1	Enstrom Helicopter Corporation, The	Fuel Level Indication	2/3/2012
SW-12-17	Eurocopter France	Autopilot System	2/3/2012
CE-12-18	Hawker Beechcraft Corporation	Flight Controls: Elevator Control Cable Condition	2/7/2012
CE-12-19	Cessna Aircraft Company	Fuel: Aircraft Fuel System on Cessna Model 500/501/550 Airplanes	3/1/2012
EUROPEAN AVIATION SAFETY AGENCY - AD.EASA.EUROPA.EU/SIB-DOCS/PAGE-1			
2012-01	Eurocopter	[Corrected] AS 350 and AS 355 helicopters - Position Strobe Light Installation	1/20/2012
CE-12-13	Eclipse Aerospace, Inc.	EA500 aeroplanes - Aileron Joints Inspection / Replacement	1/25/2012
CE-12-14	Cessna Aeroplanes	Alternative Methods of Compliance (AMOC) for FAA AD 2011-10-09	1/26/2012
UPN2011-20110630014		Propellers with Honeywell Governors Installed - Rubber Gasket part number 897722-1	1/30/2012
CE-11-47R1	Goodyear Aviation Tires	Butyl Rubber Inner Tube Failure	1/31/2012
CE-12-15	Cessna	172R/S, (T)182T and (T)206H Aeroplanes with Garmin G1000 Avionics - Master Switch Failure	2/1/2012
CE-12-16	Cessna	510 Aeroplanes - Elevator Trim Tab Control System	2/3/2012
NM-12-11	B/E Aerospace (UK)	[Correction] G4B galleys on Boeing 737 aeroplanes - Possible Latch Failure on Galley Cabinets	2/8/2012
CE-12-18	Hawker Beechcraft	33, 35 and 36 Bonanza series Aeroplanes - Elevator Control Cable Condition	2/10/2012
SW-12-10R1	Enstrom	280, F-28 series Helicopters - Fuel Level Indication	2/10/2012
FA 02_2012	Embraer	EMB-500 Aeroplanes - Static Port Heating System - Operational Checks	2/14/2012
CE-12-19	Cessna	500, 501 and 550 Aeroplanes - modified by Sierra Industries STC SA80RM or SA152RM	3/2/2012
2012-03	Antonov	An-26 Aeroplanes - Changes to Type Design, Airworthiness Limitations and Repairs	3/7/2012
HQ-12-07R1	Avox Systems, Inc.	First Aid Kits - Contaminated Iodine Wipes	3/12/2012
2012-04		L'Hotellier Ball and Swivel Joints Quick Connectors - Positive Check of Control Surfaces	3/15/2012
NM-12-20	Carleton Technologies Inc.	[Correction] Oxygen System Cylinder- and Valve Assemblies	3/20/2012
2012-05	Piaggio	P.180 Aeroplanes - Water Freezing in Pitot Lines	3/22/2012
2012-06	Defective Standard Hardware	MS21042, NAS1291 and LN9338 Self-Locking Nuts, and NAS626 Bolts	3/22/2012
SW-12-23	Sikorsky	S-92A Helicopters - Fuselage Cabin Structure Inspection	4/2/2012

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	PART CONDITION	SDR No.	RGN
AIRCRAFT						
<i>AEROSPATIALE</i>						
AS 350B	5597	VERTICAL STABILIZER	350A0855061101	UNSERVICEABLE	20120207003	QUE
AS 350B	6220	ROD SPRING	350A57149000	UNSERVICEABLE	20120116005	QUE
AS 350B2	5430	FORWARD BELLY PANEL	350A21002400A1	SERVICEABLE	20120213008	PAC
AS 350B2	7321	BELLCRANK	350A27145202	WORN	20120202001	QUE
AS 350B3	6520	FLANGE TAIL ROTOR GEARBOX CONNECTION	350A33105620	LOOSE	20120221013	PAC
AS 350B3	6597	LINK ASSEMBLY	355A57225801	SERVICEABLE	20120127006	QUE
AS 350BA	6730	MAIN SERVO-CONTROL	SC50811	LEAKING	20120314004	QUE
AS 350D	2571	BATTERY	RG355	OLD	20120223008	PNR
AS 350D	2810	PLUG	350A77121321	USED	20120223007	PNR
AS 350D	2911	ACCUMULATOR	704A34240015	IN SERVICE	20120122001	PNR
ATR 42 300	0	EXTRUSION	S57110541200	CHAFFED	20120321011	PNR
ATR 42 300	2150	GROUND COOLING FAN	EVAC2423H	OVERHEATED	20120125008	PNR
ATR 42 300	5620	CABIN WINDOW	NP15880410	CRACKED	20120315002	ONT
ATR 42 300	7600	TELEFLEX CABLE	4297515	WORN	20120112008	PNR
<i>AGUSTA</i>						
AW139	5313	LEFT HAND UPPER LONGERON ASSEMBLY	3P5340A42431	CRACKED	20120123012	PAC
AW139	6220	ELASTOMERIC BEARING	3G6220V00154	SHEARED	20120123011	PAC
AW139	6700	CLAMP		MISPLACED	20120227004	ONT
AW139	7800	EXHAUST NOZZLE	3G7800L00632	BUCKLING	20120306002	PAC
<i>AIR TRACTOR</i>						
AT 802	5753	RIB		BROKEN	20120104004	PAC
AT 802A	5311	GUSSET	SK2697	CRACKED	20120227009	PAC
<i>AIRBUS</i>						
A310 304	2761	SPOILER	339402100	CRACKED	20120224006	QUE
A310 308	2721	RUDDER/AILERON TRIM	359301001	BURNED	20120224005	QUE
A319 114	2910	YAW DAMPER	SC47003	LEAKING	20120224001	QUE
A319 114	3230	MAIN LANDING GEAR DOOR BYPASS VALVE	114087008	LEAKING	20120117001	QUE
A319 114	5610	RIGHT HAND AFT SIDE WINDOW	NP1653134	SHATTERED	20120119007	QUE
A320 211	2100	FLOW CONTROL VALVE	751A000007	FAILED	20120109004	QUE
A320 211	2540	WATER HEATER		SHORTED	20120119006	QUE
A320 211	2730	ELEVATOR SERVO CONTROL	31075440	FAILED	20120103011	QUE
A320 211	2910	CHECK VALVE		FAILED	20120301001	QUE
A320 211	520	NO PARTS		ELECTRICAL SMELL	20120124006	QUE
A320 211	5610	LEFT HAND FIXED WINDOW		CRACKED	20120125003	QUE
A320 211	5610	LEFT HAND WINDSHIELD	66642870	SHATTERED	20120119002	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
A320 211	5610	WINDOW	NP1653111	CRACKED	20120312028	QUE
A320 214	3244	MAIN WHEEL		FAILED	20120202007	QUE
A320 214	5610	WINDSHIELD	NP1653115	CRACKED	20120103009	QUE
A321 211	2160	TRIM AIR VALVE	1320A000001	FAILED	20120301004	QUE
A321 211	520	MAIN WHEEL		SMOKE	20120315003	QUE
A321 211	5610	WINDSHIELD	NP1653115	SHATTERED	20120109003	QUE
A330 243	2910	FITTING		LOOSE	20120111009	QUE
A330 243	5297	DOOR HARNESS		CHAFFED	20120308003	QUE
A330 243	2530	OVEN CONTROLLER	8201574300	FAILED	20120103010	QUE
A330 243	3242	SERVO VALVE BRAKE		FAILED	20120119008	QUE
<i>BAE - UK</i>						
3112	5610	WINDSHIELD	1379628C401	ARCHING	20120109005	QUE
<i>BEECH</i>						
1900C	0	OIL COOLER	1143890005	OVERHAULED	20120125006	PNR
1900C	2100	COMPRESSOR HOUSING	7691272	CRACKED	20120221002	QUE
1900C	3210	MAIN LANDING GEAR RELAY	MS24171D1	DAMAGED	20120103021	PAC
1900C	7921	OIL COOLER	1143890005	OVERHAULED	20120222008	PNR
1900D	0	BLEED AIR HOSE	12991003315	CRACKED	20120321002	ONT
1900D	0	TERMINAL	3616036154	LOOSE	20120319012	PNR
1900D	5210	BRACKET ASSEMBLY	12936402421	BENT	20120206001	PNR
1900D	5210	SWITCH	MS250081	OUT OF ADJUSTEMENT	20120309003	PNR
200	0	CLEVIS FITTING	ADI79990038	BROKEN	20120314005	PNR
A100	2100	RATE CONTROLLER	10246426	USED	20120123008	PNR
A100	3244	TIRE	283353	WORN	20120312026	ONT
B100	5520	ELEVATOR		CRACKED	20120210002	QUE
B200	0	BEARING	BC56985	WORN	20120309005	PNR
B200	3020	ACTUATOR LINEAR	11438903923	INOPERABLE	20120222007	ONT
B200	3220	NOSE LANDING GEAR DOOR HINGE		CRACKED	20120106007	PNR
B200	5753	BEARING	BC56985	FAILED	20120307004	PNR
B200	7540	BLEED AIR SWITCH	903800023	INTERNAL FAILURE	20120125017	PNR
B300	5511	REAR UPPER SPAR CAP	10162001443	UNSERVICEABLE	20120119004	PNR
B300	5753	ASSYMETERIC SWITCH	101521054607	SERVICEABLE	20120206002	PNR
C90	5210	LATCH UPPER AFT ROD	5043001611	CRACKED	20120127007	QUE
C90	5210	ROD UPPER AFT	5043001611	NEW	20120127008	QUE
<i>BELL TEXTRON - CA</i>						
206B	2562	EMERGENCY LOCATOR TRANSMITTER	S182250202	CRACKED	20120305006	PNR
206B	6210	MAIN ROTOR BLADE	206010200139	NEW	20120113009	PAC
206B	6320	TRANSMISSION	206040002	LEAKING	20120229002	PNR
206B	6730	SERVO ACTUATOR	41103650009	STICKY	20120104001	PNR
206B	7500	BLOWER	27D39	FAILED	20120229001	PNR
206L 4	6510	OUTPUT SHAFT SEAL	406340105101	LEAKING	20120109011	PNR
407	6320	NUT	204040131001	WORN	20120120006	PAC
412cf	6797	ATTITUDE TRIM SWITCH	MS277084	INTERMITTENT	20120213007	PNR
427	5313	LONGERON	427030602121	CRACKED	20120222001	QUE
429	5302	BOLT	MS2125006017	CRACKED	20120221003	QUE
429	6730	MANIFOLD	41014527002	POSSIBLE BURRS	20120206009	QUE
429	6730	MANIFOLD	41014527002	POSSIBLE BURRS	20120206010	QUE
<i>BELL TEXTRON - USA</i>						
205A 1	5302	CAP	205030207005	FRACTURED	20120223006	PAC
205A 1	6230	SWASHPLATE GIMBAL RING	204010404001	UNSERVICEABLE	20120116003	QUE
212	5610	POP OUT WINDOW		MISSING	20120227012	PAC
212	5610	POP OUT WINDOW		MISSING	20120227018	PAC
212	6210	MAIN ROTOR BLADE	212015501115	CRACKED	20120123004	PAC
212	6320	LIFT LINK	212030104101	UNSERVICEABLE	20120217001	QUE
212	6320	RING GEAR	205040231009	CRACKED	20120119012	PAC
212	6320	SUPPORT CASE LUG	212040054105	CRACKED	20120105011	PAC

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
BOEING						
727 227	5270	SWITCH	21EN96	MISADJUSTED	20120119013	PAC
727 243	3244	MAIN WHEELS		FAILED	20120125020	PAC
727 243	5610	WINDOW	L5	SHATTERED	20120116013	PAC
737 275C	2742	STAB TRIM ACTUATOR	654997010	SEIZED	20120118009	PNR
737 400	520	BOLT	NAS110536	INSTALLED INCORRECTLY	20120206012	PAC
737 4B3	3234	SOLENOID	A42006028305	FAILED	20120301013	PAC
737 6CT	3260	MIRCO SWITCH	MS250114	UNSERVICEABLE	20120120001	PNR
737 7CT	2520	LIVE TV SEAT ELECTRONIC BOX	3042865102	UNSERVICEABLE	20120116006	PNR
737 7CT	2750	ALTERNATE ELECTRIC MOTOR	4221T1003	UNSERVICEABLE	20120227008	PNR
737 7CT	2751	FLAP POSITION TRANSMITTER	18173810	UNSERVICEABLE	20120227006	PNR
737 7CT	2797	CONNECTOR D02932	BACC63CB1415SN	CONTAMINATED	20120215005	PNR
737 7CT	2824	FUEL SYSTEM MODULE	233A32025	FAILED	20120228013	PNR
737 7CT	3030	WINDOW/PITOT HEATER	0851HT1	FAILED	20120116009	PNR
737 7CT	3241	TIRE	26123012	FAILED	20120131001	PNR
737 7CT	5610	CURLY CORD	ABC57021	FAILED	20120130012	PNR
737 8CT	2750	FLAP SYSTEM		LOCK-OUT	20120227011	PNR
737 8CT	2751	FLAP POSITION INDICATOR	2061151	UNSERVICEABLE	20120227010	PNR
737 8FH	0	PARK BRAKE VALVE	EM91795	UNSERVICEABLE	20120322002	ATL
737 8K5	3210	PIN	161A23251	SHEARED	20120305001	ATL
757 25F	3232	HYDRAULIC LINE	271N61191	LEAKING	20120314006	ATL
757 25F	3246	BOLT	BACB30MT826	BROKEN	20120313004	ATL
757 25F	3320	BALLAST	61482	OVERHEATED	20120228016	ATL
757 28A	2910	PRESS RETURN LINE	271N63111151	CRACKED	20120222006	ATL
757 28A	3297	CONDUIT	287N610233	TOO SHORT	20120126011	ATL
757 2G5	2731	BEARING	BACB10AD12K	FAILED	20120316007	ATL
767 333	3600	HIGH PRESSURE SHUT OFF VALVE WIRING		LOOSE CONNECTOR	20120214002	QUE
767 375	2597	WIRE		DAMAGED	20120110002	QUE
767 375	3010	ANTI-ICING DUCT	218T111212	RUPTURED	20120312014	QUE
777 233LR	3246	MAIN TIRE		TREAD LOSS	20120103004	QUE
BOMBARDIER						
BD 100 1A10	2720	BRUSH SEAL ASSEMBLY	1002720076	MISALIGNED	20120301002	QUE
BD 100 1A10	2750	CONTROL BOARD	2257A000003	FAILED	20120201002	QUE
BD 100 1A10	2760	SPOILER ELECTRONIC CONTROL UNIT SYSTEM		INTERMITTANT	20120123003	QUE
BD 100 1A10	3242	BRAKE ASSEMBLY	216622	FROZEN	20120216004	QUE
BD 100 1A10	3251	STEERING MANIFOLD	40750101	FAILED	20120208005	QUE
BD 100 1A10	3260	PROXIMITY SENSOR ELECTRONIC UNIT	302270402	NEW	20120113005	QUE
BD 100 1A10	4940	AUXILIARY POWER UNIT	36150BD	FAILED	20120215006	QUE
BD 700 1A10	0	WATER LEVEL SENSOR	2F7851NSN	SHORTED	20120319005	QUE
BD 700 1A11	3244	TIRES		BLOWN-OUT	20120123002	QUE
CL600 2B19 (RJ100)	2100	DUAL HEAT EXCHANGER	7533559	FAILED	20120307007	QUE
CL600 2B19 (RJ100)	2121	GALLEY FAN		FAILED	20120118005	QUE
CL600 2B19 (RJ100)	2200	FLAP POSITION SENSOR	601R930303	FAILED	20120209004	QUE
CL600 2B19 (RJ100)	2400	GENERATOR CONTROL UNIT	720846D	FAILED	20120308001	ATL
CL600 2B19 (RJ100)	2420	AIR DRIVEN GENERATOR	TBD	DEPLOYED	20120209007	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL600 2B19 (RJ100)	2610	ELEMENT HIGH TEMPERATURE SENSING	244872203615	BROKEN	20120312012	QUE
CL600 2B19 (RJ100)	2730	MOUNT ELEVATOR SERVO	8220260001	FROZEN	20120103019	QUE
CL600 2B19 (RJ100)	2731	ELEVATOR SERVO	6225027001	FROZEN	20120109010	ATL
CL600 2B19 (RJ100)	2750	BRAKE AND POSITION SENSING UNIT	855D10013	FAILED	20120131004	QUE
CL600 2B19 (RJ100)	2750	FLAP ELECTRONIC CONTROL UNIT	860D10018	FAILED	20120203001	QUE
CL600 2B19 (RJ100)	2750	FLAP ELECTRONIC CONTROL UNIT	860D10018	FAILED	20120216005	QUE
CL600 2B19 (RJ100)	2750	FLAP ELECTRONIC CONTROL UNIT	860D10018	FAILED	20120217002	QUE
CL600 2B19 (RJ100)	2750	FLAP ACTUATOR	854D10024	FAILED	20120131002	QUE
CL600 2B19 (RJ100)	2750	FLAPS		FAILED	20120103012	QUE
CL600 2B19 (RJ100)	2750	MOTOR BRAKE UNIT	5332D1007	FAILED	20120216006	QUE
CL600 2B19 (RJ100)	2750	POWER DRIVE UNIT	865D1007	FAILED	20120131005	QUE
CL600 2B19 (RJ100)	2751	BRAKE AND POSITION SENSING UNIT	855D10013	FAILED	20120207007	QUE
CL600 2B19 (RJ100)	2752	RIGHT HAND OUT BOARD FLAPS ACTUATORS	853D10024	FAILED	20120221004	QUE
CL600 2B19 (RJ100)	2910	ENGINE DRIVEN PUMP	848847	FAILED	20120126009	QUE
CL600 2B19 (RJ100)	2910	PUMP	AE4096G0060000	LEAKING	20120104009	QUE
CL600 2B19 (RJ100)	2921	ACCUMULATOR	601R751383	FAILED	20120203003	QUE
CL600 2B19 (RJ100)	3230	NOSE LANDING GEAR SELECTOR VALVE	601R75206	FAILED	20120312015	QUE
CL600 2B19 (RJ100)	3230	SOLENOID SELECTOR VALVE	750006000	FAILED	20120214003	QUE
CL600 2B19 (RJ100)	3234	LANDING GEAR SELECTOR		LOOSE CONNECTOR	20120103002	QUE
CL600 2B19 (RJ100)	3244	TIRE	299K631	SEPARATED	20120321007	QUE
CL600 2B19 (RJ100)	3320	LIGHT FIXTUR	BCI0065003	SHORTED	20120208006	ATL
CL600 2B19 (RJ100)	3411	PITOT DRAIN	50034001	BROKEN	20120118010	ATL
CL600 2B19 (RJ100)	4900	AUXILIARY POWER UNIT	38004883	OVERHEATED	20120103018	QUE
CL600 2B19 (RJ100)	520	OVERALL		ERROR	20120116007	QUE
CL600 2B19 (RJ100)	5210	SHAFT GUIDE	CC670319831	SHEARED	20120105009	ATL
CL600 2B19 (RJ100)	5297	SENSOR PROXIMITY	840534	FRAYED	20120207004	ATL
CL600 2B19 (RJ100)	5312	PRESSURE BULKHEAD		CRACKED	20120217004	QUE
CL600 2B19 (RJ100)	5330	DOOR SKIN LANDING	600330529	CRACKED	20120131009	ATL
CL600 2B19 (RJ100)	5350	FAIRING	601R3103612	DISLODGED	20120103008	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL600 2B19 (RJ100)	5610	LEFT HAND WINDSHIELD	NP13932187225	SHATTERED	20120103003	QUE
CL600 2B19 (RJ100)	5720	ANGLE	601R1001113	CRACKED	20120309001	ATL
CL600 2B19 (RJ100)	5720	ANGLE	601R1001113	CRACKED	20120309004	ATL
CL600 2B19 (RJ100)	5720	ANGLE	601R100111314	CRACKED	20120112001	ATL
CL600 2B19 (RJ100)	5751	FITTING	CC6701301310	WORN	20120112003	ATL
CL600 2B19 (RJ100)	7600	CONTROL CABLE ASSEMBLY	1603730007	FAILED	20120106001	QUE
CL600 2B19 (RJ440)	3251	NOSE WHEEL STEERING TORQUE LINKS		DISCONNECTED	20120126005	QUE
CL600 2B19 (RJ440)	4990	AUXILIARY POWER UNIT OIL LINE	38004883	NOT ATTACHED	20120126008	QUE
CL600 2B19 (RJ440)	520	NO PARTS		SMOKE	20120126007	QUE
CL600 2C10 (RJ700)	2710	AILERON SYSTEM		JAMMED	20120315001	QUE
CL600 2C10 (RJ700)	2720	YAW DAMPER	6229968001	FAILED	20120206011	QUE
CL600 2C10 (RJ700)	3010	TEMPERATURE SENSOR	GG670800137	FAILED	20120126010	QUE
CL600 2C10 (RJ700)	3150	DATA CONCENTRATOR UNIT	8221310105	FAILED	20120229003	QUE
CL600 2C10 (RJ700)	3230	GEAR SELECTOR VALVE	2322H000004	FAILED	20120124004	QUE
CL600 2C10 (RJ700)	3297	HARNESS	4910315	FAILED	20120131006	QUE
CL600 2C10 (RJ700)	5610	LEFT HAND SIDE WINDOW	NP13932211	CRACKED	20120103005	QUE
CL600 2C10 (RJ700)	5610	RIGHT HAND SIDE WINDOW	NP13932212	SHATTERED	20120109002	QUE
CL600 2C10 (RJ700)	5610	LEFT HAND WINDSHIELD	601R3303317	CRACKED	20120103007	QUE
CL600 2D15 (705)	2121	GALLEY HEATER	GG670950315	FAILED	20120113004	ATL
CL600 2D15 (705)	2121	RECIRCULATION FAN	GG670950227	FAILED	20120113002	ATL
CL600 2D15 (705)	2215	AILERON SYSTEM		JAMMED	20120314003	ATL
CL600 2D15 (705)	2530	HEATER ASSEMBLY	GG670950315	SHIFTED	20120130003	ATL
CL600 2D15 (705)	3097	SPIRAL CORD ELECTRICAL	CC670129995	CHAFED	20120302001	ATL
CL600 2D15 (705)	4990	OIL FILTER	WE38817671	COLLAPSED	20120103001	ATL
CL600 2D15 (705)	5741	LINK	SH67035639	CRACKED	20120126012	ATL
CL600 2D15 (705)	5797	SPIRAL CORD ELECTRICAL	CC670129995	CHAFED	20120217005	ATL
CL600 2D24 (RJ900)	2211	FLIGHT CONTROL COMPUTER		FAILED	20120103020	QUE
CL600 2D24 (RJ900)	2215	ELEVATOR SERVO		FAILED	20120126004	QUE
CL600 2D24 (RJ900)	2750	FLAPS SYSTEM		FAILED	20120118006	QUE
CL600 2D24 (RJ900)	3240	ANTI-SKID CONTROL UNIT	90004433	FAILED	20120306003	QUE
CL600 2D24 (RJ900)	3246	TIRE		SHREDDDED	20120312019	QUE
CL600 2D24 (RJ900)	3418	STALL WARNING SYSTEM		FAILED	20120111007	QUE
CL600 2D24 (RJ900)	3610	CROSSOVER DUCT ASSEMBLY	GG670803011	RUPTURED	20120312017	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL600 2D24 (RJ900)	5610	RIGHT HAND SIDE WINDOW	NP1393222	SHATTERED	20120103006	QUE
CL600 2D24 (RJ900)	5610	WINDSHIELD		ARCHING	20120131007	QUE
CL600 2D24 (RJ900)	5610	WINDSHIELD	NP139321	SHATTERED	20120203002	QUE
CANADAIR						
CL215 6B11(CL415)	2197	POWER CABLE	JBS261	MELTED	20120119001	QUE
CL215 6B11(CL415)	2510	HANDLE ASSEMBLY WATER DUMP		BROKEN	20120229005	QUE
CL600 2A12(601)	5610	COCKPIT SIDE WINDOW	6003303027	CRACKED	20120127001	QUE
CL600 2B16(604)	2750	FLAP POWER DRIVE UNIT	6009300071	NEW	20120111003	QUE
CL600 2B16(604)	2910	ENGINE DRIVEN PUMP FLEX HOSE	QDCOUPLING	LEAKING	20120227015	QUE
CL600 2B16(604)	3260	MICROSWITCH	S2GA	NEW	20120113008	QUE
CL600 2B16(604)	3810	LAMP CONNECTOR	25200301	MELTED	20120222005	ONT
CESSNA						
152	2820	FUEL LINES	4003437040034	CHAFED	20120131013	PAC
152	5540	BRACKET	4310282	CRACKED	20120103023	PAC
172N	0	TIRE TUBE	500X5TR67	PUNCTURED	20120322003	ONT
182T	5312	BULKHEAD	7126154	DENTED	20120316006	PNR
208	2210	PITCH SERVO PULLEY		DAMAGED	20120127012	PNR
208	3411	PITOT TUBE	26060321	CRACKED	20120222003	ONT
208B	2731	GUARD ASSEMBLY	26600178	NEW	20120131003	ATL
208B	3245	GOODYEAR	75085010	TUBE BLOWN	20120112002	ATL
208B	3245	TUBE	923480	TORN	20120202003	ATL
208B	7120	RING ASSEMBLY	265102218	UNSERVICEABLE	20120218001	PNR
208B	7930	OIL PRESSURE INDICATOR		USED	20120109008	PAC
310R	7120	I-BEAM		CRACKED	20120202004	PNR
421B	3231	BELLCRANK	8411066	BROKEN	20120207001	PAC
421C	5610	LEFT HAND WINDSHIELD		CRACKED	20120117002	ONT
501	7310	AIRFRAME FUEL FILTER		CONTAMINATED	20120109001	ONT
550	5753	CONNECTING LINK ASSEMBLY	ASA352CL	MISSING PARTS	20120105005	ONT
560	3201	SCREW	AN525R18	SHEARED	20120207006	PAC
560	3234	CONNECTOR	P160	LOOSE	20120222004	PNR
560	7830	DRIVER LINK	202007	CORRODED	20120319004	PNR
560XL	2731	ELEVATOR TAB PUSH ROD	666016117	ORIGINAL	20120222002	QUE
560XL	5210	SPRING	661322201	ORIGINAL	20120224004	QUE
T182T	0	BULKHEAD	7126156	DENTED	20120316003	PNR
T206H	2731	SPROCKET	12601131	BROKEN	20120113013	ONT
T337	5753	FLAP CONTROL ROD	12606531	USED	20120215003	PNR
CONVAIR - CAN						
340	5520	FITTING ASSEMBLY	24020109004	CRACKED	20120127013	PNR
DEHAVILLAND - CAN						
DHC 2 MKIII	3246	DRAG LINK	ABIDHC24	CRACKED	20120131012	PNR
DHC 6 300	2711	RIGHT HAND AILERON TAB PLATES	C6WA11222728	WORN	20120221005	PNR
DHC 7 102	2497	ELECTRICAL WIRES		CHAFED	20120216001	ONT
DHC 7 102	2710	CABLE ASSEMBLY	72210066001	FRAYED	20120213003	ONT
DHC 7 103	2910	HYDRAULIC TUBE	72980010217	NEW	20120116010	ONT
DHC 7 103	3010	DEICING BOOT	75C0058007	UNSERVICEABLE	20120219001	PNR
DHC 7 103	5430	NOSE CONE		CUT	20120110005	PNR
DHC 8 100	2710	SPLINE SHAFT	82740083101	CORRODED	20120213005	QUE
DHC 8 100	5755	SPOILER ACTUATOR	A44700009	CRACKED	20120113010	ONT
DHC 8 102	2722	HYDRAULIC LINE	82960010149	LEAKING	20120116004	ATL
DHC 8 102	2750	TORQUE SENSOR	756158	FALSE INDICATION	20120116011	ATL
DHC 8 102	3010	TUBE ASSEMBLY DE-ICE	83010099001	CHAFED	20120109006	ATL

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
DHC 8 102	3231	MAIN LANDING GEAR DOOR SPRING	83231020003	BROKEN	20120126013	ATL
DHC 8 102	3232	DOOR ACTUATOR	82970018013	SEIZED	20120111002	ATL
DHC 8 102	3234	SELECTOR VALVE		UNSERVICEABLE	20120307001	ATL
DHC 8 102	3240	QUADRANT	77610296101	CRACKED	20120113001	QUE
DHC 8 102	3246	OUTER WHEEL HALF	3006192	BROKEN	20120216003	ATL
DHC 8 102	5210	DOOR		CRACKED	20120308002	QUE
DHC 8 102	5310	NOSE AREA		BIRD STRIKE	20120316004	ATL
DHC 8 102	7540	ELECTRICAL WIRE		CHAFED	20120316005	ATL
DHC 8 301	3210	ACTUATOR	10500501	BROKEN	20120312025	ATL
DHC 8 301	5610	WINDOW		ARCING	20120125004	ATL
DHC 8 311	0	HYDRAULIC LINE	82970010591	WORN	20120320002	QUE
DHC 8 311	5755	BEARING	MB543DDFS464	CORRODED	20120210004	PAC
DHC 8 400	2100	DUCT EMERGENCY RAM AIR	AP500211101	RUPTURED	20120302005	ONT
DHC 8 400	2910	DIRECT CIRCUIT MOTOR DRIVEN PUMP	6618203	BURNT	20120306001	ONT
DHC 8 400	2910	HYDRAULIC POWER TRANSFER UNIT		FAILED	20120104006	QUE
DHC 8 400	3210	MAIN LANDING GEAR		UNSAFE INDICATION	20120104005	QUE
DHC 8 400	3213	OUTSTOP TUBE	461331	CRACKED	20120202009	ONT
DHC 8 400	3222	INNER CYLINDER	471055	CRACKED	20120125014	ONT
DHC 8 400	3242	BRAKE ASSEMBLY	216052	LEAKING	20120228014	ONT
DHC 8 400	5610	WINDSHIELD	80260008	CRACKED	20120203008	ONT
DHC 8 400	7160	INTAKE HEATER	4100S02804	BURNT	20120206005	ONT
DHC 8 402	3210	HYDRAULIC LINE	82974244001	USED	20120107001	QUE
DHC 8 402	3231	NOSE DOOR PROXIMITY SENSOR		MALFUNCTION	20120213004	ONT
DHC 8 402	3246	LOOSE/LOST NUTS		SHEARED	20120322007	ONT
<i>DIAMOND - AS</i>						
DA 40	3340	LIGHTNING PROTECTION TUBE	DA451874100	CHAFED	20120319003	ONT
<i>DIAMOND - CAN</i>						
DA 20 A1	3245	TUBE	500X5TR67	SPLIT	20120319007	ONT
DA 20 C1	2434	ALTERNATOR ADJUST BRACKET	2224120013	BROKEN	20120215001	ATL
DA 20 C1	2720	PEDAL	2227291400	CRACKED	20120203006	ATL
DA 20 C1	2820	PUEL FEED LINE	2228212001	LEAKING	20120112005	ATL
DA 20 C1	8520	CRANKSHAFT	653164	CORRODED	20120116008	ONT
<i>DORNIER</i>						
328 300	2720	RUDDER CABLE		MISGUIDED	20120224002	QUE
<i>EMBRAER</i>						
EMB 500	2460	CONTACTOR	SM400D17	FAILED	20120125002	QUE
ERJ 170 200 SU	2440	EXTERNAL POWER MODULE	1701337C	BURNT	20120107003	QUE
ERJ 170 200 SU	2750	FLAP SLAT FAIL		FAILED	20120105006	QUE
ERJ 170 200 SU	2780	SKEW HARNESS		FAILED	20120213001	QUE
ERJ 170 200 SU	3251	STEERING		RESET	20120301005	QUE
ERJ 170 200 SU	5320	SUPPORT TIRE BRAKE	17010810401	CRACKED	20120107004	QUE
ERJ 170 200 SU	5320	TIRE SUPPORT BRAKE	17010810401	CRACKED	20120107002	QUE
ERJ 170 200 SU	5797	HARNESS	17106001401	CHAFED	20120111001	QUE
ERJ 190 100 IGW	2133	OUTFLOW VALVE	2142501	FAILED	20120119005	QUE
ERJ 190 100 IGW	2750	FLAP FAIL		FAILED	20120130006	QUE
ERJ 190 100 IGW	2750	TORQUE TUBE		DISCONNECTED	20120221009	QUE
ERJ 190 100 IGW	2780	SLAT FAIL		FAILED	20120105007	QUE
ERJ 190 100 IGW	2780	SLAT FAIL		FAILED	20120221007	QUE
ERJ 190 100 IGW	2780	SLAT SKEW SENSOR		FAILED	20120216002	QUE
ERJ 190 100 IGW	2780	SLAT SKEW SENSOR	1702286B	FAILED	20120105008	QUE
ERJ 190 100 IGW	3140	MODULAR AVIONIC UNIT 2		FAILED	20120130007	QUE
ERJ 190 100 IGW	3210	CROSS BOLT	PN2821A0000XX	DAMAGED	20120312013	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
ERJ 190 100 IGW	3610	FAN AIR VALVE	10070863	FAILED	20120312027	QUE
ERJ 190 100 IGW	5610	WINDSHIELD	56100241	CRACKED	20120125007	QUE
ERJ 190 100 IGW	5610	WINDSHIELD	NP18730111	CRACKED	20120221006	QUE
<i>EUROCOPTER DEUT</i>						
BO105 S CDN BS 4	2140	ELEMENT	TAS300A	UNSERVICEABLE	20120305004	ONT
EC 135P2PLUS	0	ARIS TRANSMISSION MOUNT	L633M2010109	UNSERVICEABLE	20120319009	ONT
EC 135P2PLUS	6330	ARIS TRANSMISSION MOUNT	L633M2010108	UNSERVICEABLE	20120208002	ONT
<i>FAIRCHILD</i>						
SA227AC	2100	VALVE ACTUATOR DRIVEN	BYLB504371	CRACKED	20120209009	PNR
SA227AC	2750	FLAP CONTROL HANDLE	8497	INTERMITTANT	20120312018	ONT
SA227CC	3230	HYDRAULIC LINE	2781006003	CRACKED	20120125011	ONT
SA227DC	2400	BUS TIE SWITCH	8781K11	BURNT	20120312020	ONT
SA227DC	3120	ELECTRONIC FLIGHT INSTRUMENT SYSTEM CONTROL	6229222001	FAILED	20120315005	PNR
<i>FOUND BROTHERS</i>						
FBA 2C1	3244	TIRE	10X35044PLY	USED	20120103016	PAC
<i>GROB-WERKE</i>						
G 120A	0	FLAP DRIVE UNIT	120A4280	USED	20120322006	PNR
G 120A	2731	TRIM SERVO	65006113	USED	20120302002	PNR
G 120A	2750	MICROSWITCH	MS252531	GOOD	20120131011	PNR
G 120A	2751	MICROSWITCH	MS252531	CRACKED	20120203012	PNR
G 120A	5753	FLAP DRIVE UNIT	120A4280	NEW	20120118002	PNR
<i>HAWKER SIDDELEY - UK</i>						
HS 748 2A	2910	HYDRAULIC CUT OUT VALVE	AIR48920	LEAKING	20120301003	ONT
<i>HUGHES</i>						
369D	6210	MAIN ROTOR BLADE	500P2100103	DETTACHED	20120123005	PAC
369D	6230	TAIL ROTOR SWASHPLATE	369D	WORN	20120123006	PAC
369D	6500	BEARING ASSEMBLY	NPN	WORN	20120215011	PAC
<i>LEARJET</i>						
45	3010	ANTI-ICE DUCT	6630100007007	CHAFED	20120301011	PAC
45	3230	MAIN LANDING GEAR UPLOCK	6632303004006	FAILED	20120130008	ONT
45	5412	SEAL FIREWALL BOOT	316154	DETERIORATED	20120309002	PNR
60	2910	TUBE ASSEMBLY	6000100184	CRACKED	20120102001	ONT
60	3233	CONICAL SPACER	24410071	CRACKED	20120209006	ATL
<i>LOCKHEED</i>						
382G	5330	FUSELAGE SKIN		LOOSE	30120320001	PAC
<i>PILATUS - SW</i>						
PC 12 45	2216	YAW SERVO ACTUATOR	65000560080	FAILED	20120111011	ONT
PC 12 45	2730	STOP	5552012186	MISSING	20120110003	ONT
PC 12 45	3260	DOWN SWITCH	UNAVAILABLE	FAILED	20120109009	PNR
PC 12 45	3297	WIRE	G21C24	BROKEN	20120214005	ONT
PC 12 47	2710	AILERON SYSTEM		STIFF	20120222010	ONT
PC 12 47E	2215	SERVO	65001900101	DEFECTIVE	20120215009	ONT
PC 12 47E	2400	POWER JUNCTION BOX	974033814	LOOSE	20120306008	ONT
PC 12 47E	5720	ELBOW 45 DEGREE SPECIAL	9462265555	CRACKED	20120124001	ONT
<i>PIPER</i>						
PA23 250	3246	WHEEL HALF		CRACKED	20120307008	PAC
PA23 250	3246	WHEEL HALF	16106900	CRACKED	20120307009	PAC
PA28 140	5711	SPAR LEFT INBOARD	62054000	CRACKED	20120202006	ONT
PA31	8011	STARTER		INTERMITTENT	20120205002	PNR
PA31 350	0	FAN WHEEL	751817	BROKEN	20120119010	PAC
PA31 350	0	PRESSURE SWITCH	94E421	INOPERATIVE	20120116012	PAC

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
PA31 350	3245	NOSE TIRE TUBE	923150	HOLE IN TUBE	20120201004	PAC
PA31 350	3245	NOSE WHEEL TIRE TUBE	XA1AD	SPLIT	20120206007	PAC
PA31 350	3245	NOSE WHEEL TIRE TUBE	923150	TORN	20120131008	PAC
PA31 350	7600	THROTTLE CABLE	24894002	BROKEN	20120120008	PAC
PA44 180	3211	TRUNNION	6704015	LOOSE	20120123009	PNR
<i>RAYTHEON</i>						
HAWKER 900XP	2916	COUPLING (Y TUBE)	ACM22372	USED	20120127003	PNR
<i>ROBINSON</i>						
R44	2435	STARTER	14912HTH	CRACKED	20120104002	PNR
R44	7322	CABLE	C5227	BROKEN	20120120003	PNR
R44 II	2410	ALTERNATOR	D7481ALU85219	WORN	20120224008	PNR
R44 II	2410	ALTERNATOR	D7481ALU85219	WORN	20120224009	PNR
R44 II	2435	STARTER	14924HTH	LOOSE	20120104003	PNR
R44 II	2822	FUEL PUMP	LW15473	LEAKING	20120204003	PNR
R44 II	6730	SERVO	D2121	LEAKING	20120229004	PNR
R44 II	7414	MAGNETO	10600646201	FAILED	20120204002	PNR
R44 II	8100	MANIFOLD	D7301	CRACKED	20120206004	PNR
<i>ROCKWELL COLLINS</i>						
114	5711	SPAR		CRACKED	20120228018	QUE
690A	2435	MOUNTING ADAPTER KIT	23065504	CRACKED	20120127011	PNR
<i>SHORT & HARLAND</i>						
SD3 60	2750	FLAP CONTROL CABLE	SD3452606XA	FRAYED	20120312022	PAC
<i>SIKORSKY</i>						
S76A	7421	IGNITION EXCITER	9550176020	FAILED	20120312021	PAC
S76C	3397	CLIFE BOARD		SHORT	20120309006	PAC
S92A	0	BEARING	SB1149101	WORN	20120319008	ATL
S92A	0	PINION	9235115171041	UNSERVICEABLE	20120316002	PAC
S92A	2297	YAW PEDAL SWITCH	BZ2RDSA2S	BROKEN	20120228020	ATL
S92A	2612	FLAME DETECTOR	9231004802105	WORN	20120227007	ATL
S92A	2917	DIFFERENTIAL PRESSURE SWITCH	9265004801102	LEAKING	20120228017	ATL
S92A	3160	DISPLAY CONTROL PANEL	9260001801107	FAILED	20120220006	ATL
S92A	6310	BEARING	SB1074101	UNSERVICEABLE	20120228019	PAC
S92A	6310	BEARING	SB1074101	UNSERVICEABLE	20120228021	PAC
S92A	6520	GEARBOX	9235706300	DISCOLOURED	20120220003	ATL
S92A	7931	ENGINE	CT78	HIGH PRESSURE	20120220007	ATL
<i>SWEARINGEN</i>						
SA226TC	5741	ATTACH FITTING	2722121	CRACKED	20120223005	PNR
SA226TC	5741	WING ATTACH FITTING	2722123	CRACKED	20120223004	PNR
<i>VANS</i>						
RV6A	5320	STEP		CRACKED	20120104011	ONT
<i>VIKING CANADA</i>						
DHC 6 400	1000	PULLEY	FL3C62	NEW	20120111010	PAC
DHC 6 400	3412	OUTSIDE AIR TEMPERATURE PROBE	12901220001	NEW	20120130014	PAC
ENGINE						
<i>ALLISON</i>						
250-C20	7210	REDUCTION GEARBOX	3024780	UNSERVICEABLE	20120105004	ONT
250-C20	7321	FUEL CONTROL UNIT	23070606	FAILED	20120104010	PAC
250-C47B	7210	#5 BEARING	6871505	FAILED	20120123007	PAC
250-C47B	7230	SCROLL ASSEMBLY	23065593	CRACKED	20120229008	PAC
250-C47B	7250	TURBINE ASSEMBLY	23063354	MISSING	20120322009	PAC
<i>AVCO LYCOMING</i>						
IO-360-B1B	8520	TAPPET BODY	72877	BROKEN	20120313002	PNR
IO-540-AB1A5	8530	CYLINDER	LW13870	SEIZED	20120306009	PNR
LTIO-540-J2BD	7414	CAP/HARNESS ASSEMBLY	M2918	FRACTURED	20120223011	PAC
LTIO-540-J2BD	7933	VALVE ASSEMBLY TEMPERATURE	AEL19600	BROKEN	20120224003	PNR
LTIO-540-J2BD	8510	ENGINE CASE		UNSERVICEABLE	20120210006	PNR

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LTO-360-E1A6D	8530	RINGS		BROKEN	20120223001	PAC
LTS-101-700D-2	2913	HYDRAULIC PUMP	704A34310006	UNSERVICEABLE	20120322001	PAC
LTS-101-700D-2	8300	BOLT/GEAR POWERTRAIN	408111906	SHEARED	20120125019	PNR
O-235-L2C	8520	CARBURATOR	105267	STICKING	20120120004	PAC
O-235-L2CM	8520	CRANKCASE	LW13282	CRACKED	20120106002	PNR
O-320-E2D	2434	ALTERNATOR BRACKET	76906	BROKEN	20120215004	QUE
O-360-A4M	7414	MAGNETO	4370MODF	UNSERVICEABLE	20120228015	PNR
TIO-540-A2B	8120	WASTE GATE ASSEMBLY	LW1277B	BROKEN	20120306004	ONT
TIO-540-A2C	7414	DISTRIBUTOR BLOCK	10391586	NEW	20120209002	QUE
TIO-540-A2C	7414	DISTRIBUTOR BLOCK	10391586	NEW	20120209005	QUE
TIO-540-A2C	7414	MAGNETO	1034929001	NEW	20120209003	QUE
TIO-540-AJ1A	7800	COUPLING	S19211	BROKEN	20120227005	PNR
CFM INTERNATIONAL						
CFM56-5A5	2435	STARTER VALVE	32915562	DAMAGED	20120125009	QUE
CFM56-7B27/3	2821	SWITCH FUEL DELTA PRESSURE	QA07995	NORMAL	20120201001	PNR
GARRETT						
TPE331-11U	7230	COMBUSTION CASE	310668	FRACTURED	20120109012	ONT
TPE331-11U	7712	TORQUE RING BRIDGE	31071001	FAILED	20120125012	ONT
TPE331-12UHR	7250	TURBINE NUT	31080661	NEW	20120201003	ONT
GENERAL ELECTRIC						
CF34-10E5A1	7200	CENTER VENT TUBE	3413201501	DISTORTED	20120104012	PNR
CF34-3A	7830	ACTUATOR - BALLSCREW	32725702	BROKEN	20120207005	QUE
CF34-3A1	7200	ENGINE		VIBRATION	20120118007	QUE
CF34-3B	7110	THRUST REVERSER TRANSLATING COW		FELL OFF	20120214004	QUE
CF34-3B1	7530	ENGINE	CF343B1	FAILED	20120118003	QUE
CF34-8C5	7230	COMPRESSOR		STALLED	20120126006	QUE
CF34-8C5	7532	OPERATIONAL BLEED VALVE	32915522	FAILED	20120118004	QUE
CF6-80C2B6F	7697	ENGINE	CF680	SHUT DOWN	20120124005	QUE
HONEYWELL						
AS907-1-1A	7110	OUTER FAN DUCT PANEL		LOOSE	20120223003	ONT
TFE731-20BR-1B	7314	ENGINE DRIVEN FUEL PUMP	30607604	NEW	20120213002	PAC
TFE731-50R	8300	ACCESSORY GEAR BOX CASE	PN30608081	USED	20120125013	PNR
PRATT & WHITNEY - CAN						
JT15D-4	7250	HIGH PRESSURE TURBINE		FAILED	20120124002	ATL
PT6-65B	7250	COMPRESSOR TURBINE BLADE TIPS		DAMAGED	20120202002	ATL
PT6A-21	7230	BEARING		FAILED	20120118001	ATL
PT6A-34	7230	COMPRESSOR TURBINE BLADE		FAILED	20120125015	PAC
PT6A-42A	7210	REDUCTION GEAR BOX		LEAKING	20120124007	ATL
PT6A-64	7300	FUEL CONTROL UNIT		FAILED	20120129001	QUE
PT6A-67B	7920	OIL LINE ASSEMBLY	5771112107	LOOSE	20120119011	ONT
PW123E	2840	DIFFERENTIAL PRESSURE SWITCH	5905588	UNSERVICEABLE	20120313001	PNR
PW123E	7712	TORQUE SIGNAL CONDITION UNIT	3014403	FAILED	20120119003	ONT
PW150A	7931	OIL PRESSURE TRANSDUCER		MALFUNCTION	20120202010	ONT
PW615F-A	7930	OIL PRESSURE TRANSDUCER	APTE304A250G	NEW	20120228011	PNR
PRATT & WHITNEY - USA						
JT8D-15A	7510	DUCT	8078831	CRACKED	20120112007	ONT
JT8D-17	7250	TURBINE		DAMAGED	20120127010	PNR
JT9D-7J	7321	CONDITION ACTUATOR	60B962005	BROKEN	20120126002	QUE
PW4060	7250	HIGH PRESSURE TURBINE STAGE 2 BLADE		FRACTURED	20120120002	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
PW4060	7722	ENGINE	PW4060	SURGE	20120125001	QUE
<i>ROLLS ROYCE - UK</i>						
TAY 610-8	7230	HIGH PRESSURE COMPRESSOR STAGE 10	JR18750	CRACKED	20120221008	QUE
<i>TELEDYNE CONTINENTAL</i>						
IO-520-D	7120	ENGINE MOUNT LEG	539518	BROKEN	20120117004	PNR
IO-550-D	8530	CYLINDER THRU STUD NUT	652541	UNSERVICEABLE	20120103015	ONT
O-470-K	7322	CARBURATOR	104893	UNSERVICEABLE	20120301014	PNR
O-470-U	8530	CYLINDER KIT	655468A8	NEW	20120227014	PNR
TSIO-520-C	8530	EXHAUST VALVE	637781	STUCK	20120215002	PNR
<i>TURBOMECA</i>						
ARRIEL 1B	7321	FUEL CONTROL UNIT	164540120	OVERHAULED	20120217008	QUE
PROPELLER						
<i>HAMILTON STANDARD</i>						
14SF-7	6110	BLADE	SFA13M1R0AD	FRACTURED	20120223002	ATL
14SF-7	6111	OUTER RACE	7823011	DETERIORATED	20120302003	ATL
<i>HARTZELL</i>						
HC-B3TN-3AF	6111	PROPELLER BLADE		POSSIBLE CRACK	20120321008	PNR
HC-B4MP-3C	6122	PROPELLER GOVERNOR	8210310B	OVERHAULED	20120206003	PNR
<i>MCCAULEY</i>						
1A103/TCM6758	6100	STEEL PLATE	B7287	DAMAGED	20120307003	ONT
3GFR34C703	0	WIRE HARNESS	B40531	BURNT	20120113014	ATL
4HFR34C652	6111	BLADE	CFRL250103	ERODED	20120215010	ONT
4HFR34C652	6114	HUB	A163356	UNSERVICEABLE	20120302006	PAC
EQUIPMENT						
<i>AEROQUIP</i>						
AE2463509G01	3230	MAIN GEAR RETRACT LINE	1013880167	DAMAGED	20120130010	ONT
<i>AIR TRACTOR</i>						
MODEL850	3800	CONTROL BOX	850504001001	REPAIRED	20120227016	PAC
<i>ARTEX</i>						
4535002	2562	G SWITCH		UNSERVICEABLE	20120307005	PNR
4535002	2562	G SWITCH		UNSERVICEABLE	20120307006	PNR
4535002	2562	G SWITCH		UNSERVICEABLE	20120315004	PNR
4535002	2562	G SWITCH		UNSERVICEABLE	20120316008	PNR
4536603	2562	G SWITCH	4526506	FAILURE	20120106006	PAC
<i>BELL TEXTRON - CAN</i>						
222040003111	6330	TOP CASE	222040061105	SERVICEABLE	20120314009	PAC
<i>BELL TEXTRON - USA</i>						
205030220	5101	DOOR TRACK	205030220010	NEW	20120308004	PAC
206	5330	SIDE SKIN	206033003105S	NEW	20120308005	PAC
206033412	5120	BEARING HANGER	2060334120015	NEW	20120316009	PAC
<i>BOEING</i>						
6573761110	3213	INNER CYLINDER	65611620	OVERHAULED	20120320004	ONT
<i>BOMBARDIER</i>						
10053600010	4900	AUXILIARY POWER UNIT		NON-SEALANT	20120227003	QUE
DHC8102	5755	SPOILER ACTUATOR	A44700009	CRACKED	20120229006	PNR
<i>CHAMPION</i>						
123929	8520	MANIFOLD PRESSURE LINE	123929	CRACKED	20120221011	PAC
<i>DEHAVILLAND - CAN</i>						
02T0115300	5210	BEARING BLOCK LOWER	02T10325	CRACKED	20120208001	PAC
C3US200	3246	BUMPER	C3U20711	DISINTEGRATED	20120208004	ONT
<i>EUROCOPTER DEUT</i>						
BK117B2	7321	ACTUATOR LINEAR	1564T1009	REPAIRED	20120131010	PNR

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<i>HAMILTON SUNDSTRAND</i>						
770705C	2450	SOLID STATE POWER CONTROLLERS	772707A	BURNT	20120111006	QUE
<i>HELI-LYNX</i>						
ADCFILTER	7261	ADC CHIP PLUG	2031	DAMAGED	20120227017	PNR
<i>HONEYWELL</i>						
383650	8011	FLANGE	353745	INSPECTED	20120209008	PAC
TFE73140AR	2435	STARTER GENERATOR	230650181	OVERHEATED	20120221010	ONT
<i>MECHANICAL PRODUCTS</i>						
6111	5347	SAFETY WIRE		SNAGGED	20120221001	ATL
<i>PRATT & WHITNEY - CAN</i>						
PT6A67B	2435	STARTER GENERATOR	23085024	OVERHAULED	20120130009	PNR
<i>TELEDYNE BENDIX</i>						
106006169	7414	BEARING	1081806	WORN	20120126014	PAC
10600646201	7414	DISTRIBUTOR BLOCK	10357426	LOOSE	20120111004	PAC
10600646201	7414	DISTRIBUTOR GEAR	ES10357586	LOOSE	20120111005	PAC
<i>WOODWARD</i>						
7665009805	6114	PISTON	41012001	WORN	20120201005	PAC
UNAPPROVED PART						
<i>HONEYWELL</i>						
383650	2000	FLANGE	353745	INSPECTED	20120209008	PAC

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