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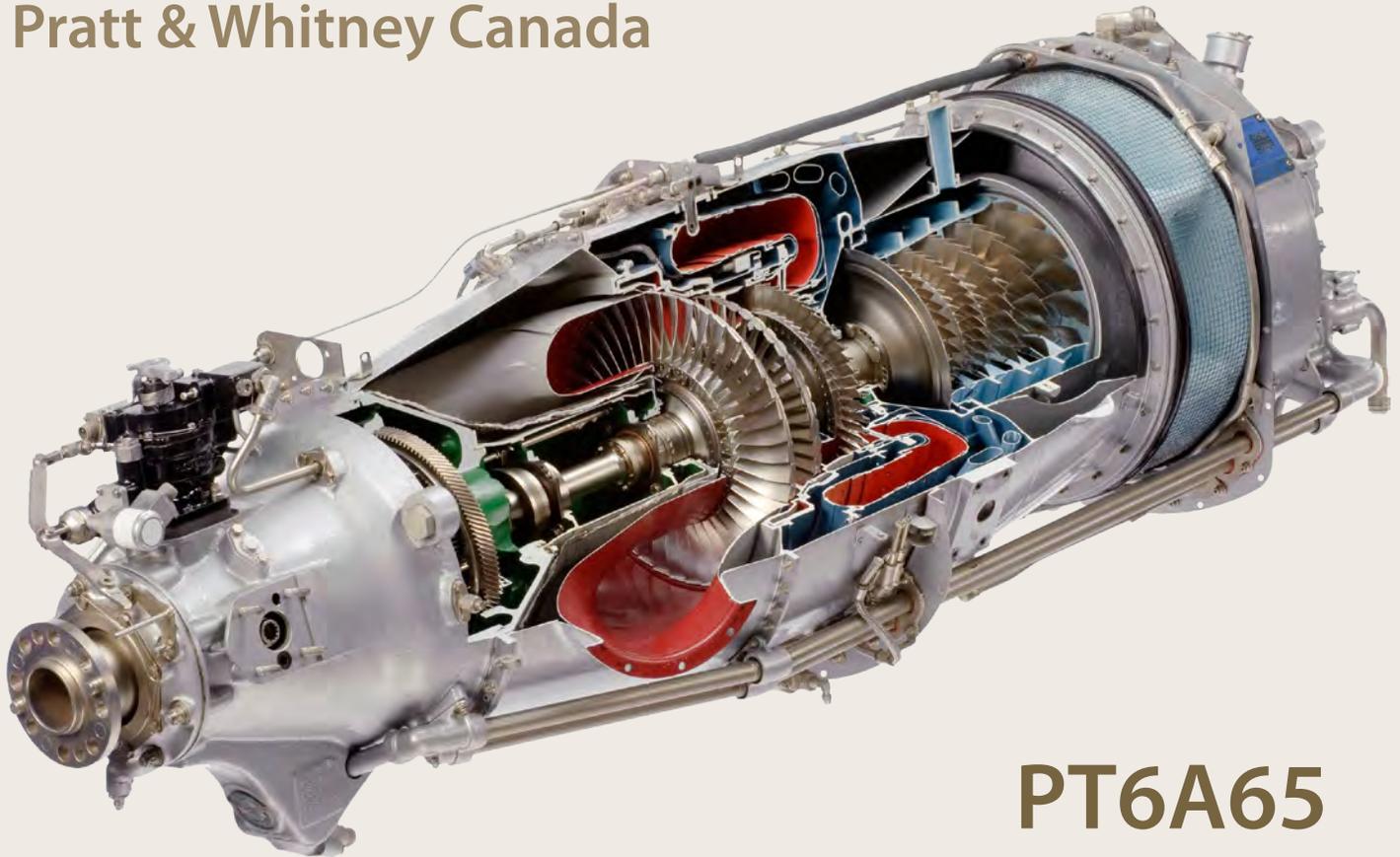
Issue 3/2011

Feedback

Canadian Aviation Service Difficulty Reports

TP 6980E
(9/2011)

Pratt & Whitney Canada



PT6A65

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TC-1004401



Canada

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Front cover picture

The cover illustration is a cutaway of a PT6A-65. The PT6 engine is truly an icon of aviation both in Canada and worldwide. With close to 65 variants installed in dozens of aircraft types, It is arguably the most popular turbo prop engine ever produced. Since the 1960's there have been somewhere around 36 000 PT6A engines produced accumulating 300 million flying hours. The PT6 can be found in almost every corner of the globe, from the North to South pole and every continent in between. It is utilized by more than 6500 operators worldwide and has made its manufacturer (Pratt and Whitney Canada) one of the forerunners in aerospace technology and paving the way for innovations both current and in concept.

(Statistics are taken from Pratt & Whitney's website.)

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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J r mie 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

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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 fran ais.

  Her Majesty the Queen in Right of Canada, as represented by the Minister of Transport (2011).

ISSN 1925-8429 (Online)

TP 6980E
(03/2011)

TC-1004401

Publication Mail Agreement number 40063845



HEADS UP

Brake Carrier Quick Disconnects

There have been a number of occurrences where flight crews on the CRJ900 have reported that the aeroplane brakes were dragging, leading to a tire burst or no brake action at all on the landing gear. These events reported the following:

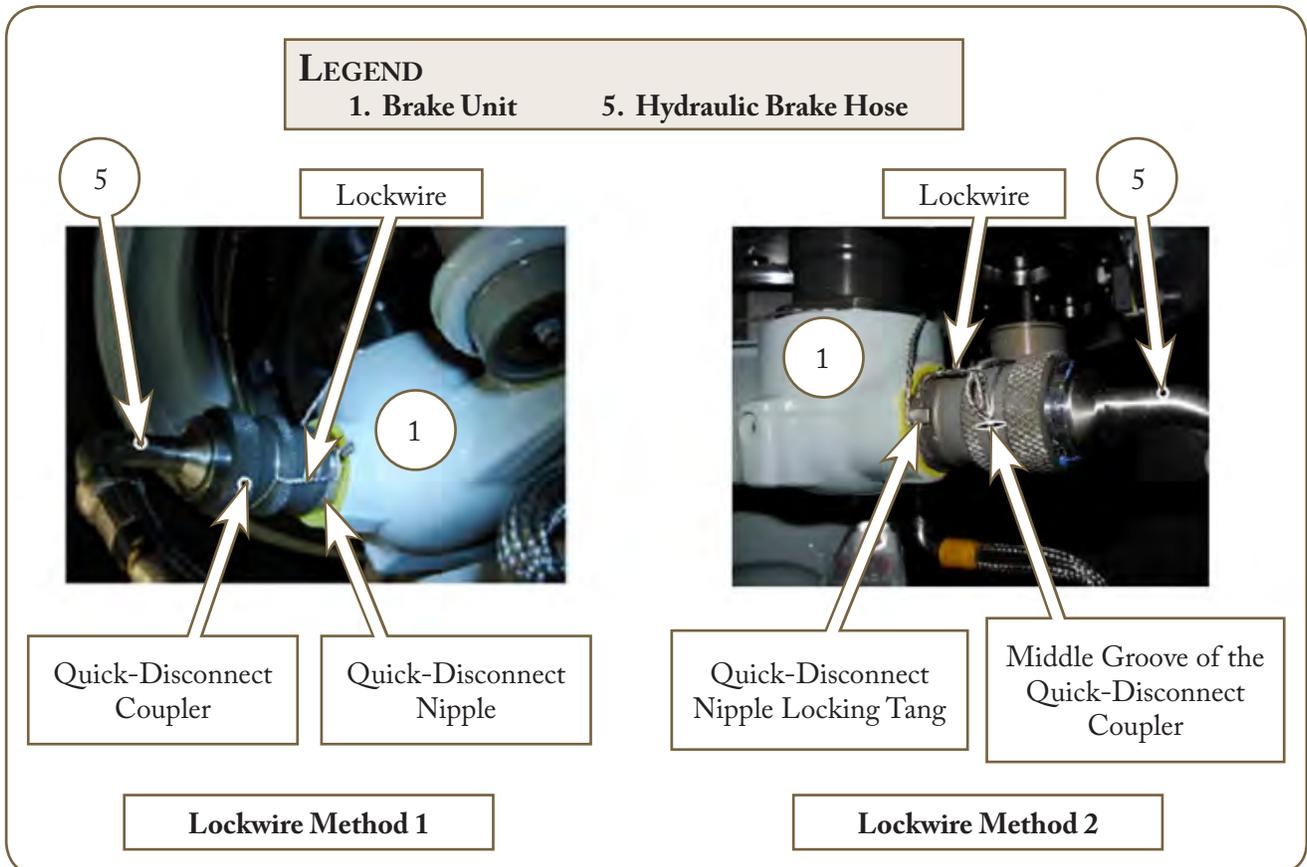
- 3 cases of brake quick disconnect (QD) fittings found loose which caused a landing with a locked / dragging brake. The loose QD allowed hydraulic pressure to be trapped within the brake causing it to remain locked on landing.
- 1 case where 2 QD fittings were found loose, causing the landing with no braking ability on the same gear.
- 3 potential cases where the QD fittings were found disconnected on the production line.

Possible root causes:

- Cleaning of the brakes could have lead to inadvertent disengagement of the QD locking tang subsequently leading to QD backing off (getting loose).
- QD was not connected properly (locking tang not engaged) after a brake carrier change.

In all cases, the inadvertent disengagement of QD's was considered to be due to human error.

When compared to the CRJ200/700 design, the CRJ705/900/1000 design is more susceptible to an incorrect installation through the inadvertent disengagement of the locking tangs. *(continued on next page...)*



The following Bombardier Aircraft Maintenance Manual (AMM) Temporary Revisions (TR) were released May 2011 which have introduced instructions to utilize 2 methods of lock wire on the brake QD for the CRJ705/900/1000. The addition of the lock wire is to prevent the inadvertent unlocking of the QD.

- [TR32-0261]TASK 32-43-26-000-801-A02 - Removal of the Brake Unit Assembly (CRJ900)
- [TR32-0262]TASK 32-43-26-400-801-A02 - Installation of the Brake Unit Assembly (CRJ900)
- [TR32-0263]TASK 32-43-26-000-801-A03 - Removal of the Brake Unit Assembly (CRJ1000)
- [TR32-0264]TASK 32-43-26-400-801-A03 - Installation of the Brake Unit Assembly (CRJ1000)

The intention of Bombardier's AMM TRs is to advise operators of the importance for correct QD nipple o-ring seal installation and to provide the option to lockwire and retain the QD coupler in an engaged locked position.

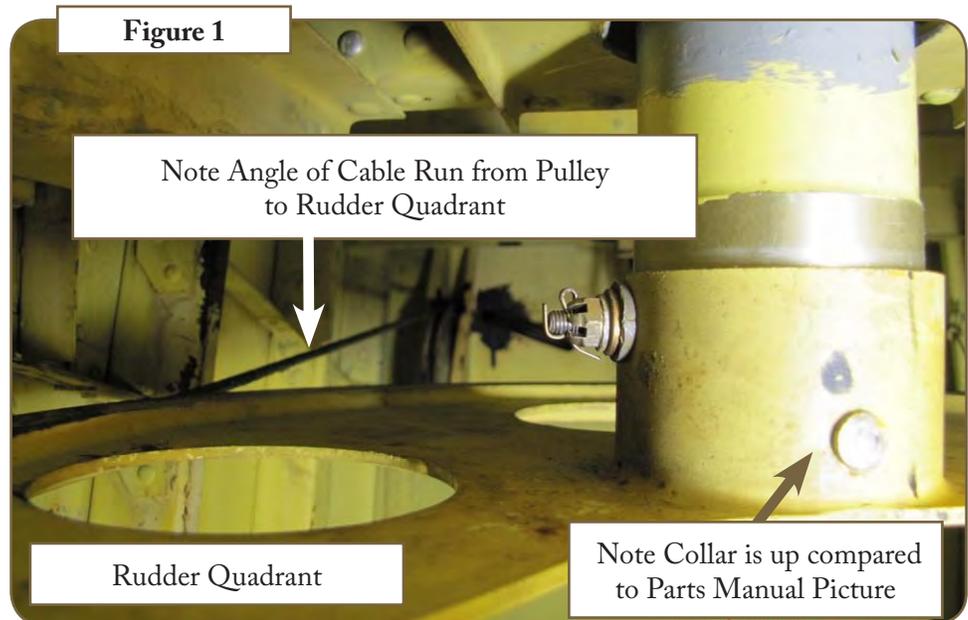
Transport Canada Civil Aviation (TCCA) would like to bring to the attention of all operators the possible scenario for incorrect QD installation (see previous TCCA Feedback Magazine-Issue 2/2010, Bombardier ISAR 2009-09-3240 and 2011-06-3243) and to incorporate the recently made available AMM TRs for mitigation. ✖

Water-Bomber Rudder Quadrant Incorrect Installation

SDR submitted:

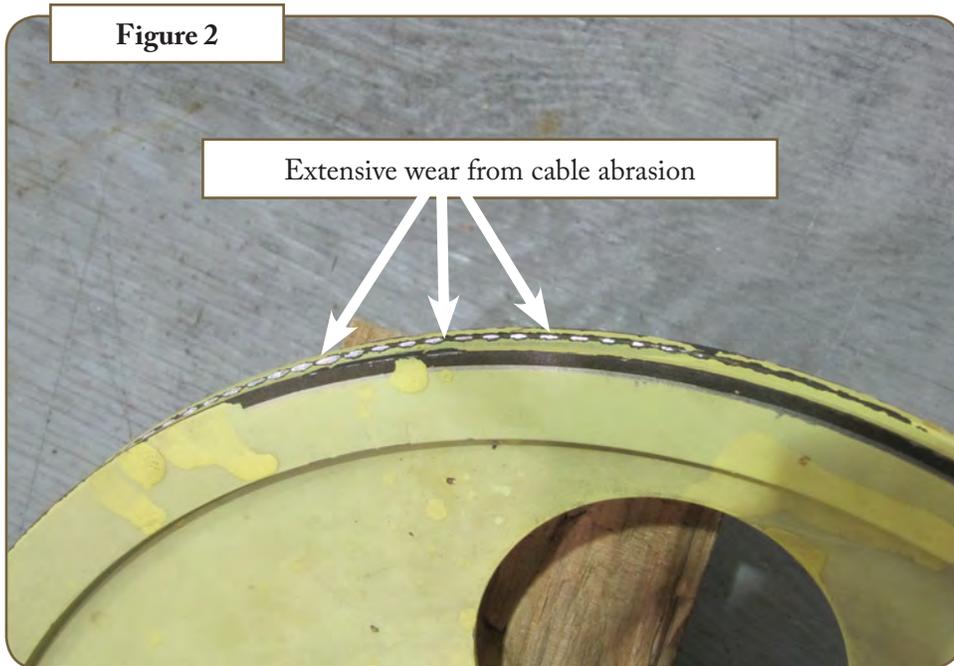
During a scheduled "B" check, maintenance discovered that the rudder quadrant located in the rear fuselage area was installed in an inverted or upside down position on its adjoining torque-tube tower-shaft. The aircraft maintenance engineer (AME) noticed that the flight control cables were not in line with the quadrant assembly as seen in figure 1.

Through the extended operation of the improperly installed rear rudder quadrant, abnormal abrasion and wear of the cable guides occurred as seen in figure 2.



Also noted and seen in figure 3 was the quadrants misalignment of approximately 6.3 cm (2.5 in) away from the cable guard.

In this condition, the chances of the rudder cable in leaving or "jumping" out of its quadrant cable guides were significantly increased which would have lead to a complete operational loss of the rudder.



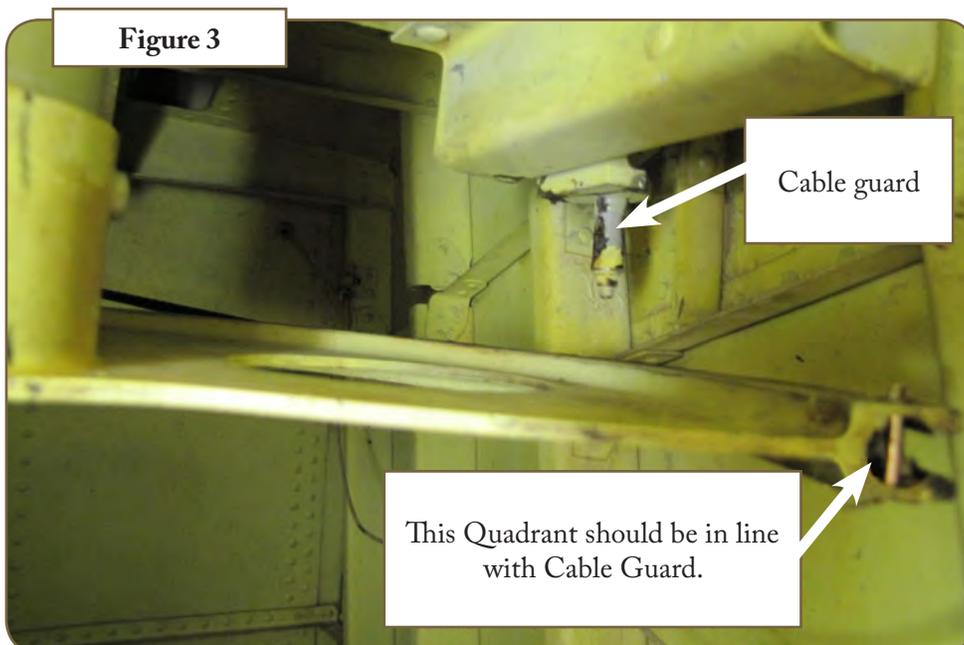
The operator reviewed their maintenance records and concluded that the quadrant had been removed from the rudder tower-shaft during the aircraft's last heavy maintenance "C" check, approximately 2 years previous.

All involved in the installation were advised of the error and a shop memo was issued.

Transport Canada Comments:

Maintenance on an aeroplane's flight control system where it has been adjusted or disturbed in any manner requires the performance of an "independent check" and "second signature" separate from the maintenance release.

The required inspection item or "RII" of the system, be that a flight control as with this case or an engine control or propeller rigging must be inspected by a person other than the one who performed the work in compliance with CAR 571.10 Maintenance Release. ✖



FIXED WING

AIRBUS, A310 304

SDR # 20101223006

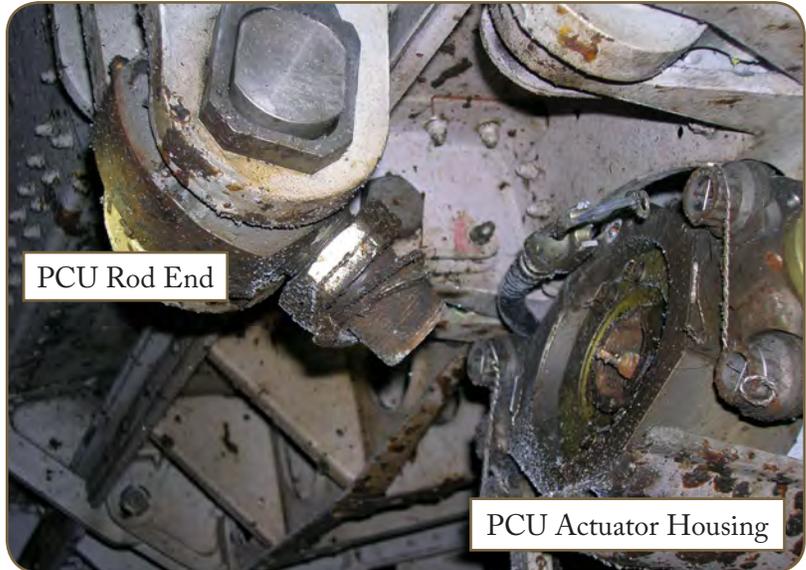
Flight Spoiler PCU Rod End Failure

SDR submitted:

During flight, a R/H spoiler panel began to float freely where maintenance discovered the #2 R/H Spoiler Actuator threaded rod end assembly had failed and separated from its adjoining PCU housing.

Prior to this finding on the previous flight, a Minimum Equipment List (MEL) deferral for a #2 & #3 spoiler fault was applied and the aeroplane was dispatched.

The flight spoiler PCU actuator was replaced, MEL removed and the aeroplane was made serviceable.



Transport Canada Comments:

The information on this finding has been forwarded to Airbus for further investigation.

Transport Canada Civil Aviation (TCCA) would like to remind all operators of the importance to ensure for correct aircraft system integrity prior to applying MEL deferrals. ✖

BAE - UK, 3112

SDR # 20101028003

Passenger Door Seat Retainer Corrosion

SDR submitted:

The aeroplane passenger door seal had a small tear in it causing a pressurization leak. Upon maintenance inspection when the door seal was removed, corrosion was noted.

A further inspection found extensive corrosion through the skin with a width of 2.5 cm (1 in) by 1.27 cm (1/2 in) on the top of the door seal retainer under the seal.

A repair was carried out, the corrosion removed and the aircraft was made serviceable.



Transport Canada Comments:

BAE United Kingdom being the Type Certificate Holder (TCH) of this aircraft and as noted from the operator, have issued Information Letter 52-J31-J32-664-1 and revised the maintenance program to define a more specific inspection task for the passenger door.

Transport Canada Civil Aviation (TCCA) would like to advise all owners and operators of this aeroplane model to be aware of this possible corrosion and BAEs corrective action to address this issue. ✖

Elevator Auto Pilot Servo Drum - Frozen

SDR submitted:

The aeroplane was parked outside overnight in the rain. The following day while flying at FL240 (24 000 feet) the pilot received an auto-pilot (A/P) "disconnect" annunciation. The pilot then manually took control and noted a slight resistance of the elevator control inputs.

Prior to next flight, maintenance personnel gained access to the tail section and found the elevator auto pilot servo cable drum coated with ice. It was apparent that the rain (the previous night) had drained down onto the stabilizer and then migrated onto the cable drum. During flight the next day at 24 000 feet, ice formed on the A/P cable drum and caused resistance of the elevator controls.

The operator stated that this was the 2nd occurrence of this nature.

Transport Canada Comments:

Transport Canada Civil Aviation wish to remind owners and operators to hangar their aeroplane (whenever possible) during rainy conditions. Any interference of the primary or secondary flight controls can jeopardize the safety of the flight. ✖

Engine High Pressure Fuel Leak

SDR submitted:

The pilot noticed a fuel leak during preflight inspection. Maintenance personnel removed the engine cowling and cleaned the residual fuel from the immediate area. When the engine was being run-up to check for fuel leaks, it was then noted that a high-pressure fuel spray was coming from a fuel line that attaches from the engine pylon area to the hydromechanical fuel unit. The fuel spray was contacting the back of one of the engine igniters. Fortunately, the engine was immediately shutdown without a major fire.

The defective fuel line was replaced, however there was no chafing or wear damage evident.

Transport Canada Comments:

A search of the SDR database revealed several previous reports of this engine motive fuel line being chaffed and damaged by contacting the adjacent cowl latch.

The power plant installed on this aeroplane has tight clearances; therefore it is recommended that adequate distance between lines, tubings, cables and wires be adhered to. ✖

Cargo Door Hydraulic Leak

SDR submitted:

A hydraulic fluid leak was identified when closing the main cargo door. Maintenance investigation identified hydraulic fluid leaking from the cargo door manifold assembly at the check-valve body due to a circumferential and through crack.

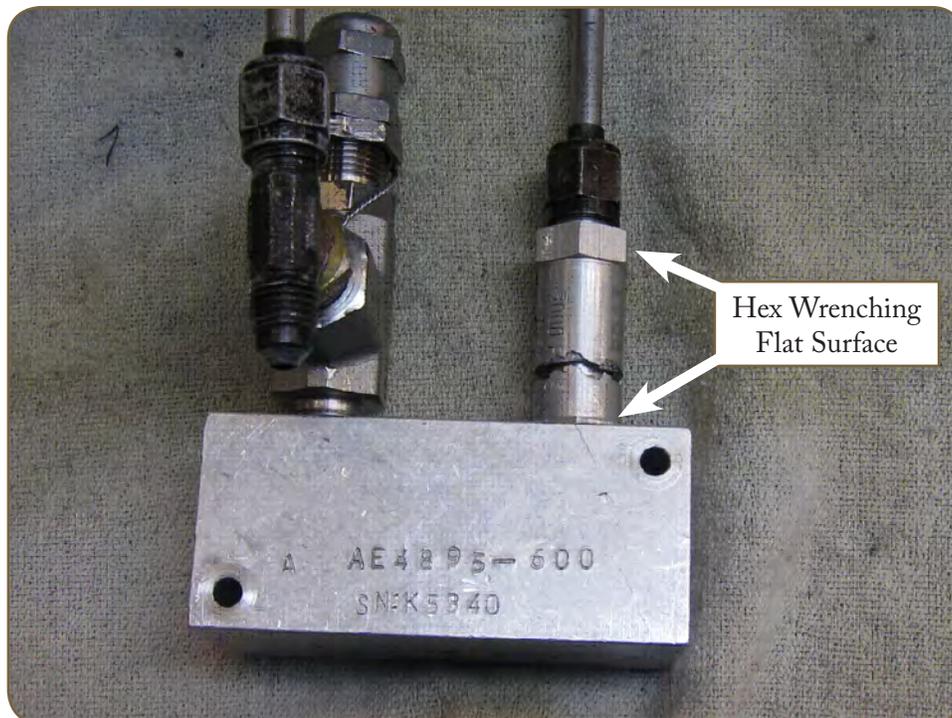
The manifold assembly was replaced, a leak and function check carried out and the aircraft was made serviceable.

Transport Canada Comments:

The check-valve cylindrical body, which is mounted to the manifold assembly, has two "Hex wrenching" flat surfaces. One near its base used specifically to mount it to the manifold and a second one at the attachment of the hydraulic line, used for line attachment support.

It is suspected that the hydraulic line was torque during installation without the use and support of the check-valves Hex wrenching surface, stressing its cylindrical body and causing its failure.

Transport Canada Civil Aviation (TCCA) would like to advise all maintainers the importance in understanding these design features and maintenance practices for the correct installation of hydraulic components. ✖



CFM56-7B Engine Check Valve Failure

SDR submitted:

During descent with the auto-throttle (a/t) engaged, the flight crew encountered a left engine surge and intermittent stalls. The crew disengaged the a/t and using manual throttle inputs, were able to sufficiently control the engines tendency to surge.

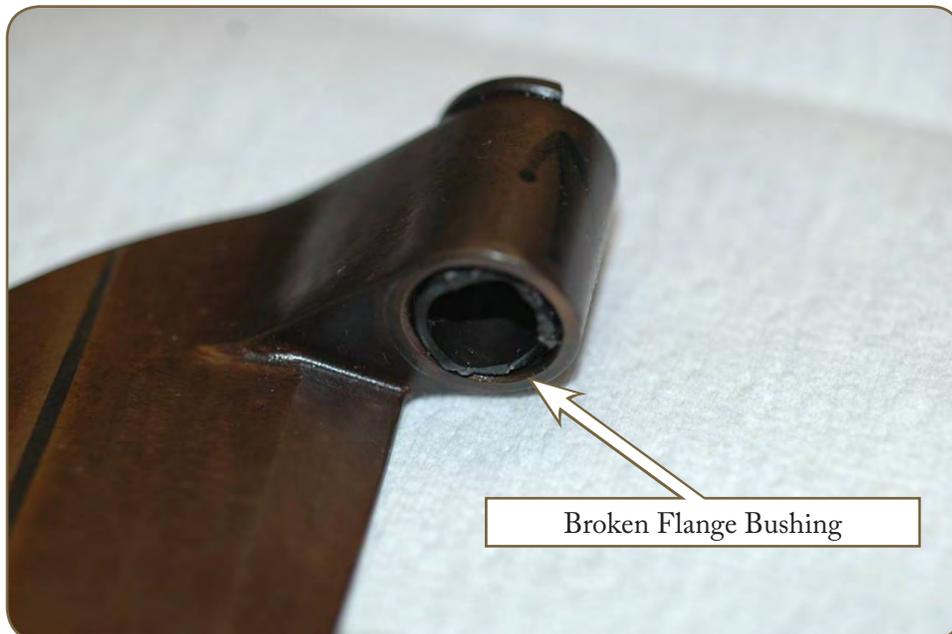
The engines parameters remained normal during descent and made an uneventful landing. During maintenance taxi to the hangar, the left engine fuel flow was fluctuating slowly between 700 and 800 lbs/hr. When the thrust levers were advanced slightly, the left engine started to shake and vibrate with subsequent annunciation of an engine fail message and an automatic engine shut down occurred.



Maintenance personnel accomplished FIM 71-05 task 805 and subsequently found the 5th stage compressor check valve stuck open. The valve was replaced as the corrective action and the aeroplane was returned to service.

Transport Canada Comments:

It is important for maintenance personnel to recognize the characteristics of a failed engine compressor check valve to prevent further engine surging. ✖



Slat Drive Shaft Loose Screws

SDR submitted:

While removing the right engine pylon during a scheduled event, maintenance found a left-hand wing leading edge flap drive shaft coupling sleeve, at wing station 468, with loose attaching screws due to missing lockwire.

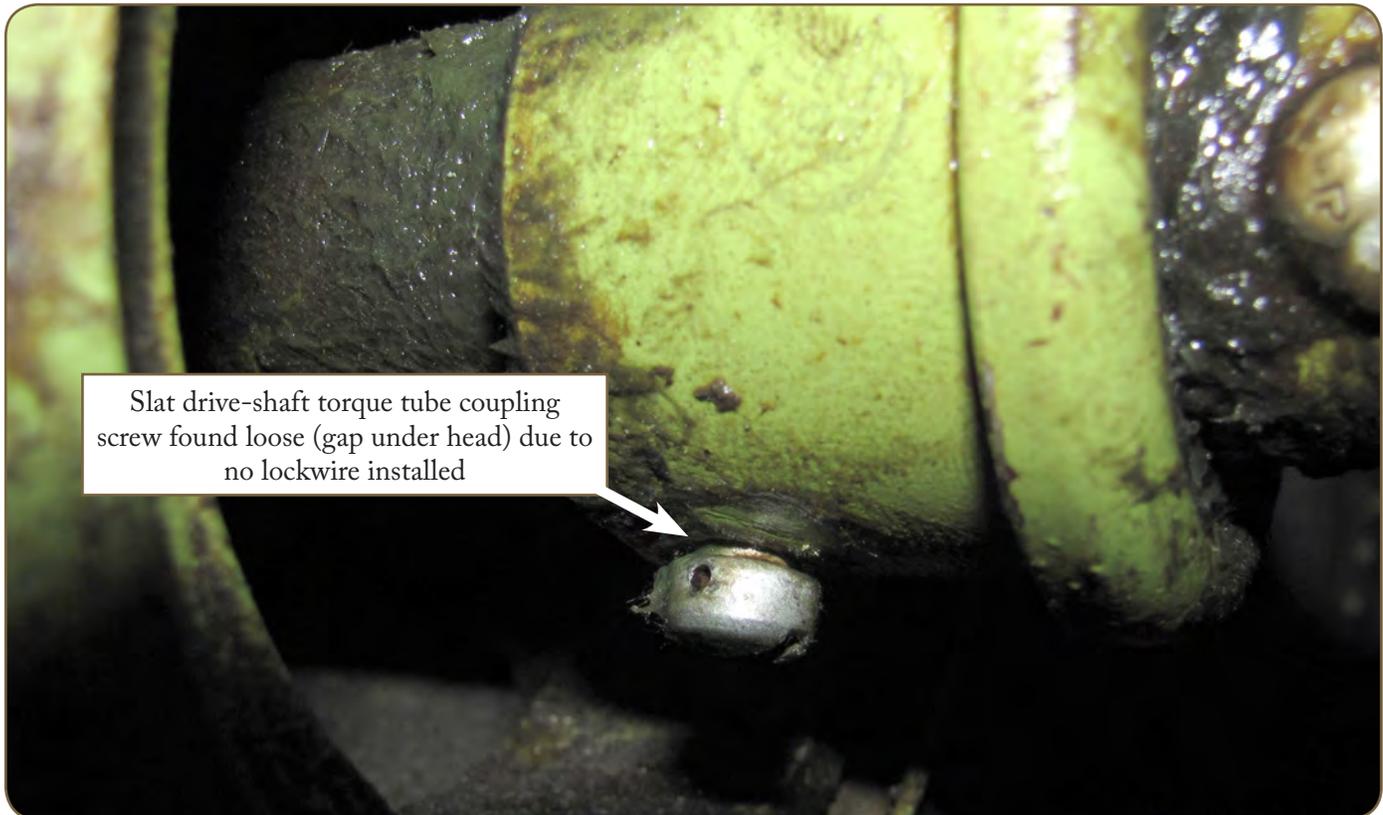
The attaching screws were re-torqued and lockwired as per Aircraft Maintenance Manual (AMM) 27-81-05 & 27-52-09.

Upon this finding, the operator proceeded to inspect its remaining Boeing 747 fleet of all leading edge flap drive shaft couplings and trailing edge flap torque tube couplings to ensure for proper installation and safety in accordance with the AMM.

Transport Canada Comments:

All aeroplane attaching hardware incorporate a form of lock or safety to ensure that the applied torque is kept through the life of the fasteners installation.

Lockwire is one of several methods used to perform this important and essential function. ✖



Pylon Panel Missing

SDR submitted:

On arrival after a flight, it was noticed that inspection panel 443BR on the outboard side of the right engine pylon was missing. Panel part number (P/N) 311n5049-139, IPC 54-53-01-05, item 175. The panel was replaced and the aeroplane was made serviceable.

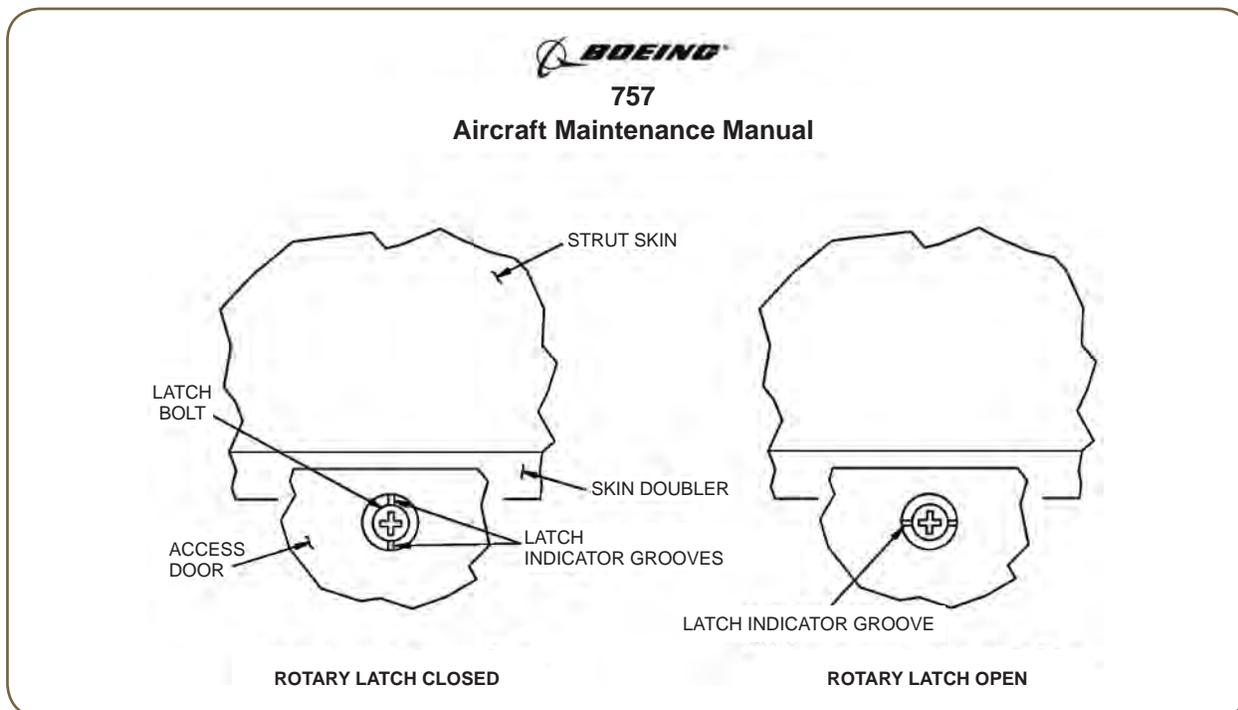
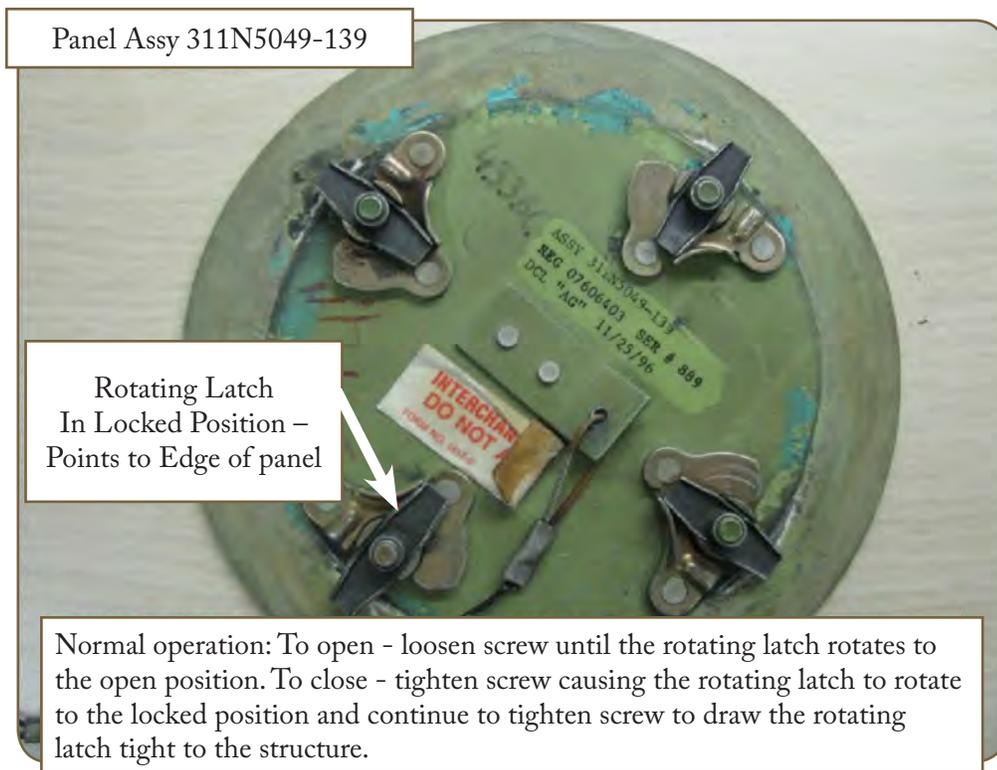
Transport Canada Comments:

A similar event had occurred previously with this operator and an internal investigation was done through their standard Safety Management System (SMS) process.

The results defined the root cause of the events as being induced through the improper installation of the panel.

Boeing AMM 54-53-01 defines the correct panel "latch indicator groove" alignment as seen below for a "closed/locked" and "open/unlocked" position.

Also included is a picture of the backside of the panel as seen in the "closed/locked" position. Note that the "groove indicator" marks are a direct indication of the rotating latch position which retains the panel to the pylon structure. ✖



Global Express Secondary Power Center Stud Burn

SDR submitted:

The flight crew reported that the multi-functional display (MFD) unit 1 went blank. APU would not start and after engine start, "DCU A OFF", Flaps Fail, Fire Sys. Fault, Inboard Brakes Fail, L/H IAPS Fail, Pack Fail, Cabin Pressure Fault, FDR Fail, R/H Eng. Thrust Fault, R/H Eng. Fault, RDC Fault and MFD XTALK Fail messages appeared. MFD 1 and 2 swapped and the failure condition remained on the same side. There were no electrical fault CAS messages except for the DAU A circuit-breaker (CB) had tripped.

Two bus bars (ESS bus) were confirmed with no power and the battery connections were verified all good. On visual inspection of the L/H Secondary Power Center (SPC), the T1 wire-lead and stud was confirmed as badly burnt and melted.

The SPC was replaced and the aeroplane was made serviceable.

Transport Canada Comments:

Electrical faults are difficult to trouble-shoot and identify due to the system complexity and, as in this case, multiple cascading fault messages can be generated.

Wiring stud torque values are essential for the continuous and correct operations of all electrical systems.

Transport Canada Civil Aviation (TCCA) would like to emphasize to all operators and maintainers, the importance of correct wiring installation torque values of wire lead stud attachment points. ✖



Global Express NLG Trunion End-Cap O-Ring Pinched

SDR submitted:

During an unscheduled maintenance task, a technician noticed grease migrating into the nose fuselage underfloor area, between fuselage station (FS) 202 and 280, from a nose landing gear trunion bearing end-cap.

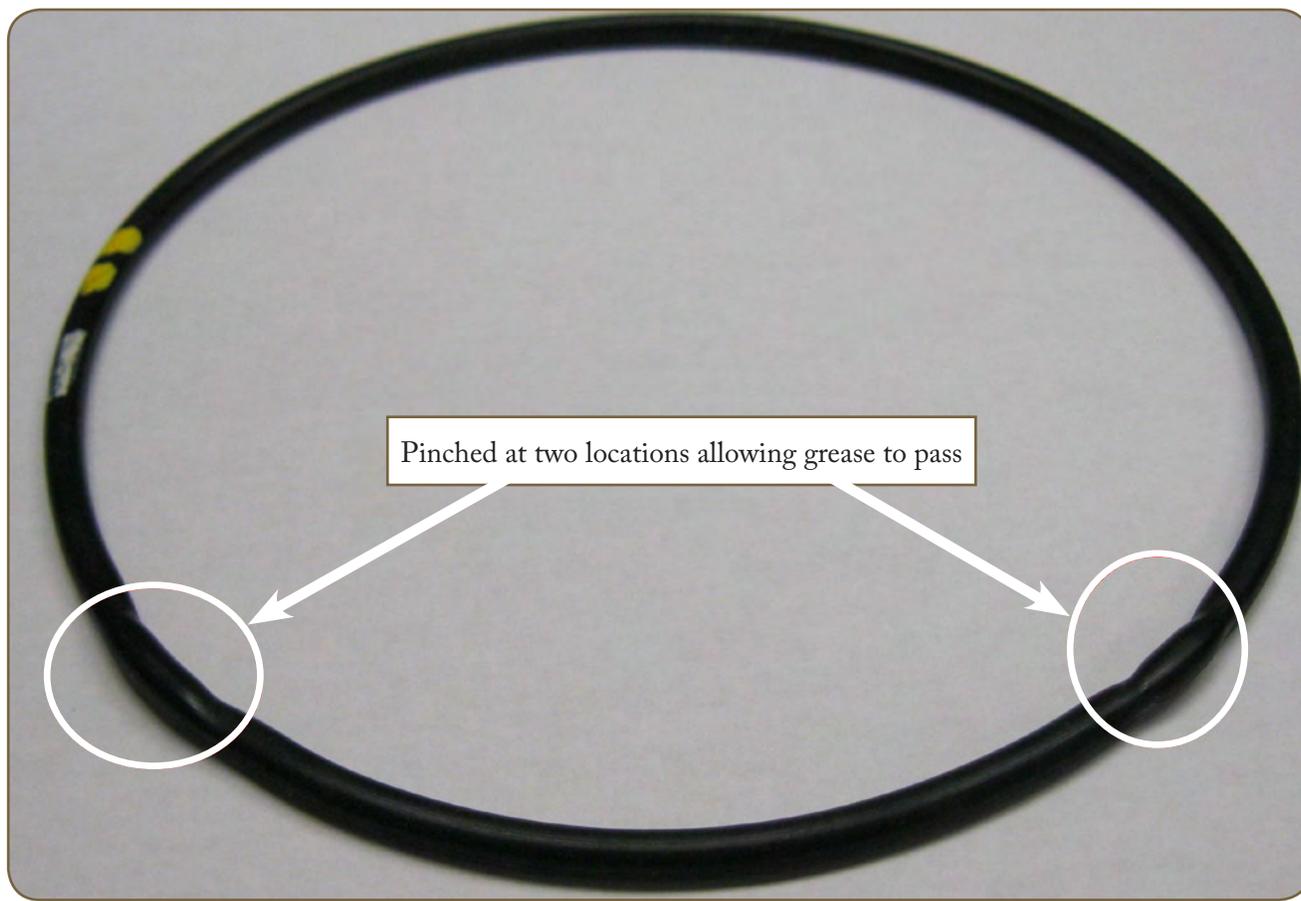
Maintenance investigation revealed that the bearing caps recessed O-ring was improperly installed and found pinched, allowing grease to ingress into the pressurized nose fuselage underfloor area.

The O-ring was replaced and correctly installed; cap reinstalled per AMM and the aeroplane was made serviceable.

Transport Canada Comments:

Grease in that area is potentially dangerous because of the close proximity of four oxygen bottles therefore Bombardier Aerospace has issued advisory wire AW700-53-0328, defining this possible scenario and corrective action.

Transport Canada Civil Aviation would like to advise all BD700 operators of this event and of the advisory wire instructions issued by Bombardier. ✖



Spoiler Power Control Unit Harness Clamp Chaffing

SDR submitted:

While carrying out a planned maintenance inspection task of the flap system, it was noticed that the flap drive torque-tube located directly under the right-wing inboard flight spoiler power control unit (PCU) was rubbing on a harness p-clamp when the flaps were transitioning from zero to eight degrees and back. The p-clamp was determined to be incorrectly installed and was repositioned 180 degrees in a pointing up position to provide the required clearance.

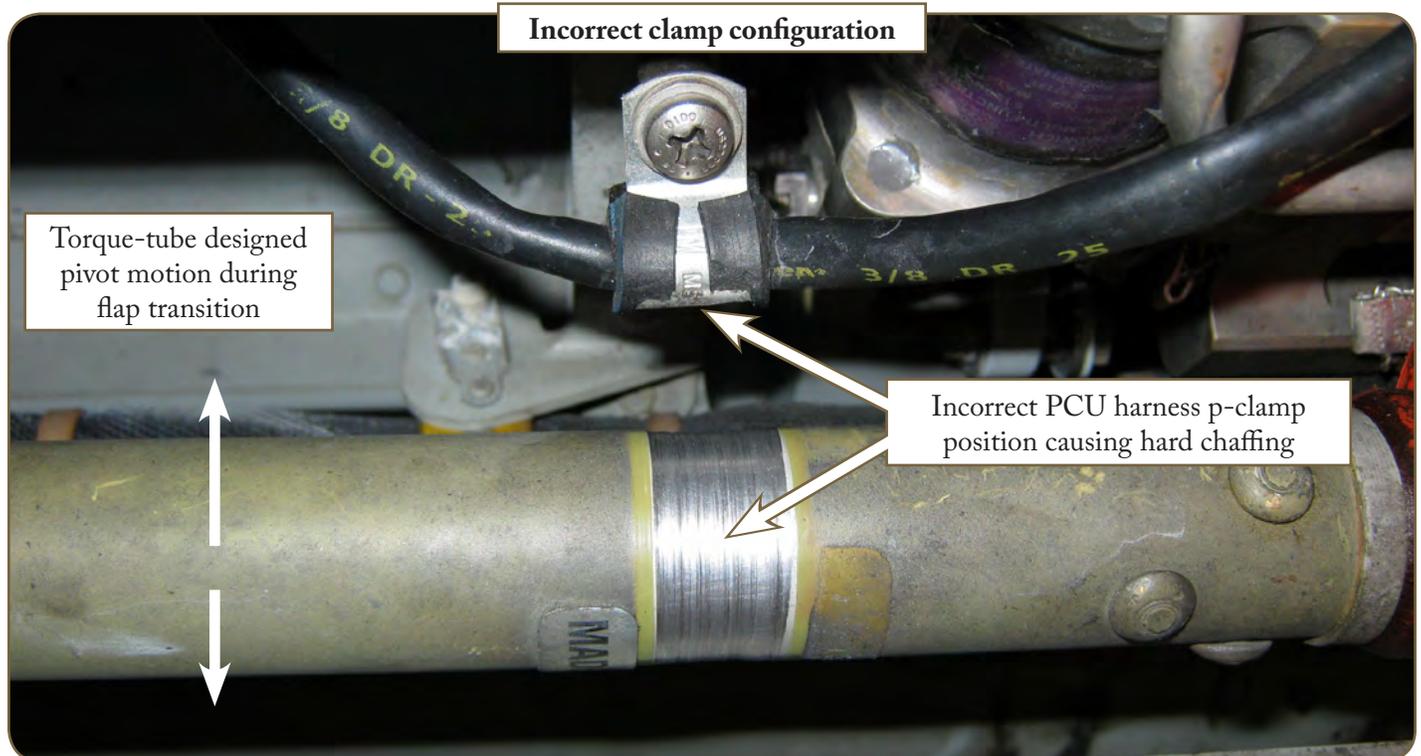
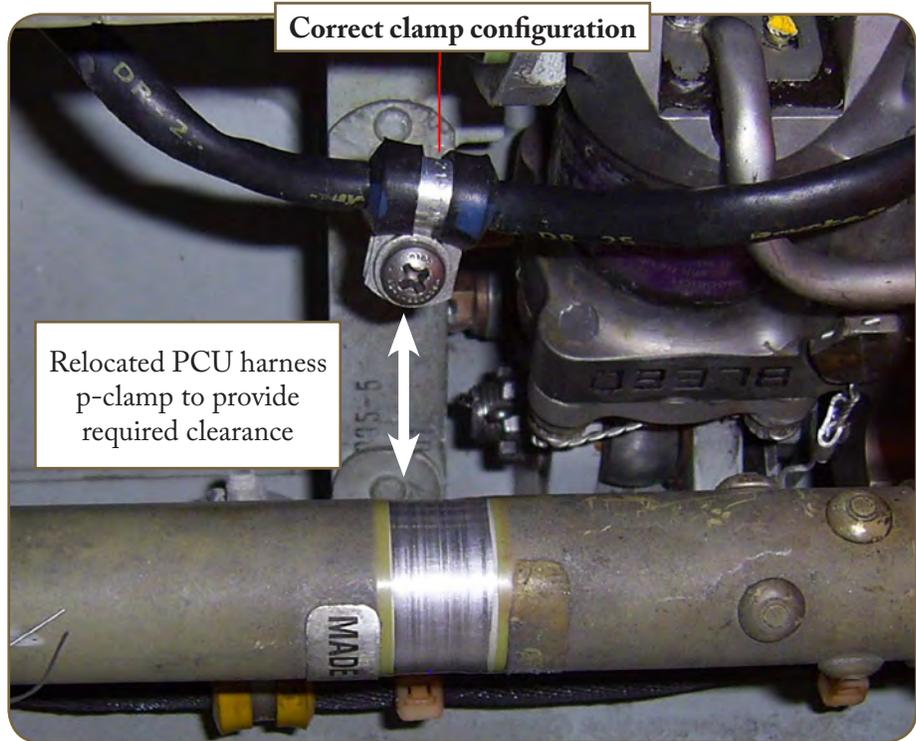
Transport Canada Comments:

There are 4 multi function spoiler PCU's on the aeroplane. The Aircraft Maintenance Manual (AMM) outlines the procedure specifically for the installation of the 4 different PCU's.

Presently in the AMM, there is no mention of the required p-clamp positioning that secures the wiring harnesses of the PCU's.

Transport Canada Civil Aviation (TCCA) is presently working with Bombardier Aerospace to address this issue.

TCCA advises all operators of this possible PCU harness configuration discrepancy. ✖



Flap Transmission Support Bracket – Cracked/Dislodged

SDR submitted:

Uncommanded flap retraction from 20 degrees to 10 degrees during approach resulted in a drop of 50 feet. Shortly thereafter, the flap motor circuit breaker popped.

Following an uneventful landing; maintenance personnel found that the flap transmission support bracket had buckled and twisted, thereby pulling the flap transmission out of position.

Cessna Caravan Service Bulletin CAB05-4 (4 April 2005) titled “Flap Actuator Support Bracket Inspection/Replacement” had been complied with, on 28 August 2005, at TSN 6959 airframe hours. CAB instructions are to inspect for cracks along the inboard and outboard flange radius on the forward and aft areas of the support bracket. The operator then carried out Cessna Service Kit (SK) 208-158 to replace the support bracket.

Transport Canada Comments:

The flap transmission brackets absorb significant air loads when the flaps are deployed; therefore it is important that the crew ensures that flap limitations/airspeeds are followed in accordance with the Pilots Operating Handbook. A loss of lift during a critical phase of flight (approach) can greatly reduce the level of flight safety.

It is also recommended that maintenance personnel pay particular attention to the inspection of this flap bracket area. ✖

DHC-8-300

SDR # 20071211001

Elevator Trim Actuator – Freeze Up

SDR submitted:

During cruise flight with autopilot engaged, the cockpit Advisory Message indicated “Mistrim Nose Dn”. The pilot disengaged the autopilot and then noted that additional forward control column force was required to maintain level flight. The pilot was unable to move the elevator trim forward because the trim wheel was jammed. The trim indicator also indicated a position forward of the take-off range. It was also determined that the elevator trim would move rearwards but not forward. Following an emergency declaration to ground control, the crew conducted a normal approach and uneventful landing.

Maintenance personnel carried out a functional check of the elevator trim system but were unable to duplicate the reported condition. Further examination revealed that the elevator trim screw jack assembly lubricant appeared to be milky in color with some water visibly present. Both the L/H and R/H screwjack assemblies were then purged of all contaminated grease/water and lubricated in accordance with the manufacturers’ instructions.

Prior to this flight, the aeroplane had been parked outside in heavy rain, which may have resulted in a buildup of water in the screw jack actuator cavity. By the time the aeroplane reached cruising altitude, ice had formed and restricted elevator trim movement. It appears that ice had clogged the trim actuator chain links preventing trim movement. Additionally, one of the tail plane access holes was not properly sealed thus permitting water to migrate into this area.

Transport Canada Comments:

A review of the SDR database revealed two similar reports related to water ingress and “freeze up” of the trim actuator chain link mechanism.

Operators are reminded to be cognizant of these hazards in inclement weather. ✖



Trim Chain Grease seems to be milky in appearance suggesting it has had some moisture absorbed

Hydraulic Lines Swapped

SDR submitted:

After a series of flights and daily inspections, maintenance engineers noticed a slow transfer of hydraulic fluid between the left and right hydraulic systems. Detailed inspection of past maintenance activities was initiated in conjunction with recommendations from the manufacturer.

The left aileron servo actuator hydraulic system return lines were found to be interchanged. The left system pressure was returning to the right system hydraulic reservoir and vice-versa for the right system pressure.

The lines were returned to their correct positions and the aeroplane was released for service with a monitor for close hydraulic system reservoir level checks.

After several flights it was noted that the fluid transfer continued yet significantly reduced.

Further maintenance inspections discovered that the right aileron servo actuator system return lines had also been interchanged. The lines were reconfigured in their correct positions, the aeroplane was made serviceable and after several flights it was confirmed that the fluid transfer had stopped.

Transport Canada Comments:

Correct hydraulic line configurations are essential for proper aeroplane hydraulic system operations.

The Aircraft Maintenance Manual (AMM) chapter 27-10-80 contains a "note" specific to the above scenario defining the correct hydraulic line installation configuration.

In correlation with the Fault Isolation Manual (FIM), the AMM should also be used to confirm correct system operation and installation when trouble-shooting a snag. ✖

Engine Mount Cracks

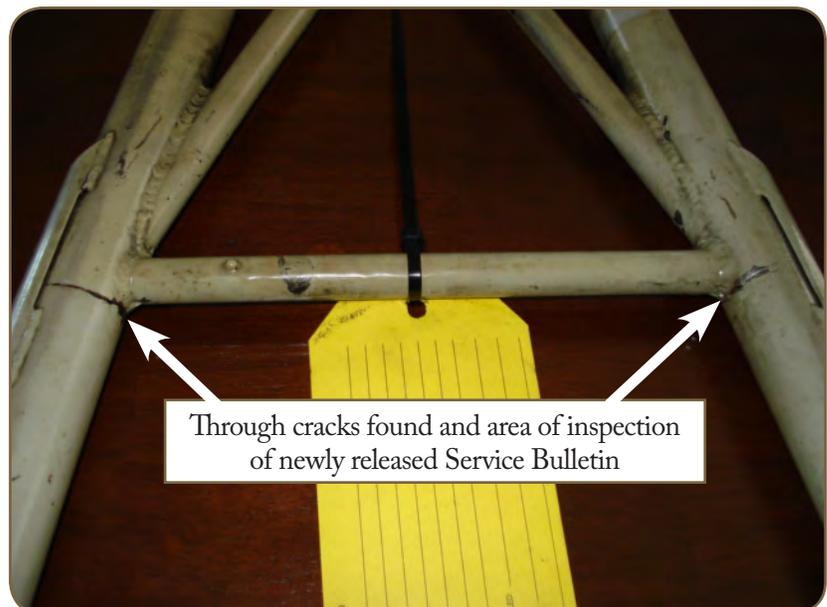
SDR submitted:

Upon a routine servicing, maintenance found the L/H lower engine mount tubular frame to be cracked through on both of the inboard and outboard areas. The engine mount was removed and sent for repair.

Transport Canada Comments:

A similar event occurred to the same operator on another aeroplane where Transport Canada Civil Aviation (TCCA) advised M7 Aerospace, the manufacturer and type certificate holder of the aeroplane, along with the Federal Aviation Authority (FAA).

TCCA would like to advise all operators that M7 Aerospace have recently issued Service Bulletin 226-71-018 for a detailed inspection of the concerned engine mount area. ✖



Cross Tube Cracked

SDR submitted:

The pilot noticed unusual airframe buffeting and thought the landing gear was loose. Further inspections by an AME found no defects.

While landing on a heli-ski run, a loud bang was heard and there was some slight settling on the right rear side of the helicopter. Inspection by heli-ski guide found no indications so operations continued. Post flight inspection by an AME found the aft landing gear crosstube cracked.

Upon removal, the crosstube was found broken through under the saddle. The crack is believed to have progressed from a small corrosion pit.

No other damage to the airframe was found. ✖



Main Rotor Spherical Stops Worn

SDR submitted:

During inspection, the spherical stops were found to have numerous protrusions between the rubber and plate assemblies.

Stops were cleaned and test flown. Shortly after use the rubber began to extrude between the plates and rubber component again.

Transport Canada Comments:

A search in the WSDRS database revealed no similar incidents. Eurocopter advised the operator that the spherical stops should be replaced. ✖

Exhaust Valves Stuck Open

SDR submitted:

After carrying out mandatory Service Bulletin SB11-73-01, it was found that the exhaust valves in position 3 and 4 were stuck partially open.

Transport Canada Comments:

Transport Canada Civil Aviation recommends that maintainers be familiar with manufacturers additional support publications. In this case, Lycoming Service Instruction 1425A and of course mandatory Service Bulletin 388C are applicable.

The following is an excerpt from Lycoming Service Instruction 1425A:

“Field experience has shown that engine oil contamination increases the possibility of sticking and/or stuck valves. This situation occurs when the contaminants in the engine lubrication oil become deposited on the valve stems, restricting the valve movement, and resulting in intermittent engine hesitation or miss. If corrective action is not taken to remove the deposits, a valve could become stuck causing engine damage.” ✖

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
AERAZUR	2011-0094	EU	Life Jacket Vacuum Bag - Modification
CHELTON REPLACEMENT	2011-0093	EU	Equipment/Furnishings - Emergency Locator Transmitter (ELT) Antenna - Modification/Replacement
CHELTON REPLACEMENT	2011-0103	EU	Equipment/Furnishings - Emergency Locator Transmitter (ELT) Antenna - Modification/Replacement
INTERTECHNIQUE	2011-0090	EU	Oxygen Mask Regulators
KOITO	2011-12-01	US	Passenger seat - Inspection/Replacement
SA01303WI	2011-06-02	US	Interruption of electrical power to the FADEC - Correction Notice

SPECIAL AIRWORTHINESS INFORMATION BULLETINS (SAIBs)

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

SAIB NUMBER	MAKE/COMPANY	SUBJECT	ISSUE DATE
FAA - WWW.FAA.GOV/AIRCRAFT/SAFETY/ALERTS/SAIB/			
CE-11-30	Air Tractor, Inc.	Aircraft Structures	05-09-2011
SW-11-31	Honeywell	Honeywell MK XXII Enhanced Ground Proximity Warning System	05-11-2011
CE-11-32	M7 Aerospace LP	Engine Mount Section	05-11-2011
SW-11-33	Eurocopter France	Eurocopter France Model AS 355 Helicopters; Main Gearbox Cowling Lock Improvement	05-16-2011
NM-11-34	Bombardier Inc.	Doors: Passenger/Crew Doors, Tensator Springs of the Door Actuator	05-17-2011
CE-11-36	Cessna Aircraft Company	Flight Controls – Frayed Aileron Cables	05-31-2011
CE-11-37	Cessna Aircraft Company, Piper Aircraft, Inc.	Engine Oil: Oil Filter Interference	05-31-2011
CE-11-38	Honeywell	Emergency Equipment; RESCUE 406(S) Emergency Locator Transmitter	06-03-2011
SW-11-39	FreeFlight Systems (also known as Trimble)	Navigation - GPS	06-07-2011
CE-11-40	Allied Ag Cat Productions, Inc.	Flight Controls: Rudder	06-10-2011
EASA - AD.EASA.EUROPA.EU/SIB-DOCS/PAGE-1			
NM-11-23	Boeing	767-400ER - Main Landing Gear Truck Beam	04-05-2011
NE-11-22	Rolls-Royce Corp.	AE 3007 Engines - Replacement of Full Authority Digital Electronic Control (FADEC) Part Number 23073177	04-06-2011
NE-08-26R3	Lycoming Engines	TCM Ignition Systems (formerly Bendix) D2000 and D3000 Dual Magnetos	04-06-2011
NM-11-25	AVOX Systems	Passenger Supplemental Oxygen Masks on Transport Aeroplanes	04-06-2011
NE-11-27	General Electric	CF6-80 Engines - Improperly Welded Fuel Nozzles	04-06-2011
CE-11-28	Hawker Beechcraft Corp.	55, 56, 58 and 95-55 series - Fuel & Electrical Systems	04-11-2011
2011-01R1		Unleaded Aviation Gasoline (Avgas) UL 91	04-19-2011
2011-06	Gulfstream Aerospace LP (GALP)	Separation of Main Entry Door (MED) during Flight	05-05-2011
2011-07		Functional Check Flights	05-05-2011
CE-11-29	Cessna Aircraft Company	Cessna 414A and 421C, if modified by S-TEC Corporation	05-10-2011
CE-08-14	Diamond	STC - Flight Control System	
		Models DA 40 and DA 40F airplanes equipped with Garmin G1000 installations per Garmin Supplemental Type Certificate (STC) SA01254WI and STC SA01389WI -	
2008-20		WITHDRAWN - FAA SAIB CE-08-12R1, CE-08-13 and CE-08-14 now directly endorsed	05-11-2011
CE-11-30	Air Tractor, Inc.	(all types & models) - Airframe Structure Corrosion	05-11-2011
CE-08-12R1	Cirrus Design Corp.	Models SR20 and SR22 airplanes - Possible Failure of a Transient Voltage Suppressor (TVS)	05-11-2011
CE-08-13	Piper Aircraft, Inc.	Piper PA-28, PA-32, PA-34, PA-44 and PA-46 - Possible Failure of a Transient Voltage Suppressor (TVS)	05-11-2011
2009-18R1		Inspection of Main Rotor Blade Retention Bolts	05-12-2011
SW-11-31	Honeywell	MK XXII Enhanced Ground Proximity Warning System (EGPWS) - Software Update	05-13-2011
CE-11-32	M7 Aerospace LP	SA226 aeroplanes - Engine Mount Section	05-13-2011
2011-08		Exterior Exit Markings on All-cargo Transport Aeroplanes	05-17-2011
2011-10		Loose Equipment in the Flight Compartment and on Glare Shields	05-17-2011
2011-09		Pilot Response to Propeller Overspeed in Piston Engine Aeroplanes	05-17-2011
2010-17R4		Flight in Airspace with contamination of Volcanic Ash	05-24-2011

SAIB NUMBER	MAKE/COMPANY	SUBJECT	ISSUE DATE
2010-32		WITHDRAWN - REPLACED BY EASA AD 2011-0043	05-25-2011
2011-11		A reliable approach to rigging a sailplane	05-25-2011
2011-12	Bombardier Inc.	Bombardier BD-700 - Possible Failure of Exit Door Actuator Tensator Springs	05-26-2011
CE-11-36	Cessna Aircraft Company	Cessna 172S Aeroplanes- Frayed Aileron Cables	06-01-2011
CE-11-37	Piper Aircraft, Inc.	Piper PA-44-180 & Cessna 172R and S Aeroplanes - Engine Oil Filter Interference	06-06-2011
2011-16	Teledyne Continental	Ignition Systems (formerly Bendix) Magneto Capacitor Installation	06-08-2011
SW-11-39	FreeFlight Systems	2000 and 2101 Approach (series) GPS navigation units	06-08-2011
2011-18	Techtest Ltd.	Emergency Locator Transmitter (ELT) - Marking and Training Considerations	06-15-2011
CE-11-40	Allied Ag Cat Productions, Inc.	G-164 series - Potential Cracking in the Rudder	06-16-2011

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>						
690A	5753	ROD END BEARING	REB3N	CRACKED	20110419008	PAC
695A	7120	ENGINE ISOLATOR	620129527	CORRODED	20110430001	PNR
<i>AEROSPATIALE</i>						
AS 350B2	2822	FUEL BOOST PUMP	P92B12209	UNSERVICEABLE	20110521001	PNR
AS 350B2	2824	FUEL CHECK VALVE	986C125	SERVICEABLE	20110418011	PNR
AS 350B2	6230	BUSHING	45026	CRACKED	20110422003	QUE
AS 350B2	7320	FCU	164540200	FAILED	20110413017	PNR
AS 350B2	7323	ROD SPRING	350A57149000	CORRODED	20110401008	PNR
AS 350B3	2431	ASU#2 CARD	SE08451	FAILED CIRCUIT	20110524006	ONT
AS 350B3	6520	MAGNETIC SEAL	770441	LEAKING	20110428013	ONT
AS 350B3	8097	START SWITCH	975UNOB4AA5P	FAILED	20110513005	ONT
AS 350BA	2562	BATTERY	S182050601	FAILED	20110603006	PNR
AS 350BA	2913	COUPLING SPRING	S40AS	FAILED	20110428017	PAC
AS 350BA	5530	VERTICAL FIN	350A08550615	CRACKED	20110419013	PAC
AS 350BA	7311	ENGINE OIL COOLER	1184961	LEAKING	20110608002	QUE
<i>AGUSTA</i>						
AW139	2900	HYDRAULIC HOSE	A494AD2C00C0360X	ALMOST NEW	20110509003	QUE
AW139	2921	ACOUSTIC FILTER	AS320808	LEAKING	20110531010	PAC
<i>AIR TRACTOR</i>						
AT 802A	0	FUSELAGE FRAME TUBE	1102910	CRACKED	20110607010	PAC
AT 802A	0	FUSELAGE FRAME TUBE	1102910	CRACKED	20110607011	PAC
AT 802A	0	MOTOR FLAP	D186126	INTERMITTENT	20110613008	PAC
AT 802A	0	PACKING	MS28775314	SPLIT	20110615008	PAC
AT 802A	5313	FUSELAGE FRAME TUBE	1102910	CRACKED	20110601009	PAC
AT 802A	5751	COUNTER WEIGHT	206611206612	CHAFED	20110502002	PAC
<i>AIRBUS</i>						
A310 304	0	COVER	A5247015000200	MISSING	20110420006	QUE
A310 304	2897	FUEL SYSTEM WIRING		WIRING DAMAGE	20110408004	QUE
A310 304	2923	ROLLER-BUSHING	742215AND73145	SEIZED	20110513007	QUE
A319 114	2433	DC RECTIFIER CONVERTER		FAILED	20110404001	QUE
A319 114	5610	WINDOW		SHATTERED	20110407006	QUE
A319 114	7300	ENGINE CONTROL		RESET	20110525005	QUE
A320 211	2211	AUTOPILOT COMPUTER		RESET	20110502005	QUE
A320 211	2910	GROUND SERVICE MANIFOLD	S43500272	LEAKING	20110518005	QUE
A320 211	2913	HYD PUMP SUBASSY	693830	FAILED	20110525003	QUE
A320 211	3240	TEMP SENSOR	C20229001	FAILED	20110606012	QUE
A320 211	3250	LANDING GEAR		FAILED	20110425011	QUE

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
A320 211	3260	LANDING GEAR WARNING		OUT-OF-RIG	20110606013	QUE
A320 211	7300	ENGINE CONTROL		RESET	20110525007	QUE
A320 214	5610	WINDOW	NP1653115	SHATTERED	20110425010	QUE
A321 211	2160	PACK TEMP SENSOR	B7280	FAILED	20110418002	QUE
A330 243	5730	PANEL	F5755037420100	MISSING	20110413014	QUE
A330 343	3213	MLG		CORRODED	20110421006	QUE
A330 343	3213	MLG		CORRODED	20110421007	QUE
<i>BAE - (RAYTHEON)</i>						
HS 125 700A	3610	FLEX DUCT	HT52516	FAILED	20110514001	ONT
<i>BAE - UK</i>						
3112	3241	BRAKE CONTROL VALVE	AC66867	FAILED	20110519006	QUE
<i>BEECH</i>						
1900C	3230	ELECTRIC MLG MOTOR	571302	FAILED	20110601007	PAC
1900D	0	PRECOOLER	1143800025	CRACKED	20110610008	PNR
1900D	5414	SKIN ASSY	114980773	DELAMINATED	20110415001	ONT
200	2100	QUILL SHAFT	1179100587	SHEARED	20110531004	ONT
200	3246	BEARING	21400100	SEIZED	20110530012	ONT
95B55	2710	RH AILERON	3313000047	SERVICEABLE	20110503006	PAC
B100	3411	INSTANTANIOUS VSI		USED	20110513008	PAC
B200	2100	PRESSURE SWITCH	1013840813	LEAKING	20110512006	PNR
B200	3210	LANDIN GEAR PUMP RELAY	MS24184D1	CONTACTS WELDED	20110513004	PNR
C90A	0	OIL FILTER	307097601	BY PASS FAILURE	20110613015	ONT
<i>BELL TEXTRON - CAN</i>						
206B	2562	BATTERY	S182050601	FAILED	20110603007	PNR
206B	2562	ELT	S182250202	CRACKED	20110603003	PNR
206B	3452	TRANSPONDER	66106200	INTERMITTENT	20110511006	PNR
206B	5302	TAILBOOM BULKHEAD	206030446001F	CRACKED	20110503008	PNR
206B	6210	TAIL ROTOR BLADE	206016201131	CRACKED SKIN	20110509012	PAC
206B	6510	DISC PACK	327211	USED	20110426006	ONT
206B	7313	FUEL NOZZLE	23077068	WORN	20110530007	PNR
206B	8011	STARTER/ GENERATOR	23032018	WORN	20110516012	PAC
206B 3	6320	DRAG PIN	2060315095	LOOSE BEARING	20110615011	PNR
206L 1	2562	BATTERY	S182050601	FAILED	20110603004	PNR
206L 1	5330	SKIN	206031117423	CRACKED	20110516027	ONT
206L 1	5411	FRAME ASSY	206033107047	CRACKED	20110516025	ONT
206L 1	5411	FRAME ASSY	206033302031	CRACKED	20110516026	ONT
206L 1	5411	FRAME ASSY	206033302085	CRACKED	20110516028	ONT
206L 1	6210	MAIN ROTOR BLADE TIP ASSY		DEBONDED	20110506005	PNR
206L 4	2810	FUEL CELL	206063632101	QUALITY	20110513001	QUE
206L 4	2822	HOSE ASSY	70061V180W122A	SERVICEABLE	20110413015	PNR
407	2810	FUEL CELL	407362632101	QUALITY	20110513002	QUE
407	6210	MAIN ROTOR BLADE	407015001137	CRACKED	20110525012	PAC
407	6210	MAIN ROTOR BLADE	407015001137	CRACKED	20110525011	PAC
407	6210	MAIN ROTOR BLADES	407015001137	CRACKED	20110429006	PAC
407	6220	SHEAR BEARING	407310101015	DELAMINATED	20110530008	PAC
412CF	3442	ANTENNA PEDESTAL	MI585467	INTERMITTENT	20110602007	PNR
412CF	6220	DAMPER BEARING	412010187101	DELAMINATED	20110527005	PNR
412EP	2810	FUEL CELL	412361635101	QUALITY	20110513003	QUE
412EP	2921	CAP	212076113003	BOTTOMED	20110405001	QUE
429	6220	BLADE BOLT ASSY	429310004101	CRACKED	20110519005	QUE
<i>BELL TEXTRON - USA</i>						
204B	5310	ROOF PANEL	204031622009	DELAMINATED	20110516029	ONT
204B	5322	PANEL	204030067019	DELAMINATED	20110516030	ONT
212	5302	FITTING	212030161001	CRACKED	20110408003	PAC
212	6210	M/R BLADE	212015501115	VOID	20110414009	PAC
212	6220	BEARING	212311007101	UNSERVICEABLE	20110518003	PNR

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
212	6220	GRIP	204011121009G	UNSERVICEABLE	20110518002	PNR
212	6220	INBOARD FITTING	212010103007	UNSERVICEABLE	20110603008	PNR
212	6520	SPACER	212040156001	NEW	20110425013	PAC
212	7500	SURGE ACCUMULATOR	3022660	UNSERVICEABLE	20110523002	PAC
BOEING						
727 227	3230	HYD LOCK ACTUATOR		LEAKING	20110422001	PAC
727 231	5720	RIB ASSY - STA 575 2	65173372	CRACKED	20110505004	ONT
737 217	5610	WINDOW OUTER PANE	5893543135	SHATTERED	20110520002	ONT
737 505	5600	WINDSHIELD	5893543139	SHATTERED	20110517005	PNR
737 6CT	3610	PRE-COOLER VALVE	32895625	FAILED	20110602006	PNR
737 76N	2421	IDG	761574B	FAILED	20110518008	PNR
737 76N	2700	FLIGHT CONTROL		NO FAULT FOUND	20110526003	PNR
737 76N	3230	LANDING GEAR		NO FAULT FOUND	20110425012	PNR
737 7CT	2420	AC SYSTEM	761574B	FAILED	20110530004	PNR
737 7CT	2751	CONNECTOR D14362	BACC63CT1518SN	CORRODED	20110426004	PNR
737 7CT	3150	CENTRAL WARNING		NO FAULT FOUND	20110419002	PNR
737 7CT	3240	BRAKE FUSE	280411	FRACTURED	20110426005	PNR
737 7CT	3250	COLLAR	162A14043	EXCESSIVE WEAR	20110407004	PNR
737 7CT	3412	TOTAL AIR TEMP SENSOR	102LA2AG	FAILED	20110606018	PNR
737 7CT	5210	DOOR SNUBBER	141A61057	UNSERVICEABLE	20110512003	PNR
737 8CT	2820	FUEL CROSSFEED		RESET	20110509008	PNR
737 8CT	3222	NUT RTNR	162A15241	DAMAGED	20110613017	PNR
737 8CT	3244	TIRE	441K821	TREAD LIBERATED	20110421008	PNR
737 8Q8	3411	PITOT PROBE	0851HT1	FOD	20110414003	ONT
747 SPJ6	0	CHANNEL ASSY	65B8219713	USED	20110421002	QUE
747 SPJ6	5320	SUPPORT BEAM	65B136851	CRACKED	20110421005	QUE
757 2B7	2913	HYDRAULIC PUMP		LEAKING	20110601004	PNR
757 2B7	3150	CENTRAL WARNING		RESET	20110503002	PNR
767 375	2230	AUTO THROTTLE		FAILED	20110418003	QUE
767 375	2997	WIRING HARNESES		CHAFFED	20110503004	QUE
767 3Y0	7920	POWERPLANT		ENGINE FAILED	20110411002	QUE
777 333ER	3240	LANDING GEAR BRAKE		LEAKING	20110429003	QUE
BOMBARDIER						
BD 100 1A10	2421	FRONT BEARING		DAMAGED	20110428003	QUE
BD 100 1A10	2821	FUEL FILTER	2688211	PARTIALLY CLOGGED	20110420001	QUE
BD 100 1A10	2920	AUXILIARY HYDRAULIC PUMP	6618202	FAILED	20110503009	QUE
BD 100 1A10	3444	GROUND PROXIMITY		FAILED	20110601005	QUE
BD 700 1A10	2450	ACPC	GL51211011	FAILED	20110425007	QUE
BD 700 1A10	2460	DCPC	GL512310115	AIRWORTHINESS	20110530010	QUE
BD 700 1A10	5210	SLIDER	GS32108201	INTERFERENCE	20110517003	QUE
BD 700 1A10	5350	AFT BELLY FAIRING ACCESS	GS297013778	DEPARTED PANELS	20110520004	QUE
CL600 2B19 (RJ100)	2150	SLEEVE	504250	LEAKING	20110504002	QUE
CL600 2B19 (RJ100)	2410	ADG	604908203	DEPLOYED	20110406003	QUE
CL600 2B19 (RJ100)	2497	POWER SYSTEM WIRING		CHAFFED	20110404005	QUE
CL600 2B19 (RJ100)	2610	DETECTION SYS	355924400	FAILED	20110606010	ATL
CL600 2B19 (RJ100)	2710	ACTUATOR SERVO AILERON	6224404101	FROZEN	20110415002	QUE
CL600 2B19 (RJ100)	2910	HYDRAULIC LINE	601R7528637	CHAFFED	20110526004	ATL

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
CL600 2B19 (RJ100)	3020	FILTER	3375499001	CLOGGED	20110407003	ATL
CL600 2B19 (RJ100)	3030	AIR DATA SENSOR HEATER	7858062	FAILED	20110511008	QUE
CL600 2B19 (RJ100)	3230	LANDING GEAR		FAILED TO EXTEND	20110607003	QUE
CL600 2B19 (RJ100)	3320	BALLAST CONVERTER	BR95005	OVERHEATED	20110503003	QUE
CL600 2B19 (RJ100)	520	NO PARTS		LIGHTNING STRIKE	20110504003	ATL
CL600 2B19 (RJ100)	5230	SHAFT GUIDE	600380773	SHEARED	20110421004	ATL
CL600 2B19 (RJ100)	5342	FITTING	600210582	LEVEL 1 CORROSION	20110507001	ATL
CL600 2B19 (RJ100)	7110	NOSE COWL UPPER ACCESS	22850080	DEPARTED	20110601003	QUE
CL600 2C10 (RJ700)	2100	AIR CYCLE MACHINE	GG670950095	FAILED	20110503001	QUE
CL600 2C10 (RJ700)	2721	YAW DAMPER	6229968001	FAILED	20110607002	QUE
CL600 2C10 (RJ700)	3230	LANDING GEAR		GEAR FAULT	20110519007	QUE
CL600 2D15 (705)	2740	HSMCU	70745	FAILED	20110506003	ATL
CL600 2D15 (705)	2750	FLAP DRIVE TORQUE TUBE	591257810	CORRODED	20110419005	ATL
CL600 2D24 (RJ900)	2110	AIR CONDITIONING PACK L/H	GG670950095	FAILED	20110601002	QUE
CL600 2D24 (RJ900)	2110	AIR CYCLE MACHINE	GG670950095	OVERHEATED	20110607009	QUE
CL600 2D24 (RJ900)	2752	FLAP	601R1400012	FAILED	20110427013	QUE
CL600 2D24 (RJ900)	2800	FUEL QUANTITY COMPUTER	73811812	FAILED	20110610003	QUE
CL600 2D24 (RJ900)	3420	INTEGRATED STANDBY INS	C16221ZA01	FAILED	20110610004	QUE
CL600 2D24 (RJ900)	520	ID PLATE	CN6242043205	DETACHED	20110509009	QUE
<i>BRITTEN NORMAN</i>						
BN2B 21	2421	AC ALTERNATOR	ALT8521R	FAILED	20110419004	ONT
<i>CANADAIR</i>						
CL215 1A10	2731	ELEVATOR CONTROL	215900014	FAILED	20110506004	PNR
CL215 6B11(CL415)	0	REDUNDANCY ROD	21585026850	BENT	20110526007	ONT
CL215 6B11(CL415)	0	REDUNDANCY ROD	21585026850	BENT	20110526009	ONT
CL215 6B11(CL415)	2460	BUS BAR	215T522414	NEW	20110611003	ATL
CL215 6B11(CL415)	2720	RUDDER PEDAL CARRIAGE	215907045	CORRODED	20110425004	QUE
CL215 6B11(CL415)	2720	RUDDER PEDAL CARRIER	215907045	CORRODED	20110428007	QUE
CL215 6B11(CL415)	2720	RUDDER PEDAL COVER	215907281002	CORRODED	20110425002	QUE
CL215 6B11(CL415)	2720	RUDDER PEDAL COVER	215907281002	CORRODED	20110428006	QUE
CL215 6B11(CL415)	2730	ELEVATOR CONTROL	215907281002	CORRODED	20110425003	QUE
CL215 6B11(CL415)	3210	LOWER ARM	1603018	CRACKED	20110610001	QUE
CL215 6B11(CL415)	3210	UPPER ARM	1603021	CRACKED	20110610002	QUE

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
CL215 6B11(CL415)	5343	LH FWD ML GEAR LUG	1607143	CRACKED	20110510002	QUE
CL600 2A12(601)	2820	TUBE ASSY	600962633203	CHAFFED	20110418006	NCR
CL600 2A12(601)	7250	ENGINE	CF341A	OVERTEMP	20110510005	QUE
<i>CESSNA</i>						
150M	2701	UNIVERSAL JOINT	411257	BROKEN	20110419003	ONT
152	5553	BOLT	AN46A	SHEARED	20110407005	ONT
172M	0	BOLT	AN4H21A	BROKEN	20110608007	ONT
172M	2434	GROUNDING STRAP	101025	CRACKED	20110414010	ONT
172M	3210	LANDING GEAR ATTACH BOLT	S3461108	CRACKED	20110419001	ONT
172M	3340	SWITCH	C9055	BURNT	20110418007	ATL
172N	0	TIRE TUBE	500X5	SPLIT	20110609005	ONT
172N	3246	WHEEL HALF	C30598	DESTROYED	20110531009	ONT
172P	0	BULKHEAD	5503214	NEW	20110613010	PAC
172P	5510	SKIN	53200123	CRACKED	20110414011	PNR
172P	5511	STABILIZER CENTER SKIN	53200123	CRACKED	20110429004	PAC
172R	0	ALTERNATOR	DOFF10300BR	OVERHAULED	20110613012	PAC
172R	0	TERMINAL END		BROKEN	20110608006	PAC
172R	7324	FLOW DIVIDER	63B22196	OVERHAULED	20110601011	PAC
172S	0	FAIRLEAD	52264710	WORN	20110610005	PNR
208	0	BRAKE HOSE	8A04000043	BROKEN	20110611001	ATL
208B	5753	SUPPORT ASSY	26111441	TORN	20110601012	PNR
208B	7920	ELBOW PRESS OIL TRANS	310365501	CRACKED	20110506001	ONT
441	3230	HYDRAULIC LINE	572700288	CRACKED	20110419012	PAC
550	0	AFT SKIN	55231054142	CORRODED	20110608001	ONT
550	0	CONNECTING LINK ASSY		MISSING	20110614014	ONT
550	0	PAINT STRIPPER	TURCOT6776LO	CORRODED	20110614015	ONT
550	1420	BUS BAR	65383427	BURNT	20110510004	PAC
<i>CONVAIR - CAN</i>						
340	3246	NOSE WHEEL HALVES	95315489531549	CRACK INDICATION	20110412007	PAC
<i>DASSAULT</i>						
FALCON 2000	4990	OIL LEVEL SENSOR	722446	REPAIRED	20110606011	ONT
<i>DEHAVILLAND - CAN</i>						
DHC 2 MKI	3242	CUP - PISRON - BRAKE	C2CF3355	NEW	20110506007	PAC
DHC 2 MKI	5510	FRONT SPAR	C2TP57	CRACKED	20110422002	ONT
DHC 3	2720	BRACKET	C32282	HEAVY CORROSION	20110419011	PNR
DHC 3	2720	RUDDER ROD ASSY	C3CF5465	LOOSE RIVETS	20110428010	ONT
DHC 3	2720	RUDDER ROD ASSY	C3CF5465	LOOSE RIVETS	20110428011	ONT
DHC 3	2750	FLAP PUSH ROD	C3CF1027	SCARRED	20110516031	PAC
DHC 3	5520	ELEVATOR		CORRODED	20110419010	PNR
DHC 6 300	2700	BEARING	DSC64	NEW	20110420012	PAC
DHC 6 300	5741	BOLT	C6WM141129	USED	20110426008	PAC
DHC 8 102	0	ACTUATOR	A44700009	CRACKED HOUSING	20110610010	ATL
DHC 8 102	0	ACTUATOR ROLL SPOILER	A44700009	FAILED	20110607005	ATL
DHC 8 102	0	BRACKET	85710558001	CRACKED	20110607006	ATL
DHC 8 102	0	FITTING	87900014103	CRACKED	20110615005	ATL
DHC 8 102	2400	5 VDC POWER SUPPLY	18271	SHORTED	20110404003	ATL
DHC 8 102	3233	HYDRAULIC FLEX LINE	171K0036CR0150	DAMAGED	20110511007	ATL
DHC 8 202	2731	BEARING	MS276414	CORRODED	20110520001	QUE
DHC 8 301	2710	CABLE ASSY	82700568S001	FRAYED	20110524008	PNR
DHC 8 400	0	AILERON TRIM ROCKER SWITC	M2028TYA01JB	UNSERVICEABLE	20110613009	ONT
DHC 8 400	3211	STABILIZER BRACE FWD ASSY	464017	BROKEN LUG	20110412004	ONT

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
DHC 8 400	5610	WINDSHIELD	NP15790120	OUTER PANE SHATTERED	20110427012	ONT
DHC 8 402	0	WHEEL AND BEARING	4151171	SERVICEABLE	20110613014	QUE
<i>DIAMOND - AS</i>						
DA 42	2750	BELLCRANK SPLIT FLAP	D6027571100	WORN	20110427001	ONT
<i>DIAMOND - CAN</i>						
DA 20 A1	3245	TIRE TUBE		LEAKING	20110516011	ONT
DA 20 A1	3245	TIRE TUBE	5005	SPLIT	20110607013	ONT
DA 20 C1	2300	MIC	09168P33	BURNT	20110505002	PNR
DA 20 C1	2720	S-TUBE	2227271100	BROKEN	20110531005	ATL
DA 20 C1	3242	BRAKE PEDALS	2227271413	CRACKED	20110401004	ATL
DA 20 C1	7322	LEVER THROTTLE	63255512	WORN	20110512001	ONT
DA 20 C1	7602	MIXTURE CABLE	A9500760DA	STUCK	20110614006	ATL
<i>EMBRAER</i>						
ERJ 170 200 SU	2780	HARNES		FAILED	20110509007	QUE
ERJ 170 200 SU	2780	SLAT CONTROL		NO FAULT FOUND	20110418005	QUE
ERJ 170 200 SU	2781	SKEW SENSOR	1702288B	FAILED	20110525004	QUE
ERJ 170 200 SU	2781	SKEW SENSOR	1702286B	OUT OF TOLERANCE	20110516003	QUE
ERJ 170 200 SU	2781	SLAT POS INDICATOR		SLAT FAILED	20110509006	QUE
ERJ 170 200 SU	3100	RECORDING SYSTEM		RESET	20110420008	QUE
ERJ 170 200 SU	3140	NIC PROCESSOR MODULE	70265421901	FAILED	20110520003	QUE
ERJ 170 200 SU	4997	ELECTRICAL PART CONNECTOR	D3899926FD97SN	CORRODED	20110518004	QUE
ERJ 170 200 SU	5315	FLOOR BEAM		CORRODED	20110415005	QUE
ERJ 170 200 SU	5343	NLG TRUNNION	17004072411	CORRODED	20110510001	QUE
ERJ 190 100 IGW	2110	ACM PACK		SEIZED	20110415007	QUE
ERJ 190 100 IGW	2110	COMPRESSOR		SEIZED	20110401003	QUE
ERJ 190 100 IGW	2761	ACTUATOR	4148001009	LEAKING	20110504007	QUE
ERJ 190 100 IGW	2780	SLAT SYSTEM		FAILED	20110418001	QUE
ERJ 190 100 IGW	2910	MANIFOLD	2346H000006	HYD FLUID LEAKING	20110420005	QUE
ERJ 190 100 IGW	2910	TEE FITTING	19005612003	CRACKED	20110526002	QUE
ERJ 190 100 IGW	3140	COMPUTER	70265421901	FAILED	20110609007	QUE
ERJ 190 100 IGW	3230	RESTRICTOR VALVE	19071270190	CRACKED	20110609002	QUE
ERJ 190 100 IGW	3251	STEERING UNIT		STEERING FAILED	20110516005	QUE
ERJ 190 100 IGW	3260	SENSOR		CORRODED	20110425009	QUE
ERJ 190 100 IGW	3297	CONNECTORS		DAMAGED	20110511001	QUE
ERJ 190 100 IGW	3620	PNEUMATIC INDICATOR		BLEED LEAK	20110518006	QUE
ERJ 190 100 IGW	520	NO PARTS		FUEL SPILL	20110516004	QUE
ERJ 190 100 IGW	5220	DOOR		SEAL LEAK	20110428008	QUE
ERJ 190 100 IGW	5743	BOLT	HST10BJ610	SHEARED	20110420007	QUE
ERJ 190 100 IGW	5743	HILOCK	HST10BJ610	SHEARED	20110411001	QUE
ERJ 190 100 IGW	7150	ELECTRICAL HARNESS	2043M21P05	CHAFFED	20110504001	QUE
ERJ 190 100 IGW	7600	FADEC		FAILED	20110509005	QUE
<i>EUROCOPTER DEUT</i>						
BK117 B 2D	2200	WIRE		BROKEN	20110408005	PNR
<i>EUROCOPTER FRANCE</i>						
EC 120 B	2842	LOWER FUEL PROBE	764591	UNSERVICEABLE	20110402001	QUE
EC 120 B	6220	FREQUENCY ADAPTER	C622A4002102	FAILED	20110610009	PNR
EC 130 B4	2913	PULLEY	350A35109221	WORN	20110610006	ONT
EC 130 B4	2913	PULLEY ASSY	350A35109222	WORN	20110610007	ONT
EC 130 B4	5210	FRAME	22DEGFRAME	CRACKED	20110524004	ONT
EC 130 B4	6220	HAMMER ATTACH BLADE	350A21491800	BLADE BROKEN OFF	20110418008	ONT
<i>FAIRCHILD</i>						
SA227AC	0	SWITCH	602EN602-6	INTERMITTENT	20110616002	ONT
SA227AC	2820	FUEL SUPPLY LINE	SS1013G000D4	LEAKING	20110418009	ONT

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
SA227AC	3244	WHEEL ASSY	MAY92835	BOLTS LOOSE	20110614010	ONT
SA227AC	3610	TUBE ASSY	2784210005	CRACKED	20110614008	ONT
SA227AC	520	NO PARTS		NO FAULT FOUND	20110428016	ONT
SA227AC	5230	DOOR		PRESSURE LOSS	20110412002	ONT
SA227AC	8000	ENGINE STARTER		FAILED	20110407008	ONT
SA227CC	2910	HYD LINE	27810322573	CRACKED	20110609008	ONT
SA227CC	7320	FUEL CONTROL	2764065011	CRACKED	20110519002	ONT
SA227DC	0	COOLING TURBINE	204755-4-6	SEIZED	20110616003	ONT
SA227DC	2161	CABIN TEMP CONTROL	HYLZ50434001	DIRTY	20110511004	ONT
SA227DC	8097	START RELAY	A703DB	FAILED	20110419009	ONT
<i>HUGHES</i>						
369D	3210	STRUT ASSY	369H600151	CRACKED	20110427017	PNR
<i>LOCKHEED</i>						
188A	2750	PULLEY	MS20219A2	BROKEN	20110602005	PAC
382G	3610	MANIFOLD DUCT	15015073	RUPTURED	20110614009	ONT
<i>PLAGGIO</i>						
P180 AVANTI	7500	BLEED AIR HOSE	80337485001	UNSERVICEABLE	20110525006	QUE
<i>PILATUS - SW</i>						
PC 12 45	2510	VISOR		INTERFERENCE	20110513006	PAC
PC 12 45	2911	ACCUMULATOR	9603001291	INTERNAL LEAK	20110524001	ONT
PC 12 45	3418	STICK PUSHER COMP	9754423104	INTERMITTENT	20110608003	ONT
PC 12 47E	3418	SERVO STICK PUSHER	501168404	INTERMITTENT	20110408001	ONT
<i>PIPER</i>						
PA23 250	3210	PISTON AND ROD ASSY	3503300	CRACKED	20110429002	PNR
PA28 161	2701	CONTROL YOKE GEAR	6283900	CRACKED	20110517001	PNR
PA31 350	0	FILTER ALTERNATOR	4384300	INTERNAL ARCING	20110609004	PAC
PA34 200	3246	WHEEL HALF		BROKEN	20110504008	ONT
PA44 180	5313	BRACKET	86744002	CRACKED	20110509001	ATL
PA44 180	7414	DISTRIBUTOR BLOCK	10682044	WORN GEAR BEARING	20110412008	ONT
<i>ROBINSON</i>						
R22 BETA	6320	YOKE ASSY	A9084	WORN	20110517004	PNR
R44	7323	GOVENOR	D2781	FLUCTUATING	20110420011	PNR
R44	7414	MAGNETO	1060064620	FLUCTUATING	20110421003	PNR
R44 II	2914	PUMP	D5001	LEAKING	20110414007	PNR
R44 II	2916	HYDRAULIC RESERVOIR	D2112	LEAKING	20110530005	PNR
R44 II	2916	RESERVOIR	D2112	LEAKING	20110511005	PNR
R44 II	2916	RESERVOIR	D2112	LEAKING	20110420010	PNR
R44 II	6310	CLUTCH ACTUATOR	C0512	FAILED	20110530006	PNR
R44 II	6310	CLUTCH ASSY	C1883REVG	UNSERVICEABLE	20110406013	PNR
R44 II	6310	SPRAG CLUTCH ASSY	C1883	USED	20110527004	ONT
R44 II	6730	SERVO	D2121	LEAKING	20110414005	PNR
R44 II	7280	OIL LINE	D7531	CRACKED	20110613005	PNR
R44 II	7300	FUEL CONTROL UNIT	25766304	WORN	20110530003	PNR
R44 II	7414	MAGNETO	106006169	FAILED	20110414006	PNR
R44 II	7520	RETAINER	C4872	BROKEN	20110429005	PNR
R44 II	7800	MUFFLER ASSY	C16932	USED	20110518009	ONT
R44 II	8011	STARTER	14924HTH	FAILED	20110415008	PNR
<i>SAAB</i>						
SF340A	2820	TUBE ASSY FUEL SYSTEM	7228311561	TWISTED	20110509004	QUE
SF340A	3233	HYDRAULIC SWIVEL	L38710SA	CRACKED	20110602004	PAC
<i>SCHLEICHER</i>						
ASW 19	5521	SPAR	442119	CRACKED	20110503007	ONT
<i>SCHWEIZER</i>						
SGS 2 33A	5712	MAIN SPAR AND AREA		DAMAGED	20110504006	PNR
SGS 2 33A	5712	RIB	3340611	BENT	20110504005	PNR
<i>SIKORSKY</i>						
S92A	2913	PUMP DRIVE	9265015811	STRIPPED	20110601001	ATL

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
<i>VIKING CANADA</i>						
DHC 6 400	0	FOREFLAPS		NEW	20110603009	PAC
DHC 6 400	2300	MULTI MODE DIGITAL RADIO	69010370102	NEW	20110527007	PAC
DHC 6 400	2822	FUEL BOOST PUMP	C6SC10055	NEW	20110527006	PAC
ENGINE						
<i>ALLISON</i>						
250-C47B	7220	COMPRESSOR SCROLL ASSY	23064577D	CRACKED	20110531011	PAC
250-C47B	7240	OUTER COMBUSTION CASE	23030911	CRACKED	20110421009	PAC
<i>AVCO LYCOMING</i>						
IO-360-A1A	8500	CAMSHAFT & LIFTER BODIES	LW1884015B26064	UNSERVICEABLE	20110517002	PNR
IO-540-K1A5	8530	LIFTER BODY	15B26064	BROKEN	20110401009	PNR
LTIO-540-J2BD	7331	HOSE ASSY	19310004D0330PT	BROKEN	20110518011	PAC
LTIO-540-J2BD	8530	#4 CYLINDER	LW12966R	BROKEN VALVE	20110518010	PAC
LTS-101-750B-1	7712	OVERSPEED CONTROL BOX	430148302	MALFUNCTION	20110406012	PNR
O-320-D1D	8550	OIL FILTER BYPASS VALVE		MISSING	20110405002	PAC
O-320-D2J	8530	CYLINDER	SL32006WA20P	CRACKED	20110406010	PNR
O-360-C2E	8530	CYLINDER	LW12427	CRACKED	20110512002	PNR
TIO-540-J2BD	7314	FUEL PUMP	200F5004R	LEAKING	20110415004	PNR
<i>BOMBARDIER ROTAX</i>						
912 F3	8530	LIFTERS	881831	WORN	20110601006	PAC
914 F3	8510	GEARBOX BUSHING	911746	SEIZED	20110428012	PAC
<i>GARRETT</i>						
TFE731-2C	7321	FCU	307080021	UNSERVICEABLE	20110607012	ONT
TPE331-10	7280	OIL FILTER CAP	8962331	WORN	20110406006	ONT
TPE331-10R- 511C	2822	FUEL PUMP - BOOST	TF9005	OVERHAULED	20110503005	PAC
TPE331-10R- 511C	7100	POWERPLANT		FAILED	20110420009	ONT
TPE331-10UA- 511G	7210	HIGH SPEED PINION	310117015	CHIPPED GEAR	20110404004	PNR
TPE331-11	0	GEAR CASE	310711418	CRACKED	20110523001	ONT
TPE331-12UHR	7810	EXHAUST DUCT	31015828	CRACKED	20110606017	ONT
<i>GENERAL ELECTRIC</i>						
CF34-3A1	7261	OIL TANK	5079T05G01	CRACKED	20110502001	ATL
CT7-5A2	7100	ENGINE	CT75A	OIL LEAK	20110411005	ATL
<i>HONEYWELL</i>						
TFE731-20AR-1	7230	FAN STATOR	30601644	DAMAGED	20110525009	QUE
<i>PRATT & WHITNEY-CAN</i>						
JT15D-5	7200	BEARING	310749301	CRACKED	20110615003	ATL
PT6A-42	7240	OUTER COMBUSTION LINER	305566707	UNSERVICEABLE	20110526010	ONT
PT6A-42	7321	BEARING		BINDING	20110426007	PNR
PT6A-67B	8000	ENGINE INDICATING SYSTEM	9752902017	ORIGINAL	20110530011	ONT
PT6A-67D	7230	P3 LINE		CRACKED	20110518001	ATL
PT6A-67R	7250	2ND STAGE POWER TURBINE	310830301	FAILED	20110525010	PNR
PT6T-3	7313	ADAPTER FUEL NOZZLE	3011151	UNSERVICEABLE	20110602003	ONT
PT6T-3B	7310	LOCK PLATE	3011158	BENT	20110611004	PAC
PW120A	8310	PROPSHAFT	310703602	CRACKED	20110414001	ATL
PW121	7250	LP TURBINE BLADES	304915201	FAILED	20110407001	ATL
PW123	7170	FUEL MANIFOLD DRAIN TUBE	87170029001	DAMAGED	20110509002	ATL

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
PW150A	7250	SHROUD FEATHER SEAL		MISSING	20110608008	QUE
<i>PRATT & WHITNEY-USA</i>						
R-985-AN-14B	8530	#3 CYLINDER	399353	CRACKED	20110506006	PNR
<i>ROLLS ROYCE - UK</i>						
DART 542-4	7230	HIGH PRESSURE IMPELLER	RK49378	CRACKED	20110405003	PNR
<i>TELEDYNE CONTINENTAL</i>						
IO-520-L	7600	CONTROL UNIT - THROTTLE	R62939A9	DEFECTIVE	20110505003	QUE
O-200-A	8530	TOP PISTON RING	AEC649632PL	WORN	20110509011	ONT
TSIO-520-JB	8500	C/CASE & CONNECT ROD		BROKEN	20110429001	QUE
TSIO-520-VB	8500	THRU BOLT	6419311075	BROKEN	20110411004	PNR
PROPELLER						
<i>HAMILTON STANDARD</i>						
14SF-7	6120	PROP ACTUATOR	7901802	OVERHAULED	20110427018	PAC
14SF-7	6120	YOKE		WORN	20110512005	PAC
2D30-425	6100	OUTER CNT WGT BEARING	NPS8302	CRACKED	20110530013	PAC
<i>HARTZELL</i>						
HC-D4N-3A	6114	HUB	D499	CORRODED	20110426002	PNR
HC-D4N-3A	6114	HUB	D499	CORRODED	20110426003	PNR
HC-E4A-3D	3060	SLIP RING	4H30081	GOOD	20110406005	ONT
HC-E4A-3D	3060	SLIP RING	4H30081	POOR	20110406007	ONT
<i>MCCAULEY</i>						
1A175/GM8241	6114	HUB		CRACKED	20110513009	PAC
1C160/DTM7557	6113	BULKHEAD FORWARD	5503214	NEW	20110526011	PAC
4HFR34C652-K	6120	PISTON ROD	D5170	NEW	20110406002	ONT
B3D36C432-C	6114	HUB	D7643C432	CRACKED	20110412005	PAC
EQUIPMENT						
<i>BELL TEXTRON - CAN</i>						
205	5345	CHANNEL	205030919052S	NEW	20110406004	PAC
<i>BENDIX</i>						
103492901	7414	MAGNETO	103492901	DAMAGED	20110606016	QUE
<i>BOEING</i>						
W014500022	2297	GROUND CONNECTOR/ TERMINAL		BROKEN	20110425008	ONT
<i>C&D AEROSPACE</i>						
A661621		BASE	A6661621	MELTED	20110415003	ATL
<i>CLEVELAND</i>						
30146	3242	ANCHOR BOLT	6902000	MISSING	20110428009	PNR
<i>GOODRICH</i>						
230790001	8011	BEARING BALL	3601018	FAILED	20110418010	PNR
<i>GROB-WERKE</i>						
790000C120	3197	ENGINE INST DISPLAY	790000C120	FACTORY INSTALL	20110412009	PAC
<i>HAMILTON SUNDSTRAND</i>						
7901802	6120	YOKE	78229511	CRACKED	20110502003	PAC
FAS02C	1420	SFCU	GT415590017	TRACE OF SOOT	20110401007	QUE
<i>PACIFIC SCIENTIFIC</i>						
902782	2421	AC ALTERNATOR		OVERHAULED	20110613011	PNR
<i>ROCKWELL COLLINS</i>						
6220965004	2731	SERVO	6220965004	NOT AIRWORTHY	20110429007	PNR
<i>SAFT AMERICA</i>						
2378	2400	CELL TIE LINK		BROKEN	20110519004	PNR

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
<i>SLICK ELECTRO</i>						
4370	7414	ROTOR	M3548	CRACKED	20110613018	PAC
<i>TEXTRON LYCOMING</i>						
0540F1B5	2421	ALTERNATOR BRACKET	B2001	BROKEN	20110519003	PNR
UNAPPROVED PART						
<i>BOMBARDIER ROTAX</i>						
293152	2000	SUPPORT	264135	UNAPPROVED PART	20110428015	PAC
<i>CMC</i>						
100601702002	2000	FUSE SUBMINIATURE SLO-BLO	248990145199	FUSE WAS MISSING	20110526008	QUE
<i>COX & COMPANY</i>						
217405	2000	GASKET	1360346	NEW	20110524005	PNR
<i>ELECTROMECH</i>						
EM6039	2000	BRUSH	3523001	UNAPPROVED	20110510003	PNR
<i>GARRETT</i>						
EQUIPMENT	2000	TURBINE BEARING	31080891	NOT TO STANDARD	20110614013	ONT
EQUIPMENT	2000	TURBINE BEARING	31080981	NOT TO STANDARD	20110614012	ONT
<i>KRATOS</i>						
212075420003	2000	ITT INDICATOR	212075420003	UNSERVICEABLE	20110613013	PAC

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