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# Issue 1/2013 **Feedback**

Canadian Aviation Service Difficulty Reports

TP 6980E  
(1/2013)



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

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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 *Canadian 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.

For all technical inquires related to articles of this magazine, please address your correspondence to [CAWWebFeedback@tc.gc.ca](mailto:CAWWebFeedback@tc.gc.ca)

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ISSN 1925-8429 (Online)

TP 6980E  
(01/2013)

# HEADS UP

## Annual Airworthiness Information Reports

Annual Airworthiness Information Reports (AAIRs) are a means by which Transport Canada (TC) collects essential airworthiness data from Canadian registered aircraft owners. This data is used to ensure accurate and thorough distribution of Airworthiness Directives (ADs) and Civil Aviation Safety Alerts (CASAs) to all applicable Canadian registered aircraft owners, monitor the activity of the Canadian aircraft fleet and calculate accident and incident statistics.

Pursuant to Part V, Subpart 1 of the Canadian Aviation Regulations (CAR) and Standard 501, the owner of every Canadian registered aircraft, other than an ultra-light aeroplane, is required to submit to TC a completed AAIR no later than a specified due date on an annual basis. Owners who fail to submit the AAIR are liable to a monetary fine.

Presently, a paper copy of the AAIR is mailed to each aircraft owner approximately 2 months prior to the due date. If the data printed on the form is incorrect and/or if the contact information has changed, the aircraft owner is required to update the information on the form. They must also indicate the number of hours flown during the last calendar year and the Time Since New (TSN) as of December 31st. Finally, for aircraft which are not operated pursuant to CAR IV or CAR VII, the owner is to provide the date of the most recent annual or 100 hour inspection, and the name of the person who performed it.

As of January 31st, 2013, all AAIRs are now to be mailed to the Transport Canada office in Ottawa or scanned and sent by e-mail to [cawwebfeedback@tc.gc.ca](mailto:cawwebfeedback@tc.gc.ca). More preferably AAIRs can be completed online through the TC Continuing Airworthiness Web Information System (CAWIS) website. Consolidated fleet reports can be completed instead of completing individual AAIRs, however aircraft owners must remember to send the report to Transport Canada prior to the due date as these cannot be completed online.

In an effort to reduce our environmental footprint, Transport Canada is working towards making the necessary enhancements to CAWIS so that AAIRs can eventually be sent to aircraft owners by e-mail. If you have not provided your e mail address to Transport Canada, you are encouraged to do so by sending the information to [cawwebfeedback@tc.gc.ca](mailto:cawwebfeedback@tc.gc.ca). You can also use this e-mail address to send us questions or concerns related to the AAIR program or any other continuing airworthiness topics.

All regulatory requirements and procedures of the AAIR are provided in CAR 501 (<http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-subpart1-1771.htm>) and Standard 501 (<http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-standards-standard501-1952.htm>). Instructions for completing the AAIR are supplied with each copy of the reporting form and on the website. ✖

## Infrequent Use of Engines & Use of 3rd Generation Oils

### **SDR submitted:**

Pratt & Whitney Canada (P&WC) has received reports of loss of engine oil pressure occurring on two separate aeroplanes.

Investigation into these events revealed that these engines had been inactive for extended periods of time. Although periodic engine maintenance ground run-ups had been carried out, it was determined that the engine run-ups may not have been long enough to detect any engine deterioration. P&WC have now added additional instructions to the applicable engine manuals to address the above problem.

The use of 3rd generation engine oils has proven to be beneficial because of their thermal stability and resistance to oxidation at high temperatures. This is found to be factual provided that these engine(s) are utilized in normal and continuous operations. However, over a period of time, these 3rd gen oils can cause degradation and hardening of the engine seals. When preserved engines are being re-activated, particular attention should be given to the condition of seals especially in the area of the accessory gear box (AGB) pad.

### ***Transport Canada Comments:***

*Transport Canada Civil Aviation (TCCA) recommends that owners, operators and other responsible persons familiarize themselves with and closely follow the instruction detailed in P&WC Service Information Letter (SIL) PW500-045 dated October 24 2011\**

# FIXED WING

AIRBUS, A310 304

SDR # 20120504003

## Extensive Pressure Bulkhead Corrosion

### SDR submitted:

During a standard maintenance inspection check, extensive corrosion was found at forward wing-box bulkhead frame 39. The corrosion had perforated the pressure structure between stringers 55 and 54 left-hand side below waterline z-2557.

The bulkhead was repaired through the guidance of an Airbus Repair Approval Sheet (RAS) and made serviceable.

### Transport Canada Comments:

*The standard inspection interval of this area is set at a 5 year interval where this aeroplane was last inspected on March of 2011. Depending on the aeroplanes operating environment and upon the operators' discretion, this interval can be reduced to accommodate possible discrepant findings as seen with this service difficulty. ✖*



Beech 76

SDR # 20110210006

## Main Landing Gear A-Frame / V-Braces - Cracks

### SDR submitted:

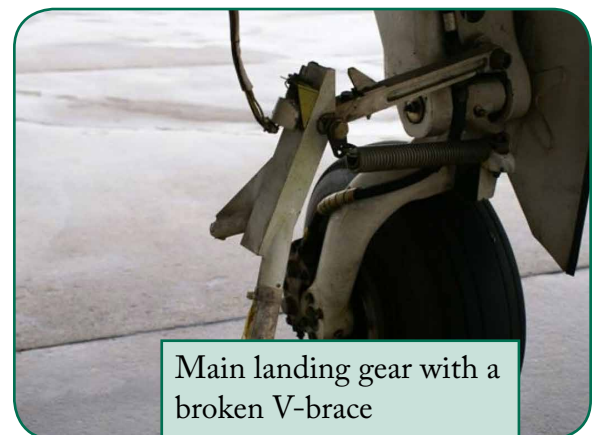
Following a landing, it was discovered that the left hand main landing gear V-brace was separated from the gear actuator point. Had the aeroplane taxied any further, the landing gear would have collapsed. A precautionary visual inspection on the right hand landing gear also revealed that the right hand V-Brace was cracked.

A detailed inspection using the magnetic particle inspection (MPI) technique on another aeroplane in their fleet found both the right hand & left hand V-braces to be cracked.

### Transport Canada Comments:

*Beechcraft Service Bulletin (SB) 2361 recommends that should fatigue cracks be found on the main landing gear "A" Frame assemblies, then to install subject part number 105-8100-75 & 76. This should further support the strength of the attachment bracket for the hydraulic actuator connection.*

*Federal Aviation Authority (FAA) Airworthiness Directive 97-06-10 mandates SB 2361 to inspect the "A" Frame assemblies using both visual and dye penetrant methods but not MPI methods. The FAA has been advised accordingly. ✖*



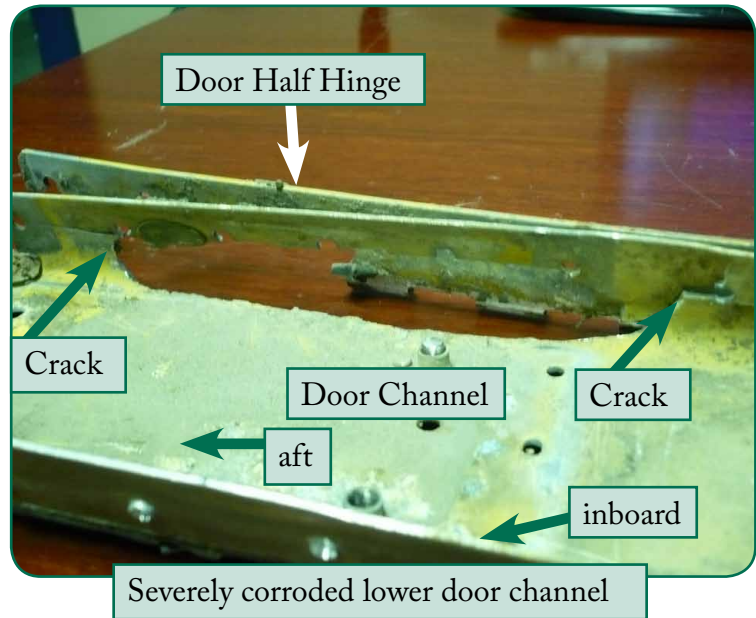
## Main Passenger Door Hinge & Channel Defects

### SDR submitted:

During servicing for the next flight, it was noted that the main cabin door lower step would move when stepped upon. Further investigation found the lower door channel had a 15.24 cm (6 inches) crack and the door side half hinge was broken 5.08 cm (2 inches) from the aft end. The channel (part number (P/N) 50-430043-619) half hinge (P/N 50-430043-547) and hinge pin (P/N 50-430043-393) were replaced due to severe corrosion.

### Transport Canada Comments:

*The main door and steps require continuous inspections due to consistent use from passengers and exposure to environmental contaminants that promote corrosion. In this case, it appears that this step had been in this deteriorated condition for some time. ✖*



## Main Landing Gear Anti-Skid Harness Incurred Damage

### SDR submitted:

During taxi, the anti-skid warning light illuminated intermittently. The anti-skid system was deferred in accordance with the Minimum Equipment List (MEL) 32-42-01-1 and the aeroplane was returned to service.

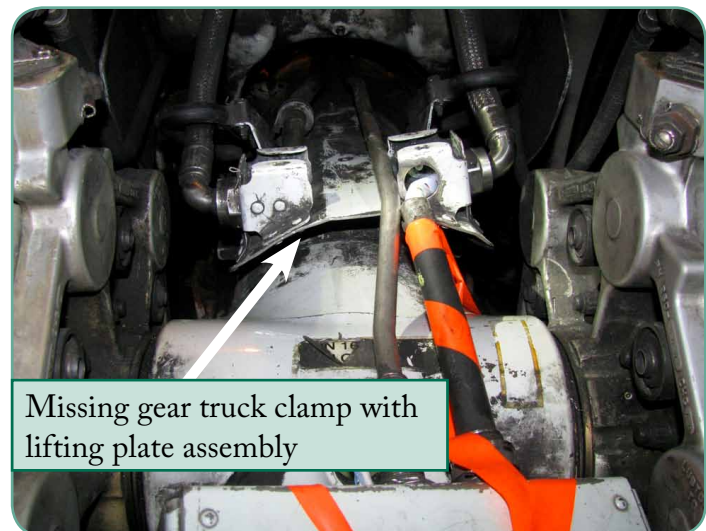
At the next maintenance opportunity, an investigation revealed that a clamp assembly was broken and had failed on the gear truck/bogie. The anti-skid wiring and conduits were also damaged. The damaged clamp, wiring and conduits were repaired making the aeroplane serviceable.

In order for this damage to occur, it appears that the plate assembly that the clamp secures was being pulled upwards (with the oleo at full extension) by the two flexible wiring conduits that travel up the gear strut.

### Transport Canada Comments:

*Further investigations revealed that these two flexible conduits on the right-hand (R/H) gear were about 5 cm (2 inches) shorter than the ones on the opposite main landing gear causing the stress on the clamp.*

*The investigation is still ongoing into this apparent discrepancy of gear harness conduit length and is suspected to be a quality control issue from the supplier of the discrepant harnesses. In the meantime, Transport Canada Civil Aviation (TCCA) would like to advise all owners, operators and maintainers of this possible condition of clamp failure. ✖*



## Worn Aileron Power Control Unit Attachment

### SDR submitted:

The Aircraft Maintenance Engineer (AME) was performing a detailed inspection of the right-hand (R/H) aileron panel and surrounding area as per a planned task when he found the R/H aileron out-board power control unit (PCU) link attachment fitting on the aileron to be worn. The excessive wear occurred where the attachment bolt flange bushing is installed. The flange bushing was found loose and had migrated slightly and showed evidence of rotating within the link-fitting.

The aileron panel assembly was replaced with a serviceable unit and the aeroplane was returned to service following the heavy maintenance check.

### Transport Canada Comments:

*This condition can cause excessive backlash in the aileron system and damage to the PCU link and attachment fitting.*

*Transport Canada Civil Aviation (TCCA) is advising all CRJ100/200 owners, operators and maintainers of this possible condition. ✖*



## Nose Landing Gear Door Actuator Mount - Cracks

### SDR submitted:

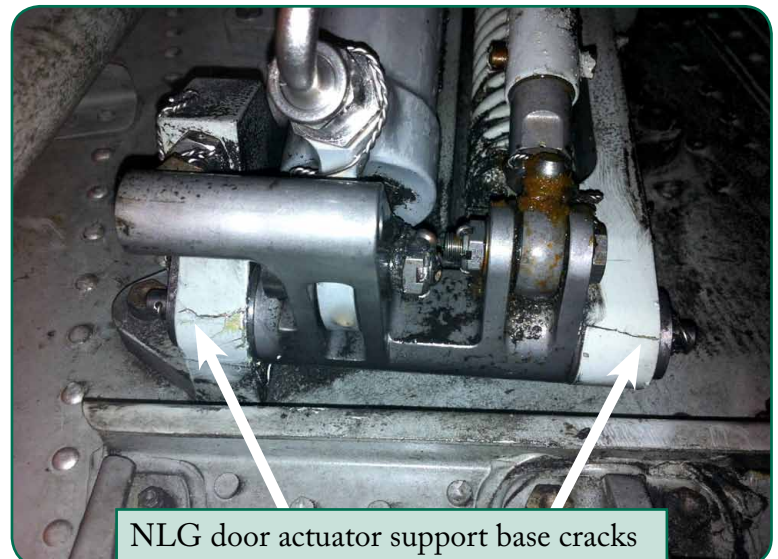
During a routine inspection, the maintenance engineer found cracks on both lower lugs of the nose landing gear (NLG) door actuator support base. The base is mounted on the right wall in the forward section of the nose wheel well.

The base was replaced and the aeroplane was made serviceable.

### Transport Canada Comments:

*Transport Canada Civil Aviation (TCCA) and the responsible type certificate holder, Bombardier, are working together in assessing this type of failure and its potential implications.*

*TCCA would like to advise all owners, operators and maintainers of this NLG door actuator support base failure possibility. ✖*



## Flap Torque-Tube Chaffing

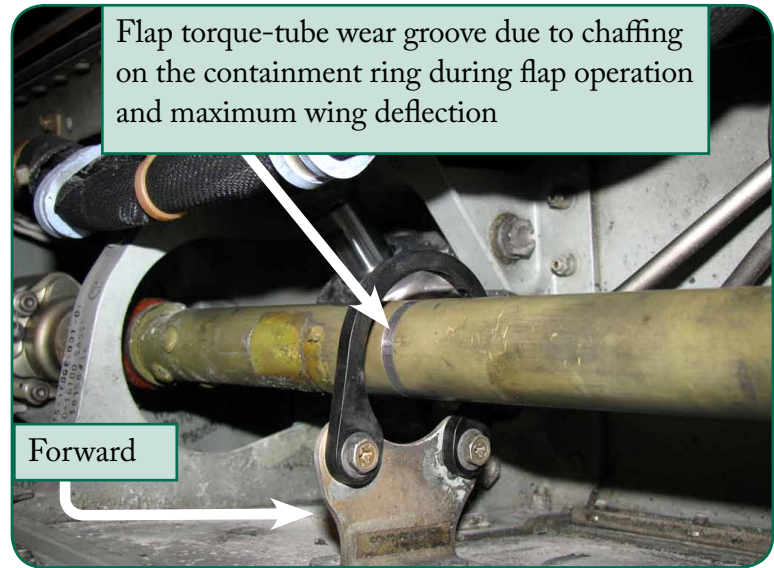
### SDR submitted:

During a routine service check inspection, circumferential damage was found on the left-hand flap drive torque-tube at wing station (WS) 128 to WS 97. It was discovered that the torque-tube had been rubbing on the plastic containment ring during flap operation and maximum wing deflection, causing a chaffing condition.

The torque-tube was worn beyond limits and was replaced making the aeroplane serviceable.

### Transport Canada Comments:

*Bombardier Service Bulletin (SB) 670BA-27-049 introduces a slightly larger containment ring to increase the clearance with the torque-tube and removes the possibility of a chaffing condition during flap operation and maximum wing deflection. ✖*



## Auxiliary Power Unit Oil Filter Damaged

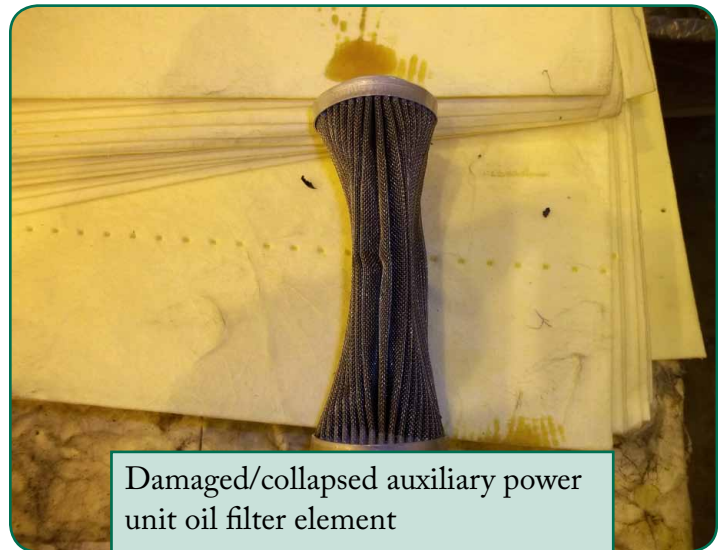
### SDR submitted:

A collapsed filter was found during a scheduled replacement of the auxiliary power unit (APU) oil filter element per task 000-49-360-714 (2000 hours interval). The filter was replaced, leak checked and the aeroplane was released for service.

The filter had no trace of excessive contamination to cause the element to collapse where the likely cause was determined to be due to an incorrect installation.

### Transport Canada Comments:

*It is important to note that for the correct installation of the APU oil filter and to prevent its inadvertent damage, the filter element must first be installed to the lube-module, followed by the oil filter bowl assembly. ✖*





## Rudder Hinge Assembly Flange - Crack

### SDR submitted:

A visual inspection revealed a stress corrosion crack 6.35 cm (2.5 inches) in length, located on the lower rudder hinge bracket flange extension, adjacent to the rudder push pull rod end attachment point.

The rudder was removed to facilitate the replacement of the bottom bracket.

### Transport Canada Comments:

*Possible contributing factors to stress corrosion cracks could be attributed to flight loads associated with floatplane operations, salt water environment and exposed rudder actuating rod end. ✖*



## Nose Landing Gear Drag Strut Actuator – Flex Hose Failures

### SDR submitted:

After gear up selection, the nose gear did not fully retract and the nose wheel remained extended with the doors still open. The crew noted that #2 hydraulic fluid level and hydraulic pressure were rapidly depleting. The crew declared an emergency and carried out a manual (alternate) gear extension. This situation was compounded by loss of several other aircraft system reliant on #2 hydraulic pressure. Fortunately, an uneventful landing was carried out.

Maintenance personnel soon discovered that a nose landing gear (NLG) drag strut flexible hose had failed at the T-fitting resulting in fluid depletion and pressure from the #2 hydraulic system.

The operator had earlier self-imposed a precautionary life limit of 10 000 cycles and additional inspections on the subject hose in order to reduce hose failures.

### Transport Canada Comments:

*Bombardier had previously published an article in their monthly ISAR (In-Service Activities Report) 2000-11-3230 to advise and instruct operators on the importance of correct installation/orientation of the T-fitting. In order to prevent leakage and failures; the T-fitting should be installed at a 15-20 degree angle orientation from vertical. This will alleviate pre-loading and kinking as well as reduce failures of the flex hose when the NLG is in the retracted position. The aircraft maintenance manual (AMM) 32-30-36 has been amended accordingly.*

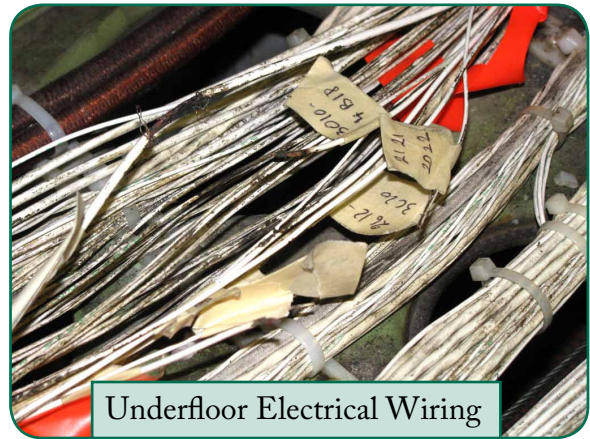
*Additionally, Transport Canada published Service Difficulty Alert (AV 2003-11) recommending compliance with Bombardier ISAR 2000-11-3230 and adherence to AMM 32-30-36. ✖*

## Underfloor Electrical Wires - Chafing and Shorting

### SDR submitted:

During taxi out for departure, the crew noticed a strong burning smell in the cabin and cockpit. The pilot elected to stop the aeroplane in the central deicing facility and the flight attendants proceeded to disembark all passengers.

During maintenance troubleshooting, several unusual defects were noted. The #2 cargo smoke detector failed to “test”, the #1 standby pump “hot” caution light illuminated and the #1 bleed control circuit breaker “popped” whenever the switch was selected to “off”. Further investigation revealed numerous electrical wires in the wiring channel located under the cabin floorboards on the left-hand side at passenger Row 1, were chafed/blackened and “shorted” to each other. The damaged wires were repaired, electrical circuits tested and aeroplane returned to service.



Underfloor Electrical Wiring

The wiring in this area was previously inspected and modified in accordance with Airworthiness Directive (AD) CF-1998-08R2 that mandated Modification 8/2705 and Bombardier Service Bulletin (SB) 8-53-80.

### Transport Canada Comments:

*It is advisable that maintenance personnel be particularly mindful regarding the condition of electrical wiring, particularly in older model aeroplanes. ✖*

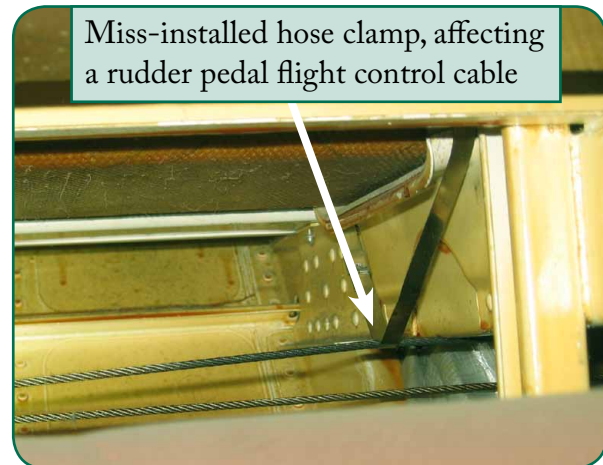
## Hose Clamp Miss-install

### SDR submitted:

Following the troubleshooting of an air-conditioning fault, an unusual noise was heard coming from under the floor area around frame 20 (mid fuselage) when operating the rudder pedals.

A visual inspection confirmed that a stainless steel hose clamp for an air-conditioning distribution duct was mistakenly secured around an adjacent rudder control cable.

Chaffing marks were found on the transverse floor beam channel and a repair was performed as per Structural Repair Manual (SRM) 53-00-5.



Miss-installed hose clamp, affecting a rudder pedal flight control cable

The rudder cable was visually inspected, tension checked and a Non-Destructive Testing (NDT) was performed, with no faults found.

All other cables in the sub floor area were inspected for the same potential defect with no fault found making the aeroplane serviceable.

### Transport Canada Comments:

*An obvious mistake from the installer where the lesson learnt and standard to take would be to always perform a complete visual inspection of the installed part and its surrounding area to ensure for its correct installation. ✖*

## Cracked Main Landing Gear Retract Actuator Spacers

### SDR submitted:

The conical spacer was discovered cracked when the left main landing gear (MLG) retract actuator was removed for access to address another problem. The right MLG was also found with the same cracked conical spacer.

The nature of the crack indicates it is being over-loaded on the conical surface resulting in the fracture.

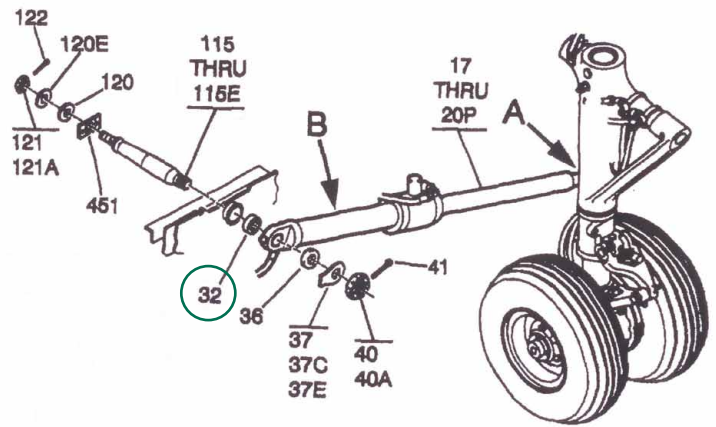
Both of the conical spacers were replaced, making the aeroplane serviceable after the initial problem was corrected.

### Transport Canada Comments:

*Bombardier Learjet engineering have been advised of this event, including two others in the past 4 years. Learjet analysis has confirmed that the cracking of these spacers is due to stress corrosion and does not create a safety issue.*

*Transport Canada Civil Aviation is advising all Learjet 60 and 35A owner, operator and maintainers of this possible condition. ✖*

Illustrated Parts Catalogue main landing gear side-stay actuator and attachment hardware.



Cracked conical spacers, Item 32



Piper PA 31-350

SDR # 20111205001

## Main Landing Gear Oleo Housing - Cracked

### SDR submitted:

Maintenance crew noticed that fluid was leaking around the main landing gear (MLG) shock strut area. After dismantling the brake line bracket that is attached to the strut, a 3.81 cm (1.5 inch) crack was found.

The landing gear trunnion was replaced and the aeroplane was returned to service.

### Transport Canada Comments:

*A service history review revealed a number of previous service difficulty reports (SDRs) reporting mild to severe corrosion around the area where the stainless steel clamp retains the brake line to the oleo housing. Dissimilar metals are a contributing factor to this corrosion problem.*

*Additionally, the landing gear is in line with the exhaust trail emissions and this combined with the clamp holding moisture can also promote corrosion. ✖*

# ENGINES

AVCO LYCOMING, IO-540-AE1A5

SDR # 20120228023

## Engine Wear

### SDR submitted:

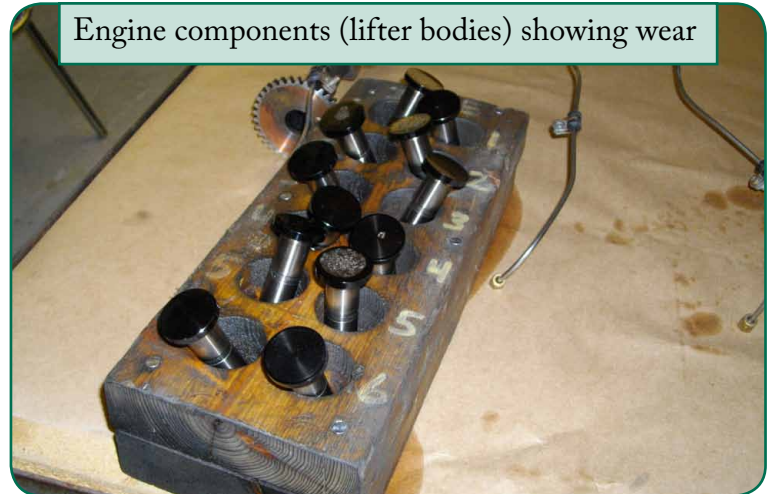
Metal was found in the oil filter during a 50 hour inspection. Follow-up inspections were conducted in accordance with Lycoming Service Instruction-1492d. The aeroplane was ground run for 30 minutes - no metal found in filter.

The aeroplane was flown for one hour and the oil filter was again removed for inspection. Metal was again found in the filter and the engine was then removed for inspection and overhaul.

### Transport Canada Comments:

*When an aeroplane engine shows signs of wear outside of what would be considered normal, questions must be asked as to the cause. If a reasonable explanation cannot determine the cause of the fault, teardown or overhaul is often the only choice.*

*Good job by the maintenance team for following up after the ground runs even though the engine appeared to be operating normally. This is a good example of due diligence and following manufacturer's instruction (SI-1492d). Had the engine been allowed to continue to operate, a potentially serious situation such as complete engine failure was likely to have occurred. ✖*



CFM INTERNATIONAL, CFM56-7B24

SDR # 20111004005

## Cracked Starter Causing Oil Loss / Engine Shutdown

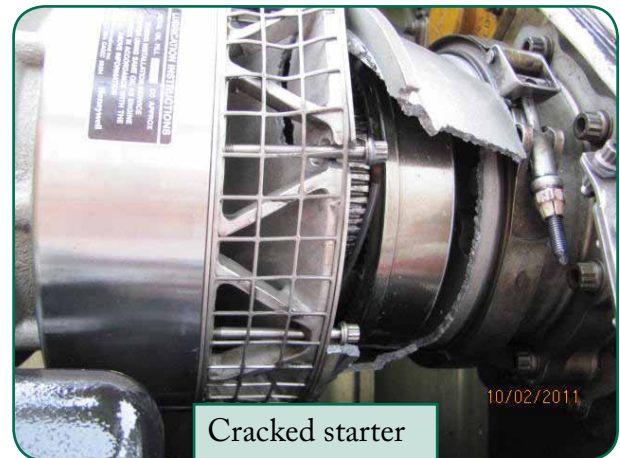
### SDR submitted:

While en route, the crew noticed a low oil quantity indication of 2 quart for the #1 engine. The oil pressure and temperatures were reported to be normal for the next 40 minutes when the quantity dropped to zero and pressure dropped to minimum values. The low oil pressure warning for the number 1 engine annunciated. The flight crew shut down the number 1 engine and the aeroplane landed.

Maintenance found that the number 1 engine starter sustained significant fracture damage to the housing assembly. With the CFM56 shared oil with the starter it is suspected that this was the exit point for the engine oil. Using recorded data, it was confirmed that the oil pressure limitations were not exceeded. Maintenance actions and engine runs carried out as per the aircraft maintenance manual and the aeroplane was released for service.

### Transport Canada Comments:

*The exact cause of the failure is not known, however the overhaul report stated that the 'Failed gear housing allowed oil loss, ultimately causing an in flight shut down. ✖*



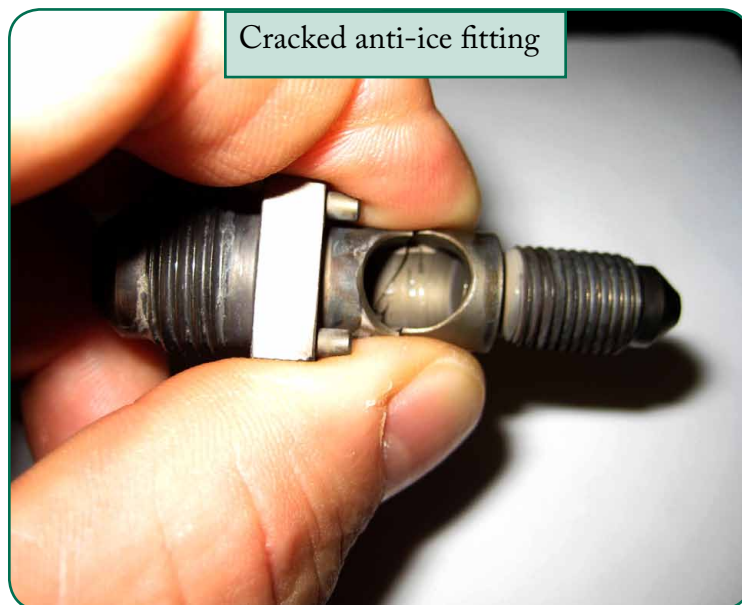
## Cracked Anti-Ice Fitting Affecting Engine Performance

### SDR submitted:

The engine would not develop full power at altitude. Maintenance discovered that a fitting on the anti-ice shield was cracked, affecting the p2t2 sensor. This caused the single red-line (SRL) computer to control the exhaust gas temperature (EGT) incorrectly. The fitting was replaced and the aeroplane was returned to service. No further incidents were reported by flight crew.

### Transport Canada Comments:

*Good job troubleshooting this potentially difficult snag! ✂*



## Broken Propeller Bearing Race

### SDR submitted:

During the replacement of the aeroplane's left propeller actuator, the engineer noticed that the #1 blade outer race located inside the propeller hub was broken. A visual inspection of the #1 blade outer race revealed plating missing on the lower section of the race near the fracture point and bearing marks along the race. Fragments of metal were also observed at the fracture point, standing straight as if the race was magnetized. The remaining blades were removed and the #4 blade outer race was found with a small area of plating missing and bearing marks along the race. The propeller hub is currently being replaced. Similar damages were reported a few weeks previously on the right propeller of the same aeroplane. The hub assembly has been shipped to a repair station for a detailed inspection/evaluation.

### Transport Canada Comments:

*Well done by the engineer who discovered this discrepancy.*

*It is important to conduct area inspections when carrying out line maintenance tasks especially with high time components. ✂*



## Improper Use Of Tooling Causing In Flight Shutdown

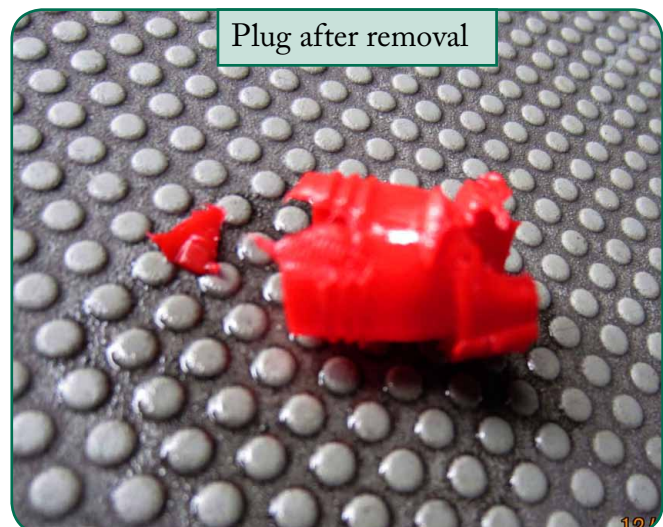
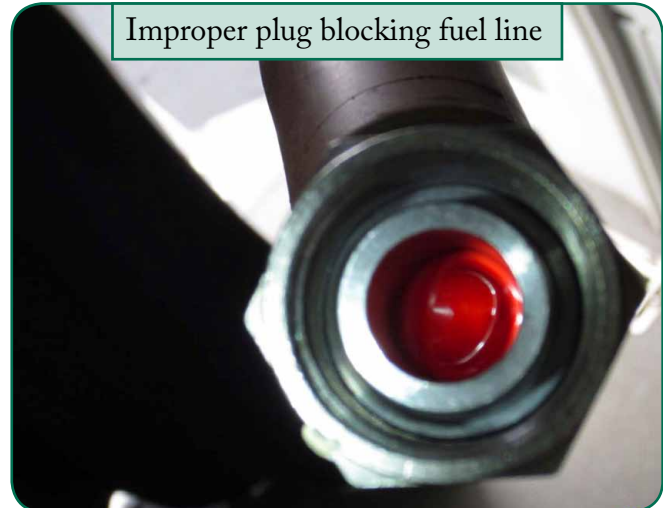
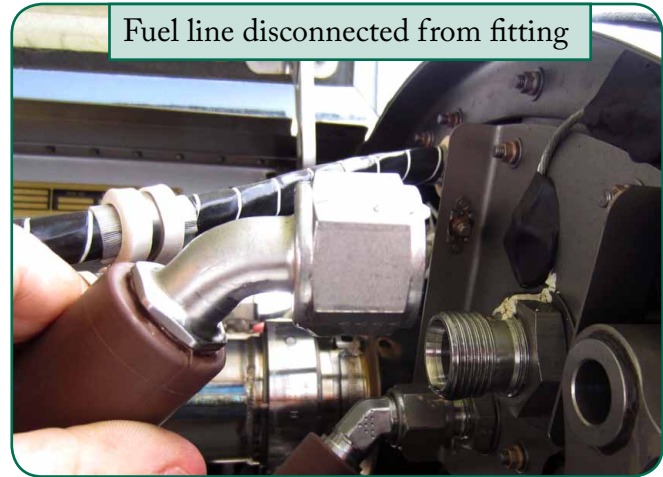
### SDR submitted:

Pilot reports that after takeoff at approx 1200 Feet, during clean up of the flight deck configuration, the #2 engine fuel auxiliary pump was selected off. Approximately 5 to 10 seconds after the pump was selected off, the engine began to surge with an associated fuel pressure master caution light and then the engine failed. The pilot returned to base.

Maintenance found a protective cap inside a flex line going to the Fuel Metering Unit.

### Transport Canada Comments:

*Improper use of various tooling including protective caps can cause many problems such as blocked pitot/static ports, weight on wheel configuration problems as well as damaged structure or components. Instructions for correct tool use must be followed at all times including ensuring that the tool is in proper condition. Any warning devices or flags to remind maintainers to remove the tool prior to maintenance release must also be in place and intact. ✖*



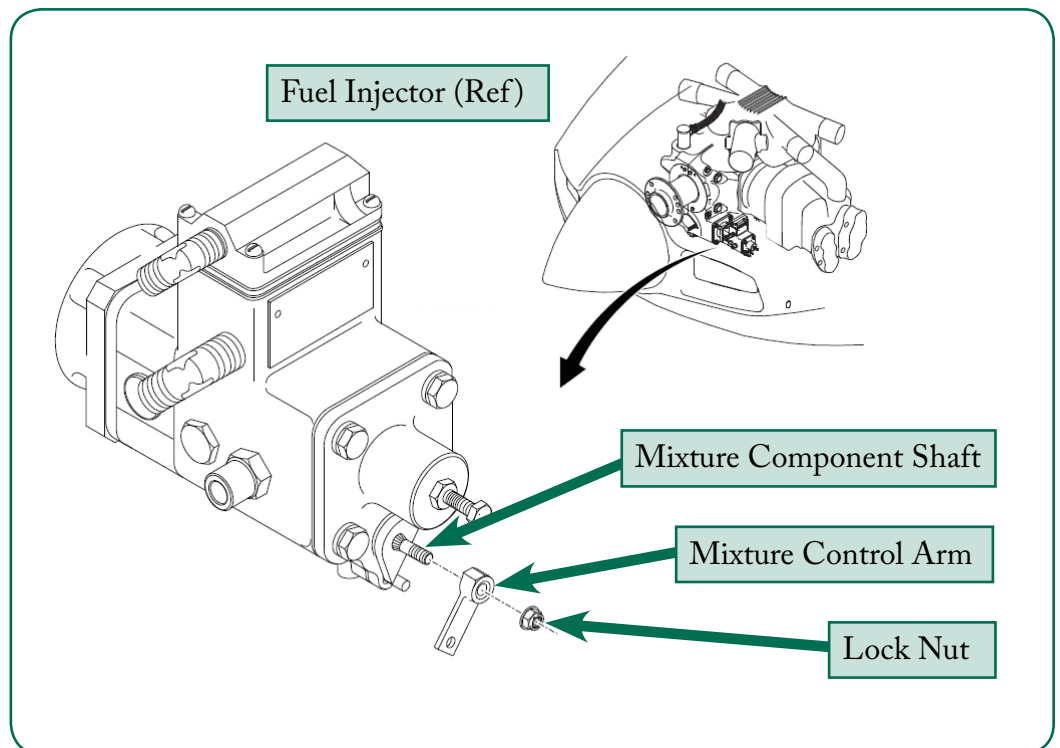
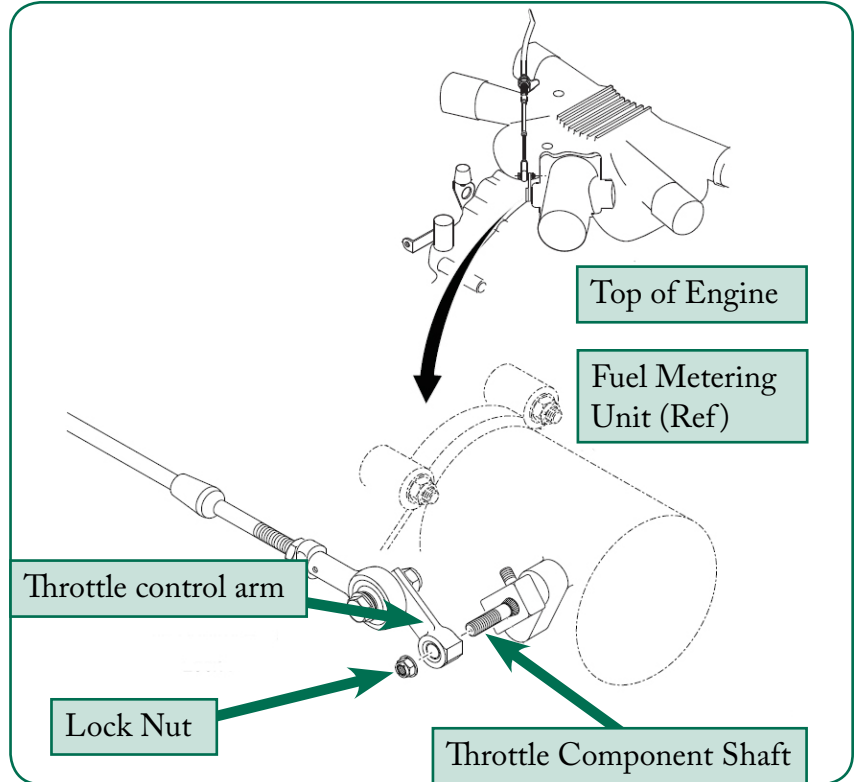
## Engine Control Service Information Letter

### SDR submitted:

On final approach, the engine would not respond to throttle input. The engine was shut-down with the mixture lever cut-off and the aeroplane landed short of the paved runway in the grass. There was no injury to the crew or passengers and no physical damage to the aeroplane. A post-flight inspection revealed damage to the splines on throttle body lever-to-cable hook-up.

### Transport Canada Comments:

*Diamond Aircraft has released Service Information Letter 20C1-006 which describes inspection and maintenance of both the throttle and mixture control arms. It is important that operators inspect their aeroplanes in accordance with these instructions.* ✂



## 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/caawis-swimn](http://www.tc.gc.ca/caawis-swimn)

MANUFACTURER	AD NUMBER	ORIGIN	DESCRIPTION
HONEYWELL	2012-26-15	United States	Pressure measurement error in the air pressure transducer
INTERTECHNIQUE	2012-0254	Europe	Oxygen – Flight Crew Oxygen Mask Regulator – Identification / Operational Procedure / Replacement
SIERRA	2012-23-01	United States	Failure of the Flap System
SOCIETE DE MOTORISAT STC 10013975 STC EASA.A.S.00774	2012-0075	Europe	Turbocharger and Intercooler Hoses – Replacement
STC 892NW STC 927NW	2012-23-01	United States	Failure of the Flap System



# 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
<b>FEDERAL AVIATION ADMINISTRATION - <a href="http://www.faa.gov/aircraft/safety/alerts/SAIB/">www.faa.gov/aircraft/safety/alerts/SAIB/</a></b>			
NM-13-02	Boeing Company, The	Air Conditioning: Air Distribution System	10/22/12
NM-13-03	Airbus	Hydraulic Power System: Power Transfer Unit	10/23/12
NE-13-04	Continental Motors	Continental Motors, Inc. (CMI) Connecting Rod Piston Pin Bushing Inspection	10/31/12
SW-13-05	Transport Category Aircraft Weber Aircraft LLC	Passenger Compartment Equipment: Seat to Seat Track Attach Fittings	11/02/12
NE-13-06	Engine Components International Lycoming Engines	Pushrod Shroud Spring Retainers, Engine Components Part No. AEL14995, for Lycoming Engines 320, 360, and 540 Series Engines	11/21/12
SW-13-08	Aspen Avionics	Navigation – Avionics and Multifunction Displays	12/13/12
CE-13-07	Cessna Aircraft Company	Engine Exhaust; Tailpipe V-band Couplings	12/13/12
CE-13-09	Cessna Aircraft Company	Doors: Cargo/Baggage Door	12/14/12
CE-13-10	M7 Aerospace LLC	Windshield/Door Rain/Ice Removal	12/21/12
SW-13-11	Robinson Helicopter Company	JASC Code 2810 Fuel Storage Robinson Helicopter Company Bladder Fuel Tank Retrofit	12/26/12
NM-13-12	Part 23 Part 25	Awareness of NTSB Performance Study and Addendum	12/27/12
<b>European Aviation Safety Agency - <a href="http://ad.easa.europa.eu/sib-docs/page-1">http://ad.easa.europa.eu/sib-docs/page-1</a></b>			
2012-18		Potential effects of inflated floats or float-type landing gears on flight characteristics of helicopters	10/25/12
2012-20		Impact of thickened de/anti-icing fluids on aircraft performance	11/20/12
2012-16R1	Airbus	Hydraulic Systems – Implementation of automatic Power Transfer Unit inhibition logic	11/21/12
2012-21		European Geostationary Navigation Overlay Service Availability in North and North East of Europe	12/19/12
2012-10		Single Event Effects (SEE) on Aircraft Systems caused by Cosmic Rays	5/23/2012

# 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

**ONT** = Ontario

**ATL** = Atlantic

**VAR** = Various

**PNR** = Prairie and Northern

**QUE** = Quebec

**NCR** = Ottawa (Headquarters)

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<b>AIRCRAFT</b>						
<i>AEROSPATIALE</i>						
AS 350	6420	LAMINATED BEARING	704A33633261	CRACKED	20121012016	ONT
AS 350B2	1410	HYDRAULIC PRESSURE HOSE	704A34412253	LEAKING	20121120001	ATL
AS 350B2	2900	FORWARD HYDRAULIC PRESSURE SERVO	704A34412253	LEAKING	20121104002	ATL
AS 350B2	2900	HYDRAULIC LINE	704A34412253	LEAKING	20121128007	PNR
AS 350B2	5302	TAILBOOM	350A2300000507	UNSERVICEABLE	20121003015	PNR
AS 350B2	6220	SCREW	22201BC060024L	SHEARED	20121213009	PNR
AS 350B2	6220	STOP LATERAL	350A21138822	NEW	20121113011	PNR
AS 350B2	6300	DISC ASSEMBLY COUPLING	350A35105901	CRACKED	20121104001	ATL
AS 350B2	6520	INPUT SEAL	770441	CRACKED	20121002007	PAC
AS 350B2	6730	SERVO		INSTALL	20121206001	QUE
AS 350B2	6730	SERVO	AC67244	LEAKING	20121012009	PNR
AS 350B2	7160	UPPER HOUSING	1350A31	WORN	20121207004	PAC
AS 350B2	7321	ANTICIPATOR CABLE	704A34130141	UNSERVICEABLE	20121203017	QUE
AS 350B2	7920	UNION	DHS61321123	WORN	20121108008	QUE
AS 350B2	7921	MOTOR FAN	MS5750V01	UNSERVICEABLE	20121002005	QUE
AS 350BA	6730	SERVO		FROZEN	20121102002	PNR
AS 350FX2	6420	LAMINATED BEARINGS	704A33633261	UNSERVICEABLE	20121017005	PNR
ATR 42 300	3222	AXLE	D567971	SHEARED	20121119013	ONT
ATR 42 320	5344	BRACKET	876114205	CRACKED	20121109009	ONT
<i>AGUSTA</i>						
A109S	2810	MAIN FUEL TANK	109090069103	CHAFFING	20121003017	ONT
<i>AIR TRACTOR</i>						
AT 802A	5313	TUBE TOP LONGERON	110298	CRACKED	20121023005	PAC
<i>AIRBUS</i>						
A310 308	2750	BOLT	NAS130324D	WEAR	20121127002	QUE
A310 308	3110	VERY HIGH FREQUENCY CONTROL PANEL	8992125014	OVERHEATED	20121203005	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
A319 114	2131	CABIN PRESSURE CONTROLLER		FAILED	20121205003	QUE
A319 114	2910	HYDRAULIC LINE	2380658505	LEAKING	20121211018	QUE
A319 114	4920	AUXILIARY POWER UNIT		FAILED	20121015008	QUE
A320 211	2120	AVIONICS EQUIPMENT VENTILATION CONTROLLER		FAILED	20121105025	QUE
A320 211	2211	FLIGHT MANAGEMENT GUIDANCE ENVELOPE COMPUTER		FAILED	20121203002	QUE
A320 211	2530	OVEN CONTROLLER		FAILED	20121002001	QUE
A320 214	2530	OVEN	8201070000	FAILED	20121010002	QUE
A320 214	3040	WINDOW HEAT COMPUTER	66642023	FAILED	20121213003	QUE
A321 211	3260	CONNECTOR		DISCONNECTED	20121001002	QUE
<i>BAE - (RAYTHEON)</i>						
HAWKER 800XP	2820	LEVER	25CX1135AC	CORRODED	20121120006	ONT
<i>BEECH</i>						
100	5751	AILERON TOP SKIN	991300003	USED	20121105023	PNR
1900C	2100	COMPRESSOR	SD53U	SEIZED	20121203020	PNR
1900C	2840	PANEL	1181100965	PAINT MISSING	20121022015	QUE
1900C	3120	VERTICAL SPEED INDICATOR	66011712304	INTERNAL DAMAGE	20121120003	PAC
1900C	3230	MAIN LANDING GEAR RELAY	MS24171D1	FAILED	20121023007	PAC
1900D	3230	CIRCUIT BREAKER 60 AMPERE	16001260	LOOSE CONNECTION	20121220006	PNR
1900D	5551	HORIZONTAL STABILIZER ATTACHMENT ANGLE	1016400113	CRACKED	20121129002	ONT
200	5610	WIRE	H15A8	OVERHEATED	20121101005	PAC
200	7540	CHECK VALVE ASSEMBLY	13022	LEAKING	20121011007	PNR
58	2810	WET WING TIP	601700101	LEAKING FUEL	20121108003	ONT
A100	2820	FUEL SYSTEM	NOT REPORTED		20121025005	PNR
A100	2914	SOLENOID VALVE	25400	USED	20121022022	QUE
A100	3233	LEFT HAND MAIN GEAR ACTUATOR	ADI79990033	LEAK	20121022021	QUE
A100	3233	MAIN LANDING GEAR ACTUATOR	ADI79990033	LEAK	20121022020	QUE
A100	5510	BRACKET	115440312	CRACKED	20121122001	QUE
A100	5511	RIB AFT LEFT HAND	115620010255	BROKEN	20121024003	QUE
B200	3233	ELBOW	AN8376	DEFECTIVE	20121114009	PNR
B200	3242	BRAKE PISTON	9205200	OLD	20121204010	ONT
B200	5610	WINDSHIELD		CRACKED	20121009013	PNR
B200	7532	BRAKE DE-ICE AIR VALVE	10138101111	VALVE LEAKING	20121009001	PNR

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
B200GT	5753	FLAP FAIRING SKIN	5011002817	CRACKED	20121114005	PNR
B300	2720	NATIONAL AERONAUTICAL STANDARD BOLT	NAS464P414	BROKEN	20121004004	PNR
B300	3233	MAIN LANDING GEAR ACTUATOR	1013880141	UNSERVICEABLE	20121102006	PNR
B300	5610	PILOTS WINDSHIELD	1013840257	UNSERVICEABLE	20121210001	ATL
E90	3210	TORQUE TUBE SUPPORT BRACK	508102272	CRACKED	20121004006	PNR
<i>BELL TEXTRON - CA</i>						
206B	2140	HEATER	27D39	SHORTED	20121203008	PNR
206B	2140	HEATER MOTOR	27D39	BURNT MOTOR	20121030001	PNR
206B	2562	EMERGENCY LOCATOR TRANSMITTER	S182250202	LOW RADIO FREQUENCY	20121205011	PNR
206B	2900	HYDRAULIC HOSE ASSEMBLY	70061F000D132A	TOO SHORT	20121113010	PAC
206B	3452	ENCODER	SSD12030A	FAILED	20121023008	PNR
206B	6230	MAIN ROTOR MAST POLE	206010332101	MECHANICAL DAMAGE	20121029009	PNR
206B	6300	MAIN DRIVESHAFT	206040015103	UNSERVICEABLE	20121120012	QUE
206B	6320	DRAG PIN ASSEMBLY	206031509101	LOOSE	20121106009	PNR
206B	6320	MAGNETIC ACCESSORY GEARBOX SEAL	206040156101	LEAKING	20121106008	PNR
206B 3	6230	MAIN ROTOR MAST	206010332121	SEPERATED	20121115010	QUE
206L 1	6210	MAIN ROTOR BLADE	206015001115	CRACKED	20121116009	QUE
206L 4	5310	ROOF SHELL ASSEMBLY	206033201333	CRACKED	20121214006	QUE
206L 4	5313	STIFFENER RIGHT HAND	206033110239	CRACKED	20121122004	QUE
206L 4	5713	STIFFENER RIGHT HAND	206033110239	CRACKED	20121122005	QUE
206L 4	6210	MAIN ROTOR BLADE	206015001015	CRACKED	20121011008	QUE
407	6210	EROSION STRIP		CRACKED	20121220005	QUE
407	6510	FLANGE		CRACKED	20121220007	QUE
407	6510	FLANGE		CRACKED	20121220008	QUE
407	6510	FLANGE		CRACKED	20121220009	QUE
407	6510	FLANGE		CRACKED	20121220010	QUE
407	6510	FLANGE		CRACKED	20121220011	QUE
407	6510	FLANGE		CRACKED	20121220012	QUE
407	7300	ELECTRONIC CONTROL UNIT	23088484	NUISANCE FAULTS	20121015011	QUE
429	2810	MEMBRANE	5084411	LEAKING	20121126017	QUE
429	2810	MEMBRANE	5084411	LEAKING	20121126018	QUE
429	5302	NUT PLATE	NAS1794A62	CRACKED	20121214008	QUE
429	6420	FLAPPING BEARING	429312103109	FAILED	20121214010	QUE
429	7800	3M TAPE #363	363200WIDE	DEPARTED	20121017004	QUE
<i>BELL TEXTRON - USA</i>						
212	6220	OUT BOARD FITTING	204012103005	EXCESSIVE WEAR	20121206003	PAC
212	7120	TRIPOD MOUNT ASSEMBLY	D3684041	USED	20121206010	ONT
412CF	6320	LIFT LINK	212030104101	SCRAP	20121115006	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
412EP	6300	TRANSMIT INPUT ADAPTOR	412040136101	CORROSION	20121012014	QUE
<i>BOEING</i>						
727 225	2730	SPOOL VALVE HOUSING	65178234	SEPERATED	20121210006	ONT
727 225	2810	FUEL CAP	103297147	MISSING	20121207008	ONT
727 243	2782	SLAT ACTUATOR SUPPORT	651724123	FAILED	20121122007	PAC
737 2S2C	2750	PIN	657660601	FAILED LOCKING	20121113005	ONT
737 2S2C	2751	FLAP SYSTEM		INDICATION FAULT	20121019006	ONT
737 2S2C	2797	FLAP POSITION TRANSMITTER		CONNECTOR FAIL	20121023009	ONT
737 53A	2400	TRANSFORMER	FT1145	UNSERVICEABLE	20121129004	QUE
737 6CT	2910	ELECTRIC MOTOR DRIVEN PUMP	5718610	LEAKING	20121109007	PNR
737 6CT	520	CABIN SMELL		BURNING SMELL	20121122006	PNR
737 6CT	5270	L1 DOOR		INDICATION FAULT	20121019003	PNR
737 76N	2100	AIR CYCLE MACHINE	S210A0014	FAILED	20121205001	PNR
737 7CT	2100	CABIN AIR QUALITY		FUMES	20121106002	PNR
737 7CT	2210	MODE CONTROL PANEL	4082260939	FAILED	20121205010	PNR
737 7CT	2410	GENERATOR CONTROL UNIT	762185H	FAILED	20121205008	PNR
737 7CT	2751	INDICATOR POSITION	2061151	UNSERVICEABLE	20121009009	PNR
737 7CT	2844	FUEL INDICATION		FAILED	20121221004	PNR
737 7CT	2910	HYDRAULIC HOSE	1550121221	LEAKING	20121009007	PNR
737 7CT	3230	SWITCH	MS250114	UNSERVICEABLE	20121002004	PNR
737 7CT	3230	SWITCH	MS250114	UNSERVICEABLE	20121101003	PNR
737 7CT	3411	PITOT STATIC SYSTEM		SPLIT	20121126011	PNR
737 7CT	3610	BLEED AIR REGULATOR	1074926	FAILED	20121113001	PNR
737 7CT	5210	RELEASE PIN	141A60761	FAILED	20121120008	PNR
737 7CT	5297	FLIGHT LOCK SWITCH WIRE		BROKEN	20121009015	PNR
737 7CT	5610	#2 SLIDING WINDOW	141A481039	SHATTERED	20121031006	PNR
737 8AS	5210	ARM ASSEMBLY	141A60752	UNSERVICEABLE	20121220003	ATL
737 8CT	2610	OVERHEAT ELEMENT	898003	FAILED	20121029004	PNR
737 8CT	2730	FEEL COMPUTER	162700100	FAILED	20121022019	PNR
737 8CT	4930	AUXILIARY POWER UNIT		AUTO SHUT-DOWN	20121109005	PNR
737 8CT	5610	#2 SLIDING WINDOW	641A48105	SHATTERED	20121031005	PNR
757 2B7	2510	INERTIA REEL	10890001	FAILED	20121203018	PNR
767 333	2700	STICK SHAKER		RESET	20121017002	QUE
767 333	520	NO PARTS		FUEL LEAK	20121204009	QUE
767 35H	5330	FUSELAGE SKIN		CORRODED	20121221008	QUE
767 375	2420	INTEGRATED DRIVE GENERATOR	739515C	FAILED	20121121001	QUE
767 375	2752	LEFT HAND FLAP OUT-BOARD CONTOUR TRACK	113T83331	FRACTURED	20121119007	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
767 375	3400	NAVIGATION SYSTEM		FAILED	20121217006	QUE
767 38E	2120	RECIRCULATION FILTER		CONTAMINATED	20121001001	QUE
777 333ER	2822	FUEL BOOST PUMP	568130080002	FAILED	20121217005	QUE
777 333ER	3520	REGULATOR #10	B199251	CORROSION	20121123004	QUE
<i>BOMBARDIER</i>						
BD 100 1A10	3230	SIDE STAY ACTUATOR	40300103	FAILED	20121207001	QUE
BD 100 1A10	3411	PITOT DRAIN TRAPS		CRACKED	20121123001	QUE
BD 100 1A10	4900	AUXILIARY POWER UNIT	38007751	FAILED	20121126013	QUE
BD 100 1A10	4940	AUXILIARY POWER UNIT	21195841002	SERVICEABLE	20121030005	ATL
BD 700 1A10	3246	MAIN LANDING GEAR WHEEL	31599	DAMAGED	20121206004	QUE
BD 700 1A10	5512	VERTICAL STABILIZER LEFT HAND SKIN	GD24440003	CORRODED	20121126012	QUE
BD 700 1A11	5532	VERTICAL STABILIZER LEFT HAND & RIGHT HAND SKINS	GD24440004100	CORRODED	20121127005	QUE
BD 700 1A11	5712	RIB	GD41715883	CRACKED	20121211010	QUE
CL600 2B19 (RJ100)	2721	YAW DAMPER ACT		FAILED	20121126010	QUE
CL600 2B19 (RJ100)	2721	YAW DAMPERS		FAILED	20121114012	QUE
CL600 2B19 (RJ100)	2750	BRAKE AND POSITION SENSING UNIT	855D10013	FAILED	20121107002	PNR
CL600 2B19 (RJ100)	2750	FLAP ACTUATOR		FAILED	20121107003	PNR
CL600 2B19 (RJ100)	2750	FLAP CONTROL LEVER	7805013	FAILED	20121113004	PNR
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20121116010	QUE
CL600 2B19 (RJ100)	2752	FLAP ACTUATOR		FAILED	20121120007	ATL
CL600 2B19 (RJ100)	2752	FLAP ACTUATOR	852D10025	FAILED	20121024006	ATL
CL600 2B19 (RJ100)	2760	SPOILER ELECTRONIC CONTROL UNIT	4916420	FAILED	20121221006	QUE
CL600 2B19 (RJ100)	2760	SLIDER BLOCK	601R906071	FAILED	20121206002	ONT
CL600 2B19 (RJ100)	2761	FLIGHT SPOILER ASSEMBLY	6001060273	BUSHINGS WORN	20121108010	ATL
CL600 2B19 (RJ100)	2910	HYDRAULIC TUBE		FAILED	20121109006	QUE
CL600 2B19 (RJ100)	3230	HANDLE ASSEMBLY LANDING GEAR MANUAL RELEASE	601R850873	NEW	20121024004	ATL
CL600 2B19 (RJ100)	3231	DOOR SELECTOR VALVE	750006000	FAILED	20121012005	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL600 2B19 (RJ100)	3233	ACTUATOR SIDE STAY	17008115	FAILED	20121018001	QUE
CL600 2B19 (RJ100)	3246	LEFT HAND MAIN LANDING GEAR WHEEL TIRE	274380	BLOWN	20121128002	QUE
CL600 2B19 (RJ100)	3250	HYDRAULIC SERVO VALVE	167368722103	FAILED	20121016003	QUE
CL600 2B19 (RJ100)	3250	SCISSOR LINK DISCONNECTED		DISCONNECTED	20121212011	QUE
CL600 2B19 (RJ100)	3320	SIDEWALL LIGHT ASSEMBLY	BC10065003	SOCKET IS BURNT	20121116008	ATL
CL600 2B19 (RJ100)	4920	OIL COOLER FAN	38846295	UNSERVICEABLE	20121114003	ONT
CL600 2B19 (RJ100)	5312	PANEL ASSEMBLY BULKHEAD	4656004AK501	CRACKED	20121211017	QUE
CL600 2B19 (RJ100)	5312	PRESSURE BULKHEAD	601R36008205	CRACKED	20121218003	QUE
CL600 2C10 (RJ700)	2100	AIR CYCLE MACHINE	GG670950095	SEIZED	20121011002	QUE
CL600 2C10 (RJ700)	2100	AIR CYCLE MACHINE	GG670950095	OVERHEATED	20121024009	QUE
CL600 2C10 (RJ700)	2110	AIR CYCLE MACHINE	GG670950363	FAILED	20121205006	QUE
CL600 2C10 (RJ700)	2721	PANEL TRIM AILERON/RUDDER	CC670511143	FAILED	20121211014	QUE
CL600 2C10 (RJ700)	2731	TRIM PANEL AILERON/RUD	CC670511143	FAILED	20121206007	QUE
CL600 2C10 (RJ700)	2760	SLAT FLAP ELECTRONIC CONTROL UNIT #1	766389R	OVERHEATED	20121221001	QUE
CL600 2C10 (RJ700)	2782	SLAT ACTUATOR	766383C	FAILED	20121221003	QUE
CL600 2C10 (RJ700)	2910	HOSE ASSEMBLY	AE2463513E0097	RUPTURED	20121108009	QUE
CL600 2C10 (RJ700)	3300	FLOOD LIGHT	2LA00691300	OVERHEATED	20121112002	QUE
CL600 2D15 (705)	2910	HYDRAULIC LINE	MM67075131001	LEAKING	20121109008	ATL
CL600 2D15 (705)	3010	SPIRAL CORD	CC670129995	CHAFED	20121102004	ATL
CL600 2D15 (705)	520	FUSELAGE SKIN		DENTED	20121024002	ATL
CL600 2D15 (705)	5610	FIRST OFFICER SIDE WINDOW	601R3303324	CRACKED	20121003013	ATL
CL600 2D24 (RJ900)	2121	AVIONIC COOLING FAN		FAILED	20121016004	QUE
CL600 2D24 (RJ900)	2400	TERMINAL LUG CONNECTION	YAEV4CL3	OVERHEATED	20121212017	QUE
CL600 2D24 (RJ900)	2420	INTEGRATED DRIVE GENERATOR	766277B	FAILED	20121012013	QUE
CL600 2D24 (RJ900)	2500	LAVATORY FAN EXHAUST	AE0607B01	FAILED	20121214001	QUE
CL600 2D24 (RJ900)	2710	BEARING	MB541DD	FAILED	20121017008	QUE
CL600 2D24 (RJ900)	2782	#1 SLAT ACTUATOR	766383C	FAILED	20121218005	QUE
CL600 2D24 (RJ900)	3241	BRAKE TEMPERATURE MONITOR SYSTEM	6007300	FAILED	20121002003	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL600 2D24 (RJ900)	3620	FIRE LOOPS		OUT OF POSITION	20121212013	QUE
CL600 2D24 (RJ900)	5610	WINDSHIELD		CRACKED	20121211016	QUE
CL600 2D24 (RJ900)	5610	WINDSHIELD	NP139322	CRACKED	20121119011	QUE
<i>CANADAIR</i>						
CL215 6B11(CL415)	2720	BEARING	DAT4864A	CORRODED	20121023010	QUE
CL215 6B11(CL415)	5540	UPPER TORQUE-TUBE LOWER BEARING	DAT4864A	CORRODED	20121129001	QUE
CL600 2B16 (601 3A)	2497	CIRCUIT BREAKER PANEL WIRING		ARCHED	20121005006	QUE
CL600 2B16(604)	5610	WINDSHIELD	6003303025	CRACKED	20121207005	PAC
<i>CESSNA</i>						
150M	2730	BUSHING	411260	WORN/LOOSE	20121212003	ONT
152	2000	STROBE LIGHT SYSTEM		UNAPPROVED	20121206013	PNR
152	2720	SPRING RUDDER RETURN	31019613	UNSERVICEABLE	20121109012	PAC
172F	3210	U-BOLT SHEARED	541153	ORIGINAL	20121019005	PNR
172M	2730	BUSHING	411260	WORN/LOOSE	20121212001	ONT
172M	2730	ELEVATION BELLCRANK BUSHING	411260	LOOSE	20121211011	ONT
172M	2730	ELEVATOR BUSHING	411260	WORN/LOOSE	20121212002	ONT
172M	3250	LEFT HAND STEERING TUBE		LOOSE/WORN	20121023004	PNR
172M	5553	NUT	MS21042L5	ORIGINAL	20121017009	PNR
172N	2720	BEARING HALF RUDDER PEDAL	S16751	CRACKED	20121018003	PNR
172N	2823	BUSHING	S313433	USED	20121130006	PNR
172P	3243	ANCHOR	7136242	USED	20121114007	PNR
172P	5312	BULKHEAD	5120118	CRACKED	20121213004	QUE
172RG	3210	MOTOR	98811281	SHORTED	20121005008	PNR
172RG	7414	DISTRIBUTOR GEAR	M3008	BROKEN	20121115004	ONT
172S	2730	ELEVATOR BELLCRANK	411260	LOOSE BUSHING	20121212005	ONT
180K	5510	REINFORCEMENT ANGLE	7120487	CRACKED	20121023006	ONT
208	7120	BRACKET ENGINE MOUNTING	26510119	CRACKED	20121109004	ONT
208B	2711	AILERON TRIM CABLE		WORN	20121015013	PNR
208B	3710	VACUUM SYSTEM RELIEF VALVE	RVO5268	UNSERVICEABLE	20121012017	PNR
208B	5753	SKIN-LOWERINBD	262500011	CRACKED	20121123006	PNR
560	7200	ENGINE		STOPPAGE	20121130013	PNR
560XL	3246	LOCK RING	245627	CRACKED	20121015012	PNR
680	7530	OZONE CONVERTER	99145234	AIR LEAK	20121009011	PAC
<i>CLAASSEN</i>						
305A	7322	HINGE DOOR	6501471	WORN OUT	20121129003	QUE
<i>DASSAULT</i>						
FALCON 900	3297	WIRING HARNESS	D22814000	OVERHEATED	20121106005	ONT



MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<i>DEHAVILLAND - CAN</i>						
DHC 2 MKI	3246	SPREADER BAR	58C0672	CRACKED	20121203019	PAC
DHC 3	3246	LUG BRACE- REAR	NSJ78161	BROKEN	20121009012	PNR
DHC 3	5711	SPAR FLANGES	C3W710C3W82	CRACKED	20121206009	ONT
DHC 3	5712	AILE	C3W11C3W1	FISSURE	20121120011	QUE
DHC 3	5713	AILE	C3W725	FISSURE	20121120009	QUE
DHC 8 100	7921	OIL COOLER	28E997	SPLIT	20121121005	ONT
DHC 8 102	2497	ALTERNATING CURRENT GENERATOR	31708001A	CHAFED WIRES	20121127006	PAC
DHC 8 102	2697	CIRCUIT BREAKER	MS3320712	INTERMITTENT	20121129005	ATL
DHC 8 102	2710	AILERON QUADRANT ASSEMBLY	82740080061	SEIZED BEARINGS	20121108005	ATL
DHC 8 102	2711	POTENTIOMETER	14231000	FAILED	20121026002	ATL
DHC 8 102	3231	LANDING GEAR DOOR		PARTIALLY SPLIT	20121029002	ATL
DHC 8 102	3231	LANDING GEAR DOORS		INDICATIONS	20121015002	ATL
DHC 8 102	5755	CASING		FRACTURED	20121219002	ATL
DHC 8 102	5755	ROLL SPOILER ACTUATOR	A44700009	CRACKED HOUSING	20121114008	ATL
DHC 8 102	5755	ROLL SPOILER ACTUATOR	A44700009	FRACTURED	20121105020	ATL
DHC 8 102	5755	SPOILER CABLE DISCONNECTED SENSOR	82710781011	FOUND TRIPPED	20121224002	ONT
DHC 8 106	3213	LOWER BEARING	101363	CORODED	20121206012	PNR
DHC 8 300	2910	UNION	AN81510D	SHEARED	20121019007	ONT
DHC 8 300	5600	WINDSHIELD	NP15790113	CRACKED	20121031001	ONT
DHC 8 301	2730	BACK SHELL	M850493114N	CRACKED	20121115007	ATL
DHC 8 301	3220	HYDRAULIC FLEX LINE	DSC252B40124	BLOWN OUT	20121129006	ATL
DHC 8 301	5330	RIVETED SKIN	85322488009	DISBONDED	20121123003	ATL
DHC 8 301	5413	NACELLE ATTACHMENT ANGLE	85710324108	CRACKED	20121113002	ATL
DHC 8 301	7921	OIL COOLER LINE		CHAFED	20121114010	PNR
DHC 8 311	2120	BOLTS	NAS6003U15	OUT OF COMPLIANCE	20121115005	QUE
DHC 8 311	5600	WINDSCREEN	NP15790113	SHORTED	20121025009	ATL
DHC 8 400	2913	ENGINE HYDRAULIC PUMP	6617304	SHEARED	20121025001	ONT
DHC 8 400	3210	#3 WHEEL DEPARTURE		BEARING FAILED	20121106001	ONT
DHC 8 400	3230	NOSE LANDING GEAR HARNESS	473901	FAULTY	20121015001	ONT
DHC 8 400	3244	TIRE	DR0231T	BURST	20121204003	ONT
DHC 8 400	3244	TIRE	415118	SHREDDED	20121015006	ONT
DHC 8 400	3246	MAIN WHEEL	4151171	BEARING FAILURE	20121219008	ONT
DHC 8 400	3246	MAIN WHEEL ASSEMBLY	4151171	BEARING FAILURE	20121219010	ONT
DHC 8 400	3246	MAIN WHEEL ASSEMBLY	4151171	BEARING FAILURE	20121219011	ONT

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
DHC 8 400	5610	WINDSHIELD	80260008	CRACKED	20121113003	ONT
DHC 8 400	5610	WINDSHIELD	NP15790119	SHATTERED	20121212015	ONT
DHC 8 402	2720	ACTUATOR		FAILURE	20121018004	ATL
DHC 8 402	3220	HYDRAULIC HOSE	AE7128852	FUITE	20121115003	QUE
DHC 8 402	3230	CAM ASSEMBLY	485101	MISSING BOLTS	20121212009	ATL
DHC 8 402	5240	DOOR WIRE HARNESS		BROKEN WIRE	20121026003	ATL
DHC 8 402	5520	LEFT HAND TUBE	82760709009	ORIGINAL	20121116007	ONT
<i>DIAMOND - AS</i>						
DA 42	2571	BATTERY TRAY	D6053422000	CRACKED	20121214004	PNR
<i>DIAMOND - CAN</i>						
DA 20 C1	2421	BOLT	2224120001	BROKEN	20121021001	ATL
DA 20 C1	2421	BOLT	2224120001	BROKEN	20121009016	ATL
DA 20 C1	7120	WASHER	MS213061C	CUPPED	20121118001	ATL
DA 20 C1	7930	OIL SENDER KIT	2279301000	OUT OF LIMITS	20121204006	ATL
<i>EMBRAER</i>						
ERJ 170 200 SU	2750	FLAP SYSTEM		FAILED	20121009006	QUE
ERJ 170 200 SU	3240	BRAKE CONTROL VALVE	398711	FAILED	20121217004	QUE
ERJ 170 200 SU	3440	NETWORK INPUT MODULE		FAILED	20121009005	QUE
ERJ 170 200 SU	3600	FITTING AIR FILTER	B108042	COLLAPSED	20121211015	QUE
ERJ 170 200 SU	3710	T-DUCT	17014806401	CRACKED	20121009002	QUE
ERJ 190 100 IGW	2120	FILTER		CONTAMINATED	20121005003	QUE
ERJ 190 100 IGW	2820	MODULAR AVIONICS UNIT INPUT/ OUTPUT CARD	70284221902	FAILED	20121019010	QUE
ERJ 190 100 IGW	3251	STEERING TILLER	9070B001801	FAILED	20121210004	QUE
ERJ 190 100 IGW	3600	HIGH PRESSURE VALVE	10012463	FAILED	20121012015	QUE
ERJ 190 100 IGW	3610	CLAMP		LOOSE	20121005002	QUE
ERJ 190 100 IGW	3800	LAVATORY SINK		SMOKE	20121105026	QUE
ERJ 190 100 IGW	520	ANTI-ICE SYSTEM		FAILED	20121204007	QUE
ERJ 190 100 IGW	520	CABIN FUEL FUMES		FUMES	20121214002	QUE
<i>EUROCOPTER DEUT</i>						
BO105 S CDN BS 4	1410	FUEL HOSE	ASD351543	LEAKING	20121031002	ONT
BO105 S CDN BS 4	3246	FLOAT BAG ASSEMBLY	20317102	MISSING BULKHEAD	20121119009	ONT
<i>EUROCOPTER FRANCE</i>						
AS 355	6220	SPHERICAL STOP	57910700	UNSERVICEABLE	20121019004	PNR
EC 130 B4	2821	DIFFERENTIAL PRESSURE SWITCH	9550172000	USED	20121219003	ONT
EC 130 B4	5551	BRACKET	350A23422321	MISS ALIGNED	20121010009	ONT
EC 130 B4	5551	BRACKET	350A23422221	PIECES	20121010008	ONT
<i>FAIRCHILD</i>						
SA227AC	3110	SWITCH FIRE BOTTLE	33300548	WELD FAILURE	20121002002	PNR
SA227DC	2730	TY WRAP		MIS-INSTALLED	20121212008	ONT
SA227DC	2910	HYDRAULIC GEAR LINE	2781006355	FLARE FAILED	20121009004	ONT
SA227DC	3197	WIRING		FAILED	20121017007	ONT

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
SA227DC	3213	LOWER GEAR HOUSING	54530055	CRACKED	20121210010	ONT
SA227DC	3213	UPPER HOUSING	2751501011	CRACKED	20121123002	ONT
SA227DC	3230	GEAR ACTUATOR	2751016003	LEAKING	20121017003	ONT
<i>GULFSTREAM - ISRAEL</i>						
ASTRA SPX	3230	GEAR BLOW DOWN BOTTLE	410045631	FAILED	20121121003	ATL
<i>HUGHES</i>						
369D	6797	TUBE	UKN	UNSERVICEABLE	20121004005	ATL
<i>LEARJET</i>						
45	4997	ELECTRICAL WIRE	RBA172824	CHAFED	20121004007	PAC
<i>LOCKHEED</i>						
382G	5315	MAIN LANDING GEAR BEAM	3883942	CRACKED	20121029008	PAC
<i>MCDONNELL DOUGLAS HC</i>						
MD 900	6220	LOWER HUB ASSEMBLY	900R2101008107	UNSERVICEABLE	20121120005	PNR
<i>MORAVAN</i>						
Z242L	2731	ELEVATOR AFT TRIM CABLE	Z4244120000	FRAYED	20121214012	ONT
Z242L	2731	TRIM CABLE	Z14244130014	FRAYED	20121011004	ONT
Z242L	2731	TRIM CABLE	Z4244120000	FRAYED	20121203006	ONT
<i>PILATUS - SW</i>						
PC 12 45	3010	HOSE ASSEMBLY BLEED AIR	9463774101	LEAKING	20121009017	QUE
PC 12 45	3610	BLEED AIR HOSE ASSEMBLY	9463774101	LEAKING	20121005001	QUE
PC 12 47E	2913	HYDRAULIC PUMP	G0410744	LEAKING	20121122003	ONT
PC 12 47E	3140	MODULAR AVIONICS UNIT POWER SUPPLY MODULE 1	70244401901	FAILED	20121119010	ONT
PC 12 47E	3230	MAIN LANDING GEAR ACTUATOR	9603001105	LEAKING	20121219001	ONT
PC 12 47E	3397	RELAY	9742001222	WELDED CONTACTS	20121221011	ONT
PC 12 47E	3422	AIR DATA ALTITUDE HEADING REFERENCE SYSTEM	65001885103	FAILED	20121213002	ONT
<i>PIPER</i>						
PA23 250	5730	LEADING EDGE SKIN	160451415	CRACKED	20121102001	PNR
PA31 350	2215	AUTOPILOT BRIDAL CABLE		UNSERVICEABLE	20121218011	PAC
PA31 350	2750	FLAP DRIVE CABLE		SERVICEABLE	20121218018	PAC
PA31 350	2821	RIGHT HAND FUEL FILTER CUP	753987	CRACKED	20121218012	PAC
PA31 350	2823	FUEL SELECTOR	492239	UNSERVICEABLE	20121219006	PAC
PA31 350	3233	ACTUATOR SHAFT THREADS	757499	CRACKED	20121026004	PNR
PA31 350	5230	AFT UPPER HINGE	42541000	UNSERVICEABLE	20121219013	PAC

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
PA31 350	5230	NOCE BAGGAGE DOOR		TIME EXPIRED	20121219012	PAC
PA31 350	5347	PILOT SEAT	5327327	CRACKED	20121219007	PAC
PA31 350	6112	ANTI ICE STUD		BROKEN	20121218016	PAC
PA31 350	7160	INTAKE DUCT		CRACKED	20121218015	PAC
PA31 350	7314	DRAIN LINES		MISSING	20121219009	PAC
PA31 350	7714	TACHOMETER CABLE	486637	KINKED	20121218017	PAC
PA31 350	7800	EXHAUST TRANSITION	LW12437	CRACKED	20121218014	PAC
PA31 350	8120	MOUNTING BOLT	5TD2145	MISSING	20121218013	PAC
PA32R 301	2710	HINGE BRACKET	8639202	CORRODED	20121114001	ONT
PA34 200T	3221	FORWARD MAIN LANDING GEAR TRUNNION	6704012	ORIGINAL	20121214007	PNR
PA34 200T	3246	INNER WHEEL HALF ASSEMBLY	16106102	CRACKED	20121203007	ONT
PA44 180	2210	AFT BRIDLE CABLE	71116800	BROKEN WIRE	20121203004	ONT
PA44 180	2210	FORWARD BRIDLE CABLE	200298500	BROKEN WIRE	20121203003	ONT
PA44 180	3211	TRUNNION PLATE NUTS	NAS680A5	WORN	20121029006	ATL
<i>QUEST</i>						
KODIAK 100	3230	GEAR		SLOW	20121221005	PAC
KODIAK 100	3246	SPRING	1004581	CORRODED	20121219014	PAC
<i>ROBINSON</i>						
R22 BETA	6230	SWASHPLATE		WEAR	20121010007	ONT
R22 BETA	6310	SPRAG CLUTCH	A1882	CRACKED	20121015003	ONT
R22 BETA	7921	OIL COOLER	A6492	LEAKING	20121010003	ONT
R44	2562	EMERGENCY LOCATOR TRANSMITTER	S182150202	INTERMITTENT	20121019009	PNR
R44	6230	SWASHPLATE		WEAR	20121010006	ONT
R44	6700	BEARING	B3032	SEPARATED	20121010004	ONT
R44 II	2421	ALTERNATOR	ALX8521R	TRIPPED	20121012007	PNR
R44 II	2435	STARTER	BC3151004	CHIPPED	20121122002	PNR
R44 II	2435	STARTER	14924HTH	CRACKED	20121030002	PNR
R44 II	2435	STARTER	BC3151004	FAILED	20121015014	PNR
R44 II	2435	STARTER	14924HT	UNSERVICEABLE	20121214011	PNR
R44 II	2822	FUEL PUMP	C8187B	FAILED	20121127004	PNR
R44 II	2822	FUEL PUMP	D8187B	INOPERATIONAL	20121012011	PNR
R44 II	2822	FUEL PUMP	KI2064	INTERMITTENT	20121012008	PNR
R44 II	2822	FUEL PUMP	D8187B	NOISY	20121025011	PNR
R44 II	2913	NUT	D4524	SERVICEABLE	20121001003	ONT
R44 II	2916	RESERVOIR	D2112	FAILED	20121012004	PNR
R44 II	6310	ACTUATOR	C0512	FAILED	20121012003	PNR
R44 II	6310	SEAL	C9665	LEAKING	20121031007	PNR
R44 II	6310	UP LIMIT SWITCH	MS252531	LOOSE WIRE	20121130005	PNR
R44 II	6510	DAMPER BEARING	C0411	MAKING NOISE	20121128006	PAC

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
R44 II	6730	HYDRAULIC SERVO	D2121	LEAKING	20121128003	PNR
R44 II	6730	HYDRAULIC SERVO	D2121	LEAKING	20121128004	PNR
R44 II	6730	HYDRAULIC SERVO	D2121	LEAKING	20121128005	PNR
R44 II	7314	FUEL PUMP	AF15473	LEAKING	20121115011	PNR
R44 II	7314	FUEL PUMP	LW15473	LEAKING	20121106006	PNR
R44 II	7414	MAGNETO	106006169	WORN	20121012010	PNR
<i>SIKORSKY</i>						
S76C	1410	HYDRAULIC LINE		CHAFFED	20121102005	PAC
S92A	1210	FUEL SPONSON	9230708210	FAILED	20121205012	ATL
S92A	6320	INPUT MODULE	9235115001044	FODDED	20121018002	ATL
<i>TECNAM</i>						
P2006T	7322	CARBURETOR HEAT CABLE		FAILED	20121016002	PNR
P2006T	7322	CARBURETOR HEAT CABLE		DAMAGED	20121106007	PNR
<i>VIKING CANADA</i>						
DHC 6 400	3211	BUSHING	C6FSM152233	NEW	20121121007	PAC
DHC 6 400	3411	VALVE	112732	NEW	20121213010	PAC
DHC 6 400	7110	COWL LATCH	C6EC100295	NEW	20121221014	PAC
DHC 6 400	7603	ENGINE POWER LEVER		FOULING	20121114013	PAC
<b>ENGINE</b>						
<i>ALLISON</i>						
250-C20B	6310	SPRAG	369D25351	UNSERVICEABLE	20121011011	ATL
250-C20B	7321	DRIVE SHAFT	23070606	BROKEN	20121019011	PAC
250-C20R/2	7250	TURBINE ASSEMBLY	23038160	SEIZED	20121019012	PAC
250-C30P	7240	OUTER COMBUSTION CASE		FAILED	20121107005	QUE
250-C47B	7210	NUT SELF LOCKING 0 190-32	MS210433	AS MANUFACTURED	20121227001	PNR
AE-3007A1/3	7310	FUEL MANIFOLD	23062362	SEVERE CUT MARK	20121126007	QUE
<i>AVCO LYCOMING</i>						
IO-540-AE1A5	7414	BEARING	1081806	FAILED	20121218009	PNR
IO-540-AE1A5	7414	BLOCK	10357426	CRACKED	20121013001	PNR
IO-540-AE1A5	7414	BLOCK	10357426	CRACKED	20121218010	PNR
LO-360-E1A6D	8530	EXHAUST VALVE	17B23936	DEFORMED/ WORN	20121126015	ATL
LTIO-540-J2B	8530	CYLINDER	LW12966	CRACKED	20121130010	PNR
LTIO-540-J2BD	8120	TURBOCHARGER	4091709001R	BLADE FAILURE	20121123005	PAC
LTIO-540-J2BD	8520	PISTON	LW10545S	DAMAGED	20121015007	PAC
LTS-101-700D-2	1410	FUEL LINE	416126009	GOOD CONDITION	20121116011	PNR
O-235-L2C	8530	CYLINDER	LYCOMING	UNSERVICABLE	20121109010	PAC
O-235-L2C	8530	PISTON PIN PLUG		UNSERVICEABLE	20121130008	PAC
O-320-D2J	7921	OIL COOLER	8000075	USED	20121203015	PNR
O-360-A4K	7322	MAIN JET		TOO LONG	20121120010	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
TIO-540-J2B	7414	MAGNETO	BL3492901	WORN	20121209001	PNR
<i>BOMBARDIER ROTAX</i>						
912 A	7322	CARBURETOR HEAT CABLE	21FOOT	NEW	20121009003	PNR
<i>GARRETT</i>						
TPE331-11U-612	7250	MAIN TURBINE NUT	31080661	BINDING	20121009010	ONT
TPE331-12UHR	3020	DE-ICE PIPE	1379527H25	DISCONNECTED	20121112001	QUE
TPE331-12UHR	7120	ENGINE TRUSS	2762114119	CRACKED	20121217001	ONT
TPE331-6-252B	7321	FUEL CONTROL UNIT	8978008	MALADJUSTED	20121107006	QUE
<i>GENERAL ELECTRIC</i>						
CF34-3B1	7261	CARBON SEAL	4138T09P03	LEAKING	20121218002	ATL
CF34-3B1	7261	CARBON SEAL	5018T49P05	LEAKING	20121205002	ATL
CF34-3B1	7600	THROTTLE CABLE	1603730003	JAMMED	20121210007	ATL
CF34-3B1	7797	WIRING HARNESS	601R5790011	BROKEN WIRES	20121101004	ATL
CT7-5A2	7600	SUPPORT BRACKET	660712659	CRACKED	20121019008	QUE
<i>HONEYWELL</i>						
TFE731-40AR-200G	7320	#2 TRANSDUCER	30707228	WEAK SIGNAL	20121004001	ONT
<i>PRATT &amp; WHITNEY - CAN</i>						
PT6A-135	7261	OIL FILTER	305925801	FAILED	20121221013	PNR
PT6A-27	7314	SEAL PLAIN	3022375	LEAKING	20121127003	ATL
PT6A-27	7932	SEAL PLAIN	3022375	LEAKING	20121105021	ATL
PT6A-36	1220	O-RING	AS3209222	WORN	20121218007	PNR
PT6A-42	7310	FUEL LINE	3026779	OVERHAULED	20121120013	PNR
PT6A-42	7931	OIL PRESSURE		ERRATIC	20121003007	QUE
PT6A-65B	7931	OIL LINE	330995F40114	CRACKED FLARE	20121022023	PAC
PT6A-67R	7712	ENGINE TORQUE		LOSS OF TORQUE	20121003003	QUE
PW120A	7920	OIL LINE	3035197	CHAFFED	20121204004	ATL
PW121	7712	ENGINE TORQUE		FLUCTUATIONS	20121116003	QUE
PW121	7931	ENGINE OIL PRESSURE		LOW	20121003002	QUE
PW123B	7712	ENGINE TORQUE		LOW	20121003005	QUE
PW123E	8097	ELECTRICAL WIRE		NOT CONNECTED	20121116005	QUE
PW127	7321	HYDRO MECHANICAL UNIT		MALFUNCTION	20121003012	ONT
PW127M	2840	FUEL INDICATION		ERRATIC	20121003004	QUE
PW127M	7200	SEAL AIR INTERSTAGE	3039172	EXCEEDED ITS MAX	20121017001	QUE
PW127M	7712	ENGINE TORQUE		FAILURE	20121116004	QUE
PW150A	7310	FUEL METERING		SUSPECT	20121003009	QUE
PW150A	7312	FUEL HEATER		CRACKED BRACKET	20121003001	QUE
PW307A	7732	ENGINE		VIBRATIONS	20121003006	QUE
PW545B	7200	OIL PRESSURE		HIGH	20121003008	QUE
PW545B	7932	ENGINE OIL		LOSS	20121003010	QUE
PW617F-E	7420	IGNITER LEAD	35C370701	USED	20121206008	PNR
<i>ROLLS ROYCE - gy</i>						
DART 534-2	2434	DIRECT CURRENT GENERATOR	B3508	SEIZED	20121109015	PNR

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
DART 534-2	7921	OIL COLLER	RK35782A	LEAKING	20121109014	PNR
<i>ROLLS ROYCE - UK</i>						
BR700-710A1-10	7230	HYDRAULIC PUMP CONTACTOR FRONT DRUM	BRR20378	CRACKED	20121029001	QUE
RB211-535E4-37	7310	PRESSURIZING AND DUMP VALVE	5252150	UNSERVICABLE	20121024001	PNR
<i>TELEDYNE CONTINENTAL</i>						
O-200-A	8530	CYLINDER	CL61ASTER	UNSERVICABLE	20121119008	ONT
O-470-R	8510	INTAKE MANIFOLD RISER	G27658A1	CRACKED	20121101002	ONT
TSIO-520-NB	8530	CYLINDER	AEC631397	CRACKED	20121130003	ONT
TSIO-520-NB	8530	CYLINDER	AEC631397	CRACKED	20121130004	ONT
TSIO-520-NB	8530	CYLINDER ASSEMBLY	AEC631397	UNSERVICABLE	20121112005	PNR
TSIO-520-NB	8530	CYLINDER ASSEMBLY	AEC631397	UNSERVICABLE	20121112006	PNR
<b>PROPELLER</b>						
<i>HAMILTON STANDARD</i>						
14SF-15	6111	INNER RACE	7943041	RACE SPLIT/ BROKE	20121030006	ATL
14SF-23	6111	PROPELLER BLADE	SFA13N1R0AD	DISTORTED	20121217002	ONT
<i>HARTZELL</i>						
HC-B3TN-3C	6113	SPINNER MOUNTING PLATE	C30032	HOLES WORN	20121203014	PNR
HC-E4A-3I	6112	DE-ICE BOOT	4H34001	BURNT	20121024005	PNR
HC-E4N-3G	6110	O-RING		PIECE MISSING	20121212010	PNR
<i>MCCAULEY</i>						
4HFR34C652-K	6112	DE-ICE HARNESS	B40387A	FRAYED	20121113007	PAC
<b>EQUIPMENT</b>						
<i>ACORN</i>						
17540091	7800	EXHAUST	17540091	BROKEN	20121016005	QUE
<i>AERONAUTICAL</i>						
SR00513AT	6400	EXPANDABLE PIN	206928110	FAILED	20121010010	PAC
<i>ARTEX</i>						
4535002	2560	G SWITCH		UNSERVICABLE	20121115002	PNR
4535002	2562	G SWITCH		FAILED	20121025006	PNR
4535002	2562	G SWITCH		UNSERVICABLE	20121105019	PNR
4535002	2562	G SWITCH		UNSERVICABLE	20121114006	PNR
<i>BEECH</i>						
1013220111	3310	LIGHT PRINTED BOARD	1013220121	BURNED	20121106011	PAC
EQUIPMENT	3320	WIRING HARNESS	1303640449	CONNECTOR BURNED	20121218004	ATL
<i>CESSNA</i>						
650111	7160	HINGE DOOR	6501471	WORN OUT	20121108011	QUE
<i>CHAMPION</i>						
4370	7414	DISTRIBUTOR BLOCK ASSEMBLY	K3822	LOOSE	20121105008	ONT
<i>CMC</i>						
SEEPROBLEM	3457	PRIMUS EPIC MULTI MODE RECEIVER		NEW	20121107001	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<i>DIAMOND - CAN</i>						
DA20C1	3414	AIRSPPEED INDICATOR	8000B800	INACCURATE	20121022014	QUE
<i>GARMIN</i>						
110106040	3457	ANTENNA	130023500	INTERMITTENT	20121112004	PNR
<i>GOODYEAR</i>						
184F081	3244	TIRE	184F081	UNSERVICEABLE	20121002006	PNR
<i>HAMILTON SUNDSTRAND</i>						
78639114	2000	RETAINING RING	RR87S	NEW	20121204008	ATL
<i>HEROUX</i>						
89H106219	2721	STOP ROD	1799591	BROKEN	20121207006	PAC
<i>HONEYWELL</i>						
65004203	2210	Q211 TRANSISTOR	7004250003	SHORTED	20121115008	ONT
710151901	3442	ADVANCED GRAPHIC MODULE	70364101902	NEW	20121122009	PAC
<i>KANNAD</i>						
406AF	2562	STRAP	146075	SCRAP	20121205005	PNR
S184050101	2510	EMERGENCY LOCATOR TRANSMITTER REMOTE SWITCH	S182051311	SERVICABLE	20121205009	PNR
<i>MESSIER BUGATTI</i>						
C20633000	3242	HEAT SHIELD ASSEMBLY	GA32145	LOOSE	20121113009	ONT
<i>RAYTHEON</i>						
EQUIPMENT	3421	ATTITUDE INDICATOR	235010616	TOPPLED	20121102003	PNR
<i>SLICK ELECTRO</i>						
4302	7414	ROTOR	M35123	SHEARED OFF	20121106004	PNR
<i>TEMPEST</i>						
AA481082	7920	OIL FILTER	AA481082	USED	20121119012	PNR
<i>ZLIN</i>						
Z42441200	2731	ELEVATOR TRIM CABLE STOP		NUT/WASHER	20121005004	ONT
<b>UNAPPROVED PART</b>						
<i>CESSNA</i>						
EQUIPMENT	2000	BATTERY TRAY	D6053422000	CRACKED	20121214004	PNR
EQUIPMENT	2000	STROBE LIGHT SYSTEM		UNAPPROVED	20121206013	PNR
<i>HAMILTON SUNDSTRAND</i>						
78639114	2000	RETAINING RING	RR87S	NEW	20121204008	ATL



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[www.tc.gc.ca/eng/civilaviation/regserv/cars/menu.htm](http://www.tc.gc.ca/eng/civilaviation/regserv/cars/menu.htm)

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