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Issue 4/2012

Feedback

Canadian Aviation Service Difficulty Reports



TP 6980E
(4/2012)



Image by George Kounis



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Front Cover Picture

Expedition Aircraft is part of Found Aircraft Canada Inc., which started producing rugged backcountry aircraft in 1996. Expedition Aircraft has a single purpose: to design and build the toughest and most versatile aircraft in the world with industry leading performance and payloads.

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 *Civil Aviation Regulation* (CAR) 521.

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

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

Feedback est aussi disponible en français.

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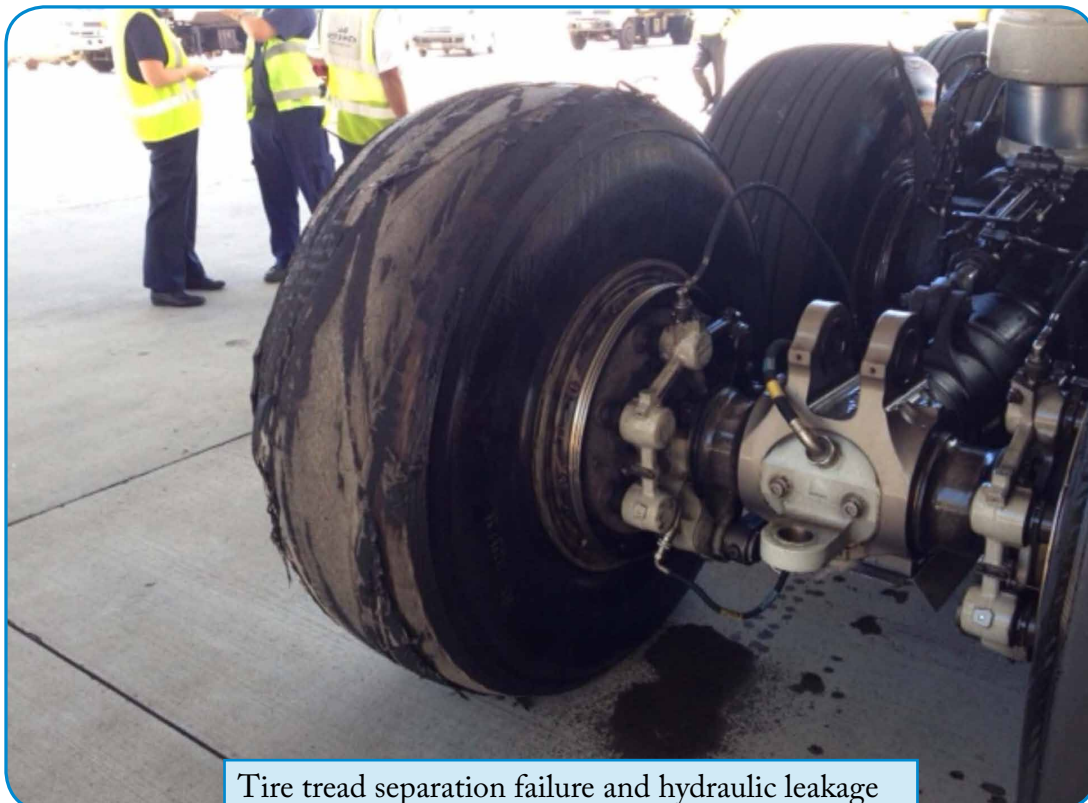
Tread Separation causing Tire Failure

During cruise and approximately 4 hours prior to landing at the scheduled destination, the crew reported low hydraulic quantity in the center hydraulic system. An emergency was declared prior to landing and the aeroplane was met by emergency vehicles on arrival. The crew performed an uneventful landing, shut the engines down on the runway and was towed to the gate due to the inoperative steering system from the loss of the center hydraulics. Maintenance inspection at the gate confirmed extensive tire damage including the under-wing area and flap panel along with the associated tires brake line, which was the source of the hydraulic fluid loss.

Through further analysis and the retrieval of tire debris from the departing airport, it was concluded that the tire failed on take-off, damaging the aeroplane and causing the eventual loss of the hydraulic system. Concerns were raised of possible foreign object damage (FOD) being picked-up off the runway, causing the tire failure, but no direct evidence to support this was found.

The tire was replaced and sent to Bridgestone where a complete shop inspection and analysis was performed where no conclusive findings or indication of its failure or FOD was found. With this particular tire, an initial retread was applied where there were no clear indications of low adhesion between the tire retread components. The tire had also completed 139 landings prior to its failure and typically flaws with material or workmanship during the retreading process would result in a tread separation quickly after installation.

The concluding corrective action defined by Bridgestone is the standard tire maintenance practice of the operator which includes checking for indications of damage from FOD or any signs of developing bulges or bubbles. Maintaining correct tire pressure inflation are also essential preventative measures to help guard against the possibility of tread separation, tire failure and possible extensive aircraft damage. ✖



Tire tread separation failure and hydraulic leakage

CAWIS AIRWORTHINESS DIRECTIVE LISTING FOR AEROSPATIALE MODEL AS 355N AND AS 355NP ROTORCRAFT

A client has recently brought to our attention that several (18) Airworthiness Directives (AD) issued by the **Directorate General for Civil Aviation of France (DGAC)** were not associated with the Aerospatiale AS 355N as would be expected. These ADs are “mature” and were issued between 1981 and 1987. The cause of this error has been traced to an administrative error.

A review of these ADs would indicate they should be associated to the AS 355N/NP model helicopters.

As such the following ADs have now been associated in CAWIS with the AS 355N and NP helicopters.

1987	87-089-033(B)	SLIDING DOORS
1986	86-035-028(B)R1	MAIN ROTOR HEAD – ROVING SLEEVE BEAM
1986	86-032-027(B)	EMERGENCY FLOTATION GEAR
1986	86-006-026(B)	FIRE PROTECTION SYSTEM
1985	85-094-025(B)	MAIN ROTOR SHAFT
1985	85-069-024(B)	BEVEL REDUCTION GEAR MODULE
1984	84-045-022(B)R4	TAIL ROTOR BLADE SPARS
1984	84-017-021(B)	HORIZONTAL STABILIZER P/N 355A13-0520-0101
1983	83-174-020(B)	MAIN ROTOR MAST SHAFT
1983	83-166-018(B)	PLANET PINION CAGE
1983	83-115-015(B)	HORIZONTAL STABILIZER
1983	83-076-013(B)	TAIL ROTOR – LEADING EDGES
1982	82-180-009(B)	MAIN GEARBOX – OIL MONITORING
1982	82-157-007(B)	IMPROVING FIRE TIGHTNESS ON THE FIREWALL
1982	82-099-006(B)	FIRE PROTECTION SYSTEM
1982	82-078-005(A)R5	TAIL ROTOR DRIVE SHAFT BEARINGS
1982	82-025-004(B)	LEADING EDGES – STAINLESS STEEL PROTECTIONS
1981	81-224-003(B)	ENGINES – UNDER SUPPORTS
1981	81-204-002(B)	UPPER / LOWER FINS

Owners and operators may wish to review their records to insure these ADs have been correctly dispositioned. As with any AD, there may be situations where it does not apply to a particular serial number.

Transport Canada Civil Aviation thanks the client and request any discrepancy with the AD database be reported to CAWwebfeedback@tc.gc.ca.

FIXED WING

BOEING, 737 8CT

SDR # 20111011011

Panel Foreign Object Damage

SDR submitted:

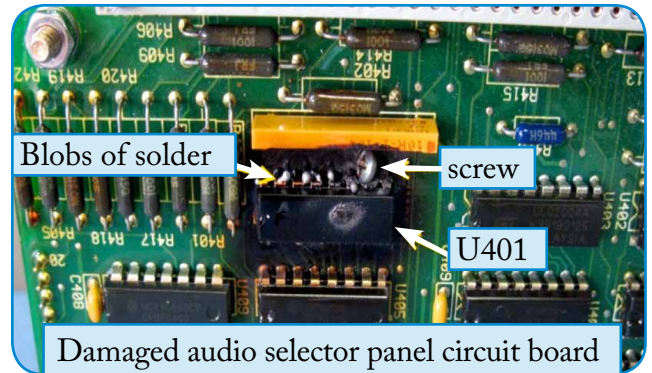
The aeroplane returned to the gate due to loud feedback on the captain's audio channel and a report of electrical smell. Maintenance confirmed that the captain's audio selector panel (ASP) failed, causing the electrical smell. The defect was resolved through the replacement of the ASP and tested as per Aircraft Maintenance Manual 23-50-00.

Transport Canada Comments:

Feedback from the operator through the ASPs shop teardown report confirmed its failure due to foreign object damage (FOD) where a dislodged screw was found within the unit, causing a short.

It is suspected that while the aeroplane was in operation, a screw was inadvertently dropped into the ASP, causing the eventual failure of the unit.

Transport Canada Civil Aviation would like to advise all operators and maintainers of the dangers of FOD. ✖



BAE - UK, 3112

SDR # 20111011015

Elevator Trim Cables Twisted

SDR submitted:

During a maintenance inspection of the rudder trim tab control system, it was noted that the rudder trim cables were crossed in the leading edge of the rudder above the lower leading edge panel.

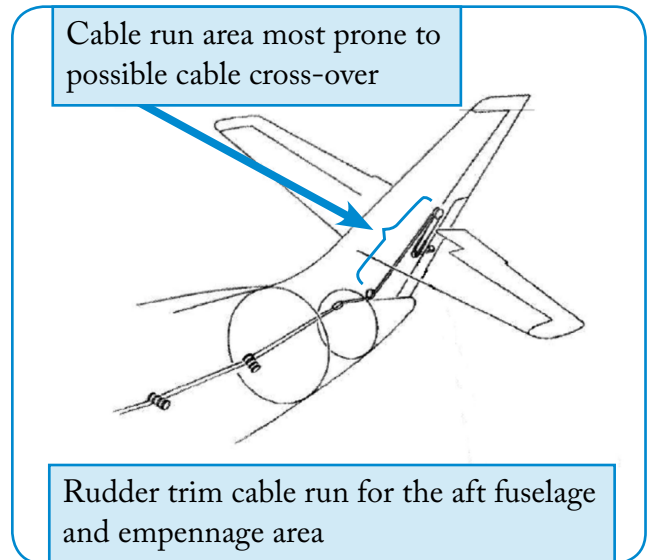
This area is very difficult to inspect due to the access and no available inspection panels on the rudder leading edge.

Both cables were replaced due to minor kinks noted and installed correctly as per Aircraft Maintenance Manual (AMM) 27-23-11.

Transport Canada Comments:

The Aircraft Maintenance Engineer, through consultation with other operators, has confirmed several other similar occurrences where it has been stated that rudder cable cross-over in the vertical stab is a known problem and "it is easy to do".

Transport Canada Civil Aviation is advising all BAE 3112 operators and maintainers of the possibility for the elevator trim cables to be twisted and to follow the AMM 27-23-11 procedures closely. ✖



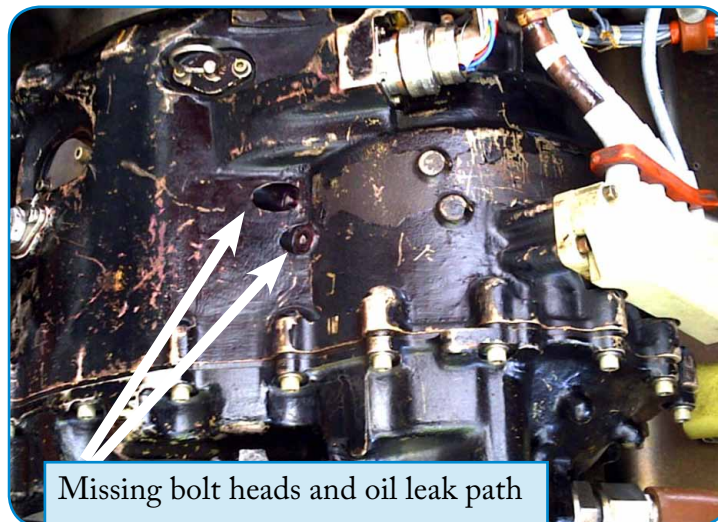
Integrated Drive Generator Oil Leak

SDR submitted:

The flight crew disconnected the left Integrated Drive Generator (IDG) approximately 3 hours into the flight due to the drive light and Engine Indication and Crew Alerting System (EICAS) message illuminating. Maintenance discovered two adjustment bolt heads missing and oil in the cowl.

Oil is believed to have escaped under pressure past the broken bolt heads.

The IDG was replaced and the aeroplane was made serviceable.



Transport Canada Comments:

The operator has only seen this issue once before in 1999. The suspected issue is the stator and housing clearance wearing over time. As the clearance increases, the load being applied to the IDG makes the stator try to turn inside the unit due to the magnetic field and the rotation of the rotor (1200 rpm). The stator moves more and more as the wear on the bolt holes increase (elongation of the holes is evident on the housing).

A large load or electrical demand and the sudden movement of the stator are suspected for the shearing of the bolts.

Transport Canada Civil Aviation would like to advise all aircraft maintainers of the possible inherent wear characteristics for this style of electrical generator. ✖

Main Landing Gear Side-stay Broken Tension Spring

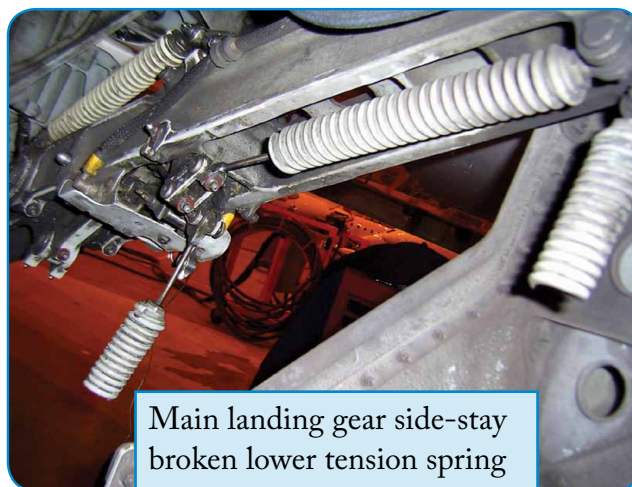
SDR submitted:

It was during a service check walk-around inspection when maintenance found a broken left-hand main landing gear side-stay lower tension spring.

The tension spring was replaced and the aeroplane was made serviceable.

Transport Canada Comments:

The standard walk-around inspection for any aircraft is the most widely used inspection task in aviation. Often enough, it is also the last inspection task done before flight and because of this it is considered an essential task for the continued safe operation of the aircraft. ✖

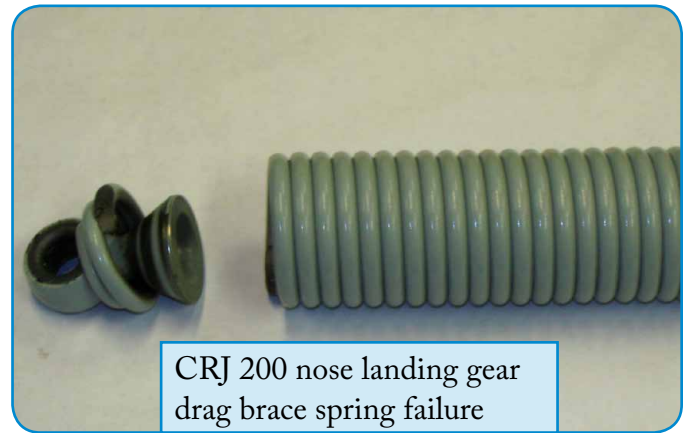


Nose Landing Gear Drag Brace Spring Failure

SDR submitted:

On a pre-flight first flight of the day walk-around check, it was noticed that on the nose landing gear, the right hand drag brace spring was broken and hanging.

The discrepant spring was replaced and the aeroplane was made serviceable.



Transport Canada Comments:

The function of the drag brace gear spring is to assist the operation of the drag brace assembly towards its over-center, down-locked position.

The failure of a spring may lead to a possible inability to safely over-center the drag brace and down-lock the gear.

Transport Canada Civil Aviation would like to advise all owners, operators and maintainers to pay close attention to the condition of these springs. ✖

Forward Fuselage Skin Crack

SDR submitted:

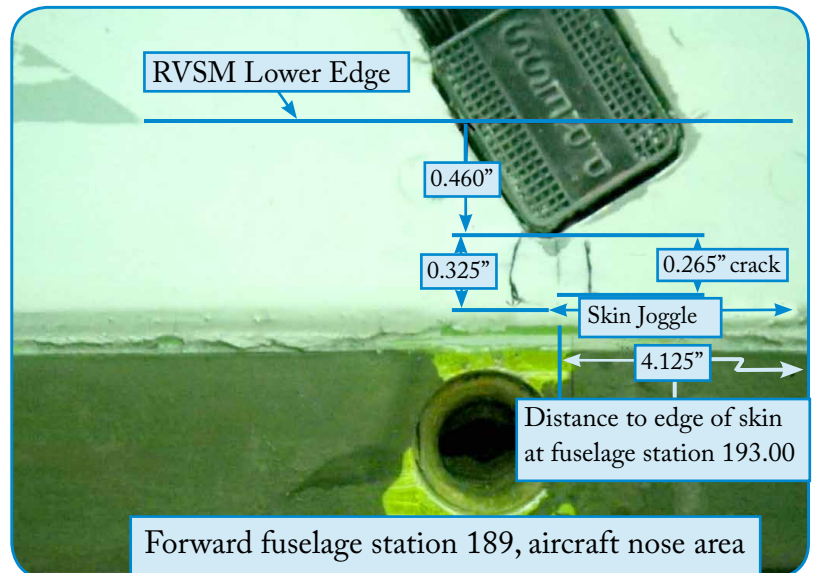
During a scheduled in-house task for a scratch and dent survey of the external fuselage, the Aircraft Maintenance Engineer noticed a crack emanating from the aft latch cut-out of the left hand electronics bay door at the nose of the aeroplane.

The crack was located at Fuselage Station 189, water-line 75.25 just below the Reduced Vertical Separation Minimum (RVSM) critical area. The damage was reported to Bombardier where the aeroplane was returned to service in accordance with temporary disposition Repair Engineering Order (REO) 601R-53-11-2189.

Transport Canada Comments:

A similar occurrence has been found on another CRJ of the same operator where Bombardier engineering has been notified.

Transport Canada Civil Aviation is advising all CRJ operators and maintainers to be aware of this area for possible crack formations and the available Bombardier repair order. ✖



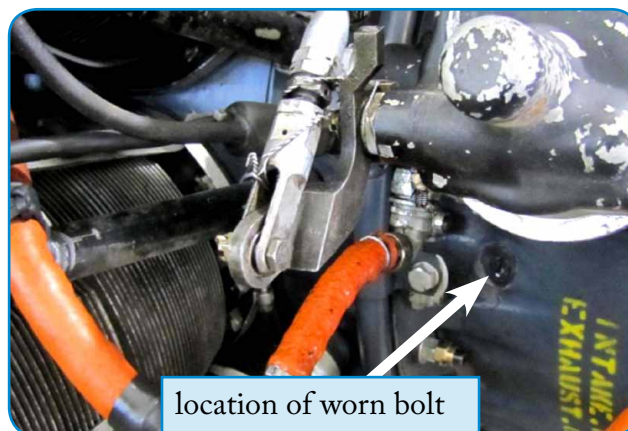
Worn Propeller Governor Bolt

SDR submitted:

The bolt that attaches the left hand propeller governor cable fork end to the propeller governor lever was found severely worn part way through the shank of the bolt. This was discovered during a scheduled engine maintenance check. When the lever was wiggled to check for tightness and security, obvious play was noted. The rod end bearing in the lever was solid within the governor arm. The bolt was removed and found worn.

Transport Canada Comments:

The engineer who carried out the inspection should be commended for discovering this discrepancy. Keep up the good work! ✂



A Near Nose-up Landing Event

SDR submitted:

During approach after the down selection of the gear, the nose landing gear (NLG) remained up within its wheel-well. The manual gear release system was selected yet the NLG remained in its up position.

After several tries to cycle the gear, an emergency landing was declared where it was decided to do a touch-and-go in-order to shake the gear out of its wheel-well. After several tries, it was decided to perform a nose-up landing. Upon touch-down of the main gear, the NLG went down at the last second prior to the nose of the aeroplane dropping. No incident or injury was reported.

After the landing, maintenance found that the NLG strut was collapsed and not centered, causing the gravel kit to jam within the NLG wheel well.

Transport Canada Comments:

Bombardier Service Bulletin (SB) 601-0616 has been released to address the possible scenario where an improperly serviced NLG strut along with the installation of a "Gravel guard" (post SB 601-0112 configuration), could cause interference and possible jamming of the NLG. ✂

Corroded Rudder Pedal & Torque Tubes

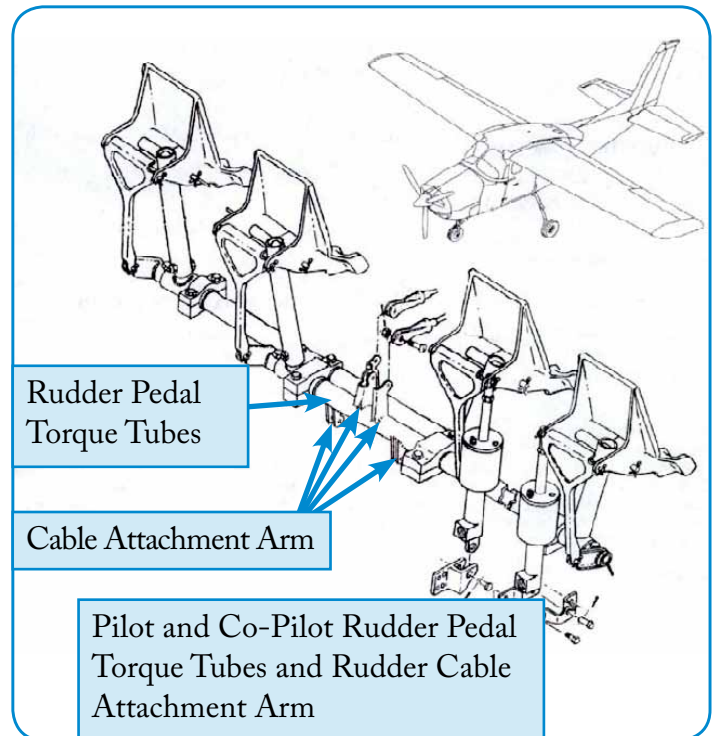
SDR submitted:

During inspection, the pilots left hand rudder pedal arm, part number (P/N) 0411307, was found loose and severely corroded at the torque tube, P/N 1260465-5. Internal inspection of the mounting arm and stub end of the torque tube revealed severe corrosion in various locations. Two of the four rudder pedal mounting arms showed significant internal corrosion.

Additionally, the interiors of torque tubes, P/N 1260456-5 & 12600456-6, were also found significantly corroded when disassembled. The inboard rudder torque tube bearing blocks were found cracked on both sides.

Transport Canada Comments:

The Federal Aviation Authority is aware of the corrosion problems and has advised Transport Canada Civil Aviation that Cessna will soon issue Supplemental Inspection Number (SID) 27-20-01 to verify the integrity of the rudder pedal torque tube assembly. (effectivity 21059062 thru 21059199). Areas of particular concern are rudder torque tubes, cable attachment arms and weld area degradation due to corrosion or fatigue. ✖



Jackscrew – Fuselage Mount

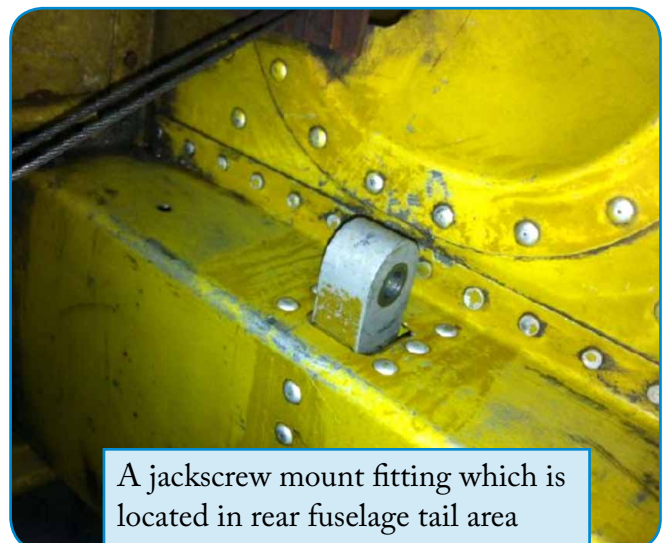
SDR submitted:

During a repetitive inspection of the horizontal stabilizer trim jackscrew; it was found that the bottom jackscrew mount was loose and was working into its fuselage-mounting retaining bracket.

Following the removal and disassembly of the fuselage-mounting bracket, it was discovered that three mounting rivets and their associated holes were worn (elongated) causing the bracket to become excessively loose.

Transport Canada Comments:

This is an area that needs attention during inspections. Should the jackscrew mounting bracket become jeopardized; it could cause an undesirable flutter condition affecting the stabilizer trim flight control system. ✖



Aileron Binding Possibility

SDR submitted:

On taxi out, the flight crews initial test of the ailerons was unusually stiff in both directions. Subsequent movements felt normal and the aeroplane departed with no further issues.

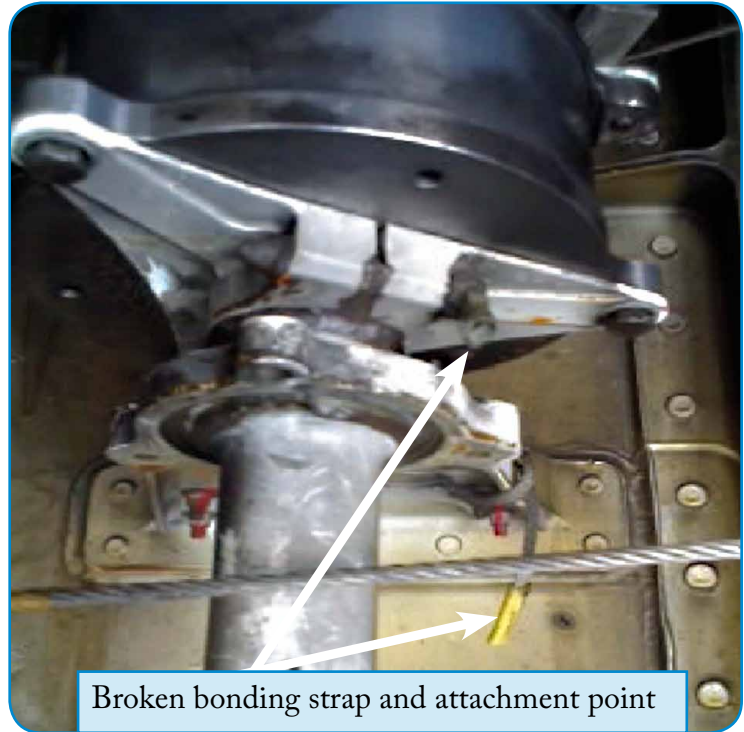
This binding fault occurred on three occasions prior to this event where no fault was found.

Further maintenance investigations revealed a broken bonding strap on the right-hand aileron torque tube located in the right main landing gear wheel-well. These bonding straps have been known to cause the stiff aileron fault and from examination of the area, evidence of the strap having interfered with the bearing support was noted.

It would appear that the bonding strap interfered for a short period of time then broke.

Transport Canada Comments:

Embraer have issued Service Newsletter (SNL) 190-27-0009R01, defining this possible scenario with recommendations for the proper installation of the bonding strap to prevent interference. ✖



Broken bonding strap and attachment point

Light Dimmer Unit Overheat Failure

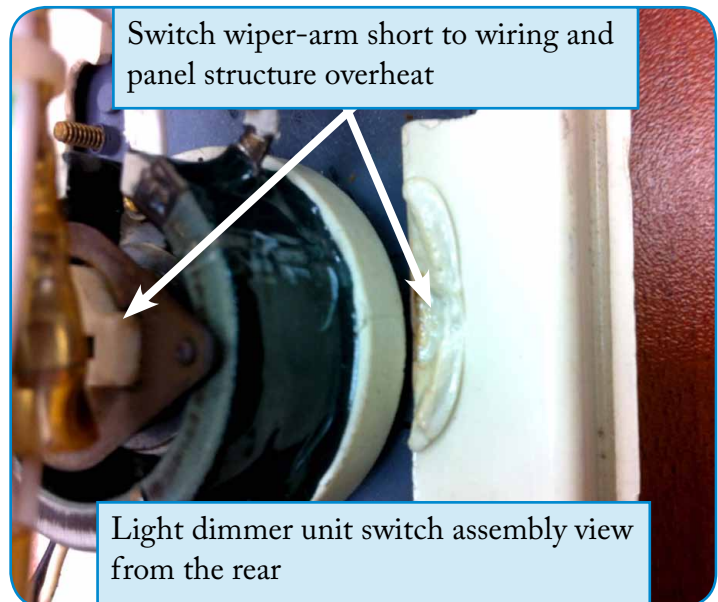
SDR submitted:

The co-pilots instrument backlighting system was snagged as inoperative. Maintenance found the co-pilots light dimmer unit switch had failed due to its potentiometer wiper-arm coming into contact with the surrounding wiring behind the instrument panel causing the light dimmer to short out. This in turn caused the potentiometer to overheat, melting the panel and leaving burn marks on the surrounding wiring.

The wiring was re-secured away from the potentiometer and the switch assembly was replaced.

Transport Canada Comments:

The installation and correct support of wiring is essential to ensure the safe continued operation of all aeroplanes. ✖



Switch wiper-arm short to wiring and panel structure overheat

Light dimmer unit switch assembly view from the rear

Windshield Heat Wiring Short

SDR submitted:

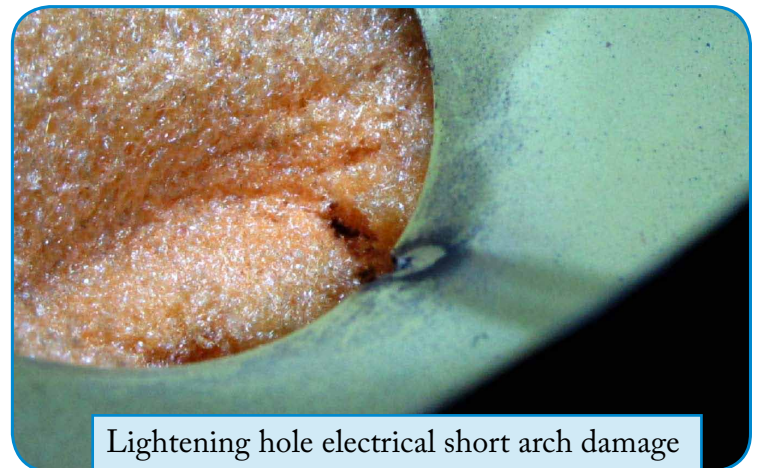
During a major inspection of the aeroplane, all cockpit windshields were removed for inspection of associated structure. Upon installation of new windshields, the airframe wire connections for the right-hand heated windshield were too short so were removed from the cockpit overhead run for replacement with new longer wires. Upon removal of the wire loom, one wire # H307/C12 was noted in having a significant burn mark. Further inspection showed a corresponding burn mark in a lightning hole where the wire passed through at frame 15.

The discrepant wire loom was installed 12 years previous as part of Service Bulletin (SB) 30-005, however a braided hose or grommet was not used at the lightning hole as a means of chafe protection defined in the SB. There were no previous reports of windshield heat defects recorded in the log book. The damaged lightning hole was repaired per Structural Repair Manual (SRM) procedures and the wire loom replaced.

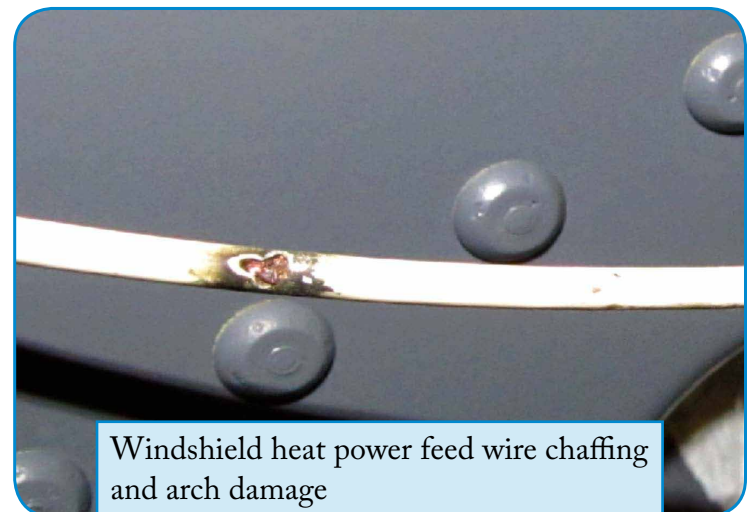
Transport Canada Comments:

Correct wire harness support, insulation and protection from chaffing are essential standard practices for the continued operation of an aeroplane. With this case, not only was the defined task for a grommet installation missed during the incorporation of a SB by the Aircraft Maintenance Engineer (AME) responsible, the applicable standard practice was omitted also.

As AMEs, we are all responsible in knowing and following our Instructions for Continuing Airworthiness (ICAs), as with this scenario being the SB and Aircraft Maintenance Manual Standard Practice reference. ✖



Lightening hole electrical short arch damage



Windshield heat power feed wire chaffing and arch damage

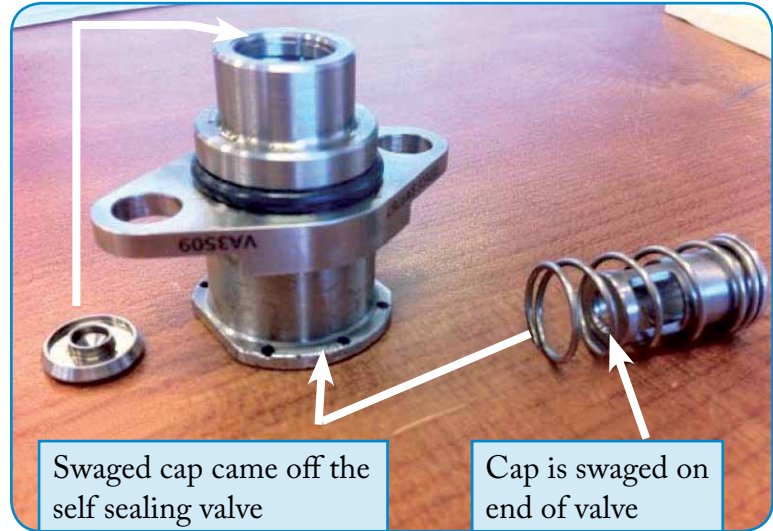
Magnetic Chip Detector Unserviceable

SDR submitted:

During master magnetic chip detector (MCD) inspection, on removal of the MCD probe, the self sealing valve broke off and fell down the oil tube. The oil tube was removed to recover the parts, the MCD housing was replaced (part number VA3509), the parts were sent to engineering and Rolls Royce was advised.

Transport Canada Comments:

Caution is advised whenever disassembling aeroplane components. Thankfully in this case, the broken piece was easily recovered and did not damage another component. ✖



Hydraulic Failure

SDR submitted:

On climb-out during gear retraction the crew noticed a decrease in the hydraulic pressure while the pump was running with an eventual complete fluid loss. The aeroplane returned to the airport and the landing was uneventful. The cause of the problem was a failed landing gear (LDG) down-lock actuator hydraulic swivel valve. A fitting of the valve had split and allowed the loss of the hydraulic fluid.

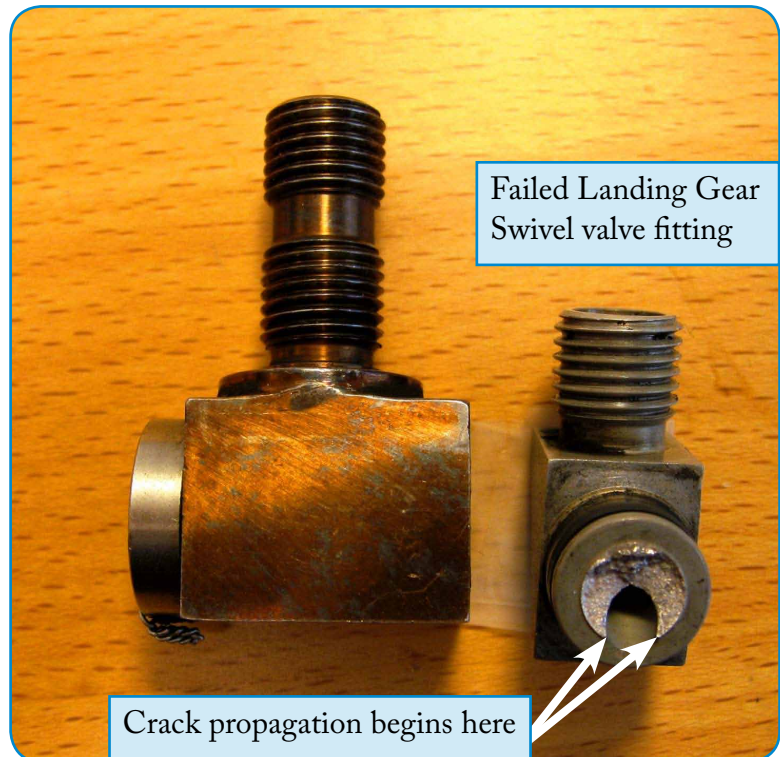
The swivel valve was replaced and the aeroplane was made serviceable.

Transport Canada Comments:

Through the research of our Service Difficulty Report database via the Web-based Service Difficulty Reporting System (WSDRS), a high failure rate of these swivel valves was noted.

Transport Canada Civil Aviation and SAAB engineering are working together to address this issue and a possible design change is pending for a change of swivel valve material through a Service Bulletin.

All operators and maintainers are asked in the meantime to pay close attention to these LDG swivel valves for hydraulic fluid leaks which could indicate a possible internal crack condition. ✖



ENGINES

AVCO LYCOMING, O-320-E2D

SDR # 20111025010

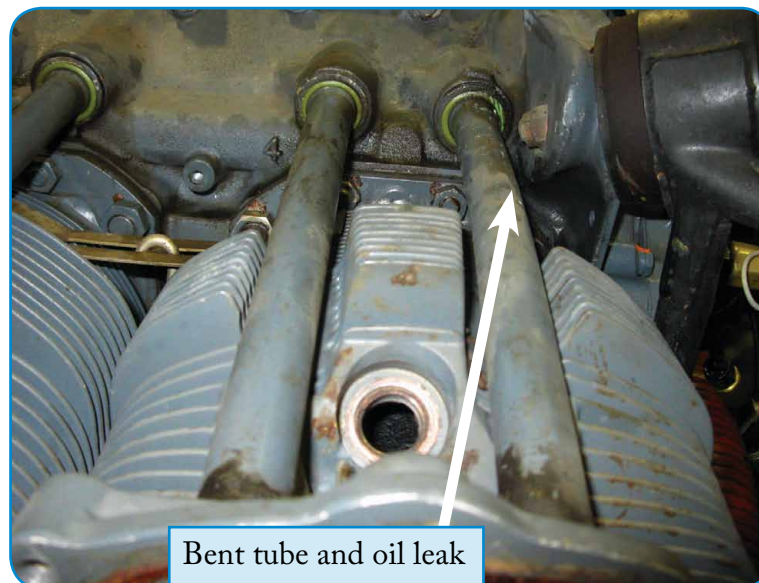
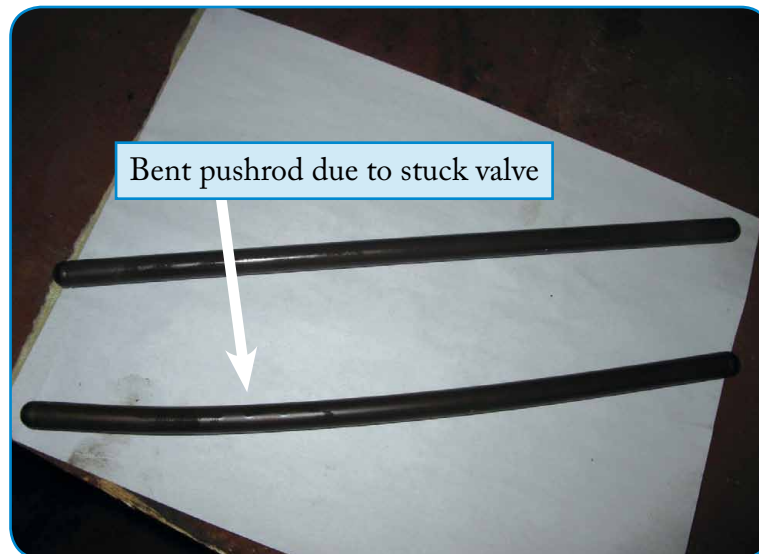
On Condition Engine Failure

SDR submitted:

The aeroplane had to land because of a loss of engine power and high vibration. A stuck valve and bent push rod were found on the left-hand rear cylinder (engine was on condition). The customer decided to replace the engine with an overhauled unit. No damage to the aeroplane.

Transport Canada Comments:

Operating a piston engine on condition can certainly offer significant cost savings to the owner. This does however come with certain risks. Extra maintenance can be performed to help mitigate those risks. As mentioned in a previous Feedback article, Avco Lycoming Service Bulletin (SB) 388 and Service Instruction (SI) 1425A provide great information regarding engine operation and valve maintenance. Both are available to the general public on Avco Lycoming's web site. (<http://www.lycoming.textron.com/>). ✖



Exhaust Heat Damage

SDR submitted:

During the 100 hour inspection, cylinder #4 exhaust riser was found bulged at the collector. The bulge is consistent with the direction of cylinder #4 exhaust flow. Upon removal, the exhaust was noticed to be quite thin and appeared to have lost material. A gentle tap with a soft faced hammer easily collapsed the pipe. The engine has individual cylinder head temperature and exhaust gas temperature probes so overheating would be unlikely. Engine cylinder #4 was still serviceable, no other issues were found.

Transport Canada Comments:

Anomalies like this are rare but thankfully it was caught before any serious damage could occur. ✂



Exhaust pipe showing damage

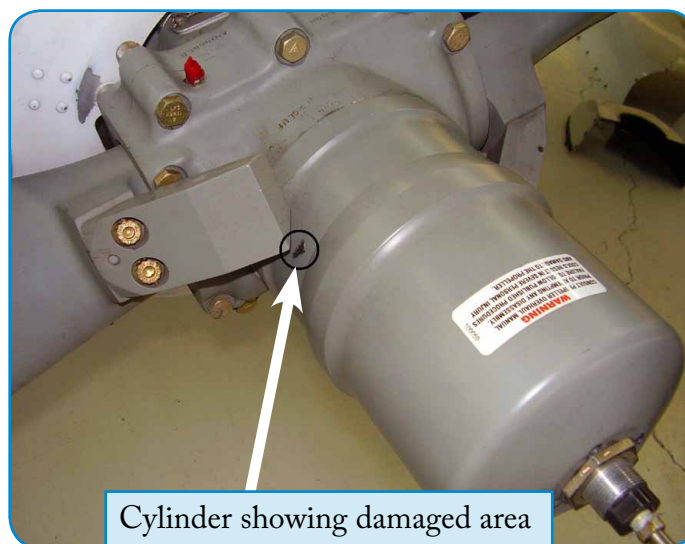
Propeller Cylinder Gouged

SDR submitted:

While performing an inspection of the left engine, upon spinner removal it was noticed that the Hartzell propeller counterweights have been touching the propeller cylinder on each side, gouging the cylinder approximately 6.35 mm (0.025 inch) deep. The Propeller was removed and sent to a propeller shop for inspection.

Transport Canada Comments:

An investigation revealed improperly installed counter weights at some point in the propeller's history. A careful inspection is required after any maintenance task. ✂



Cylinder showing damaged area

Automated Low Cycle Fatigue Counting

SDR submitted:

The Eurocopter Deutschland GmbH helicopter Cockpit Display System (CDS) or Central Panel Display System (CPDS) is unable to accommodate engine Low Cycle Fatigue (LCF) counts above 9999 cycles.

However, the Pratt & Whitney Canada (P&WC) engine Power Turbine (PT) disk and Impeller LCF cycle limits as published in the P&WC Engine Maintenance Manual (EMM) are in excess of 10 000 cycles and therefore require more than the present 4 digits available on the helicopter CDS/CPDS cockpit display.

In the event that the helicopter is unable to accurately display the accumulated engine cycles, then this data may be directly obtained from the engine Data Collection Unit (DCU) contained within the P&WC Ground Base Software program. Alternatively, LCF counts can be manually recorded as defined in the P&WC EMM Airworthiness Limitations Section.

Transport Canada Comments:

Transport Canada Civil Aviation recommends that owners and operators familiarize themselves with the above criteria and then comply with P&WC Service Information Letter (SIL) PW200-050 or any later SIL revisions. ✖

Another aging aircraft issue

SDR submitted:

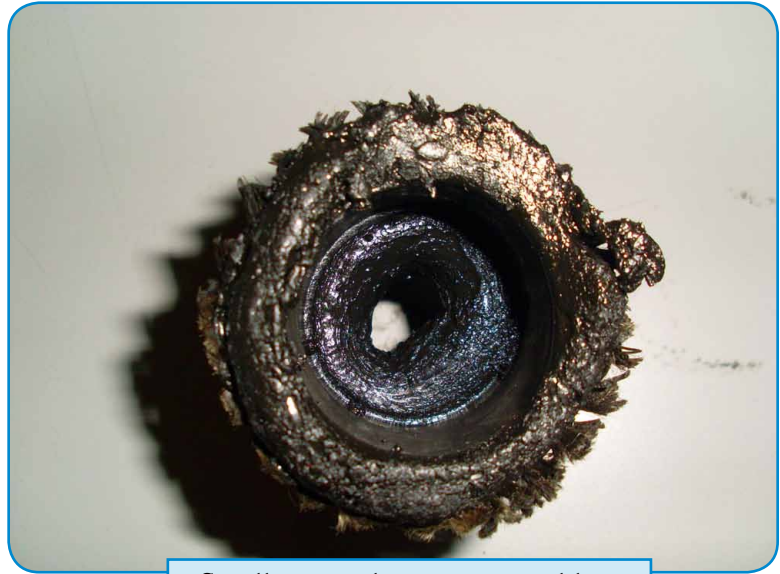
Left-hand engine was shut down after losing engine oil pressure in flight due to oil starvation. The aeroplane landed safely at the closest airport. A ground inspection revealed that the oil starvation was caused by a swollen engine breather line coupling that caused breather restriction. This restriction caused an internal engine pressure build up and oil escaping through the engine bearing labyrinth seal and accessory gearbox output shaft seal. A negligible oil leak was found on the left-hand engine cowling because a majority of the oil was internally burnt in the engine and could not be detected in-flight by the crew.

The swollen breather coupling, part number 159P10019-75, on the left-hand engine breather line rear section was repaired prior to 1997 and is not the original breather installation. The coupling was replaced. A ground run-up and a flight test revealed no more oil consumption on the left-hand engine.

Both engines breather lines were inspected for defective couplings before maintenance released the aeroplane.

Transport Canada Comments:

The importance of proper inspection and attention to manufacturers' instruction (including their Service Bulletin publications) cannot be understated. In this instance it is likely that all instructions were followed, however the failure still occurred. It is also important that the manufacturer has access to the failed components so as to determine the root cause and develop fleet wide corrective action. ✖



Swollen coupling causing oil loss



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/carwis-swimn

MANUFACTURER	AD NUMBER	ORIGIN	DESCRIPTION
AERAZUR	UF-2012-003	France	EMERGENCY AIRWORTHINESS DIRECTIVE - Unexpected opening of the reserve - inspection
HONEYWELL	2012-14-15	United States	Software Problem
LINDSTRAND BALLOONS	2012-0142	Europe	Equipment/Furnishings – Female ACME Thread Hose Connectors – Inspection
SOCIÉTÉ DE MOTORISATION STC 10013975 STC EASA.A.S.00774	2012-0075	Europe	Turbocharger and Intercooler Hoses – Replacement

SPECIAL AIRWORTHINESS INFORMATION BULLETINS (SAIB)

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

SAIB NUMBER	MAKE/COMPANY	SUBJECT	ISSUE DATE
Federal Aviation Administration - www.faa.gov/aircraft/safety/alerts/SAIB/			
SW-12-38	Arrow Falcon Exporters, Inc. Bell Helicopter Textron, Inc. Global Helicopter Technology, Inc. Hagglund Helicopters, LLC International Helicopters, Inc. Northwest Rotorcraft, LLC Overseas Aircraft Support Inc Richards Heavylift Helo, Inc. Rotorcraft Development Corporation San Joaquin Helicopters Southern Helicopter, Inc. Southwest Florida Aviation International Tamarack Helicopters, Inc.	Emergency "Push Out" Window Retention	07/30/12
NM-12-39	S and R Aviation Services Inc	Main Landing Gear: Drag Arm	08/01/12
NM-12-40	Boeing Company, The	External Power System Connector	08/03/12
CE-12-41	Cessna Aircraft Company	Flight Controls – Loose Glide Screw	08/09/12
CE-12-43	Small Aircraft	Wings; Small aircraft with wooden wings and solid wood spars	08/15/12
CE-12-42	Pacific Aerospace Limited	Stabilizers; Pacific Aerospace Limited (Fletcher) Horizontal Stabilizer Trim System	08/15/12
CE-12-44	Piper Aircraft, Inc.	Exhaust systems	09/17/12
SW-12-45	Agusta S.p.A. Bell Helicopter Textron Canada Limited Enstrom Helicopter Corporation, The Eurocopter Deutschland GmbH Eurocopter France Garmin MD Helicopter Inc. Robinson Helicopter Company	Garmin Model 400W/500W Series GPS-WAAS Navigation System	10/03/12
NM-13-01	Transport Category Airplanes	Window/Windshield System	10/10/12

SAIB NUMBER	MAKE/COMPANY	SUBJECT	ISSUE DATE
European Aviation Safety Agency - ad.easa.europa.eu/sib-docs/page-1			
2012-13		Improved protection of balloon basket occupants during firm landings	08/03/12
2012-14		Improving the safety of aiders on the ground when relocating an inflated hot air balloon	08/03/12
2012-06R1		Defective Standard Hardware - MS21042, NAS1291 and LN9338 Self-Locking Nuts, and NAS626 Bolts	08/07/12
2012-15R1	Airbus	A318, A319, A320 and A321 aeroplanes - VHF Interference on 135.985 and 135.97 MHz	08/24/12
2012-16		Hydraulic Systems - Implementation of automatic Power Transfer Unit inhibition logic	08/28/12
2012-17	CFM International	CFM56-5B engines - High Cycle Fatigue Failure of Low Pressure Turbine Active Clearance Control Fuel Manifolds	09/20/12

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
AIRCRAFT						
<i>AERO COMMANDER</i>						
112	5524	HORN	442711	CORRODED	20120905006	PNR
<i>AEROSPATIALE</i>						
AS 350B2	1410	HOSE	704A34412271	UNSERVICEABLE	20120924013	PNR
AS 350B2	2900	HYDRAULIC HOSE	704A34412271	UNSERVICEABLE	20120822019	PNR
AS 350B2	2911	HYDRAULIC ACCUMULATOR	704A34240015	LEAKING	20120718003	QUE
AS 350B2	5302	TAILBOOM	350A2300000305	UNSERVICEABLE	20120717011	PNR
AS 350B2	5302	TAILBOOM ASSEMBLY	350A2300000305	UNSERVICEABLE	20120727007	PNR
AS 350B2	5302	TAILBOOM ASSEMBLY	350A2300000305	UNSERVICEABLE	20120817010	PNR
AS 350B2	5302	TAILBOOM UPPER SKIN	350A2300000206	UNSERVICEABLE	20120709006	PNR
AS 350B2	6220	SCISSOR LINK	350A37112702	REPAIRABLE	20120831005	ONT
AS 350B3	2913	HYDRAULIC PUMP DRIVE ASSEMBLY	350A35013200	BEARING SEIZED	20120801016	QUE
AS 350B3	6220	LAMINATED BEARING	704A33633261	WORN	20120926009	PNR
AS 350B3	6420	LAMINATED BEARING	704A33633261	CRACKED	20120716023	ONT
AS 350B3	6420	LAMINATED BEARING	704A33633261	WORN CRACKED	20120716024	ONT
AS 350B3	6420	LAMINATED BEARING	704A33633261	WORN CRACKED	20120723020	ONT
AS 350BA	6220	MAIN ROTOR ATTACH BOLT	350A37124420	SHEARED	20120926010	ATL
AS 355N	7314	HYDRAULIC PRESSURE PUMP METERING UNIT	164310170	UNSERVICEABLE	20120813019	QUE
ATR 42 300	2844	SWITCH	1153100	FAILED	20120831004	PNR
<i>AGUSTA</i>						
A109E	6210	MAIN ROTOR BLADE	709010301109	TRIM TAB	20120924011	PAC
AW139	6210	MAIN ROTOR BLADES	3G6210A00131	FAILED	20120822006	PAC
AW139	6220	MAIN ROTOR DAMPER	3G6220V01352	FAILED	20120822004	PAC
AW139	7800	EXHAUST NOZZLE	3G7800L00732	DUCT COLLAPSED	20120723016	PAC
<i>AIR TRACTOR</i>						
AT 802	2720	RUDDER CABLE	7C5246500	ORIGINAL INSTALL	20120703005	ATL
AT 802A	7410	IGNITION EXCITER	3035889G	UNSERVICEABLE	20120724004	PAC
<i>AIRBUS</i>						
A310 304	3455	AUTOMATIC DIRECTION FINDER CONTROL PANEL	8892625004	OVERHEATED	20120827017	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
A310 308	2120	DUCT	A2151030200000	FRACTURED	20120914010	QUE
A319 114	2611	SDCU		FAILED	20120924009	QUE
A319 114	5610	WINDOW	NP1653117	OUTER PANE CRACK	20120813022	QUE
A320	3211	PINTLE PIN NUT	D57251041	OUT OF LIMITS	20120716020	QUE
A320 211	2100	AIR CONDITIONING UNIT		FAILED	20120920003	QUE
A320 211	2120	AVIONICS EQUIPMENT VENTIL	87292325V04	FAILED	20120713001	QUE
A320 211	2611	SMOKE DETECTOR	CGDU200000	FAILED	20120822011	QUE
A320 211	2910	B-NUT		LOOSE	20120917018	QUE
A320 211	2910	POWER TRANSFER UNIT		LOOSE B-NUT	20120713002	QUE
A320 211	5610	WINDOW	NP1653133	SHATTERED	20120704002	QUE
A321 211	2750	TORQUE SHAFT	801A220001	SHEARED	20120827012	QUE
A330 343	3620	BLEED AIR MONITORING COMPRESSOR	7858404	FAILED	20120712005	QUE
<i>BEECH</i>						
1900D	3080	DE-ICE TUBE	131823E6D1080	UNSERVICEABLE	20120917027	PAC
200	5610	WINDSHIELD	10138402523	CRACKED	20120907009	QUE
200	7603	POWER TO CONDITION LINKAGE		JAMMED	20120727006	PNR
95B55	2721	RUDDER TRIM CABLES		CROSSED	20120809014	PNR
A100	0	BULKHEAD	50420013810	CORROSION	20120711003	QUE
A100	5210	PLACARD	1014301241	MISSING	20120911005	ONT
A100	7310	FUEL LINE	3011849	CRACKED	20120809002	ONT
B200	3233	CLEVIS	257063	CRACKED	20120823010	PNR
B200	5210	DOOR SEAL	504301825	IN SERVICE	20120822017	PNR
B200	5610	WINDSHIELD HEATED LEFT-HAND	10138402523	EXCHANGED	20120925003	ONT
B300	2421	RELAY	6041H190	UNSERVICEABLE	20120711001	ATL
B300	3411	FITTING	AN8346D	CORRODED	20120831001	ATL
C90A	2750	FLAP HANDLE CONTROL	1155240283	LOOSE	20120709003	ATL
E90	5400	NACELLE TOP PANEL GASKET	509215879	SPLIT AT BOLTS	20120719002	PNR
<i>BELL TEXTRON - CAN</i>						
206B	2435	STARTER	23032018	WORN	20120727010	PNR
206B	2435	STARTER GENERATOR	23032018	NOISE	20120905010	PNR
206B	6210	BLADE	206010200133	UNSERVICEABLE	20120918018	PNR
206B	6230	MAST BEARING	206040036103	FAILED	20120807001	PAC
206B	6410	TAIL ROTOR BLADE	206011810135	WRONG PART	20120906011	QUE
206B	6510	DRIVESHAFT	206040015	OVERTEMP	20120905008	PNR
206B	7321	FUEL CONTROL UNIT	23070606	FAILED ON START	20120905012	PNR
206B	7323	GOVERNOR	23086749	SLOW	20120727009	PNR
206B	7323	GOVERNOR	23057869	WORN	20120905009	PNR
206B 3	5302	UPPER SKIN	206031004XXX	CRACK	20120829003	QUE
206B 3	6520	TAIL ROTOR GEAR BOX SUPPORT	206033426003	CRACKED	20120913006	QUE
206L 1	6520	TAIL ROTOR GEAR BOX SUPPORT	206033426001	CRACK	20120829002	QUE
206L 3	6220	MAIN ROTOR TORSION- TENSION STRAP	206011147001	DEGRADED	20120911002	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
206L 4	6320	BEVEL GEAR	406040021101	CRACKED	20120911003	QUE
206L 4	6510	AFT FLANGE	206040387101	CRACK	20120906009	QUE
206L 4	7300	LEVER	206064713103	NEW	20120803004	ONT
206L 4	7314	FUEL PUMP	23074706	SHEAR	20120912010	QUE
407	2844	TRANSDUCER WIRE	407375007107	THIN INSULATION	20120906012	QUE
407	5302	SUPPORT ANGLE	407023800127	CRACKED	20120802017	PAC
407	5310	ROOF BEAM ASSEMBLY	407030401109	CRACKED	20120912005	QUE
407	6230	GREASE FITTING	NAS5161A	FAILED	20120912011	QUE
407	6320	DUPLEX BEARING	407340032101	OVERHAULED	20120914009	ONT
407	6320	PINION GEAR	406040095101	CRACKED	20120907005	QUE
407	6410	TAIL ROTOR BLADE	406016100119	DELAMINATED	20120912006	QUE
407	6510	TAIL ROTOR DRIVE SHAFT	407040325105	CRACKED	20120912009	QUE
407	6730	TAIL ROTOR SERVO	206076062105	WORN	20120712007	PAC
407	7260	CIRCLIP		MISSING	20120906010	QUE
407	7300	THROTTLE CABLE	C807382	DISCONNECTED	20120911001	QUE
407	7697	ENGINE SIGNAL CONDITIONER	130033700	TORQUE	20120907008	QUE
429	7110	S/G AIR COOLING SCOOP	429061202101	SEPERATED	20120913007	QUE
429	7230	ENGINE	PW207D1	CHIP	20120816001	QUE
429	7300	ENGINE	PW207D1	NOZZLES	20120907007	QUE
<i>BELL TEXTRON - USA</i>						
205A 1	3110	DUAL TACHOMETER	204072129005	UNSERVICABLE	20120817004	PAC
205A 1	5313	LONGERON	205030207005	CRACKED	20120817001	PAC
205A 1	6210	MAIN ROTOR BLADE	204011250001	REPAIRED	20120912012	ONT
212	2900	HYDRAULIC LINE	212076433001	UNSERVICEABLE	20120817006	PAC
212	2916	RESERVOIR	205076135007	COATING	20120906013	PAC
212	5302	LONGERON	212030132	CRACKED	20120824005	PNR
212	6320	BEARING	214040118001	MAKING METAL	20120808006	PAC
212	6320	LIFT LINK	212030104101	UNSERVICEABLE	20120813020	QUE
212	7714	DUAL TACHOMETER	204027129101	UNSERVICEABLE	20120817005	PAC
212	7930	OIL PRESSURE	209070262101	ERRATIC	20120719010	PAC
212	8000	START CONTROL RELAY	MS24568D1	UNSERVICEABLE	20120817007	PAC
412CF	3310	TRANSISTOR	1300071	USED	20120824003	PNR
<i>BOEING</i>						
727 225	3230	LOCK ACTUATOR	65404676	BENT	20120918024	ONT
727 231	5610	GLASS	58935578	CRACKED	20120817008	ONT
727 260	5610	GLASS	58935598	CRACKED	20120817009	ONT
737 2Q2C	2761	ACTUATOR	65449617	CRACKED	20120906004	QUE
737 46B	3241	ANTI-SKID VALVE	39353	FAILED	20120816004	PAC
737 6CT	3697	AIR CONDITIONING MODULE	6937319308	FAILED	20120713007	PNR
737 700	2131	CABIN PRESSURE CONTROLLER	71211997101AC	FAILED	20120918016	PNR
737 76N	2750	SPLINE/COUPLING	256A37411	SHEARED	20120726003	PNR
737 76N	2751	#4 FLAP SKEW SENSOR	90004212	FAILED	20120905003	PNR
737 76N	2751	SKEW CONNECTOR		CORRODED	20120904007	PNR
737 76N	3417	AIR DATA MODULE	C17001CA01	FAILED	20120821009	PNR
737 7CT	2121	RECIRCULATION FAN		FAILED	20120830003	PNR
737 7CT	2131	CABIN PRESSURE CONTROLLER	71211997101AC	FAILED	20120727016	PNR
737 7CT	3200	GEAR SYSTEM		MALFUNTION	20120705003	PNR

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
737 7CT	3230	GEAR EXTENSION		BURNT LIGHTS	20120704011	PNR
737 7CT	3230	LIMIT SWITCH	MS250112	DIRTY	20120813032	PNR
737 7CT	5210	MAIN CABIN DOOR		IMPROPER CLOSURE	20120904006	PNR
737 7CT	5210	PIN	141A60761	FAILED	20120919007	PNR
737 7CT	5610	#2 WINDOW	58935578	SHATTERED	20120924008	PNR
737 8CT	2750	FLAP SYSTEM		FAULTED	20120716016	PNR
737 8CT	2751	FLAP POSITION TRANSMITTER	18173810	FAILED	20120820005	PNR
737 8CT	3241	ANTI-SKID VALVE	39353	FAILED	20120719001	PNR
737 8CT	520	FLIGHT DECK		SMELL	20120810001	PNR
747 SPJ6	2710	ACTUATOR ROD END	31701203	SHEAR	20120808002	QUE
757 2B7	5210	SWITCH	5EN3206	FAILED	20120821010	PNR
767 333	2761	SPOILER ACTUATOR		CRACKED	20120712004	QUE
767 333	3810	WATER SYSTEM		FAILED	20120713004	QUE
767 375	2421	INTEGRATED DRIVE GENERATOR	766088B	FAILED	20120727015	QUE
767 375	3040	WINDOW HEAT CONTROL UNIT	6240665	OVERHEATED	20120731001	QUE
767 375	520	AIRCRAFT		ELECTRICAL SMELL	20120713006	QUE
767 38E	3230	MAIN LANDING GEAR SELECTOR VALVE		LEAKING	20120824007	QUE
<i>BOMBARDIER</i>						
BD 100 1A10	2100	AIR CYCLE MACHINE	3471A0200000	FAILED	20120918020	QUE
BD 100 1A10	3160	MULTI-FUNCTION DISPLAY	8221917303	FAILED	20120710010	QUE
BD 100 1A10	3230	GEAR HANDLE	580UZ01Y01	NOT LOCKED	20120806001	QUE
BD 700 1A10	2720	GROMMET	GD4171512	LOOSE	20120808001	QUE
BD 700 1A11	2530	CONNECTOR	14807000	BURNT/DISCOLORED	20120727002	QUE
CL600 2B19 (RJ100)	2510	SUN SHADE	25697	ARCED/BURNT	20120710009	ATL
CL600 2B19 (RJ100)	2720	YAW DAMPER ACTUATOR	DL2233M11	FAILED	20120820004	ATL
CL600 2B19 (RJ100)	2750	POWER DRIVE UNT	865D1007	SEIZED	20120829001	ATL
CL600 2B19 (RJ100)	2751	BRAKE POSITION SENSOR	855D10015	FAILED	20120716011	ATL
CL600 2B19 (RJ100)	2760	SPOILER SYSTEM		RESET	20120709009	QUE
CL600 2B19 (RJ100)	2761	RIGHT HAND FLIGHT SPOILER POWER CONTROL UNIT	270003	FAILED	20120928005	QUE
CL600 2B19 (RJ100)	2797	HARNESS		SHORTED	20120917012	QUE
CL600 2B19 (RJ100)	3230	SELECTOR VALVE	750005000	FAILED	20120709007	QUE
CL600 2B19 (RJ100)	3230	SPOILERON POWER CONTROL UNIT	2700007	FIALED	20120703002	QUE
CL600 2B19 (RJ100)	3320	BALLAST		OVERHEATED	20120813024	QUE
CL600 2B19 (RJ100)	3417	AIR DATA COMPUTER	8220372445	FAILED	20120801009	ATL
CL600 2B19 (RJ100)	3610	14 TH STAGE SHUT-OFF VALVE	32895902	FAILED	20120906008	PNR

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL600 2B19 (RJ100)	5312	PRESSURE BULKHEAD	601R36008205	CRACKED	20120731004	QUE
CL600 2B19 (RJ100)	5610	SIDE WINDOW	NP1393226	INSIDE CRACKED	20120919003	ATL
CL600 2B19 (RJ100)	5610	WINDSHIELD	NP13932110	ARCHING	20120813026	QUE
CL600 2B19 (RJ100)	5610	WINDSHIELD	NP1393216	CRACKED	20120813025	QUE
CL600 2B19 (RJ100)	5720	ANGLE	601R100111314	CRACKED	20120828001	ATL
CL600 2C10 (RJ700)	2100	AIR CYCLE MACHINE	GG670950093	FAILED	20120919002	QUE
CL600 2C10 (RJ700)	2730	ELEVATOR CONTROL		JAMMED	20120710008	QUE
CL600 2C10 (RJ700)	3244	TIRE		TREAD LOSS	20120720005	QUE
CL600 2C10 (RJ700)	3420	ATTITUDE HEADING COMPUTER	8221110002	FAILED	20120719011	QUE
CL600 2C10 (RJ700)	5210	DOOR HINGE		FAILED	20120928007	QUE
CL600 2C10 (RJ700)	5610	WINDSHIELD	NP139321	CRACKED	20120703001	QUE
CL600 2D15 (705)	2150	SPRAYER TUBE	MM67097132001	CRACKED	20120801008	ATL
CL600 2D15 (705)	2751	BRAKE AND POSITION SENSING UNIT	5913000	FAILED	20120809003	ATL
CL600 2D15 (705)	2910	COUPLING HALF	AE99118H	SPLIT	20120918019	ATL
CL600 2D15 (705)	2910	EDP HYD SUCTION LINE	CN6272005001	SPLIT	20120918017	ATL
CL600 2D15 (705)	3310	BALLAST	BR900022	FAILED	20120723012	ATL
CL600 2D15 (705)	3310	CHART HOLDER	CC670400803	ELECTRICAL SHORT	20120723014	ATL
CL600 2D15 (705)	3610	DUCT BLEED AIR CROSSOVER	GG670803011	CRACKED	20120906006	PNR
CL600 2D24 (RJ900)	3244	MAIN LANDING GEAR TIRE		FAILED	20120814005	QUE
CL600 2D24 (RJ900)	3620	BLEED LOOP		FAILED	20120917023	QUE
CL600 2D24 (RJ900)	3620	BLEED LOOP		FAILED	20120917024	QUE
<i>CANADAIR</i>						
CL215 1A10	3246	DOWEL PIN	20209	SHEARED	20120902001	PNR
CL215 1A10	5200	MULTIPLE COMPONENTS	MULTIPLE PART NUMBERS	DESTROYED	20120927005	QUE
CL215 1A10	5200	MULTIPLE COMPONENTS	MULTIPLE PART NUMBERS	DESTROYED	20120927003	QUE
CL215 1A10	5230	MULTIPLE COMPONENTS	MULTIPLE PART NUMBERS	DESTROYED	20120927001	QUE
CL215 6B11(CL415)	2810	FUEL	21564001	LEAKING	20120807005	ONT
CL215 6B11(CL415)	2810	FUEL CELL	21564002	LEAKING	20120807008	ONT
CL215 6B11(CL415)	2810	FUEL CELL	215640024	LEAKING	20120807009	ONT

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL215 6B11(CL415)	2810	FUEL CELL	215640026	LEAKING	20120807006	ONT
CL600 2A12(601)	3070	WATER HEATER KIT	4440007	FAILED	20120928001	QUE
CL600 2B16(604)	5744	HI-LITE PIN	HL912AP812	SHEARED	20120921007	QUE
<i>CESSNA</i>						
152	5347	SEAT BOTTOM ASSEMBLY	4140703	CRACKED	20120726001	PNR
170B	5310	FUSELAGE	5111625	FAILED	20120813027	ONT
172S	3240	9882012-5	98820125	BROKEN	20120808003	ONT
208	2210	WIRE		SHORT TO GROUND	20120830006	ONT
208B	2216	ROLL SERVO CABLE	2660001129	SNAPPED	20120801003	ATL
208B	2721	TRIM SHAFT	S26311	CRACKED	20120716021	PNR
208B	7603	CONDITION LEVER		BROKEN	20120708001	PNR
425	7310	FUEL DISTRIBUTION		OVERHAULED	20120828004	PNR
510	2730	ELEVATOR PUSH RODS	70612132	SERVICEABLE	20120814006	ONT
550	5312	BULKHEAD	641201534	MISSING RIVETS	20120705001	ONT
550	5312	BULKHEAD	641201534	MISSING RIVETS	20120705002	ONT
550	5312	BULKHEAD	641201534	MISSING RIVETS	20120706005	ONT
550	5312	BULKHEAD	641201534	MISSING RIVETS	20120716015	ONT
550	5312	CANTED FRAME	641201534	MISSING RIVETS	20120719003	ONT
550	5312	CANTED FRAME	641201534	MISSING RIVETS	20120719004	ONT
550	5312	CANTED FRAME	641201534	MISSING RIVETS	20120719005	ONT
A188B	3210	RIGHT HAND LANDING GEAR	16410078	OVER HAULED	20120820006	PNR
U206F	7900	OIL PRESSURE LINE		ORIGINAL	20120709005	ATL
<i>CHRISTEN</i>						
A 1B	7110	COWLING		HINGE	20120913008	PAC
<i>CONAIR</i>						
FIRECAT	3220	NOSE OLEO		OVERHAUL	20120704012	PAC
<i>CONVAIR - CAN</i>						
340	5330	ANGLE(UPPER CHORD)	2403110100909	CRACKED	20120823012	PNR
340	5344	DOOR ASSEMBLY	9064357	BROKEN	20120822009	PAC
340	6123	SWITCH	8PB1	JAMMED	20120720008	PAC
<i>DEHAVILLAND - CAN</i>						
CS2F 2	3220	TERMINAL ROD END	117HM100861	BROKEN	20120802018	PNR
DHC 2 MKI	2730	OUTBD BEARING HOUSING	C2TE5A	CORRODED	20120921008	PAC
DHC 2 MKI	2731	LEFT-HAND ELEVATOR		BROKEN	20120814001	ONT
DHC 2 MKI	5620	POP-OUT WINDOW	CSZ400530	DEPARTED	20120801014	PAC
DHC 3	7321	FUEL CONTROL	32447886532	NORMAL	20120831002	ONT
DHC 6 300	3210	GEAR LEG	C6UM11107	CRACKED	20120927007	PNR
DHC 8 102	2431	BATTERY	4011769	THERMAL RUNAWAY	20120719007	ATL
DHC 8 102	2750	SOLENOID VALVE	5903394	SHORTED	20120709002	ATL
DHC 8 102	3210	PROXIMITY SENSING ELECTRICAL UNIT	841005	UNSERVICEABLE	20120725006	ATL
DHC 8 102	5410	BRACKET	85410361047	CRACKED	20120720006	ATL
DHC 8 102	5414	FITTING	85410273103	CRACKED	20120907004	ATL
DHC 8 102	5522	RIGHT-HAND OUT BOARD TRAIL EDGE SKIN	85520058106	LIGHTNING DAMAGE	20120912007	ATL

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
DHC 8 102	5755	ACTUATOR SPOILER	A44700009	FRACTURED	20120917014	ATL
DHC 8 102	5755	CASING		FRACTURED	20120711008	ATL
DHC 8 102	5755	CASING		FRACTURED	20120801002	ATL
DHC 8 102	5755	SPOILER - ATTACH FITTING	85770068001	BROKEN	20120926006	ATL
DHC 8 102	5755	SPOILER ACTUATOR	A44700009	CRACKED	20120815004	ATL
DHC 8 102	5755	SPOILER ACTUATOR	A44700009	FRACTURED	20120813030	ATL
DHC 8 102	5755	SPOILER ACTUATOR	A44700009	FRACTURED	20120918008	ATL
DHC 8 301	2530	SOCKET	AC16371	BURNT	20120927006	ATL
DHC 8 301	2913	HYDRAULIC PUMP		UNSERVICEABLE	20120815006	PNR
DHC 8 301	5210	DOOR HANDLE		UNSERVICEABLE	20120829007	PNR
DHC 8 301	5753	CABLE ASSEMBLY	745581A	SWAGE SEPARATED	20120925006	ATL
DHC 8 311	5610	WINDSHIELD	NP15790113	BURNT	20120713008	ATL
DHC 8 311	5753	FLAP TRAILING EDGE	85750199011	DELAMINATION	20120921004	ATL
DHC 8 314	0	STARTER GENERATOR	23088002A	SELF- DESTRUCTED	20120723013	ONT
DHC 8 314	2820	TUBE ASSEMBLY	82820093113	DISCONNECTED	20120807003	QUE
DHC 8 315	5610	WINDSHIELD	NP15790113	CRACKED	20120716019	PNR
DHC 8 402	2710	AILERON CONTROL CABLE	82742407001	NEW	20120730001	QUE
DHC 8 402	2710	AILERON CONTROL CABLE	82742409001	NEW	20120731003	QUE
DHC 8 402	2710	AILERON PRIMARY CONTROL CABLE	82742409001	NEW	20120731002	QUE
DHC 8 402	2710	CABLE	82742407001	FRAYED	20120820002	ATL
DHC 8 402	3050	ANTENNE VERY HIGH FREQUENCY COMMUNICATION	1010531AN2	FRACTURE	20120904003	QUE
DHC 8 402	3050	RADOME	4426X212	DISBONDED	20120928003	ATL
DHC 8 402	3246	INFLATING VALVE CORE		LEAKING	20120801001	ATL
DHC 8 402	3411	HOSE PITOT	B030302104C094	CHAFFED	20120817003	ATL
DHC 8 402	5210	HOLDER ASSEMBLY HANDLE	8Z787605556	BENT	20120725005	ATL
DHC 8 402	5210	VALVE SOLENOID	4100S105	STUCK CLOSED	20120822007	ATL
DHC 8 402	5610	WINDOW		SHATTERED	20120921001	ATL
DHC 8 402	5730	LEADING EDGE	85720220003	DENTED	20120820003	ATL
DHC 8 402	5753	ROLLER	DSC5151	WORN	20120809013	QUE
<i>DIAMOND - CAN</i>						
DA 20 C1	2510	LATCH HOOK	2256400001	CRACKED	20120828002	ATL
DA 20 C1	2720	RUDDER TENSION SPRING	MS24586C207	DETACHED	20120918001	ATL
DA 20 C1	2750	LEFT-HAND FLAP BELLCRANK BRACKET	2027500001	LOOSE	20120825001	ATL
DA 20 C1	2822	ELECTRIC FUEL PUMP	5367001	LEAKING	20120918009	ATL
DA 20 C1	2822	FUEL PUMP	53670001	WRONG PRESSURE	20120906001	ATL
DA 20 C1	7120	WASHER	MS213061C	CUPPED	20120917011	ATL
DA 20 C1	7414	COTTER PIN	M2556	BROKEN	20120802015	ATL
DA 20 C1	7602	MECHANICAL FUEL PUMP	6533512	MISSING	20120715001	ATL
DA 20 C1	7930	OIL PRESSURE GAUGE KIT	2279301000	NOT CALIBRATED	20120918002	ATL

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<i>DORNIER</i>						
228 202	2730	FABRIC	SUPERFLITE102F	SEPERATION	20120716018	PNR
328 300	3010	ELEVATOR HORN BOOT	5E2546	PARTIALLY BURNED	20120828006	QUE
<i>EMBRAER</i>						
EMB 145LR	5310	CROSS BEAM	12302681001	CRACKED	20120824004	QUE
EMB 500	2910	HYDRAULIC POWER PACK	3032683002	FAILED	20120717008	PNR
EMB 500	3610	PRESSURE REGULATOR AND SHUT-OFF VALVE	13303101	USED	20120917019	PNR
ERJ 170 200 SU	2750	FLAP SYSTEM		FAILED	20120720002	QUE
ERJ 170 200 SU	2750	FLAP SYSTEM		FAILED	20120911004	QUE
ERJ 170 200 SU	2750	SLAT FLAP AVIONICS CONTROL ELECTRONICS	1700064F	FAILED	20120718002	QUE
ERJ 170 200 SU	2910	ENGINE DRIVEN PUMP	5116404	LEAKING	20120814002	QUE
ERJ 170 200 SU	2913	HYDRAULIC ENGINE DRIVEN P	511604	LEAKING	20120906014	QUE
ERJ 170 200 SU	3140	NETWORK INTERFACE CARD	70265421901	FAILED	20120725004	QUE
ERJ 190 100 IGW	2130	CABIN PRESSURE CONTROLLER		INTERMITANT	20120822012	QUE
ERJ 190 100 IGW	2751	FLAP INDICATION		RESET	20120712003	QUE
ERJ 190 100 IGW	2752	FLAP ACTUATOR 190 3L/4L	C1558121	ASSEMBLY DEFECTIVE	20120803002	QUE
ERJ 190 100 IGW	2910	CLAMP	MS21919WCH6	WORN	20120905014	QUE
ERJ 190 100 IGW	2913	LEFT-HAND ENGINE DRIVEN PUMP	5116404	FAILED	20120711002	QUE
ERJ 190 100 IGW	3242	MAIN LANDING GEAR BRAKE #4	900023402PR	UNCONTAINED FAIL	20120807002	QUE
ERJ 190 100 IGW	3610	FAN AIR VALVE	10070865	FAILED	20120807004	QUE
ERJ 190 100 IGW	3610	PRE-COOLER		LOOSE CLAMP	20120726002	QUE
ERJ 190 100 IGW	3620	BLEED SYSTEM		FAILED	20120824006	QUE
ERJ 190 100 IGW	5210	DEFLECTOR	17068153403	DAMAGED	20120824002	QUE
ERJ 190 100 IGW	5610	WINDSHIELD		SHATTERED	20120925001	QUE
<i>EUROCOPTER DEUT</i>						
BK117 A 4	6210	MAIN ROTOR BLADE	117151441V001	UNSERVICEABLE	20120712002	PNR
BO105 S CDN BS 4	7300	FUEL CONTROL UNIT	23070606	STIFF TO MOVE	20120912003	ONT
<i>EUROCOPTER FRANCE</i>						
EC 130 B4	5302	FITTING	350A23422220	CRACK	20120904002	ONT
EC 130 B4	5302	FITTING	350A23422220	CRACKED	20120904005	ONT
EC 130 B4	5302	FITTING	350A23422220	CRACKED	20120904008	ONT
EC 130 B4	5302	FITTING	350A23422221	CRACKED	20120904004	ONT
<i>FAIRCHILD</i>						
SA227AC	2150	AIR CYCLE MACHINE COOLING TURBINE	20475546	SEIZED	20120910007	ONT
SA227AC	2160	MIXING VALVE	BYLB504371	FAILED	20120730003	ONT
SA227AC	2497	CURRENT LIMITER		LOOSE	20120808004	ONT
SA227CC	3416	ENCODING ALTIMETER	51928702502	FAILED	20120815003	ONT
SA227DC	2710	AILERON CONTROL CHAIN	2771026001	UNSERVICEABLE	20120821006	PNR

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
SA227DC	3020	ANTI ICE TUBE	8943825	CRACKED	20120717009	ONT
SA227DC	3240	MASTER CYLINDER	981005501	STICKY	20120720007	ONT
<i>GROB-WERKE</i>						
G 120A	7410	IGNITION SWITCH	103572101	GOOD	20120727003	PNR
<i>GRUMMAN - USA</i>						
G 159	3230	LINE ASSEMBLY	159H1000247	CHAFED THROUGH	20120727005	QUE
<i>GULFSTREAM - USA</i>						
690D	3230	EYEBOLT	33008543	CRACKLED	20120901002	PNR
690D	3230	UPLOCK BRACKET	ED12453	CRACKED	20120901001	PNR
<i>KAMOV</i>						
KA32A11BC	2424	REVERSE CURRENT RELAY	DMP200BY	INOPERATIVE	20120723015	PAC
<i>LEARJET</i>						
35A	3040	VALVE RAM AIR MODULATING	27441500	FAILED	20120710012	ONT
35A	3244	WHEEL HALF	95439914	DAMAGED	20120812001	PNR
45	3244	TIRE	226K084	NEW	20120815007	QUE
60	3220	OLEO	2342100034	FLAT	20120821008	ATL
<i>LOCKHEED</i>						
382G	3230	HOSE	MILH87886	RUPTURED	20120905001	ONT
<i>MORAVAN</i>						
Z242L	2510	CANOPY ROLLER	Z1431800090	BROKEN	20120720009	ONT
Z242L	2720	RUDDER CABLE	Z14242260100	FRAYED	20120809006	ONT
<i>PIAGGIO</i>						
P180 AVANTI	3242	BRAKE ASSEMBLY	215044	UNSERVICEABLE	20120827014	ONT
<i>PILATUS - SW</i>						
PC 12 47	2710	BALANCE WEIGHT	5576012339	CORRODED	20120918015	ONT
<i>PIPER</i>						
PA31	3220	ROD ASSEMBLY LANDING GEAR	4194900	FAILED	20120719008	ATL
PA31 350	2840	FUEL QUANTITY SENDER	40648004005	WORN/ERRATIC	20120711005	PAC
PA31 350	3210	BOLT	AN17642	BROKEN	20120904010	PNR
PA31 350	3222	TORQUE LINK	CH20261	CRACKED	20120914011	PAC
PA31 350	5520	ELEVATOR SPAR	400759	CRACKED	20120918025	ONT
PA31T	7712	PRESSURE TRANSMITTER	35677496001	UNSERVICEABLE	20120710003	ONT
PA44 180	8011	STARTER	MZ4220R	SEPERATED	20120831003	ATL
<i>RAYTHEON</i>						
HAWKER 900XP	7600	TELEFLEX CABLE	761RA00061	USED	20120914001	PNR
<i>ROBINSON</i>						
R44	2916	RESERVOIR	D2111	VENTING	20120717015	PNR
R44	3020	AIR FILTER	C7711	DETERIORATED	20120725003	PNR
R44	6310	ACTUATOR	C0511	FAILED	20120928004	PNR
R44 II	2421	ALTERNATOR	ALU8521LS	FAILED	20120918021	PNR
R44 II	2435	STARTER	BC3151004	BENDIX FAILED	20120710001	PNR
R44 II	2435	STARTER	BC3151004	BROKEN TEETH	20120921005	PNR
R44 II	2435	STARTER	14924HTH	NOISE	20120802016	PNR
R44 II	2435	STARTER	14924HT	UNSERVICEABLE	20120813029	PNR
R44 II	2435	STARTER	14924HT	UNSERVICEABLE	20120914002	PNR
R44 II	2435	STARTER	BC3151004	UNSERVICEABLE	20120726007	PNR
R44 II	2822	FUEL PUMP	D8187B	UNSERVICEABLE	20120910004	PNR
R44 II	2822	FUEL PUMP	D8187B	UNSERVICEABLE	20120919005	PNR

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
R44 II	2916	HYDRAULIC RESERVOIR	D2112	VENTING	20120905013	PNR
R44 II	2916	RESERVOIR	D2112	NOISY	20120928008	PNR
R44 II	2916	RESERVOIR	D2112	VENTING	20120910009	PNR
R44 II	6230	MAST		ROCKING	20120920005	PNR
R44 II	6310	ACTUATOR	C0512	UNSERVICEABLE	20120813028	PNR
R44 II	6730	SERVO	D2121	LEAKING	20120710002	PNR
R44 II	6730	SERVO	D2121	LEAKING	20120723024	PNR
R44 II	6730	SERVO	D2121	LEAKING	20120910003	PNR
R44 II	6730	SERVO	D2121	LEAKING	20120910006	PNR
R44 II	6730	SERVO	D2121	LEAKING	20120910008	PNR
R44 II	7322	GOVERNOR	D2782	FAILED	20120710004	PNR
R44 II	7322	GOVERNOR	D2782	UNSERVICEABLE	20120918026	PNR
R44 II	7322	GOVERNOR	D2782	WORN	20120911006	PNR
R44 II	7322	GOVERNOR	D2782	WORN	20120924007	PNR
R44 II	7323	GOVERNOR	D2782	WORN	20120727012	PNR
R44 II	7414	MAGNETO	1060064620	INTERMITTENT	20120928009	PNR
R44 II	7414	MAGNETO	1060064620	WORN	20120726006	PNR
R44 II	7414	MAGNETO ADAPTOR		WORN	20120727014	PNR
<i>SIKORSKY</i>						
S76A	1410	HOSE	SS48C2C16500	LEAKING	20120823011	PAC
S76A	3231	LANDING GEAR DOOR LINKAGE	7620902019045	FAILED	20120822005	PAC
<i>TECNAM</i>						
P2006T	7322	CARBURATOR HEAT CONTROL CABLE	C221FT	BROKEN	20120830004	PNR
<i>VIKING CANADA</i>						
DHC 6 400	1000	TEE MACHINED FUEL SYSTEM	C6PFM114527	NEW	20120724005	PAC
ENGINE						
<i>ALLISON</i>						
250-C20B	7321	FUEL CONTROL UNIT	23070606	UNSERVICEABLE	20120727011	PNR
250-C47B	7230	COMPRESSOR BLADES		BROKEN	20120906007	QUE
250-C47B	7321	ENGINE CONTROL UNIT SOFTWARE V 5 358	23088856	FAULT	20120926007	QUE
501-D13	7321	FUEL CONTROL UNIT	3300588	TOO LEAN (FUEL)	20120813031	PAC
501-D13D	7800	CLAMP ASSEMBLY	4215AB1892	BROKEN	20120822010	PAC
<i>AVCO LYCOMING</i>						
IO-320-B1A	8530	PISTON PIN	LW14078	CORRODED	20120910011	PNR
IO-540-AE1A5	7414	BLOCK	10357426	CRACKED	20120906003	PNR
LTS-101-700D-2	7260	TORQUE METER GEAR ASSEMBLY BOLT	408111906	SHEARED	20120927004	ATL
O-360-A1A	8520	CRANKSHAFT	LW12172	REJECTED	20120711007	PAC
TIO-540-J2BD	8120	TAILPIPE EXHAUST PORT		NEW	20120920004	ATL
TIO-540-J2BD	8530	EXHAUST VALVE	LW16740	BROKEN	20120822018	PNR
<i>CFM INTERNATIONAL</i>						
CFM56-7B22	7300	ENGINE ELECTRONIC CONTROL	2042M67P02	FAILED	20120912008	PNR
CFM56-7B24	7597	WIRE HARNESS MW0311	3250299050	FAIL	20120820007	PNR

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<i>GARRETT</i>						
TPE331-10	7260	ENGINE	TPE33110	FLAME OUT	20120703006	ONT
TPE331-10UGR-514H	8300	ENGINE	TPE33110UGR514	SERVICABLE	20120913005	PNR
TPE331-11U	7314	ENGINE FUEL PUMP	31035992	FAILED	20120924006	ONT
TPE331-12UAR-703H	7500	HOSE ASSEMBLY-FLEXIBLE	1379287L405	BROKEN	20120720001	QUE
<i>GENERAL ELECTRIC</i>						
CF34-3B1	2230	SWITCH	1EN2893	FAILED	20120809004	ATL
CF34-8C5	7250	HIGH PRESSURE TURBINE 2 BLADES		BROKEN	20120830001	ATL
CF34-8C5	7921	FUEL OIL COOLER	4119T36P03	FAILED	20120801006	ATL
CF34-8E5A1	7930	OIL LEVEL/TEMP SENSOR	2160M12P03	FAILED	20120904009	QUE
<i>ORENDA</i>						
OE600A	8120	TURBO CHARGER	T2000901	SEIZED	20120828003	PNR
<i>PRATT & WHITNEY-CAN</i>						
PT6A-114A	7421	IGNITER	CH34055	WORN	20120716017	PAC
PT6A-135	7250	PT6 POWER TURBINE STATOR	3024862	CRACKED	20120706004	QUE
PT6A-27	2435	STARTER/GENERATOR	23048004M	SHEARED	20120803003	ATL
PT6A-27	8097	RCR	A701D	SHORTED	20120813021	ATL
PT6A-28	7230	DIFFUSER EXIT TUBE	3024767	CRACKED	20120727008	QUE
PT6A-34	7200	BLEED AIR VALVE	310082903	RUPTURED	20120829006	ONT
PT6A-60A	7210	FLANGED PLAIN BEARING	3030046	SEIZED	20120921009	PNR
PT6A-60A	7230	COMPRSSOR #1 BEARING		OIL LEAKING	20120821007	ATL
PT6A-67D	7250	1ST STAGE TURBINE		DAMAGED	20120823001	ATL
PT6T-3B	7250	COMPRESSOR TURBINE DISK	3024211	FRACTURED	20120919001	PAC
PW119C	7220	FRONT INLET CASE		REPAIR/REPLACE	20120815001	ATL
PW120A	7532	AIR SWITCHING VALVE	310676001	INCORRECT INSTALL	20120928006	ATL
PW150A	7200	ENGINE	PW150A	INTERNAL FAILURE	20120801007	ON
<i>PRATT & WHITNEY-USA</i>						
R-985-AN-1	8530	CYLINDER	CH90ER	NO DAMAGE	20120917015	ONT
R-985-AN-14B	2822	FUEL PUMP	TF8005	POOR PERFORMANCE	20120703004	ONT
WASP CA3	7314	FUEL PUMP	21562010190	UNSERVICABLE	20120924012	ATL
<i>ROLLS ROYCE - GY</i>						
TAY	7230	INTERMEDIATE CASE	JR34960	CRACKED	20120905002	QUE
<i>ROLLS ROYCE - USA</i>						
224 PACKARD	7921	BYPASS VALVE	4400	INTERNAL FAILURE	20120829004	ONT
<i>TELEDYNE CONTINENTAL</i>						
IO-240-B	7414	POINTS	M3081	FAILED	20120815005	ATL
IO-520-D	7800	EXHAUST TURBO INLET	ETIC1031	CRACKED	20120911007	PNR

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
IO-520-F	7931	OIL PUMP	631714A7	CONTAMINATED	20120712008	PNR
IO-520-F	8520	CRANKSHAFT	649134	BROKEN IN TWO	20120716025	PAC
IO-520-FC	7713	MANIFOLD PRESSURE LINE	70014796	CUT	20120723018	PAC
IO-550-N	7414	MAGNETOS	S6RSC25P	FAILED	20120919008	ONT
O-300-A	2841	FUEL GAUGE	21364	CRACKED	20120920002	ONT
O-470-LCR	8530	PISTON		DESTROYED	20120910012	PAC
TSIO-550-E	8520	CRANKSHAFT GEAR	653631	FAILURE	20120827011	ATL
<i>WILLIAMS</i>						
FJ44-3A	7200	SENSOR	76707	HEATER FAILED	20120823007	PNR
PROPELLER						
<i>AEROPRODUCTS</i>						
A6441FN-606A	6120	STOP SOLENOID	6849336	INTERNAL SHORT	20120706006	PAC
<i>DOWTY ROTOL</i>						
R408/6-123-F/17	6110	PROPELLER ASSEMBLY	697070003	DAMAGED BEARING	20120704004	ONT
<i>HAMILTON STANDARD</i>						
14SF-7	6111	BLADE COLLAR HALF	8022531	DISBONDED	20120824001	ATL
14SF-7	6120	ACTUATOR	7901802	WORN	20120719012	PAC
<i>HARTZELL</i>						
HC-C2YK-1B	6120	TUBE ASSEMBLY	AEL75167	CRACKED	20120711004	QUE
HC-C3YR-1RF/ F7663R	6113	SPINNER DOME	C19045P	CRACKED	20120910002	PNR
HC-E3YR-2AFT	6113	SPINNER BACK PLATE	100602002	CRACKED	20120706002	QUE
HC-E4A-3D	6122	PROPELLER GOVERNOR	8210137H	MISSING PARTS	20120822013	ONT
<i>MCCAULEY</i>						
D2A34C58	6114	HUB		CRACKED	20120919009	PAC
EQUIPMENT						
<i>ARTEX</i>						
4535002	2560	G SWITCH		UNSERVICEABLE	20120725001	PNR
4535002	2560	G SWITCH		UNSERVICEABLE	20120801011	PNR
4535002	2560	G SWITCH		UNSERVICEABLE	20120801012	PNR
4535002	2560	G SWITCH		UNSERVICEABLE	20120809015	PNR
4535002	2562	G SWITCH		UNSERVICEABLE	20120720003	PNR
<i>BENDIX</i>						
1068291013	3222	GEAR AXLE/BEARING		WORN	20120823009	PAC
<i>C&D AEROSPACE</i>						
009053DXRCD	2450	SOAP DISPENCER	MT125	INPROPERLY INSTALLED	20120921002	ONT
<i>CESSNA</i>						
991205318	3233	ACTUATOR MAIN LANDING GEAR	991205318	OVERHAULED	20120926002	QUE
<i>CHAMPION</i>						
4370	7414	DISTRIBUTOR BLOCK GEAR	K3822	BROKEN	20120718007	ONT

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<i>CONVAIR - CAN</i>						
SZ450023A	2100	FAN MOTOR	7096022	BURNT	20120806002	PNR
<i>DART AEROSPACE</i>						
D350600142	5230	LATCH	D2586	BROKEN	20120910005	ONT
<i>DOWTY ROTOL</i>						
215750096	5230	PISTON	33130131	CRACKED	20120903008	PNR
<i>EDO</i>						
7170	3246	REAR BAR FITTING	12716	CRACKED	20120827015	ONT
<i>FLYING COLOURS</i>						
115M7481X	2520	PASSENGER SERVICE UNIT PANEL	115M7481X	FAILED	20120907003	ONT
M090034X	2520	PASSENGER SERVICE UNIT PANEL	M100034X	FAILED	20120907001	ONT
M100042X	2520	PASSENGER SERVICE UNIT PANEL	M100042X	DETACHED INSERTS	20120906002	ONT
<i>HONEYWELL</i>						
11521062	2434	DIRECT CURRENT GENERATOR	11521062	INTERNAL FAILURE	20120706001	ONT
IVA81A	3445	COLLISION AVOIDANCE SYSTEM	66011712304	DAMAGED	20120917010	ONT
<i>KANNAD</i>						
S184050101	2562	STRAP	S182051201	RIPPED	20120716014	PNR
<i>L-3 COMMUNICATIONS</i>						
5040111934	3420	ARTIFICIAL HORIZON	5040111934	UNSERVICEABLE	20120710011	PAC
<i>MESSIER BUGATTI</i>						
C20633000	3242	BRAKE ROTOR	GA31993	DAMAGED	20120713003	ONT
<i>PARKER BERTEA</i>						
MH40203	3246	TIRE	265K081	FAILED	20120829005	ONT
<i>PIPER</i>						
52D1371332	3420	HORIZONTAL SITUATION INDICATOR		FAULTY	20120709008	PNR
<i>PZL BIELSKO</i>						
EQUIPMENT	3230	DOG LEVER	550682900	BENT SLIGHTLY	20120924010	ONT
<i>SAFT AMERICA</i>						
20413000	2431	BATTERY	20413000	OVERHEAT	20120727013	ATL
<i>TELEDYNE BENDIX</i>						
103492901	7414	CAPACITOR	AB349276	UNSERVICEABLE	20120828005	PAC
BL3493704	7414	DISTRIBUTOR BLOCK	10391586	LOOSE	20120728001	PAC
<i>WIPIRE</i>						
WIPLINE10000	3221	END CAP	13A07201003	DAMAGED	20120917021	PAC
WIPLINE1000A	3246	END CAP	13A07201003	CRACKED	20120917025	PAC
WIPLINE1000A	3246	END CAP	13A07201003	CRACKED	20120917026	PAC
<i>WOODWARD</i>						
206076062	6730	HYDRAULIC SERVO	206076062003	OVERHAULED	20120712006	PAC
3105900	1400	PREFORMED PACKING	182555	NEW	20120919006	ATL

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
UNAPPROVED PART						
<i>AVCO LYCOMING</i>						
EQUIPMENT	2000	CRANKSHAFT	LW12172	REJECTED	20120711007	PAC
<i>BELL TEXTRON - CAN</i>						
2.06012E+11	2000	TAIL ROTOR BLADE	206011810135	WRONG PART	20120906011	QUE
<i>WOODWARD</i>						
3105900	2000	PREFORMED PACKING	182555	NEW	20120919006	ATL

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