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TP 6980E  
(01/2016)

# Feedback

Issue 1/2016

Canadian Aviation Service Difficulty Reports



The Bombardier C-series CS-100 aircraft is an all new design that received its Canadian type certificate on December 17th, 2015. Bombardier has stated that Swiss will be the first airline customer to receive the aircraft sometime in 2016. EASA and FAA certification will follow shortly.



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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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[www.tc.gc.ca/feedback-magazine](http://www.tc.gc.ca/feedback-magazine)

The articles contained in *Feedback* are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *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)

*Feedback* est aussi disponible en fran ais.

  Her Majesty the Queen in Right of Canada, as represented by the Minister of Transport (2016).

ISSN 1925-8429 (Online)

TP 6980E  
(01/2016)

TC-1005710

## AAIR DUE DATE VS ANNUAL INSPECTION DATE

Did you know that your Annual Airworthiness Information Report (AAIR) due date is NOT related to your annual inspection date? There is a common misunderstanding that you can only complete the AAIR once the annual inspection is completed. This is simply not true. The AAIR requires the date of the most RECENT annual or 100-hour inspection which could have occurred the previous calendar year. All aircraft owners can complete their AAIR as early as January 1<sup>st</sup> of every year by logging into Transport Canada's secure web-based Continuing Airworthiness Web Information System (CAWIS) using their AAIR access code. Therefore, there is no need to wait for the notification from Transport Canada in order to complete your AAIR online, nor do you have to wait until the inspection has been done.

**BEECH, B200**

**SDR # 20150710021**

### Incorrect Flap Actuator

#### **SDR submitted:**

During a phase inspection, all the flap actuators were replaced due to excessive wear. Upon rigging the flaps, a loud bang was heard from the left hand outboard flap. Maintenance discovered the flap flex cable had snapped during the flap down test. An investigation on why the flap cable snapped revealed that the right hand outboard actuator was the right part number but the wrong actuator. The apprentice who installed the actuator ensured that an actuator with the same part number was installed; however he overlooked the fact that the actuator was physically different in length. A picture was taken with both actuators and sent to the supplier for further explanation; they admitted it was a quality flaw from their actuator supplier. Separate investigations will be conducted on their end. Additional training will be conducted to all maintenance staff to include a visual confirmation of all parts not only on paper via part number but in a physical manner to minimize the risk of this happening again.

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

There are many quality control checks for a part as it moves from the manufacturer or a repair shop to an aeroplane, however mistakes can be overlooked all along the way. To add to the confusion, there are pre-mod and post-mod part numbers for many parts. Some problems are hard to detect until the part is installed. The installer is the final check in the system and needs to be familiar with the equipment he is working on. For some systems, its good practice to have a second person inspecting the work even when not required by the regulations.

## Landing Light Diode Link Assembly Failure by Short Circuit

### Civil Aviation Authority of New Zealand – Defect Report:

This block contains the Service Difficulty Report (SDR) content because the SDR is not available in the TC system.

#### SDR submitted:

**Description:** During aircraft inspection while the master electrical switch was ON, smoke started coming from the end of the collective stick and from the side panel area below the instrument panel when the landing light was turned on.

**Cause:** 30-126-5AA link went dead short – reason unknown.

**Action Taken:** Contacted Bell, replaced burnt wiring in landing light control circuit and replaced 30-126-5AA link

**Note –** The landing light switch circuit has no fuse or circuit breaker to protect it, hence its burn out.



The failed diode link assembly discussed in the article is shown in the photo. Note that the sleeve covering the link is melted and split from the heat generated when the link failed by short circuit.

### Transport Canada Comments:

It is fortunate that this occurrence took place during functional testing on the ground. The 30-126-5AA link assembly contains diodes and bridges the coil of the AN3320-1 relays in the landing light circuits. The diodes are intended to provide a short-term alternative current path around the relay so that the coil may be discharged more safely and quietly. Without a diode, the sudden interruption of current flow when power to the coil in a relay is switched off leads to a sharp rise in voltage across the coil of the relay. This transient can be a source of electromagnetic interference (EMI) in other circuits. In this type of installation, diodes are also used to prevent arcing across the contacts of relays and the electrical interference and welding/sticking of the contacts that can occur as a result of the arcing.

Transient voltage suppressor diodes usually fail short, but may also fail open. If they fail open, there is no longer protection of susceptible components against subsequent transients. For the more common case of failing short, a significant surge current can occur. This was the failure mode in the occurrence helicopter and the surge current was large enough to damage the wiring in the landing light controls.

The landing light relays on model 206L4 helicopters starting with serial number 52179 are MS27743-24 or M83536/33-003L. The AN3320-1 relays installed on earlier helicopters are no longer procurable. The newer relays feature integral transient suppression; for that reason the landing light installations in these later-model helicopters do not include a separate diode assembly for transient suppression. Bell Technical Bulletin 206L-TB-07-225 provides instructions to install the new M83536/33-003L relay with associated hardware. Incorporation of this technical bulletin removes the 30-126-5AA link assemblies from the landing light circuits, eliminating the potential for the failure that occurred on this helicopter.

BEECH, 1900D

SDR # 20150713020

## Chaffed Landing Gear Wiring

### SDR submitted:

The landing gear circuit breaker popped after takeoff. Attempts to duplicate the fault in the hangar were unsuccessful. Maintenance personnel carried out additional troubleshooting and found that the wires G15E22, G16C22, D10A22 and D21J22 were chaffed. The wires are located at the right hand main landing gear actuator connector J198 and they arced against panel 622BT. The wires were repaired in accordance with wiring diagram manual (WDM) 32-31-01-01 and 32-61-02.

A test flight after the repair gave unsuccessful results.

With respect to this issue being a recurring defect, the maintenance personnel took into consideration previous repair methodologies. To aid in further troubleshooting of the landing gear system, maintenance personnel carried out a full system inspection by isolating system components and wiring. Troubleshooting revealed wires G15C22 and G15D22 also chaffed to ground at fuselage station 288.0 left hand wing feed through wire harness channel. The wires were repaired in accordance with WDM 32-31-02-02 and 32-31-01. Gear swings were carried out. The system tested serviceable and an additional test flight gave successful results.

### Transport Canada Comments:

Trouble shooting wiring problems can be difficult and time consuming. When you find a problem area on your aeroplane, it would be advisable to inspect the whole fleet for similar problems. Many operators are already taking proactive steps to increase the reliability of their aeroplanes.

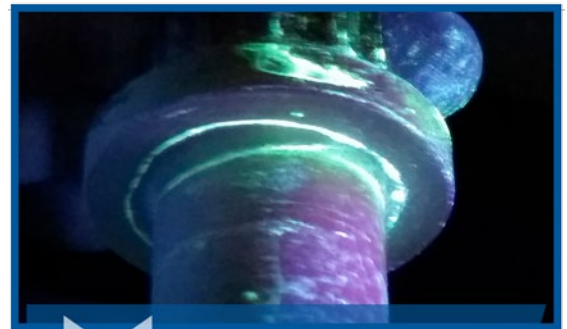
BEECH, 200

SDR # 20150821003

## Cracked King Air Wing Attachment Bolt

### SDR submitted:

During the second 200 hour non-destructive testing inspection, a crack was detected in the right lower forward wing bolt.



Crack on a wing bolt as seen with non-destructive testing.

### Transport Canada Comments:

Don't take any chances with wing attachment bolts. The lower forward wing bolt is the most important wing bolt in a Beech King Air since it carries most of the wing load. There are four wing bolts on each wing and these bolts have a life limit and also require regular inspection. Wing bolt holes also require inspection on regular basis as per the manufacturer's instructions. Some Beech King Air aeroplanes have spar straps installed to prevent the loss of a wing, in case of wing bolt failure. Newer King Air aeroplanes have been fitted with a completely different lower forward spar attachment.



## Landing Gear Failure

### SDR submitted:

At about 20 miles per hour on the takeoff roll, the aeroplanes left main gear spring snapped off about 6 inch up from the axle. Consequently, the aeroplane spun to the left and tilted down, resulting in the propeller impacting the ground and a sudden stoppage of the engine. The aeroplane came to rest on its left wing. The pilot did not sustain any injuries. The aeroplane only had about 120 gallons of spray chemical on board at the time of incident.



Separated wheel assembly with part of the broken main gear spring still attached.

### Transport Canada Comments:

This type of landing gear failure can have dire consequences. Fortunately, the aeroplane was moving at slow speed at the time of failure. Crop dusters operate from un-improved runways and the landing gear gets a real work out. Spring gear is generally very robust but fatigue damage can occur. The aircraft inspection program has generally been adequate to prevent this type of failure.

## Engine Control Quadrant

### SDR submitted:

A part was found loose in the control quadrant, it was separated from the mounting tang. It is possible that loose parts in this area could jam the engine controls.



Broken spring in the engine control quadrant.

### Transport Canada Comments:

It is important to carefully inspect the engine control quadrant for broken parts and foreign objects in order to ensure that engine controls are free to move without restriction. Engine control friction locks wear out over time and need to be maintained to prevent unintended engine power changes that could cause a hazardous situation.

## Alternating Current Wiring

### SDR submitted:

The flight crew reported that the dual Alternating Current (AC) generator caution lights turned on in-flight. The caution lights cleared until the aeroplane landed, then both of the AC generator caution lights returned.

The aeroplane was removed from service and maintenance personnel started to investigate the reason for the failure, after several days of troubleshooting it was found that the left hand wing root had a burnt wire bundle.

This aeroplane was on the ground for an extended period of time due to the extensive repair work that needed to be accomplished.



Damaged wire bundle aft of the rear spar.

### Transport Canada Comments:

A routine inspection of the area should have found the chaffed wires before the whole wire bundle burnt through. This area is not normally accessed except when called up for inspection.

## Horizontal Stabilizer Leading Edge Damage

### SDR submitted:

A slight buckle in the stabilizer top skin just ahead of the forward spar was noticed as the aircraft was pushed into the hangar. Upon further investigation, it was found that the nose rib inside the leading edge was cracked. The stabilizer was removed for repair and reinstalled after the repair.

### Transport Canada Comments:

Small aircraft are often maneuvered on the ground by pushing on the stabilizer leading edge. This area is susceptible to damage since it is made of light material and should be inspected on regular basis for damage caused by ground handling.

## Windshield Wiring Burnt

### SDR submitted:

Sparks were observed from the right windshield during climb and dissipated once windshield heat was selected off.

Signs of excessive heat was noted at the terminal block on the windshield. The masking tape left on the wires to help identify them during the last window install was burnt which was the source of the flames observed by the flight crew. A torque check of the terminal screws was carried out and found tight but under the value prescribed in the aircraft maintenance manual.

Wires 3041-59a12c, 3041-36a22, and 3041-37a22 were re-terminated and installed in accordance with wiring diagram manual 30-41-01.

It was then discovered that the windshield heat only works on "warm up", but not in "norm" during the functional test.

The controller was swapped out for troubleshooting. The right hand windshield heat circuit breaker was reset. An operational test of the right windshield heating system was serviceable in accordance with aircraft maintenance manual chapter 30-41-00.



Burnt tape can be seen on the wires connected to the windshield terminal block.

### Transport Canada Comments:

Maintenance personnel left tape on the windshield heat wiring that should have been removed after the work was completed. Here, an in-flight emergency situation resulted from maintenance human factors during work performed on the windshield. There are many reasons why someone can forget to remove maintenance related material from the aircraft, however take your time and necessary precautions even when working under pressure to ensure that the work is done properly.



## Propeller Spinner Damage

### SDR submitted:

The pilot reported that the left hand propeller heat amperage was indicating "low". Upon further examination/troubleshooting, maintenance discovered the propeller heat wiring harness had no protective sheathing installed. With no protective sheathing, the wire rubbed against the spinner and caused the harness to arc and burn a hole through the spinner. The spinner was deemed unrepairable and a new spinner was installed. The wiring harness was repaired and installed securely with protective sheathing to prevent re-occurrence of damage.



Damage on the spinner caused by the propeller de-ice wires.

### Transport Canada Comments:

This type of damage is preventable by doing proper inspections when called up by the inspection program. Keep in mind that propeller blades rotate through 90 degrees every time the propeller is taken out of feather or feathered and that movement has to be taken into account when inspecting this area.

GENERAL ELECTRIC, CT58-140-2

SDR # 20150504012

## Unapproved Parts Discovered During Engine Overhaul

### SDR submitted:

A part with an incorrect part number was found installed on the front frame accessory drive pinion gear. The part installed had the correct dimensions, but is not listed in the General Electric parts catalog. The correct part number should have been 4001T99P03. The bearing is required to be replaced at overhaul. It is assumed that it was replaced at the previous overhaul; therefore it likely has accumulated 367 hours since new. General Electric verified that this part number bearing is made for a different application than for the CT58-140-2 front frame accessory drive. The bearing had no indications of failure or abnormal wear.



Bearing with improper markings for application.

### Transport Canada Comments:

This engine came from an American operator and was last repaired/overhauled in an overseas facility. Transport Canada Civil Aviation would like to caution maintainers to be cognizant of the possibility of non-approved parts and hardware installed in aeronautical products.

## Foreign Object Damage On Engine Intake

### SDR submitted:

During scheduled maintenance, after having a foreign object damage (FOD) incident on the other engine, it was decided to inspect the compressor. The first stage compressor blades were found with heavy impact damage. The second and the third stage blades were found with very minor nicks. There was no other noticeable FOD found on the rest of the compressor, the gas generator case apex entries and the diffuser tubes. It appears that an object was ingested by the compressor damaging the first stage blades, and subsequently exited the inlet area through the inlet case.

There was no foreign object recovered from the engine during investigation by the engine shop. This aeroplane had a previous FOD incident on the other engine a month earlier. After a dual FOD on the same aeroplane, maintenance did a thorough investigation and found the aeroplane had wing/nacelle heavy metal work completed two years previously for a wing life extension program by another Approved Maintenance Organization (AMO). Surmising left over FOD from the repair process, maintenance found a 1/4-1/2 inch bulb/stem piece of cherry max fasteners stuck in behind a cowl chafe strip. It is suspected that other material of this type left behind from the prior repair had liberated itself and entered the inlet area and created the damage. The compressor area had not been inspected for a while so actual date of incident is not available.

A more robust FOD prevention program was instilled. During maintenance, especially of engines, cowling are wrapped in blankets and a complete blow down with air of the whole engine and nacelle area is completed, even when the maintenance is not a scheduled inspection. The compressor inlet (and screen) area and first stage blades are inspected more thoroughly and more often than was done previously.



Engine compressor showing foreign object damage to the first stage blades.

### Transport Canada Comments:

It is unfortunate that increased inspection of this sort is often reactive in nature rather than proactive. Maintainers and repair shops are reminded to be vigilant and be sure to remove materials and tools that can be left behind in 'quiet areas' of aircraft that can pose a FOD danger.

## Oil Tube installed with incorrect Post Service Bulletin Part Number

### SDR submitted:

The engine was received for overhaul with a pre service bulletin tube (part number: BRH18528) and post service bulletin tube (part number: BRH19274) installed. This configuration is not permitted by service bulletin 100954.

The engine had been in the field for 4 years, the elapsed time in this (improper) configuration is not known.

Due to the wrong configuration, the tube is excessively fretted.



Integrated drive generator (IDG) oil line with fretting wear marks.

### Transport Canada Comments:

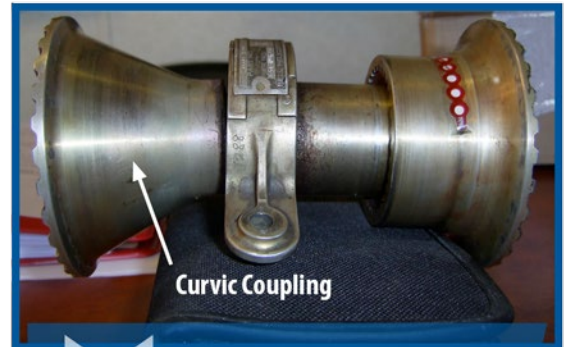
Maintainers are reminded to be aware that service bulletins can change the part number status of aeronautical products. The latest manufacturer's documentation must be consulted when carrying out any maintenance action.

## Tail Rotor Drive Coupling Failure

### SDR submitted:

The pilot noticed a slight yaw as he was touching down. He also noticed that when applying collective to take off, there was no response from the pedals. The aircraft was shut down and as it was winding down, a loud grinding noise was heard coming from the back of the helicopter. The pilot observed the tail rotor was not turning even though the main rotor was still winding down. The origin of the noise was isolated to the tail rotor drive shaft coupling under the engine exhaust stack. When the main rotor was turned by hand, the forward end of the coupling was turning but not the aft end. The coupling suffered a complete failure and all tail rotor drive was lost.

The coupling assembly (hangar assembly) was replaced with a serviceable one and the aircraft returned to service with no further issues. The cause for the coupling failure is still under investigation.



The Drive Coupling Assembly is assembled incorrectly and demonstrates a misalignment by the downward appearance of the curvic coupling. For a correct assembly, the curvic coupling should appear square to the coupling shaft.

**Note:** Coupling Shaft is internal to the assembly and not visible in this picture.

### Transport Canada Comments:

The coupling failure was the result of an excessive misalignment causing extensive wear to the mating splines between the rear curvic coupling and the coupling shaft. The misalignment of the coupling was due to incorrect assembly of the coupling at the last lubrication and inspection interval. It is suspected that the arrangement and location of the required washers were not correct and subsequently created the misalignment.

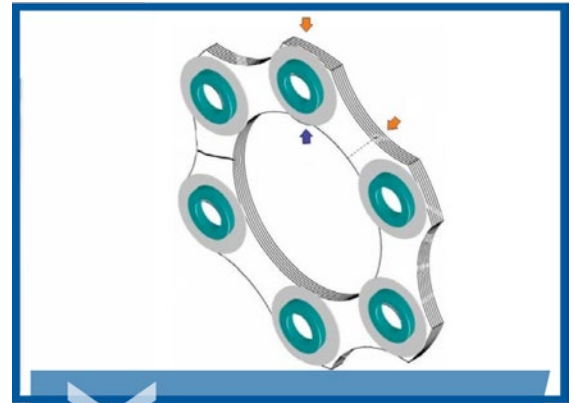
The manufacturer's maintenance manual or component overhaul written instructions and associated diagrams must not be substituted for similar exploded view diagrams found in places such as the illustrated parts catalogue. Although the diagrams may appear correct, this is not always the case.



## Driveshaft Flex Coupling Bolt Torque Loss

### SDR submitted:

During a post flight inspection of the forward flex coupling between the engine and transmission, cracks were found on the drive shaft side of the coupling. While removing the flex coupling, three of the bolts that attached the coupling to the belt drive pulley were found slightly loose. The drive shaft bolts were all still tight and all six bolts had cotter pins installed.



Common areas where cracks may develop in the Flex Coupling as a result of bolt torque loss.

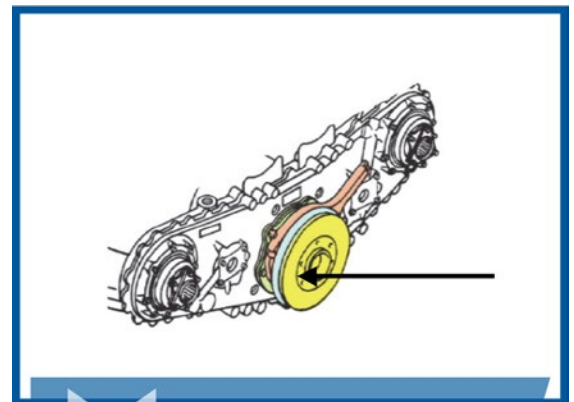
### Transport Canada Comments:

A loss of torque generally results in fretting and initiation of cracks in the bolt holes. Airbus Helicopters published Service Letters 1140-65-92 and 1826-63-07 to mitigate the frequency of this problem and associated down time. Remain vigilant while inspecting this critical area.

## Loose Main Gearbox Output Flange

### SDR submitted:

During an unrelated and unscheduled maintenance check, the output flange was found to be loose (total loss of tightness). The bevel gearbox was removed, inspected and reinstalled. Service Bulletin AS355-63.00.27 was completed with a new flange, Sta-Lock nut and securing washer installed. The aircraft had only flown 66.6 hours total time.



Drawing depicting the location of the loose rear output flange.

### Transport Canada Comments:

"Total loss of tightness" is the term Airbus Helicopters has given to the in flight vibrations and loss rotor brake efficiencies that have been reported as Service Difficulties. As a result of the reports, Airbus Helicopters has introduced a new flange and new securing washer to prevent loss of tightness of the Sta-Lock nut on the main gearbox rear output. MOD 077231 was introduced to prevent the loss of tightness via recommended Service Bulletin AS355-63.00.27.

## Improper Flight Control Bearing Roll Stake

### SDR submitted:

A bearing was noticed to be rotating inside the housing. The part was removed and found that the bearing was improperly staked. The part was replaced with a new part.



Black fretting dust around a bearing outer race as indication of movement between the bearing outer race and its sleeve or the sleeve and parent metal of the component.

### Transport Canada Comments:

An improper roll stake on a flight control bearing could occur at manufacturing or during replacement in the field, either could lead to a catastrophic failure. In the past, Bell Helicopter has acknowledged faulty manufacturing processes. To mitigate the associated risk, Bell issued Alert Bulletins for the affected models. In addition, Bell also published General Operational Safety Notice GEN-OSN-09-38. Transport Canada Civil Aviation would like to remind all affected Bell operators to continue to perform thorough daily and scheduled maintenance inspections to recognize the early signs of a failing roll stake.

## Main Rotor Blade Tell-Tale Weight Separation

### SDR submitted:

The pilot was on approach back to the forestry base when he and his passenger heard a loud popping sound. They looked around the cabin but found and felt nothing. Upon landing and shut down, a whistling sound was heard from the main rotor blades. The investigation by the pilot revealed that the tip cap had been displaced. The pilot notified the Director of Maintenance who contacted Bell Helicopters. The blade was separated at station 133 and found that the bond had broken between the 1x1x1/2 inch lead tell-tale piece and the blade. This allowed the tell-tale weight to accelerate down the spar channel and contact the tip weight causing the mid chord tip weight support screw holes to rupture under bearing load. Fortunately the screw diameter would not fit through the broken sections of the upper and lower holes. Both blades had flown together from zero time since new. The mating blade was inspected with no defects found. Both blades have gone through some training exercises; there have not been any reports of over speed issues.

### Transport Canada Comments:

Bell Helicopter has multiple confirmed reports for this service difficulty. Product Support and Engineering (PSE) representatives are directing operators to Technical Bulletin TB206-11-197 (latest revision) with the option of modifying the existing blade or replacement to a new main rotor blade design manufactured without the tell-tale weight. Compliance of the Technical Bulletin is at customer's option.

## Cracked Main Gearbox Oil Fan Hopper

### SDR submitted:

During disassembly of the aircraft for painting, the oil cooler inlet air duct was found cracked. The same discrepancy was found on additional aircraft, the damaged parts were replaced with serviceable units.

Airbus Helicopters has introduced a daily inspection by means of Emergency Alert Service Bulletin EC130 05A020 and EASA has issued emergency Airworthiness Directive 2014-0229-E with a repetitive 10 hour or 7 day inspection.



Example of the crack and general area for cracks to occur on the oil cooler hopper.

### Transport Canada Comments:

Airbus Helicopters has issued Revision 1 for Emergency Alert Service Bulletin EC130 05A020. The revised bulletin modifies the effectivity by excluding helicopters that have embodied Modification 074547 through Service Bulletin No. 79-001 – an improvement of the Engine and Main Gearbox oil cooling fan attachment points on the hopper. A specified compliance time is published in the bulletin for Modification 074547.

## Main Rotor Damper Failure

### SDR submitted:

During cruise flight, the aircrew felt an abnormal vibration come on all of a sudden. They reduced airspeed, lowered landing gear and landed the helicopter back at base. Upon inspection, after the aircraft had shut down, one of the main rotor dampers was found hanging from one end. The bore of the inboard end of the damper which retains the spherical bearing had failed.

Main Rotor Damper Part Number: 3G6220V01352, Time Since New: 586.0 hours.



The main rotor damper hanging from the main rotor head with failed damper. The damage to the main rotor blade is also visible in this picture.

### Transport Canada Comments:

The cause of the main rotor damper failure was a severely spalled spherical bearing. AgustaWestland has published mandatory bulletin BT AW 139-410 to address the failure of the damper with a visual inspection at specified intervals.

In situations like this, take every opportunity possible between flights to visually inspect the specified area. AgustaWestland has been made aware of this latest service difficulty for further analysis.



The failed spherical bearing and evidence of spalling on the outer surface.

## Propeller Blade Delamination

### SDR submitted:

During a scheduled 300 hour coin tap test on the propeller, a significant portion of the leading edge of one of the propeller blades was found delaminated. This was found by interpreting the sound during the test. The leading edge just outboard of the de-ice boot also showed visible cracking. The airworthiness limitations were researched and an approved Hartzell dealer was contacted to further discuss the problem. He indicated that there are operators who have had similar issues. The discussion resulted in grounding the aeroplane and the propeller being sent for repair.



Propeller blade with area of suspected delamination highlighted.

### Transport Canada Comments:

There is a great deal of information available to aircraft maintenance engineers with regard to airworthiness issues. This can include manufacturers publications and of course manufacturer technical representatives as in this example.



# FAA UNAPPROVED PARTS NOTIFICATIONS (UPN)

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

SAIB Number	Subject	Date Posted
2016-20150609004	Ceconite covering material and Supplemental Type Certificate (STC) # SA4503NM	2016/01/29
2016-2013NM460018	Ameri-King Corporation, Huntington Beach, CA, Parts and Articles	2016/03/02

## SUSPECTED UNAPPROVED PARTS (SUP)

In Canada, SUPs are reported in accordance with section 571.13 of the standard of the *Canadian Aviation Regulation (CAR)*.

When you suspect an unapproved part, the SUP report can be submitted on the [SDR form](#) or through this Internet link at [www.tc.gc.ca/wsdrs](http://www.tc.gc.ca/wsdrs).

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
<b>BOMBARDIER</b>						
CC67038601	2000	HINGE SHIELD	601R385905	UNSERVICEABLE	20151026002	PNR
<b>DEHAVILLAND - CAN</b>						
C3W253	2000	STUD	C3W653	SHEARED	20151027007	PNR
<b>EQUIPMENT</b>						
EQUIPMENT	2000	EXTRUSION	CV109	NEW	20151117027	PAC

# FAA SPECIAL AIRWORTHINESS INFORMATION BULLETINS (SAIB)

A Federal Aviation Administration (FAA) SAIB is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). [www.faa.gov/aircraft/safety/alerts/SAIB/](http://www.faa.gov/aircraft/safety/alerts/SAIB/)

SAIB Number	Make/Company	Subject	Issue Date
CE-16-12	Honeywell	Auto Flight - Autopilot	01/25/16
	Pilatus Aircraft Limited		
	SOCATA		
NE-16-01R1	Pratt & Whitney Division	Turbine Section	01/14/16
CE-11-12R1	Piper Aircraft, Inc.	Wings - PA-28, PA-32, PA-34, and PA-44 Rear Spar Corrosion at Fuselage Attach Fitting	12/02/15
CE-16-11	Cessna Aircraft Company	WING SPAR – Inspection for Cracks and Corrosion on Wing Lower Main Spar Cap	12/02/15
	Textron Aviation Inc.		
CE-16-10	Air Tractor, Inc.	Stabilizers, Rudder Structure	12/01/15
CE-16-09	Honeywell	Auto Flight - Autopilot	11/23/15
CE-16-06	M7 Aerospace LLC	Flight Controls, Rudder Control System	11/20/15
CE-16-07	Air Tractor, Inc.	Powerplant, Engine Mount Section	11/20/15
CE-16-08	General Aviation	Noise Cancelling Headsets	11/20/15

European Aviation Safety Agency (EASA) SIB 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). <http://ad.easa.europa.eu/sib-docs/page-1>

SiB Number	Subject	Issue Date
2015-16R2	Simferopol Flight Information Region (FIR)	02/17/16
2016-02	Use of Erroneous Parameters at Take-off	02/16/16
2015-23R1	Somalia Airspace	02/15/16
2015-03R1	ATR 42-400, 42-500 and 72-212A aeroplanes - Propeller / Engine Vibrations In Flight	01/19/16
2016-01	Improved Oil Filler Door Latches on IAE V2500 Engines	01/13/16
2014-24R2	Iraqi Airspace	12/23/15
2015-27	Potential Adverse Effect of Alkali Organic Salt-based Aircraft De-Icing Fluids on Anti-Icing Holdover Protection and Potential Aircraft Corrosion	12/16/15
2015-28	Passenger Awareness on the risks of Lithium Batteries	12/16/15
2014-30R2	Egypt Sinai Peninsula Airspace	12/07/15
2015-26	Overwing Emergency Exit – Potential Interference Preventing Removal of an Exit Hatch (Gulfstream G280, G200 and G150 aeroplanes)	11/18/15
2015-25	Publication of declared distances for runways where intersection take-offs take place	11/18/15

# SERVICE DIFFICULTY REPORTS (SDR)

## 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)**

## AIRCRAFT

### AERO COMMANDER

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
690A	3211	SHAFT TORQUE LINK	ED124061	BROKEN	20151105004	PAC

### AEROSPATIALE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
ATR 42 300	2133	OUTFLOW VALVE	2095F030800	FAILED	20151216018	ONT
ATR 42 300	2133	OUTFLOW VALVE	2095F030800	FAILED	20151216020	ONT
ATR 42 300	2440	WIRE	A1148B	BURNT	20151014003	ONT
ATR 42 300	3240	MICROSWITCH	E032401	DAMAGED	20151106002	ONT
ATR 42 300	3297	WIRING		BURNT	20151230001	ONT

### AEROSPATIALE HC

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AS 350B2	2822	FUEL BOOST PUMP	P94B12209	FAILED	20151127012	PAC
AS 350B2	3497	GPS ANTENNA CABLE		SHORTED	20151127010	ONT
AS 350B2	5302	TAILBOOM	350A230000	CRACKED	20151214015	PNR
AS 350B2	6230	BEARING INTERNAL	704A33653109	UNSERVICEABLE	20151208007	QUE
AS 350B2	6410	LAMINATE BEARINGS	704A33633261	CRACKED	20151014002	ONT
AS 350B2	7700	TRANSDUCER	704A37642043	FAULTY	20151202011	PAC
AS 350B3	2910	PILOT VALVE LINKAGE		WORN	20151120009	PAC
AS 350B3	2913	BEARING	704A33651269	ROUGH	20151217011	PAC
AS 350B3	3340	POWER SUPPLY	356H2802	UNSERVICEABLE	20151015011	ONT
AS 350B3	5300	ENGINE DECK		CRACKED	20151202006	PAC
AS 350B3	6220	STARFLEX STAR	350A31191800	OVERHEATED	20151117010	PNR
AS 350B3	6730	SERVO	SC8043	LEAKING	20151207008	PNR
AS 350BA	7700	O-RING	NAS159311	DAMAGED	20151105002	PNR
AS 355NP	2910	HOSE	350A540201591	EXPIRED	20151223001	ONT



**AGUSTA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AB139	5551	STABILIZER SUPPORT BRACKET	3G5351A01432	CRACKED	20151002010	PAC
AW139	6220	MAIN ROTOR DAMPER	3G6220V01352	BROKEN	20151119007	PNR
AW139	6320	FREEWHEEL DUMMY ACTUATOR	4G6320A07732	CHIPPED	20151022009	ONT

**AIR TRACTOR**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AT 502B	7532	BLEED AIR VALVE ASSEMBLY	307503301	LOOSE	20151103002	PNR
AT 802A	5313	GUSSET	10A024191003	CRACKED	20151104012	PAC
AT 802A	5510	TOP LONGERON	110298	CRACKED	20151102013	PAC

**AIRBUS**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
A310 304	3242	PARKING BRAKE VALVE	A253151	SCRAP	20151013012	QUE
A310 304	5755	ATTACH FITTING	A57710013007	BROKEN	20151007011	QUE
A310 308	7610	THRUST REVERSER AIR TUBE	1308M74G04	BROKEN	20151223003	QUE
A319 112	1410	HOSE ASSEMBLY	112441507	LEAKING	20151208004	QUE
A319 112	2100	OZONE FILTER	20499002	DIRTY	20151026004	QUE
A319 112	2421	INTEGRATED DRIVE GENERATOR	740119H	FAILED	20151224004	QUE
A319 112	2900	ASSEMBLY HOSE	112441507	LEAKING	20151202003	QUE
A319 112	2910	PIPE	D2901005201300	LEAKING	20151013005	QUE
A319 114	2120	SKIN AIR OUTLET VALVE	VFT300B00	FAILED	20151005002	QUE
A319 114	2160	RAM AIR INLET ACTUATOR	761B000001	FAILED	20151001010	QUE
A319 114	2913	CHECK VALVE	3094GM	LEAKING	20151019008	QUE
A319 114	3520	MASK OXYGEN GENERATOR	11704204	FAILED TO DEPLOY	20151223002	QUE
A319 114	7230	ENGINE ALIAS M97	71200011	OIL CONTAMINATION	20151029001	QUE
A319 114	7500	LEFT HAND BLEED SYSTEM		INOPERABLE	20151102007	QUE
A320 211	2722	RUDDER CONTROL SERVO	810A000005	LEAKING	20151230004	QUE
A320 211	2780	SLAT ROTARY ACTUATOR	830C000001	FAILED	20151117004	QUE
A320 211	3222	AIR PRESSURE VALVE	MS288892	LEAKING	20151021002	QUE
A320 211	3231	TARGET SUPPORT		LOOSE	20151013002	QUE
A320 211	3260	SENSOR	893301	CORRODED	20151008004	QUE
A320 214	4920	AUXILIARY POWER UNIT	49A320APU139A	DEFECT	20151203013	QUE
A320 214	5610	RIGHT HAND WINDSHIELD	STA320282	CRACKED	20151102006	QUE

**AYRES**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
S2RT34	2810	HEADER FUEL TANK	9014T032	CORRODED	20151208009	PNR

**BEECH**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
100	2730	TORQUE TUBE	115610010383	CRACKED	20151102003	QUE
100	5751	AILERON	991300003	TORN	20151126002	PAC
1900C	2820	FUEL MOTIVE LINE	11492000044	CRACKED	20151204005	ATL
1900D	2100	DUCT ASSEMBLY	12991003315	CRACKED	20151016009	ONT
1900D	2731	SHAFT		SHEARED	20151102008	ATL
1900D	2752	FLAP ACTUATOR	1295210501	JAMMED	20151106006	PNR
1900D	3000	DUCT	1295600671	CRACKED	20151125009	PAC
1900D	3000	PIPE ASSEMBLY	1299700321	CRACKED	20151019007	ONT
1900D	3060	PROPELLER DE-ICE HARNESS	3H25261	BURNT	20151121002	PNR
1900D	3250	WELD ASSEMBLY	1148200323	BROKEN	20151001004	ONT
1900D	3260	SWITCH		ADJUSTED	20151223007	ATL
1900D	3260	SWITCH UPLOCK MAIN GEAR	H111541	CORRODED	20151221008	ATL
1900D	3297	LANDING GEAR RELAY	MS24171D1	FAILED	20151014001	ATL
1900D	3310	EDGE LIGHT PANEL		BURNT	20151013006	ATL
1900D	5210	SWITCH	MS250081	OUT OF ADJUSTMENT	20151130011	ATL
1900D	5230	SWITCH		ADJUSTED	20151201011	ATL
1900D	5270	SENSOR		CLEANED	20151022010	ATL
1900D	5320	FRAME		CRACKED	20151116009	ATL
1900D	5400	KEEL WEB ASSEMBLY	114980024	CRACKED	20151221001	ATL
1900D	5700	WING		CORRODED	20151210006	ATL
1900D	5711	SPAR CAP		CRACKED	20151229020	ATL
1900D	6120	CLIP		WRONG LOCATION	20151103008	ATL
200	3200	LANDING GEAR CLUTCH ASSEMBLY	115811020653	CLUTCH SLIPPING	20151214018	PNR
200	3245	TUBE	923440	NEW	20151218006	PNR
76	2822	ELECTRIC FUEL PUMP	CD21185	PARTIALLY SEIZED	20151125014	PAC
76	3222	LOWER FORK	35810169	CRACKED	20151116007	PAC
A100	2436	VOLTAGE REGULATOR		OVERVOLTAGE	20151016003	PNR
A100	5740	BOLT	817841432	FAILED TESTING	20151009007	ONT
B100	2840	PROBE		FAULTY	20151118005	QUE
B200	2100	PIVOT	11791006013	CRACKED	20151218004	PNR
B200	2312	DISPLAY		FAILED	20151204001	PNR
B200	3230	SET SCREW	AN565E428H8	SERVICEABLE	20151016011	PNR
B200	3246	TIRE	265F868	OUT OF BALANCE	20151110007	PNR
B200	7110	HINGE	1019100209	CRACKED	20151217002	ONT
B300	3000	BRAKE DE-ICE VALVE	1013810127	IN SERVICE	20151104007	PAC
B300	3242	BRAKE ASSEMBLY	1013800961	O-RING LEAKING	20151016007	QUE
B300	3260	GEAR DOWN LOCK SWITCH	1013646281	INTERMITTENT	20151214014	PAC
B300C	5210	BASE ASSEMBLY DAMPER MOUNT	1015140651	UNSERVICEABLE	20151207009	ATL
F90	5600	WINDSHIELD	10138402518	CRACKED	20151028004	ONT

**BELL TEXTRON – CAN**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
206L 4	5302	TAIL ROTOR GEAR BOX SUPPORT	206033426001	CRACKED	20151019006	QUE
206L 4	6320	COMBINING GEARBOX	2601100005	CHIP	20151007019	PAC

**BELL TEXTRON – USA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
212	3210	AFT LANDING GEAR CROSS TUBE	212320104	SHEARED	20151229023	

**BELLANCA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
17 30A	3210	UPPER LEG MAIN GEAR	19428030	CRACKED	20151208017	PNR
8GCBC	2750	FLAP HANDLE	31699	FAILED	20151020002	ONT
8GCBC	2750	FLAP HANDLE	31699	FAILED MATERIAL	20151020001	ONT

**BOEING**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
727 225	7900	OIL LINE	81477501	CRACKED	20151209014	ONT
737 200C	1497	WIRING		BURNT	20151218005	ONT
737 242C	5230	BELLCRANK ASSEMBLY	65622161	SHEARED	20151027006	PNR
737 2B6C	2910	HOSE ASSEMBLY	BACH8A04NN0302T	LEAKING	20151007024	QUE
737 406	2450	GROUND FAULT DETECTOR	4362	FAILED	20151229021	ONT
737 406	2730	SPRING	69733611	FRACTURED SPRING	20151229019	ONT
737 6CT	3320	LIGHT ASSEMBLY	404170	FLICKERING	20151029019	PNR
757 28A	1410	HYDRAULIC FITTING	LER824080810D	CRACKED FITTING	20151124002	ONT
767 223	2913	STATOR	569911	BEARING OVERHEATED	20151104008	ONT
767 333	2211	FLIGHT CONTROL COMPUTER	8221261101	FAILED	20151106003	QUE
767 333	7311	STEEL MESH FILTER	AC9227F1740	CONTAMINATED	20151229011	QUE
767 33A	3242	DISC	26124121A	CRACKED	20151028006	ONT
767 375	2121	CABIN RECIRCULATION FAN	6066223	FAILED	20151109006	QUE
767 375	2751	COVER ASSEMBLY	256T32231	CRACKED	20151002009	QUE
767 375	3234	NOSE LANDING GEAR PRIORITY VALVE	275T41151	FAILED	20151109008	QUE
767 375	3260	PROX SENSOR 235		NEEDS ADJUSTMENT	20151105006	QUE
767 375	3270	TAIL SKID CONTROL MODULE	70269	LEAKING	20151208001	QUE
767 375	3412	TOTAL AIR TEMPERATURE PROBE	102LJ2AG	FAILED	20151103001	QUE
767 375	5750	MAIN WHEEL ASSEMBLY	32600661	BLOWN	20151119009	QUE
767 38E	5610	WINDSHIELD	141W740044	CRACKED	20151026003	QUE
787 8	2421	WIRE HARNESS	668Z4030423	OVERHEATED	20151105008	QUE
787 8	2530	CONVECTION OVEN	4313200916600	ARCING	20151211007	QUE

**BOMBARDIER**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
BD 100 1A10	1410	HYDRAULIC PRESSURE HOSE	WBA2911K104041	NEW	20151007025	QUE
BD 100 1A10	2900	DC MOTOR DRIVEN PUMP	42193	RECONDITIONED	20151203009	QUE
BD 100 1A10	3457	DUAL GPS-4000S	8222189010	LOST POSITION	20151110003	QUE
BD 100 1A10	5240	LOCK CYLINDER ASSEMBLY	AS51J00	MISSING	20151203007	QUE
BD 100 1A10	7500	BLEED AIR PANEL ASSEMBLY	1005326015	NO FAULT FOUND	20151015004	QUE
BD 700 1A10	2510	CURSOR CONTROL PANEL	8222831001	NON COMPLIANT	20151223006	QUE
BD 700 1A10	2742	HORIZONTAL STABILIZER TRIM ACTUATOR MOTOR		LIFE LIMIT	20151016012	QUE
BD 700 1A10	2760	SPOILERS		LIMITATIONS	20151217012	QUE
BD 700 1A10	3220	LOCK WIRE		BROKEN	20151109004	QUE
BD 700 1A10	3400	FLIGHT MANAGEMENT SYSTEM		UNCOMMANDED ROLL	20151103006	QUE
BD 700 1A10	5350	FAIRING		MISSING	20151221015	QUE
BD 700 1A10	5350	PANEL		MISSING	20151127004	QUE
BD 700 1A10	5350	RADOME		DAMAGED	20151209008	QUE
CL600 2B19 (RJ100)	0	BOLT	NA51580V4T14T9	BROKEN	20151127005	ONT
CL600 2B19 (RJ100)	0	FLOOR BEAM	601R3512892	CORRODED	20151109005	QUE
CL600 2B19 (RJ100)	0	FLOOR BEAM	60035031	CORROSION	20151203015	QUE
CL600 2B19 (RJ100)	0	FRAME SECTOR	601R3200435	CRACKED	20151124003	QUE
CL600 2B19 (RJ100)	0	FRAME SECTOR BOTTOM	601R3200455	CORRODED	20151203018	QUE
CL600 2B19 (RJ100)	0	FRAME SECTOR STA513	601R320289	CORRODED	20151110004	QUE
CL600 2B19 (RJ100)	0	FRAME UNLOCK FORWARD	601R31092	CORRODED	20151209011	QUE
CL600 2B19 (RJ100)	0	FRAME SECTOR FS513	601R3202811	CORRODED	20151123005	QUE
CL600 2B19 (RJ100)	0	MAIN WHEEL TIRE	299K631	TIRE SEPERATION	20151030014	ATL
CL600 2B19 (RJ100)	0	PRESSURE FLOOR SKIN	601R31146	CRACKED	20151023003	QUE
CL600 2B19 (RJ100)	0	SKIN	601R35004	CORRODED	20151119006	QUE
CL600 2B19 (RJ100)	0	SKIN PANEL	601R38328	CORRODED	20151111002	QUE
CL600 2B19 (RJ100)	0	WINDSHIELD (RIGHT HAND FORWARD)	NP13932114	CRACKED	20151124008	ATL
CL600 2B19 (RJ100)	0	WING PLANK	601R10042	CORRODED	20151207003	QUE
CL600 2B19 (RJ100)	2613	PYLON SENSE ELEMENT	A59WK	FAILED	20151222004	QUE
CL600 2B19 (RJ100)	2730	ELEVATOR CONTROL LEVER	600923585	CORRODED	20151221009	QUE
CL600 2B19 (RJ100)	3260	NOSE GEAR EXTEND PROXIMITY SENSOR	16215105	BROKEN	20151014006	QUE
CL600 2B19 (RJ100)	5210	HINGE SHIELD	601R385905	UNSERVICEABLE	20151026002	PNR
CL600 2B19 (RJ100)	5312	CHANNEL	600360089107	CORRODED	20151009008	QUE
CL600 2B19 (RJ100)	5554	HINGE FITTINGS	601R22014955	CORRODED	20151026009	QUE
CL600 2B19 (RJ100)	5610	WINDOW	NP139322	SHATTERED	20151229017	QUE
CL600 2B19 (RJ100)	5610	WINDSHEILD	NP13932113	CRACKED	20151222003	QUE
CL600 2B19 (RJ100)	5610	WINDSHIELD		CRACKED	20151002006	QUE
CL600 2B19 (RJ100)	5730	STEEL STRAP	601R109333	CRACKED	20151014005	QUE
CL600 2C10 (RJ700)	0	BACK-UP SILL	SH67031822	CORRODED	20151201020	QUE
CL600 2C10 (RJ700)	0	PAX DOOR FLOOR SILL	SH67031819	CORRODED	20151207004	QUE
CL600 2C10 (RJ700)	0	WIRE HARNES	9341715501	BURNT	20151221006	QUE
CL600 2C10 (RJ700)	2782	ACTUATORS	768616C	TRIPPED	20151002003	QUE
CL600 2C10 (RJ700)	2911	QUICK DISCONNECT HYDRAULIC FITTING	AE99118H	CRACKED	20151211009	QUE
CL600 2C10 (RJ700)	3200	MAIN LANDING GEAR SIDE-STAYS	49300	CRACKED	20151006013	QUE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CL600 2C10 (RJ700)	3417	CONTROL PANEL	6229819104	BURNT	20151001011	QUE
CL600 2C10 (RJ700)	5300	FRAME SECTORS	SH67031357	CORRODED	20151217003	QUE
CL600 2C10 (RJ700)	5315	FLOOR BEAM FS280	CC67034094	CRACKED	20151221016	QUE
CL600 2C10 (RJ700)	5610	LEFT HAND COCKPIT WINDOW	NP139322	CRACKED	20151216022	QUE
CL600 2C10 (RJ700)	5755	GROUND SPOILER	CC670110014	CRACKED	20151007028	QUE
CL600 2C10 (RJ700)	5770	RIGHT HAND OOUTBOARD MAIN FUEL CONTROL SPOILER	CC670115101	CRACKED	20151007029	QUE
CL600 2C10 (RJ700)	7700	FULL AUTHORITY DIGITAL ENGINE CONTROL		NO FAULT FOUND	20151028003	QUE
CL600 2C10 (RJ701)	0	FRAME (FS319 70)	SH670320313	CRACKED	20151203016	QUE
CL600 2C10 (RJ701)	5320	LEFT HAND CENTER INTERCOASTAL	SH670320753	CORRODED	20151007027	QUE
CL600 2D15 (705)	0	TERMINAL BLOCK	MS2721236	BURNT	20151230002	ATL
CL600 2D15 (705)	7532	BLEED VALVE	GG670800011	UNSERVICEABLE	20151223009	ATL
CL600 2D24 (RJ900)	0	FRAME	601R32004	CORRODED	20151210008	QUE
CL600 2D24 (RJ900)	0	LANDING GEAR HANDLE	533443	UNSERVICEABLE	20151125013	PNR
CL600 2D24 (RJ900)	0	LEFT HAND FLOOR SILL	SH690321753	CORRODED	20151104002	QUE
CL600 2D24 (RJ900)	0	UPPER FRAME 235	CC67034133	CRACKED	20151104003	QUE
CL600 2D24 (RJ900)	0	WINGLET LOWER SKIN PANEL	CC6901511634	CORRODED	20151201016	QUE
CL600 2D24 (RJ900)	3400	ALTITUDE AND HEADING REFERENCE SYSTEM	822111000	FAILED	20151001008	QUE
CL600 2D24 (RJ900)	5220	EMERGENCY EXIT DOOR	SH67036600	CRACKED	20151006018	QUE
CL600 2D24 (RJ900)	5220	EMERGENCY EXIT DOOR	SH67036600	CRACKED	20151006019	QUE
CL600 2D24 (RJ900)	5311	FRAME FOOT	SH67031356	CORRODED	20151001005	QUE
CL600 2D24 (RJ900)	5400	PIN HI-SHEAR	HST11AG84	MISSING HARDWARE	20151221018	QUE
CL600 2E25 (RJ1000)	0	GASKET	9912020105	BURNT	20151109003	QUE
CL600 2E25 (RJ1000)	2100	AIR CYCLE MACHINE	3478A010001	FAILED	20151001003	QUE
CL600 2E25 (RJ1000)	7314	FUEL PUMP	4120T04P07	FAILED	20151229018	QUE
DHC 8 311	2110	AIR CYCLE MACHINE	78279018	FAILED	20151028008	QUE
DHC 8 400	2421	AC GENERATOR		FAILED	20151130008	QUE
DHC 8 400	2730	LINEAR VARIABLE DIFFERENTIAL TRANSFORMER		FAILED	20151202008	QUE
DHC 8 400	5230	HANDLE		OPEN	20151117001	QUE
DHC 8 400	6197	WIRES		SHORTED	20151007010	QUE
DHC 8 400	7110	LEFT HAND FORWARD COWL DOOR ASSEMBLY	87144003005	DEPARTED	20151125002	QUE
DHC 8 402	2130	ELECTRONIC CONTROL UNIT	8201003007	FAULTY	20151016006	QUE
DHC 8 402	2420	AC GENERATOR		FAILED	20151217006	QUE
DHC 8 402	5210	DESICCANT FILTER	8SC5028001	UNSERVICEABLE	20151030002	QUE
DHC 8 402	5510	HORIZONTAL STABILIZER BARREL NUT	DSC22810	CRACKED	20151028007	QUE

**CANADAIR**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CL215 6B11(CL415)	5344	BEARING	MS2446424	UNSERVICEABLE	20151208010	ATL
CL600 2A12(601)	3240	POWER BRAKE SPRING	HP13331271	BROKEN	20151209013	QUE
CL600 2B16(601 3A)	2910	CLAMP	TA02208C010HD	CHAFED	20151002001	QUE
CL600 2B16(601 3R)	3242	BRAKE	6008512391	REPAIRED	20151123008	QUE

**CESSNA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
152	5510	RIGHT INBOARD NOSE RIB	4320016	CRACKED	20151105005	ONT
152	5511	RIB	43200153	CRACKED	20151126001	ATL
172L	2400	WIRING		INCORRECT	20151019001	ONT
172P	2720	RIB		CRACKED	20151109007	PAC
172P	3213	AXLE	5411991	CRACKED	20151119011	PAC
172R	2730	STOP BLOCK	4115230	MISSING	20151116012	PNR
172R	2731	STOP BLOCK	4115230	MISSING	20151130023	PNR
172R	2731	STOP BLOCK	4115230	MISSING	20151203010	PNR
172R	2731	STOP BLOCK	4115230	MISSING	20151207002	PNR
182T	7414	MAGNETO	6351	TIMING	20151013008	PNR
182T	7414	MAGNETO	6351	TIMING	20151013009	PNR
208B	2720	BRACKET ASSEMBLY	26131624	WORN	20151026006	PNR
208B	7120	RING ASSEMBLY ENGINE MOUNT	265102218	CRACKED	20151208018	PNR
340A	5610	PILOT SIDE WINDOW	5311261215	CRACKED	20151209003	PNR
550	2130	CABIN RATE CONTROLLER	52770114	UNSERVICEABLE	20151009006	PNR
560(ENCORE)	2110	FLEXI JOINT	99120264	BLOWN OFF	20151217009	PAC
560(ENCORE)	2750	CABLE ASSEMBLY	65651201	BROKEN	20151105009	PNR
560(ENCORE)	3201	GEAR FAIRING	652131110	MISSING	20151204011	PAC
680	3230	HOSE ASSEMBLY	S3128B0166000G	DAMAGED	20151210005	ONT
R182	6122	LEVER ASSEMBLY STOP PIN	210039	BROKEN	20151026005	PNR
T240	5610	RETAINER	28111112	CRACKED	20151023002	PNR

**DASSAULT**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
FALCON 10	2121	FAN	EVS812C	UNSERVICEABLE	20151022002	ONT
FALCON 2000EX	2110	BLEED AIR DUCT	F2MB721540170A2	CRACKED	20151102002	PNR
MYSTERE FALCON 900	2120	COOLING SYSTEM		WATER CONTAMINATED	20151021009	ONT



**DEHAVILLAND-CAN**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 2 MKI	5322	FORWARD FUSELAGE TUBULAR FRAME	C2F51503A	UNSERVICEABLE	20151217008	PAC
DHC 3	2750	SUPPORT-HINGE ARM - FLAP	C3F51973	USED	20151125015	PAC
DHC 6 300	2710	STUD	C3W653	SHEARED	20151027007	PNR
DHC 6 300	3213	AXLE	C6UM113427	CRACKED	20151205001	PAC
DHC 6 300	3250	BOLT	711461	BROKEN	20151019002	QUE
DHC 6 300	3250	LEVER	711599	BROKEN	20151023001	QUE
DHC 6 300	5530	VERTICAL STABILIZER ADAPTER	C6TFM102527	CRACKED	20151121001	PNR
DHC 6 300	6112	PROPELLER DE-ICE BOOT	RA12885	CHAFFED	20151112003	QUE
DHC 8 102	2130	PRESSURE SELECTOR PANEL	1305221	FAULTY	20151015017	ATL
DHC 8 102	2434	DC GENERATOR		FAILED	20151104004	ATL
DHC 8 102	2611	SMOKE DETECTOR	3023143	DIRTY	20151120008	PNR
DHC 8 102	5330	SKIN/FRAME		CRACKED	20151210010	ONT
DHC 8 102	5600	PILOT WINDSHIELD (LEFT HAND)	NP15790111	UNSERVICEABLE	20151112005	PAC
DHC 8 102	7697	WIRE		BROKEN	20151021010	ATL
DHC 8 103	3232	NOSE LANDING GEAR DOOR ACTUATOR		FAULTY	20151119003	QUE
DHC 8 106	2910	HYDRAULIC PRESSURE MANIFOLD	AEB2151011	BYPASSING	20151020005	PNR
DHC 8 106	3232	ACTUATOR	82910016009	LEAKING	20151020004	PNR
DHC 8 201	3220	OUTER CYLINDER	8800135137	CRACKING	20151117011	QUE
DHC 8 202	7400	AUTO IGNITION		INOPERABLE	20151120010	ONT
DHC 8 301	2430	K12 RELAY	2431K12YD4N	FAILED	20151022004	ATL
DHC 8 301	3040	TERMINAL STRIP		BURNT	20151118007	PNR
DHC 8 301	3230	SLECTOR VALVE		UNSERVICEABLE	20151208011	ATL
DHC 8 311	2900	HYDRAULIC LINE	82920010319	FAILED	20151116002	QUE
DHC 8 311	2900	HYDRAULIC PIPE	82920010227	CRACKED	20151118002	QUE
DHC 8 311	2913	HYDRAULIC PUMP		LEAKING	20151216017	PNR
DHC 8 311	3442	SCREW	G4512	LOOSE	20151027002	ATL
DHC 8 311	6140	MICRO SWITCH ACTUATOR		FAULTY	20151224002	ATL
DHC 8 314	2730	ROD END CLEVIS	82760183101	LOOSE	20151202010	ONT
DHC 8 314	5220	CHECK VALVE	MS28884A4	CORRODED	20151221014	QUE
DHC 8 400	2760	QUADRANT TENSION	800300M03	MISALIGNED	20151208014	QUE
DHC 8 400	2900	FILTER MANIFOLD	9451697	LEAKING	20151211001	QUE
DHC 8 400	2900	HOSE	AS11610154	RUPTURE	20151006001	QUE
DHC 8 400	2900	HYDRAULIC PIPE	82974219005	LEAKING	20151203014	QUE
DHC 8 400	2900	LINE		CRACKED	20151124006	QUE
DHC 8 400	2900	POWER TRANSFER UNIT	5114904	LEAKING	20151117003	QUE
DHC 8 400	2910	HYDRAULIC LINE	82910401001	LEAKING	20151216016	QUE
DHC 8 400	2913	CUSHION CLAMP	M8505226	FAILED	20151125008	QUE
DHC 8 400	2913	ENGINE DRIVEN PUMP	6617304	LEAKING	20151013001	QUE
DHC 8 400	2913	ENGINE DRIVEN PUMP	6617304	LEAKING	20151210002	QUE
DHC 8 400	2913	ENGINE DRIVEN PUMP	6617304	LEAKING	20151214011	QUE
DHC 8 400	2913	ENGINE DRIVEN PUMP	66173004	LEAKING	20151118012	QUE
DHC 8 400	3200	LANDING GEAR		NO FAULT FOUND	20151208015	QUE
DHC 8 400	3200	LEFT HAND MAIN LANDING GEAR	46100	NO FAULT FOUND	20151221002	QUE
DHC 8 400	3220	NOSE LANDING GEAR DOOR ACTUATOR	478301	INTERNAL LEAK	20151005003	QUE
DHC 8 400	3220	SENSOR		ADJUSTED	20151008002	QUE
DHC 8 400	3230	SELECTOR VALVE	483003	FAILED	20151005004	QUE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 8 400	3231	NOSE LANDING GEAR DOOR LINKAGE	47840	WORN	20151124004	QUE
DHC 8 400	3232	NOSE LANDING GEAR DOOR ACTUATOR	478301	BYPASSING	20151126004	QUE
DHC 8 400	3234	LANDING GEAR SELECTOR HANDLE	860TS09Y00	FAULTY	20151016004	QUE
DHC 8 400	3234	SELECTOR HANDLE	860TS09Y00	FAULTY	20151016002	QUE
DHC 8 400	3244	TIRE		TREAD SEPARATION	20151008003	QUE
DHC 8 400	3246	MAIN WHEEL BEARING	315731	FAILED	20151221004	QUE
DHC 8 400	3246	MAIN LANDING GEAR WHEEL ASSEMBLY	315731	INBOARD BEARING FAILED	20151124005	QUE
DHC 8 400	3246	NOSE WHEEL	31574	OUTBOARD BEARING FAILED	20151118009	QUE
DHC 8 400	3246	WHEEL ASSEMBLY		DEPARTED	20151021006	QUE
DHC 8 400	3260	MAIN LANDING GEAR DOOR SENSOR	401020101	FAILED	20151215010	QUE
DHC 8 400	5210	INSULATION BLANKETS		FULL OF ICE	20151117021	QUE
DHC 8 400	5220	DOOR SENSOR		ADJUSTED	20151009011	QUE
DHC 8 400	5230	DOOR SEAL		FROZEN	20151124001	QUE
DHC 8 400	5230	SENSOR		REPLACED	20151026001	QUE
DHC 8 400	5270	DOOR SENSOR	401020201	ADJUSTMENT	20151009005	QUE
DHC 8 400	7921	OIL COOLER BYPASS VALVE	D2887955C	FAILED	20151203003	ONT
DHC 8 402	2121	RECIRCULATION FAN		SEIZED	20151016001	QUE
DHC 8 402	2421	AC GENERATOR		FAILED	20151029023	ONT
DHC 8 402	2520	SEAT TRACK FITTING	CDSP1904	CRACKED	20151209010	QUE
DHC 8 402	2562	G-SWITCH		FAILED	20151207013	ATL
DHC 8 402	2710	ROLL ACTUATOR	C1817AA	ENGAGED	20151106004	PNR
DHC 8 402	2730	TORQUE TUBE ASSEMBLY	82760757015	DAMAGED	20151106005	QUE
DHC 8 402	2750	FLAP CONTROL UNIT	C1599931001	INTERMITTENT	20151221005	PNR
DHC 8 402	2760	BUSHING		WORN	20151113001	PNR
DHC 8 402	2760	SPOILER POWER CONTROL UNIT		FAULTY	20151111008	ONT
DHC 8 402	2900	TUBE ASSEMBLY FILTER MANIFOLD	82974222001	CRACKED	20151016008	ATL
DHC 8 402	2913	PUMP		UNSERVICEABLE	20151020003	PNR
DHC 8 402	2997	CONNECTOR		BROKEN	20151211002	ONT
DHC 8 402	3010	DUAL DISTRIBUTION VALVE	5103121	FAILED	20151209007	PNR
DHC 8 402	3020	ENGINE INTAKE ADAPTER HEATER	4100S02805	DAMAGED	20151002008	QUE
DHC 8 402	3220	PIVOT PIN RETENTION BOLT	472051	CORRODED	20151005006	QUE
DHC 8 402	3230	PROXIMITY SENSOR	401020101	DAMAGED	20151209006	PNR
DHC 8 402	3230	SOLENOID SEQUENCE VALVE	483025	SLOW OPERATION	20151221013	PNR
DHC 8 402	3231	DOOR ACTUATOR	478301	UNSERVICEABLE	20151117022	ATL
DHC 8 402	3231	SOLENOID SEQUENCE VALVE	483025	FAILED	20151207015	PNR
DHC 8 402	3232	DOOR ACTUATOR ASSEMBLY	478301	SUSPECT	20151221012	PNR
DHC 8 402	3234	LANDING GEAR SELECTOR	860TS09Y00	SUSPECT FAULT	20151203001	PNR
DHC 8 402	3246	BEARING	L10284920629	SEIZED	20151207010	ATL
DHC 8 402	3260	NOSE LANDING GEAR PROXIMITY SENSOR	30145	ADJUSTED	20151110006	ONT
DHC 8 402	3297	NOSE LANDING GEAR CONTROL PANEL	860TS09Y00	FAULTY	20151013010	ONT
DHC 8 402	3350	EMERGENCY LIGHT SWITCH	BBDEF001876180	FAULTY	20151204002	PNR
DHC 8 402	3397	WIRE	B0801150209	CHAFED	20151102005	PNR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 8 402	3414	INPUT/OUTPUT MODULE	C12431AB	FAULTY	20151223008	ONT
DHC 8 402	5210	DOOR		NO FAULT FOUND	20151103004	QUE
DHC 8 402	5210	FORWARD PASSENGER DOOR SEAL		FROZEN	20151125010	QUE
DHC 8 402	5220	VALVE PRESSURIZING	4100S00901	FAULTY	20151202009	PNR
DHC 8 402	5230	PROXIMITY SENSOR	401020201	ADJUSTED	20151119002	PNR
DHC 8 402	5230	UPPER MAIN SILL	85339451	CRACKED	20151111004	QUE
DHC 8 402	5230	UPPER MAIN SILL	85339453	CRACKED	20151111005	QUE
DHC 8 402	5297	HARNESS ASSEMBLY	82420365003	BROKEN	20151214003	PNR
DHC 8 402	5411	LOWER COWL FRAME	87144106105	CORROSION	20151123001	QUE
DHC 8 402	5600	WINDSHIELD		SHATTERED	20151102010	ONT
DHC 8 402	5600	WINDSHIELD		SHATTERED	20151119004	PNR
DHC 8 402	5720	GASKET	9683761	MISSING	20151110005	PNR
DHC 8 402	7120	ISOLATOR ASSEMBLY	9604210	CRACKED	20151214010	PNR
DHC 8 402	7160	VENT DOOR MECHANISM	85217802002	CHAFING	20151016005	QUE
DHC 8 402	7800	THERMAL BLANKET	87804134	NO OVERLAP	20151210001	QUE

### DIAMOND – CAN

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DA 20 C1	2497	50 AMP CIRCUIT BREAKER	W23X1A1G50	BROKEN	20151022008	ATL
DA 20 C1	3220	NOSE WHEEL FORK	20322008001M	CRACKED	20151001006	ATL
DA 20 C1	3220	NOSE WHEEL FORK	20322008001M	CRACKED	20151029021	ATL
DA 20 C1	3240	LATCH FRAME	20270091011	BROKEN	20151011001	ATL
DA 20 C1	5210	CANOPY LATCH HOOK	2256400001	BROKEN	20151005005	ATL

### DORNIER

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
228 202	2400	REVERSE CURRENT RELAY	3651MA	DAMAGED	20151110009	PNR
328 100	3246	WHEEL ASSEMBLY	2610701	FAILED	20151019003	PAC
328 300	1410	SLEEVE	MS219224	LEAKING	20151110002	PNR

### DOUGLAS

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DC10 30F	2450	REMOTE CONTROL CIRCUIT BREAKER	BAN7015509	FAULTY	20151123011	PAC
DC3C	2820	LIQUID LEVEL SENSOR	EM21304M	FAILED	20151019005	ONT

**EMBRAER**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
EMB 505	2134	SWITCH	P24099	FAILED	20151118014	PNR
EMB 505	2580	INSULATION		NOT SECURED	20151130024	PNR
ERJ 190 100 IGW	2120	FLOW CONTROL VALVE	10014566	FAILED	20151116006	QUE
ERJ 190 100 IGW	2781	SLAT/FLAP POSITION SENSOR	5913840	FAILED	20151210003	QUE
ERJ 190 100 IGW	3230	PROXIMITY SENSOR	8001901	FAILED	20151127013	QUE
ERJ 190 100 IGW	3260	STEERING FEEDBACK SENSOR	17073803905	FAILED	20151001009	QUE
ERJ 190 100 IGW	3620	TUBE ASSEMBLY	19002126407	FAILED	20151118003	QUE
ERJ 190 100 IGW	5210	DEFLECTOR	17068151905	FAILED	20151022003	QUE
ERJ 190 100 IGW	7140	FORWARD ENGINE MOUNT LINK	1846M48G01	WORN	20151210007	PNR
ERJ 190 100 IGW	7140	FORWARD ENGINE MOUNT LINK	1846M48G01	WORN	20151214005	PNR
ERJ 190 100 IGW	7140	FORWARD ENGINE MOUNT LINK	1846M48G01	WORN	20151214009	PNR

**EUROCOPTER FRANCE**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
EC 120 B	2700	SCISSOR LINK	C623A2005103	BUSHINGS SCORED	20151123007	PNR

**FAIRCHILD**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
SA227AC	2910	HYDRAULIC PRESSURE LINE	27810322682	CHAFFED	20151222002	PNR
SA227DC	3210	TORQUE LINK		BROKEN	20151214016	ONT

**GROB-WERKE**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
G120A	2421	WIRING	120A6002	SHORTED	20151028005	PNR

**GULFSTREAM – ISRAEL**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
GULFSTREAM 200	1420	TERMINAL BLOCKS		LOOSE CONNECTION	20151203012	ONT
GULFSTREAM G150	2913	ENGINE HYDRAULIC PUMP	4018301	LEAKING	20151208006	PNR

**HAWKER SIDDELEY-UK**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
HS 748 2A	2612	WIRE		CHAFFED	20151005001	QUE

**HUGHES**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
369E	3210	RIGHT HAND AFT LANDING GEAR STRUT	369H60026	CHAFED	20151014004	ATL

**KAMOV**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
KA32A11BC	3213	SHOCK ABSORBER	3304101001	CRACK DETECTED	20151207016	PAC

**LEARJET**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
35A	3610	BLEED AIR DUCT		LEAKING	20151023004	ONT
35A	7600	CABLE ASSEMBLY POWER CONTROL	66003256	BROKEN	20151229016	PNR
36A	7600	THROTTLE CABLE		FAILED	20151015015	ONT
45	7600	FITTING	713831	BROKEN	20151216023	PNR
55	3097	ICE GUARD TIMER	606543802	FAULTY	20151216021	PNR

**MITSUBISHI – USA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
MU 2B60	5730	EDGING/WING SKIN	017A128703	CRACKED	20151008001	ONT

**PILATUS – SW**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
PC 12 45	3240	BRAKE LINE	5324512060	SERVICEABLE	20151029028	PNR
PC 12 47E	2215	AILERON SERVO	650019001	FAILED	20151218002	ONT
PC 12 47E	2740	RELAY - PITCH TRIM	9742001221	FAILED	20151127014	ONT

**PIPER**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
PA30	2410	CRANKCASE ASSEMBLY	LW13810	CRACKED	20151027008	PNR
PA31 325	6114	LATCH SPRING	A884	WORN	20151105007	PAC
PA31 350	3246	WHEEL HUB ASSEMBLY	756619	SMALL CRACK	20151026010	ONT
PA34 200T	8530	CYLINDERS	658189A2BP	REQUIRES REWORK	20151002007	PNR

**ROBINSON**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
R22 BETA	6322	LOWER BEARING ASSEMBLY	A1814REVK	UNSERVICEABLE	20151127011	PAC
R44	6310	SPRAG CLUTCH	C1883	CRACKED	20151021003	ONT

**SIKORSKY**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
S76A	2820	HOSE ASSEMBLY (FUEL LINE LEFT HAND)	SS43DF03F204000	COLLAPSED	20151005009	PAC
S76A	7320	THROTTLE CABLE ASSEMBLY	7630101910107	BROKEN	20151009004	PAC
S92A	3246	AFT FLOAT BAG	9225012801101	RUPTURE	20151027004	ATL

**VIKING CANADA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 6 400	1400	EXTRUSION	CV109	NEW	20151117027	PAC
DHC 6 400	2710	HUB FORKED AILERON	C6CWM10121	NEW	20151102015	PAC
DHC 6 400	7300	ROD END	DSC43A	SEIZED	20151029025	PAC

**ENGINE****ALLISON**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
250-C30	7323	GOVERNOR	23070101	RECENTLY OVERHAULED	20151009003	PAC

**AUSTRO ENGINE**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
E4-B	7100	TORSION VIBRATION DAMPER	E4A73300000X	CATASTROPHIC FAILURE	20151217010	ONT

**AVCO LYCOMING**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
IO-540-AE1A5	7414	BUSHING	10361639	SCRAP	20151021004	ONT
LTIO-540-J2BD	7414	MAGNETO		OVERHEATED	20151117025	PAC
LTIO-540-J2BD	8530	CYLINDER STUD	SL3813	SHEARED	20151130010	PAC
O-320-D3G	8520	CRANKSHAFT	AEL321032	DAMAGED	20151118006	ONT
O-320-H2AD	8530	EXHAUST VALVE	17B23936	DESTROYED	20151008006	ONT
O-360-E1A6D	8520	BEARING	18D23139	BROKEN	20151106001	ATL
TIO-540-A2B	7414	GEAR	M3928	BROKEN TEEETH	20151222005	PAC
TIO-540-J2BD	7414	MAGNETO	1068291013	LOOSE POINTS	20151202005	PAC

**CFM INTERNATIONAL**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CFM56-5A5	7200	FAN SHAFT	3350064140	SCRAP	20151204009	PNR
CFM56-5A5	7250	LOW PRESSURE TURBINE STAGE 2 DISK	3360019080	CORROSION	20151001002	QUE
CFM56-5A5	7600	UNIT THROTTLE CONTROL	330400M01	FAILED	20151207011	QUE
CFM56-5B6	7230	HYDRAULIC PUMP CONTACTOR SPOOL STAGE 1-2	1558M31G04	SCRAP	20151204010	PNR

**GARRETT**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
TPE331-11U-612G	7230	#2 IMPELLER	8934823	REMOVED	20151021008	PNR



**GENERAL ELECTRIC**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CF34-3B	2612	HEAT SENSING ELEMENT	24410457	UNSERVICEABLE	20151203017	QUE

**HONEYWELL**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AS907-1-1A	7830	PIVOT DOOR ACTUATOR	P517A000105	FAILED	20151217007	QUE
AS907-2-1G	7321	HYDRO MECHANICAL UNIT	442324	NEW	20151013011	QUE

**PRATT & WHITNEY-CAN**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
PT6A-121	7200	ENGINE		UNSERVICEABLE	20151209004	ATL
PT6A-135A	7230	3RD STAGE COMPRESSOR STATOR	304479501	UNSERVICEABLE	20151019010	PNR
PT6A-28	7200	BLADE: COMPRESSOR TURBINE	310240101	UNSERVICEABLE	20151006005	ATL
PT6A-42	7261	CHIP DETECTOR	3030359	BROKEN	20151022005	PNR
PT6A-60A	7250	SHROUD SEGMENT	3037347	CRACKED	20151210004	PNR
PT6A-67D	1400	PACKING	AS3209224	DIMENSIONAL	20151207007	ATL
PT6A-67D	7200	ENGINE		UNSERVICEABLE	20151202004	ATL
PT6A-67F	7200	ENGINE		UNSERVICEABLE	20151201013	ATL
PW127G	7600	CONTROL-ENGINE ELECTRONIC	3053969	MANUFACTURE ISSUE	20151021012	QUE
PW150A	7321	FUEL METERING UNIT	312241912	FAULT	20151215006	PNR
PW308C	7230	4TH STAGE HIGH PRESSURE COMPRESSOR VANE	30C345401	WORN OUT	20151102004	QUE

**PRATT & WHITNEY-USA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
R-985-AN-1	8520	#3 CYLINDER ASSEMBLY	47518	FAILED	20151030020	ONT
R-985-AN-14B	7314	FUEL PUMP	TFD9005	UNSERVICEABLE	20151214017	PAC

**ROLLS ROYCE - GY**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
BR700-715A1-30	7310	FUEL TUBE	BRH18732	LEAKING	20151118004	QUE

**ROLLS ROYCE - UK**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
BR700-710A1-10	7220	LOW PRESSURE COMPRESSOR FAN CASE	BRR21845	CORRODED	20151214004	QUE
RB211 TRENT 772B-60	7600	ENGINE ELECTRONIC CONTROL	EEC201001BX	DEFECT	20151214002	QUE

**TELEDYNE CONTINENTAL**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
IO-520-D	1400	NUT	SA652541	SPLIT	20151214012	PAC
IO-520-D	2140	MUFFLER SHROUD	75016187	BROKEN	20151007015	PNR
IO-550-N	7921	OIL COOLER	10281A	TIME IN SERVICE	20151217013	PNR
O-200-A	8530	CYLINDER #1	657454A2	UNSERVICEABLE	20151002004	ONT

**THIELERT**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
TAE 125-02	8500	GEARBOX	057212K033504	MAKING METAL	20151007022	ONT

**WILLIAMS**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
FJ44-1A	7160	SPINNER	56661A	PIECE BROKEN OFF	20151021005	PAC

**PROPELLER****DOWTY ROTOL**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
R408/6-123-F/17	6114	OUTER RACE LINER	697070303	UNSERVICEABLE	20151123010	ATL
R408/6-123-F/17	6114	PROPELLER HUB ASSEMBLY	697037001	LEAKING	20151029022	PNR

**HAMILTON STANDARD**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
14SF-7	6111	BLADE	SFA13M1ROAD	OVERHAULED	20151112001	ONT
14SF-7	6114	PROPELLER HUB ASSEMBLY	7827015	SEPARATED	20151120007	ATL

**HARTZELL**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
HC-B4MP-3A	6122	PROPELLER GOVERNOR	8210310B	OVERHAULED	20151203004	ATL
HC-D4N-3A	6111	BLADE	D9515K	PARTIAL SEPARATION	20151015016	PNR
HC-E4A-3J	6114	BEARING	D7745B	CRACKED	20151118011	PNR

**MT PROPELLER**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
MTV-9-B-C	6114	PROPELLER HUB	MTV9BCC1982	BLADE FOUND LOOSE	20151214007	ONT

## EQUIPMENT

### AEROSONIC

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
10145011952	3416	ENCODER		UNSERVICEABLE	20151212002	PNR

### CESSNA

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
MS250413	3300	LENSE	MS250412	NEW	20151103003	ONT

### DEHAVILLAND – CAN

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
82910016007	3232	NOSE LANDING GEAR DOOR ACTUATOR ASSEMBLY	82910016007	UNSERVICEABLE	20151123009	PAC

### GOODRICH

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
3E25361	3060	DE-ICER BOOT	3E25361	BROKEN WIRE	20151123002	ONT



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## CIVIL AVIATION INTERNET SITES

Civil Aviation Homepage

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

Continuing Airworthiness

[www.tc.gc.ca/eng/civilaviation/certification/continuing-menu-1432.htm](http://www.tc.gc.ca/eng/civilaviation/certification/continuing-menu-1432.htm)

Canadian Aviation Regulations (CARs)

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

Airworthiness Directive

[www.tc.gc.ca/cawis-swimn](http://www.tc.gc.ca/cawis-swimn)

Civil Aviation Safety Alerts (CASA)

[www.tc.gc.ca/civil-aviation-safety-alert](http://www.tc.gc.ca/civil-aviation-safety-alert)

Web Service Difficulty Reporting System (WSDRS)

[www.tc.gc.ca/wsdrs](http://www.tc.gc.ca/wsdrs)