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TP 6980E  
(03/2015)

# Feedback

Issue 3/2015

Canadian Aviation Service Difficulty Reports



Since January 2004, the Bombardier BD-100 Challenger 300 is a super-mid-sized jet capable of traversing transcontinental distances.

The Challenger 300 has a flight range of 5645KM  
With 8 passengers and 2 crew.



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

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The articles contained in *Feedback* are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Canadian Aviation Regulation* (CAR) 521.

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

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

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

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  Her Majesty the Queen in Right of Canada, as represented by the Minister of Transport (2015).

ISSN 1925-8429 (Online)

TP 6980E  
(03/2015)

TC-1005710

## Cracked Down-lock Lever

### SDR submitted:

During a routine line maintenance inspection of a Convair 340, in the nose landing gear (NLG) wheel-well, the NLG down-lock lever was found cracked. The lever was replaced and the aircraft was returned to service.

Another similar service difficulty report (SDR) event stated that during climb out, the pilot noted a gear unlock light was illuminated and the NLG would not retract. The pilots were able to determine that the gear was down and locked by looking at the red down lock marks through the viewing window provided. The aeroplane landed without incident and a maintenance inspection revealed a down-lock lever arm was broken at the pivot bolt.

The following text below summarizes the discussion with the responsible Type Certificate owner, Kelowna Flightcraft LTD, concerning the SDR events as noted above.

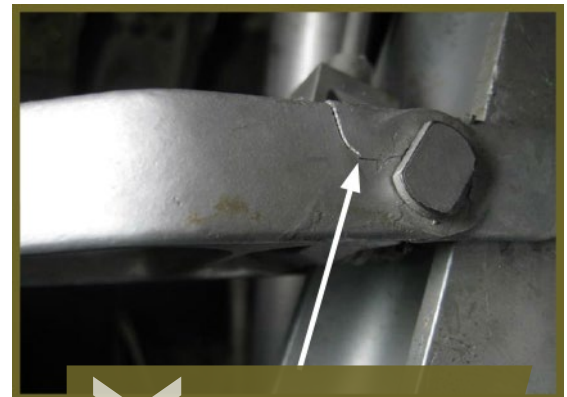
The down-lock lever arm acts as an idler between the NLG clutch and the NLG down-lock. When the gear is selected up, the clutch allows the down-lock to be released before the NLG is actuated. This is accomplished via rods from the clutch to the lever arm to the down-lock. If actuation should not occur, the nose gear down-lock will not unlock as in the case above.

Convair received several reports of failure of the NLG down-lock lever in 1955. A Convair investigation revealed that the most likely cause of lever breakage was mis-rigging of the linkage rods. Service Newsletter No. 281 clarified the rigging procedure. It was soon discovered that the clarified rigging procedure did not reduce the failure rate of the down-lock lever and linkage. Convair released Service Newsletter No. 311 which modified the down-lock lever linkage and rigging procedure, and created a new clutch bellcrank assembly part number (P/N) 240-5257114-801 per Service Bulletin No. 340-154. Service Newsletter No. 317 clarified that all aeroplanes from serial number 301 and on would have the updated parts and rigging procedure. This updated procedure has been in use since 1955.

The Kelowna Flightcraft Convair Continuous Airworthiness Committee reviewed the last two SDRs for down-lock lever arm failures, as noted above. The Committee determined that both lever arms failed from old undiscovered cracks which started under the lever pivot bushings. The cracks progressed through repeated cycles and most likely aggravated by mis-rigging over time.

The Convair Continuous Airworthiness Committee reasoned that the implementation of Service Newsletters 311 and 317, including Service Bulletin 340-154, the change in upper rod lengths, the increased clearance on the lower rod and the updated rigging procedure used since 1955, would maintain an airworthy aeroplane for continued safe operation.

Service Letter (SL) 340-32-002 was recently issued to all Operators of the Convair aeroplane, highlighting the importance to follow the rigging procedures found in the approved Allison Maintenance Manual 1CC2-1, Figure 11.2.104, sheet 2 of 2.



A cracked nose landing gear down-latch lever

### Transport Canada Comments:

Since there have been several similar events captured in the Web Service Difficulty Reporting System (WSDRS), Transport Canada Civil Aviation is advising all owners, operators and maintainers of this possible condition and the availability of Kelowna Flightcraft Service Letter SL 340-32-002.

## Nose Landing Gear Upper Drag Strut Failure

### SDR submitted:

It was after a routine takeoff with a positive rate of climb and the gear handle was selected up, when a loud bang was heard and the "gear unlocked" light illuminated. The aeroplane fuel load was jettisoned at a designated abort site and the crew began their preparation to address the issue and return back to the airport.

After selecting the gear handle down, all three green gear-down and locked lights were obtained along with a visual confirmation of positive gear extension from another aeroplane. The crew's visual inspection through the nose wheel well viewing window also confirmed positive gear extension. The flight crew advised the airport emergency services and the aeroplane landed without incident.

Upon maintenance inspection of the landing gear, it was discovered that the nose landing gear (NLG) suffered a complete failure of its left-hand drag strut assembly as seen in figure 1. Due to this failure, all down-lock loads of the NLG were imposed on the remaining right-hand drag strut.

A thorough investigation was accomplished by the operator through assistance from Kelowna Flightcraft, the responsible design approved holder (DAH) of the type certificate, where it was concluded that the failure of the left-hand NLG drag strut occurred at the down-latch lever pivot holes.

The DAH concluded that this type of failure was induced through fatigue cracking which was originated by pivot bore corrosion as seen in figure 2.

Alert Service Bulletin 340-32-001 was issued to all Convair 340, 440, 640, 580, and 5800 operators on December 5<sup>th</sup>, 2013 calling to perform a high frequency eddy current (HFEC) inspection around the mounting holes of the down-latch lever.

Due to this event, the DAH has initiated the manufacturing of a new left-hand drag strut arm and issued a revision to the Illustrated Parts Catalog to indicate part number 340-7310231-1 as the preferred assembly. A new detailed overhaul procedure for the NLG drag strut assembly is also being pursued as a revision to the applicable manual.

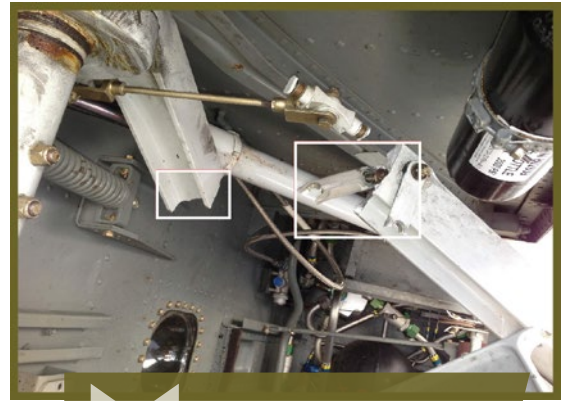


FIGURE 1: Left-hand drag strut failure at the down-latch lever mounting point

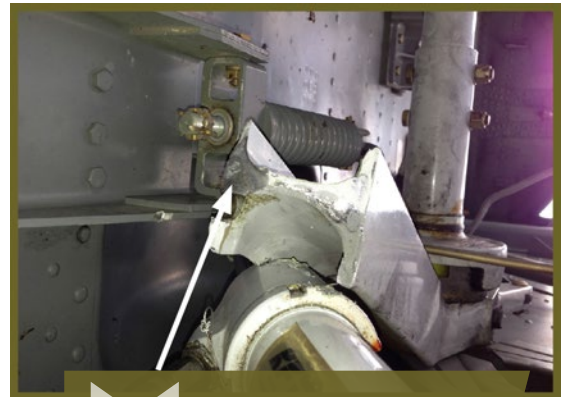


FIGURE 2: Evidence of corrosion and previous crack area



## Unapproved Overhaul on Crew Oxygen Bottle

### SDR submitted:

The following defects were found upon teardown of the oxygen bottle regulator during recertification:

- The relief valve, part number 803283-01, thread stem was sheared in half and the valve was filled with room temperature vulcanizing (RTV) silicone sealant.
- Folded brass shims, part number 26738-01, were seated at the spring end instead of at the regulating piston end.
- The four screws used to secure the high pressure portion of the regulator to the low pressure portion are not of the approved type and were cut down to fit.
- The poppet seat was installed upside down in the regulator body.
- The regulator body screw bore holes show heavy wear and machining marks.
- A non approved washer was installed on actuation pin, part number 10008257, instead of required shims, part number 10008294.
- The seal housing assembly, part number 804006-1, shows evidence of plier's marks.
- The pressure gauge, part number 802821-21, failed its accuracy test.



Overhaul label from previous work on bottle and regulator

### Transport Canada Comments:

This bottle was removed from an aircraft that had been previously operated by now defunct Pluna airlines. Transport Canada Civil Aviation recommends to all maintainers and overhaul facilities to remain vigilant and always take a close look at the equipment they are re-certifying.

CONVAIR - CANADA, 340

SDR # 20131104014

## Cargo Door Hook Assembly In-Flight Failure

### SDR submitted:

On climb out, the cabin pressure was completely lost and could not be recovered. The aeroplane diverted to the nearest maintenance facility where a damaged door hook and an unattached hook spring at the service door was discovered. This allowed the opening of the service door in-flight and depressurization of the aeroplane.

The hook was replaced and the spring was re-attached, the door was then re-rigged and the aeroplane was returned to service.



Service door failed hook with broken tab

### Transport Canada Comments:

FAA Airworthiness Directive AD 92-06-06 was issued to mandate non-destructive inspection tasks set forth in the manufacturer's Supplemental Inspection Document (SID). These tasks covered a wide range of structural inspections including the inspection of the service door hook assembly. The requirement to mandate these tasks through the issuance of an Airworthiness Directive was due to in-service events similar to this event as seen here.

Transport Canada Civil Aviation is advising all Convair 340 operators to be vigilant when following the manufacturer's maintenance program.

DE HAVILLAND - CANADA, DHC-6-300

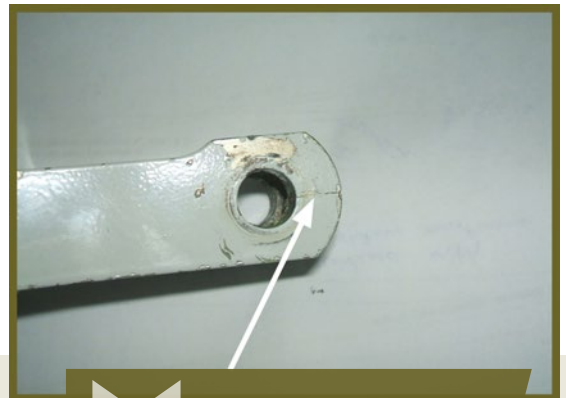
SDR # 20131209001

## Nose Landing Gear Upper Torque Link Cracked

### SDR submitted:

Prior to towing the aeroplane, the upper and lower nose landing gear (NLG) torque link arms were disconnected from each other by removing the latch pin. It was noticed that the upper torque link arm was cracked at the right hand latch pin installation hole as seen in the attached picture.

The upper torque link arm was replaced prior to further flight.



Cracked nose landing gear upper torque link

### Transport Canada Comments:

Through the attentive awareness of the individual towing this aeroplane, complete failure of the NLG torque link arm was averted.

## Wheel Rim Failure

### SDR submitted:

During a post-flight inspection, the crew noticed a flat tire and then noticed a large portion of the inboard wheel rim half was missing. There were no signs of overheating, sudden stops, excessive braking or skid marks on the tire or brake assembly.

The piece that was missing was not found and this event was reported to the proper airport officials upon discovery of the rim failure.

The wheel assembly was replaced with a serviceable part and the aeroplane was returned to service.



Wheel rim half section missing

### Transport Canada Comments:

Learjet service manual 3-90C captures an eddy current inspection requirement at each servicing/overhaul of wheel rims for the 36A model and it is suspected that at the last overhaul of the wheel rim halves, this required inspection might have missed the initial damage.

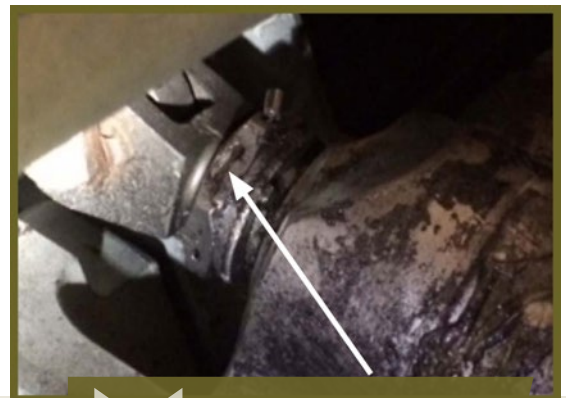
Transport Canada Civil Aviation is advising all Learjet 36A owners, operators and maintainers to be thorough with the overhaul documentation and inspection procedures for all wheel rims assemblies.

## Broken Lock-tab at the Ground Spoiler Actuator

### SDR submitted:

During a scheduled inspection, maintenance personnel noted that the lock-wire and adjoining attachment lock-tabs on both right wing ground spoiler actuators, which secure the length adjustment jam nut, were broken off.

The lock-tabs were replaced with serviceable parts as per the Aircraft Maintenance Manual and a new lock-wire was installed at both actuators making the aeroplane serviceable.



Spoiler actuator body with a broken lock-tab and lock-wire

### Transport Canada Comments:

The scheduled inspection that directed maintenance personnel to this defect is a task within the maintenance program which was developed by the aeroplane manufacturer/responsible design approval holder. Maintenance programs are designed to capture defects, as seen here in this service difficulty report, to prevent further propagation that can cause an unacceptable level of operational risk.

## Elevator Cable Damage by Electrical Wire

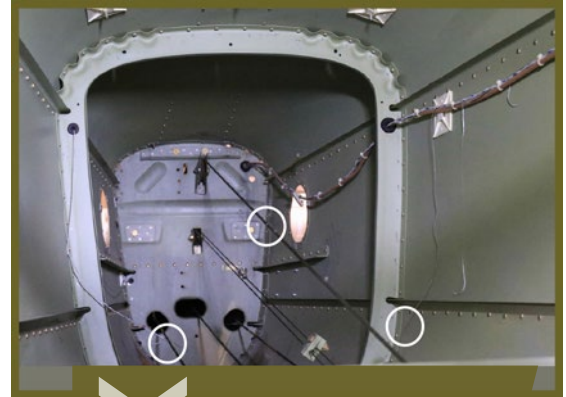
### SDR submitted:

The tail navigation light wire shorted against the elevator cable causing burn damage to the cable.

The navigation light wiring consists of a 5 amp circuit-breaker-switch with three branches of 22 gauge wire for the wing tip and tail navigation lights. The tail light wire runs aft under the floor, then along the left side of the fuselage to about station 139 where it crosses over the top to the right side of the fuselage, supported by three adhesive tie blocks and nylon ties.

During an avionics inspection, it was discovered that the wire to the tail light had shorted against a sharp edge below the inspection hole on the right side at station 197. The wire had become hot enough to melt out of the nylon ties and fell onto the top elevator cable where it welded to the control cable then cut through and separated. From the separated end forward to the circuit breaker, the wire was bare of insulation. Several adjacent wires were also damaged including the navigation antenna coax cable, the tail beacon wires, and three of four audio cables for passenger phone jacks. The control cable had a piece of copper welded to it and several centimeters were discolored, indicating overheating.

A photograph of the aft fuselage shows the two ends of the wire and the burnt spot on the control cable in red circles.



Area in the tail with the damaged elevator cable

### Transport Canada Comments:

Proper support of wires, hoses and lines is important to prevent damage to other components or systems. In this case, the nylon ties had broken and caused the wire to fall on the control cables and damage the wire and the cable.

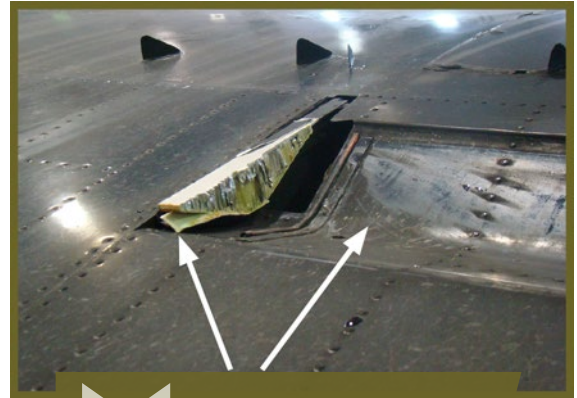


## Roll Spoiler Panel In-Flight Departure

### SDR submitted:

During a towing operation, maintenance discovered that the right roll spoiler panel assembly had separated from the aeroplane. The roll spoiler panel is believed to have separated during the previous flight. The flight crew reported no change to the flight control characteristics and no indication that the roll spoiler had separated during the flight.

Maintenance inspected the aeroplane and found the failure had occurred between the roll spoiler surface and the three hinge assemblies as seen in the photo attached.



Roll spoiler panel attachment end fitting and missing panel section

### Transport Canada Comments:

A roll spoiler panel modification Service Bulletin (SB) 7-27-62 dated May 31, 1985 introduced new spoiler panels with improved heat resistant bonding to prevent events as seen here. It was confirmed by the operator that this aeroplane had not incorporated this SB.

Transport Canada Civil Aviation is advising all DHC-7 operators to incorporate SB 7-27-62.

## Seized Elevator Trim Pulley

### SDR submitted:

The flight crew reported that the elevator trim was hard to move. An investigation found that the upper pulley, part number MS20219-4, of the right-hand elevator trim, at the vertical stabilizer aft spar location (reference Illustrated Parts Catalog 27-38-00, figure 25, item 520), was seized. The pulley was replaced and the elevator trim actuators were lubricated. The system tested serviceable after the maintenance action.

### Transport Canada Comments:

It is important to inspect pulleys in the flight control system since seized pulleys could cause control cable failures. Familiarize yourself with the area you are inspecting to ensure that all pulleys are inspected even in areas that are hard to access.

**GARRETT, TFE731-5R-1H**

**SDR # 20150113022**

## Cracked Oil Tube

### SDR submitted:

After arrival, the flight crew conducted a post flight inspection of the aeroplane and noted a significant oil leakage on the left engine cowlings. There were no in flight indications of a problem throughout the approximate 4.5 hour flight. The oil level could not be seen through the oil tank sight glass. Oil was added and it was determined that the engine had lost 3.5 liters of oil during the flight.

Further inspection revealed the number 6 bearing oil scavenge tube assembly had ruptured at the flare solder joint. A post service bulletin tube assembly was installed with all new associated hardware and seals. No further leaks were discovered and the aeroplane was released for service.



Oil scavenge tube assembly rupture at the flare solder joint

### Transport Canada Comments:

Although manufacturer's service bulletins are not mandatory unless made so by an Airworthiness Directive, they are important in maintaining the serviceability of an aeronautical product.

**PRATT & WHITNEY - CANADA, PW120A**

**SDR # 20150316002**

## Broken P3 line

### SDR submitted:

While in cruise, the flight crew observed the number 2 engine parameters slowly dropping. At 12% torque, a decision was taken to shut down the engine and divert to a nearby airport. An emergency was declared and the aeroplane landed without further incident. Maintenance was dispatched on site and found that the P3 pressure sensing tube was fractured just behind the overspeed governor fitting where it connects to the hydromechanical unit and the propeller overspeed governor.

The tube was replaced and engine runs were performed before returning the aeroplane to service. A maintenance historical review indicates that the tube was removed and reinstalled a few days earlier during a replacement of the engine fuel pump. It is likely that the line was overstressed during installation.



Broken P3 line at fitting on overspeed governor

### Transport Canada Comments:

Any time a system is disturbed, there is a potential for induced problems. Maintainers are reminded that best practices must always be followed.

## Engine Failure on Final Approach

### SDR submitted:

The aircraft in which the student pilot and instructor were aboard, suffered engine failure on final approach. Upon investigation, it was found that the number 2 cylinder studs broke off where the cylinder mounts onto the engine case. The piston skirt was broken and the cylinder separated from the engine. The cause of the damage is still unknown.

### Transport Canada Comments:

As this event did not result in an accident, it will not be further investigated. The operator took a closer look at the engine in an attempt to determine the root cause but did not find anything conclusive.

Fretting was noticed between the engine case halves but it was not evident if that occurred before or after the incident. A loss of torque on the through studs can cause fretting between engine halves, further reducing the torque. This can result in through stud failure.

Transport Canada Civil Aviation has no specific recommendation related to this event other than to remind operators and maintainers to strictly follow manufacturer's maintenance and inspection instructions per manufacturer's service information letters and other publications.



An engine case, piston and connecting rod with catastrophic damage

BELL TEXTRON - CANADA, 407

SDR # 20150212004

## Passenger Door Spring Failure

### SDR submitted:

An operator of four Bell 407 helicopters has experienced continuous problems when opening both the left and right hand passenger doors from the outside handle. After closer inspection, it was found that the problem was one spring (part number 3159910) that frequently breaks at the tang portion. The tang portion attaches to the lever which in turn operates the mechanism. The operator has replaced at least five of these springs on their fleet.

### Transport Canada Comments:

The cause of premature door spring failures is currently under investigation by Bell. Correct operation of the passenger doors is vital in case of an emergency egress of the helicopter.



Correct spring installation



New spring & broken spring

BELL TEXTRON - USA, 212

SDR # 20150326007

## Blade Bolt Manufacturing Defect

### SDR submitted:

Three instances of incorrectly manufactured Bell 212 blade bolts, part number 204-011-151-007 were found before installation.

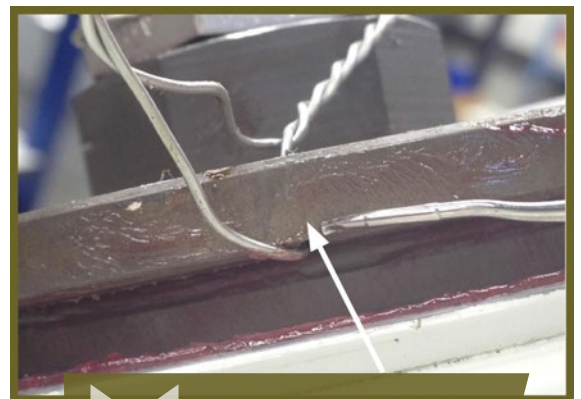
For these non-conforming parts, the locking wire safety hole was drilled in the wrong location. The hole for the locking wire should be coming out of the side, not drilled straight through as this would interfere with the bolt seating area.

The bolts were returned to the vendor.

### Transport Canada Comments:

This is an excellent example of the necessary quality control for reception of aeronautical products parts in addition to the quality control needed during manufacturing.

Within the quality assurance program for your company, the final quality control rests with the installer and constant vigilance is required at all times as to not affect flight safety.

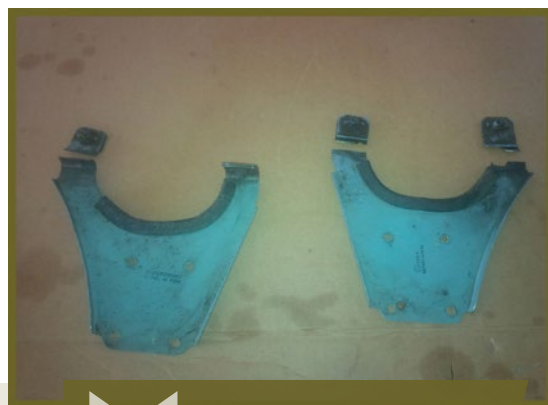


Correct side location for drilled hole to prevent interference with blade bolt seating area

## Cracked Oil Cooler Fan Shroud Brackets

### SDR submitted:

Following an unscheduled cleaning and inspection of the oil cooler fan, the brackets, part number 355A34-1040-05 and 355A34-1041-05, were found damaged. Both angle attachment points on the right hand bracket and one of the angle attachment points on the left hand bracket were found cracked completely through. The remaining single angle attachment point secured the entire fan shroud in place.



Cracked Oil Cooler Fan Shroud Bracket Angle Attachments

### Transport Canada Comments:

The current revisions of Directorate General for Civil Aviation (France) Airworthiness Directive 88-057-036(B) and Airbus AS355 Mandatory Service Bulletin No. 05.20 specify the inspection, cleaning and the balancing requirements to aid in reducing this type of occurrence.

As maintenance personnel, additional consideration must also be given to the operating environments that may cause early buildup on rotating surfaces and the subsequent damage linked to the imbalances.

## Main Rotor Blade Debonded Abrasion Strip

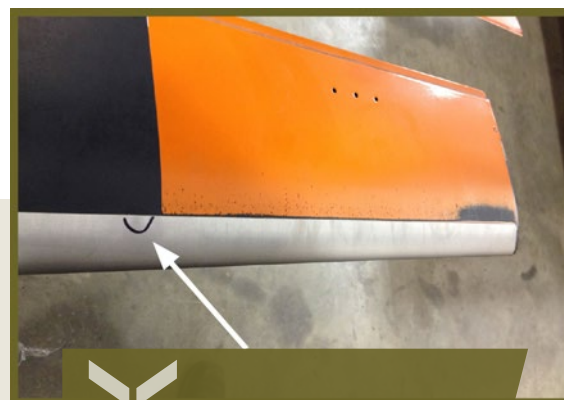
### SDR submitted:

During a regular 100 hour inspection, a tap test of the main rotor blade revealed a void on the upper surface. The blade was sent for repair.

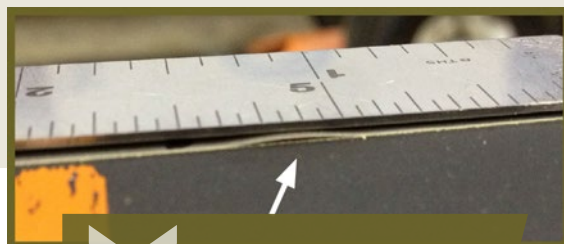
### Transport Canada Comments:

This aircraft was equipped with a Helicopter Technology Company (HTC) main rotor blade approved for installation under Transport Canada accepted Supplemental Type Certificate SR09074RC. As a reminder for inspection and repair, HTC approved instructions for continued airworthiness makes reference to another technical publication. The inspection and repair procedures can be found in MD Helicopter's Handbook of Maintenance Instructions chapter 62 (CSP-HMI-2).

Operators are also reminded to respect the manufacture's documentation regarding the intermixing of certain part number main rotor blades. The documentation can be found on the Helicopter Technology Company website at [www.helicoptertech.com](http://www.helicoptertech.com)



Rotor blade upper surface abrasions strip debond location



Rotor blade upper surface abrasion strip debond area dimension reference



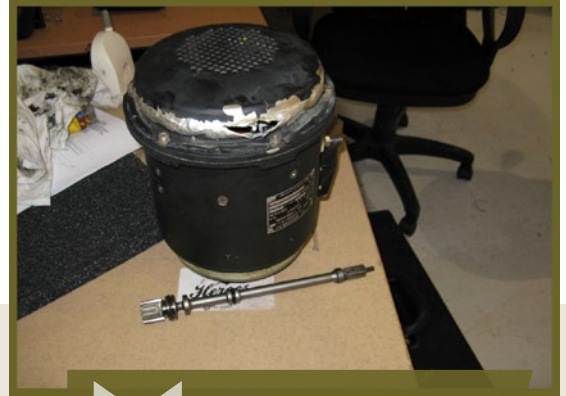
## Damaged Alternating Current Generator

### SDR submitted:

During removal of the Main Gear Box, the number two alternating current (A.C.) generator was removed and it was found that the nut holding the splined drive shaft had come off and fell into the impeller of the generator. This caused substantial damage to the impeller itself, the intake cover and the internals of the generator.

### Transport Canada Comments:

Some aircraft components seldom require attention due to the time between overhaul reliability. For that reason, midlife inspections and defects discovered during unscheduled maintenance often becomes the primary method of detection. This model of A.C. generator, manufactured by Aerospace Electrical Systems, is found installed on a variety of aircraft. The Aerospace Electrical Systems part number for this installation is GCA25A11A.



Damage caused by a nut to alternating current generator and shaft



Alternating current generator internal impeller and backshell damaged from a nut

## Engine Cowling Hinge Pin

### SDR submitted:

After completing a two hour line patrol, the aircraft landed to refuel. A walk around check of the aircraft revealed that the number two engine cowl was still latched but hanging off the side of the aircraft with the top hinge pin missing. It is suspected that the hinge pin departed in-flight and upon landing, the cowling fell open.

### Transport Canada Comments:

This could have been catastrophic if this happened in flight. An inspection for security of the pin prior to flight is imperative; appropriately rated maintenance personnel will be able to assist by ensuring that the pin is secure. Airbus Helicopters has been made aware of this service difficulty report.



Engine Cowling latched with missing upper hinge pin

# 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
NE-15-19	Pratt & Whitney Division	Turbine Section	07/14/15
CE-15-18	Piper Aircraft, Inc.	WING SPAR – Main Spar Lower Cap Cracks	06/15/15
CE-15-17	B-N Group Ltd.	Engine; B-N Group Ltd. BN-2T Series Airplane Engine Installations	05/21/15

# EASA SAFETY INFORMATION BULLETIN (SIB)

A 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
2015-13	Safety Management of Flight Operations in Adverse Convective Weather and the Inter-Tropical Convergence Zone	07/29/15
2015-14	Suspected Unapproved Parts Notification	07/28/15
UPN2015-20140806009	Repair Parts for Viking (De Havilland Canada) DHC-2 Aeroplanes	07/15/15
SAFO15007	Pratt & Whitney R-985 (Wasp Junior) Engines - Flyweight Hardware Failures	07/15/15
2015-06R1	Fire Risk of Electronic Cigarettes in Checked Baggage	07/06/15
2015-12	Oceanic Airspace South of Togo and Benin, within Accra FIR	07/03/15
2010-17R7	[Correction] Flight in Airspace with Contamination of Volcanic Ash	07/02/15
CASA-2015-03	PW500 Series Engines Operated Infrequently and Use of 3rd Generation Oil	06/26/15
2010-33R1	Automation Policy - Mode Awareness and Energy State Management	06/26/15
2015-05R2	Yemeni Airspace	06/12/15
2015-11	Hydrostatic Test Requirement for Pressure Vessels Installed on an Aircraft	06/08/15
BEA-2015-02	Embraer ERJ 170 and ERJ 190 Aeroplanes - Horizontal Stabilizer Control-Yoke Support Installation	05/26/15
SAFO15005	Hamilton Sundstrand Propeller Control Units and Adapters - Improperly Installed, Repaired or Overhauled	05/18/15
2015-10	Britten-Norman BN2T Aeroplanes - Possible Unauthorised Installation of Modified RRC (formerly Allison) Model 250B17 or 250B17F Engines	05/07/15

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

Manufacturer	AD Number	Origin	Description
AERONAUTICAL ACCS	CF-2015-10	Canada	Hydraulic Power - Inadvertent Actuation of Hydraulic Test Switch
AVIDYNE	2015-10-51	United-Stats	Avidyne Corporation Integrated Flight Displays (IFDs) – Operational Limitation
NORTHROP GRUMMAN	2015-0093	Europe	Navigation – Attitude Heading Reference System – Modification / Replacement
STC SR00825NY-D	CF-2015-10	Canada	Hydraulic Power - Inadvertent Actuation of Hydraulic Test Switch



# 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
500B	3230	PRESSURE SWITCH	P10M47	FAILED	20150417005	ONT
690	2436	VOLTAGE REGULATOR	104217A	USED	20150508002	PAC
690	2913	HYDRAULIC LINE	610488109	USED	20150501008	PAC

### AEROSPATIALE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
ATR 42 300	2997	WIRE		CHAFFED	20150618007	PNR
ATR 42 320	2800	JET PUMP	C171R0010	IN SERVICE	20150427016	PNR

### AEROSPATIALE HC

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AS 350B2	2434	STARTER	150SG122Q	UNSERVICEABLE	20150508010	ONT
AS 350B2	2822	BOOST PUMP	P94B12209	FAULTY	20150623006	ONT
AS 350B2	2910	HYDRAULIC HOSE	704A34412271A	BLEW UP	20150617002	QUE
AS 350B2	2910	HYDRAULIC LINE	704A34412271A	NEW	20150430006	PAC
AS 350B2	5302	TAIL BOOM	350A23000005	CRACKED	20150629011	ONT
AS 350B2	6220	STARFLEX	350A31191800	CRACKED	20150429007	ONT
AS 350B2	6510	FLEX COUPLING	350A35105901	CRACKED	20150520014	PAC
AS 350B3	1000	NUT	ASNA0045080BCL	DAMAGED	20150615024	PNR
AS 350B3	2432	CELL	414400	NEW	20150601013	PAC
AS 350B3	2435	STARTER SHAFT	P602338	SHEARED	20150416001	PNR
AS 350B3	2435	STARTER INTAKE BRACK	350A54108521	BROKEN	20150608005	ONT
AS 350B3	5530	VERTICAL FIN	350A0855061201	CRACKED	20150619015	QUE
AS 350B3	6230	TAPE ADHESIVE SELF LUB	350A37105720	UNSERVICEABLE	20150604018	PAC
AS 350B3	6510	BUSHING	704A33689002	NEW	20150601003	ONT
AS 350B3	6510	BUSHING	704A33698002	NEW	20150601004	ONT
AS 355F1	7600	FLEXIBLE CONTROL CABLE	704A34130074	FROZEN	20150411001	ONT
AS 355N	7921	FAN SUPPORT	355A34104005	BROKEN	20150408035	PNR
AS 355NP	2910	HYDRAULIC LINES	704A34412264	LEAKING	20150602020	PNR

**AGUSTA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AW119 MK II	5302	TAIL BOOM	109037043301	CRACKED	20150413002	ONT
AW139	2421	ALTERNATING CURRENT GENERATOR	4G2420V00151	DAMAGED	20150506016	ONT
AW139	5600	WINDSCREEN	4G5610V00231	CRACKED	20150505004	ONT
AW139	6321	ROTOR BRAKE		NEW	20150612002	ONT

**AIR TRACTOR**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AT 802A	0000	BRAKE MASTER CYLINDER	1086A	UNSERVICEABLE	20150629016	PAC
AT 802A	0000	FLOAT NOSE WHEEL	13A06000015	FLAT TIRE	20150629012	PAC
AT 802A	5345	6 PIN CONNECTOR	1002152	WORN	20150519024	PAC
AT 802A	5412	ASSEMBLY CYLINDER PROBE	10A09000293	LOOSE	20150519021	PAC

**AIRBUS**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
A310 308	3120	RUDDER TRIM INDICATOR	359301001	OVERHEATED	20150426001	QUE
A319 114	2721	YAW DAMPER SERVOACTUATOR	SC47005	FAILED	20150611004	QUE
A319 114	2910	O-RING		LEAKING	20150427005	QUE
A319 114	2910	RING	NAS161212A	FAILED	20150605001	QUE
A319 114	3242	HOSE ASSEMBLY	201042821	LEAKING	20150526007	QUE
A319 114	3250	NOSE LANDING GEAR STEER SERVO VALVE	C247360012	DEFECTIVE	20150608006	QUE
A319 114	3417	AIR DATA MODULE	PG1152AC03	FAILED	20150629018	QUE
A320 211	2312	VERY HIGH FREQUENCY SYSTEM		FAILED	20150515006	QUE
A320 211	2430	GENERATOR CONTROL UNIT	740120C	FAILED	20150601001	QUE
A320 211	2750	CONNECTOR		DISCONNECTED	20150615020	QUE
A320 211	2910	HYDRAULIC PUMP ASSEMBLY PACKAGE	693335	FAILED	20150414003	QUE
A320 211	2910	O-RING		FAILED	20150629017	QUE
A320 211	3240	BRAKE CONTROL UNIT	E21327106	FAILED	20150430001	QUE
A320 211	3442	RADAR TRANSCEIVER	6225132120	FAILED	20150416003	QUE
A320 211	3610	DUCT ASSEMBLY	D3617003200800	LEAKING	20150413003	QUE
A320 211	3610	DUCT SEAL		FAILED	20150406002	QUE
A320 211	3610	DUCT SEAL	ABS104072	LEAKING	20150406005	QUE
A320 214	2820	FUEL SYSTEM		LEAKING	20150623002	QUE
A321 211	2761	SPOILER SERVO	31077111	FAILED	20150617018	QUE
A321 211	7300	FUEL SYSTEM		LEAKING	20150417004	QUE
A330 343	2910	O-RING	NSA8205119	LEAKING	20150504008	QUE
A330 343	2913	ENGINE DRIVEN PUMP	974976	LEAKING	20150413004	QUE

**AIRBUS HELICOPTERS**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
EC 135P2PLUS	2497	WIRE		BURNT	20150512005	PAC

**BAE - (RAYTHEON)**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
BAE 125 800A	3500	B NUT		CRACKED	20150525014	PNR

**BAE - UK**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AVRO 146RJ 85	3230	ELBOW	HC931B0036002	CRACKED	20150415006	PNR

**BEECH**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
1900C	2750	FLAP DRIVE CABLE	1013800002	BROKEN	20150501005	PAC
1900C	5210	WELD ASSEMBLY	10151411335	DEFECTIVE	20150427015	PNR
1900D	2612	LOOP-DETECTOR	22409015	DEFECTIVE	20150417012	ONT
1900D	2731	TUBING		LOOSE	20150626002	ATL
1900D	2797	WIRING		ARCHING	20150616007	ATL
1900D	3200	HOSE ASSEMBLY	1013880175	CRACKED	20150401002	ATL
1900D	3297	CANON PLUG		CORROSION	20150605005	ATL
1900D	3297	CONNECTOR-SERVICE VALVE	MS3121E106S	CORRODED	20150616006	ATL
1900D	3497	WIRING		CHAFFED	20150420001	ATL
1900D	5600	LEFT HAND WINDSCREEN	1143840205	CRACKED	20150506010	ONT
200	2750	FLAP MOTOR	FS361	UNSERVICEABLE	20150410017	PNR
200	3210	MAIN LANDING GEAR CASTING	9981002827	CRACKED	20150414008	PAC
200	3220	BUSHING	50810034	MISSING A HOLE	20150525012	PNR
300	2100	BEARING	206SZZC	SEIZED	20150408031	PNR
390	2752	FLAP ACTUATOR	3903814030011	NORMAL	20150415001	QUE
A100	3200	PRESSURE SWITCH	1225P36	INTERMITTENT	20150428006	ONT
A100	3210	MAIN LANDING GEAR UPPER TORQUE LINK	508103237	CRACKED	20150511007	QUE
A100	3213	TORQUE KNEE	508103237	BROKEN	20150618005	ONT
A100	3260	LIGHT SOCKET	MS250413	INTERMITTENT	20150618004	ONT
B200	2120	GASKET		BROKEN	20150421006	PNR
B200	3020	HEATED AIR INLET ASSEMBLY	10191001641	CRACKED	20150521003	PNR
B200	3200	ACTUATOR		REPLACED	20150423003	PNR
B200	3220	RESTRICTOR SUPPORT ASSEMBLY	508202291	INCORRECTLY INSTALLED	20150419003	PAC
B200	3244	TIRE	336310	FLAT	20150617003	PNR
B200C	2900	MOTOR	1153800025	UNSERVICEABLE	20150521002	PNR
B300	5210	ROLLER	504300377	MISSING	20150420003	PNR
B300	7280	SELF SEAL COUPLING	6000F14AD12	DISCONNECTED	20150602023	PAC
B300C	3213	PISTON	13080010001	UNSERVICEABLE	20150623004	ATL
B300C	5210	BOLT	1015140145	BROKEN OFF	20150506014	ATL
B300C	5600	WINDSHIELD	1013840257	CRACKED	20150513001	ATL

**BELL TEXTRON - CAN**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
206B	6210	MAIN ROTOR BLADE	206010200133	UNSERVICEABLE	20150617020	PNR
206B	6520	GEAR	206040406101	DAMAGED	20150519023	PAC
206L	2435	STARTER GENERATOR	2303227	UNSERVICEABLE	20150421002	PNR
206L	7921	IMPELLER	206061432109	UNSERVICEABLE	20150428003	ONT
206L 1	6700	EXPANDABLE PIN ASSEMBLY	206928110	SHEARED	20150520010	ONT
407	3210	CROSTUBE	407050201101	CRACKED	20150407005	PAC
407	3210	TUBE	407050201101	DAMAGED	20150415003	QUE
407	5310	ROOF PANEL ASSEMBLY	407030401101	CRACKED	20150502001	PAC
407	5514	FIN ASSEMBLY	407023003105	UNSERVICEABLE	20150519019	QUE
407	6210	BLADE	407015001111	CRACKED	20150415002	QUE
407	6210	MAIN BLADE	407015101137	CRACKED	20150429011	QUE
429	3100	CLAMP	MS21919WCG42	LOOSE	20150623007	ONT
429	3110	BLOWER FAN	SF9201C00	FAILURE	20150429013	QUE
429	6230	MAST	429040040101	CORROSION	20150615009	QUE
429	6230	MAST	429040011105	PITTED	20150615012	QUE
429	6230	MAST DRIVE	429040040101	WORN	20150602016	QUE
429	6420	BEARING	429012112103	EXCESSIVE PLAY	20150501002	QUE
429	6700	BEARING	201276	ROTATING	20150616002	ONT
430	6500	BEARING SUPPORT	222044003111	CRACKED	20150616001	QUE
430	7200	ENGINE		FAILURE	20150429014	QUE

**BELL TEXTRON - USA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
204B	2910	IRREVERSIBLE VALVE	204076055001	UNSERVICEABLE	20150601014	PNR
205A	7120	ENGINE MOUNT	D205708011	LIMITED ADJUST	20150601006	PNR
212	2590	BRACKET/HOUSING	204070999001	WORN	20150602026	PAC
212	2913	HYDRAULIC PUMP	212076011001	SERVICEABLE	20150520018	PAC
212	3210	CROSS TUBE	AB20505040300	BROKEN	20150529005	PAC
212	6210	MAIN ROTOR BLADE	212015501115	UNBALANCED	20150511013	PNR
212	6700	CONTROL TUBE	204010925009	CORRODED	20150520017	PAC

**BOEING**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
727 223	2750	CABLES	69667083218	BROKEN	20150505007	ONT
727 260	5210	ROLLER CAM	6937418502	SHEARED	20150505008	ONT
727 260	5210	ROLLER CAM	6937418502	SHEARED	20150506005	ONT
737 2K2C	3220	HOSE ASSEMBLY	BACH8A06NN0263T	LEAKING	20150429010	QUE
737 76N	2897	CONNECTOR		DIRTY	20150609004	PNR
737 76N	3800	WATER COMPRESSOR	288237	FAILED	20150427014	PNR
737 7CT	5210	DOOR HINGE DRAIN VALVE	140N20221	SQUEALING	20150501011	PNR
737 7CT	5610	#1 WINDOW ASSEMBLY	5893543150	UNSERVICEABLE	20150401006	PNR
737 86Q	3242	BRAKE SEGMENTED ROTOR	26123121	DAMAGED	20150427004	ONT
737 8BK	2497	CONNECTOR	BACC63BV14F12PN	BURNT	20150522001	ONT
737 8CT	2130	PRESSURIZATION PANEL	10194391001	FAILED	20150601010	PNR
737 8CT	2751	FLAP POSITION TRANSMITTER	18173812	FAILED	20150501010	PNR
737 8Q8	2530	OVEN	720710004203	FAILED	20150520001	QUE
737 8Q8	3411	AIR SPEED INDICATION		FAULTY	20150417002	QUE
747 SPJ6	2720	UPPER RUDDER CONTROL MODU	2417009007	HYDRAULIC LEAK	20150612010	QUE
767 333	2711	OUTB AIL LOCKOUT ACTUATOR	550030023	FAILED	20150609002	QUE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
767 333	2910	VALVE	P59228	LEAKING	20150610002	QUE
777 233LR	2121	RECIRCULATION FAN	4100945A	FAILED	20150615015	QUE
777 233LR	2750	FLAP RUDDER SYSTEM		FAILED	20150515005	QUE
787 8	2750	HYDRAULIC LINE		LOOSE	20150427003	QUE

## BOMBARDIER

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
BD 100 1A10	2100	AIR CYCLE MACHINE	3471A020000	FAILED	20150602024	QUE
BD 100 1A10	2497	CONTACTOR K181-X1		UN-FUSED	20150622005	QUE
BD 100 1A10	2721	RUDDER TRIM SWITCH	3900620503	FAILED	20150504009	QUE
BD 100 1A10	2910	HOSE HYDRAULIC PRESSURE	7004084412	NON-COMPLIANT	20150515008	QUE
BD 100 1A10	2910	PRESSURE SUPPLY LINE	AS119G127K02	LOOSE	20150603007	QUE
BD 100 1A10	2910	TUBE ASSEMBLY PRESSURE	1005354234005	FRETTED	20150618006	QUE
BD 100 1A10	3210	AUXILIARY RETRACT ACTUATOR	44110101102	OVER DIMENSION	20150427002	QUE
BD 100 1A10	3230	SIDE STAY PIN	442441	WRONG INSTALL	20150508015	QUE
BD 700 1A10	3497	LEAD ASSEMBLY	CE2A26	BURNT	20150422006	QUE
CL600 2B19 (RJ100)	2750	FLAP DRIVE SHAFT	601R93106505	DAMAGED	20150624005	ATL
CL600 2B19 (RJ100)	2750	SHAFT ASSEMBLY	601R93106405	UNSERVICEABLE	20150624004	ATL
CL600 2B19 (RJ100)	2751	FLAP POSITION TRANSMITTER	855D10013	FAILED	20150513005	ATL
CL600 2B19 (RJ100)	3220	QUICK RELEASE ASSEMBLY	16260103	DISCONNECTED	20150602017	QUE
CL600 2B19 (RJ100)	3230	MAIN LANDING GEAR UPLOCK ASSEMBLY	17051101	FAILED	20150520003	ATL
CL600 2B19 (RJ100)	3242	BRAKE		DRAGGING	20150428008	QUE
CL600 2B19 (RJ100)	3320	BALLAST	BR95005	BURNT	20150415011	QUE
CL600 2B19 (RJ100)	3600	BLEED AIR UNIT	2003500806	FAILED	20150427013	ATL
CL600 2B19 (RJ100)	3610	CLAMP		FAILED	20150501001	ATL
CL600 2B19 (RJ100)	5210	GUIDE SHAFT	600380773	FAILED	20150408028	ONT
CL600 2C10 (RJ700)	2121	EXHAUST FAN	AE0607B01	FAILED	20150602018	QUE
CL600 2C10 (RJ700)	3340	HARNESS	SH67059052001	CHAFFED	20150605004	QUE
CL600 2C10 (RJ700)	520	FITTING	MM67036582003	NON-COMPLIANT	20150423001	QUE
CL600 2C10 (RJ700)	5720	NUTS	NAS180412	FAILED TORQUE	20150601002	QUE
CL600 2D15 (705)	2432	SOLID STATE POWER CONTROL	P700A154E002	UNSERVICEABLE	20150601005	ATL
CL600 2D15 (705)	2450	CONTACTOR	995CA01Y00	BURNT	20150515002	ATL
CL600 2D15 (705)	2460	POWER CONTROLLER	P700A154E0	FAULTY	20150419001	ATL
CL600 2D15 (705)	2760	SLAT FLAP ELECTRONIC CONT	766389R	OVERHEATED	20150419002	ATL
CL600 2D15 (705)	2910	HYDRAULIC HOSE	AE71115205	RUPTURED	20150520006	ATL
CL600 2D15 (705)	2913	3A HYDRAULIC PUMP	6619501	LEAKING	20150626004	ATL
CL600 2D15 (705)	3320	BALLAST	BR9500106	BURNT	20150622006	ATL
CL600 2D15 (705)	3810	PRESSURE REGULATOR	3E32921	FAILED	20150615004	ATL
CL600 2D24 (RJ900)	2210	FLIGHT CONTROL PANEL	8220044001	UNSERVICEABLE	20150604019	PNR
CL600 2D24 (RJ900)	3120	PRIMARY FLIGHT DISPLAY	6229810304	FAILED	20150520013	QUE
CL600 2D24 (RJ900)	3231	AFT NOSE LANDING GEAR DOOR	CC670330983	DAMAGED	20150525015	QUE



**CANADAIR**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CL215 1A10	2430	GENERATOR	21551305	UNSERVICEABLE	20150615008	ATL
CL215 6B11(CL415)	2915	RELIEF VALVE	46604C1600	FAILURE	20150409002	QUE
CL600 2B16(601 3A)	2741	NUT	MS178263	FAILED	20150415014	QUE
CL600 2B16(601 3R)	2742	ACT HORIZONTAL STAB TRIM	6009230167	FAILED	20150423006	QUE
CL600 2B16(601 3R)	3242	DISK	5013450	DISINTEGRATED	20150519027	QUE
CL600 2B16(604)	3418	ANGLE OF ATTACK SIGNAL CONVERTER		FAILURE	20150611003	QUE
CL600 2B16(604)	5343	BUSHING/MOUNTING	600850073	MIGRATING	20150527002	ONT

**CESSNA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
	3700	COUPLING FAILED INTERNAL		SHEARED	20150604020	ONT
172K	2720	PULLEY	MCS3784	WORN	20150415008	QUE
172L	2300	INTERCOM	SPA400	NOT ADJUSTING	20150408037	PNR
172M	7110	COWL STUD	S111535	NEW	20150513007	PNR
172M	7322	CARBURATOR	105217	LOOSE SCREWS	20150420002	ONT
172N	7414	MAGNETO	4371	TIMING	20150505003	PNR
172N	8011	STARTER	4222	FAILED	20150417007	PAC
172P	3220	STUD/BOLT NUT	74241027	SEPARATION	20150417006	QUE
172P	7414	MAGNETO	4371	FAILED	20150611006	PNR
172S	5720	WINGTIP	7232006	INCORRECT PART	20150619011	ATL
172S	7310	FUEL HOSE	124F0014CR0240	IN SERVICE	20150526008	PAC
208	3210	LINE FLARE	8A12000008	SUBSTANDARD	20150520004	ONT
208B	3220	BOLT	NAS620514H	SHEARED	20150615019	ATL
305A	5310	REINFORCEMENT PLATE	6131031	CRACK	20150508014	QUE
305A	5341	BOLT	AN45	INTACT	20150604011	QUE
305A	5700	ANGLE FRONT SPAR CAP	6213141	DAMAGED	20150513003	ATL
305C	5310	REINFORCEMENT LANDING GEAR	6131052	CRACKED	20150514004	QUE
305C	5310	REINFORCEMENT PLATE	6131031	CRACK	20150508011	QUE
305C	5310	REINFORCEMENT PLATE	6131031	CRACK	20150508013	QUE
337G	3297	PRESSURE SWITCH	98807101	FAULTY	20150609006	ONT
525A	3010	DE-ICE LINE	631431011	UNSERVICEABLE	20150414005	PNR
550	2822	BOOST PUMP	IC722	FAILED	20150508005	PAC
650	7830	LINK	1920026501	UNSERVICEABLE	20150415004	ONT
T206H	2731	SPROCKET	12601131	FAILED	20150606001	ONT
U206E	2823	SHAFT	1216608200	BROKEN	20150407004	ONT

**CONVAIR - CAN**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
340	2913	ADAPTER	AN4138	CRACKED	20150625002	PAC
440	0000	PISTON & AXLE ASSEMBLY		CRACKED	20150619008	PAC
440	5200	YOKE		SHEARED	20150610007	QUE
580	3210	TORQUE ARM UPPER	528068	INSPECTED	20150515009	PAC

**DEHAVILLAND-CAN**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 2 MKI	2730	ELEVATOR	C2TE2A	CRACKED	20150626008	PAC
DHC 3	2740	TRIM CONTROL WHEEL	C3CF1357	CRACKED	20150609005	ONT
DHC 3	2750	ACTUATING CONTROL ROD	C3CF1053	BENDED	20150416004	QUE
DHC 3	2822	MOTOR	A4949	FAILED	20150629022	ONT
DHC 6 200	3222	LEG	C6UM111107	CORRODED	20150422003	PNR
DHC 6 300	2700	TURNBUCKLE	MS21251	CRACK	20150612009	PNR
DHC 6 300	2910	HYDRAULIC UP PRESSURE LINE	C6H1001285	CHAFFED	20150421001	QUE
DHC 6 300	3610	BLEED AIR DUCT	C6VW10263	CRACKED	20150525013	PAC
DHC 6 300	6123	AUTO-FEATHER SYSTEM		FAILED	20150512002	QUE
DHC 7 102	2913	HYDRAULIC PUMP	6305405	FAILED	20150515011	PNR
DHC 7 103	3297	CONNECTOR	MS3106R10SL3S	BROKEN	20150422004	ONT
DHC 8 102	2497	GENERATOR WIRES	44A74221IL	CHAFFING	20150629015	ATL
DHC 8 102	2710	CASING		FRACTURED	20150625001	ATL
DHC 8 102	2761	ACTUATOR ROLL SPOILER	A44700009	HOUSING FRACTURE	20150422001	ATL
DHC 8 102	2761	ROLL SPOILER ACTUATOR	A44700009	FRACTURED	20150422002	ATL
DHC 8 102	2900	HYDRAULIC TUBE	82950010185	HEATED	20150423004	ATL
DHC 8 102	2900	HYDRAULIC FUSE		CRACKED	20150624002	ATL
DHC 8 102	3222	AXLE	88321	BENT	20150616003	ATL
DHC 8 102	3242	BRAKE PIN	101101	EXCESSIVE WEAR	20150528001	ATL
DHC 8 102	3300	LIGHT ASSEMBLY	ELCS1001001	SHORTED	20150612004	ATL
DHC 8 102	3411	PITOT TUBE	PH1001DH	FROZEN	20150423005	QUE
DHC 8 102	5210	STOWAGE PIN COVER	82520390001	WEAK VELCRO	20150612001	ATL
DHC 8 102	5330	ANTENNA DOUBLER		CRACKED	20150511009	ATL
DHC 8 102	5400	HORSE COLLAR	85410012001	CRACKED	20150513004	ATL
DHC 8 102	5410	BRACKET	8540370001	CRACKED	20150420005	ATL
DHC 8 106	2710	SHAFT SPLINE	82740083101	CORROSION	20150515001	QUE
DHC 8 106	3320	LAMP HOLDER	BV0330012150	OVERHEATED	20150429002	QUE
DHC 8 106	5400	WEB	85410148	CRACK	20150515003	QUE
DHC 8 301	2120	HOUSING	82120355009	DAMAGED	20150603008	ATL
DHC 8 301	2752	BUSHING		MIGRATED	20150406003	ATL
DHC 8 301	8097	CABLE		BURNT	20150415009	ATL
DHC 8 311	2497	WIRING HARNESS		CHAFFED	20150526004	PNR
DHC 8 314	2131	PRESSURE CONTROLLER		BURN SMELL	20150418001	QUE
DHC 8 400	2400	WIRES		BURNT	20150519022	ONT
DHC 8 400	2711	ROCKER SWITCH	M2028TYA01JB	STUCK	20150619007	QUE
DHC 8 400	2842	FUEL PROBE		OPEN CIRCUIT	20150505005	QUE
DHC 8 400	3200	NOSE LANDING GEAR	47200	DOES NOT RETRACT	20150610005	QUE
DHC 8 400	3230	ALT RELEASE CAM	485105	BROKEN	20150409003	QUE
DHC 8 400	3246	MAIN WHEEL	315731	FAILED	20150402001	QUE
DHC 8 400	3246	MAIN WHEEL BEARING	315731	FAILED	20150508007	QUE
DHC 8 400	3400	INPUT OUTPUT PROCESSOR	C12432AA06	LOSS OF DATA	20150527008	ONT
DHC 8 400	5230	PROXIMITY SENSOR		GAP	20150604017	QUE
DHC 8 400	5240	PROXIMITY SENSOR		OUT OF ADJUSTMENT	20150619001	QUE
DHC 8 400	5514	BARREL NUT	DSC2210	CRACKED	20150505002	QUE
DHC 8 400	7800	CLAMP		LOOSE	20150417011	QUE
DHC 8 402	2130	PACK FLOW CONTROL	8209026	FAILED	20150629019	QUE
DHC 8 402	2421	WIRE	242110067C20	WIRE CHAFE	20150608009	ATL
DHC 8 402	2435	STARTER GENERATOR		REPLACED	20150604013	ONT
DHC 8 402	2500	SIDE PANEL	2B11641AJE	CORRODED	20150617007	ATL
DHC 8 402	2500	SIDE PANEL	2B11642AJE	CORRODED	20150623012	PNR
DHC 8 402	2510	SEAT ASSEMBLY SIDE PANEL	1C30492R	SHEARED	20150512003	ATL
DHC 8 402	2520	SEAT SIDE SUPPORT	2B11642AJE	CORRODED	20150603010	ATL
DHC 8 402	2530	OVEN GALLEY	8251010000	SMOKE	20150519028	QUE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 8 402	2710	ACTUATOR PITCH/ROLL	C18117AA	BINDING	20150619002	PNR
DHC 8 402	2810	CLAMP	MS21919WDF6	BROKEN	20150609001	ATL
DHC 8 402	2900	FLEXIBLE HOSE	46455123	BROKEN	20150519025	QUE
DHC 8 402	2910	HYDRAULIC TUBE ASSEMBLY	82920621005	DAMAGED	20150408018	QUE
DHC 8 402	3020	ENGINE INTAKE HEATER	4100S02802	INTERNAL DAMAGE	20150415005	QUE
DHC 8 402	3060	CIRCUIT BREAKER		FAILED	20150421004	QUE
DHC 8 402	3210	AXLE		CORRODED	20150506011	ATL
DHC 8 402	3230	SOLENOID SEQUENCE VALVE	483025	USED	20150602021	ONT
DHC 8 402	3230	VALVE SOLENOID SEQUENCE	483025	FAILED	20150626001	ATL
DHC 8 402	3231	LANDING GEAR CONTROL		INOPERATIVE	20150506017	ONT
DHC 8 402	3234	LANDING GEAR SEL CONTROL	860T09Y00	UNSERVICEABLE	20150618002	ATL
DHC 8 402	3244	TIRE	DR0231T	TIRE FAILURE	20150610006	QUE
DHC 8 402	3246	WHEEL BEARING		FAILED	20150626003	ONT
DHC 8 402	3500	PRESSURE RELIEF VALVE		LEAKING	20150622003	ATL
DHC 8 402	3510	DISC		BLOWN OUT	20150520008	ATL
DHC 8 402	3610	FIRE BOX DUCT	14400115	CRACKED	20150409007	QUE
DHC 8 402	5200	AIRSTAIR DOOR SILL	85329539105	CORRODED	20150608002	ATL
DHC 8 402	5210	BRACKET	8Z6312051	DETACHED	20150428005	ATL
DHC 8 402	5210	BRACKET ASSEMBLY	85217105001	DETACHED	20150429004	ATL
DHC 8 402	5230	CRANK DOOR MECHANISM	NAS62043	DAMAGED	20150506015	QUE
DHC 8 402	5230	DRAIN VALVE	4100S004510343	DIRTY	20150427001	QUE
DHC 8 402	5230	NEEDLE BEARING	NAS5625R10	DAMAGED	20150407003	ATL
DHC 8 402	5270	DOOR		NOT CLOSED	20150428004	ONT
DHC 8 402	5320	SUPPORT BRACKET	85307492009	CRACKED	20150420004	ATL
DHC 8 402	5600	WINDSHIELD		CRACKED	20150504005	ONT
DHC 8 402	5600	WINDSHIELD ASSEMBLY	8SC5050006	CRACKED	20150615022	PNR
DHC 8 402	7150	HARNES	82454106007	CHAFED	20150506012	ATL
DHC 8 402	7810	EXHAUST SHROUD	87804010007	CHAFED	20150406004	ATL

#### DIAMOND - CAN

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DA 20 A1	2720	BRAKE PEDAL ASSEMBLY	2227270100	WORN THROUGH	20150414007	PAC
DA 20 C1	2720	RUDDER CABLE	2027201200	FRAYED	20150409005	ATL
DA 20 C1	2840	FUEL GAUGE	2228400000	MISSREADING	20150517003	ATL
DA 20 C1	3220	BUSHING	PAF16170P10	MISSING	20150520005	ONT
DA 20 C1	7430	IGNITION SWITCH	103572101	STICKING	20150609009	ATL

#### DOUGLAS

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DC3C	3220	TAIL WHEEL FORK	5115862	CRACKED	20150611008	ONT

**EMBRAER**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
EMB 145LR	3610	HEAT EXCHANGER	8166301	CRACKED	20150611011	ONT
ERJ 170 200 SU	2133	INSULATION BLANKET		BAD INSTALL	20150616008	ONT
ERJ 190 100 IGW	2440	FORWARD RAMP PANEL	17104650401	OVERHEATED	20150515004	QUE
ERJ 190 100 IGW	2520	SIGN ASSEMBLY	6441100505	FAILED	20150615021	QUE
ERJ 190 100 IGW	2750	FLAP SYSTEM		FAILED	20150414002	QUE
ERJ 190 100 IGW	2780	OUTBOARD SLAT SKEW SENSOR	1716280A	FAILED	20150427009	QUE
ERJ 190 100 IGW	2782	SLAT ACTUATOR	1703911	FAILED	20150629020	QUE
ERJ 190 100 IGW	2820	FUEL SYSTEM		FAILED	20150615016	QUE
ERJ 190 100 IGW	2820	MAIN EJECTOR PUMP	2990054101	FAILED	20150615018	QUE
ERJ 190 100 IGW	2910	ENGINE DRIVEN PUMP	5116404	LEAKING	20150427010	QUE
ERJ 190 100 IGW	3040	WINDSHIELD TEMPERATURE CONTROLLER	SYLZ53118	FAILED	20150623010	QUE
ERJ 190 100 IGW	5610	GLASS HEATED-WINDSHIELD	NP18730112	CRACKED	20150427006	QUE

**EUROCOPTER FRANCE**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AS 355	6300	OUTPUT FLANGE	355A32215920	LOOSE	20150429003	ONT
EC 130 B4	3270	ATTACHMENT BRACKETS	350A23076200	CRACKED	20150617016	ONT

**GROB-WERKE**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
G120A	3246	SPACER	115C520503	USED	20150527003	PNR

**GULFSTREAM - USA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
G IV	2750	FLAP DRIVE SHAFT	1159SCC21317	WORN	20150430004	ONT

**HAWKER SIDDELEY-UK**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
HS 748 2A	6197	CONNECTOR		SHORTED	20150528003	PNR

**KAMAN**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
K 1200	6220	TEETER PIN SLIDING BEARIN	K913005009	FAILURE	20150410018	PNR

**LOCKHEED**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
188C	3200	TUBE ASSEMBLY	81585969	CRACKED	20150406006	PNR

**MORAVAN**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
Z242L	0000	ELEVATOR TRIM CABLE	Z4244120000	FRAYED	20150626010	ONT
Z242L	0000	FLAP CENTRE CABLE	Z4243130000	FRAYED	20150626009	ONT

**PIAGGIO**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
P180 AVANTI	3020	ANTI-ICE DIVERTER DOOR	80336228401	SHEARED	20150414004	ONT

**PILATUS - SW**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
PC 12 45	5210	UPPER CRANK	5521012114	CORRODED	20150515007	ONT
PC 12 47E	2710	AILERON BELLCRANK	5271212089	STIFF	20150624001	ONT
PC 12 47E	5610	WINDSHILED	959811011	CRACKED	20150504006	ONT

**PIPER**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
PA31	0000	LINE	5470502	PUNCTURE	20150623003	QUE
PA31	3244	TIRE	773450	FAILED	20150610004	PNR
PA31	8120	PLATE	LW10119	CRACKED	20150527001	QUE
PA31 350	3230	HYDRAULIC CANISTER	460635	SHEARED THREADS	20150526003	PAC
PA31 350	8530	CYLINDER ASSEMBLY	LW12966	USED	20150519020	PNR
PA32 300	0000	OIL COOLER	8529245	LEAKING	20150623005	ONT
PA44 180	2421	AUXILIARY ALTERNATOR BRACKET	AL00104	BROKEN	20150529004	ATL
PA44 180	3221	BRACKET NOSE LANDING GEAR DOOR	86263004	BROKEN	20150606002	ATL
PA44 180	5540	RUDDER LOWER ATTACHMENT FITTING	8655402	CRACKED	20150401001	ATL
PA46 R350T	0000	ENGINE MOUNT	89137042	BROKEN	20150508003	PNR

**PITTS**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
S 2C	3050	COCKPIT CONTROL TUBE ASSEMBLY	25100035	DAMAGED	20150504001	PNR

**SCHWEIZER**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
SGS 2 33A	2710	DOUBLER	3350140	CRACKED	20150513006	QUE

**SIKORSKY**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CH54B	5301	SOLENOID	ST88	DEFECTIVE	20150511015	ONT

**TECNAM**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
P2006T	7120	LOWER ENGINE MOUNT BOLT	AN4H6A	SHEARED	20150401005	PNR

**VIKING CANADA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 6 400	2310	ANTENNA WIRE	14379	CORRODED	20150622004	PAC
DHC 6 400	5311	REAR FUSELAGE ASSEMBLY	C6F517005	EXCESSIVE GAP	20150514006	PAC

**WEATHERLY**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
620B	2720	RUDDER CABLE	50010092	FRAYED	20150527006	PNR

**ENGINE****ALLISON**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
250-C20B	7323	BEARING		FAILED	20150511010	PAC
501-D13	7261	LABYRINTH SEAL	6843524	LEAKING	20150519026	PNR
501-D13	7997	WIRE		BROKEN	20150514003	PNR

**AUSTRO ENGINE**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
E4-B	8570	SILICATE CARTRIDGE	D4490752101	HOLE	20150506001	ONT

**AVCO LYCOMING**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
HIO-360-D1A	8530	SEAT VALVE	LW10077	SCRAP	20150605008	QUE
IO-540-AE1A5	8530	SPRING VALVE OUTER	LW11796	BROKEN	20150508001	PNR
LO-360-E1A6D	8530	PUSH ROD	LW15324	BENT	20150517002	ATL
LTS-101-700D-2	2435	STARTER GENERATOR	150SG117Q	MID LIFE	20150413005	PAC
O-320-D1A	8011	STARTER	MHB4016	OVERHAULED	20150603006	ONT
O-320-E3D	7414	ROTOR GEAR	M3827	UNSERVICEABLE	20150608011	PAC
O-540-F1B5	8530	EXHAUST VALVE		UNSERVICEABLE	20150519029	PNR
TIO-540-A2C	7414	DISTRIBUTOR BLOCK	10391586	DAMAGED	20150608004	ATL

**BOMBARDIER ROTAX**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
912 S3	2820	GASCOLATOR		OPEN	20150610001	PNR
912 S3	7322	CARBURATOR	892535892530	WORN	20150609007	PNR
912 S3	8570	RADIATOR COOLER BRACKET		BROKEN	20150609008	PNR

**CFM INTERNATIONAL**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CFM56-5A1	7220	N1 PROBE GUIDE		LEAKING	20150410014	QUE
CFM56-5A5	7314	FUEL PUMP	7149005	FAILED	20150619010	QUE
CFM56-5A5	7720	TEMPERATURE T12 SENSOR	RP18300	FAILED	20150615017	QUE
CFM56-5A5	7720	TEMPERATURE T12 SENSOR	RP19503	FAILED	20150525011	QUE
CFM56-5B6	7310	FUEL RETURN VALVE	8910332	FAILED	20150623001	QUE
CFM56-5B6	7312	HEATER RETURN HOSE		LEAKING	20150504002	QUE



**GARRETT**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
TPE331-5-251K	2435	STARTER	6400SS501	USED	20150629013	PAC
TPE331-5-251K	2913	ENGINE DRIVEN HYDRAULIC PUMP	790332501	USED	20150430005	PAC

**GENERAL ELECTRIC**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CF34-3B1	7110	NOSE COWL LOWER ACCESS PANEL	22850081142	DEPARTED	20150605007	ONT
CF6-80C2A8	7500	DUCT	1335M66G04	RUPTURED	20150520002	QUE
CFM56	7200	#5 BEARING SUPPORT	3401659030	CRACK	20150514005	ONT
CT58-140-2	7200	BEARING		INCORRECT PART	20150504013	PAC
CT58-140-2	7200	BEARING	GE705B361P4	INCORRECT PART	20150504012	PAC
CT58-140-2	7250	POWER TURBINE WHEEL & SHAFT	5002T30P01	REMOVED	20150520015	PAC

**PRATT & WHITNEY-CAN**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
PT6A-114A	7230	COMPRESSOR TIE RODS	3019371	LOSS OF STRETCH	20150619014	PNR
PT6A-114A	7250	COMPRESSOR TURBINE DISK	3013411	EXCEEDED LIFE	20150421005	PNR
PT6A-42	7250	COMPRESSOR TURBINE BLADES	312313102	USED	20150523001	PNR
PT6A-65AR	8300	ACCESSORY GEARBOX HOUSING	310566201	RESTRICTED FLOW	20150604016	PNR
PT6T-3DF	7200	COMPRESSOR TURBINE DISK	3041241	CYCLES EXPIRED	20150608001	QUE
PT6T-3DF	7250	COMPRESSOR TURBINE DISK	3041241	CYCLES EXPIRED	20150629001	QUE
PW120A	7200	LOW PRESSURE STATOR ASSEMBLY	3055642CL	REPAIRABLE	20150615013	ATL
PW123	7200	ENGINE		UNSERVICEABLE	20150615006	ATL
PW123	7240	GAS GENERATOR CASE	307006201	CRACKED	20150624003	PNR
PW123B	7200	ENGINE		UNSERVICEABLE	20150401004	ATL
PW123B	7261	OIL PRESSURE REGULATOR HOSE	310573501	THREAD DAMAGE	20150618001	QUE
PW150A	6122	OVERSPEED GOVERNOR	697072004	DAMAGED	20150623008	PNR
PW150A	7200	TRANSFER TUBE	30558921	MISSING MATERIAL	20150508006	QUE
PW150A	7230	#2 ENGINE		CRACKED	20150507007	QUE
PW150A	7261	PACKING	AS3209126	DAMAGED	20150408032	PNR

**PRATT & WHITNEY-USA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
R-1340-59	7322	FLOAT ASSEMBLY		LEAKING	20150526006	QUE
R-985-AN-14B	7414	GEAR ASSEMBLY		STRIPPED	20150520011	PAC
R-985-AN-14B	8530	CYLINDER HEAD		CRACKED	20150520012	PAC
WASP CA3	8530	CYLINDER	327626	SEPARATED	20150626006	PNR

**ROLLS ROYCE - GY**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AE-3007A1/E	7230	COMPRESSOR VANES		BROKEN	20150617006	QUE
BR700-715A1-30	7261	TUBE OIL TRANSFER	BRH19615	CRACKED	20150617004	QUE

**TELEDYNE CONTINENTAL**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
IO-240-B	8520	LIFTER	653906	PITTED	20150517001	ATL
IO-520-F	8530	WRIST PIN BUSHING	530658	FAILURE	20150424002	PNR
IO-550-D	8500	ENGINE	IO550D	FAILURE	20150529002	PNR
IO-550-F	8530	EXHAUST VALVE		BURNT	20150602027	PNR

**TURBOMECA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
ARRIEL 1D1	7200	ENGINE	292005220	REPAIRED	20150602025	QUE

**HARTZELL**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
HC-E4A-3J	6111	EROSION SHIELD		CRACKED	20150408025	PNR

**EQUIPMENT****AIRBUS HELICOPTERS**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
350A31191701	2590	BOLT	350A37124520	NEW	20150604021	PNR

**AIRCRAFT PARTS**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
250SG117Q	2435	STATOR AND HOUSING ASSEMBLY	23046311	WRONG PART	20150527010	PNR

**CANADIAN**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CAP3000E	2720	WATER RUDDER DIRECT CABLE		ADRIFT	20150601011	PAC

**CESSNA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
265102323	1000	NUT	AN363720	NEW	20150422005	ONT

**CHAMPION**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
4370	7414	CONTACT ASSEMBLY	M3081	LOOSE	20150604015	PAC

**CMC**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
1.00602E+11	3160	FLIGHT MANAGEMENT SYSTEM	100601951503	UNSERVICEABLE	20150430002	QUE
1.00602E+11	3160	FLIGHT MANAGEMENT SYSTEM CONTROL DISPLAY UNIT	100601951503	UNSERVICEABLE	20150430003	QUE

**GROB-WERKE**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
15E6401	7800	TAIL PIPE	115E6401	CRACKED	20150602022	ONT

**HAMILTON SUNDSTRAND**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
114160005	2560	LOCK BOLT	440016087	DAMAGED	20150505006	PAC

**MOOG**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
506091	2590	ISOLATION VALVE	SV10200V24DL	USED	20150629014	PAC

**ONBOARD SYSTEMS**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
268004001	5345	CABLE	26800400	BROKEN	20150521001	PAC

**SKURKA**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
150SG122Q	2435	STATOR ASSEMBLY	230321823	NOT APPROVED	20150616004	PNR
160SG140Q	2435	BELL END DRIVE	150SG1028	BROKEN	20150601007	PNR

**WIPAIRE**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
263202311	3246	NUT	MS21044N3	CORRODED	20150506013	PAC

**UNAPPROVED PART****AIRCRAFT PARTS**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
250SG117Q	2000	STATOR AND HOUSING ASSEMBLY	23046311	WRONG PART	20150527010	PNR

**CONVAIR - CAN**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
528400	2000	TORQUE ARM UPPER	528068	INSPECTED	20150515009	PAC

**GENERAL ELECTRIC**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
4002T00G09	2000	BEARING	GE705B361P4	INCORRECT PART	20150504012	PAC
5001T90G02	2000	BEARING		INCORRECT PART	20150504013	PAC
CT581402	2000	POWER TURBINE WHEEL & SHAFT	5002T30P01	REMOVED	20150520015	PAC

**MOOG**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
506091	2000	ISOLATION VALVE	SV10200V24DL	USED	20150629014	PAC

**WIPAIRE**

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
8A09000102	2000	LINE FLARE	8A12000008	SUBSTANDARD	20150520004	ONT



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