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Issue 1/2014

Feedback

Canadian Aviation Service Difficulty Reports



TP 6980E
(1/2014)



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Front Cover Picture

The aeroplane gracing the front cover is a Bombardier Challenger CL-600-1A11 (Canadian Military designation CC144A). This aeroplane is operated by the Canadian armed forces as a military VIP transport. It has carried such esteemed clients as Prime ministers, Governor Generals and top military officials.

The Challenger design first flew in November of 1978 and was certified by both Transport Canada and the FAA in 1980. Canadair developed the aeroplane into one of the most successful business jets today. With a large stand up cabin, advanced wing

design and high bypass turbo fan engines, the CL-600 is a highly advanced business aeroplane.

The CL-600 has evolved over time and undergone many changes. Experience gained from the Challenger program paved the way for development of the Canadair Regional jet, the Global Express platform and ultimately the C-Series aeroplane.

Bombardier continues to be a world leader in Aerospace development and technology owing in part to the venerable Challenger 600.

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 inquiries related to articles of this magazine, please address your correspondence to CAWWebFeedback@tc.gc.ca

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HEADS UP

Pratt & Whitney Canada PT6A-67

1st Stage Carrier Bolt Failures

Transport Canada Civil Aviation (TCCA) would like to raise awareness of the potential for engine failure due to torque relaxation and fracture of PT6 reduction gear 1st stage carrier bolts.

Pratt & Whitney Canada (P&WC) has experienced engine events that have been related to bolt torque relaxation. This issue has been on-going for some time. TCCA released a service difficulty advisory, AV-2008-05, wherein P&WC concluded that inadequate bolt lubrication during assembly was the possible cause of the loss of torque. Further investigation has revealed that 1st stage carrier bolt torque relaxation can lead to bolt failure and possible engine failure. This condition is most likely to occur on low time (since overhaul) engines that were overhauled prior to 4 September 2011.

An investigation of the assembly techniques has revealed that P&WC standard practices for keywasher retention during torquing are not always followed, possibly creating a loss of torque. P&WC Service Information Letter (SIL) GEN-113 has been issued to remind technicians of the applicable standard practices. The overhaul and maintenance manual instructions are being revised to include more detailed information on the importance of retaining the keywasher's anti-rotation tangs in a counter clockwise direction during bolt torquing. Not adhering to these standard practices may affect engine reliability. In addition to this, P&WC has developed a new bolt specification for this application available since February 2012.

FIXED WING

Aerospatiale ATR 42-320

SDR # 20121109009

Cargo Door Retract Actuator Frame Mount Failure

SDR submitted:

Maintenance reported that during a regular inspection, it was noticed that the cargo door wasn't opening fully causing the actuator to run to its limit. During investigation, it was noticed that the cargo door seemed overly flexible and presented more sway than expected.

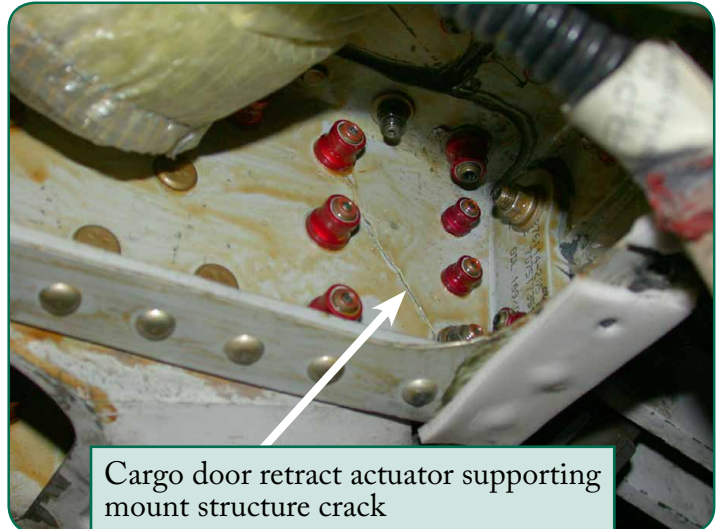
When the cargo door interior panel was opened, a crack was found emanating from the retract actuator frame mount attachment point.

The frame was repaired and the aeroplane was made serviceable.

Transport Canada Comments:

Through discussions with Aerospatiale Continuing Airworthiness engineering, it was determined that this condition does not impose a detrimental effect to flight safety and the repair is covered by the Structural Repair Manual (SRM) 52-31-00.

Transport Canada Civil Aviation is advising all ATR 42 owners, operators and maintainers of this possible condition. ✖



Cargo door retract actuator supporting mount structure crack

BAE - (Raytheon), Hawker 800XP

SDR # 20121120006

Fuel Crossfeed Bellcrank Lever Corrosion

SDR submitted:

During a routine heavy maintenance 48 month inspection for corrosion, maintenance found the fuel crossfeed bellcrank lever severely pitted and corroded beyond acceptable repair limits.

The bellcrank lever was replaced with a new part in accordance with the Aircraft Maintenance Manual (AMM) 28-20-00.

Total part time since new was 3900 hours and time cycles since new 2475.

Transport Canada Comments:

An important item to be aware of when performing a corrosion inspection on Hawker 800XP aeroplanes. ✖



A corroded fuel crossfeed bellcrank lever

Aileron Hinge Bracket Corrosion

SDR submitted:

During removal of the right hand aileron for painting, the Aircraft Maintenance Engineer discovered severe corrosion on the inside hinge that reduced the bracket thickness to about 60%-70% of the original manufactured thickness. Corrosion was also found on the left-hand aileron hinge bracket.

Consequently, all 4 hinge brackets were replaced on the right-hand and left-hand ailerons.

Transport Canada Comments:

Transport Canada Civil Aviation (TCCA) investigated further and found 1 previous Service Difficulty Report (SDR) that reported aileron hinge bracket corrosion. Additionally, the Federal Aviation Administration (FAA) have published the following Special Airworthiness Information Bulletins (SAIB) pertaining to corrosion related problems on Piper PA-28, PA-32, PA-34 and PA-44 aeroplane models.

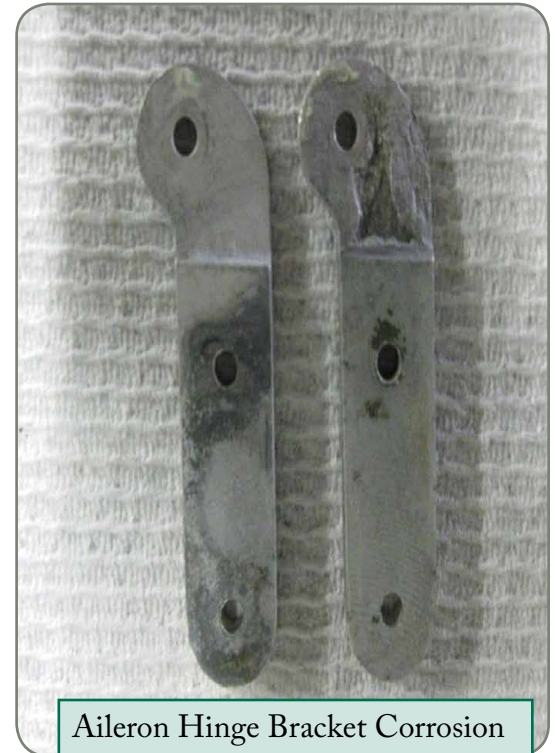
TCCA recommend that owners/operators comply with the FAA corrosion related recommendations contained within these SAIB(s):

CE-11-10 (flap hinges/brackets/ribs),

CE-11-12 (wing rear spar fuselage attach fittings),

CE-11-13 (wing front spar corrosion) and,

CE-11-14 (vertical forward stab attach point). ✖



Rudder Pedal - Broken

SDR submitted:

During taxi operations, the pilot reported that the left-hand rudder pedal unit broke. The pedal was subsequently replaced with a new assembly. In addition, the left-hand rudder pedal arm shaft bracket taper pin was also found to be excessively worn and had to be replaced.

As a precautionary measure, the remaining rudder pedals were inspected and as a result the right-hand rudder arm to pedal attachment point was found to have excessive play and was worn beyond specified limits.

Transport Canada Comments:

The rudder pedal assembly is constantly undergoing various stresses that over a short period of time can result in excessive wear and stress cracks.

This is an area that requires regular attention as exemplified in the above scenario and this operator's responsible follow-up action resulted in the following finding: the pilot and co-pilot rudder pedal arms, part number 50-524326-33, worn to limits at the upper bushings. ✖

Rudder Trim Cables - Reversed

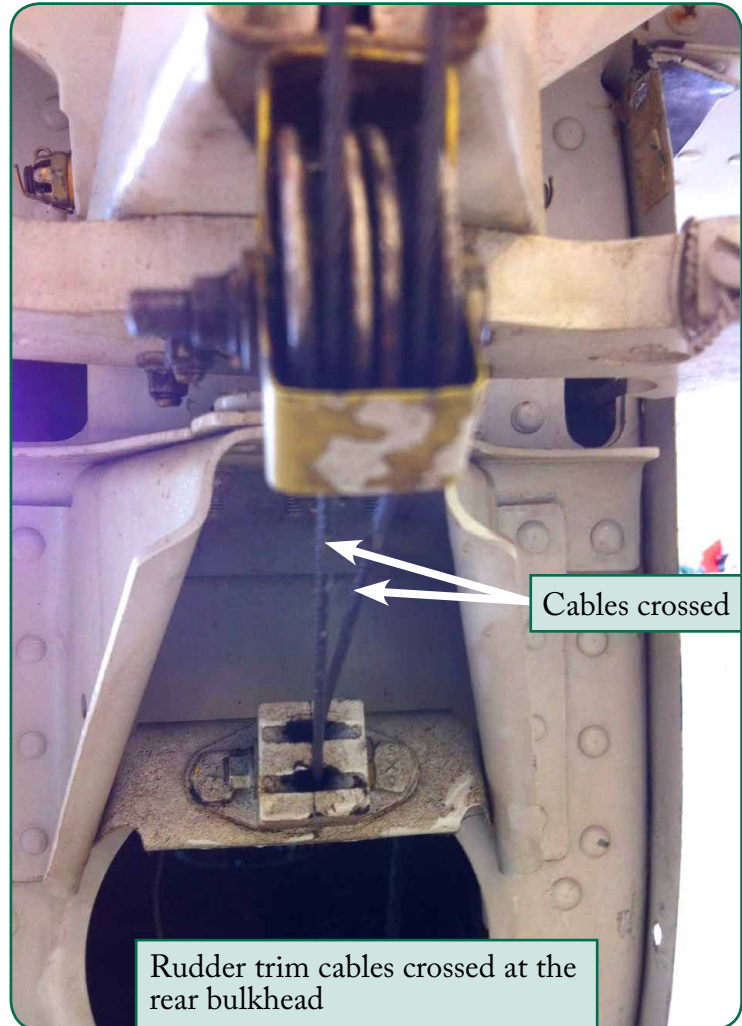
SDR submitted:

During cruise flight, the pilot attempted to centre the ball in the “Turn and Bank Indicator” by applying rudder trim, however the effect was opposite to normal (turned trim wheel left but the right rudder trim was noted to move). Soon afterwards, the pilot landed and maintenance personnel later confirmed that the rudder trim system was operating in reverse.

A complete inspection revealed that the rudder trim cables exiting the rear bulkhead to nearby pulleys that direct trim cables up the vertical stabilizer were confirmed to be routed incorrectly. Maintenance rigged the trim cables correctly followed by a dual inspection check by qualified personnel. Company quality assurance investigation revealed that this aircraft was imported some 6 years ago and verified that the rudder system had not altered during the importation process nor since that time.

During these last 6 years, both flight crews and maintenance personnel had missed this potentially dangerous flight control error. Proper rudder control input would be critical during an engine failure in order to assist flying with asymmetrical thrust, especially in the fire suppression role/low altitude role that this particular aircraft is engaged in.

Flight training (“engine out” procedures) is conducted on a similar Baron with dual flight controls which may be one of the reasons that this rudder trim rigging error was not detected on the occurrence aircraft. Another reason could be that the cockpit rudder trim indicator is labeled “Rudder Tab” and the control wheel mechanism is labeled “Left-Rudder Tab-Right”. Most rudder trims are identified as “Nose Left or Nose Right”.



Transport Canada Comments:

These types of flight control errors would not have occurred if personnel following the maintenance instructions subsequently conducted dual independent inspections.

Alarming, these types of occurrences continue to occur on both the rudder and elevator trim systems and have resulted in fatal occurrences. It is strongly recommended that dual inspections be carried out as well as conducting visual checks on the actual flight tab position to ensure it corresponds correctly with the cockpit indicated positions. ✖

Slat Actuator Supporting Mount Failure

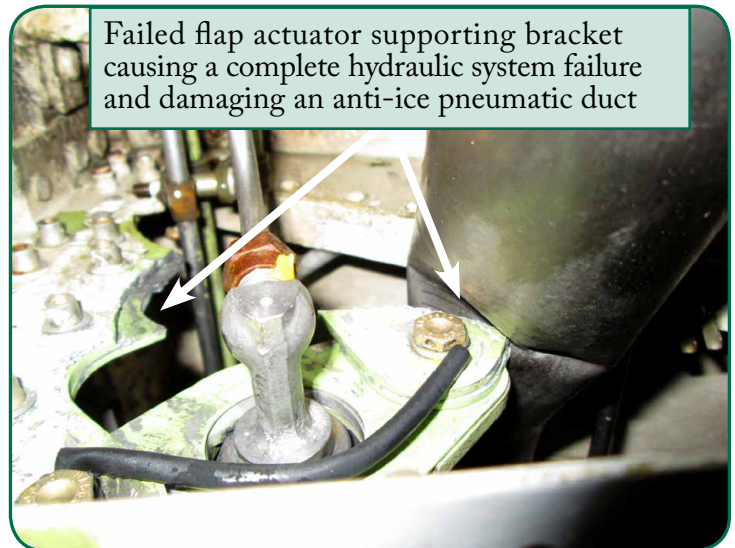
SDR submitted:

Upon selecting flaps down on approach, the crew noticed a hydraulic system low pressure light and corresponding loss of quantity. The crew declared an emergency and landed without incident. Maintenance discovered the #2 slat actuator had broken from its upper mount and moved aft, shearing a hydraulic line which caused the loss of the hydraulic system and damaging an anti-ice pneumatic duct.

The flap actuator supporting mount was repaired, the hydraulic line and pneumatic duct replaced and the hydraulic system re-serviced, making the aeroplane serviceable.

Transport Canada Comments:

Upon review of the Web Service Difficulty Reporting System (WSDRS) database, additional occurrences were noted where Boeing Service Bulletin (SB) 727-57-0130 has been released to strengthen the slat actuator mount bracket. ✖



Insufficient Hydraulic Line Support

SDR submitted:

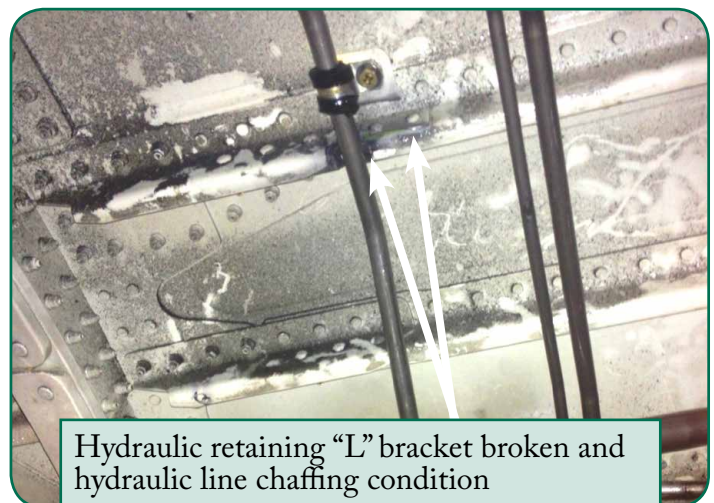
While applying take-off power at the start of the take-off roll, the #1 engine driven pump (EDP) caution message came on and the #1 hydraulic quantity went to zero.

Maintenance investigation found a chaffed hydraulic line in the aft equipment bay that caused the loss of the hydraulic fluid. The line had chaffed against stringer #7 due to a broken retaining "L" bracket.

The hydraulic line and "L" bracket were replaced and the damage to the stringer was repaired making the aeroplane serviceable.

Transport Canada Comments:

When performing service checks and walkarounds, it's important to inspect for the serviceable condition of hydraulic line retaining brackets and clamps. ✖



Bent Nose Landing Gear Centering Bracket

SDR submitted:

Upon selecting the landing gear up after departure, only the main landing gear retracted. The nose landing gear (NLG) stayed down and locked and the crew returned for an uneventful landing.

Maintenance personnel traced the fault to the NLG centering sensor bracket which is believed to have been bent during a previous towbarless ground handling movement. It is suspected that the towbarless tugs strut strap had been mistakenly placed around the NLG strut centering bracket.

The NLG centering sensor bracket was replaced and the aeroplane was returned to service.

Transport Canada Comments:

The use of towbarless tugs are now a common sight at airports around the world and this style of ground support equipment (GSE) provides better aeroplane controllability and maneuverability as compared to a standard towbar & tug configuration.

As stated by the operator, Bombardier Advisory Wire 600T-2171 has been issued identifying the possible scenario where damage to the NLG when using a towbarless tug can occur.

Transport Canada Civil Aviation is advising all owners, operators and maintainers of this possible scenario and available Bombardier documentation. ✖



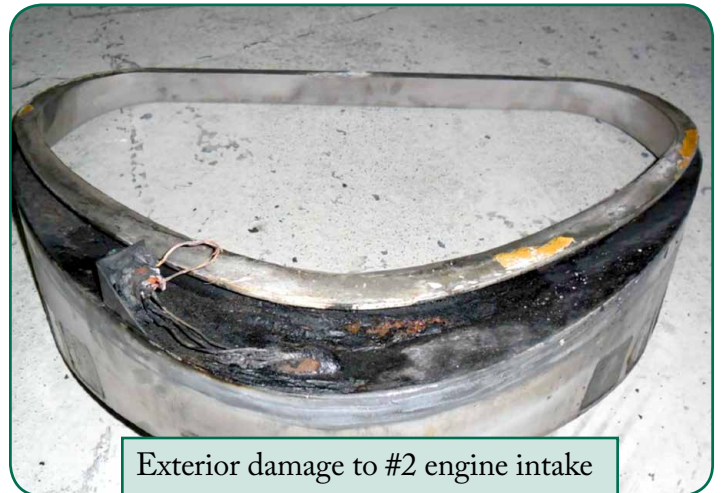
Damaged nose landing gear centering sensor bracket

Burnt - #2 Engine Intake Adaptor Heater

SDR submitted:

During descent through 6000 feet altitude, the #2 engine inlet adaptor heat caution light warning illuminated. Each time, the inlet bypass door was pressed, the circuit breaker for the #2 lip heater would “pop”. The crew continued the descent to exit the icing conditions, then proceeded to fly a normal circuit and landed with the engine intake de-icing system turned off.

An investigation by line maintenance personnel revealed that the engine intake adaptor heater was severely damaged from a significant overheat event during operation. Soot evidence in the engine area indicates possible flames were generated; however the crew received no cockpit fire indication advisories. Evidence of soot damage was also found in the area of the electrical connector area for the heater.



The failed intake adaptor heater was quarantined and has been sent to the manufacturer for further analysis.

Transport Canada Comments:

A review of the Service Difficulty Report (SDR) database has revealed previous failure events where the crew smelt a burning odor entering the aeroplane. In particular, one significant ground event (2004) reported smoke and flames coming from the engine cowling and air intake section caused by a failed intake adaptor heater (pre-mod part number (P/N) 4100S028-01).

Investigation by the manufacturer (Zodiac Aerospace) of the engine inlet adaptor heater revealed that during manufacturing process, the heating element is difficult to place with the casting and as a result it can cause overheating during the manufacturing process or in the field. In the interim, it is recommended that maintainers routinely inspect for any visible damage to the engine inlet area and associated electrical connectors. ✖

Engine Oil Cooler Bypass Valves – Failures

SDR submitted:

A number of DHC-8-400 operators have reported engine shutdowns due to high oil temperature caused by the failures of oil cooler bypass valves part number (P/N) D2887-355C. This has resulted in numerous air turn-backs and a decreased level of safety.

Bombardier have taken corrective action and have introduced a new configuration of valve (P/N D2887-955C) that incorporates an advanced polymer sleeve that will resist the swelling of the current internal rubber sleeve that was the root cause of this valve's failures. Installation of the new valve P/N D2887-955C will also change the oil cooler assembly from a D2887-815A to D2887-915A

Bombardier also recommends that operators apply a soft time to the air cooler thermal valve P/N D2887-355C at 3000 hours to avoid in-flight shutdowns or high oil pressure indication.

Transport Canada Comments:

Transport Canada Civil Aviation recommends that all operators install the new configuration P/N D2887-955C valve at the first opportunity. In the interim, please comply with the soft time of 3000 hours when using the older style P/N D2887-355C oil cooler valve. More specific information is contained within Bombardier document DH8-400-SL-71-014.

Bombardier has now introduced SB 84-79-06 "Improved Engine Oil Cooler Bypass Valve". ✖

Chafed Radiator Pipe

SDR submitted:

During a routine inspection, it was found that the springs that hold the exhaust muffler in place were rubbing against the radiator pipe. Because this is a confined area, the pipe was removed for further inspection. It was then discovered that the radiator pipe was almost entirely chafed through.

A loss of engine coolant during flight would have resulted in an in-flight shutdown with possible heat related damage to the engine. This is the 3rd time chaffing was reported in this area.

Diamond has informed operators that when the flexible coolant hoses are replaced, that the aluminum radiator pipe needs to be the correct distance away from the exhaust springs.

Transport Canada Comments:

As with all adjacent components and parts, always ensure that adequate clearances exist. This is especially true in tightly confined, hard to access areas. ✖

Melted Pitot Static Lines

SDR submitted:

The flight crew reported to maintenance that the captain's airspeed indicator was reading up to 40 knots lower than the co-pilot's airspeed in flight. Maintenance performed a pitot static leak check and visual inspection of the aeroplane revealing that both the captain's pitot and static plastic lines were melted from contacting a cockpit under-floor heater duct.

The pitot and static plastic lines were routed adjacent to a heater duct, causing the contact and eventual melting of the pitot-static lines.

The affected pitot-static lines were replaced and precaution was taken to relocate the replacement lines at a suitable distance away from the heater ducts, making the aeroplane serviceable.



Melted pitot-static lines due to contact with a heater duct

Transport Canada Comments:

As stated by the operator, the work done to relocate the plastic lines was in accordance with Federal Aviation Administration (FAA) Advisory Circular (AC) 43.13-1B and 2B since the existing original equipment manufacturer (OEM) maintenance manual did not provide sufficient instructions to correct the problem. ✖

Aileron In-Flight Jam Condition

SDR submitted:

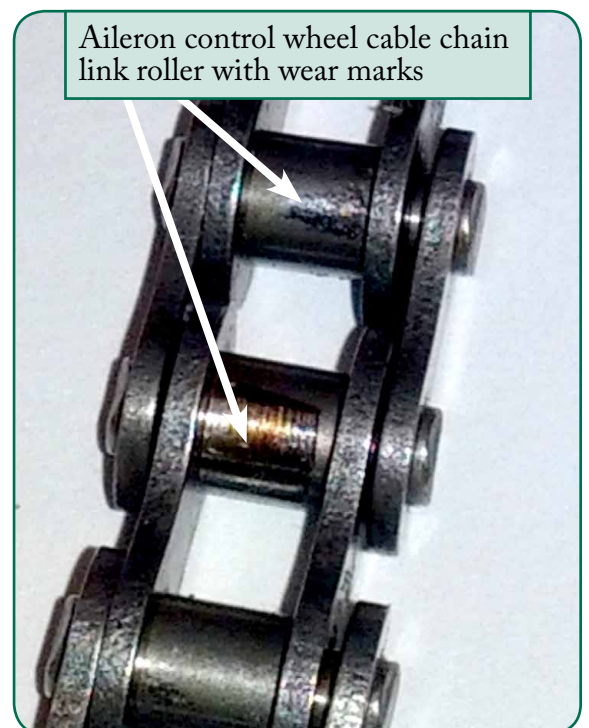
The aileron system of the aeroplane temporarily jammed in flight. The system was troubleshot and the jam appeared to be coming from the copilot control wheel. At first it was thought to be faulty bearings at the control wheel so they were replaced and re shimmed as per the Aircraft Maintenance Manual (AMM).

Further investigation found that the chain was binding at the control wheel sprocket area within the control column. The chain looked dry (no lube), its link rollers worn and showed evidence of wear at the link joints. There was also evidence of the chain contacting the insides of the control columns housing (slight loss of metal and primer).

The chain was replaced and lubed, making the aeroplane serviceable.

Transport Canada Comments:

As commented by the operator and through extensive investigations from the original equipment manufacturer (OEM), M7, it's now



understood that the aileron control wheel jam was caused by a combination of a lack of lubrication and excessive wear on the chain link rollers. With the excessive wear of the chain and a control wheel roll input applied, the chain would have a tendency to ride up the control wheel sprocket teeth and bind through contact with the inside wall of the control column housing.

Also noted by the operator was an error in the AMM which omitted to include the specific lubrication of the aileron control wheel chain.

M7 has produced Service Bulletins 27-001R2, 27-026R2, 27-054R2 and 27-074 to address this issue including corrections to the affected AMM. ✖

Honeywell, Equipment

SDR # 20121115008

Corrosion In Float Aeroplane Avionics

SDR submitted:

The subject aeroplane was brought to an avionics repair shop with an autopilot snag. It was determined that the pitch servo had sustained water damage that resulted in corrosion and an intermittent short on the clutch engage wire. This in turn caused the failure of a transistor. To rectify the problem, the autopilot computer was repaired and the pitch servo was replaced. The aeroplane is equipped with amphibious floats and has drainage holes in the bottom fuselage.

Transport Canada Comments:

Corrosion in float aeroplanes is an ongoing concern. Avionics components are also subject to corrosion internally and must be considered when conducting inspections. ✖



Autopilot Servo With Corroded Transistor

Nose Landing Gear - Improper Servicing

SDR submitted:

During landing at touchdown, the aeroplane veered hard left when approaching 105 knots where full right rudder and brake was applied to counteract the uncommanded turn. Once the left engine was brought out of reverse thrust, the aeroplane responded and abruptly swung back to center line where the aeroplane taxied normally from the runway.

Maintenance inspection found the nose landing gear (NLG) oleo was flat which prevented the internal NLG strut centering cam mechanism from aligning the NLG wheel prior to touch-down.

The NLG showed no indication of hydraulic fluid leakage where it was confirmed that the nitrogen gas charge was underserviced, causing the NLG wheel misalignment.

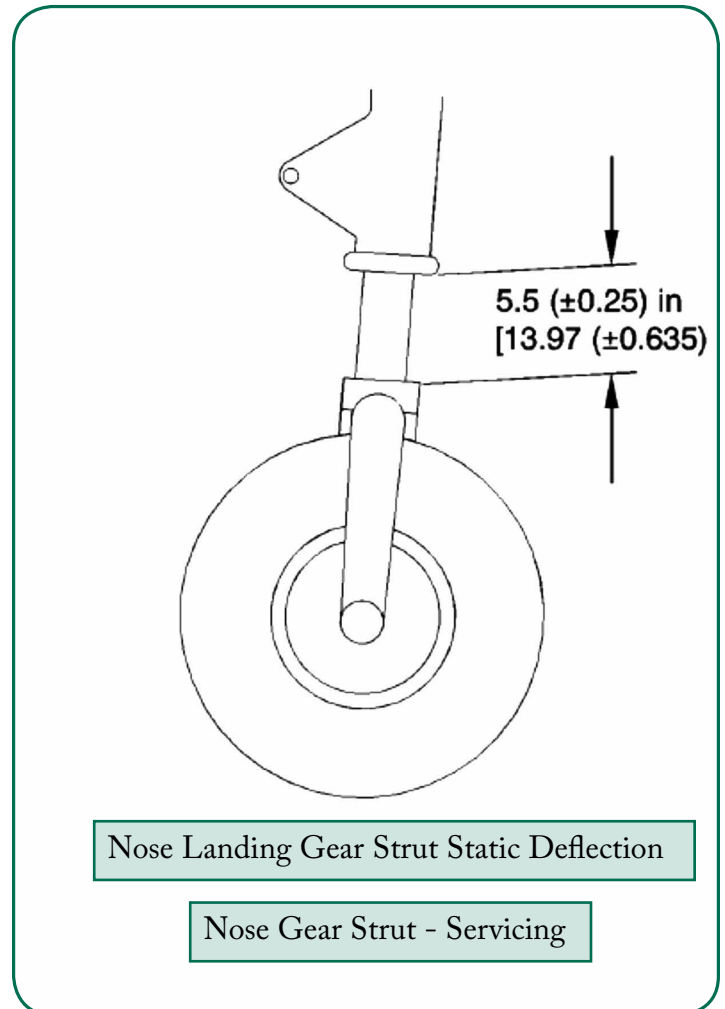
Transport Canada Comments:

As stated by the operator, a correctly serviced NLG oleo requires only 75 PSI of nitrogen gas pressure and due to this low preset pressure, the oleo weight-on-wheels (WOW) extension is largely dependent on fuel load and aeroplane balance. This may be misleading to maintenance personnel and the flight crew when performing the pre-flight walk-around check in understanding if the NLG has proper oleo extension.

The Aircraft Maintenance Manual (AMM) defines two types of procedures or methods to service the NLG strut for correct oleo extension. The "Preferred Method" requires the provisions to jack the aeroplane in order to accomplish the correct landing gear servicing while the "Alternate Method" enables the maintenance provider to service the gear while the aeroplane is on ground or WOW, but requires the aeroplane to be full of fuel.

The attached figure represents the required oleo extension when referencing the "Alternate method" AMM servicing procedure.

Recently, Learjet issued Service Bulletin SB 60-11-4 which provides the installation of a service instructions name plate on the NLG strut that defines the AMM "Preferred Method" servicing procedures. ✖



ENGINES

General Electric CF34-8C5

SDR # 20121130002

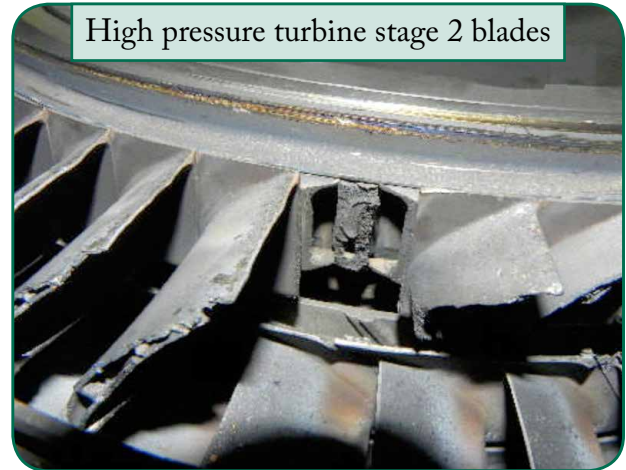
Engine High Pressure Turbine Failure

SDR submitted:

While climbing through 8000 feet, flight crew heard a loud noise followed by a yaw to the right. Right engine parameters indicated the engine was spooling down. Flight crew secured the engine, declared an emergency, turned back and landed without further incident. Initial inspection of the engine by local maintenance revealed no damage to the fan blades however there was significant damage to the turbines.

Transport Canada Comments:

Engine teardown revealed the failure was caused by high pressure turbine blade release. This is a known problem for CF34 engines and is caused by corrosion under the blade platform. Service Bulletins 72-0228 and 72-0242 introduce re-designed blades that address this issue. ✖



Pratt & Whitney - Canada PW123

SDR # 20130826001

Metal In Oil – A Sign of Engine Distress

SDR submitted:

At disassembly of the reduction gear box module (for a light overhaul due to metal in oil), three cracks were noted in the 2nd stage spur gear shaft wall. The cracks were originating from the n° 15 bearing mating face and propagating forward. The cracks were adjacent to each other approximately 1.52 mm (0.060") apart. There was material breakout at the tooling slot corner. The separated piece of material was picked by the magnetic chip detector in-field. The missing piece is approximately 1.52 mm (0.060") wide, 2.54 mm (0.100") long and 1.27 mm (0.050") deep.

Transport Canada Comments:

Metal found in oil systems and chip detector indication is an indicator of engine wear or distress. This can be a precursor to catastrophic failure. These conditions must be investigated further to determine the source. Manufacturer's instructions regarding metal in oil found in maintenance manuals, Service Bulletins (SB's) and Service Information Letters (SIL's) should always be followed. ✖



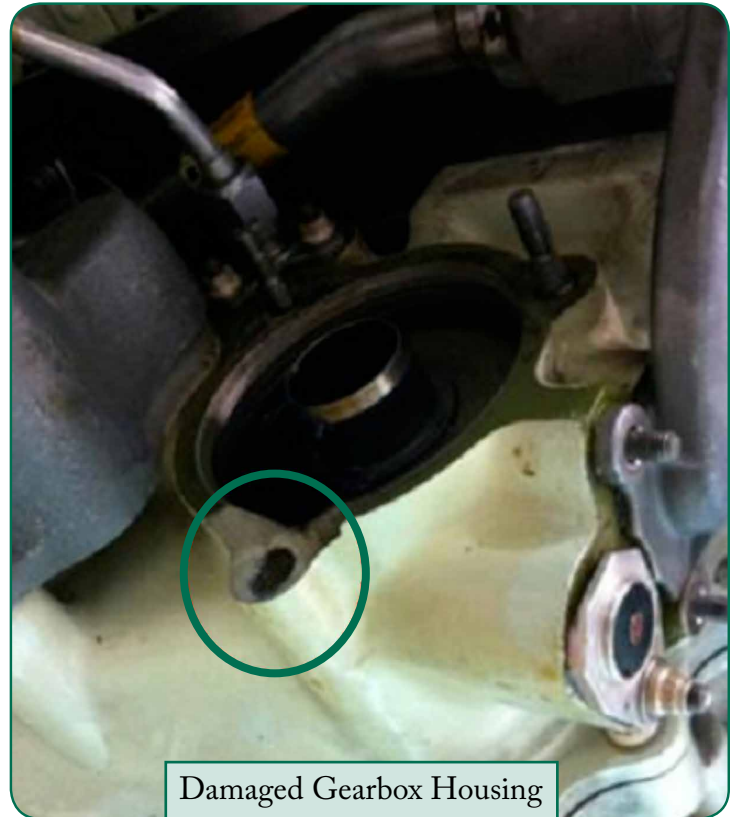
Cracked Gearbox Housing

SDR submitted:

During a visual inspection of the engine gearbox, it was noted that the oil filter housing assembly lower mounting stud ear was cracked. The corrective action taken was to replace the aft gearbox housing case.

Transport Canada Comments:

Transport Canada Civil Aviation would like to raise awareness of this defect to operators of TFE731 engines. Due to the location of the stud (six o'clock position) and the length of the housing, the possibility of accidental damage is high. The cause in this case is not known; however it could have been the result of corrosion (or casting inclusion), a past over torque or perhaps an accidental overload or impact damage during installation or shipping. Whatever the case, maintainers are urged to be cautious when working on complex systems and always follow manufacturers instruction. ✖



Damaged Gearbox Housing

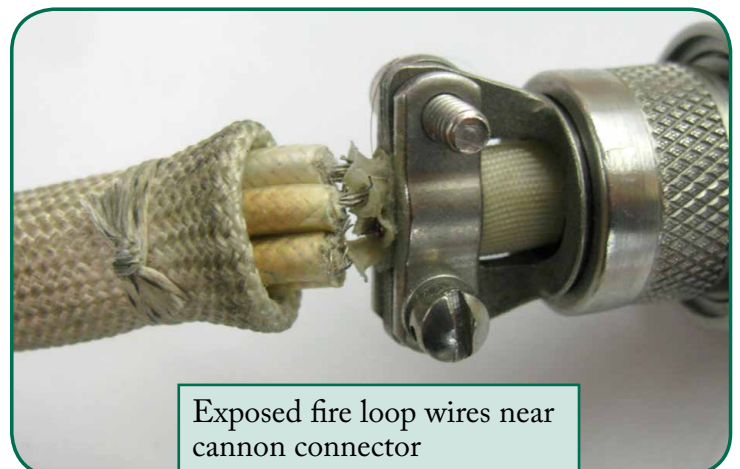
Broken Fire Loop Wiring Found, Potential In-flight Shutdown Avoided!

SDR submitted:

During routine maintenance, the left hand jet pipe loop "A" was found unserviceable. Troubleshooting found that the engine fire detection wiring harness was broken at the pylon connector. The fire detection and fire protection wiring harnesses were replaced. This defect, if unnoticed, might have resulted in an in-flight engine shutdown due to a false engine fire or jet pipe overheat warning.

Transport Canada Comments:

This was a good find by the maintenance team who were doing the inspection (in particular considering the defect's location in the pylon). As aeroplane fleets in Canada and abroad age, there will likely be more of these issues discovered. ✖



Exposed fire loop wires near cannon connector

Cracked Engine Combustor

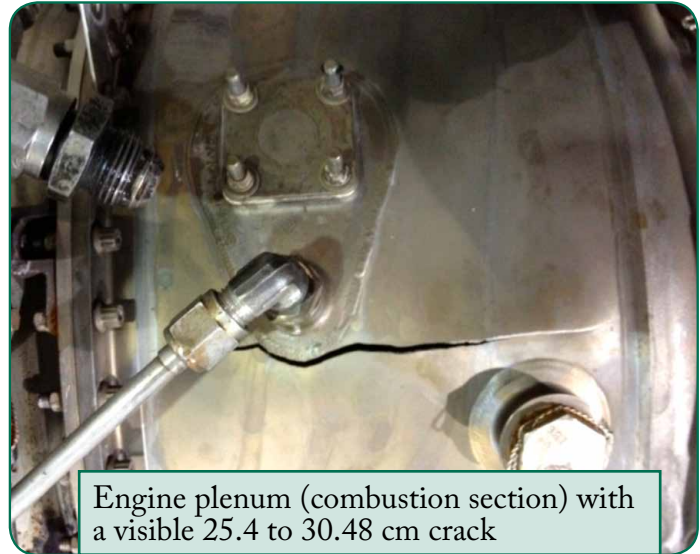
SDR submitted:

The crew reported that when the power lever was advanced, the engine could only achieve 40% torque. The take off run was aborted and the aeroplane returned to the hangar. A maintenance crew performed a quick visual inspection of the engine and performed an engine ground run with the cowlings open. Startup was noted to be longer than expected and when the engine achieved ground idle, the technician sitting in the cockpit noticed an orange glow from below the engine. Stop procedures were carried out and the engine was shutdown.

A detailed visual inspection confirmed a large 25.4 to 30.48 cm (10 to 12 inch) long crack in the combustion liner. The engine was removed and replaced.

Transport Canada Comments:

The plenums on these engines are operated 'on condition'. The type certificate holder (Honeywell) has issued Service Bulletin 72-2178 (Combustion Section –inspect combustion case assembly) that recommends it be accomplished at each scheduled fuel nozzle inspection and/or replacement. Transport Canada Civil Aviation recommends that operators familiarize themselves and comply with this service bulletin. ✖



Engine plenum (combustion section) with a visible 25.4 to 30.48 cm crack

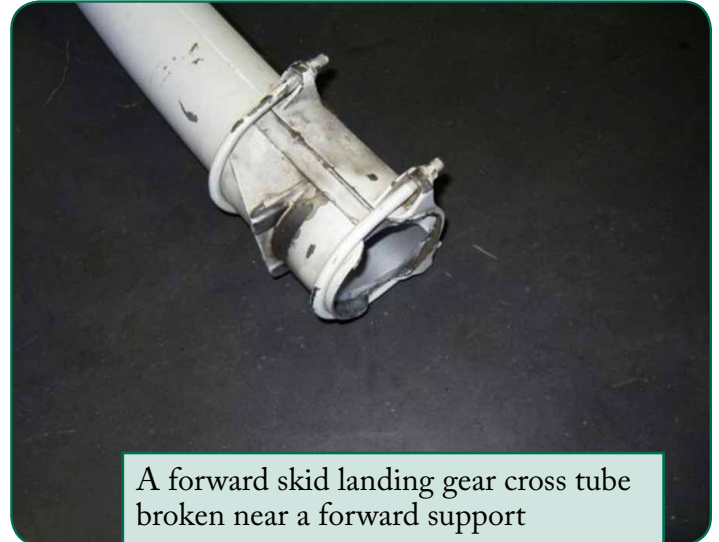
Skid Failure

SDR submitted:

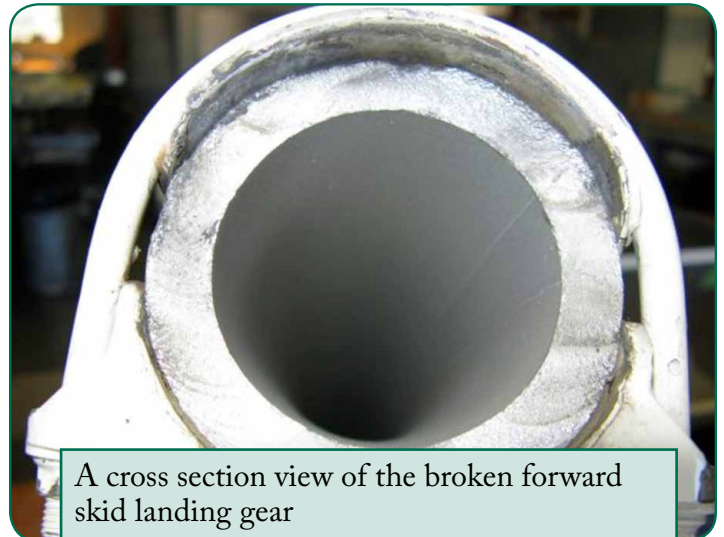
The pilot landed at a forest service lookout tower and heard a bang. He thought he had hit a rock. On landing at a local airstrip, the helicopter sat in an unusual attitude. The forward skid landing gear cross tube was found broken near a forward support.

Transport Canada Comments:

This cross tube is the subject of recurring Bell Helicopter Alert Service Bulletin (ASB) 212-09-132. The ASB requires a detailed inspection every 7 days. The Federal Aviation Administration (FAA) and the manufacturer have been informed and an investigation is ongoing to determine if the ASB inspection interval requirements are sufficient. ✖



A forward skid landing gear cross tube broken near a forward support



A cross section view of the broken forward skid landing gear

Support Case Cracked

SDR submitted:

During a routine daily aircraft inspection, an Aircraft Maintenance Engineer (AME) was inspecting the main transmission and noticed the support case was cracked on the left hand side by the airframe attachment bolt. The transmission was removed and it was found that the support case leg was broken with the crack originating from one of the small bushing attachment screws.

Transport Canada Comments:

The Original Equipment Manufacturer (OEM) is currently investigating this issue. In the interim, Transport Canada Civil Aviation recommends maintenance personnel to remain vigilant while inspecting this area of the transmission. ✖



Support case fitting crack (outer portion)



Support case fitting cracked

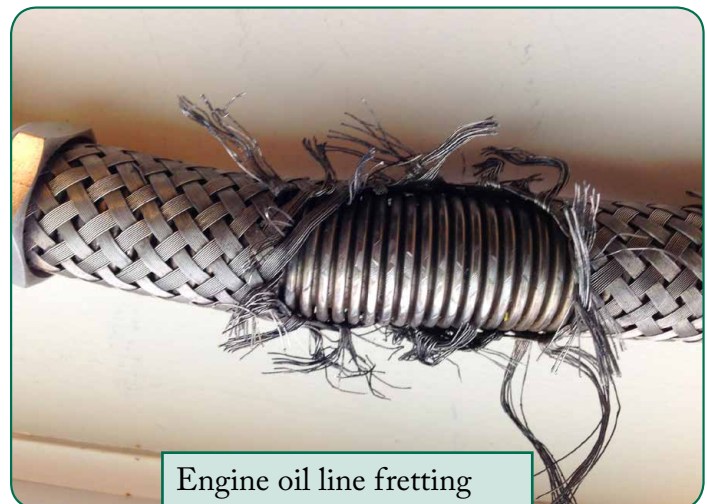
Oil Line Leaking Due to Fretting

SDR submitted:

The engine was removed from the aircraft due to a service inspection required for Bell helicopter Alert Service Bulletin (ASB) 407-13-99RA. During that time it was found that oil line part number (P/N) 70-037A0910-000 was seeping black oxide out of its internal portion. After further inspection, the steel braids were found cut.

Transport Canada Comments:

Transport Canada Civil Aviation reminds maintainers of the importance of keeping adequate clearance on all hydraulic, fuel and electrical lines to prevent fretting. This defect was discovered before a potential catastrophic occurrence could have occurred. ✖



Engine oil line fretting

HANGAR NOISE

C&D Aerospace, Equipment

SDR # 20120921002

A Surprising Cause Of Smoke In The Cabin

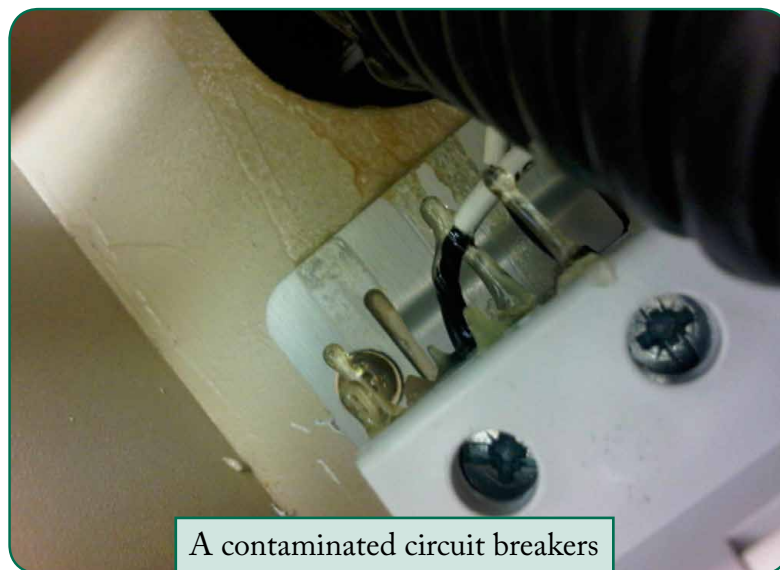
During the interior cleaning of the aeroplane, the cabin cleaners noted a burning smell and smoke in the forward lavatory. The lead engineer of the aeroplane was immediately informed.

It was found that the soap dispenser had been leaking on to the circuit breaker of the forward lavatory power outlets. The circuit breaker has open terminals on the top allowing the liquid soap to make contact and create a short. Troubleshooting showed that the soap dispenser bottle had not been properly tightened and that the circuit breaker had no protection against leaks. The circuit breaker is located directly below the bottle.

The circuit breaker required replacement due to contamination and possible internal damage/short and the soap dispenser bottle was properly installed.

Transport Canada Comments:

Even though this incident took place on a foreign operated aeroplane, it serves as a good reminder that no matter how trivial an item may appear (such as installing a soap dispenser bottle) it can have major consequences. ✖



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

MANUFACTURER	AD NUMBER	ORIGIN	DESCRIPTION
APICAL INDUSTRIES STC SH06-1 STC SR01535LA	2013-22-21	United States	Incorrectly Installed Float Inflation Hoses
EQUIPMENT	1999-01-05	United States	Wing Strut Corrosion - Cracked Forks
PIAGGIO	D-1972-070	Germany	Pilot Seats / Engine Throttle and Propeller Control System / Engine Cylinder Block

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/

SAIB NUMBER	MAKE/COMPANY	SUBJECT	ISSUE DATE
CE-14-09	Don Luscombe Aviation History Foundation, Inc.	Luscombe Model 8A Fuel System	02/13/14
NE-13-33R2	CFM International, S.A.	Turbine Engine Air Inlet Section - LP Turbine, Stage 1 Nozzle Vanes	01/28/14
NM-14-08	Cessna Aircraft Company	Fuselage: Aerodynamic Fairings	01/23/14
CE-14-07	Piper Aircraft, Inc.	Wing Spar – Main Spar Lower Cap Cracks	12/12/13
SW-14-06	Rotorcraft	Electrical System Assessments	12/04/13
NM-14-05	Beechcraft Corporation	Wing: Ailerons	11/27/13
SW-08-03R4	Rotorcraft	Recommendations for Rotorcraft During cing/Snowy Conditions	11/26/13
CE-14-04	Flight Management Computing Systems	Flight Management Computing Systems; Navigation Database Updates - Data and Procedural Exclusions	11/22/13

EASA SAFETY INFORMATION BULLETIN (SIB)

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). www.ad.easa.europa.eu/sib-docs/page-1

SAIB NUMBER	MAKE/COMPANY	SUBJECT	ISSUE DATE
2008-59R1		Turboshaft-engine Powered Rotorcraft - Engine In-Flight Shutdown due to Ice and Snow Ingestion	02/10/14
2014-05		Hydraulic Pump Electrical Motor Connectors Incorrect Installation	02/10/14
2014-04		RNP-APCH (Required Navigation Performance Approach Procedures) with Barometric Vertical Navigation (APV/Baro-VNAV).	02/07/14
2014-03		Land and Hold Short Operations at U.S. Airports	02/04/14
2014-02		[Correction] Frequency Interference - Spurious Transmissions of Honeywell VHF Transceivers	01/17/14
UPN2014-20130611002	General Electric	CF34-10E Engines - Experimental Engine Controls (FADEC) without FAA production approval	01/15/14
2014-01	Cessna Aircraft Company	Supplemental (Structural) Inspection Programmes	01/07/14
2013-23		Uncommanded Engine Loss of Power, Rotor Speed Fluctuations or In-Flight Shutdown following Electronic Engine Control Unit Failure	12/19/13
2013-22		Suspected Unapproved Parts Notification - 10 Person Life Raft part number (P/N) 6491010414, serial numbers (S/N) 0251 and 0254, and P/N 64910-10214, S/N 0249.	12/11/13
UPN2013-20130325006		Aircraft Bolts Manufactured and Sold without FAA approval	12/09/13
2013-21		Use of Portable Electronic Devices during Commercial Air Transport Aircraft Operation	12/09/13
2011-27R1		Suspect (Bogus - Counterfeit) Electronic Components	12/05/13
SAFO13009	Hamilton Sundstrand	Propeller Control Units and Adapters - Improperly Repaired or Overhauled	12/02/13
UPN2013-20130611005	General Electric	CF-34-10E Engines - Experimental Serial Numbers 994-101 and 994-103	11/22/13
2013-20		Bounced Landing Recognition and Recovery Training	11/19/13

SERVICE DIFFICULTY REPORTS (SDRs)

LEGEND

JASC: Joint Aircraft System Code number defining assembly/system/components

SDR No.: Transport Canada Civil Aviation (TCCA) assigned SDR control number — please quote in any correspondence or inquiries

Region (RGN): TCCA region of SDR submitter:

PAC = Pacific

ONT = Ontario

ATL = Atlantic

VAR = Various

PNR = Prairie and Northern

QUE = Quebec

NCR = Ottawa (Headquarters)

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
AEROPLANE						
<i>AEROSPATIALE</i>						
AS 350B2	2916	HYDRAULIC RESERVOIR	350A7510350001	SERVICEABLE	20131107006	QUE
AS 350B2	6510	BUSH RUBBER	FA3819	MELTED	20131023011	QUE
AS 350B2	6730	SERVO	AC67246	SERVICEABLE	20131121003	QUE
AS 350B3	7220	UPPER HOUSING	135013	NO FITTED	20131001011	ONT
AS 350BA	2916	HYDRAULIC RESERVOIR	350A7510350001	SERVICEABLE	20131107004	QUE
AS 350BA	2916	HYDRAULIC RESERVOIR	350A7510350001	SERVICEABLE	20131107005	QUE
AS 350BA	3340	STROBE POWER SUPPLY	356H2802	UNSERVICEABLE	20131007026	PNR
AS 350BA	6220	STARFLEX	350A31191800	NEW	20131107009	QUE
AS 350BA	6420	ROD ACTUATING TAIL GEARBOX	350A27191003	CRACKED	20131107007	QUE
AS 355NP	2913	PINION HYDRAULIC PUMP	355A32211000	SEARED	20131105012	PNR
ATR 42 300	3246	BOLT WHEEL HALF	MS2125006038	BROKEN	20131029002	ONT
ATR 72 202	3420	ALTITUDE HEADING REFERENCE UNIT	7003360946	UNSERVICEABLE	20131003002	PNR
<i>AGUSTA</i>						
AW139	6220	TAIL ROTOR SLIP RING	4G6420V00152	FAILED	20131118028	PNR
AW139	6420	SLIP RING ASSEMBLY	4G6420V00151	FAILED	20131002009	PNR
<i>AIR TRACTOR</i>						
AT 602	5342	LEFT-HAND STABILIZER STRUT ASSEMBLY	3010611	CORRODED	20131113008	PNR
AT 802A	5311	TUBE TOP CROSS	110297	CRACKED	20131121006	PAC
AT 802A	5730	SKIN STABILIZER BOTTOM	306661	USED	20131219020	PAC
AT 802A	5730	SKIN STABILIZER BOTTOM	306661	USED	20131219021	PAC
<i>AIRBUS</i>						
A310 308	3211	PIN	D580601	CRACKED	20131219016	QUE
A310 308	3213	HINGE PIN	D580601	CRACKED	20131213008	QUE
A319 114	2520	SMART VIDEO DISPLAY UNIT	179000201	FAILED	20131204005	QUE
A319 114	2910	CHECK VALVE	ZCV638	FAILED	20131023004	QUE
A319 114	3242	TEMPERATURE MONITORING UNIT	351H51002	FAILED	20131104010	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
A319 114	3250	STEERING CONTROL UNIT	E21327106	FAULTED	20131218007	QUE
A319 114	3460	FLIGHT MANAGEMENT SYSTEM		FAILED	20131030003	QUE
A319 114	5610	WINDOW PANE	SPSA320321	FAILED	20131028009	QUE
A320 211	2120	RECIRCULATION FAN FILTER		DIRTY	20131017006	QUE
A320 211	2750	FLAP SYSTEM		FAILED	20131216014	QUE
A320 211	2820	FUEL SYSTEM		SPILL	20131104011	QUE
A320 211	3140	CENTRALIZED FAULT DISPLAY INTERFACE UNIT	B401ACM0506	FAILED	20131212005	QUE
A320 211	3200	NOSE LANDING GEAR OLEO		FAILED	20131216023	QUE
A320 211	3230	LEFT-HAND MAIN LANDING GEAR UPLOCK	201117013	FAILED	20131129009	QUE
A320 211	3260	PIN	D59880	LOOSE	20131223003	QUE
A320 211	5730	UPPER WING SKIN LEFT		CORRODED	20131105007	QUE
A321 211	5230	PROXIMITY SWITCH		FAILED	20131111020	QUE
A330 243	2910	TUBE	AE71112112	PIN HOLE	20131007019	QUE
A330 343	5210	PASSENGER DOOR INDICATION		FAILED	20131028007	QUE
<i>BAE - (RAYTHEON)</i>						
BAE 125 800A	3297	CIRCUIT BOARD		DISCONNECTED WIRES	20131223005	ONT
<i>BAE - UK</i>						
3112	2435	MOUNTING ADAPTER	230651430	CRACKED	20131015001	ONT
<i>BEECH</i>						
1900D	2397	PUSH TO TALK SWITCH	P7500091	STUCK	20131018002	PNR
1900D	2422	MOUNTING BOLT		LOOSE	20131128006	ATL
1900D	2435	ARMATURE	230781471	DUE OVERHAUL	20131121007	ATL
1900D	2750	SHAFT ASSEMBLY RIGHT-HAND OUT BOARD	1013800006	SHEARED	20131101004	PNR
1900D	2752	FLAP DRIVE	1295210502	USED	20131220003	PAC
1900D	3010	DE-ICE TUBE	131823E6D108	MELTED	20131107003	PNR
1900D	3010	LEADING EDGE	1181104717	CORROSION	20131122003	PAC
1900D	5620	WINDOW PAN/FRAME	1294300433	CRACKED	20131218014	PAC
200	5313	CROSS TIE	97430000115	CRACKED	20131104009	PNR
200	5610	FRAME	504200772	CORROSION	20131126005	PAC
3N	7120	ENGINE MOUNT CLUSTER		CRACKED	20131108007	ONT
3NM	7120	ENGINE MOUNT CLUSTER		CRACKED	20131108006	ONT
A100	2810	RIGHT-HAND FUEL PANEL		CORRODED	20131218006	QUE
A100	3420	ATTITUDE INDICATOR	235010616	UNSERVICEABLE	20131103007	PNR
A100	3442	RADAR	66311400	POOR DISPLAY	20131103006	PNR
A100	5524	CONTROL HORN ASSEMBLY	11561001421	CRACKED	20131129005	QUE
B200	2810	FUEL BLADDER	1013810021	LEAKING	20131104003	PNR
B200	3060	PROPELLER		OVERGREASED	20131018012	ONT

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
B200	3230	CLEVIS	1018102111	CRACKED	20131219023	PNR
B200	3400	NAVIGATION RECEIVER	6226137001	UNSERVICEABLE	20131104004	PNR
B200	3421	GYRO	5000B41	TOPPLED	20131103002	PNR
B200	3421	GYRO	1U149001	UNSERVICEABLE	20131103003	PNR
B200	3421	GYRO	235010616	UNSERVICEABLE	20131103004	PNR
B200	5610	WINDOW	1013840252	SHATTERED	20131103005	PNR
B300	2220	VERTICAL SPEED INDICATOR	66011713104	UNSERVICEABLE	20131015005	ATL
B300	2720	BEARING	MS289135C	CORRODED	20131022002	ATL
B300	5341	FORWARD LOWER WING BOLTS	130909B175	TIME EXPIRED	20131217006	PNR
B300	5730	WING SKIN	101120108XX	CORRODED	20131029005	PAC
B300C	2120	AIR CONDITIONING HOSE	30008721	CHAFING	20131009003	ATL
B300C	5230	SWITCH	MS250261	SERVICEABLE	20131212001	ATL
C23	7322	CARBURETOR HEATER		CRACKED	20131015003	QUE
C90A	3020	BOLT ICE VANE ARM	AN3H23A	BROKEN	20131205002	ATL
D18S	7120	ENGINE MOUNT CLUSTER		CRACKED	20131108005	ONT
<i>BELL TEXTRON - CAN</i>						
206B	2140	BLOWER MOTOR		UNSERVICEABLE	20131028003	PNR
206B	2435	STARTER	206062200	WORN	20131028004	PNR
206B	2913	HYDRAULIC PUMP	206076022	LEAKING	20131021021	PNR
206B	6420	PITCH HORN	206011809005	SCRAP	20131114002	QUE
206B	6420	TAIL ROTOR BLADE	2062200301	BEARING STAKED	20131114001	QUE
407	2140	JUNCTION BLOCK	DT0608S	BURNT	20131025006	ONT
407	6710	BEARING	206301051101	LOOSE (STAKING)	20131010011	QUE
407	6710	CLAMP	406001120107	FOWLING	20131210007	QUE
407	7920	OIL FLEX LINE	70037A090000	UNSERVICEABLE	20131129004	PAC
427	6320	LOWER CASE	427040200111	CRACK	20131031008	PAC
429	1000	SCREW	120225C08T08P	NEW	20131025002	QUE
429	3160	DISPLAY UNIT	429375011107W	CRACKED	20131218009	QUE
429	3420	AIR DATA/ATTITUDE/ HEADING REFERENCE SYSTEM	429075123103	MALFUNCTION	20131126012	QUE
429	5230	LOCK SET	20912205	MISSING	20131218005	QUE
<i>BELL TEXTRON - USA</i>						
205A 1	6210	MAIN ROTOR BLADE	204011250001	DELAMINATED	20131129010	ATL
205A 1	6410	TAIL ROTOR BLADE	212010750105	UNSERVICEABLE	20131009002	QUE
212	2435	STARTER/GENERATOR ASSEMBLY	23046020	WORN	20131025007	PAC
212	3210	FORWARD CROSS TUBE	D212664101	USED	20131126008	PNR
212	6220	CENTREFRAME	204011307105	CRACKED	20131216016	PAC
412CF	2100	BOLT	AN4H20	SHEARED	20131004007	QUE
412EP	6220	OUTBOARD CLEVIS	412018058105	CRACKED	20131118023	PAC
<i>BOEING</i>						
727 225	2897	RELAY	KDAGX4F001	FAILED	20131202019	PAC
727 225	2910	MODULE HOUSING	651782114	STRIPPED	20131018009	ONT
727 227	2920	MODULAR PACK	65178213	FAILED	20131223011	PAC
727 23	5230	TUBE	65734111	SHEARED	20131115002	ONT
727 243	3020	INLET ANTI-ICE AIR TUBE	567620	CRACKED	20131120011	PAC
737 2R8C	5610	WINDOW ASSEMBLY	5717623095	CRACKED	20131004006	ONT

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
737 6CT	7160	COWL ANTI-ICE	32156184	FAILED	20131216024	PNR
737 7CT	2210	PRESSURE SWITCH	211C223527	FAILED	20131126004	PNR
737 7CT	2530	COFFEE MAKER	64753001003	UNSERVICEABLE	20131010006	PNR
737 7CT	2751	FLAP POSITION TRANSMITTER	18173810	FAILED	20131224001	PNR
737 7CT	2751	FLAP POSITION TRANSMITTER	18173812	FAILED	20131120005	PNR
737 7CT	3020	VALVE COWL ANTI-ICE	32156184	FAILED	20131127002	PNR
737 7CT	3230	MANUAL EXTENSION SWITCH	002A001428	RE-RIGGED	20131120003	PNR
737 7CT	3442	WEATHER RADAR		FAILED	20131015007	PNR
737 7CT	3610	PRECOOLER VALVE	32895625	FAILED	20131031002	PNR
737 7CT	3830	LAVATORY SYSTEM		FAILED	20131120001	PNR
737 7CT	5610	R1 WINDOW	5893543150	SHATTERED	20131118014	PNR
737 800	5610	CAPTAIN'S #2 WINDOW PANE	58935587	UNSERVICEABLE	20131216017	PNR
737 8CT	2612	WHEEL WELL FIRE LOOP	0490010110D	FAILED	20131007020	PNR
767 333	2312	VERY HIGH FREQUENCY COMMUNICATION TRANSCIVER	8221047003	FAILED	20131021020	QUE
767 333	2530	LONG OVEN	8203170000	SMOKE	20131017001	QUE
767 333	2913	HYDRAULIC PUMP	3508806	FAILED	20131202011	QUE
767 375	2120	CABIN AIR SMELL		NO FAULT FOUND	20131105008	QUE
767 375	2530	COFFEE MAKER		FAILED	20131029007	QUE
767 38E	5420	FITTING ASSEMBLY-FAN COWL	311T21147	CRACKED	20131125012	QUE
777 333ER	2121	RECIRCULATION FAN	4100945A	FAILED	20131007021	QUE
777 333ER	2530	GALLEY AREA		CONTAMINATED	20131009009	QUE
777 333ER	2612	SMOKE WARNING		INTERMITTENT	20131015002	QUE
BOMBARDIER						
BD 100 1A10	1000	HARDWARE		MIS-INSTALL	20131126002	PNR
BD 100 1A10	2497	FUSE (F7)	106FU0180	FUSE OPEN	20131212006	QUE
BD 100 1A10	2913	BRUSHLESS DIRECT CURRENT MOTOR	9452023	SHORTED	20131008010	QUE
BD 100 1A10	3097	WINDSHIELD	1859013	MELTED	20131114006	QUE
BD 100 1A10	3250	STEERING MANIFOLD	40750101	FAILED	20131127001	QUE
BD 100 1A10	4900	AUXILIARY POWER UNIT	38007741	FAILED	20131112007	QUE
BD 700 1A10	3150	INTEGRATED CIRCUIT-810	701730061010	UPGRADED	20131202016	QUE
BD 700 1A10	3400	TRANSPONDER MODULE	7517400932	UPGRADED	20131129006	QUE
BD 700 1A10	3400	TRANSPONDER MODULE	7517400932	UPGRADED	20131129007	QUE
BD 700 1A10	3461	INTEGRATED CIRCUIT-810	701730061010	UPGRADED	20131114005	QUE
CL600 2B19 (RJ100)	2130	CABIN PRESSURE SYSTEM		FAILED	20131209010	QUE
CL600 2B19 (RJ100)	2200	FLIGHT CONTROL PANEL		FAILED	20131115004	QUE
CL600 2B19 (RJ100)	2420	GENERATOR CONTROL UNIT	720846D	FAILED	20131121004	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20131218025	QUE
CL600 2B19 (RJ100)	2752	FLAP ACTUATOR		FAILED	20131209004	ATL
CL600 2B19 (RJ100)	2752	FLAP ACTUATOR	854D100232425	FAILED	20131126006	ATL
CL600 2B19 (RJ100)	2820	FUEL SHROUD	CA282	CORRODED	20131011005	ATL
CL600 2B19 (RJ100)	3140	FLIGHT CONTROL COMPUTER	6229815037	INOPERATIVE	20131010005	PAC
CL600 2B19 (RJ100)	3220	NOSE LANDING GEAR TORQUE LINKS		WORN	20131203004	QUE
CL600 2B19 (RJ100)	3222	NOSE LANDING GEAR	16050115	FAILED	20131230002	ATL
CL600 2B19 (RJ100)	3222	SHOCK STRUT	171008722105	DEFLATED	20131118027	QUE
CL600 2B19 (RJ100)	3230	MAIN LANDING GEAR SELECTOR VALVE	750005000	FAILED	20131018003	QUE
CL600 2B19 (RJ100)	5312	BULKHEAD FUSELAGE STATION 621	601R36008205	CRACKED	20131125011	QUE
CL600 2B19 (RJ100)	5312	PRESSURE BULKHEAD	601R36008205	CRACKED	20131204003	QUE
CL600 2B19 (RJ100)	5414	PYLON REAR ASSEMBLY	601371121016	DEPARTED	20131125006	QUE
CL600 2B19 (RJ100)	5610	CO-PILOT SIDE WINDOW	NP13932212	CRACKED	20131211007	ATL
CL600 2B19 (RJ100)	5610	WINDSHIELD	NP13932113	SHATTERED	20131125001	ATL
CL600 2B19 (RJ100)	7110	EXHAUST NOZZLE PANEL		DETACHED	20131101009	QUE
CL600 2B19 (RJ100)	7600	THROTTLE CABLE ASSEMBLY	1603730007	FAILED	20131119006	QUE
CL600 2B19 (RJ100)	7603	THROTTLE CABLE	1603730007	SEIZED	20131111013	QUE
CL600 2B19 (RJ100)	7810	PANEL	22850181267	MISSING	20131008007	ATL
CL600 2B19 (RJ100)	7830	PNEUMATIC DRIVE UNIT	1267587	FAILED	20131209008	QUE
CL600 2C10 (RJ700)	2420	GENERATOR CONTROL UNIT	766283C	FAILED	20131209005	QUE
CL600 2C10 (RJ700)	2711	POWER SUPPLY	PS644	FAILED	20131216018	QUE
CL600 2C10 (RJ700)	2760	SPOILER SYSTEM		FAULTED	20131022005	QUE
CL600 2C10 (RJ700)	2780	SLAT SYSTEM		FAILED	20131218024	QUE
CL600 2C10 (RJ700)	2782	RIGHT-HAND #5 SLAT ACTUATOR	766385C	FAILED	20131209012	QUE
CL600 2C10 (RJ700)	3297	PROXIMITY SENSOR	895001FS	BROKEN WIRE	20131216015	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL600 2C10 (RJ700)	5420	PYLON SEALANT		INCORRECT	20131219013	QUE
CL600 2D15 (705)	2460	CIRCUIT BREAKER	MS220731	UNSERVICEABLE	20131028008	PNR
CL600 2D15 (705)	2710	PULLEY	600908004	SEIZED	20131112010	ATL
CL600 2D15 (705)	2742	HORIZONTAL STABILIZER TRIM ACTUATOR	84897	FAILED	20131128010	ATL
CL600 2D15 (705)	2761	LOCKING DEVICE	NAS1193E10C	CRACKED	20131219012	ATL
CL600 2D15 (705)	2820	FUEL COMPUTER	73811814	UNSERVICEABLE	20131216019	ATL
CL600 2D15 (705)	2910	HYDRAULIC FLEX LINE	AE71115275	LEAKING	20131031004	ATL
CL600 2D15 (705)	3610	DUCT TELESCOPING	GG670800143	FAILED	20131101008	PNR
CL600 2D24 (RJ900)	3160	DISPLAY COOL FAN	AE0804A04	FAILED	20131016004	QUE
CL600 2D24 (RJ900)	5210	OUTER HANDLE ASSEMBLY	601R317621	SHEARED	20131219005	QUE
CL600 2D24 (RJ900)	5220	OVERWING EMERGENCY DOORS	SH67036600	CRACKED	20131125013	QUE
CL600 2D24 (RJ900)	5610	TERMINAL BLOCK		BURNT	20131120002	QUE
CL600 2E25 (RJ1000)	2100	RIGHT-HAND AIR CYCLE MACHINE	GG670950095	FAILED	20131216022	QUE
CL600 2E25 (RJ1000)	7532	OPERATIONAL BLEED VALVE	5000728106	FAILED	20131216021	QUE
CL600 2E25 (RJ1000)	8011	AIR TURBINE STARTER	35059534	FAILED	20131115003	QUE
<i>CANADAIR</i>						
CL215 6B11(CL415)	2731	TRIM MOTOR	215900018	REPAIRED	20131015010	QUE
CL215 6B11(CL415)	3213	SPHERICAL BEARING	KSC253224V	NEW	20131008002	QUE
CL215 6B11(CL415)	5210	HINGE	21533027	CRACKED	20131007025	QUE
CL600 2A12(601)	3210	SIDE STAY SPRING	860000065	BRISER	20131206001	QUE
CL600 2B16(601 3A)	3244	TIRE	256K433	USED	20131121013	ONT
CL600 2B16(601 3R)	3220	SENSOR BRACKET	CSK6217	BENT	20131230006	ONT
CL600 2B16(604)	3230	MAIN GEAR SELECTOR VALVE	750005000	FAILED	20131113007	QUE
CL600 2B16(604)	3230	MAIN LANDING GEAR SELECTOR VALVE	750005000	FAIL	20131118016	QUE
<i>CESSNA</i>						
150M	2842	TRANSMITTER	MC04265171	UNSERVICEABLE	20131111017	ONT
152	2810	STRAINER ASSEMBLY	422130	SEPARATED	20131118025	ONT
152	7322	ACCELERATOR PUMP	MA3PA	STIFF	20131104013	PAC
172M	2421	ALTERNATOR	AL12F60	UNSERVICEABLE	20131111014	ONT
172M	2700	CONTROL TEE	5600144	CRACKED	20131023009	ONT
172M	3220	NOSE WHEEL ASSEMBLY	C30174	BENT	20131114007	PNR
172M	3250	BOLT	S21381	CRACKED	20131128002	ONT
172M	3250	BOLT	S21381	CRACKED	20131128003	ONT
172M	6113	SPINNER BULKHEAD	5503214	CRACKED	20131018006	ONT
172M	6113	SPINNER FORWARD BULKHEAD	5503214	CRACKED	20131018010	ONT
172N	2730	ELEVATOR CABLE	510105391	FRAYED	20131003003	PNR

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
172N	3250	STEERING COLLAR	7430118	CRACKED	20131023008	ONT
172N	7322	CARBURETOR HEAT CONTROL	S123017	FAILED	20131008013	PNR
172P	2752	FLAP MOTOR	C3010020110	INTERMITTENT	20131111008	ONT
172R	2212	ALTITUDE ENCODER	SSD12030A	NUT	20131007017	PNR
172R	2420	ALTERNATOR CONTROL UNIT	AC2101	FAILED	20131111001	ONT
172R	7322	FUEL SERVO	25765362	CRACKED	20131017007	PNR
172R	7334	TRANSDUCER	P1655282	BOUNCING	20131111005	ONT
172S	2400	SOLENOID	X610007	INTERMITTENT	20131018011	ONT
172S	2420	ALTERNATOR CONTROL UNIT	AC2101	NO VOLTAGE	20131111002	ONT
172S	2842	TRANSMITTER	S35941	ERRONEOUS	20131111018	ONT
172S	2842	TRANSMITTER		FAULTY	20131111011	ONT
172S	6113	FORWARD SPINNER BULKHEAD	5522312	CRACKED	20131018007	ONT
172S	7714	TACH	S33295	READING LOW	20131111003	ONT
182	5711	BLOCK-BEARING FUSELAGE	512122	CORROSION	20131219015	PAC
182J	3211	MAIN LANDING GEAR SUPPORT CASTING RIGHT-HAND	7416032	CRACKED	20131128009	ONT
182J	5743	MAIN LANDING GEAR SUPPORT CASTING LEFT-HAND	7416031	CRACKED	20131128008	ONT
182Q	2840	PRIMARY ENGINE INSTRUMENT	EDM930	NEW	20131107010	PAC
182T	7713	ADAPTOR	02G22988	USED	20131129002	PNR
208	0	FITTING	26210092	CRACKED	20131113006	PNR
208B	2161	PRESSURE REGULATOR VALVE	1H1014	UNSERVICEABLE	20131112014	PNR
208B	2213	FLIGHT COMMAND INDICATOR	60001700	NOT RESPONDING	20131101010	PNR
208B	2213	INDICATOR	60001700	ERRATIC	20131118017	PNR
208B	2410	SPLINED COUPLING	26012663	CRACKED	20131126001	ONT
208B	2421	ALTERNATOR CONTROL UNIT	261850011RX	STANDBY FAILED	20131118019	PNR
208B	2750	FLAP MOTOR CIRCUIT BREAKER		MELTED	20131218008	ONT
208B	2752	ACTUATOR	D14500463	GRINDING	20131102004	PNR
208B	2752	COUPLING	C3010010211	UNSERVICEABLE	20131206002	PNR
208B	2822	FUEL PUMP	2C68	NOISY	20131118018	PNR
208B	3417	AIR DATA COMPUTER	110088210	UNSERVICEABLE	20131101005	PNR
208B	5270	DOOR	261705741	NOT LOCKED	20131223013	PNR
208B	7931	INDICATOR OIL PRESSURE	26060152RX	UNSERVICEABLE	20131230003	PNR
401B	2397	CERAMIC CAPACITOR		BURNT	20131209002	PNR
525	2913	HYDRAULIC PUMP	99123922	SEALS LEAKING	20131213007	PNR
525	5755	PRINT CIRCUIT BOARD ASSEMBLY	63183572	BURN	20131002006	QUE
525C	5755	PRINTED CIRCUIT BOARD	87189884	OVERHEATED	20131212004	ONT
550	2130	HOSE	AD11341212	LOOSE	20131023005	ONT
560	2300	MANAGEMENT UNIT	7013270963	FREEZES	20131219010	PAC

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
560	5210	LATCH ASSEMBLY	551124325	SERVICEABLE	20131129013	PNR
560	5510	RIB-CENTER	65320144	CRACKED	20131113009	PNR
560XL	2730	ELEVATOR HINGE BRACKET	663400359	CRACKED	20131010002	PNR
560XL	5520	ELEVATOR HINGE ASSEMBLY	663400359	CRACKED	20131002003	PNR
560XL	5520	HINGE BRACKET	633410110	CRACKED	20131120012	PNR
A185F	2822	PUMP FUEL BOOST	41400017	UNSERVICEABLE	20131209014	PNR
A185F	8530	HYDRAULIC LIFTER	658088	UNSERVICEABLE	20131218010	PAC
T206H	2710	AILERON AND RUDDER CABLES	510303304	WORN	20131205005	PNR
T206H	2823	FUEL SELECTOR	98511162	INTERNAL LEAKAGE	20131204004	ONT
U206F	2421	ALTERNATOR	AL12F60C	UNSERVICEABLE	20131103001	PNR
U206F	2424	SENSOR	C5930010101	FAILED	20131118015	PNR
<i>CIRRUS</i>						
SR20	6113	SPINNER BACKPLATE	C22945P	CRACKED	20131219014	ONT
<i>CONVAIR - CAN</i>						
340	3220	LEVER	24085571018	CRACKED	20131015004	PAC
340	5240	HOOK	34085103055	DAMAGED	20131104014	PAC
<i>DEHAVILLAND - CAN</i>						
DHC 6	2750	BEARINGS		STAKED	20131209009	PAC
DHC 6 300	2720	RUDDER PEDAL	C6CFM121028	CRACKED	20131112015	ATL
DHC 6 300	2720	RUDDER PEDAL	C6CFM12107	CRACKED	20131119003	ATL
DHC 6 300	2750	FLAP SELECTOR	SKA1043A	LEAKING	20131010001	ATL
DHC 6 300	3220	TORQUE ARM UPPER	711025	CRACKED	20131209001	ATL
DHC 7 102	2421	GENERATOR CONTROL UNIT	U13866	FAILED	20131218012	PNR
DHC 7 102	5610	WINDSCREEN	15380007	ARCHING	20131217009	PNR
DHC 7 103	3220	NOSE LANDING GEAR	1610021	FAILED	20131218027	PNR
DHC 7 103	3230	LOCK ACTUATOR (MAIN LANDING GEAR)	155507	FAILED	20131030005	PNR
DHC 8 100	5755	FLIGHT SPOILER ACTUATOR	A44700009	CRACKED HOUSING	20131008004	ONT
DHC 8 102	1420	ELECTRICAL CONNECTORS		OVERHEAT	20131213002	ATL
DHC 8 102	2350	AUDIO CONTROL PANEL	506111	SHORTED LIGHTING	20131118022	ATL
DHC 8 102	2421	WIRE	DSC20189	CHAFED	20131022001	ATL
DHC 8 102	2760	CASING		FRACTURED	20131002002	ATL
DHC 8 102	2761	SPOILER ACTUATOR	A44700009	FRACTURED	20131126009	ATL
DHC 8 102	2820	FUEL LINE	82820083003	CHAFED	20131001004	ATL
DHC 8 102	2910	CASING		FRACTURED	20131004005	ATL
DHC 8 102	3200	MAIN LANDING GEAR DOOR HINGE ARM	85420015003	CHAFED	20131119002	ATL
DHC 8 102	3200	MAIN LANDING GEAR DOOR HINGE ARM	85420015003	DEEP NICK	20131119001	ATL
DHC 8 102	3210	BEARING	ABY6925	SEIZED	20131108001	ATL
DHC 8 102	3230	PULLEY	85410466001	SEIZED	20131011003	ATL
DHC 8 102	3240	BRAKE CONTROL VALVE	53200	FAULTY	20131120008	ATL
DHC 8 102	3242	BRAKE		OVERHEATED	20131227003	ATL
DHC 8 102	5755	SPOILER ACTUATOR	A44700009	CRACKED	20131213004	ATL
DHC 8 102	7312	FUEL HEATER	10839	LOOSE	20131016002	ONT

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
DHC 8 102	7712	TORQUE SENSOR CONDITIONING UNIT	30005000046	INTERNAL FAILURE	20131009012	ATL
DHC 8 106	3232	CYLINDER	82970015005	CRACKED	20131007027	PNR
DHC 8 106	7261	GARLOC SEAL	311435001	CRACKED	20131112008	QUE
DHC 8 311	2900	HYDRAULIC POWER SYSTEM	NAS16126A	BLOWN OUT	20131030004	ATL
DHC 8 311	3230	SELECTOR VALVE	574205A	FAILED	20131118021	ATL
DHC 8 311	5522	SKIN	85520056011	CORRODED	20131023006	QUE
DHC 8 311	5522	SKIN	85520056012	CORRODED	20131023007	QUE
DHC 8 314	3220	PISTON CAP	88305	BROKEN	20131118024	PNR
DHC 8 314	7530	BLEED CONTROL		IMPROPERLY ASSEMBLED	20131126007	ONT
DHC 8 400	3213	LEFT-HAND AXLE	461083	CORROSION	20131004003	ONT
DHC 8 400	3213	RIGHT-HAND AXLE	461083	CORROSION	20131004004	ONT
DHC 8 400	3250	STEERING MANIFOLD	481505	STEERING INOPERABLE	20131008005	ONT
DHC 8 400	3260	PROXIMITY SENSOR	401020101	DAMAGED	20131017008	ONT
DHC 8 400	5320	BAGGAGE DOOR UPPER SILL	85339453	CRACKED	20131213005	ONT
DHC 8 400	5520	CRANK ARM	82760760	NEW	20131127003	PAC
DHC 8 402	1420	ELECTRICAL CONNECTORS	CDEL40067	OVERHEATED	20131009013	ATL
DHC 8 402	1420	TERMINAL BLOCK	3706001	INTERMITTENT CONNECTION	20131030002	ONT
DHC 8 402	2120	COMPRESSOR INLET DUCT	8209421	HOLE IN DUCT	20131106005	ATL
DHC 8 402	2120	DUCT/BELLOWS	8215531	DAMAGED/HOLE	20131230004	ATL
DHC 8 402	2497	WIRING		SHORTED TO SHIELD	20131126013	ATL
DHC 8 402	2721	RUDDER TRIM INDICATOR	8241060800901	UNSERVICEABLE	20131024002	ONT
DHC 8 402	2913	ENGINE DRIVEN PUMP	6617303	PUNCTURED	20131107002	ONT
DHC 8 402	2913	ENGINE DRIVEN PUMP	6617304	UNSERVICEABLE	20131022011	ONT
DHC 8 402	2920	PRESSURE MANIFOLD	9451703	BROKEN	20131112017	ATL
DHC 8 402	2930	LEVEL INDICATOR ASSEMBLY	882740107	LOOSE CABLE	20131219007	ATL
DHC 8 402	3020	TIMER MONITOR UNIT	4100S01807	NEW	20131115005	PNR
DHC 8 402	3040	COVER ASSEMBLY (ELECTRICAL)	MS1802911S10	MELTED	20131031005	ONT
DHC 8 402	3060	DEICE WIRE HARNESS	697071272	PINCHED	20131220004	ONT
DHC 8 402	3234	LANDING GEAR SELECTOR	860TS09Y00	BURNT DIODES	20131129001	ATL
DHC 8 402	3244	MAIN WHEEL TIRE	315731	FLAT TIRE	20131025005	ATL
DHC 8 402	3246	WHEEL HALF OUTBOARD	3008641	CRACKED	20131111022	PNR
DHC 8 402	3246	BEARING	29675	USED	20131220002	ONT
DHC 8 402	3251	NOSE WHEEL STEERING MANIF	481509	NEW	20131122004	PNR
DHC 8 402	3260	COVER NOSE LANDING GEAR WEIGHT ON WHEELS SENSOR	471423	CRACKED	20131008009	PNR
DHC 8 402	3260	COVER NOSE LANDING GEAR WEIGHT ON WHEELS SENSOR	471423	UNSERVICEABLE	20131007018	PNR

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
DHC 8 402	3260	COVER WEIGHT ON WHEELS SENSOR	471423	BROKEN	20131009006	ATL
DHC 8 402	3260	COVER WEIGHT ON WHEELS SENSOR	471423	BROKEN	20131009007	ATL
DHC 8 402	3260	COVER WEIGHT ON WHEELS SENSOR	471423	BROKEN	20131009008	ATL
DHC 8 402	3260	COVER NOSE LANDING GEAR WEIGHT ON WHEELS SENSOR	471423	TANGS MISSING	20131007023	PNR
DHC 8 402	5210	COVER ASSEMBLY-FORWARD LATCH	D191206501	NEW	20131120013	PNR
DHC 8 402	5311	LONGERON/MACHINE FITTING	85360421109	GAP	20131002005	ONT
DHC 8 402	7800	NOZZLE ASSEMBLY JET PIPE	87804124007	SEPERATION	20131003005	ONT
<i>DLAMOND - AS</i>						
DA 42	3230	MAIN LANDING GEAR TIRE		RETREAD	20131029003	ONT
DA 42	3244	MAIN LANDING GEAR TIRE		RETREAD	20131029006	ONT
<i>DLAMOND - CAN</i>						
DA 20 C1	2410	ALTERNATOR PIVOT BOLT	2224120001	SHEARED	20131001001	ATL
DA 20 C1	2823	FIREWALL SHUT-OFF	171N14	LEAKING	20131025003	ATL
DA 20 C1	5514	BOLT	AN311A	CORRODED	20131205003	ATL
DA 20 C1	5554	RUDDER MOUNT SUPPORT	2055450500	CRACKED	20131031003	ATL
DA 20 C1	7310	FLEXIBLE FUEL HOSE	AE366000B0084	FAILED/LEAKING	20131024007	PNR
DA 20 C1	7430	IGNITION SWITCH	103572101	NOT WORKING	20131004009	ATL
DA 20 C1	7600	ROD END	HF3M	SEIZED	20131217004	ATL
DA 20 C1	7930	OIL PRESSURE GAUGE	2279301000	INACCURATE	20131004008	ATL
DA 20 C1	7930	OIL PRESSURE GAUGE	2279301000	INACCURATE	20131230007	ATL
DA 20 C1	7930	OIL PRESSURE GAUGE	2279301000	INACCURATE	20131125007	ATL
DA 20 C1	7930	OIL PRESSURE GAUGE	2279301000	INACCURATE	20131125010	ATL
DA 20 C1	7930	OIL PRESSURE GAUGE	2279301000	INACCURATE	20131203005	ATL
DA 20 C1	7930	OIL PRESSURE INDICATOR	2279301000	UNDERREADING	20131104005	ATL
DA 20 C1	7930	OIL PRESSURE INDICATOR	2279301000	UNDERREADING	20131106007	ATL
<i>DORNIER</i>						
328 300	3240	BRAKE UNIT	AHA22276	ROTOR CLIP FAIL	20131102002	QUE
<i>DOUGLAS</i>						
DC10 30F	3230	LANDING GEAR HANDLE		STICKY	20131218026	PAC
DC3C	2400	ELECTRICAL SYSTEM		LOAD PROTECTION	20131213009	ONT
<i>EMBRAER</i>						
ERJ 170 200 SU	2597	WIRE	W2010532924	CHAFED	20131001005	ONT
ERJ 170 200 SU	2720	TORQUE TUBE	17063448XXX	CHAFED	20131125014	QUE
ERJ 190 100 IGW	2120	AIR CONDITIONING SYSTEM		SMELL	20131218021	QUE
ERJ 190 100 IGW	2520	CIRCUIT BOARD	CDSP4643501	OVERHEATED	20131007022	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
ERJ 190 100 IGW	2530	OVEN		FOREIGN OBJECT DAMAGE	20131030001	QUE
ERJ 190 100 IGW	2710	BEARING	MS2764829G	CORRODED	20131205004	QUE
ERJ 190 100 IGW	2750	SLAT/FLAP ACE CONTROL	1700064F	FAILED	20131108003	QUE
ERJ 190 100 IGW	2752	FLAP ACTUATOR	C1558111	FAILED	20131111019	QUE
ERJ 190 100 IGW	2780	SLAT SYSTEM		FAILED	20131001009	QUE
ERJ 190 100 IGW	2781	LEFT-HAND OUTBOARD SLAT SKEW SEN	1716280A	FAILED	20131128007	QUE
ERJ 190 100 IGW	2781	WING SLAT HARNESS W513	19019567401	FAILED	20131129008	QUE
ERJ 190 100 IGW	2810	FUEL SYSTEM		LEAK	20131220001	QUE
ERJ 190 100 IGW	2820	FUEL FEED LINE		CHAFED	20131106002	QUE
ERJ 190 100 IGW	2820	FUEL FEED LINE	19004302403	CHAFED	20131106001	QUE
ERJ 190 100 IGW	2820	FUEL LINE		GROOVED	20131031006	QUE
ERJ 190 100 IGW	2820	FUEL LINE		GROOVED	20131031007	QUE
ERJ 190 100 IGW	2820	PRESSURE VALVE		FAILED	20131223004	QUE
ERJ 190 100 IGW	2910	TUBE ASSEMBLY	19005172401	FAILED	20131108002	QUE
ERJ 190 100 IGW	2913	ENGINE 1 DRIVEN PUMP	5116404	FAILED	20131217001	QUE
ERJ 190 100 IGW	3140	CONTROL I/O MODULE	70265341902	FAILED	20131010003	QUE
ERJ 190 100 IGW	3252	SHIMMY DAMPER NUT	22250070	LOOSE	20131125002	QUE
ERJ 190 100 IGW	3610	DUCT ASSEMBLY DUCT	19006713405	CRACKED	20131125004	QUE
ERJ 190 100 IGW	5220	OVERWING DOOR		BAD CLOSURE	20131111021	QUE
ERJ 190 100 IGW	5610	WINDSHIELD RIGHT-HAND	NP18730112	SHATTERED	20131104001	QUE
ERJ 190 100 IGW	7603	THROTTLE CONTROL QUADRANT	426000185	FAILED	20131010004	QUE
<i>EUROCOPTER DEUT</i>						
BO105 S CDN BS 4	6230	MAST SHIELD	4638305009	TORN & SHREDDED	20131121008	ONT
EC 135P2PLUS	6330	TRANSMISSION ARIS MOUNT	L633M2010109	UNSERVICEABLE	20131024005	ONT
<i>EUROCOPTER FRANCE</i>						
EC 130 B4	5610	LEFT-HAND WINDOW CEILING	350A25904021	CRACKED	20131218022	ONT
EC 130 B4	5610	WINDSHIELD CENTER	350A25902500	CRACKED	20131205006	PAC
<i>FAIRCHILD</i>						
SA227DC	2150	COOLING TURBINE	20475546	OVERHEATED	20131009011	ONT
<i>GULFSTREAM - ISRAEL</i>						
GULFSTREAM 100	2782	SLAT FLEX DRIVE SHAFT	1116D10011	WORN	20131021023	ONT
<i>HAWKER SIDDELEY-UK</i>						
HS 748 2A	2910	RIGHT-HAND MAIN GEAR JACK UPLINE	4Q2395	CHAFED	20131107008	ONT
<i>HUGHES</i>						
369D	1000	NUT	AN3205	USED	20131119005	PAC
<i>LEARJET</i>						
35A	3230	LANDING GEAR CONTROL VALVE	48C48641	CRACKED	20131121012	ONT
36A	3246	MAIN WHEEL ASSEMBLY	95439914	FAILED	20131215001	ONT
<i>LOCKHEED</i>						
382G	5510	HORIZONTAL STABILIZER		CORRODED	20131203001	PAC
<i>MITSUBISHI - USA</i>						
MU 2B60	3097	WIRE	P253A8	BARE WIRE	20131022007	PNR

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
MU 2B60	3220	RIGHT-HAND STRUT	030A393029	CRACKED	20131030006	ONT
<i>MORAVAN</i>						
Z242L	2720	RUDDER CABLES	Z14242260100	FRAYED	20131113001	ONT
Z242L	7713	MANIFOLD PRESSURE ELBOW		WORN	20131011009	ONT
<i>PILATUS - SW</i>						
PC 12 45	2750	ARM ASSEMBLY FLAP DRIVE LEFT-HAND	5275212153	CRACKED	20131223010	ONT
PC 12 45	2750	FLAP ARM	5275212153	CRACKED	20131223006	ONT
PC 12 45	2750	FLAP ARM	5275212153	CRACKED	20131223007	ONT
PC 12 45	2750	FLAP ARM	5275212153	CRACKED	20131223008	ONT
PC 12 45	3418	ANGLE OF ATTACK TRANSMITTER	975442142	UNRESPONSIVE	20131104008	ONT
PC 12 45	6197	CONNECTOR PLUG	MS3116F84S	WORN	20131205008	ONT
PC 12 47E	3260	SWITCH PROXIMITY	9733033113	INTERMITTENT	20131125016	PAC
<i>PIPER</i>						
PA15 X	3222	LOWER SHOCK STRUT	1180300	BROKE	20131028002	PNR
PA28 140	1410	HOSE ASSEMBLY FUEL	6390115	DETERIORATED	20131118026	ONT
PA28 161	2810	FUEL TANK		FOREIGN OBJECT DAMAGE	20131111015	ONT
PA31	2730	ELEVATOR CABLE	41942000	FRAYED	20131120009	PNR
PA31	2750	FLAP	1202001	BURNT	20131021022	PNR
PA31	7313	FUEL INJECTION SERVO	252416315	UNSERVICEABLE	20131120010	PNR
PA31 350	2197	AIR CONTROL	NIL	WIRE BURN	20131011004	ATL
PA31 350	2922	O`RING	MS2877816	NEW	20131011002	QUE
PA34 200T	3220	SPRING ASSEMBLY	6801400	BROKEN SHAFT	20131121009	PNR
PA44 180	3020	CARBURETOR HEAT VALVE	87327003	BROKEN	20131025004	ATL
PA44 180	3230	HYDRAULIC PUMP	HYC5005	OVERHAULED	20131123001	ATL
PA44 180	8520	CRANKCASE	LW16818	CRACKED	20131227004	ATL
<i>ROBINSON</i>						
R22 BETA	6520	TAIL ROTOR GEARBOX	B0211	SERVICEABLE	20131025001	ONT
R44 II	2435	STARTER	14924HTH	INTERMITTENT	20131112012	PNR
R44 II	2435	STARTER	BC3151004	WORN	20131120007	PNR
R44 II	2562	EMERGENCY LOCATOR TRANSMITTER BATTERY	S182050601	LOW VOLTAGE	20131017003	PNR
R44 II	2916	RESERVOIR	D2112	VENTING	20131007016	PNR
R44 II	2916	RESERVOIR	D2112	VENTING	20131024003	PNR
R44 II	6220	CLAMP		LOOSE	20131216025	ONT
R44 II	6510	BEARING	D2242	UNSERVICEABLE	20131121005	PNR
R44 II	7314	FUEL PUMP	LW15473	LEAKING	20131031001	PNR
R44 II	7322	GOVERNOR	D2782	WORN	20131202018	PNR
R44 II	7414	MAGNETO	1060064620	LEAKING	20131120006	PNR
R66	6230	SWASHPLATE ASSEMBLY	C0176	DAMAGED	20131022003	QUE
<i>SIKORSKY</i>						
S76C	6320	OUTPUT HOUSING ASSEMBLY	7635109016041	CRACKED	20131212003	PAC
S92A	0	FLAME DETECTOR	9231004802	WORN AND FRETTED	20131113003	ATL
S92A	0	FLAME DETECTOR WIRING		INTERMITTENT FAULT	20131113005	ATL
<i>VIKING CANADA</i>						
DHC 6 400	3160	DISPLAY UNIT	66012020101	NEW	20131017012	PAC

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
ENGINE						
<i>ALLISON</i>						
250-C20B	7321	FUEL CONTROL UNIT	230706060	UNSERVICEABLE	20131112013	PAC
<i>AVCO LYCOMING</i>						
IO-540-AE1A5	7414	BLOCK	10357426	BUSHING LOOSE	20131024004	PNR
LTIO-540-J2BD	8520	CRANKCASE	11F20022D3	USED	20131219009	ONT
LTIO-540-J2BD	8530	PLUNGER ASSEMBLY	78290	IN SERVICE	20131017013	QUE
LTS-101-700D-2	7250	RIVET	414118206	LOOSE	20131101003	QUE
O-235-L2CM	8550	FRONT SEAL	LW13792	LEAKING	20131218023	PNR
TIO-540-J2BD	8520	CRANKCASE	11F20022D3	USED	20131219008	ONT
<i>GARRETT</i>						
TFE731-2-2B	7314	ENGINE FUEL PUMP	307085059	DAMAGED	20131230001	PAC
TFE731-2-2B	8300	AFT GEARBOX CASE	30713213	CRACKED	20131210001	PAC
TPE331-10UGR	7261	TUBE ASSEMBLY	31080711	SERVICEABLE	20131218020	ONT
TPE331-11	8300	BEARING	31035851	FAILED	20131126010	ONT
TPE331-11U-612G	7321	FUEL CONTROL UNIT	8978014	UNRESPONSIVE	20131211002	ONT
TPE331-12UHR	7240	COMBUSTION PLENUM	310166812	CRACKED	20131202017	ONT
<i>GENERAL ELECTRIC</i>						
CF34-10E5A1	7200	CENTER VENT TUBE		FLATTENED	20131128004	QUE
CF34-10E5A1	7230	ROTAR BLADE	2050M38P02	CRACKED	20131219006	QUE
CF34-3B1	7200	COMPRESSOR		DENTED	20131004001	ATL
CF34-8C5	7170	DRAIN LINE	CN6278035001	CHAFED	20131101002	ATL
CF34-8C5	7230	OUTBOARD VERTICAL GYRO ACTUATOR	4120T02P03	SHEARED	20131216013	QUE
CF34-8C5B1	7250	STUD	4125T20P01	FRACTURED	20131002001	PNR
CT58-140-2	7261	FORWARD FRAME ACCESSORY DRIVE BEARING SUPPORT	37D400200P109	UNSERVICEABLE	20131022008	PAC
<i>PRATT & WHITNEY-CAN</i>						
PT6A-114A	7250	SEGMENT	3035673	SHIFTED	20131113002	PNR
PT6A-34	7230	COMPRESSOR TURBINE DISK	424934	CRACKED	20131219017	PAC
PT6A-41	7310	FUEL LINE	3026779	NEW	20131125015	PNR
PT6A-45A	1400	NUT-SPANNER	MS9951XX	VISUAL DEVIATION	20131128001	QUE
PT6A-61	7321	FUEL CONTROL UNIT	8061310	UNSERVICEABLE	20131121014	PAC
PT6A-67D	7250	DISC-TURBINE COMPRESSOR	305374001	LIFECYCLE EXCEED	20131213001	QUE
PT6T-3D	7250	BEARING	310163501	WORN	20131104006	PAC
PW120A	6120	PROPELLER CONTROLS		OVERTORQUE	20131218018	ATL
PW120A	7200	ENGINE		OVERTORQUE	20131202010	ATL
PW120A	7261	SEAL	311859701	LEAKING	20131111007	ATL
PW120A	7261	TRANSFER TUBE	310541601	LEAKING	20131018004	ATL
PW123	7200	ENGINE		OVERTORQUE	20131218016	ATL
PW545A	1220	ENGINE	PW545A	LEAKING OIL	20131023003	ONT
<i>PRATT & WHITNEY-USA</i>						
JT8D-17	7250	VORTEX DISSIPATER TUBE	6577432216	FRACTURED	20131017005	ONT
JT8D-9A	7500	6TH STAGE DUCT MANIFOLD	652245031	CRACKED	20131204007	PAC
R-985-AN-14B	8530	EXHAUST SEAT	20786	EXCESSIVE WEAR	20131016001	PAC
<i>ROLLS ROYCE - GY</i>						
BR700-710A2-20	7830	DOOR ACTUATOR	P471A0001	ROD EYE BROKEN	20131213010	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
SPEY	7250	HIGH PRESSURE STAGE 1 TURBINE DISC	JR30351	FIRTREE CRACKED	20131008008	QUE
TAY 651-54	7200	INTERMEDIATE CASE	JR34963A	CORROSION	20131107001	ONT
<i>TELEDYNE CONTINENTAL</i>						
IO-240-B	7322	THROTTLE BODY	653891A19	OVERHAULED	20131112009	ATL
IO-240-B	7322	THROTTLE BODY	6538481A19	WORN LOOSE	20131106006	ATL
IO-520-D	7414	ROTOR	1052948	CRACKED	20131025008	PAC
IO-520-D	8530	CYLINDER ASSEMBLY	AEC631397	CRACKED	20131104012	ONT
IO-550-N	7921	OIL COOLER	8000440	NEW	20131008014	PNR
IO-550-N	8520	BEARING	634503	CRACKED	20131218017	PNR
<i>TURBOMECA</i>						
ARRIEL 2B	7310	ADJUSTED VALVE	2925807	OVERHAULED	20131210006	PNR
ARRIEL 2B	7310	ADJUSTED VALVE	292950090	USED	20131210004	PNR
ARRIEL 2B	7310	ADJUSTED VALVE ASSEMBLY	29258070	USED	20131210005	PNR
ARRIEL 2B	7321	HYDRO MECHANICAL UNIT/FUEL CONTROL UNIT	292860750	USED	20131210003	PNR
PROPELLER						
<i>HARTZELL</i>						
HC-E4A-3D	6120	PROPELLER CONTROLS	A3074	WORN PAST LIMITS	20131121011	ONT
<i>MCCAULEY</i>						
4HFR34C652	6114	HUB	3A32C406	MACHINED	20131112016	ONT
EQUIPMENT						
<i>AIR TRACTOR</i>						
804321	2551	FORWARD HOPPER	804321	CRACKED	20131219018	PAC
	2551	AFT HOPPER ASSEMBLY	804331	CRACKED	20131219019	PAC
<i>AIRFASCO</i>						
MS210424	1000	NUT	MS210424	CRACKED	20131024001	ONT
<i>ARTEX</i>						
4535002	2562	G-SWITCH		UNSERVICEABLE	20131119004	PNR
<i>B/E AEROSPACE</i>						
11900311	2560	EMERGENCY EQUIPMENT	11900311	UNSERVICEABLE	20131017004	PNR
804331						
51305631	2730	BRACKET	51305631	CRACKED	20131002007	ONT
LW12892	8530	THRUST BUTTON	LW12892	BROKEN	20131010009	ONT
LW12892	8530	THRUST BUTTON	LW12892	BROKEN	20131010010	ONT
<i>CHAMPION</i>						
4381	7414	DISTRIBUTOR GEAR	M3008	DESTROYED	20131009010	PNR
K3822	7414	BEARING		OVERSIZED	20131210008	PAC
<i>DART AEROSPACE</i>						
D350794121	2810	TANK ASSEMBLY	D4464041	CRACKED	20131010008	ONT
<i>DEHAVILLAND - CAN</i>						
DHC2	2721	TRIM CABLE	C2CF1443	SEPARATED	20131004002	ONT
<i>EROS</i>						
MC1015107	1410	HOSE	407460	OVERHAULED	20131203003	PNR
<i>GENERAL ELECTRIC</i>						
A44700009	2761	MAIN HOUSING ASSEMBLY	A447037	CRACKED	20131105009	NCR
<i>HARTZELL ENGINE TECH</i>						
MHB4016R	8011	STARTER	MHB4016R	OVERHAULED	20131121002	ONT
<i>HONEYWELL</i>						

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
36150F2M	4900	AUXILIARY POWER UNIT	38005482	UNSERVICEABLE	20131126011	QUE
701730061010	3425	INTEGRATED CIRCUIT-810	701730061010	UPGRADED	20131029004	QUE
<i>PRATT & WHITNEY-CAN</i>						
PT6A67B	7930	OIL TEMPERATURE SENSOR	MS280341	INTERMITTENT	20131020001	ONT
<i>ROCKWELL COLLINS</i>						
8222332100	3160	ADAPTIVE FLIGHT DISPLAY-6520	8222332100	GOOD	20131106004	QUE
AN410	1400	BOLT	AN410	SHEARED	20131022004	ONT
<i>SIGMA</i>						
235010311	3421	CO-PILOTS ATTITUDE INDICATOR	235010311	REPAIRED	20131020214	PNR
<i>UNIVAIR</i>						
U110325	2000	TAIL SPRING U-BOLT	U110325	NEW	20131022006	PNR
UNAPPROVED PART						
<i>UNIVAIR</i>						
U110325	2000	TAIL SPRING U-BOLT	U110325	NEW	20131022006	PNR

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