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Transports
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TP 6980E

Issue 2/2003



feed[↓]back

Canadian Aviation Service Difficulty Reports

table of *contents*

| | |
|--|--------------|
| HANGAR NOISE | inside cover |
| FIXED WING | 1 |
| ROTORCRAFT | 4 |
| ENGINES | 5 |
| HEADS UP | 6 |
| OF INTEREST | 7 |
| SUSPECTED UNAPPROVED PARTS & FAA UNAPPROVED PARTS..... | 9 |
| EQUIPMENT ADS | 10 |
| SPECIAL MENTION..... | 11 |
| SDR LIST | 12 |

hangar noise hangar **noise** hangar noise

A Message for Aircraft Maintenance Personnel

The elevator bell crank of this aircraft was replaced. This task was completed and signed by two qualified mechanics. The aircraft was returned to service and flew 84 hours with the elevator control cable incorrectly installed as indicated on the picture.

Could this happen to you?

Complacency? Fatigue? Human factors certainly had a role in this incident. Mistakes can occur, however some may be avoidable. This incident could have had serious consequences.

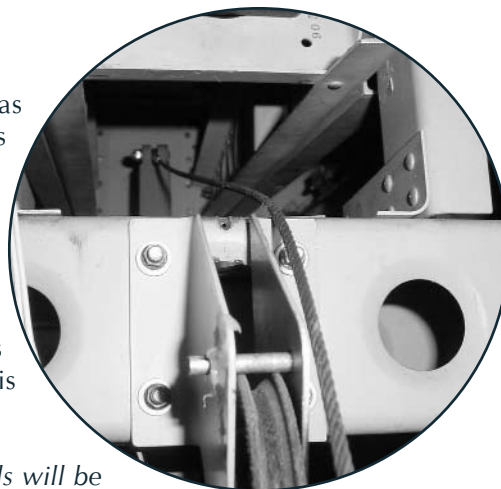


Table to CAR 571.10 states - *Work that disturbs engine or flight controls will be inspected for correct assembly, locking and sense of operation, by a least two persons, and the technical record contains the signatures of both persons.*

A maintenance release should be considered the mechanism to ensure that all maintenance has been carried out correctly. Its primary purpose is not for identifying the responsible person in the event of something gone wrong. In the process of signing the maintenance release, it is very important for that person to realize and acknowledge his/her responsibility.

CAR 571.11(6) - *If a maintenance release is signed by a person in respect of work performed by another person, the person signing the maintenance release must personally observe the work to the extent necessary to ensure that it is performed in accordance with the requirements of any applicable standards of airworthiness and, specifically, the requirements of sections 571.02 and 571.10.*

If there is complacency in signing off maintenance tasks, the whole intent of the sign-off mechanism can be lost.

For more information or copies of **feedback** or other Civil Aviation publications, call 1-800-305-2059 or visit our web site at www.tc.gc.ca/aviation/pubs/index_e. To ensure continued delivery, send any address changes to: Transport Canada, Civil Aviation Communications Centre AARA, Place de Ville, Ottawa, ON, K1A 0N8.

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Cette publication est aussi disponible en français.

fixed wing

BEECH A24R SIERRA

SDR # 20020606005

Flap Motor Failed

A noise in the flap motor, P/N 1045641, initiated further inspection on that specific Beech A24R Sierra. Upon accessing the motor located under rear seat, sparks were coming out of motor during actuation.

The motor armature bushings were found worn to the extent that there was contact with the end plate during the operation of the motor. The flap motor was subsequently removed for overhaul.

BEECH C90A

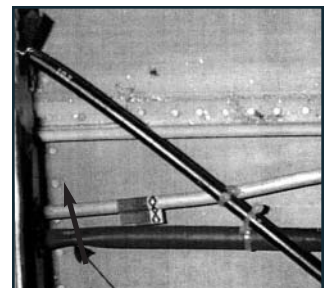
SDR # 20030117005

Pneumatic Line De-Icer Collapsed

The pneumatic line, P/N 130936P8D1000, that supplies pressure to the de-icer boots was found collapsed. This pneumatic line is located under the heat register in the aft baggage compartment on that Beech C90A.

It appears the de-ice pressure line became warm and collapsed during the de-icing boot cycle. Further investigation of the heater duct revealed no sign of air leakage. Damaged area of the pneumatic line is 1 1/4 " long.

Transport Canada suggests the above be kept in mind during inspection of this area or troubleshooting the de-ice system.



CESSNA 172R

SDR # 2003013007

Wires Chafed - AGAIN!

The crew reported that the instrument panel lights would operate intermittently in flight. The condition only seemed to occur when the pilot operated the throttle control.

The maintenance technician investigating the defect determined that the aircraft wiring bundle behind the panel was positioned in such a way that it rested on the top of the throttle control in the area where threads are cut for the retaining nut. At that point it became obvious that one of the wires in the bundle (for the panel lights) had chafed through and was affected by the hand pressure which angled the throttle control just enough to initiate the faulty condition.

The wiring was repaired and the wire bundle was repositioned and secured as to not interfere with the throttle control during normal operation. The lighting circuit was then tested as satisfactory.

Aircraft total time: 3958.2 hours

We are again reminded to secure wire bundles away from other moving parts. The extra few minutes it takes to make sure wires are secure during installations and inspections can save downtime in the future.

CHALLENGER CL600 2B16 (604)

SDR # 20030400107

Drain Line Chafed

#1 EDP hydraulic case drain line was chafing against #1 EDP hydraulic pressure line, due to insufficient clearance and system vibration. Chafing occurred over a length of approximately 4 inches, and was beyond allowable limits.

Adequate clearance between all flexible and rigid lines should be ensured during installation and inspection

BEECH 99

SDR # 20021205005

Fuel Line Chafing

An AME investigating a fuel leak on a Beech 99 aircraft suspected it to be in the left nacelle area. The ensuing investigation revealed that a "chafed" fuel line was the cause of the problem. He noticed a fuel boost pump wire bundle routed in the same lightening hole as the fuel line was the principle cause of the fuel line chafing.

The AME also discovered that there was no protective material between the wires and the fuel line. Equally, the boost pump wire was chafed through to the bare wire along with slight evidence of arcing was detected in the chafed area. The tube was replaced, wire repaired and protective material installed to prevent future chafing.

Transport Canada reminds that this incident exemplifies the adherence to standard practice procedures. Adequate clearance of electrical wiring in proximity of fuel conduits is imperative. This incident could have ended with catastrophic results.

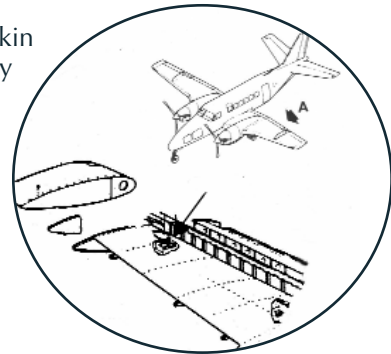
BEECH 99A

SDR # 20030120010

Wing Fitting Fractured

During a scheduled inspection on a Beech 99A, an AME noticed the aircraft skin forward of the wing spar and near the left wing fitting was soft and easily moved.

Further inspection revealed the leading edge pin P/N 50100002 was not engaged in the last 2 feet of the hinge on the inboard side. The hinge pin fractured where it bends to pass under the safety plate. As a result, the pin worked its way out and curled up inside the wing tip.

**CESSNA 550 (CITATION)**

SDR # 20021115004

Engine Cowling Failure in Flight

Shortly after takeoff of a Cessna 550 (Citation) and climbing through 8000 feet, the crew heard a "bang" followed by a constant vibration. The pilot declared an emergency and carried out an uneventful landing.

It was then discovered that the right lower engine cowling was partially detached from the aircraft and the inner half of the lower cowling fasteners were not secured. The immediate area of the engine cowl skin was kinked and bent and the forward outer fastener holes were torn. Engine maintenance had been carried out just prior to departure.

Transport Canada recommends that maintenance personnel be aware of complacency and inattention when carrying out such maintenance activities. Maintenance errors often occur when preparing aircraft to meet stringent flight departure schedules.

GULFSTREAM G1159A

SDR # 20030409008

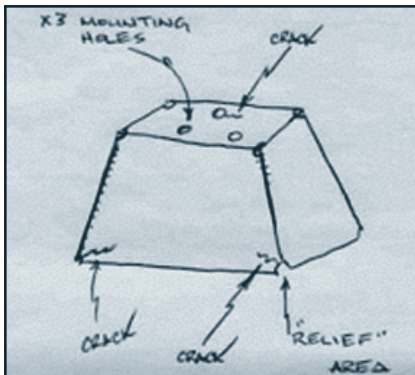
Hydraulic Tubes Chafed

Hydraulic tubes, P/N 115P20518, were found chafed beyond limits during the pylon interior scheduled inspection. Both left & right tubes showed damage in nearly identical spots, caused by chafing on an electrical wire that had been clamped improperly. The wire did not show signs of damage. Both tubes were replaced.

As aircraft age and workloads increase, the need to inspect for proper installation and clearance of fuel and hydraulic lines becomes more important.

DE HAVILLAND - DHC 6-300

SDR # 20030211002

Oil Cooler Bracket Cracked

Cracking in this area is not uncommon and should be suspected when inspecting the oil cooler bracket both in service and prior to installation of a new part.

Oil cooler bracket is a welded assembly from factory.

Cracks originated from mounting holes and "relief" area.

LEARJET 55

SDR # 20030218012

Instrument Lighting System Failure

A defective instrument lighting system was discovered on a LEARJET 55 when a new Air Data Display Unit (ADDU) was installed for the RVSM upgrade.

The symptom was the ADDU lighting would go into "night mode" (very dim) when the emergency battery pack was turned "on". This pack is kept "on" in flight to run the stand-by gyro and it also powers the 5-volt instrument lighting if primary aircraft power is lost.

The defect occurred in non-emergency mode, when the normal instrument lighting power was "off". The emergency pack was powering the whole 5-volt instrument lighting bus via relay K2 and CR4 on TB1 in circuit board UR-1. The 2.2 amp draw through CR4 would cause it to overheat and in turn, drop the voltage low enough that the lamp lighting was too dim to be noticed.

The problem was there and went unnoticed until the RVSM modification was done. Bombardier was notified of the defect by the submitter.

Should you suspect that the cockpit instrument lighting configuration of your aircraft is similar to what is described above, TC highly recommends that you revisit this area and correct any deficiencies.

BEECH A100

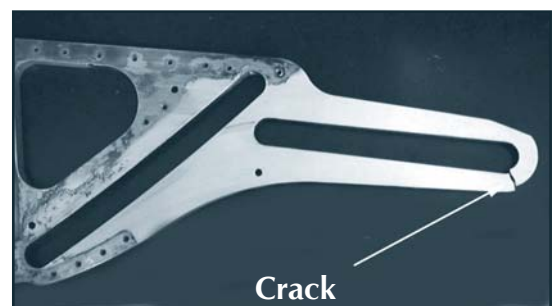
SDR # 20021212002

Flap Track Cracked

While performing an aircraft walk-around on a Beech A100, an AME discovered a crack in the inboard track (rear bottom) P/N 501600183 located on the right flap.

It may be difficult to detect a crack since the bottom aft portion of the track runs inside the flap. The submitter added that there are no inspection requirements to remove the flap in order to carry out an inspection of the track.

Part total time: 16,964 hours



Transport Canada reminds AMEs to remain diligent during inspection in such difficult areas and angles. You may be the one who finds the defect that is hard to find.

BEECH King Air B300

SDR # 20020828010

Fuel Gasket Coating

The Beech KA B300 aircraft returned shortly after departure with a fuel leak in the left nacelle area. On removal of the top cover, the mechanic found fuel streaming from the nacelle fuel quantity probe flange area. The tank was drained and the probe removed. The gasket that had been replaced the previous day was split at the point where the fuel was leaking.

Although the aircraft had been serviced with fuel in order to check the tank for leaks after replacing the gasket, the mechanic relied only on gravity feed to fill it. Completely filling the nacelle tank requires running the engine to provide fuel flow to a jet pump, which keeps the tank full. The engines were not run until departure flight the following day.

A passenger noticed the leak in flight and reported to the pilots. On examination, the cork type gasket was found to be coated with "fuel lube" which is a thread sealant normally used on threaded fuel fittings.

Although it is not an uncommon practice in the industry to use this material (very sparingly) to seal gaskets in problem areas, it is sometimes used to excess as a pre-emptive "just in case" measure on any fuel related gasket. Fuel lube has the consistency and slippery quality of heavy grease, and remains that way in service, i.e. it does not cure or set up. Consequently when the bolts are in correct torque, the gasket will tend to creep and stretch to a degree that cork type gaskets can tear.

The use of any coating when assembling various components should be in accordance with the aircraft manufacturers' instructions.

rotorcra**ft**

MCDONNELL DOUGLAS HELICOPTERS (MDHI) 369E

SDR # 20021025001

Windowframe Cracked

During cruise flight on a Hughes 369E, the pilot heard a "pop" noise and thought it was the right forward door opening. He immediately glanced over and he saw plastic fragments on the right seat. He then realized that the window had come out from the doorframe. Only the very edge of the window that is riveted to the doorframe remained intact.

The pilot did not experience any controllability problems nor were there any other malfunctions or indication of rotor strike. Following a successful landing, it was then noticed that the departed window had impacted and severely damaged the vertical stabilizer. Fortunately, the tail rotor blades were not damaged.

It is suspected that a hairline window crack may have been the cause of this event. A good reminder that even seemingly insignificant minor cracks can sometimes lead to very serious incidents.

engines

ALLISON 250-C20B

SDR # 20030404001

Combustion Case Cracked

While in cruise flight on a B0105 CDN BS, the pilot noticed that #2 engine (Allison - 250-C20B) turbine outlet temperature (TOT) was higher than that of #1 engine. The pilot attempted to carry out a power check on #2 engine but was unable to complete because TOT was reaching red line limits.

Rotorcraft returned to base and the engineer carried out a visual check of the rotorcraft and engine. Inspection of the turbine revealed a crack across the reinforced area of the armpit of the outer combustion case. The cracked combustion case was replaced and rotorcraft returned to service with no further TOT problems.

Transport Canada recommends (as exemplified in this case) that troubleshooting begin with a good visual inspection of the general area before carrying out extensive electrical checks for thermocouple or other suspected causes. Reduction in downtime is valuable.

ALLISON AE-3007A1

SDR # 200301300001

Fuel and Ignition Components Inspection

In the course of troubleshooting engine (Allison AE-3007A1) start problems on an Embraer (EMB-145ER) aircraft, maintenance personnel decided to replace the fuel spray nozzles. The replacement of fuel system components requires that an engine ground functional check be carried out to verify for both fuel leaks and fuel flow.

Shortly after engine rotation, the outside ground mechanic noticed open flames in the front section of the engine. The cockpit maintenance crew was then alerted. Engine fire extinguishing bottles were exhausted. However, the fire was still burning. Fortunately before the complete aircraft became engulfed in flames, the airfield fire trucks responded and the engine fire was then brought under control.

Post-fire investigation revealed that an igniter lead was hanging loose and disconnected. When ignition was selected "on", the disconnected igniter lead supplied the electrical spark to ignite residual fuel, which had accumulated in the bypass duct. Soon thereafter, this now intense fire consumed the engine oil tank contents, which further aggravated the problem.

Transport Canada reminds AMEs that published procedures should be strictly followed while performing maintenance on both fuel and ignition components

feedback feedback feedback

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heads up

PASSENGER O₂ SYSTEM MAINTENANCE

During cruise at 33,000 feet, the aircraft experienced a rapid depressurization. The cabin climbed to 15,000 feet in approximately 5 to 10 seconds. The O₂ system deployed automatically and then the crew initiated an emergency descent.

Standby mode did not operate normally but the crew recaptured the cabin pressure during the emergency descent with manual mode. Maintenance replaced the cabin pressure controller and verified the aircraft integrity and pressurization system function during a ground run. The cabin crew reported that some passengers indicated they experienced no or low flow from the O₂ system during the descent.

Maintenance found several O₂ mask hoses improperly routed and kinked. Masks and hoses were replaced as required, O₂ bottle replaced and the aircraft released for service.

Further investigation revealed that some masks were repacked using an incorrect procedure during a prior maintenance action. Depending on the interior configuration of the aircraft cabin, there were two different procedures that could have been used. In this case, the masks were repacked using both. As a result of this incident, the company involved initiated a fleet campaign to verify all their aircraft.

It is very important that following activation of the Passenger O₂ system for any reason, all components are restored to their proper position in order to assure the system will function when subsequently activated. Restoring the "Rubber Jungle" back to the original configuration following activation is a tedious task that requires repetitive attention to detail. Resist the temptation to rush this mundane but important task. You may be grasping for O₂ yourself one day!

AME SYMPOSIA / TRADE SHOWS / WORKSHOPS 2003

ATLANTIC May 2 & 3

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St. John's, NF A1C 6K4

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of **INTEREST...**

Web Service Difficulty Reporting System Update (WSDRS)

The ability to submit and manage Service Difficulty Reports (SDR) electronically has been available since October 2001. The Web Service Difficulty Reporting System has been positively received by those registered. However, as with any new application, there is room for improvement.

As the many WSDRS (700+) users have noticed, a new version of the application was released on March 24th. This is the first of three planned releases for 2003/04. Along with a new look to harmonize with the rest of Transport Canada's websites, several new features have been added. Many of these enhancements have been a direct result of user comments on the original application.

Registration:

- Clarification of registration type
- Addition of on-screen hints
- Additional Address Fields

Menu Selections:

- Addition of Logic Chart Link
- Addition of Paper SDR form link (non registered users only)

User Homepage:

- View all "Open" SDRs - quickly returns records requiring updating of further information

User Information:

- Change Username

Add SDR:

- Print function for paper copy when desired
- Longer field lengths

AD Hoc Search

- Improvement of the code look-up function

Future releases will include:

- Continued improvement to database search capabilities
- Improved data handling (download, export, display, print, save)
- Better e-mail notification control
- Forgot Password help

We will continue to add enhancements as required. We take this opportunity to thank all those who have taken time to submit suggestions.

WSDRS not available

From time to time, the WSDRS application may be unavailable or unstable for short periods of time. This is usually due to network problems, maintenance, or other problems beyond the control of the application. When this occurs a "Page Cannot Be Displayed", "LOG ON FAILED" or similar message is usually returned. The application, although functioning, may also seem unusually slow to respond to selections.

Should this occur or if you are unable to reach the WSDRS homepage (www.tc.gc.ca/wsdrs), please retry after a couple of hours, or in rare cases the next day.

Continued unexplained difficulty in accessing the application should be reported to your Information Technology resource or directly to the following e-mail address: sdrs@tc.gc.ca.

Forgotten passwords

Requests for logon information (username and password) reset can be forwarded as well to the following e-mail address: sdrs@tc.gc.ca.

"System Timed Out?" or... @\$%\$*, Why Do I Have To Start Again?

A very common complaint about the application is the "time out" that occurs when 20 minutes has passed without a "call" to the database (logging on, running a query, submitting a record, activating a "pop up" menu, etc.). This results in the user being unknowingly disconnected from the database and unable to submit the record without logging back on and re-filling the form (*no further explanation is required to those users who have had such an experience!*)

This is a common setting on "secure websites" and servers, and is beyond the control of the application managers. This avoids unnecessary use of "bandwidth" which will slow the application down for all users.

Some tips to avoid these occurrences are:

- ➔ Have all details prepared prior to logging on to application.
- ➔ Compose "Problem Description" text in a word processor application prior to filling in the form, then "cut and paste" the text into the "Problem description" text block.
- ➔ Populate the mandatory "green" fields with minimum information and submit the record. The "Preliminary" record is now in the database and accessible from your WSDRS "Inbox" for editing.

Change of Account information

From time to time, within an organization, roles and responsibilities change. Should any person registered for WSDRS representing an approved organization change, it is important that the registration information be updated.

In the case of a new person(s) taking on the responsibility for CAR 591 reporting, the original applicant (account manager) must amend the information found in their "User Info" or "User Maintenance" page as applicable.

Account information can also be amended/confirmed by contacting us at the following e-mail address: sdrs@tc.gc.ca.

Welcome Jean Grenier to the Continuing Airworthiness Team



Mr. Jean Grenier joins the Continuing Airworthiness Division in Transport Canada as a Corrective Action Technical Inspector.

Recently hired from Industry with both a military and civil aviation background, Jean is an addition to the In-Service Investigation team. He currently handles general aviation issues in the Service Difficulty Reporting Program.

Jean also largely contributes in submitting Feed Back articles along with TC position comments.

suspected *unapproved PARTs*



The submitters of the following Service Difficulty Reports (SDRs), received during the previous quarter, indicated that an unapproved part (SUP) was suspected. The list is provided here for information only and should not be construed as an identification of confirmed unapproved parts. In Canada, SUPs should be reported on a regular SDR form, indicating your suspicion of an unapproved part.

| MAKE/MODEL | ATA | PART NAME | PART NO. | PART CONDITION | SDR NO. | RGN |
|-----------------------|------|-----------------|----------------|----------------|-------------|-----|
| AEROSPATIALE | | | | | | |
| AS 350BA | 2435 | BEARING | BOGUS | SEIZED | 20030319003 | PNR |
| AS 350BA | 2910 | HYD. PUMP BELT | 704A33690004 | | 20030312001 | QUE |
| BEECH | | | | | | |
| B200C | 5711 | UPPER SPAR CAP | 101110367 | CORRODED | 20030218001 | PAC |
| C90A | 3020 | ANTI-ICE TUBE | 9091009913 | CRACKED/BROKEN | 20030210001 | ONT |
| C90A | 7160 | TUBE | 9091010017 | CRACKED | 20030327001 | ONT |
| BELL | | | | | | |
| 206B | 2910 | HOSE ASSEMBLY | 70061H000A154A | FAILED | 20030314003 | PNR |
| BOEING | | | | | | |
| 737 217 | 0000 | RUDDER PCU | | | 20030321011 | PAC |
| BRITTEN NORMAN | | | | | | |
| BN2A 27 | 3242 | BRAKE DISC ASSY | 16402201 | SHEARED | 20030102001 | PAC |
| CANADAIR | | | | | | |
| CL215 1A10 | 2701 | RIVET | CR431364 | WORN | 20030116007 | NCR |
| CL600 2B16(604) | 2710 | SHAFT SEA | | LEAKING | 20030212005 | NCR |
| CESSNA | | | | | | |
| 150 | 2421 | ALTERNATOR | DOFF10300F | FAILED | 20030120006 | QUE |
| DEHAVILLAND | | | | | | |
| DHC 2 MKI | 5520 | ELEV.TORQUETUBE | C2T29A | FAILED | 20030131001 | PAC |
| GARRETT | | | | | | |
| TPE331-10N | 7261 | SCAVENGE PUMP | 31080261 | SEIZED | 20030318003 | ONT |

FAA *unapproved PARTs* notification

The following notices were published through the FAA Suspected Unapproved Parts (SUP) Program Office, AVR-20, which is now relocated to: 13873 Park Center Road, Suite 165, Herndon, VA 20171

Phone Number: 703-668-3720 **Fax Number:** 703-481-3002 **Web:** <http://www1.faa.gov/avr/sups/upn.cfm>

| NUMBER | MANUFACTURER | AFFECTED PRODUCT | ISSUE DATE (YR/MM/DD) |
|------------|-----------------|--|-----------------------|
| 2002-00196 | Good Aviation | Lycoming engines | 2003/03/31 |
| 2003-00142 | T and W Service | All propellers returned to service by this company | 2003/03/31 |

equipment **ADs**

Transport Canada endeavours to send copies of new ADs which are applicable in Canada to the registered owners of the affected products. This type of AD is often only distributed to our regional offices because the owners of aircraft affected by equipment/appliance ADs are not generally known.

The following new equipment ADs have been received by Transport Canada in the last three months. Maintainers 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 TCC, their PMI, or from the Civil Aviation AD website at:

<http://www.tc.gc.ca/civilaviation/certification/continuing/ad.htm>

| MANUFACTURER | AD NUMBER | ORIGIN | DESCRIPTION |
|----------------------|----------------|--------|--|
| AIR CRUISERS | 2003-03-11 | US | EMERGENCY SLIDE/RAFT SYSTEM P/N 6274-XXX) SB777-107-25-06 AND PROCEDURE P-12064 REV. F |
| ANJOU AERONAUTIQUE | 2002-104(AB)R1 | FR | SAFETY BELTS & RESTRAINT SYSTEMS TYPE 343-1 ANJOU AERONAUTIQUE SB 343-1-25-01 |
| ANJOU AERONAUTIQUE | 2002-105(AB)R1 | FR | SAFETY BELTS & RESTRAINT SYSTEMS TYPE 343 SB 343-25-02 |
| BENDIX | 65-21-01 R1 | US | BENDIX 756 & GARWING-760 STARTERS POSITIVE JAW DISENGAGEMENT |
| HONEYWELL | 2003-04-06 | US | PRIMUS II RNZ-850/-851 INTEGRATED NAVIGATION UNIT ERRONEOUS GLIDE SCOPE DEVIATION |
| LUFTHANSA TECHNIK | 2003-028 | GY | WATER PURIFIER, LBASTC NO. TA0245 PART NUMBER 9-10001-06 |
| LUFTHANSA TECHNIK | 2003-029 | GY | WATER PURIFIER, LBASTC NO. 21E2 TA0307 PART NUMBER 9-10001-22 |
| LUFTHANSA TECHNIK | 2003-030 | GY | WATER PURIFIER, LBASTC NO. 21E2 TA0501 PART NUMBER 9-10001-22 |
| LUFTHANSA TECHNIK | 2003-031 | GY | WATER PURIFIER, LBASTC NO. TA0585 PART NUMBER 9-10001-22 |
| LUFTHANSA TECHNIK | 2003-032 | GY | WATER PURIFIER, LBASTC NO. TA0352 PART NUMBER 9-10001-22 |
| PARACHUTES DE FRANCE | 2003-088(AB) | FR | FLEXBACK P512(XX)(XX) - CANOPY TRIGGERING HANDLE LOCK INSPECTION |
| ROYAL INVENTUM CO | 90-109 | ND | MODEL DA 57-1/-2/-2B SERIES COFFEE MAKERS - INVENTAIR SB DA27-25-001OR DA01-25-001 |
| TELAIR INTERNATIONAL | 2003-080/2 | GY | CANCELLATION NOTICE OF AD 2003-08 |

special **MENTION**

Recently an aircraft wing manufacturer reported a large quantity of raw aluminum stolen. The material varied in length and thickness and was identified by a lot number.

There is a concern that the aluminum may be used in the aviation industry without required documentation. Transport Canada advises industry to be cautious when procuring material with any specific lot number listed below.

| SUPPLIER | LOT NUMBER | ALLOY |
|----------|------------|------------|
| ALCOA | 749901 | 7150 T7751 |
| ALCOA | 764702 | 7150 T7751 |
| ALCOA | 764721 | 7150 T7751 |
| ALCOA | 781252 | 7150 T7751 |
| ALCOA | 521662 | 7150 T7751 |
| ALCOA | 582932 | 7150 T7751 |
| ALCOA | 566372 | 7150 T7751 |
| ALCOA | 566371 | 7150 T7751 |
| ALCOA | 781251 | 7150 T7751 |
| ALCOA | 781232 | 7150 T7751 |
| ALCOA | 521661 | 7150 T7751 |
| ALCOA | 521662 | 7150 T7751 |
| ALCOA | 628992 | 7150 T7751 |
| ALCOA | 755331 | 7150 T7751 |
| CORUS | 813869 | 2024 T351 |
| CORUS | 846146 | 2024 T351 |
| CORUS | 859298 | 2024 T351 |
| CORUS | 741803 | 2024 T351 |
| CORUS | 810486 | 2024 T351 |
| CORUS | 815822 | 2024 T351 |
| CORUS | 859302 | 2024 T351 |
| CORUS | 859303 | 2024 T351 |
| CORUS | 810207 | 2024 T351 |
| CORUS | 810205 | 2024 T351 |
| CORUS | 860605 | 2024 T351 |
| CORUS | 860606 | 2024 T351 |
| CORUS | 860806 | 2024 T351 |
| CORUS | 860807 | 2024 T351 |
| CORUS | 860607 | 2024 T351 |
| CORUS | 860608 | 2024 T351 |
| CORUS | 860609 | 2024 T351 |
| CORUS | 860610 | 2024 T351 |
| CORUS | 659079 | 2024 T351 |
| CORUS | 659081 | 2024 T351 |
| CORUS | 659082 | 2024 T351 |
| CORUS | 659085 | 2024 T351 |
| CORUS | 774201 | 2024 T351 |
| CORUS | 774200 | 2024 T351 |
| CORUS | 774202 | 2024 T351 |
| CORUS | 770069 | 2024 T351 |
| CORUS | 798846 | 2024 T351 |
| CORUS | 770070 | 2024 T351 |
| CORUS | 804613 | 2024 T351 |
| CORUS | 804615 | 2024 T351 |
| CORUS | 804618 | 2024 T351 |
| CORUS | 804616 | 2024 T351 |
| CORUS | 804617 | 2024 T351 |
| CORUS | 810207 | 2024 T351 |
| CORUS | 810205 | 2024 T351 |
| CORUS | 810206 | 2024 T351 |
| CORUS | 815826 | 2024 T351 |
| CORUS | 815825 | 2024 T351 |

service difficulty reports



Received by Transport Canada from
1 January 2003 to 31 March 2003

| MAKE/MODEL | ATA | PART NAME | PART NO. | PART CONDITION | CTRL NO. | RGN | MAKE/MODEL | ATA | PART NAME | PART NO. | PART CONDITION | CTRL NO. | RGN |
|-----------------------|------|---------------------|-----------------|-----------------|--------------|------|-----------------|------|---------------------|---------------|------------------|-------------|-----|
| aircraft | | | | | | | | | | | | | |
| AERO COMMANDER | | | | | | | 100 | 2780 | FLAP MOTOR | 1003840403 | | 20030211010 | ONT |
| 690 | 5530 | VERTICAL STAB SKIN | 410008173 | CRACK | 20030211012 | PNR | 100 | 3230 | MOTOR | 1153800025 | | 20030211009 | ONT |
| AEROSPATIALE | | | | | | | 100 | 3260 | DOWN-LOCK SWITCH | 1003810061 | | 20030318016 | ONT |
| AS 350BA | 2910 | HYD PUMP BELT | 704A33690004 | BROKEN | 20030312002 | QUE | 100 | 5310 | CHANNELS | 50420014229 | CRACKED | 20030211005 | PNR |
| AS 350BA | 2913 | HYD PULLEY SHAFT | S40 | WORN | 20030317015 | ONT | 100 | 5311 | LEADING EDGE RIB | 11562001025 | CRACKED | 20030211011 | PNR |
| AS 350BA | 5302 | TAIL BOOM ASSY | | | 200303220010 | PNR | 100 | 5751 | SKIN | 991300009 | CRACKED | 20030317007 | PAC |
| AS 350BA | 6230 | MAST BEARING | 47896VWC47820X | U/S | 200303217018 | PNR | 100 | 5751 | UPPER SKIN | 9913000011 | CRACKED | 20030129005 | PAC |
| AS 350BA | 6320 | SAME | SAME | UNSERVICEABLE | 200303205007 | QUE | 1900C | 2340 | PUSH/TALK SWITCH | 301 | FAILED | 20030214005 | ONT |
| AS 350BA | 6420 | HALF SHELL | 355A09103601 | UNSERVICEABLE | 20030317005 | PNR | 1900C | 5210 | AIRSTAIR | 11440002335 | DELAMINATION | 20030112006 | ONT |
| AS 350BA | 6420 | HALF SHELLS | 355109103601 | UNSERVICEABLE | 20030312018 | ONT | 1900C | 5210 | SEAL | 1144000301 | GAVE WAY | 20030112008 | ONT |
| AS 350BA | 6730 | TAIL ROTOR SERVO | SC5072 | FAILED | 20030317017 | PNR | 1900D | 6123 | ARM, LEVER | 509440763 | SLIPPED | 20030211004 | PAC |
| AS 350BA | 7280 | SAME | SAME | SERVICEABLE | 20030317017 | PNR | 1900D | 2730 | TUBE ASSY-LH TORQUE | | | 20030224001 | ONT |
| AS 350B1 | 2500 | CARGO HOOK CABLE | 704A31813010 | BROKEN | 20030317006 | PAC | 1900D | 2910 | HOSE | 1013880175 | CUT | 20030318017 | ONT |
| AS 350B1 | 2910 | HYD PRESS SWITCH | 704A37721092 | INOPERATIVE | 20030319002 | PAC | 1900D | 3100 | INDICATOR | 143800653 | | 20030207007 | PAC |
| AS 350D | 2910 | HYD. PUMP BELT | 704A33690004 | BROKEN | 20030312003 | QUE | 1900D | 3260 | SWITCH | 404EN16 | NORMAL | 20030115003 | ONT |
| AS 355F1 | 6321 | LOCKNUT | SLW40442M50BP | LOOSE | 20030305003 | PAC | 200 | 3421 | VERTICAL GYRO | 33211T | INTERMITTENT | 20030112020 | PAC |
| AIR TRACTOR | | | | | | | 200 | 6123 | PCB CONNECTOR | 35821511 | CRACKED | 20030305005 | PAC |
| AT 802 | 2810 | FUEL HEADER TANK | 512681 | CRACKED | 20030331005 | PAC | 200 | 7930 | OIL PRESS INDICATOR | 1303800455 | INTERNAL FAULT | 20030312021 | ONT |
| AIRBUS | | | | | | | 200 | 0000 | SPRING BUNGEE | 5082004226 | FAILED | 8 SDRs | PNR |
| A310 308 | 0000 | CONNECTOR/WIRING | E0052R10865NF | WIRING BURNT | 20030214011 | QUE | 200 | 2780 | L/H IB FLAP CABLE | 1013800001 | TWISTED | 20030102007 | PNR |
| A310 308 | 0000 | NIL/UNKNOWN | | | 20030325011 | QUE | 200 | 2780 | O/B L/H FLAP CABLE | 1013800005 | SHEARED | 20030220004 | PNR |
| A310 308 | 1000 | SCREW | NAS1351N412 | | 20030214009 | QUE | 200 | 3231 | FWD HINGE | 508201834 | CRACKED | 20030123007 | PNR |
| A310 308 | 2900 | TUBE ASSY | A27180210009000 | | 20030321002 | QUE | 200 | 3250 | LANDING GEAR STE | | | 20030311008 | PNR |
| A310 308 | 2933 | HYD QTY TX | 647520151 | READING LOW | 200303112004 | QUE | 200 | 3250 | STEERING LINK | 5082003419 | FAILED | 20030123006 | QUE |
| A310 308 | 3220 | BOLT | AN617 | STRIPPED | 200303122009 | QUE | 200 | 5300 | BULKHEAD | Q11543008435 | CRACKED | 20030103007 | PNR |
| A310 308 | 3242 | CLAMP ATTACHMENT | NE1026660844AS | BROKEN | 200303112002 | QUE | 200 | 5312 | BULKHEAD | 10143002115 | CRACKED | 20030220003 | QUE |
| A310 308 | 5240 | NIL/UNKNOWN | A5247007020200 | | 200303115009 | QUE | 200 | 5313 | RIVETS | | POPPED | 20030103005 | PNR |
| A310 308 | 7830 | LEVER CAMPLATE | A7611511900000 | BENT & TWISTED | 200303106020 | QUE | 200 | 5330 | BELLY SKIN | | | 20030102005 | PNR |
| A319 114 | 0000 | PROX SENSOR | ABS012110 | FAILED | 200303110008 | QUE | 200 | 5610 | PILOTS WINDSHIELD | 10138402523 | CRACKED | 20030311017 | PAC |
| A320 211 | 0000 | NIL/UNKNOWN | | | 20030325002 | QUE | 200 | 5610 | WINDSHIELD | 10138402518 | CRACKED | 20030123009 | ATL |
| A320 211 | 0000 | NIL/UNKNOWN | | | 20030325003 | QUE | 200 | 5610 | WINDSHIELD | 1013840252 | CRACKED | 20030218013 | PAC |
| A320 211 | 2710 | AILERON SERVO | 31073110 | | 20030327002 | QUE | 200 | 5620 | WINDSHIELD | 10138402522 | SHATTERED | 20030306001 | PNR |
| A320 212 | 0000 | NIL/UNKNOWN | | | 20030204008 | ONT | 200 | 5711 | RIVET | 101430014 | MISSING | 20030103006 | PNR |
| A320 212 | 2750 | NIL/UNKNOWN | | | 20030325002 | QUE | 200 | 6122 | PROPELLER GOVERNOR | 8210007 | NOT GOVERNING | 20030221004 | PNR |
| A320 212 | 2750 | PROXIMITY SENSOR | ABS012130 | CONNECTOR LOOSE | 20030204009 | ONT | 200 | 7310 | TUBE ASSY | 304599701 | BROKEN | 20030124001 | ONT |
| A320 212 | 3260 | PROXIMITY SENSOR | ABS012110 | FAULT | 20030218005 | ONT | 350 | 5751 | AILERON, R/H | 101130003183 | | 20030212001 | ONT |
| A320 231 | 2913 | HOSE | AE707910 | CHAFED | 200303117006 | ONT | 58 | 0000 | MOTOR BRUSH | 35175A | BROKEN | 5 SDRs | ONT |
| A330 243 | 3240 | VALVE-PARKING | C247030021 | | 200303113001 | QUE | 65A90 | 3260 | SWITCH | 2MD31AX287 | BROKEN | 20030127005 | PNR |
| A330 322 | 0000 | MOUNT | NSA9311901 | BURNT | 20030304004 | ONT | 99 | 2120 | VENT BLOWER | 115384007 | SMOKE | 20030114005 | ONT |
| A330 322 | 0000 | SLIDE RAFT | | | 20030328006 | ONT | 99 | 7310 | FCU ROD END | 3010458 | NEW | 20030212003 | ONT |
| A330 343 | 3230 | VALVE ASSY | | | 20030106003 | QUE | 99A | 5730 | WING HINGE PIN | 501100002 | FRACTURED | 20030120010 | NCR |
| BEECH | | | | | | | 204B | 6420 | NUT ASSY | 204010765001 | CRACKED | 20030317016 | PNR |
| A100 | 0000 | INDICATION SWITCH | 1003810061 | U/S | 20030130006 | ONT | 206B | 5510 | FITTING | 206020121010 | CRACKED | 20030217001 | PAC |
| A100 | 2130 | SUCTION LINE | NA | FROZEN | 20030114006 | ONT | 206L | 2910 | HYDRAULIC SERVO | 206076062003 | LEAKING | 20030210004 | PNR |
| A100 | 3230 | ACTUATOR | 508202085 | SQUEEK/GRINDING | 20030227003 | ONT | 206L | 6320 | TUBE ASSEMBLIES | 206040544001 | CORRODED | 20030103016 | ONT |
| A100 | 3230 | GEAR MOTOR | 1153800025 | INTERMITTANT | 20030311018 | ONT | 206L | 6510 | SPRING | 206040106001 | BROKEN | 20030218004 | PNR |
| A100 | 3230 | NOSE LANDING GEAR | | | 20030304005 | PNR | 206L 1 | 7320 | FUEL CNTRL LEVER | 206064713101 | FAILED | 20030204014 | ONT |
| A100 | 3260 | INDICATION SWITCH | 1003810061 | U/S | 200303130007 | ONT | 206L 1 | 2435 | CONNECTOR | 301792KDN | ARCED/CORRODED | 20030212002 | ONT |
| A100 | 3320 | POWER SUPPLY | PWFLC28 | SHORTED | 20030228011 | PNR | 212 | 6300 | SPRING | 206040106001 | BROKEN | 20030211013 | QUE |
| A100 | 5520 | ELEV/PORT&STARBOARD | 115610010125 | SPLINE CRACKED | 20030328011 | PNR | 212 | 5620 | POP OUT WNDOW | 205903100 | MISSING | 20030220001 | PAC |
| B200 | 2400 | FUSE | GMW1 | BLOWN | 20030106002 | PNR | 212 | 6320 | INPUT TRIPLEX BRG | 205040246003 | OUTR RCE SPALLED | 20030220002 | PAC |
| B200C | 3230 | ACTUATOR | 508202085 | UNSERVICEABLE | 200303129004 | PNR | 222U | 7230 | CASE | | PUNCTURED | 20030213003 | PAC |
| B300 | 5610 | WINDSCREEN | 101384025 | SQUEALING | 20030107014 | ONT | 230 | 5312 | BULKHEAD FITTING | 222031506103A | CRACKED | 20030228004 | PAC |
| C90 | 2731 | BUSHINGS | 905240241 | SHATTERED | 20030124003 | ONT | 407 | 6210 | ROTOR BLADE | 222015600111 | CRACKED | 20030305006 | PAC |
| C90A | 0000 | SPAR FITTING | 901100351 | SEIZED | 20030326003 | ONT | 407 | 6220 | STUDS (4) | 407010105101 | CRACKED | 20030318019 | PAC |
| C90A | 2731 | BUSHING | 5061001735 | CRACKED | 20030326001 | ONT | 47G2 | 6510 | DISC PACK | 407340340103 | CRACKED | 20030108003 | ATL |
| C90A | 2731 | BUSHING | 906100105 | SEIZED | 20030326001 | ONT | | 6210 | STRAP | | CRACK | 20030225004 | PAC |
| C90A | 2731 | ELEVATOR TRIM | AC50524161606 | | 20030326002 | ONT | BELLANCA | | | | | | |
| C90A | 2731 | TRIM TAB | 5061001736 | | 20030318002 | ONT | 7GCB | 2750 | COTTER PIN | AN38022 | BROKEN | 20030106017 | ONT |
| C90A | 2731 | TUBE ASSY | 5052447413 | BROKEN | 20030317009 | ONT | 7GCB | 3211 | TUBE ASSY | 21949 | CRACKED | 20030218006 | ONT |
| C90A | 3000 | TUBE | 130936P8D1000 | COLLAPSED | 200303117005 | ONT | BOEING | | | | | | |
| C90A | 5510 | CHANNEL | 504400317 | CHAFED | 20030221006 | ONT | 727 171C | 5510 | TRAILING EDGE | RI65174331 | CRACKED | 20030127006 | PNR |
| C90A | 5711 | SPAR FITTING | 901100351 | CRACKED | 20030107003 | PNR | 727 200 | 5230 | ACT LWR PIVO BLK | AE4664100 | CRACKED | 20030131004 | NCR |
| C90A | 7110 | EXHAUST STACK | 1099500001 | CRACKED OFF | 200303115006 | ONT | 727 22C | 3230 | BUNGEE | 69141001 | | 20030312024 | PAC |
| 100 | 0000 | NIL/UNKNOWN | | | 20030319007 | ONT | 727 223 | 2130 | CONTROL PANEL | 80053258 | FLUCTUATING | 20030120005 | ONT |
| 100 | 0000 | SKIN | 991300009 | CRACKED | 2 | SDRs | 727 223 | 2900 | HYD 'A' SYSTEM | 651782114 | SYSTEM BYPASS | 20030123008 | ONT |
| | | | | | | | 727 225 | 0000 | FLAP INDICATOR | 182993 | SWAPPED | 20030327005 | ONT |
| | | | | | | | 727 225 | 2740 | STAB TRIM GEARBOX | 651948220 | FAILED | 20030228013 | ONT |
| | | | | | | | 727 25C | 0000 | LED FLAP SWITCH | 40174 | INTERNAL FAILURE | 20030327007 | PNR |
| | | | | | | | 727 25C | 3260 | UNLOCK SWITCH | H1010153 | INTERNAL FAIL | 20030117007 | PNR |

| MAKE/MODEL | ATA | PART NAME | PART NO. | PART CONDITION | CTRL NO. | RGN | MAKE/MODEL | ATA | PART NAME | PART NO. | PART CONDITION | CTRL NO. | RGN |
|--------------------------|------|---------------------|-----------------|-----------------|-------------|-----|--------------------|------|----------------------|----------------|-------------------|----------------|-----|
| 737 2T5 | 2740 | SERVO | | | 20030106004 | PAC | CL600 2B19(RJ) | 7830 | STAY BRACE STRUT | A33721 | UNSECURED | 20030329002 | NCR |
| 737 2T5 | 2742 | CANNON PLUG | AC817728 | BURNT | 20030103020 | PAC | CL600 2C10(RJ) | 2820 | CIRCUIT BREAKER | MS141543 | OPEN CIRCUIT | 20030330001 | NCR |
| 737 2T5 | 2780 | BEARING | | | 20030121007 | PAC | CL600 2C10(RJ) | 2820 | FUEL FEED LINE | CC670621041 | CRACKED | 2 SDRs | NCR |
| 737 2T5 | 2782 | ROLLER BEARING | 69619433 | FAILED | 20030121003 | PAC | CL600 2C10(RJ) | 3417 | ADC | 8220372145 | UNKNOWN | 20030314001 | NCR |
| 737 2T5 | 3620 | NIL/UNKNOWN | | | 20030225003 | PAC | CL600 2C10(RJ) | 5610 | SIDE WINDSHIELD | NP139H6850 | CRACKED | 20030314002 | NCR |
| 737 2T7 | 2710 | BALL BEARING | BACB10A824 | | 20030327003 | PAC | CL600 2C10(RJ) | 7250 | ENGINE | CF348C1 | | 20030313002 | NCR |
| 737 201 | 0000 | FLAP TRANSMISSION | 655032214 | SEIZED/GRINDING | 20030328003 | ATL | CESSNA | | | | | | |
| 737 201 | 0000 | PANEL | 65454877 | MISSING | 20030328004 | ATL | A185E | 2710 | AILERON CABLES | | | 20030220008 | QUE |
| 737 201 | 0000 | SKIN | | CRACKED | 20030328005 | PNR | A185F | 2397 | WIRE CRIMP LUG | 5136738 | OVERHEATED | 20030204012 | PAC |
| 737 201 | 3100 | NIL/UNKNOWN | | | 20030212007 | ATL | A185F | 5510 | REINF-STAB HINGE | 07321014 | CRACKED | 20030228001 | ONT |
| 737 201 | 5311 | NIL/UNKNOWN | | | 20030222006 | ATL | A185F | 5712 | FLAP TRACK RIB | 052323178 | CRACKS | 20030321010 | PAC |
| 737 201 | 5330 | NIL/UNKNOWN | | | 20030207004 | ATL | TU206G | 0000 | PRIMER LINE | | | 20030218007 | ONT |
| 737 201 | 5610 | WINDOW | 7560001 | | 20030220007 | ATL | T310Q | 3260 | ACTUATOR TAB | CJ0701 | FAILED | 20030211008 | PNR |
| 737 217 | 0000 | HYD ACTUATOR | | | 20030318018 | PAC | U206C | 5514 | BRACKET | 07126294 | CRACKED | 20030131005 | QUE |
| 737 217 | 0000 | MAIN WINDOW (F/O) | | SHATTERED | 6 SDRs | QUE | U206G | 7713 | VACUUM PUMP | 1U128006 | CRACKED | 20030115002 | PNR |
| 737 217 | 1200 | NOSE LANDING GEAR | | | 20030205011 | QUE | 140 | 2720 | RUDDER CONTROL CABLE | 0400107104 | CORRODED | 20030218008 | QUE |
| 737 217 | 2220 | COMPUTER | | | 20030107016 | PAC | 150L | 5210 | R/H DOORPOST | SK104118684 | | 20030115005 | QUE |
| 737 217 | 2600 | AUXILIARY POWER | | | 20030108011 | PAC | 152 | 2750 | FLAP CABLE | 040010745 | FRYED | 20030311003 | PNR |
| 737 269 | 2900 | ACTUATOR HOSE | BACH8804NN0202T | RUPTURED | 20030220009 | PNR | 152 | 2810 | FUEL TANK STRAP | 04265126 | BROKEN STRAP | 20030106018 | ONT |
| 737 275 | 0000 | ENGINE | | | 20030331004 | PNR | 152 | 5511 | RIB | 04320016 | CRACKED | 20030107012 | QUE |
| 737 275 | 2422 | STATIC INVERTER | | OVER VOLTAGE | 20030103022 | PNR | 172I | 3310 | RHEOSTAT | S18802 | FAILED | 20030108008 | ATL |
| 737 275 | 2897 | OVERHEAD FUEL PANEL | 693733595 | FAILED | 20030204001 | QUE | 172L | 7120 | ENG MOUNT ASSY | 95510171 | CRACKED | 20030114004 | PNR |
| 737 281 | 0000 | NIL/UNKNOWN | | | 20030313006 | PNR | 172M | 2300 | ENCODER | AR850 | FAILED | 20030131003 | PNR |
| 757 236 | 3246 | BOLT | BACB30MT826 | BROKEN | 20030107019 | QUE | 172M | 3245 | TUBE | 6006 | TEAR APROX 1/4" | 20030306002 | ATL |
| 757 236 | 3246 | BOLT | 431276E | SHEARED | 20030112001 | QUE | 172M | 3245 | TUBE | 0923150 | 2 TARE | 20030331003 | ATL |
| 757 236 | 5210 | BEARING | PACMKP23SFS428 | CORRODED | 20030214007 | QUE | 172M | 7800 | MUFFLER | 175400122 | CRACKED | 20030228010 | PNR |
| 757 258 | 2530 | BUFFET/GALLEYS | | | 20030113011 | PAC | 172N | 3245 | TUBE | 6006 | TEAR APROX 1/4" | 20030318010 | ATL |
| 767 3S1 | 5610 | WINDOW | 141T480014 | CRACKED | 20030205004 | QUE | 172N | 7931 | OIL PRES GUAGE | 264600053 | READS HIGH | 20030122005 | PNR |
| 767 38E | 2121 | COOLING EXHAUST | 732591 | | 20030313005 | QUE | 172R | 3110 | NIL/UNKNOWN | | | 20030131007 | ONT |
| 767 38E | 2121 | FAN | 732591A | | 20030304003 | QUE | 177RG | 2740 | BOLT-TRAVEL STOP | NAS42846 | WORN | 20030203001 | NCR |
| BOMBARDIER | | | | | | | 180 | 3246 | BULKHEAD | 071111224 | CRACKED | 20030228007 | ONT |
| BD 700 1A10 | 3140 | NIL/UNKNOWN | | | 20030203003 | NCR | 180 | 5343 | GEAR LEG BRACKET | 07900065 | CORRODED | 20030228008 | ONT |
| BRITISH AEROSPACE | | | | | | | 180 | 5751 | AILERON HINGE | 05238161 | SEIZED | 20030228009 | ONT |
| BAE 146 200 | 5610 | WINDSCREEN 'A' | NF20216526 | CRACKED | 20030123011 | ATL | 182P | 2750 | FLAP TRACK ASSY | 122101015 | CRACKED | 20030106013 | ONT |
| 3212 | 2720 | RUDDER TQ SHAFT | 137315E3 | WORN | 20030108010 | PNR | 182Q | 3340 | LANDING LIGHT SW | | | 20030214008 | ONT |
| CANADAIR | | | | | | | 208B | 5320 | FUSELAGE FORMER | | CRACKED | 20030120003NCR | |
| CL215 6B11(CL415) | 2730 | BEARING | MS1410412P | SEIZED | 20030206002 | ONT | 208B | 7110 | SHROUD | 26520227 | CRACKED | 20030122003ONT | |
| CL215 6B11(CL415) | 5753 | PANEL | 21514001822 | DELAMINATION | 20030128002 | QUE | 208B | 7800 | EXHAUST BRACKET | | CRACKED | 20030325006ONT | |
| CL215 6B11(CL415) | 7311 | FUEL HEATER | 311989401 | CRACK | 20030128004 | NCR | 310L | 3213 | PISTON & AXLE | 504100077 | CRACKED | 20030219004ONT | |
| CL600 1A11(600) | 2932 | CHECK VALVE | ACA3581D71 | | 20030219003 | NCR | 310Q | 3250 | STEERING BELLCRANK | 59420011 | CRACKED | 20030324003NCR | |
| CL600 1A11(600) | 3425 | ALTITUDE PRE-SELECT | LSTASA8626 | NOT RESOLVED | 20030110007 | QUE | 310R | 3245 | TUBE | 65010 | 2 TEARS APROX 1/4 | 20030318015ATL | |
| CL600 2A12(601) | 2760 | HYDRAULIC LINE | 6007512315 | PIERCED | 20030130003 | QUE | 310R | 6114 | PROPELLER | | | 20030122004PNR | |
| CL600 2A12(601) | 3246 | WHEEL ASSY | | | 20030113006 | QUE | 336 | 2750 | FLAP CABLE | 14601007 | FAILED | 20030227004PAC | |
| CL600 2A12(601) | 5210 | TENSION FITTING | 600314983 | BROKEN | 20030122001 | QUE | 337G | 2750 | FLAP CABLE | 14601007 | FRAYED | 20030227005PAC | |
| CL600 2B16(604) | 0000 | NIL/UNKNOWN | | | 20030117003 | QUE | 402C | 5210 | CREW DOOR | 521130014 | MISSING | 20030106010PNR | |
| CL600 2B16(604) | 2710 | AILERON PCU | 6007510017 | LEAKING | 20030117004 | NCR | 402C | 5311 | SEAT SUPPORT | 50110117 | CRACKED | 20030103017PNR | |
| CL600 2B16(604) | 2730 | PITCH FEEL | 6009230053 | ROUGHNESS | 20030131006 | NCR | 421A | 5610 | WINDSCREEN | 5111604202 | LOST EXCEPT EDGE | 20030210003PNR | |
| CL600 2B16(604) | 3460 | CONTROL DISPLAY | 8220867008 | FAILED | 20030328002 | NCR | 421B | 7713 | LINE MANIFOLD PRES | | LOCKED | 20030129001PNR | |
| CL600 2B19(RJ) | 2460 | TERMINAL BLOCK | MS2721225 | BURNT | 20030120001 | NCR | 421C | 8011 | STARTER VIBRATOR | 10357487242 | INTERMITTENT | 20030203004PNR | |
| CL600 2B19(RJ) | 2710 | AILERON REAR QUAD | 600911787 | FAILED | 20030312008 | QUE | 441 | 3424 | TURN&BACK INDUCTOR | C6610320101 | FAILED | 20030127002PAC | |
| CL600 2B19(RJ) | 2710 | PULLY | 600908002 | SEIZED | 20030330002 | NCR | 441 | 3460 | MLTI-FUNCT DISPL | KMD850 | FAILED | 20030127003PAC | |
| CL600 2B19(RJ) | 2721 | TRIM PANEL | 601R512263 | UNSERVICEABLE | 20030317001 | NCR | 441 | 5753 | INBOARD FLAPS | 58250057 | DELAMINATED | 20030312013QUE | |
| CL600 2B19(RJ) | 2752 | FLAP ACTUATOR | 852D10011 | FAILED CHECK | 20030130004 | ATL | 550 | 2435 | START GENERATOR | 23080025 | BEARING FAILURE | 20030221009ONT | |
| CL600 2B19(RJ) | 2797 | SPOILERON PCU | | PINS PUSHED IN | 20030106006 | ATL | 550 | 2721 | RUDDER TRIMACTUATOR | | | 20030321001ONT | |
| CL600 2B19(RJ) | 2820 | FUEL SYSTEM COMP | | | 20030108014 | ATL | 550 | 2730 | BOBWEIGHT ARM | 556555026 | CRACKED | 20030221007ONT | |
| CL600 2B19(RJ) | 2820 | TUBES | 601R6226135 | CHAFED | 20030120002 | NCR | 550 | 2910 | BRAKE HOSE | 124K0016CL0150 | LEAKING | 20030212004ONT | |
| CL600 2B19(RJ) | 3230 | NOSE LANDING GEAR | | | 20030225008 | NCR | 550 | 3241 | BRAKE ANTI-SKID | | | 20030312023ONT | |
| CL600 2B19(RJ) | 3260 | MLG ACTUATOR | 1700810J | DAMAGED | 20030312011 | NCR | 550 | 3242 | HOSES | | TOO SHORT | 20030221008ONT | |
| CL600 2B19(RJ) | 5610 | L/H SIDE WINDOW | NP1393225 | CRACKED | 3 SDRs | VAR | 550 | 3242 | STATOR | 1338932 | BROKEN | 20030320002ONT | |
| CL600 2B19(RJ) | 5610 | R/H WINDSHIELD | NP1393216 | CRACKED | 20030119007 | NCR | 550 | 5210 | PASSENGER/CREW D | | | 20030312022ONT | |
| CL600 2B19(RJ) | 5610 | SIDE WINDOW | NP1393211 | CRACKED | 4 SDRs | VAR | 550 | 5751 | OUTBRD SKIN | 55240051 | CRACKED | 20030103011ONT | |
| CL600 2B19(RJ) | 5610 | SIDE WINDOW | NP1393221 | CRACKED | 20030123003 | NCR | 550 | 5753 | RIB EXTENSIONS | 6525115 | WORN | 20030311001ONT | |
| CL600 2B19(RJ) | 5610 | SIDE WINDOW | NP1393225 | CRACKED | 2 SDRs | NCR | 550 | 7220 | PICCOLO TUBE | | CRACKED | 20030103012ONT | |
| CL600 2B19(RJ) | 5610 | SIDE WINDOW | NP1393226 | CRACKED | 3 SDRs | NCR | CONVAIR | | | | | | |
| CL600 2B19(RJ) | 5610 | WINDOW | NP1393222 | CRACKED | 2 SDRs | NCR | 340 | 3230 | DOWNLOCK SWITCH | | | 20030307003 | PAC |
| CL600 2B19(RJ) | 5610 | WINDSHIELD | | | 20030119002 | NCR | 340 | 3242 | BRAKE DISK | 9531478 | FRACTURED | 20030226002 | PAC |
| CL600 2B19(RJ) | 5610 | WINDSHIELD | NP1393219 | CRACKED | 20030221002 | NCR | 340 | 5230 | LONGERON | | CORRODED | 20030320005 | ONT |
| CL600 2B19(RJ) | 5610 | WINDSHIELD | NP1393213 | SHATTERED | 20030221005 | QUE | DASSAULT | | | | | | |
| CL600 2B19(RJ) | 7230 | ENGINE | CF343A1 | UNSERVICEABLE | 20030106001 | QUE | FALCON 10 | 7530 | HYD PRESS LINE | F10A751311 | WORN | 20030107015QUE | |
| CL600 2B19(RJ) | 7230 | POWER PLANT | | | 20030114008 | QUE | FALCON 20 | 7711 | LINE | MY20781154 | LOOSE FITTING | 20030112005ONT | |
| CL600 2B19(RJ) | 7260 | CARBON SEAL | 5018T49P01 | LEAKING | 20030329001 | NCR | FALCON 20 | 7931 | PX. TRANSMITTER | 11346AA | FALSE INDICATION | 20030112009ONT | |
| CL600 2B19(RJ) | 7310 | APU FUEL CONTROL | | LEAKING | 20030114002 | ATL | DEHAVILLAND | | | | | | |
| CL600 2B19(RJ) | 7320 | FUEL CONTROL UNIT | | | 20030319005 | QUE | DHC 2 | 0000 | CASING INNER ASSY | C2UF1781A | BROKEN | 20030327009 | NCR |
| CL600 2B19(RJ) | 7321 | FCU | 6078T55P13 | | 20030119004 | QUE | DHC 2 MKI | 0000 | SPAR CENTER SECT | C2TP57 | CRACKED | 2 SDRs | QUE |

| MAKE/MODEL | ATA | PART NAME | PART NO. | PART CONDITION | CTRL NO. | RGN | MAKE/MODEL | ATA | PART NAME | PART NO. | PART CONDITION | CTRL NO. | RGN |
|------------------------|-------|--------------------|--------------|----------------------|-------------|-----|-----------------------------|-------|--------------------|--------------|------------------|-------------|-----|
| DHC 2 MKI | 2820 | FLAPPER VALVE | | BROKEN SPRING | 20030323001 | PNR | GRUMMAN | | | | | | |
| DHC 2 MKI | 2820 | FLAPPER VALVE | 525GG12D | DETERIORATION | 20030319004 | PNR | G 159 | 2421 | ALT REAR BEARING | | DISINTEGRATED | 20030311002 | PNR |
| DHC 2 MKI | 3221 | FITTING | 585926L | CRACKED | 20030129002 | ONT | GULFSTREAM | | | | | | |
| DHC 2 MKI | 5510 | FWD CENTRE SPAR | C2TP57 | CRACKED | 20030305007 | PAC | 690D | 3422 | IND GYRO HORIZON | 102004104 | AILED | 20030108005 | ATL |
| DHC 2 MKI | 5520 | ELEVATOR TORQUE | C2T7A | WORN | 20030318009 | PAC | HAWKER SIDDELEY | | | | | | |
| DHC 2 MKIII | 5551 | BRACKET | C2FS4663A | CRACKED | 20030205001 | ONT | HS 748 2A | 0000G | PS/VHF ANTENNA | C14510700 | CRACKED | 20030103003 | ONT |
| DHC 6 300 | 0000 | NIL/UNKNOWN | | | 6 SDRs | ONT | HS 748 2A | 3220T | OGGLE | 200143255 | BREAK | 20030312004 | ONT |
| DHC 6 300 | 0000 | SPAR ADAPTOR ASSY | C6WM102727 | CRACKED | 20030312017 | ONT | HUGHES | | | | | | |
| DHC 6 300 | 1101 | EXTERIOR COLORS | | | 20030325008 | ONT | 369D | 7500 | TUBE ASSY-COMP | 369H8407 | HOLES | 20030211006 | PNR |
| DHC 6 300 | 3200 | COMPRESSION BLCKT | BC6U114033 | CRACKED | 20030103013 | PNR | LEARJET | | | | | | |
| DHC 6 300 | 5310 | SPAR ADAPTR ASSY | C6WM102727 | CRACKED | 20030318004 | ONT | 35 | 2435 | DRIVE SHAFT | 15872694 | SHEARED | 20030121004 | QUE |
| DHC 6 300 | 5751 | OTBD MOST RIB | C6WA110137 | CRACKED | 20030211001 | PNR | 45 | 3234 | MLG CONTROL VALVE | 66323020010 | | 20030205012 | PAC |
| DHC 6 300 | 7921 | OIL COOLER BRACKET | C6L10211 | CRACKED | 20030211002 | PNR | 55 | 3310 | TERMINAL BLOCK | TB1 | OVERHEATED | 20030218012 | PNR |
| DHC 7 102 | 3010 | DE-ICE LINE | 73010033147 | CHAFED | 20030320001 | ONT | LOCKHEED | | | | | | |
| DHC 7 102 | 3010 | DE-ICE LINE | 73010033147 | CHAFED/ HOLE | 2 SDRs | NCR | L 1011 385 1 14 | 5230 | NIL/UNKNOWN | | | 20030317002 | QUE |
| DHC 8 100 | 5300 | CLEATS | 85310945107 | CRACKED | 20030213002 | NCR | L 1011 385 1 14 | 7110 | DOOR ACCESS STAR | LJ17001 | MISSING | 20030113015 | QUE |
| DHC 8 102 | 0000 | OIL COOLER | | LEAKING | 20030326004 | ATL | L 1011 385 3 | 0000 | NIL/UNKNOWN | | | 20030113014 | QUE |
| DHC 8 102 | 0000 | PRESSURE SWITCH | | FAILED | 20030106015 | ATL | L 1011 385 3 | 0000 | NIL/UNKNOWN | | | 20030304001 | QUE |
| DHC 8 102 | 0000 | PRESSURE SWITCH | 7G772 | FAILED | 20030103021 | ATL | L 1011 385 3 | 1210 | FUEL TANK | | | 20030113012 | QUE |
| DHC 8 102 | 2440 | NAV MODE DISPLAY | 82210021005 | BURNT CIRCUITS | 20030103018 | ATL | L 1011 385 3 | 2130 | WATER SEPARATOR | 7339308 | | 20030112007 | QUE |
| DHC 8 102 | 2761 | SPOILER BRACKET | 85710558001 | CRACKED | 20030113007 | ATL | L 1011 385 3 | 2520 | NIL/UNKNOWN | 103080100 | | 20030317003 | QUE |
| DHC 8 102 | 2900 | HYDRAULIC LINE | 82950010211 | CRACKED | 20030307001 | ATL | L 1011 385 3 | 2530 | FAN | M2801A6A | SEIZED | 20030228005 | QUE |
| DHC 8 102 | 2900 | TUBE ASSY | 82970410119 | CHAFED | 20030207001 | ATL | L 1011 385 3 | 2781 | SLAT POSITION PR | 801802 | | 20030112010 | QUE |
| DHC 8 102 | 2910 | FLEX LINE | DSC252A40230 | CHAFED | 20030113010 | ATL | L 1011 385 3 | 2910 | TUBE ASSY, SYST | B1564213139 | CRACKED | 20030113004 | QUE |
| DHC 8 102 | 2910 | HYDRAULIC LINE | 82970010401 | LEAKING | 20030122006 | ATL | L 1011 385 3 | 5510 | STABILIZER | | | 20030112003 | QUE |
| DHC 8 102 | 3230 | HOSE ASSEMBLY | DSC252B40124 | LEAKING | 2 SDRs | ATL | L 1011 385 3 | 8097 | NIL/UNKNOWN | | | 20030214010 | QUE |
| DHC 8 102 | 3233 | CYLINDER ASSY | 82970018011 | CORRODED | 20030212008 | ATL | MCDONNELL DOUGLAS HC | | | | | | |
| DHC 8 102 | 3246 | WHEEL ASSY | L713049 | | 20030203002 | ATL | 500N | 7250 | NO 5 BEARING | 6829641 | MAKING METAL | 20030312016 | QUE |
| DHC 8 102 | 6120 | O-RING | M832481111 | WORN/MISSING | 20030106011 | ATL | MOONEY | | | | | | |
| DHC 8 102 | 7921 | OIL COOLER | 28E997 | LEAKING | 20030106019 | ATL | M20C | 2810 | ADAPTER | 43122 | CORROSION | 20030108004 | ATL |
| DHC 8 300 | 0000 | OUTER CYLINDER | 10195101 | CORRODED | 20030130008 | NCR | M20M | 3230 | LANDING GEAR | SPI52002503 | SEIZED | 20030110003 | QUE |
| DHC 8 311 | 2910 | TUBE ASSY | 82970009173 | LEAKING | 20030106014 | ATL | MORAVAN | | | | | | |
| DHC 8 311 | 3246 | WHEEL BEARING | L713049 | FAILED | 20030305004 | ATL | Z242L | 7414 | IMPULSE COUPLING | | LOOSE RIVET | 20030325005 | ONT |
| DHC 8 311 | 7921 | OIL COOLER | 28E997 | LEAKING | 2 SDRs | ATL | PILATUS | | | | | | |
| DHC 8 400 | 2750 | FLAP LEVER - MOD | FE282001 | | 20030109002 | NCR | PC 12 45 | 0000 | PITCH TRIMACTUATOR | | SEIZED | 20030324009 | PNR |
| DHC 8 400 | 2821 | FUEL FILTER IMPE | | | 20030108015 | NCR | PC 12 45 | 2742 | PITCH TRIMACTUATOR | | SEIZED | 20030324008 | PNR |
| DHC 8 400 | 2924 | POWER UNIT | 4213402 | | 20030108009 | NCR | PC 12 45 | 2750 | FLAP SYSTEM | | FAILED | 20030312010 | QUE |
| DHC 8 400 | 3010 | DUAL DISTRIBUTION | 4100S005001 | | 3 SDRs | NCR | PC 12 45 | 2752 | FLAP ACTUATORS | 787320307 | FROZEN | 20030205005 | QUE |
| DHC 8 400 | 3230 | FAIRING BRACKET | 467065 | BROKEN, BENT | 20030321005 | NCR | PC 12 45 | 2752 | FLAP POWER DRIVE | 952D1005 | FAILED | 20030205003 | PNR |
| DHC 8 400 | 3230 | HARNES | 471515 | | 20030122002 | NCR | PC 12 45 | 2822 | BOOST PUMP | | | 20030224002 | ONT |
| DHC 8 400 | 3230 | NOSE GEAR DOWNLOAD | | | 20030326006 | NCR | PC 12 45 | 3010 | DE-ICE TIMER | | | 20030108012 | ONT |
| DHC 8 400 | 3230 | SOLENOID SEQUENCE | 483023 | | 20030113002 | NCR | PC 12 45 | 3020 | HOSE | 5302412123 | | 20030219002 | ONT |
| DHC 8 400 | 3246 | WHEEL ASSY | 315731 | DEPARTED A/C | 20030128001 | NCR | PC 12 45 | 3080 | AOA TRANSMITTER | 9754421422 | | 20030210005 | ONT |
| DHC 8 400 | 3260 | LANDING GEAR CON | | | 20030114001 | NCR | PC 12 45 | 3222 | GUIDE RING | 5322012200 | FAILED | 20030228003 | QUE |
| DHC 8 400 | 3297 | HARNES | 471515 | | 20030321003 | NCR | PC 12 45 | 3222 | NOSE LANDNG GEAR | 5322012200 | FAILED | 20030228002 | QUE |
| DHC 8 400 | 5330 | SKIN ASSY | 85337034 | WRINKLED | 20030204010 | NCR | PC 12 45 | 3230 | PRESSURE SWITCH | 9738114306 | INTERMITTENT | 20030121001 | ONT |
| DHC 8 400 | 7532 | P2.2 BLEED VALVE | | | 20030121006 | NCR | PC 12 45 | 3242 | BRAKE | 15907400 | WORN | 20030210002 | ONT |
| DHC 8 400 | 7540 | DUCT LEAK TEMPER | | | 20030109006 | NCR | PC 12 45 | 3242 | ROTOR DISK | 23203500 | CRACKED | 20030116006 | PNR |
| DOUGLAS | | | | | | | PC 12 45 | 3297 | NIL/UNKNOWN | | | 20030207003 | ONT |
| DC9 83 | 0000 | INBOARD HALVE | WH50078902 | CRACKED | 3 SDRs | QUE | PC 12 45 | 3310 | WIRE | | | 20030120011 | ONT |
| EMBRAER | | | | | | | PIPER | | | | | | |
| EMB 110P1 | 3222 | NOSE GEAR ASSY | 110P241021 | BROKEN | 20030318012 | QUE | PA18 | 5520 | L/H STABILIZER | 1279004 | CRACKED | 20030107011 | QUE |
| EMB 110P1 | 3222 | STEERNR RACK ASSY | 1485500102 | FAILED | 20030318014 | QUE | PA23 250 | 2740 | FWD STAB TRM CAB | 1430011 | FRAYED | 20030311007 | ONT |
| EUROCOPTER DEUT | | | | | | | PA28 140 | 5720 | FWD/AFT SKINS | 0062061002 | CRACKED | 20030214006 | ONT |
| BK117 B 2D | 6210 | MAIN ROTOR BLADE | 117151311 | CRACK | 20030125001 | PNR | PA28R 200 | 3220 | NOSE GEAR TRUNIO | 6705403 | CRACKED | 20030107010 | QUE |
| BO105 C BS | 6320 | BEARING BUSHING | 4638303008 | SPINNING | 20030123004 | ONT | PA31 | 3210 | TUBE | 65010 | 2TARE APROX 1/4 | 20030319001 | ATL |
| BO105 C CDN | 6320 | AINBEARING | 4638302023 | SCRAP | 20030327004 | ONT | PA31 | 3230 | POWER PACK | OAS29305 | UNSERVICEABLE | 20030228015 | ONT |
| BO105 C CDN | 7260 | STUD | AN150832 | BACKED OUT | 20030321006 | ONT | PA31 310 | 2400 | NEG FIELD WIRE | | CHAFED | 20030206003 | QUE |
| BO105 C CDN | 7321 | FCU | 23065104 | INTERNAL FAILURE | 20030103014 | ONT | PA31 350 | 3297 | NIL/UNKNOWN | | | 20030227006 | QUE |
| BO105 C CDN | 7323 | GOVENORS | 23065125 | INTERNAL MALFUNCTION | 20030103015 | ONT | PA31 350 | 7600 | L/H CABLE ASSY | 2489418 | SEIZED | 20030318006 | QUE |
| FOKKER | | | | | | | PA31T | 0000 | RUDDER TORQUE TU | | CORRODED | 20030324006 | PAC |
| F28 MK1000 | 2612 | ELECT.CONTRL UNIT | 31072 | SENSITIVE TRANSIENT | 20030106012 | PNR | PA31T | 2434 | CABLE ASSY | 2929316 | BURNT | 20030106008 | PNR |
| GRUMMAN | | | | | | | PA31T | 5312 | BULKHEAD | 4521504 | CRACKED | 20030114007 | PNR |
| G 159 | 2421 | ALT REAR BEARING | | DISINTEGRATED | 20030311002 | PNR | PA31T | 5540 | RUDDER TORQUE TU | | | 20030324005 | PAC |
| GULFSTREAM | | | | | | | PA31T2 | 5511 | SPAR ASSY | 4653824 | CRACKED | 20030211007 | ONT |
| 690D | 3422 | IND GYRO HORIZON | 102004104 | AILED | 20030108005 | ATL | PA31T2 | 7500 | REGULATOR VALVE | 5842281H5210 | NORMAL APEARANCE | 20030313003 | ONT |
| HAWKER SIDDELEY | | | | | | | PA34 200T | 2820 | HEATER FUEL LINE | 3716742 | CORRODED | 20030107018 | PNR |
| HS 748 2A | 0000G | PS/VHF ANTENNA | C14510700 | CRACKED | 20030103003 | ONT | PA34 200T | 3221 | NOSE GEAR MOUNT | | CRACKED | 20030324004 | QUE |
| HS 748 2A | 3220T | OGGLE | 200143255 | BREAK | 20030312004 | ONT | PA46 500TP | 6122 | SHAFT (DRIVE) | | SHEARED | 20030124004 | ONT |
| HUGHES | | | | | | | ROBINSON | | | | | | |
| 369D | 7500 | TUBE ASSY-COMP | 369H8407 | HOLES | 20030211006 | PNR | R44 | 2910 | BRACKET | D2022 | CRACKED | 20030320004 | ONT |
| FOKKER | | | | | | | SCHWEIZER | | | | | | |
| F28 MK1000 | 2612 | ELECT.CONTRL UNIT | 31072 | SENSITIVE TRANSIENT | 20030106012 | PNR | 269C | 2520 | BELT SET | 269A55125 | CRACKED | 20030311006 | ONT |

| MAKE/MODEL | ATA | PART NAME | PART NO. | PART CONDITION | CTRL NO. | RGN | MAKE/MODEL | ATA | PART NAME | PART NO. | PART CONDITION | CTRL NO. | RGN |
|--------------------------|------|-----------------------|---------------|--------------------|-------------|-----|-----------------------------|------|--------------------|-----------------|--------------------|--------------|-----|
| 269C | 7322 | CONTROL CABLE | 269A4897901 | STIFF | 20030311005 | ONT | CF6-80C2B6F | 7260 | CONTROL ALT | | | 200303115001 | QUE |
| 269C 1 | 6330 | CONTROL UNIT | 269A9533001 | FAILED | 20030103002 | PNR | CJ610-6 | 2435 | STARTER GENERATOR | 3083949AT | FAILED | 20030110006 | PNR |
| SHORT&HARLAND | | | | | | | PRATT & WHITNEY | | | | | | |
| SD3 60 | 3250 | FLEXIBLE HOSE ASS | D3730311XA | LEAKING | 20030327008 | PAC | JFTD12A-4A | 7310 | FUEL CONTROL UNIT | 7045402L2 | FAILED | 20030331006 | PAC |
| SD3 60 | 5520 | BALANCE WEIGHT | VARIOUS | SEPARATED | 20030220005 | PAC | JT15D-1 | 7200 | TO BE DETERMINED | | | 20030219001 | NCR |
| SD3 60 | 5520 | BRACKET, BALANCES | D3316213XB | CRACKED | 20030225002 | PAC | JT8D-17 | 4930 | APU | | | 20030224003 | PNR |
| SD3 60 300 | 2750 | FLAP SELECTOR CASE | D3452597XA | BROKEN | 20030110002 | NCR | JT8D-17 | 7250 | ENGINE | | | 20030313007 | PNR |
| SIKORSKY | | | | | | | JT8D-17A | 4920 | COOLING FAN ASSY | | | 20030221010 | PAC |
| S61N | 6210 | BLADE | 6117020201067 | CRACKED | 20030212009 | PAC | JT8D-17A | 4950 | APU | | FAILED | 20030224004 | QUE |
| S64E | 7330 | COMPENSATOR CAPACTOR | B12551 | FAILED | 20030102002 | PAC | JT8D-219 | 7230 | 13 STAGE MANIFOLD | 777843 | UNKNOWN | 20030108013 | QUE |
| 269C | 2520 | BELT SET | 269A55125 | CRACKED | 20030311006 | ONT | JT8D-219 | 7250 | TURBINE BLADES | | DAMAGED | 20030107017 | QUE |
| 269C | 7322 | CONTROL CABLE | 269A4897901 | STIFF | 20030311005 | ONT | JT8D-9A | 7310 | FUEL SUPPLY LINE | 523994 | WORN | 20030120008 | ATL |
| 269C 1 | 6330 | CONTROL UNIT | 269A9533001 | FAILED | 20030103002 | PNR | JT8D-9A | 7321 | FUEL CONTROL UNIT | JFC602 | SHEARED SHAFT | 20030109001 | ATL |
| SWERINGEN | | | | | | | PT6A-135 | 7810 | LARGE EXIT DUCT | 3031988 | CRACKED | 20030311004 | PNR |
| SA226TC | 3230 | RELAY | A882DL | BROKEN | 20030227002 | PNR | PT6A-27 | 7230 | 1ST STG STATEVANE | 3031951 | FRACTURED | 20030318007 | PNR |
| SA226TC | 3260 | SWITCH | 1E9516 | INTERMIITENT | 20030117008 | PNR | PT6A-28 | 7530 | ENGINE | | SURGING | 20030113003 | ONT |
| SA226TC | 5210 | RECEPTACLE | 2720063907 | CRACKED | 20030313004 | PNR | PT6A-34 | 2435 | STARTER GEN | 2CM306D4 | FAILED | 20030120007 | ONT |
| SA227AC | 2910 | HYD LINES | 2781006475 | CHAFED | 20030106009 | PNR | PT6A-41 | 7230 | COMPRESSOR STATOR | 310686201 | FAILED | 20030106007 | PNR |
| engines | | | | | | | PT6A-41 | 7230 | ENGINE | | FAILED | 20030225007 | ATL |
| ALLISON | | | | | | | PT6A-41 | 7260 | ENGINE | | FAILED | 20030218011 | ATL |
| AE-3007A1 | 8000 | TBA | TBA | TBA | 20030130001 | QUE | PT6A-65B | 6120 | SEAL, RING, | 3022852 | UNKNOWN | 20030130002 | PAC |
| 250-C20 | 7250 | TURBINE ASSY | 6898734 | BINDING | 20030314004 | ONT | PT6A-67AG | 7314 | FUEL PUMP | AN4101 | LEAKING | 20030108006 | ATL |
| 250-C20B | 0000 | SEAL ASSEMBLY | 406340104101 | FAILED | 20030318001 | PNR | PT6A-67B | 6140 | CSU | NORMAL | | 20030325012 | QUE |
| 250-C20B | 7260 | BALANCE RETAINER RING | 23009342 | BROKEN | 20030204011 | PAC | PT6A-67B | 7930 | OIL PRESS TRANS | PT20RTPE1000200 | CORRODED | 20030312012 | QUE |
| 250-C20R/2 | 7250 | TURBINE ASSEMBLY | | | 20030127001 | QUE | PT6A-67D | 8550 | OIL FILTER | 3034292 | PLUGGED-CARBON | 20030228014 | QUE |
| 250-C30P | 7310 | GOVERNOR | 23065125 | NEW | 20030124002 | QUE | PT6A-67D | 7230 | ENGINE | | FAILED | 3 SDRs | VAR |
| 250-C30P | 7321 | FUEL CONTROL UNIT | | FROZE | 20030108001 | QUE | PT6A-67D | 7250 | PT BLADES | | FAILED | 20030108007 | ATL |
| 250-C30S | 7200 | TUBE ASSY | 23001846 | CONTAMINATED | 20030204017 | PAC | PT6A-67D | 7260 | CARBON SEAL | | CRACKED | 20030123010 | ONT |
| AVCO LYCOMING | | | | | | | PT6A-67D | 7532 | ENGINE | | CRACKED | 20030207008 | PAC |
| AEIO-360-A1B6 | 8520 | CRANKCASE SEAL | 5L13792 | BLOWN OUT | 20030116004 | ONT | PW123 | 0000 | OIL COOLER | | LEAKING | 20030326005 | QUE |
| HO-360-C1A | 8520 | CAMSHAFT | SL18840 | OUT OF LIMITS | 20030129003 | QUE | PW123AF | 7600 | FUEL HEATER | 312007502 | FISSURE | 20030207002 | ATL |
| HO-360-C1A | 8530 | CYLINDER ASSY | LW12417 | LEAKING | 20030103004 | ATL | PW150A | 6122 | OVERSPEED GOVERNOR | | | 20030218010 | ONT |
| IO-360-B1B | 7414 | SHAFT ASSY | UNKNOWN | CRACKED | 20030321004 | PNR | PW150A | 7311 | OIL COOLER BY-PASS | | | 20030109004 | ONT |
| IO-360-M1A | 7810 | EXHAUST PIPES | | CRACKED | 20030103010 | PNR | PW150A | 7532 | P2.2 BLEED VALVE | | | 20030109005 | ONT |
| IO-360-M1A | 8530 | C LINDERS | L2W12397 | PITTED | 20030103009 | PNR | PW4060 | 7230 | NIL/UNKNOWN | | | 20030205002 | QUE |
| IO-540-AA1A5 | 8520 | BUSHING | LW13923 | CRACKED | 20030214003 | PNR | R-1830-92 | 8530 | CYLINDER | 116733 | CRACKED | 20030228012 | ONT |
| IO-540-C4B5 | 2421 | RING GEAR ASSY | 7503085 | CRACKED | 20030108002 | QUE | R-985-AN-14B | 8530 | CYLINDER | 399353 | OVERHAUL | 20030115008 | PAC |
| IO-540-K1A5 | 7414 | ENG DATA PLATE | 753690 | WRONG TIMING | 20030214002 | PNR | R-985-AN-14B | 8530 | NIL/UNKNOWN | | | 20030318008 | QUE |
| O-235-L2C | 7322 | CARBURETOR | 105267 | | 20030212003 | PNR | ROLLS ROYCE | | | | | | |
| O-320-D2J | 8520 | CRANKSHAFT | LW17071 | | 20030328001 | ONT | BR700-715A1-30 | 7261 | OIL PUMP | LR47000A | FAILED | 20030306007 | QUE |
| O-320-D2J | 8520 | CRANKSHAFT | LW17031 | CORRODED | 20030131002 | PNR | DART 534-2 | 7120 | ENGINE | | | 20030110005 | ONT |
| O-320-E2D | 8530 | CYLINDER | SL32006WA21P | STUCK | 20030211003 | ONT | DART 534-2 | 7261 | ENGINE | 5342 | METAL CONTAMINATED | 20030327006 | ONT |
| O-320-E3D | 8550 | OIL FILTER | CH48110 | LEAKING | 20030331002 | ONT | RB211 TRENT 772B-60 | 7260 | ENGINE | | | 20030116005 | QUE |
| O-320-H2AD | 8520 | CRANKSHAFT | LW15916 | CORRODED | 20030212004 | PNR | RB211 TRENT 772B-60 | 7297 | ENGINE | | | 20030228006 | QUE |
| O-360-A4K | 8530 | CYLINDER #2 | O5K21104CKP | FISSURE | 20030331001 | QUE | RB211-22B-02 | 7200 | NIL/UNKNOWN | | | 20030214001 | QUE |
| O-360-F1A6 | 8530 | CYLINDER | CL12CN | CRACKED | 20030122008 | PNR | RB211-524B4-02 | 7200 | ENGINE | | | 20030113013 | QUE |
| TIO-540-A2B | 7810 | CLAMP | 557584 | BROKEN | 20030319006 | PNR | RB211-524B4-02 | 7250 | ENGINE | | | 20030130005 | QUE |
| TIO-540-A2B | 8520 | BOLT | STD2209 | SHEARED | 20030103019 | ONT | SPEY 511-8 | 7230 | AS20625/K186114 | 7234 | FAILED | 20030324010 | QUE |
| TIO-540-A2C | 7414 | RETARD POINTS | | FALLING OFF | 20030214004 | ONT | TELEDYNE CONTINENTAL | | | | | | |
| TIO-540-A2C | 8520 | R/H CRANKCASE | | CRACKED | 20030107013 | QUE | GTSIO-520-D | 8011 | SHAFT GEAR | 631847 | BROKEN | 20030116003 | QUE |
| TIO-540-J2B | 8520 | ENGINE | | METAL CONTAMINATED | 20030310002 | PNR | IO-470-L | 7414 | MAGNETO ASSY | 6310 | FAILURE | 20030227001 | PNR |
| TIO-540-J2BD | 7310 | FUEL NOZZLE LINE | LW120980100 | BROKEN | 2 SDRs | ONT | IO-520-F | 8520 | ENGINE | | DISCONNECTED | 20030225005 | PNR |
| TIO-540-J2BD | 8120 | TURBOCHARGER | THO8A60 | CRACKED | 3 SDRs | PNR | IO-550-C | 8530 | INTAKE TUBE | 655238 | CRACKED | 20030318005 | QUE |
| TIO-540-J2BD | 8530 | CYL BASE NUT | 383B | | 20030123005 | ONT | IO-550-F | 8530 | CYLINDER | | WORN | 20030325007 | QUE |
| TIO-540-J2BD | 8530 | PISTON | | MELTED | 20030328007 | QUE | O-200-A | 8011 | DRIVE GEAR | | WORN | 20030318011 | ONT |
| TIO-540-R2AD | 6122 | PROP GOVERNOR | 210718 | FAILED | 20030106016 | ONT | O-200-A | 8530 | CYLINDER HEAD | 641917 | CRACKED | 20030320003 | PNR |
| BOMBARDIER ROTAX | | | | | | | O-200-A | 8530 | EXHAUST VALVE | | STICKY | 20030331007 | PNR |
| 912 A3-F3 | 8530 | CYLINDER | 913220 | IMPACT DAMAGE | 20030207006 | ONT | TSIO-520-E | 7921 | OIL COOLER | 636900 | CRACKED | 20030218009 | QUE |
| 912 S3 | 8530 | EXHAUST VALVE | 854116 | BROKEN | 2 SDRs | VAR | TSIO-520-VB | 7921 | OIL COOLER | 636900 | CRACKED | 20030225006 | QUE |
| CFM INTERNATIONAL | | | | | | | propellers | | | | | | |
| CFM56-5A1 | 7200 | POWER PLANT | | | 20030304002 | QUE | HARTZELL | | | | | | |
| CFM56-5A1 | 7230 | ENGINE ASSY | | | 20030106005 | QUE | HC-B3TN-3B | 6122 | CAM ASSY | CT2CE10381 | CRACKED | 20030205006 | ONT |
| GARRETT | | | | | | | HC-B4MP-3B | 6120 | PROPELLER | | FAILED | 20030317008 | PNR |
| TFE731-2-2B | 7230 | ENGINE | | | 20030307002 | QUE | HC-C4YR-2 | 6122 | PROP GOVERNOR | H210800 | RPM HUNTING | 20030102006 | PNR |
| TFE731-2-2B | 7314 | ENGINE FUEL PUMP | 307085063 | FAILED | 20030225001 | QUE | HC-E4A-3I | 6110 | BLADE BEARING | | CRACKED | 20030324002 | PAC |
| TFE731-5R-1H | 7260 | ACCESSORY GEARBOX | 307000315 | OILY | 20030110001 | QUE | HC-E4A-3I | 6114 | HUB | E3932 | FAILED | 20030114003 | PAC |
| TPE331-10UGR | 2435 | STARTER-GENERATOR | 23079009 | SEIZED | 20030110004 | PNR | UNKNOWN | 6122 | BASE | 51742 | CRACKED | 2 SDRs | PNR |
| TPE331-10UGR | 7230 | COMPRESSOR BRG | 31037081 | SPALLED | 20030103008 | PNR | MCCAULEY | | | | | | |
| GENERAL ELECTRIC | | | | | | | D2A34C58 | 6111 | PROPELLER | D3A36C435A | FAILED | 20030305008 | PNR |
| CF34-3A1 | 2913 | ENGINE DRIVEN PUMP | 601R751133 | FAILED | 20030116002 | QUE | 3AF32C504C | 6111 | BEARINGS | A5270 | DENTED | 20030103001 | PNR |
| CF34-3B1 | 8000 | R/H ENGINE | CF343B1 | FAILED | 20030116001 | NCR | | | | | | | |
| CF6-80C2B6F | 7230 | NIL/UNKNOWN | | | 20030226001 | QUE | | | | | | | |

MAKE/MODEL ATA PART NAME PART NO. PART CONDITION CTRL NO. RGN

equipment

| | | | | | | |
|----------------------------|------|----------------------|----------|------------------|-------------|-----|
| AEROQUIP | | | | | | |
| AE70110 | 1410 | HOSE | | GOUGED/GROOVED | 20030207005 | ONT |
| 390A20D48 | 7310 | FITTING (SOCKET) | AN21220D | CRACKED/CORRODED | 2 SDRs | PAC |
| AIRBORNE | | | | | | |
| 1H525 | 7713 | CHECK VALVE MANIFOLD | | | 2 SDRs | ONT |
| CESSNA | | | | | | |
| C4140070102 | 2300 | MOTOR | 19A6002 | BEARINGS WORN | 20030317004 | ONT |
| FORD | | | | | | |
| DOFF10300B | 2434 | ALTERNATOR | | | 20030331008 | ATL |
| LUCAS | | | | | | |
| 23088002A | 2435 | BEARING | 03600923 | FAILED | 20030321013 | ATL |
| MICHELIN | | | | | | |
| 0773670 | 3244 | TIRE | 0773670 | | 20030320006 | NCR |
| POINTER | | | | | | |
| PS400010 | 0000 | EMERGENCY LOCATOR SW | | | 20030331010 | NCR |
| PRATT & WHITNEY | | | | | | |
| PT6T3B | 2435 | STARTER-GENERATOR | 23046020 | FAILED | 20030108018 | PAC |
| SLICK | | | | | | |
| 4372 | 7414 | IMPULSE COUPLING | M3100 | LOOSE RIVET | 2 SDRs | ONT |
| ZENITH | | | | | | |
| P94B12203C | 7314 | SAME | SAME | UNSERVICEABLE | 20030203005 | PNR |

MAKE/MODEL ATA PART NAME PART NO. PART CONDITION CTRL NO. RGN

LEGEND

ATA Air Transport Association number defining
 assembly/system/component

SDR NO. TCA assigned SDR control number -
 please quote in any correspondence or inquiries

RGN TCA region of SDR submitter:
 PAC = Pacific, **WST** = Western, **CTR** = Central,
 ONT = Ontario, **QUE** = Quebec, **ATL** = Atlantic,
 OTT = Ottawa (HQ),
 VAR = more than one Region

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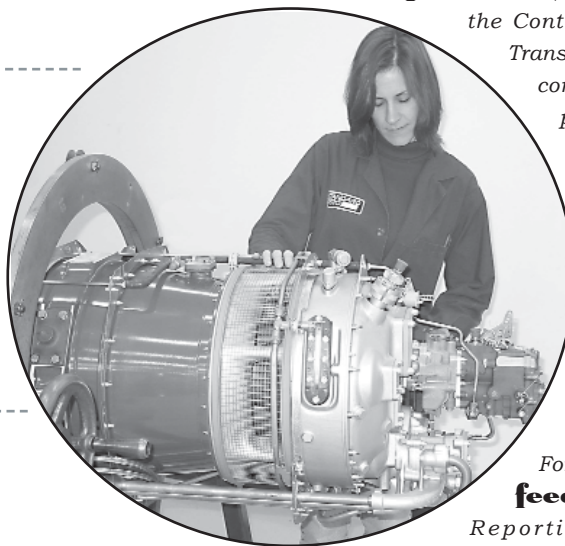
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