Transport Canada Transports Canada

TP 6980E

Issue 1/2006

feedback

Canadian Aviation Service Difficulty Reports

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hangar noise

A Message for Aircraft Maintenance Personnel

Acquisition of Type Certification Holder Responsibilities to Viking Air Ltd. for the DHC-1 through DHC-7

Viking Air Limited of Sidney, British Columbia, has acquired the Type Certificates (TC) for seven de Havilland aircraft products from Bombardier Aerospace. These legacy aircraft include the DHC-1 Chipmunk (TC A-19), DHC-2 Beaver (TC A-22), DHC-3 Otter (TC A-27), DHC-4 Caribou (TC A-49), DHC-5 Buffalo (TC A-77 & A-124 Special Purpose), DHC-6 Twin Otter (TC A-82) and DHC-7 Dash 7 (TC A-120).

Since 1983, Viking Air has held the exclusive rights to spare parts manufacturing and distribution for the venerable DHC-2 Beaver and the DHC-3 Single Otter aircraft, and has been a major supplier to Bombardier on the DHC-6 Twin Otter and DASH Series product lines. Viking Air now provides a complete range of services for de Havilland's out of production aircraft, including spare part manufacturing and distribution, sales and customer service, technical support, and engineering services.

Historically, de Havilland has produced aircraft of unmatched quality and reputation, and the global demand for de Havilland products remains incredibly strong. This acquisition opens up a number of new market opportunities for Viking Air. This represents a major opportunity to establish a product oriented aerospace industry in Western Canada and enhance an already vibrant aviation presence in this region.

In all, approximately 3,500 de Havilland Canada aircraft were produced from 1947 to 1988, the largest fleet of aircraft produced in post war Canada. A large percentage of these aircraft are still in use today. The prototype DHC-2 Beaver, DHC-6 Twin Otter and DASH 7 are currently housed at the Canadian Aviation Museum in Ottawa, along with several other de Havilland Canada heritage aircraft.

Viking Air s infrastructure, professionalism and personnel have demonstrated to Transport Canada their commitment and support in accepting the responsibilities imposed by the acquisition of these Type Certificates. Viking Air is now responsible for the requirements of the Civil Aviation Regulations (CAR) 511, Approval of the Type Design of an Aeronautical Product. Viking Air will address all issues in regards to Continuing Airworthiness for the aircraft for which they now hold type design responsibilities. Transport Canada welcomes Viking Air Limited as a Canadian Type Certificate Holder of de Havilland aircraft, which have been part of Canadian history since 1946.

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/civilaviation/certification.

To ensure continued delivery, send any address changes to:
Transport Canada, Civil Aviation Communications Centre (AARA), Place de Ville, Ottawa, ON, K1A ON8.

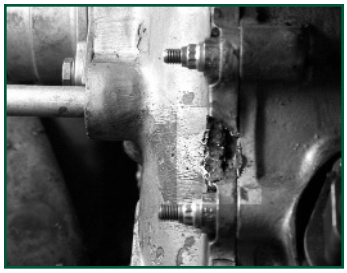
Cette publication est aussi disponible en français.

fixed wing

AÉROSPATIALE ATR 42

SDR # 20050427005

Electrical Harness Arcing



Shortly after aircraft departure, the No.2 AC generator went off-line. The aircraft returned to its point of departure for verification by maintenance personnel. Technicians replaced the generator control unit (GCU), which did not rectify the problem. Further investigation revealed that arcing had occurred between the AC electrical harnesses at the "D" flange location of the engine case.

The arcing caused a noticeable portion of the engine case at the D flange location to be damaged. Short circuits in electrical systems constitute a serious fire hazard and also may cause the destruction of electrical wiring and damage to units of electrical equipment. Visual inspection of proper routing and clearances for electrical wiring harnesses are not always given the same attention as other system installations. This service difficulty is an example of the significance of wiring harness routing and clearance.

BEECH C90A

SDR # 20051216003

Resistor Overheated

An overheated resistor, R145, was discovered at the top of the forward bulkhead behind the instrument panel during a routine inspection. The fluorescent light resistor, P/N 2K40D10, was scorched and had slightly burned the insulation located behind the glare shield.

A company fleet-wide campaign produced three (3) similar defects.

Transport Canada (TC) recommends maintainers to carry out a detailed inspection of this area to ensure that adequate clearance between the secured resistor assembly and aircraft insulation is maintained.

The operator noted that resistor, P/N D25K10R, has been superseded by P/N 2K40D10.

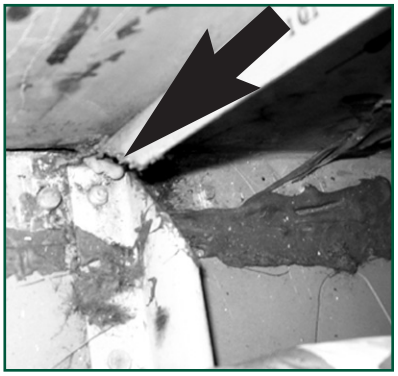
BEECH 200

SDR # 20051208008

Bulkhead Cracked

While troubleshooting a pressurization snag on the aircraft undergoing maintenance at an operator s facility, maintenance discovered a 3.5 long crack in a section of the bulkhead lower flange attached at the rear spar at FS 227. The crack was causing a major pressurization leak that could be felt outside of the aft spar box on the exterior of the aircraft. No specific repair instructions are provided in the maintenance manual for this damage.

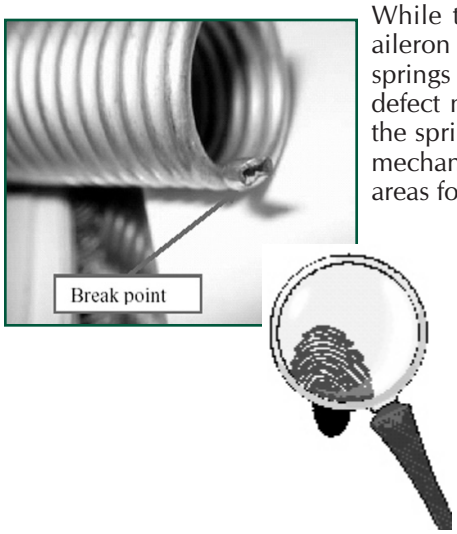
Upon completion of repairs a pressurization test was completed and the aircraft returned to service.



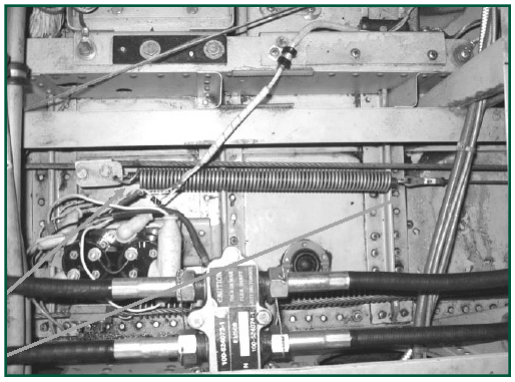
This defect underlines the importance of careful visual inspection when the aircraft is undergoing maintenance.

BEECH 1900D SDR # 20051129002

Aileron Spring Fractured



While taxiing the aircraft, the flight crew noticed a full left bias deflection in the aileron system. Maintenance discovered that one of the aileron/rudder interconnect springs had fractured near the end ring that provides connection to the bridle. This defect may have been induced during phase inspection requirements in removal of the springs during tensioning procedures. The tool marks from a set of pliers or other mechanical means during the removal process may have scored the spring, providing areas for stress risers to develop.

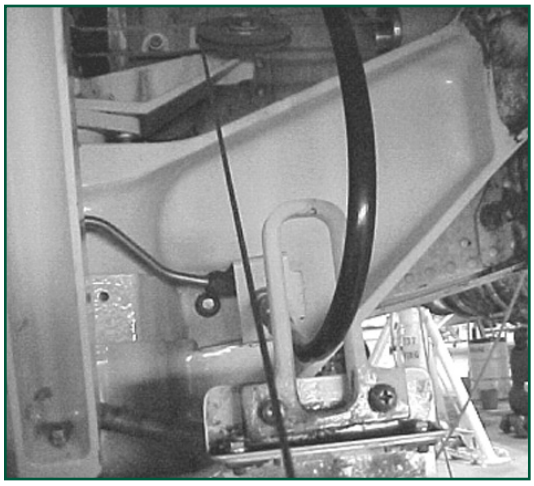


The operator issued a supplemental inspection into their process control to avoid future occurrences of this defect. Maintainers should remain vigilant when inspecting this area and judiciously use the correct tool to prevent damage to aircraft hardware.

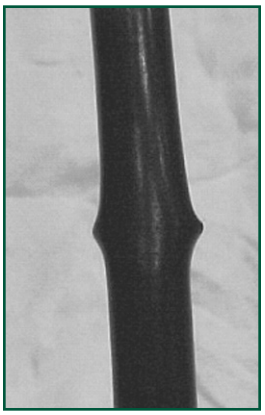
BOEING 737 SDR # 20051128009

Nose Gear Extension/Retraction Anomalies

The subject aircraft had intermittent history associated with nose gear extension/retraction anomalies. The Pilot reported that the gear lever had to be cycled twice to get the nose gear to extend. A visual inspection was carried out with no obvious faults. The aircraft was ferried back to base with the nose gear selected down.



Upon arrival the transfer cylinder and lock actuator were replaced, along with the nose ski actuator, without successful rectification of the anomaly. The selector valve was then replaced and a test flight conducted, which verified positive operation. Selector valve, P/N 10-61213-1, appeared to have cured the snag. During troubleshooting it also appeared that greasing the points of the nose gear made a difference.



During a recent heavy check this issue was further investigated. Flex line, P/N BACH8A04NM0274T, is a Teflon flex line supplying hydraulic fluid to the nose gear ski actuator. This line was found kinked. It is believed that this finding also contributed to the extension/retraction anomalies by restricting the flow to the nose gear ski actuator.

The aircraft is being monitored as part of the reliability program review.

During troubleshooting the operator noted that nose gear grease fittings were missing and has established an inspection of Main and Nose Landing Gear grease fitting throughout the fleet. It should be noted that some defects can be rectified with part replacement but further investigation and inspection is a prudent approach. Those hidden anomalies can lay dormant and eventually fail causing more down time and possible safety hazards.

BOEING 737 SDR # 20051222008

Flap Fairing Attachment Bolt Migration

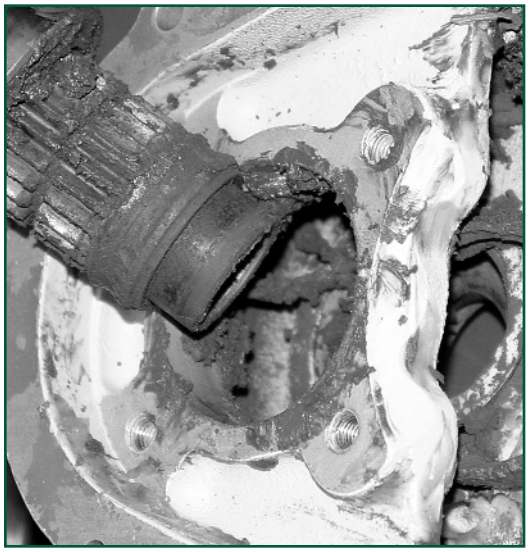
During ground inspection it was discovered that the AFT attachment bolt of the No. 3 flap fairing had migrated inboard and punctured a hole through the composite fairing. The aircraft was removed from service for repairs.

Upon further investigation, three (3) of the fairing AFT attachment bolts were found without cotter pins installed, two nuts had backed off and the third had separated completely allowing the bolt to migrate. This aircraft had recently had a base visit during which the fairing was removed for access. An investigation is underway with the facility that performed the work.

Human Factors concerns are still prevalent throughout the aviation community. Try to stay out of those elements that cause Human Factors issues to infuse themselves while carrying out your professional duties as an aviation technician. 🛠

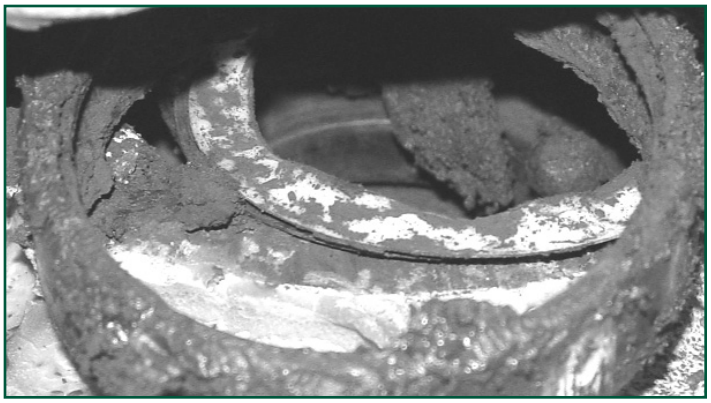
BOEING 767 SDR # 20040920001

Horizontal Stabilizer Trim Actuator - Severe Corrosion



The horizontal stabilizer actuator assembly, P/N 251T4310-1, was removed from the airplane after maintenance personnel observed rusty grease on the ball screw. Following examination both bearings, P/N 105KS, (Ref: CMM 27-41-01, Item 95) and pinion (Item 100) were found heavily corroded inside the housing assembly, P/N 251T4324-1. The bearings were so corroded that they broke apart upon removal.

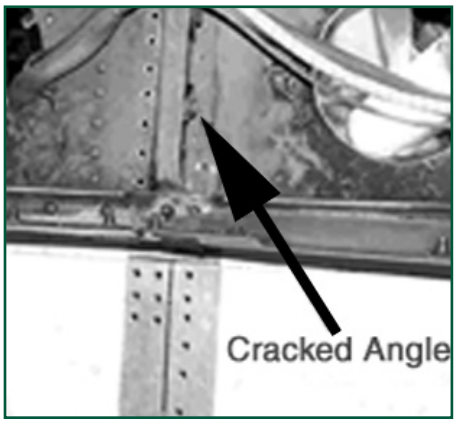
The SDR submitter also stated that water ingress is suspected to have occurred (water accumulation) in the housing assembly P/N 251T4324-1. Additionally, the web service difficulty reporting (WSDR) database contains a number of other past and more recent SDRs reporting similar corrosion problems on the horizontal stabilizer actuator.



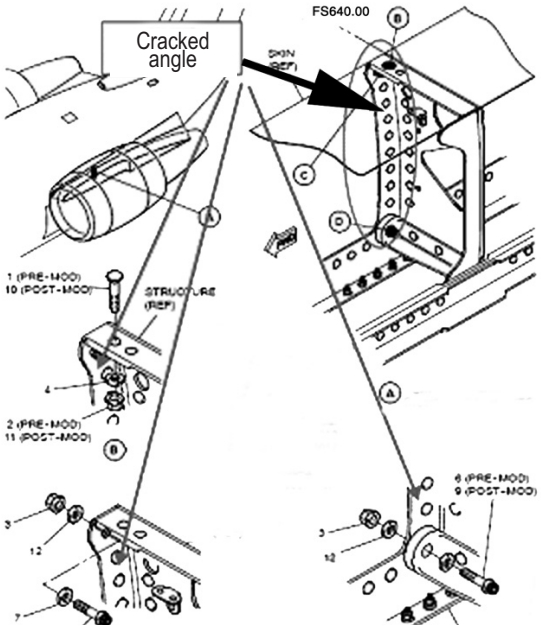
Transport Canada Civil Aviation (TCCA) reported this SDR to the FAA expressing our concerns about severe corrosion of the stabilizer trim actuator, and the possibility of reduced controllability of the aircraft.The FAA requested that Boeing make a Safety Determination on the effects of severe corrosion and the effect of the stabilizer trim actuator jamming and reduced controllability of the aircraft. 🛠

BOMBARDIER CL600-2B19 SDR # 20051208010

Engine Pylon Formed Angles Cracked



While replacing the engine pylon bolts as per Service Bulletin (SB) 601R-54-005, the AME working in the area noticed that both the left and right side formed angles inside the engine pylon at FS640, Stringer 10, were cracked. Both the left side angle, P/N 601-37003-81, and the right side angle, P/N 601-37003-82, were removed and replaced.

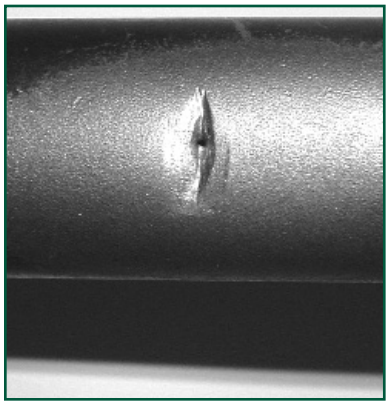


As in this case, an astute technician also found another defect in the immediate area. Good work!

CESSNA 152 SDR #20051211002

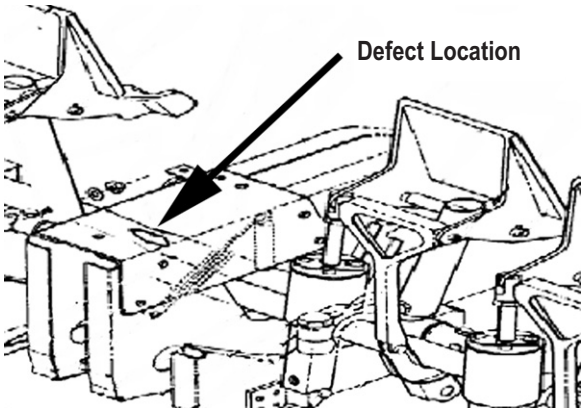
Rear Rudder Bar Worn

During a 100-hour inspection of a Cessna 152, the rear rudder bar was found to have a hole worn through it on the co-pilot side.



The plastic centre console is attached to the rudder pedal covers with screws. If the screws are too long, they will wear into the rudder bar over time. This could eventually cause the rudder bar to fail causing the loss of rudder control.

This was the second identical finding on a similar airplane.



Always ensure that correct parts are installed!

CESSNA A185F SDR # 20051004001

Serviceable Grease Fittings

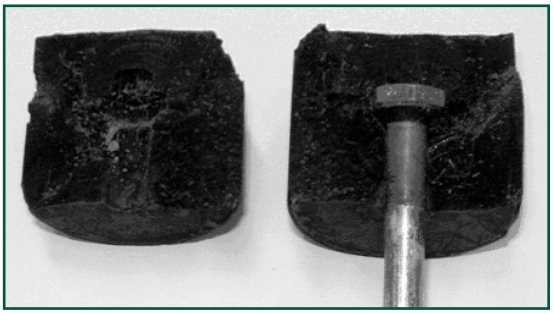
A Cessna 185 aircraft was on WIPAIRE(amphibious) floats, Model 3450A, and upon landing, the pilot noticed that the aircraft was pulling to the left. After inspection, the problem was found to be originating from the right front float wheel. The wheel was disassembled, and corrosion was discovered on the block nose gear swivel , P/N 21AD6318-005, and on the scissor, P/N 30A06000-024. The lower portion of the scissors was missing lubrication. The left wheel was inspected as a precaution, no defects were found.

This is the time of year for maintenance to be carried out on amphibious floats. Serviceable grease fittings with routine grease schedules can prevent costly operational down-time.

DE HAVILLAND DHC 8-200 SDR # 20050602005

Excessive Elevator Control Travel

An abnormal amount of elevator travel was observed during flight control range of travel checks. Maintenance discovered one upper elevator stop bumper assembly was missing and the other upper elevator stop bumper assembly split. No damage was noted to the surrounding structure.



Bumpers had been replaced 215 cycles earlier, and the elevator stop bumper assemblies were replaced in accordance with the Aircraft Maintenance Manual, AWL TR 2-20 and CF-2001-08.

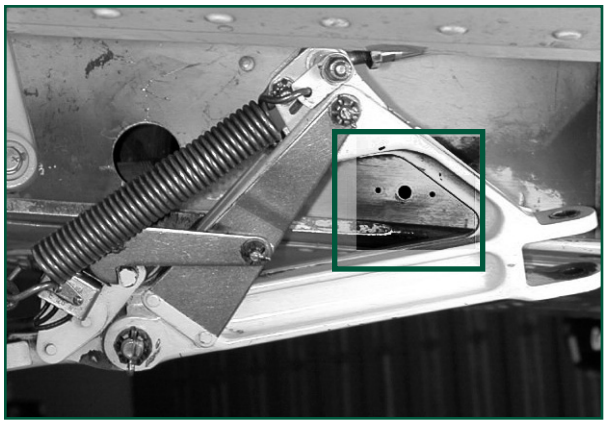
Canadian Airworthiness Directive CF-2001-08R1 indicated that a DHC-8 aircraft experienced an elevator trim problem in flight, due to a broken or missing elevator stop bumper. Investigation revealed that failure of the elevator stop bumper could lead to an elevator over-travel and damage to the elevator trailing edge if it impacts the top portion of the rudder. The damaged elevator can then jam the spring tab, which could result in reduced controllability of the aircraft. A life limit was therefore introduced for the elevator stop bumpers and revised when in-service experience indicated that the elevator stop bumpers were deteriorating prior to the original life limit.

Transport Canada has received four (4) reports of deteriorating or missing elevator stop bumpers since the issuance of this Airworthiness Directive.

Stay vigilant during inspection of this area for deteriorating or missing elevator stop bumpers and report any reportable Service Difficulties as per CAR 591. 🛠

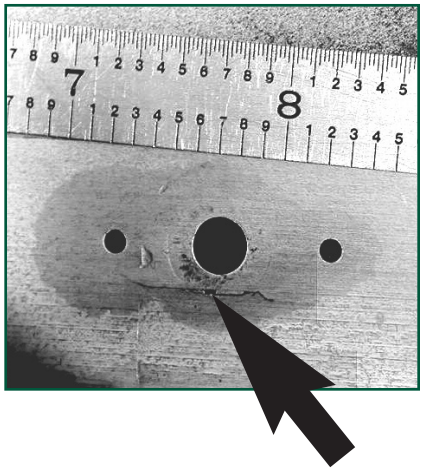
PIPER PA 28R200 SDR # 2005123004

Wing Spar Cracked



During scheduled maintenance, a wing main spar extrusion crack was discovered near the main landing gear sidestay support brackets on the left and right sides. The spar cracks run spanwise in the fillet radius and extend through the full thickness of the spar web. The longest crack is about 1.25" long.

Theses defects were initially detected through an inspection hole looking at forward side of spar web and later confirmed by removal of sidestay supports and inspection from aft side.



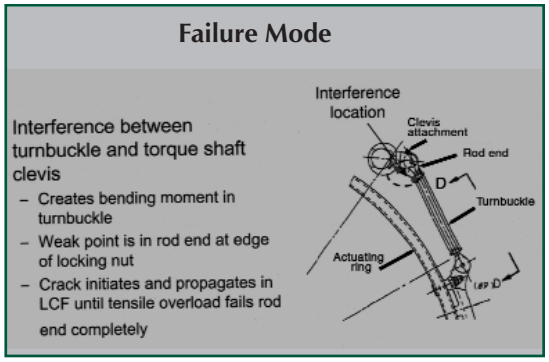
Maintainers should keep this in mind while inspecting this area; the sidestay brackets are the subject of Airworthiness Directive 97-01-01R1. The wing spar is a principal spanwise member in the structure of a wing and is subjected to even greater stresses during flight and landing. Cracks are thus more probable to occur at landing gear attachments on the rear spar. 🛠

engines

GENERAL ELECTRIC LTD CF34-3B1 (CL600-2B19) SDR # 20051128001

High Pressure Compressor (HPC) Variable Geometric (VG) System Turnbuckles - Fractured

A CAR 573-accepted, European Aviation Safety Agency (EASA) 145 maintenance organization, performing maintenance on Canadian-operated engines has reported failures of three Stage 2 VG turnbuckles, affecting two engines operating in regular revenue service. The subject engines were last inspected by this AMO. The details of the failure were a separation of the VG shaft side turnbuckle rod end, with failure occurring in the threaded portion where it meets the jam nut on the turnbuckle assembly. The failure mode has been confirmed to be low cycle fatigue (LCF), resulting from a side (bending) load induced by interference of the turnbuckle assembly with the torque shaft clevis.



One of the two engines found with the broken turnbuckle condition experienced an in-flight shutdown (IFSD). The IFSD occurred because failure of both turnbuckles did not allow the HPC Stage 2 vanes to track properly.

The other engine was found with only one broken turnbuckle and thus did not result in an operational event. The VG system can work properly for some time on one turnbuckle, however if both turnbuckles fail, an IFSD can occur.

The EASA-145 AMO (SDR submitter) has instituted specific shop procedures pending corrective action by the original equipment manufacturer (OEM). The first procedure is to inspect the Stage 2 VG turnbuckles for correct installation and replace any incorrectly installed VG turnbuckles that failed the inspection to ensure that interference will not occur.

The CF34 inlet guide vanes (IGV) and the first five stages of stator vanes are variable, and the main fuel control schedules their position as a function of the desired VG scheduling. The VG system has two turnbuckles for each of the 5 VG stages. Actual position of the variable geometry is transmitted through a feedback cable and the turnbuckles.

The engine type certificate holder (TCH) has worked closely with the foreign AMO and will soon issue a Service Bulletin (SB) addressing this problem. The TCH has reviewed the CF34-3 manuals and agree that a note within the manual may have been misinterpreted, which created the potential for the interference condition to exist. Other factors such as final rigging, position of the jam nut flats and safety wire orientation, were contributing factors in the reported VG stage 2 turnbuckle fractures. This condition is also possible on the VG system stage 3, however VG stage 2 is more critical due to turnbuckle length.

Pending corrective action by the TCH, Transport Canada Civil Aviation (TCCA) recommends that operators inspect, at the first opportunity, the VG turnbuckle rigging, the safety wire methods employed and a non-interference fit between the VG turnbuckle and the torque shaft clevis. 🛠

HONEYWELL (GARRETT) TFE731 Series (Falcon 900) SDR # 20051020003

Main Fuel Pump Element

The SDR submitter reported that the fuel filter bypass indicators on the main fuel pump assembly are frequently indicating a bypass condition. However further examination revealed that the filters were clean. One of the fleet aircraft had numerous problems with the engine filter elements tripping the bypass indicator. Extensive maintenance action was carried out on 10 separate occasions over 294 flight hours to address fuel filter bypass indications that proved to be erroneous and unfounded. The fuel, fuel tanks, manifold screens, cannon plugs and differential pressure switches were examined/tested with no defects found.

The filters can be left in service for up to 600 hours, but the filter bypass indicators are tripping anywhere from 5 to 500 hours, with the average time being less than 100 hours. All the main fuel pump filter assemblies (3) on this recent event were also tested and found serviceable.

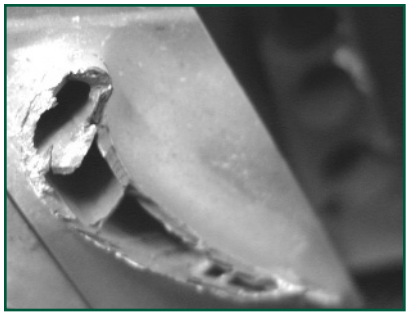
The engine OEM has now issued a service bulletin recommending a replacement filter element. The submitter stated that these problems are particularly frequent on the Falcon 900 and the HS 125 aircraft.

An SDR service history search revealed numerous reports on the subject part number P/N 897513-1, filter element. These occurrences with faulty and erratic bypass indications occurred during flight and on the ground. In numerous cases, the aircraft had to abort or delay take-off or cancel flights due to these problems.

Most of the previous SDRs reported these events (engine fuel annunciator light) occurring at high engine power settings (take-off roll). Transport Canada Civil Aviation recommends that owners and operators comply with Honeywell Service Bulletin TFE731-73-3149, that introduces a replacement filter element, P/N 897830-1. 🛠

ROLLS ROYCE AE3007A1 (Embraer 145) SDR # 20051125004

Turbine Over-Temperature



During flight, the crew reported an engine internal turbine temperature (ITT) over-temperature event of 1045 degrees Celsius for 36 seconds. This overheat condition resulted in an uncommanded in-flight shutdown (IFSD).

Engine disassembly at Rolls Royce revealed a number 1 (HPT) high pressure turbine blade failures, at the blade roots.

Total Time Since New (TSN): 8 408 hrs

Although technicians and flight crews take every precaution to prevent over-temperature of the engine, such events do occur. Often the cause of turbine over-temp is a malfunction of engine fuel control or a malfunction in the engine itself.

An SDR service history review revealed numerous reports on damaged turbines caused by exceeding the temperature limitations of the respective engines, especially during engine start-up. 🛠

ROLLS ROYCE BR700-715A1-30 (Boeing 717) SDR # 20051007001

HP Compressor Bearing Failed

During cruise flight at 33 000 thousand feet AGL, the auto-throttles began moving back and forth. The #1 engine appeared to be making a growling noise and losing power while the #2 engine was increasing power to compensate. Additionnally, the #1 engine surged three to five times followed by a smell of smoke in the cabin. Engine oil pressure decayed to 2 or 3 psig and a visual alert (red box around the oil pressure indicator) was observed by the crew.

At this point, the pilot reduced the #1 engine to idle and shut off fuel to this engine. Fan speed (N1) and gas generator speed (N2) spun down normally and the aircraft made an uneventful landing at the nearest alternate airport.

Maintenance reported that the #1 low pressure turbine (LPT) rotated normally and no oil leaks were evident in the engine or exhaust area. The oil quantity was low but there was still oil remaining in the oil tank sight glass.

Following a more detailed examination by maintenance personnel, the engine was removed and routed to Rolls Royce facility for engine teardown and evaluation. Engine disassembly revealed failure of #3 bearing of the HP compressor.

The SDR database contains several SDRs related to compressor section distress. 🛠

TELEDYNE CONTINENTAL MOTORS TCM I0-520-F (Cessna U206G) SDR # 20051031003

Engine Power Loss

Shortly after recent engine overhaul (seven (7) hours previously), the flight crew reported engine difficulties to ground maintenance control. The engine was surging and sputtering, and the aircraft was barely able to maintain the present altitude of 2 500 feet. Nothing the pilot was doing rectified the problem. After confirming that the fuel and fuel pump troubleshooting made no difference, maintenance and operations personnel advised the pilot to land immediately at the nearby airfield.

Following an uneventful landing, maintenance engineers determined that the #6 cylinder had zero compression and also bent push rods. Upon removal of the defective cylinder, it was found that the exhaust valve had fractured and the valve stem proceeded to hammer itself into the valve seat, push rods and piston.

Serviceable engine parts were installed and the aircraft then departed for homebase. However, during approach, the engine began to run rough. Following a successful landing, maintenance personnel again discovered bent push rods but with no collateral damage to any cylinders or valves.

The engine was removed and sent back for warranty action. Root cause of exhaust valve failure has not yet been determined.

The head of the exhaust valve is exposed to the heat of combustion during the combustion period. Any condition, which prevents the exhaust valve from seating properly for the required time will cause the valve to exceed the critical heat limits during periods of high power output. It is essential to always follow the engine manufacturer s specifications for valve clearances. Various methods are required for setting valves to obtain correct and consistent clearances. In all cases, follow the exact procedure prescribed by the engine manufacturer.

AME *SYMPOSIA* news

CONGRATULATIONS...

...to the winners of our door prizes:

Alvin Lal - Pacific AME symposium in Vancouver

Matthew Shumilak - Central AME symposium in Winnipeg

Trevor Shpyth - Western AME symposium in Calgary

heads UP

"Keeping Your Inlet Clean"

Inlet Barrier Filters (IBF)
TSB Aviation Safety Information A0500023-1 (A05W0140)

The Transportation Safety Board (TSB) has published an Aviation Safety Information Letter (825-A05W0140) that endorses the use of Inlet Barrier Filters, (IBF) in preventing both erosion and foreign object damage (FOD). Below is a partial transcript of the information conveyed in this letter:

Anecdotal evidence indicates that the installation of engine inlet barrier filters (IBFs), under supplemental type certificates (STCs), on certain models of light helicopters has reduced the incidence of compressor blade erosion and external FOD, and increased compressor life. Many operators have recognized the advantages of IBFs and have installed these filters on applicable models within their fleet. At the present time, there is no STC that permits IBFs to be installed in Bell 204 or Bell 205 airframes. However, there is a least one Bell 205 IBF STC currently in the certification process, with approval expected in the near future.

Turbine-powered helicopters are at risk of FOD and erosion induced compressor failure, and subsequent engine failure, if solid contaminants are ingested into the engine during operation. FOD and compressor blade erosion may occur when mud and other debris from foot ware is not removed from helicopter decks prior to engine start, and when helicopters land and depart from unprepared landing sites, where dust and loose ground material may be drawn into the engine air intake, without adequate air inlet filtration systems. The risk of compressor blade failure in turbine powered helicopters, such as what occurred in this incident, will be reduced by taking whatever design, maintenance and operational precautions are necessary to ensure that the airflow through the engine is free of all possible solid contamination in all conditions.

For safety, Transport Canada CIvil Aviation reminds the importance of careful attention to any debris entering the inlet area of your engine and recommends the installation, where available, of either an original equipment manufactured (OEM) or aftermarket STC inlet barrier filter (IBF) on your helicopter be considered.

feedback feedback feedback

equipment 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.

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

http://www.tc.gc.ca/aviation/applications/cawis-swimn

Manufacturer	Ad Number	Origin	Description
HAMILTON SUNDSTRAND	2005-23-11	US	Remove compressor impeller assemblies from service.
MICROTURBO	F-2005-180	FR	Maintaining Airworthiness - No engines presently operating commercially within Canada although one engine is installed to an Amature Build aircraft Review and compliance is to be assessed by owner.
POLICE EQUIPMENT	HB-2005-428	SW	POLICE EQUIPMENT EC135-AC62-POL - Prohibition of use / Modification / Release to service
SCHON	A-2005-004	AS	Hot Air Balloon Envelopes
SHADIN	2005-25-08	US	Equipment AD - Shadin ADC-2000 air data computers (ADC), part numbers (P/N) 962830A-1-S-8, 962830A-2-S-8, 962830A-3-S-8, configurations B, C, and D
VEGA	F-2005-169	FR	Equipment/Furnishings - Strengthening of assemblies

suspected Unapproved PARTS (SUPs)

There were no Service Difficulty Reports (SDRs) received between 1 October and 31 December 2005 that indicated any suspected unapproved parts.

In Canada, in accordance with Canadian Aviation Regulation (CAR) 591.0, SUPs should be reported indicating your suspicion of an unapproved part on a regular SDR form or on the Internet at: ***www.tc.gc.ca/wsdrs***

FAA Special Airworthiness Bulletins (SAIBs)

An 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).

http://www.faa.gov/aircraft/safety/alerts/SAIB/

NUMBER	MANUFACTURER	MODEL/DESCRIPTION	DATE
SW-06-19	Robinson Helicopter Company	R44, R44 II	12/28/2005
NM-06-18	Gulfstream American	G-73 12/23/2005	
CE-06-17	Schweizer Aircraft Corporation	Tow Hook Models 1D112-15 and 1D112-16	12/20/2005
CE-06-16	Aeromot-Industria Mecanico . Metalurgica Ltda	AMT-100, AMT-100 (modified to AMT-200) AMT-200, AMT-200S, AMT-300	12/16/2005
SW-06-15	Sikorsky Aircraft Corporation	S-76 series rotorcraft	12/16/2005
NE-06-03R1	Schweizer Aircraft Corporation	269 series rotorcraft	12/15/2005
NE-06-14	Performance Variable e.K.	Parachutes	12/12/2005
NE-06-13	Turboprop airplanes	Using propellers with four or more blades	12/12/2005
NE-06-12	Rolls-Royce Corporation	250-C30R/3, -C30R/3M, -C47B, and -C47M engines	12/02/2005
CE-06-11	Sierra Hotel Aero, Inc. (North American Aviation, Ryan Aeronautical)	Navion (all models and all serial numbers)	11/29/2005
CE-06-10	deHavilland Inc.	DHC-2 Mk. I, II, and III 11/18/2005	
CE-06-09	Sukhoi	SU-29 11/15/2005	
NE-06-08	**corrected copy** Lycoming	Four and six cylinder, dual magneto engines with rear mounted propeller governor drives	11/09/2005
CE-06-07	Cirrus Design Corporation (CDC)	SR20 and SR22	11/04/2005
CE-06-06	Aircraft	Equipped with steel fuel tanks	10/27/2005
CE-06-05	NAS-649 series	Turnbuckles	10/27/2005
CE-06-04	Aero Accessories, Inc. (Brand name Tempest)	Dry vacuum pumps (new production or overhauled)	10/18/2005
NE-06-03	**corrected copy** - Schweizer Aircraft Corporation	269 series rotorcraft	10/18/2005
NE-06-02	CFM International, S.A.	CFM56-2, -3, & -5 engines	10/18/2005
CE-06-01	Garmin	GTX 327, GTX 330, and GTX 330D transponders	10/14/2005

FAA Unapproved PARTs Notification (UPNs)

Published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. UPNs are posted on the Internet at:
http://www.faa.gov/avr/sups/upn.cfm

No. 2004-00167 issued December 15, 2005

AFFECTED AIRCRAFT
All aircraft.

PURPOSE
The purpose of this notification is to advise all aircraft owners, operators, maintenance organizations, manufacturers, and parts suppliers and distributors regarding raw metal sold with altered material certification.

BACKGROUND
Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that M&M International Aerospace Metals, Inc. (M&M), located at 1382 West McNab Road, Fort Lauderdale, FL 33309, may have knowingly sold raw metal that was offered as meeting the applicable Mil Spec but did not. M&M sold the raw metal to various distributors, type certificate holders, production approval holders, experimental aircraft distributors, as well as a variety of military and commercial applications.

Evidence indicates that M&M may have deliberately altered material certifications in order to satisfy customer requirements when they knew that the material did not meet the full requirements. The following changes were found:

§ Specification numbers were added.
§ Quantities were changed.
§ Heat-treat certifications were altered.
§ Chemical analysis requirements were added.
§ Hardness test results were changed.
§ Names of required mills were changed to match purchase order requirements.

The Offices of the Inspector General for the Department of Transportation, Department of Defense, Department of Energy (DOE), National Aeronautics and Space Administration, and the FAA conducted an investigation. DOE and FAA performed tests on the materials and examined purchase orders; these tests revealed nonconformance with the purchase orders.

RECOMMENDATIONS
Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, manufacturers, and parts suppliers and distributors should inspect their records for raw metal purchased from M&M and examine those records for alterations. If material certifications are suspected of being altered, it is recommended that the original certificate supplier be contacted for a copy of the original certification, or independent tests be run for the original purchase order requirements. If the material is determined to be nonconforming, the stock -- or parts made from the stock -- should undergo an engineering analysis that is based on the material s location or use in its proposed application.

FURTHER INFORMATION
Further information concerning this investigation and guidance regarding the above-referenced raw material can be obtained from the FAA Manufacturing Inspection District Office (MIDO) given below. The FAA would appreciate any information concerning the discovery of this material from any source, the means used to identify the source, any action allowing the material to remain in service, and any action taken to remove the material from service.

This notice originated from the FAA Orlando MIDO, 5950 Hazeltine National Drive, Suite 405, Orlando, FL 32822, telephone (407) 855-9050, fax (407) 438-1900; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002.

UPN's (cont'd)

No. 2005-00157 issued December 16, 2005

AFFECTED PRODUCTS
Aircraft components and instruments that were approved for return to service by Gross Instrument Corp.

PURPOSE
The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding improper maintenance performed on aircraft components and instruments.

BACKGROUND
Information received during a Federal Aviation Administration (FAA) suspected unapproved parts (SUP) investigation revealed that between January 2003 and September 2005, Gross Instrument Corp. (GIC), located at 125-12 Liberty Avenue, Richmond Hill, NY 11419, maintained and approved for return to service various aircraft components and instruments contrary to the regulations. GIC formerly held FAA Air Agency Certificate No. QI1R427K.

Evidence indicates that GIC approved components and instruments for return to service that were not maintained in total compliance with the manufacturer s maintenance manuals or other data acceptable to the FAA. GIC failed to accomplish specified inspections and tests, and/or lacked documentation for certain replacement parts. Discrepancies included (1) failure to perform required dimensional inspections, (2) use of test equipment that was not calibrated as required, and (3) failure to complete requisite steps of the repair and overhaul processes.

RECOMMENDATIONS
Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, and parts distributors should inspect their aircraft, aircraft records, and/or parts inventories for any aircraft components or instruments that were approved for return to service by GIC between January 2003 and September 2005.

If these components or instruments are found installed on aircraft, appropriate action should be taken. If components or instruments are found in existing inventory, it is recommended that they be segregated to prevent installation until their eligibility for installation is determined.

A partial list of components and instruments that may have been approved for return to service by GIC can be viewed at: http://www.faa.gov/aircraft/safety/programs/sups/upn/2005/ under UPN # 2005-00157.

FURTHER INFORMATION
Further information concerning this investigation and guidance regarding the above-referenced components and instruments can be obtained from the FAA Flight Standards District Office given below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the components or instruments from any source, the means used to identify the source, and the action taken to remove these components or instruments from service.

This notice originated from the New York Flight Standards District Office, 990 Stewart Avenue, Suite 630, Garden City, NY 11530, telephone (516) 228-8029, fax (516) 228-8827; and was published through the FAA Suspected Unapproved Parts Program Office, telephone (703) 668-3720, fax (703) 481-3002.

service difficulty *reports*

Received by Transport Canada from
1 October 2005 to 31 December 2005

aircraft

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
AERO COMMANDER						
690	2750	UPPER BRACKET ASSY	510003357	CRACKED	20051209005	PNR
690	5210	ANGLE	2330270501	CRACKED	20051209006	PNR
AEROSPATIALE						
AS 332L	0000	FLAP HINGE BUSHING	330A33316620	WORN/CRACKED	20051123003	ATL
AS 332L	6310	COUPLING SHAFT	19E2268A	CRACKED	20051017013	ATL
AS 350B	7931	TRANSMITTER	704A37642043	UNSERVICEABLE	20051128012	QUE
AS 350B2	2913	HYDRAULIC. PUMP	704A34310006	SPLINES WORN	3 SDRs	VAR
AS 350B2	6210	BEARING	704A33633211	DELAMINATION	20051125010	PAC
AS 350B2	6210	M/R BLADE	355A11002009	CRACKED	20051115004	PNR
AS 350B3	6730	SERVO	SC5083	PISTON BENT	20051018005	PNR
AS 350BA	0000	ACCUMULATOR	366A541088	CRACKS	20051208007	ONT
AS 350BA	0000	MAIN ROTOR SERVO	AC67244	SLOW RETRACTION	20051220006	QUE
AS 350BA	2435	BRUSH	150SG100920XL2	HALF LIFE	20051017012	PNR
AS 350BA	2910	HYD CUT-OFF SWITCH	MS2771923	INTERMITENT	20051012011	PAC
AS 350BA	6220	SPHERICAL STOP	704A33633208	DELAMINATED	20051003014	QUE
AS 350BA	6410	TAIL ROTOR BLAES	355A12004008	CRACKED	20051003013	ONT
AS 350BA	6420	BUSHING		CRACKED	20051107001	PNR
AS 350D	0000	PIPE	350A72100509	U/S	20051209002	PNR
ATR 42 300	2421	NO.2 AC GENERATOR	200322	NO OUTPUT	2 SDRs	ONT
ATR 42 300	2434	HALL EFFECT SENSOR		FAILED	20051017001	ONT
AIRBUS						
A310 304	2751	FLAP ASSEMBLY		FAULTY	20051130001	QUE
A319 112	5347	CAPT SEAT ASSEMBLY	TAAI233PE01	WON'T LOCK IN PLACE	20051117003	ONT
A319 114	2572	VENT EXTRACT FAN	EVT3454H	BURNED	20051206002	QUE
A330 243	3220	NSE WHL STR SEL VALVE	C24780003	UNRELIABLE	20051202005	QUE
A330 342	3231	ACTUATOR FREE FALL	AR03404	INOPERATIVE	20051104018	QUE
A330 343	3201	THS ACTUATOR	47172	WRONG PART	20051101004	QUE
A330 343	3244	#6 MAIN WHEEL. TIRE	300828	BLOWN	20051208001	QUE
BAE - UK						
3112	2424	GEN CONTROL UNIT	51539002B	FAILED	20051214001	PNR
3112	2434	GENERATOR	230790069	SEPARATED	20051011005	PNR
3112	2435	BRUSHES	230791281	WIRES-FRAYED	20051003009	PNR
BAE - USA						
BAE 125 800A	2751	O/B MICRO SWT BRACKET	1407000130001	BROKEN	20051130010	ONT
BAE 125 800A	5280	STRUT ASSY MICRO SWT	25NF24771	BROKEN WIRES	20051130009	ONT
BEECH						
100	3213	MLG TORQUE LINKS	508103237	CRACKED	20051109004	PAC
100	3297	WIRE	G13A22	FELL OFF	20051202001	PNR
1900D	0000	SPRING	1295240051	FRACTURED	20051129002	ONT
1900D	3260	UPLOCK SWITCH		INTERMITTENT	2 SDRs	VAR
200	5345	DUAL AFT BODY STRAKES		RIVETS THROUGH	20051208009	ONT
200	3245	GOODYEAR TUBES	302039402	CUT	20051220008	PAC
200	5630	EMERG EXIT WINDOW	1014301833	CRACKED & DELAM	20051209001	ONT
200	5411	BULKHEAD LWR FLANGE		R4ACKS	20051208008	ONT
200	2130	PRESS CONTROL	13034611	U/S	20051021001	PAC
200	3230	ACTUATOR	ADI79990033	LEAK	20051013009	PNR
200	3233	SWIVEL	9981004311	BROKEN LINK	20051114007	NCR
200	3250	NOSE STEERING LINK	50820189	BROKEN IN HALF	20051107002	NCR
200	5610	HEATED WINDSHIEL	10138402521	SHATTERED	3	VAR
350	0000	HOSE ASSY. (BLEED AIR)	1013800159	BURST	20051213006	QUE
99	1000	NUT	817911018	BELOW STANDARD	20051122001	ATL
A100	0000	BULKHEAD / INTRCOSTAL		CHAFED/CRACKED	20051206004	ONT
A100	2422	RELAY		OVERHEAT	20051122003	QUE
A100	2424	RESISTOR	EA85098	OPEN CIRCUIT	20051107004	ATL
A100	5312	BULKHEAD/INTERCOSTAL		CHAFED/CRACKED	3 SDRs	ONT
A100	5315	BEAM	504200337	CRACKED	20051024007	ONT
B100	2612	FIRE DETECTION	30215B	FAILED	20051004006	QUE
B100	2721	RUDDER TRIM TAB	96630000335	DISBONDED	20051019004	PAC
B100	3220	BARREL ASSY.	50820042601	BROKEN	20051025007	PAC
B100	3310	LIGHT PANEL		BURNT	20051202003	QUE
B100	5313	STRINGER		CRACKED	20051109002	PAC
B200	3010	WING DE-ICE BOOT	SMR504108	TORN LOOSE	20051116003	PNR
B200	3230	MOTOR	481	FAILED	20051003007	PNR
B200	3233	ACTUATOR	11238002221	IND. FAILER	20051206010	PNR
B200	5312	AFT BULKHEAD	9744001967	CRACKED	20051116005	PNR
B200	5330	WEB SKIN	9744001967	CRACKED	20051103004	PNR
B200C	3233	ACTUATOR	99810057651	FAILED	20051215001	ONT

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	CTRL NO.	RGN
B300	0000	SPAR ASSY L/H	10111007315	BOLTS CORRODED	20051222004	ATL
B300	5210	ANGLE	504300431329	CRACKED	20051202008	PAC
B300	5610	PILOTS'S WINDSHIELD	10138402515	PANE FRACTURED	20051003002	ONT
C90	2731	ELEV TAB ACTUATOR	50524161606	OVERHAULED	20051027007	ATL
C90A	0000	RESISTOR	2K40D10	OVERHEATED	4 SDRs	ONT
BELL TEXTRON - CAN						
206B	0000	T/R BLADE	206016201131	SLEEVE MOVMENT	20051220011	PAC
206B	5342	STABILIZER	20602011900	CRACKED	20051017008	QUE
206B	6220	STATIC STOP	206011160101	CRACKED	20051205008	PNR
206B	7323	GOVERNOR	252476914	SURGING	20051017007	QUE
206B 1	6320	PLANETARY GEAR	206040010103	UNSUITABLE	20051027008	QUE
206L	5244	HINGE	206033111023	BROKEN	20051012007	QUE
206L	5302	TAIL BOOM	206033001003FM	CRACKED	20051202002	ONT
206L 1	2432	CONTACTOR	SM20ACD200A21	BURNED	20051004004	ONT
206L 1	5302	FITTING	206031403005	CRACKED	20051005004	NCR
206L 1	5310	TUNNEL WEB	206333110	CRACKED	20051122002	PNR
206L 1	6330	RESTRAINT	206033506101	DELAMINATED	20051018006	PAC
206L 4	5530	VERTICAL STABILIZER		SKINS DAMAGED	20051220003	QUE
407	0000	FREEWHEELING CLUCH ASSY		CRACKS	20051223004	QUE
407	0000	SEAL	209340265103	LOOSE	20051223002	QUE
407	5530	VERTICAL STABILIZER		SKINS DAMAGED	20051220002	QUE
407	5430	SKIN	206033003161	CRACKED	20051208006	ATL
412EP	3212	TEE FITTING	412073855101	WRONGLY INSTALLED	20051117002	QUE
412EP	6320	SUN GEAR	205040229003	WRONG MATERIAL	20051101002	QUE
430	2820	FUEL CHECK VALVE	222366687101	DAMAGED	20051109003	QUE
430	6720	T/R CONTROL TUBE		CHAFED	2 SDRs	QUE
BELL TEXTRON - USA						
205A 1	3270	FORWARD CROSS TUBE	212321103	CRACKED	20051001001	PNR
212	5302	PANEL ASSY, L/H	205032813041	DEBONDED	20051006011	PNR
212	6320	BEARING	RSS9	UNSERVICEABLE	20051124003	PAC
BELLANCA						
8GCBC#	8520	CRANKSHAFT	74965	CORRODED	20051205007	PNR
BOEING						
727 225	3240	BOLT	BACB30MT10HT13	SHEARED	20051027004	PAC
737 275C	0000	TEFLON HYD. FLEX LINE	BACH8A04NM0274T	KINKED	20051128009	PNR
737 275C	4130	CARGO G NET FITTING		CORRODED	20051101008	PNR
737 275C	5260	AIRSTAIR UPPER HINGE FITTING		CORRODED	20051101009	PNR
737 522	1400	CLAMP		CONTAMINATION	20051125005	ATL
737 522	2700	WIRE	W32200518	SHORTED TO GND	20051123009	ATL
737 522	2780	RELAY	R123	FAULTY	20051024003	ATL
737 522	3220	CIRCUIT CARD	1061226216	FAULTY	20051024002	ATL
737 522	5350	NWHEEL STEERING CABLE	BACC2C3D00525EG	MISRIGGED	20051229001	ATL
737 522	5730	SCREW	BACB30NN4K12	STRIPPED	20051003001	ATL
737 522	7830	THRUST REVERSER		STUCK	20051024006	ATL
737 529	2750	BELLCRANK	65C308461	CORRODED	20051007003	ATL
737 76N	2330	VIDEO DISPLAY UNIT	50401100003	SMOKE	20051026002	PNR
737 7CT	0000	TURBINE ROTOR ASSY	38403031	CRACKS	20051124009	PNR
737 7CT	2330	VIDEO DISPLAY UNIT	50401100003	BURNT SMELL	2 SDRs	PNR
737 7CT	3230	GND SPLR INTERLOCK VAL	38805	SERVICEABLE	20051213008	PNR
737 8Q8	2700	BOLT	BACB30LE8DK83	MIGRATED	20051222008	ONT
757 258	0000	TERMINAL	35108	DISCOLOURED	20051021003	PAC
757 258	2910	EDP	35088066	HYDRAULIC LOSS	20051024005	PAC
757 28A	0000	FUEL FLOW GOVERNOR	FFG052AC	UNSERVICEABLE	20051229002	NCR
767 375	0000	EQUIP. COOL FAN	732591A	SEIZED	20051221006	QUE
767 375	5241	DOOR STRICKER	AR47013	BURNT	20051031002	QUE
767 38E	0000	HF RADIOS		OVERHEAT	20051111002	QUE
767 38E	2530	COFFEE MAKER	3510004403	BURNED	20051206001	QUE
767 38E	2530	MID GAL COFFEE MAKER	4110001145	INSUL'N BURNED.	20051125007	QUE
BOMBARDIER						
BD 100 1A10	2910	LH PRESS MANIFOLD LINE	1005354174003	UNKNOWN	20051026004	NCR
BD 700 1A10	3244	MLG TIRE	382K032	BLOWN	20051213002	QUE
CL600 2B19 (RJ100)	0000	COPILOT WINDSHIELD		CRACKED	20051117001	QUE
CL600 2B19 (RJ100)	2400	CONTACTOR		BURNT	20051222001	NCR
CL600 2B19 (RJ100)	2400	RELAY	D1822A	OVERHEATED	20051212001	NCR
CL600 2B19 (RJ100)	2400	RELAY/CONTACTOR		BURNT	20051011001	QUE
CL600 2B19 (RJ100)	3230	NLG SYSTEM	16040	TBD	20051011003	QUE
CL600 2B19 (RJ100)	3260	NOSE GEAR		FOD	20051130007	PAC
CL600 2B19 (RJ100)	4920	APU	5490000	FAILED	20051129003	ATL
CL600 2B19 (RJ100)	5240	FITTING ASSY - SLIDE	601R38593	CRACKED/CORRODED	20051206003	ATL
CL600 2B19 (RJ100)	5312	AFT PRESS. BULKHEAD		CRACKED	2 SDRs	QUE
CL600 2B19 (RJ100)	5400	TENSION BOLT	NAS6204L11	SHEARED	20051013003	ATL

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
CL600 2B19 (RJ100)	5420	ANGLE (FORMED)	601370038182	CRACKED	20051208010	ATL
CL600 2B19 (RJ100)	5610	CAPTAIN SIDE WINDOW	601R3303311	SHATTERED	2 SDRs	VAR
CL600 2B19 (RJ100)	5754	LEADING EDGE SKIN	60012112	DAMAGED	20051104017	PAC
CL600 2B19 (RJ100)	5754	PITOT HEAD	6670658	BENT	20051228003	PAC
CL600 2B19 (RJ100)	7600	CONTROL CABLE	1600980005	UNKNOWN	20051012006	ATL
CL600 2B19 (RJ100)	7800			DETACHED	20051019000	QUE
CL600 2B19 (RJ440)	7200	RH ENGINE		BLADES DAMAGE	20051222003	NCR
CL600 2B19 (RJ440)	7320	R/H MAIN FUEL CONTROL	UNKNOWN	UNKNOWN	20051222002	NCR
CL600 2B19 (RJ700)	2740	HOR STAB MCU		UNKNOWN	20051019001	QUE
CL600 2B19 (RJ700)	3252	SHIMMY DAMPER	498003	EFS0182	20051028001	NCR
CL600 2B19 (RJ700)	5280	LH INBOARD MLG DOOR	CC67010520951	MISSING	20051022003	NCR
CL600 2B19 (RJ700)	5280	LH MLG DOOR			20051003018	NCR
CL600 2B19 (RJ700)	5610	COCKPIT SIDE WINDOW		CRACKED	4 SDRs	VAR
CL600 2D15	3252	NUT - APEX	412321	LOOSE	20051020002	ATL
CANADAIR						
CL215 1A10	3222	STRUT SUB ASSY. LWR	1603012	FISSURE	20051014001	QUE
CL215 1A10	5311	FRAME ASSY	21531062882	NEW	20051228001	ATL
CL215 1A10	5312	FRWD CABIN BLKHD	NA	CRACKED	20051102008	NCR
CL215 1A10	5700	ANGLE	2153003126	CRACKED	20051004009	PNR
CL215 6B11 (CL415)	2810	FUEL CELL		UNKNOWN	20051102006	QUE
CL600 2A12(601)	7312	FUEL HEATER	5023T57P02	CRACKED	20051121001	QUE
CL600 2B16(604)	3230	PIN, UPLOCK	200811620	BROKEN	20051005006	QUE
CESSNA						
150M	2421	ALTERNATOR	633661	SHAFT BROKEN	20051222005	ONT
152	2421	ALTERNATOR		UNSERVICEABLE	20051130002	PNR
152	2510	RUDDER BAR	04115262	WORN	20051211002	PNR
152	5711	BRACKET	04320049	CRACKED	20051129004	QUE
172E	0000	FRONT SPAR ASSEMBLY	053200198	CRACKED	20051221007	ONT
172L	5730	INBOARD AFT LWR SKIN	052300710	CRACKED	20051011007	PAC
172M	0000	ENGINE MOUNT	05510171	CRACKED	20051220004	ONT
172M	2820	FUEL TUBE	05011874	WORN	20051202006	PAC
172M	3246	WHEEL HUB	D30256	CRACKED	20051125009	PAC
172M	7120	ENGINE MOUNT	05510171	BROKEN	20051004005	QUE
172M	8011	STARTER DRIVE GEAR		FAILED	20051114005	PNR
172N	2430	ALTERNATOR CTRL UNIT	VR515G	SHORTED	20051125006	ONT
172P	5753	LEADING EDGE CTR RIB	0523914	CRACKED	20051102007	PAC
172P	7414	BEARING	M3006	STIFF	20051123002	ONT
182P	0000	ROD	07436082	BROKEN	20051220005	QUE
208	5521	SPAR ASSY ELEVATOR TIP	26340141	CORRODED	20051124002	PAC
208B	3414	AIRSPEED INDICATOR	C6610640237	INDICATOR STUCK	20051123004	PNR
310R	3213	BELLCRANK GEAR IDLER	08411066	CRACKED	20051201001	QUE
337C	3230	CIRCUIT BREAKER	S13605	ARCHED/BURNT	20051108010	PNR
421B	0000	BELLCRANK	08411066	BROKEN	20051220007	ONT
421B	8011	CONTACT	231697	WELDED/MELTED	20051026007	PNR
550	2701	CHANNELS	5565096	CRACKED/BROKEN	20051011008	PAC
550	3241	CAP ASSY	15802101	FAILED	20051220001	ONT
550	7830	LONGERON TAB	202001551	CRACKED	20051011010	PAC
560	2120	SEGMENT ASSEMBLY	651532629	COLLAPSED	20051007005	PNR
650	2710	TURNBUCKLE	MS21251B5S	CHAFED	20051018001	QUE
A185F	3246	PIVOT DE LA FOURCHE		DEBUT CORROSION	20051004001	QUE
U206F	2410	ALTERNATOR		SEPARATED	20051101006	PNR
CIRRUS						
SR20	0000	CRANKCASE		CRACK	20051202004	ONT
SR20	7800	EXHAUST HEADER	10351002	CRACKED	20051003016	ONT
SR20	7800	NUT	22022	MISSING	20051003017	ONT
SR22	7160	BOLT	AN334	WORN	20051108002	ONT
SR22	7810	SPRING	51381001	WORN	20051108003	ONT
CONVAIR - CANADA						
440	2910	HYD LINE FITTING	MS2190512D	CRACKED	20051006001	QUE
DASSAULT						
FALCON 10	2913	HYDRAULIC PUMP	4005303	OVERHAULED	20051209004	ONT
FALCON 50	2120	ECU EXHAUST DUCT	F50B721508A3	BLEED AIR LEAK	20051017003	QUE
DEHAVILLAND - CAN						
DHC 3T	2731	ELEVATOR SERVO TAB	AA112911002	CRACKED	20051017005	ONT
DHC 5A	5400	FRAME,NACELLE,STA123.10	C5WM126238	CRACKED	20051219001	PAC
DHC 6	2730	RIB HORN ELEVATOR	C6TE102627	NEW	20051024009	NCR
DHC 6	2750	HINGE ARM ADAPTER	C6W104632	CRACKED	20051124006	PAC
DHC 6	5753	INTERMEDIATE RIB	C6W12104546	CRACKED	20051124008	PAC
DHC 6 100	5300	SIDE FRAME R/H	C6FSM2528S12	CRACKED	20051018003	PAC
DHC 6 200	0000	PITOT HEAD	PH506L	FAILING	20051108004	PAC
DHC 6 300	2916	HYDRAULIC RESERVOIR	C6HF10571	CRACKED	20051116007	PNR
DHC 6 300	3222	FLOATING PISTON	713321	DAMAGED	20051206008	PNR
DHC 6 300	5730	WING BOX ASSEMBLY		DISBONDED	20051012005	PAC
DHC 7	3320	LIGHT FIXTURE	BR6314101	CHARRED	20051130012	PAC
DHC 7	5230	BOLT	MS2125006020	CORRODED	20051124005	PAC
DHC 7 102	5600	WINDSHIELD	06422	CRACKED	20051027006	ONT
DHC 8 100	2922	FLEX HOSE ASSEMBLY	DSC252B40124	FRACTURED	20051115001	NCR
DHC 8 100	3246	MLG WHEEL	314353	BROKEN	20051012001	NCR
DHC 8 102	2700	SPOILER ACTUATOR	A44700009	CRACKED	20051208011	ATL
DHC 8 102	2916	RELIEF VALVE ASSEMBLY	3811208102	STICKING	20051116002	ATL
DHC 8 102	3230	HYDRAULIC LINE	82970410119	CHAFED	20051214003	ATL
DHC 8 102	5210	ELECTRIC DOOR LATCH	02T10021	NORMAL	20051219003	PAC
DHC 8 102	0000	SERVO WIRE BUNDLE	2210P22210P1	SHORTED	2 SDRs	PNR
DHC 8 300	3220	FLEXIBLE HOSE ASSY	DSC252B40124	RUPTURED	20051205001	NCR
DHC 8 300	3230	ALT DOWN IND. CABLE	82455025303	DIODE FAILURE	20051221005	NCR
DHC 8 311	3050	RADOME	4426X212	DAMAGED	20051104016	PAC
DHC 8 311	3230	VALVE	574205A		20051103011	PAC
DHC 8 400	2430	BUS BAR	697070212	SHORTED	20051102005	NCR
DHC 8 400	2742	PITCH TRIM ACTUATOR	03994001011	FAILED	20051114001	NCR
DHC 8 400	3200	PITCH TRIM UNIT	5114904	SEPARATED	20051026001	NCR
DHC 8 400	3220	NLG CTR/WOW 2 HARNESS	471515	SENSOR U/S	3 SDRs	NCR
DHC 8 400	3220	NLG DR SOLENOID SEQ VLV	483023	FAULTY	2 SDRs	NCR
DHC 8 400	3246	CONE & SEAL ASSY	LM29700LA902A1	BROKEN	20051031001	NCR
DHC 8 400	5600	CO-PILOT'S WINDSHIELD	80260008	CRACKED	20051102004	NCR
DHC 8 400	5711	FRONT SPAR, OUTER CTR	85713502	CRACKED	20051107003	NCR
DHC 8 400	6120	PROP CONTROL UNIT		FAILURE	20051115003	NCR
DHC 8 400	7314	ENG DRIVEN PUMP	6617302	SHAFT SHEARED	20051011011	NCR
DHC 8 400	7323	OVERSPEED GOVERNOR	697072003	LOOSE BOLTS	20051124001	NCR
DHC 8 400	7930	LOW OIL PRESSURE SWITCH		DEFECTIVE	20051017002	NCR
DIAMOND - CANADA						
DA 20 C1	2400	GROMMET	RB215	WORN	20051024004	ATL
DA 20 C1	2750	SPLINNED SEAL		LOOSE	20051215002	ATL
DA 20 C1	5551	WASHER	MS932013	WRONG SIZE	20051102001	ATL
DORNIER						
328 100	0000	R/H HORIZ. STAB BOOT	29S7D524008	UNKNOWN	20051223016	PAC
DOUGLAS						
DC3CS1C3G	8550	BULKHEAD FITTING	AN8324D	CRACKED	20051128010	PNR
EMBRAER						
ERJ 170 200LR	2560	ESCAPE SLIDE	4A40302	PARTIALLY DEPLOYED	20051101007	QUE
ERJ 170 200LR	2565	DOOR SLIDE HANDLE		U/S	20051125001	QUE
EUROCOPTER DEUTCHLAND						
BO105 S CDN BS	40000	DIMMING MODULE	27E462	CORRODED	20051205004	ONT
EUROCOPTER FRANCE						
EC 120 B	2910	O-RING	809510	DEFORMED	20051208004	ONT
FAIRCHILD						
SA227AC	2100	COOLING TURBINE	20475546	LEAKY	20051013006	ONT
SA227CC	2435	STARTER GENERATOR	23079010	INTERMITANT	20051213007	ONT
FOKKER - ND						
F.28 MK1000	5240	SERVICES EMERG DR		CRACKS	20051012009	PNR
FOUND BROS						
FBA 2C1	3246	FLY-WIRE ATTACH LUG	F343240	FAILED	20051110003	NCR
GIPPSLAND AERONAUTIC						
GA 8	0000	TRIM CABLE	W83420	BROKEN	20051117005	PNR
GULFSTREAM - USA						
690D	3230	UPLOCK CYLINDER	713058503	FAILED	20051129005	ATL
HAWKER SIDDELEY-UK						
HS 748 2A	3230	LANDING GEAR SELECTOR LINKAGE		ICE ACCUMULATION	20051128002	QUE
HS 748 2A	3232	CONNECTING ROD	5D11580	BROKEN	20051125008	NCR
HILLER						
UH12D	6210	MAIN FOTOR BLADE	2253110104	FAILED	20051212002	PNR
HUGHES						
369D	6210	MAIN ROTOR BLADE	369D2110052	CRACK	20051117006	PNR
369D	6210	MAIN ROTOR BLADE	500P2100103	TIP CAP LOSS	20051123006	PNR
369D	7921	BRACKET, MOUNTING FAN	369D2562611	CRACKED	20051117004	PNR
ISRAELI INDUSTRIES						
1124	3020	TUBE ASSEMBLY	F10A5P202413	BEYOND REPAIR	20051101001	ONT
1124	3250	CABLE	503028533	FRAYED	20051110001	ATL
K 1200	5230	AIRFRAME STRUCTURE		CRACKED	20051115006	PAC
LEARJET						
45	2400	STARTER GENERATOR		UNKNOWN	20051228002	ONT
45	5753	GIMBAL ASSY	1457711	LOST PIN	20051002002	PNR
45	7200	ENGINE		BIRD STRIKE	20051205002	ONT
55	3233	UPLOCK ACTUATOR	24170161	FAILURE	20051103009	PAC
PIAGGIO						
P180 AVANTI	3246	INNER WHEEL	314611	CRACKED	20051117008	ONT
PILATUS - SW						
PC 12 45	2200	EADI INDICATOR	066031252500	INTERMITTENT	20051103006	ONT
PC 12 45	2730	STOP	5552012186	MISSING	2 SDRs	ONT
PC 12 45	2740	PITCH TRIM ADAPTER	065001640100	FAULTY	2 SDRs	ONT
PC 12 45	2750	FLAP PWR DRIVE UNIT	952D1005	DEFECTIVE MOTOR	20051116010	QUE

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
PC 12 45	2752	FLAP ACTUATOR	9787320309	BINDING	20051028005	ONT
PC 12 45	3418	STICK PUSHER COMPUTER	9754423104	INTERNAL MALFUNC	20051129006	ONT
PC 12 45	3497	MAIN WIRE BUNDLE		CHAFED	20051011004	PNR
PIPER						
PA18	0000	REAR STRUT ATTACH PAD		EXTREME CORROSION	20051221002	ONT
PA18 150	0000	LONGERON		ROTTED	20051221003	ONT
PA28 140	3340	SCREW	6367400	U/S	20051103010	PNR
PA28 160	5751	AILERON SUPPT ASSEMBLY	62102000	CRACKED	20051006016	ONT
PA28R 200	7414	DISTRIBUTOR GEAR		BROKEN	20051117007	PNR
PA28R 200	0000	MAIN SPAR		CRACKED	20051230004	ONT
PA30	3221	ARM ASSEMBLY	21890	FAILED	20051116004	PNR
PA31	5280	BRACKET	46357000	CRACKED	2 SDRs	ATL
PA31 350	2300	AUDIO PANEL	GMA340	U/S	20051025006	ATL
PA31 350	3230	LINK ASSEMBLY	40336000	CRACKED	2 SDRs	PNR
PA31 350	3250	BOLTS	AN37A	SHEARED	20051011009	PAC
PA31P	3400	GPS SYSTEM	KLN90B	UNRELIABLE	20051219005	PNR
PA31T	0000	FRESH AIR PIPE		DISCONNECTED	20051208005	ONT
PA31T	2130	CABLE	46129002	BROKEN	20051117009	ONT
PA31T	2130	EVAPORATOR ASSY	4624500	HOSE DETACHED	20051103012	ONT
PA31T	2731	ELEV TAB CONTROL SYS		LOOSE RIVET	20051012003	ONT
PA31T	3230	HYD RETURN LINE	8000420	PIERCED	20051012002	ONT
PA31T2	3230	GEAR RETRACTION ARM	42042002	CRACKED	20051012004	ONT
PA42 720	3211	FITTING	4028600	CRACKED	20051108005	PNR
ROBINSON						
R44	0000	BOLT	A6502	CRACKED	20051208012	PNR
R44	2510	ANCHOR ASSY	C3485	CRACKED	20051124004	PNR
R44 II	0000	TRANSMISSION	C2641	WORN	20051207001	PNR
R44 II	2435	BENDIX DRIVE GEAR	BC3151004	CHIPPED TOOTH	20051004008	PNR
R44 II	2562	ELT	PS400010	U/S	2 SDRs	PNR
R44 II	2820	PUMP	B8187B	LOW PRESSURE	20051101005	PNR
R44 II	3030	TRANSMISSION	C2641	WORN	2 SDRs	PNR
R44 II	6510	DAMPER BEARING	C04111	SPUN	20051212005	PNR
R44 II	6730	SERVO	D2121	LEAKING	2 SDRs	PNR
SCHWEIZER						
269C 1	6230	TUBE ASSEMBLY	269A21725	CRACKED	20051003015	QUE
SHORT&HARLAND						
SC7 3	2562	ELT			20051012008	PNR
SIKORSKY						
S61N	5610	WINDSHIELD RIGHT	S6120612272	UNSERVICEABLE	20051022001	PAC
S61N	6220	CLEVIS UPPER	S611221010082	NEW PART U/S	20051118002	PAC
S61N	6310	BEARING	SB2158102	NEW PART U/S	20051121002	PAC
S64E	6320	ADAPTOR CLAMP	MS173204	FAILED	20051013004	PAC
S76A	0000	NOZZLE ASSY	7635109105068	NEW	20051216002	PAC
S76A	6320	FLUID ADAPTER	RF981213	WORN	20051123001	NCR
S76A	6320	HOSE, TRANS OIL	MS8005K280P	UNSERVICEABLE	20051123005	PAC
S76A	7921	BEARING, BALL	W200PP	SEIZED	20051213003	QUE
S76C	6320	BEARING	SB3615102	NEW PART U/S	20051121003	PAC
SOCATA						
TB 21	5350	ANTI SPIN EDGE	TB202801300900	CORRODED	20051108007	ONT
SWEARINGEN						
SA226TC	5315	WEB	272008478	CRACKED	20051027009	PAC
SA226TC	5711	SPAR FITTING	2722136006	CRACKED	20051108009	PNR

engines

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
ALLISON						
250-C20	7240	COMBUSTION CASE	6870992J	CRACKED	20051025005	PNR
250-C20	7321	FUEL CONTROL	23034702	DECELERATION	20051211001	PNR
250-C20B	0000	ROTOR/STATOR		DAMAGED	20051109001	ONT
250-C20B	7250	TURBINE ASSY	23038241	EXCESS VENTING	20051003008	NCR
250-C20B	7920	IDLER GEAR (SCAVENGE)	6845867	FRACTURED	20051017010	PNR
250-C28B	7323	EXTENSION/RETRACTION ROD		FAILED	20051003011	PNR
250-C28B	7532	BLEED VALVE	23005367	NOT CLOSING	20051003003	PAC
250-C30S	7250	3RD STG TURB WHEEL	6898663	FRACTURED	20051004002	QUE
250-C47B	7250	FIRST STAGE WHEEL	23053299	DAMAGED	20051004007	PAC
AE-3007A1	7200	ENGINE		EICAS U/S	20051209003	QUE
AE-3007A1	7250	HP TURBINE BLADE	23073795	FAILED	20051125004	QUE
AVCO LYCOMING						
AEIO-360-A1B6	7414	IMPULSE COUPLING	M3100	MISSING	20051130006	ONT
HO-360-C1A	8500	CARBURATOR	1060301	FAILED	20051007004	QUE
HO-360-C1A	8520	CRANKSHAFT	13B27123	CRACKED	20051206006	ATL
IO-360-C1C	8530	STUD	50153813	BROKEN	20051104015	PNR
IO-540-AE1A5	7314	FUEL PUMP	LW15473	LEAKING	20051004003	PNR
IO-540-AE1A5	7414	HOUSING	10400075	CRACKED	20051220009	PNR
O-320-D2J	8530	CYLINDER	05K21100	CRACKED IN HALF	20051003004	PNR
O-320-E2D	7322	CARBURETOR	105217	WORN	20051202007	PAC
O-320-E2D	8011	STARTER CONTACTOR	111138D	SEIZED	20051026009	PAC
O-320-E3D	8530	CYLINDER	75184	CRACKED	20051213005	PNR
O-360-C2E	8520	CRANKSHAFT	74968	CORRODED	20051101003	PNR
TIO-540-A2B	7314	SPLINE DRIVE	UKN	SHEARED	20051130011	PAC
TIO-540-A2B	8530		LW13447	CRACKED	20051005012	PAC
TIO-540-A2C	7310	FUEL PUMP	200F5002	GOOD	20051207003	PNR
TIO-540-A2C	8500	TURBO CHARGER		FAILED	20051003012	PNR
TIO-540-J2BD	6122	PROP GOVERNOR	F624A	SHAFT SHARED	20051007007	PAC
TIO-540-J2BD	8500	R/H ENGINE		UNKNOWN	20051005009	PAC
TIO-540-J2BD	8530	PISTON RINGS		WORN	20051220010	PNR
TIO-540-J2BD	0000	CRANKCASE	KO509	CRACKED	20051230003	PNR
TIO-540-R2AD	8520	CRANKSHAFT	13F17785	BROKEN	20051214002	ONT
TIO-540-R2AD	8520	CRANKSHAFT	13F17760	SEPARATED	20051221004	ONT
CFM INTERNATIONAL						
CFM56-3C1	7310	ENGINE FUEL DIST		LEAKING	20051129001	ATL
GARRETT						
TFE731-5BR	7310	FUEL FILTER	8975131	INDICATOR U/S	20051020003	PNR
TPE331-12UHR	7910	RIGID OIL LINE	3108081	CRACKED	20051027001	PNR
TPE331-5-252D	7712	ENGINE		TBD	2 SDRs	PNR
TPE331-6-252B	2612	FIRE DETECTOR	302158	FAILED	20051130004	QUE
GENERAL ELECTRIC						
CF34-3B1	7230	HPC STAGE 2 TURNBUCKLE	4020T51P02	FRACTURED	20051128001	NCR
CF34-3B1	7830	R/H ENGINE	CF343B1	LEVER ARMS LOOSE	20051112002	NCR
CF34-8C1	7310	VG SECONDARY ACT	4120T03P04	LEAKING	20051028002	NCR
CT7-9B	7200	ENGINE #2		TBD	20051124007	PNR
HONEYWELL						
AS907-1-1A	7931	ENGINE		CONTAMINATION	20051212004	QUE
PRATT & WHITNEY-CANADA						
JT15D-1A	7250	ENGINE TURBINE SECTION		TBD	20051208002	ATL
JT15D-4C	7200	ENGINE		TBD	20051129018	QUE
JT15D-5	7200	ENGINE		TBD	20051223001	QUE
JT15D-5D	7200	ENGINE		TBD	20051129012	QUE
PT6A-11	7230	ENGINE COMP SECTION		CONTAMINATION	20051104005	QUE
PT6A-112	8300	ENGINE GEARBOX		SEIZED	20051006013	QUE
PT6A-114A	7200	ENGINE		UNKNOWN	2 SDRs	QUE
PT6A-114A	7230	CT SHROUD SEg RETAIN	311074102	DISTORTED	20051028004	PNR
PT6A-114A	7250	ENGINE		CONTAMINATION	20051205003	ONT
PT6A-21	7200	ENGINE		UNKNOWN	20051005011	QUE
PT6A-25C	7532	BLEED VALVE		OUT OF LIMITS	20051006014	QUE
PT6A-28	7930	OIL PRESSURE GAUGE	973840091	NEEDLE STUCK	20051025002	PNR
PT6A-34	0000	ROD-END CONNECTOR	3011587	STIFF - STUCK	20051223015	QUE
PT6A-34	7200	ENGINE		UNKNOWN	2 SDRs	QUE
PT6A-34	7314	ENG DRIVEN FUEL PUMP	02532310103	SPLINES SHEARED	3 SDRs	VAR
PT6A-34	7600	BRACKET- REV TELEFLEX	3012525	CRACKED	20051013005	PNR
PT6A-36	7200	ENGINE		CONTAMINATION	20051109007	PNR
PT6A-42	7200	ENGINE		VIBRATIONS	20051223012	QUE
PT6A-50	6120	PROP CONTROL SYS		TBD	2 SDRs	VAR
PT6A-50	7230	ENGINE COMP SECTION		TBD	20051006006	QUE
PT6A-61	6121	CIRCUIT BREAKER	454688	ERRATIC FUNCTION	20051130005	ONT
PT6A-65AG	7200	ENGINE		FLAME-OUT	20051006003	QUE
PT6A-65B	7200	ENGINE		TBD	20051104012	QUE
PT6A-66	7250	TURBINE SECTION		TBD	20051223003	QUE
PT6A-67B	6122	PROP GOVERNOR	8210137	CONTAMINATION	20051103007	ONT
PT6A-67B	7310	FUEL CONTROL UNIT		SURGED	20051006015	QUE
PT6A-67D	2435	STARTER GENERATOR	23078019	FAULTY	20051130008	ATL
PT6A-67D	7250	CT BLADES WITH A STEP	311899101	RUBBED	20051006007	PNR
PT6A-68	7200	ENGINE		TBD	2 SDRs	QUE
PT6T-3	7312	FUEL HEATER		UNSERVICEABLE	20051017009	QUE
PT6T-3B	7210	ENGINE REDUCTION GEAR		UNSERVICEABLE	20051025003	QUE
PT6T-3B	7230	ENGINE COMPRESSOR		DAMAGED	20051223005	QUE
PT6T-3DF	7310	FUEL TUBE		LEAKING	20051104009	QUE
PW120	0000	TOWERSHAFT		FRACTURED	20051129009	QUE
PW120	7712	CONNECTOR, TORQUE SENSOR		CONTAMINATED	20051129015	QUE
PW120A	7712	TORQUE SENSOR		FAULTY	20051223007	QUE
PW121	7200	ENGINE		CONTAMINATION	20051223009	QUE
PW121	7210	ENGINE REDUCTION GEAR		TBD	3 SDRs	VAR
PW121	7712	TORQ SIGNAL CONTROL	30005000044	UNSERVICEABLE	20051006012	QUE
PW123	7920	ENGINE OIL DIST		LEAKING	20051104010	QUE
PW123C	7260	ENGINE ACCESSORY DRIVE		CONTAMINATION	20051104002	QUE
PW124B	7230	NO. 2 BEARING	310784501	FAILURE	20051017011	ATL
PW125B	7714	PACKING		HARDENED/BROKEN	20051006005	QUE

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
PW126A	7311	FUEL /OIL COOLER		U/S	20051006010	QUE
PW127E	7920	OIL FILLER HOUSING		LEAKING	20051129014	QUE
PW127F	6123	CIRCUIT BOARD		CRACKED	20051223008	QUE
PW127F	7200	ENGINE		TBD	3 SDRs	QUE
PW150A	7310	FUEL MANIFOLD	AS3209010&012	MISSING	20051205006	QUE
PW150A	7930	OIL PRESSURE SWITCH	312249	U/S	20051104003	QUE
PW305A	7200	ENGINE		TBD	20051104007	QUE
PW305A	7714	N1 SPEED SENSOR	30B615004	UNSERVICEABLE	20051104014	QUE
PW305B	7910	ENGINE		OIL LEAK	20051006008	QUE
PW308C	7200	ENGINE		TBD	20051129011	QUE
PW545B	7200	ENGINE		TBD	20051129013	QUE
PRATT & WHITNEY-USA						
JFTD12A-4A	7321	ENGINE FUEL CONTROL		FAILED	2 SDRs	PAC
JT8D-15	7220	ENGINE AIR INLET SECTION		SURGE	20051110002	PNR
JT8D-15A	7250	4TH ST TURBINE DISC	500310401	BLADE PC MISSING	20051103008	ONT
R-2000-7M2	8530	CYLINDER	153084	CRACKED	20051121004	PNR
R-985-AN-14B	8520	MASTER ROD BEARING	32983	BROKEN PIECE	20051025001	PAC
R-985-AN-14B	8530	CYLINDER		SEPARATED	20051213004	ONT
ROLLS ROYCE - GERMANY						
BR700-715A1-30	7230	ENGINE COMP SECTION		TBD	20051007001	QUE
SPEY 511-8	7200	ENGINE		CONTAMINATION	20051014002	QUE
ROLLS ROYCE - UK						
RB211TRENT772B60	7200	ENGINE		ENG SHUT DOWN	20051116009	QUE
RB211TRENT772B60	7230	#2 ENGINE (R/H)		BIRDSTRIKE	20051111001	QUE
RB211TRENT772B60	7260	#1 ENGINE		LOST COUPLING	20051205005	QUE
RB211TRENT772B60	7900	INPUT SHAFT		SHEARED	20051108001	QUE
TELEDYNE CONTINENTAL						
IO-360-G	7414	IGNITION HARNESSES	IO8216743	DETERIOATED	20051027005	ONT
IO-520-A	6122	PROPELLER GOVERNOR		TBD	20051115005	QUE
IO-520-D	7313	FUEL INJECTOR NOZZLE		FOD	20051108008	PAC
IO-520-F	7321	FUEL CONTROL ASS,	6297032	LEAKING	20051116006	PNR
IO-520-F	8530	#6 CYLINDER VALVE & RODS		BUSTED VALVE	20051031003	PNR
IO-520-L	8011	STARTER ADAPTER	643259A18	BROKEN	20051115002	ONT
IO-550-F	8530	CYLINDER	TIST760CA	CRACK	20051111003	PAC
O-200-A	1000	WASHER		PASSED THRU	20051104008	ONT
TSIO-520-E	8530	CYLINDER	AEC631397	CRACKED	2 SDRs	QUE

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
ARRIEL 1B	7320	FUEL CONTROL	0164548660R	OVERHAULED	20051116013	PNR
ARRIEL 1B	7421	IGNITER		U/S	2 SDRs	PAC
ARRIEL 1D1	7250	FREE TURBINE BLADE	0292803080	FAILED	20051003006	PAC

propeller

HARTZELL						
HC-B3R30-4B	6113	BACK PLATE	D1870RP	CRACKED	20051114002	PAC
HC-B3TN-3DY	6120	BETA RING/BETA RODS		FAILED	20051026008	PAC
MCCAULEY						
D3A32C	6114	PROPELLER		LEAKING	20051007008	PNR
MT PROPELLER						
MT-186R-140-3D	6100	PROPELLER		PROP BOLTS	20051007002	QUE

equipment

ACK TECHNOLOGIES						
E01	2560	BATTERY CASE	E0103&E0102	LEAKING	20051026005	PNR
AVTECH CORP						
519012	2300	MOTHERBOARD CARD #1	5190601	CORRODED	20051219004	QUE
BEECH AIRCRAFT CORP						
1003890181	0000	PRESSURE SWITCH	10038901819	NO INDICATION	20051003005	PAC
BOMBARDIER						
VHP430KH3	2431	THERMAL BARRIER BREAKDOWN		FAILED	20051017004	ONT
HONEYWELL INC						
1319B	4920	TURBINE ROTOR ASSY	38403031	TBD	20051118001	PNR
MICHEL ELECTRONICS C						
MX385	2312	NAV / COM	0	U/S	20051130003	PNR
ROLLS ROYCE						
250C20B	2435	STARTER GENERATOR	23032018	PART ARCING	20051003010	NCR

LEGEND

JASC Joint Aircraft System Code 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, **PNR** = Prairie Northern,
ONT = Ontario, **QUE** = Quebec,
ATL = Atlantic, **NCR** = Ottawa (HQ),
VAR = more than one Region

Canadian Aviation Regulations (CARs)
www.tc.gc.ca/civilaviation/regserv/affairs/cars/menu.htm
Airworthiness Directives
www.tc.gc.ca/aviation/applications/cawis-swimn
Service Difficulty Alerts
www.tc.gc.ca/CivilAviation/certification/continuing/Alert/menu.htm
Service Difficulty Advisories
www.tc.gc.ca/CivilAviation/certification/continuing/Advisory/menu.htm
Web Service Difficulty Reporting System (WSDRS)
www.tc.gc.ca/wsdrs/
Airworthiness Notices
www.tc.gc.ca/civilaviation/maintenance/aarpc/ans/menu.htm
Airworthiness Manual Advisory Index
www.tc.gc.ca/CivilAviation/certification/guidance/menu.htm
Aircraft Maintenance & Manufacturing Staff Instructions (MSI)
www.tc.gc.ca/civilaviation/maintenance/aarpc/msi/menu.htm
Aircraft Maintenance and Manufacturing Policy Letters (MPL)
www.tc.gc.ca/civilaviation/maintenance/aarpc/mpl/menu.htm

feedback

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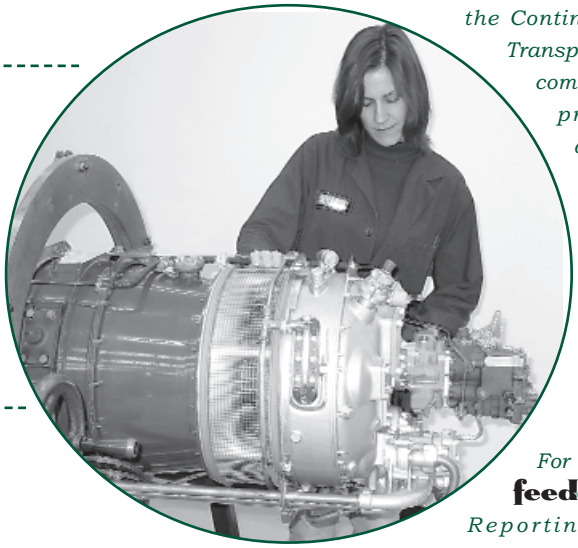

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The articles contained in **feedback** *are derived from Service Difficulty Reports (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources.*

For additional information concerning **feedback** *or the Service Difficulty Reporting Program, contact your nearest Transport Canada Centre.*

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