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feedback

Canadian Aviation Service Difficulty Reports

TC-1002407



Canada

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

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The articles contained in **FeedBack** are derived from Service Difficulty Reports (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Civil Aviation Regulation* (CAR) 591.

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

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

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TP 6980E

FIXED WING

BOMBARDIER CL215

SDR# 20060427007

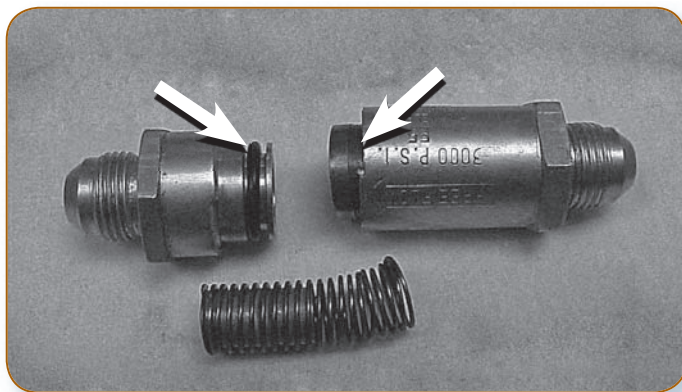
Hydraulic Failure

After completing a water drop, both water doors failed to close and lock. The aircraft experienced a complete hydraulic failure. The aircraft performed an emergency landing gear extension and returned to base and landed safely.

After troubleshooting the system, the one-way check valve in the main pressure line at wing station 54, on the right wing leading edge was found defective. This check valve prevents hydraulic fluid pressure from flowing back to the engine driven pump when using the ground test equipment or the auxiliary hydraulic pump.

The check valve housing is constructed of aluminum. After receiving reports of failure of this check valve, Bombardier (Canadair) produced service bulletin (SB) 215-0466 (stainless steel check valves) to rectify this problem.

Transport Canada highly recommends operators incorporate SB 215-0466 at the earliest convenience. There are two check valves per aircraft.



Failure of Valve in this location

DE HAVILLAND DHC 8-102

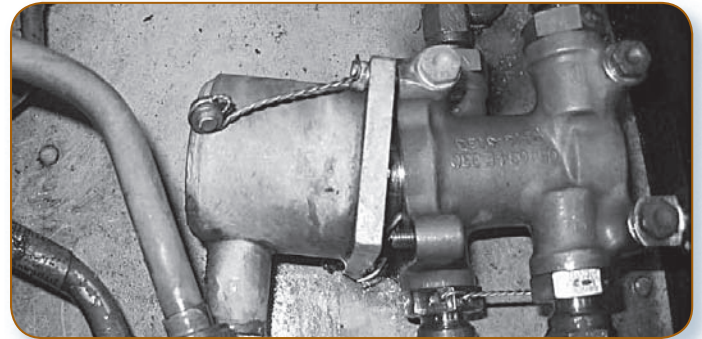
SDR # 20061212006

Landing with Nose Gear Stowed

Upon retraction of the landing gear the crew heard a strange noise followed by hydraulic fluid quantity loss in the No. 2 system. The crew carried out the applicable procedures to extend the landing gear but was not able to get the nose landing gear to extend. The crew flew the aircraft for several hours to burn off fuel while trying to extend the nose gear. Their efforts were unsuccessful and the crew completed a nose gear retracted landing on a snow packed

runway. The aircraft was subsequently damaged in the nose landing gear door and radome areas.

Upon initial investigation by maintenance it was found that the left hand main landing gear door sequencing solenoid valve was ruptured causing the loss of the No.2 hydraulic system fluid. It is not known at this time why the nose gear would not extend in the alternate extension mode. An investigation to determine the cause is on going.



CESSNA 560 XL

SDR # 20061220006

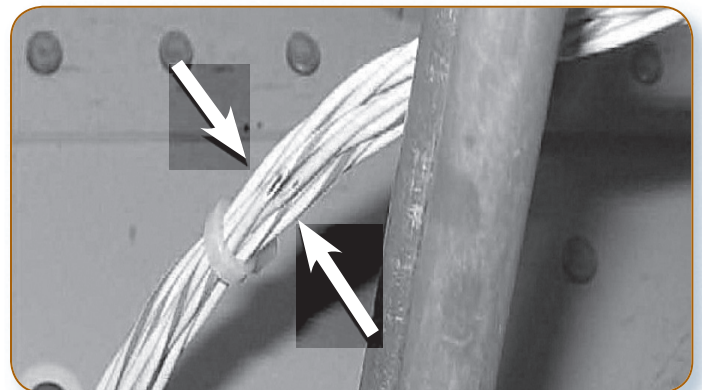
Check Your Fuel Level

Left (L/H) fuel quantity caution light illuminated during descent. Fault code indicated that probe No. 3 Part Number 66082813 was defective. Further investigation revealed that the wiring in L/H tank had chafed in two (2) places (WS 116.0), on top of fuel pilot valve line. The harness assembly was not secured properly.

No chafing was found in R/H fuel tank, but the wire bundle was also found unsecured.

A service condition report was sent to Cessna aircraft to identify this discrepancy.

Checking the wires inside the tank for chafing prevented the AME from re-opening the tank after the aircraft was refueled.



Buffalo Brake Disc Fracture

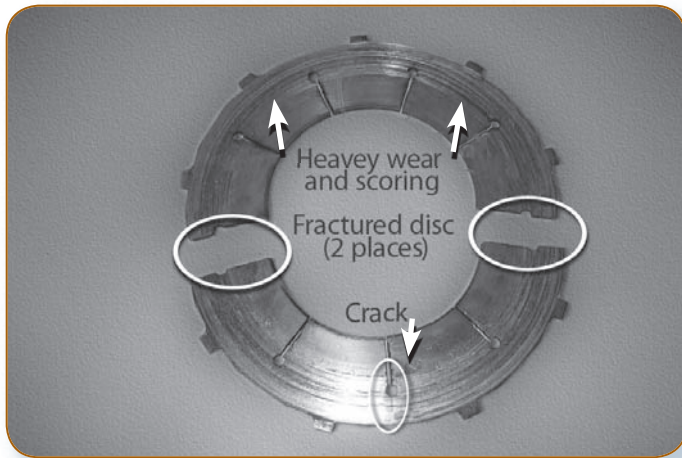
During a maintenance check (B4), the No. 1 tire was removed to service the wheel bearings when a piece of the brake disc fell from the brake unit. The brake unit was removed and a serviceable one was installed.

Upon investigation of the unit it has been determined that a brake adjuster had seized resulting in the brake disc sitting at an angle instead of at 90 degrees to the axle line. This resulting force caused stress to be placed on the disc causing it to fracture. This also caused the brake pucks to score and damage disc face.

In Accordance with the DHC-5A inspection schedule, the main wheels are removed every 200 hours (B check) to inspect the brakes and wheel bearings. There were no faults noted on the last B3 check to suggest a problem existed.

The database shows many reported disc fractures caused by a multitude of reasons; corrosion, improper torque values, wrong parts and suspected unapproved parts. These reports are not limited to one specific aircraft type and therefore, a trend is not apparent.

Continue with reporting any discrepancies as per CAR 591 to assist Transport Canada in identifying any specific trends.

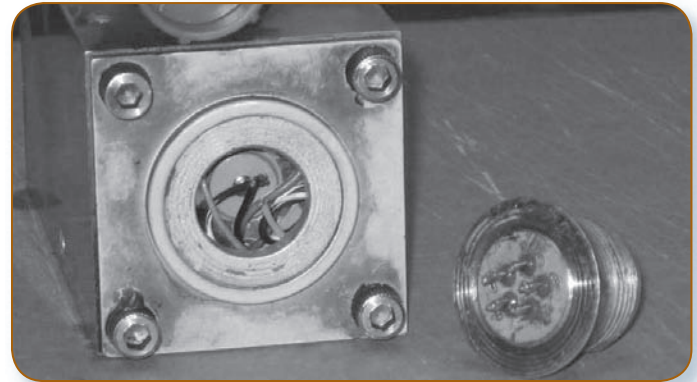


Fuel Flow Fluctuation

The aircrew reported that the No. 1 fuel flow was fluctuating with no other engine parameters being affected. Maintenance troubleshooted the system, swapped gauges from side to side, performed engine runs but could not fail the system. Aircraft was released for flight. After the next flight, the

aircrew reported that the snag was still present. Maintenance began investigating deeper and found the No.1 fuel flow transmitter canon plug boss separated from the main body. This allowed the wires to contact the housing during flight due to normal vibrations, shorting out the transmitter. This component has been installed on the aircraft since 2001. A new transmitter was installed and aircraft released serviceable.

The fuel flow transmitter canon plug may have been previously over tightened, which may have contributed to the failure of the unit.



Windshield Cracking Due to Arcing of Heater Connectors

During flight, smoke and flames starting coming from the top of First Officer's windscreen. Seconds later windscreen showed several cracks. Technicians replaced terminal end L2, which was found burned, and replaced the affected windshield.

ISAR article 2001-09-3040 was issued to advise operators of incidents in which the windshield heater connectors overheated causing smoke in the cockpit. Manufacturers recommendations were made to perform a visual inspection of the heater terminals and ground studs to ensure that the parts were not loose and that there were no visible signs of overheating/discoloration. Since the publication of ISAR article 2001-09-3040, other incidents of smoking connectors continue to be reported. In addition, two other cases have been reported in which arcing of the heater connectors led to cracking of the windshield.

Investigation by PPG Aerospace and Bombardier Aerospace indicates that the most probable cause for these events is poor connections between the aircraft wiring and the windshield heater terminal block.

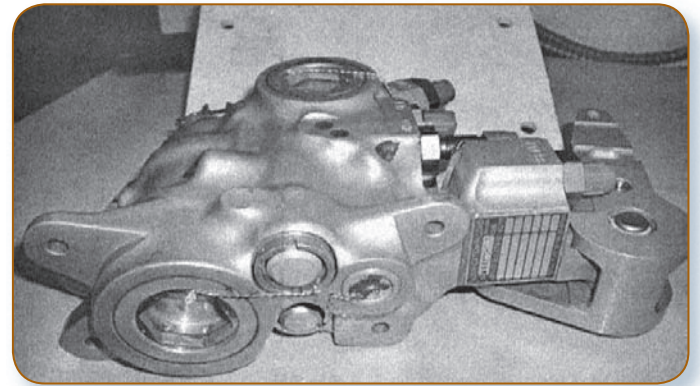
To prevent further occurrences, changes are in the process of being introduced to the Aircraft Maintenance Manual to provide torque limits for the windshield heater terminal block screws. A special note will be added to highlight the importance of this torque limitation. If the L1 and L2 power wires are not secured and torqued correctly, arcing of the heating element can occur and may result in a windshield crack. In addition, Zonal Inspection Task 211 is being revised to include a note advising technicians to pay particular attention to the windshield heater terminal blocks for signs of overheating. The terminal cover should be removed to inspect the wiring going to terminals, and it should be ensured that they are secure and not showing any visible signs of overheating/discoloration.

As a precautionary action, operators may wish to inspect the windshield heater terminal block connections for security and condition. The MS51957-26 screws at sensor terminals CB, DA or FE should be torqued to 15 to 20 lb-in. (1.69 to 2.26 Nm). The MS51958-59 screws at the power and return terminals L1 and L2 should be torqued to 20 to 25 lb-in. (2.26 to 2.83 Nm). After torquing, the screws should be witness-marked or identified clearly (ref. AMM 20-14-01, Torque Procedure and Identification of Fasteners - Maintenance Practices).



Roll Spoiler Actuator Housing Cracked

While doing a pre-flight walk around the pilot noticed hydraulic fluid dripping from the right hand flap track No. 3 fairing. The leak was found to be coming from the outboard roll spoiler actuator. Upon removal of the actuator it was found that the housing had cracked in the area surrounding one of the plugs causing the plug to dislodge. The crack extended around the entire circumference of the threaded portion of the actuator body where the plug is threaded in. The actuator was replaced and the aircraft returned to service.



NOTE: The roll spoiler actuator pictured here is not the defective unit. This is for illustration purposes only.

The crack in the actuator body extended around the entire circumference of the plug causing it to dislodge. Only the safety wire was holding the plug.

PROPELLERS

DE HAVILLAND DHC 8-300
(HS 14SF23 PROPELLER)

SDR # 20061211005

No.1 Propeller Vibration – In-flight Shutdown

During cruise flight, the pilot reported light to moderate vibration on No. 1 propeller. When the propeller vibrations became excessive, engine power was reduced for descent. No. 1 propeller (condition lever) was then selected to start feather (vibration stop) and the applicable engine shutdown was carried out. All the No. 1 engine parameters were indicating normal prior to shutdown.

Maintenance personnel performed a low power engine run-up and verified the propeller vibration. After shutdown, oil was found dripping from the No. 1 propeller assembly. Further investigation revealed that the number 4 blade-bearing race had fragmented into numerous parts.

Hamilton Sundstrand (HS) has stated the fracture of the race bearing could be initiated from flaws induced by corrosion pitting; over torques, impacts, hard particle denting and lightning strike arcing. Flaws introduced by such occurrences act as an initiation point for spalling which under normal operational loading can eventually result in a fatigue fracture of a race. To help combat corrosion, HS recommends the use of Volatile Corrosion Inhibitor in the lubricating oil contained in the propeller hub.

HS also stated that even with the bearing race fractured; over 20 years field experience supports the fact that the propeller blade will continue to be retained in the propeller hub.

CESSNA 185 (MCCAULEY
PROPELLER D3A34C403B)

SDR # 20061025004

Propeller Mounting Studs - Loose

The engineer was tightening the fiber lock nuts onto the mounting studs of the propeller when one of the nuts kept on turning and did not seem to be getting any tighter. Another new lock nut was tried with the same results. It was then noted that the mounting stud was actually being pulled out from the propeller hub.

It was later determined that the lock nut had not been properly tightened to the recommended torque value at the previous propeller installation.

It was later verified that the 6 mounting studs failed the torque check and were removed. Upon removal, one of the 6 studs was barely finger tight and it was noted that the threads were filled with aluminum. An over-size stud was installed in accordance with McCauley instructions. Overtorquing may also have caused this problem.

ENGINES

PRATT & WHITNEY PT6A-34
(DHC 3 TURBO OTTER)

SDR # 20061004008

Large Exit Duct – Burn-Thru

During the operators scheduled hot section inspection (HSI) at 1800 hours, a crack was noticed in the Large Exit Duct (LED). The crack was located on the dome at the double wall seam. The LED had been recently overhauled and had a TSO of 1677 hours.

Another recent SDR reported that during a regularly scheduled fuel nozzle change, damage was also found on the LED. Closer inspection found a large hole had been burned through one layer of the duct and cracks had formed on the second duct. This was the fourth LED duct that this operator has had problems with.

The major reason for LED burn-through is usually because of a defective fuel nozzle spray pattern, thereby creating a hot spot.

When operators send out their fuel nozzles for the scheduled 400-hour check, it may be a good idea to first request a “fuel nozzle incoming flow check” to be carried out before the nozzle is cleaned. This could determine if a fuel nozzle inspection reduction to less than 400 hours is warranted.

It is highly recommended that all PT6A operators comply with P&WC Service Information Letter (SIL) PT6A-116R1 titled “Borescope Inspection in Conjunction with Fuel Nozzle Check”. Revision 1 of the subject SIL introduced an inspection of the CT Blade trailing edge for the PT6A-6 through -36 series engines (single power turbine).

DE HAVILLAND DHC 8 300 –

SDR # 20060424008

Propeller Synchronizing/Excess Backlash

Engine Control Spring Strut Assembly

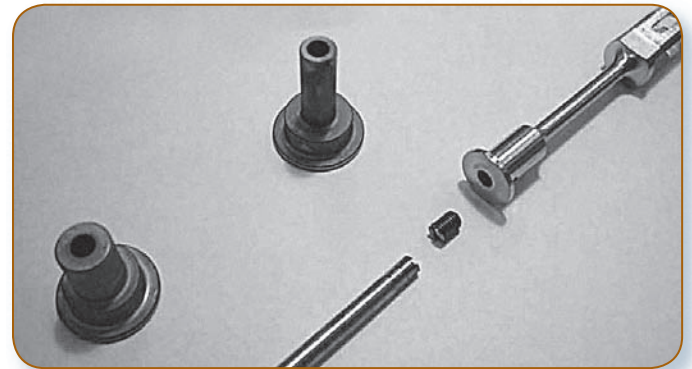
Flight crew reported excessive backlash and noted that the propeller was not properly synchronizing. Propeller speed was wandering in the range of minus (–) 5 to plus (+) 7 RPM.

Following disassembly in the overhaul shop, the shaft was found broken at the shaft rivet hole area (P/N MS204170AD3). It appears that the size of the rivet hole leaves minimum material around the shaft and therefore weakens the shaft.

Other similar failures have been reported on the same problem.

The Type Certificate Holder (TCH) conducted an investigation and determined that the spring strut shaft fractured in 2 places due to low load, high cycle fatigue. One fracture occurred at a rivet hole and the other at the thread base.

In spite of the low fracture rate of the spring strut shaft; the TCH will proceed with product improvement modification to change the shaft to a more fatigue resistant material. The rivet hole size will be reduced and the shaft fork end dimension will be increased.



HUGHES 369HS

SDR # 20070201008

Throttle Lever Shaft Seal – Fuel Leakage

Shortly after start-up, a substantial fuel leak was noted coming from the CECO fuel control throttle shaft seal. The starter-generator was being saturated with fuel while the rotorcraft was still running. The engine was immediately shutdown to avert a very probable fire. The pilot stated that this is the 2nd similar occurrence that he has experienced.

Maintenance personnel changed the FCU and the starter-generator was declared serviceable.

A ground or inflight fire was narrowly avoided due to the pilots last minute check.

It always pays to take a second look, as was evident in this fuel leak event.

EMBRAER 135LR (ALLISON AE-3007 A1) SDR # 20070126001

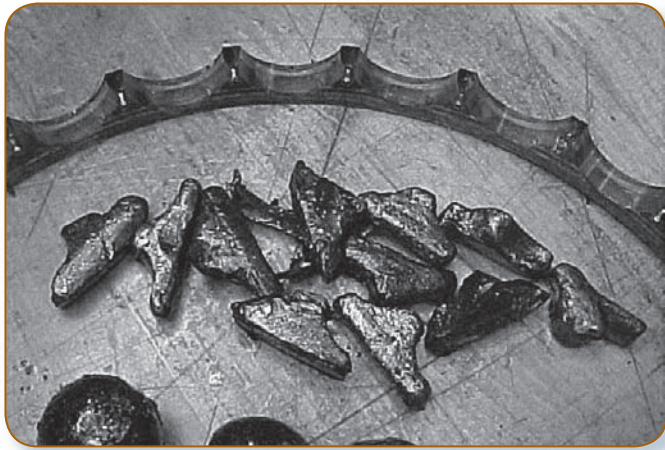
Failure of No. 4 Turbine Thrust Bearing

During climb at 280 knots, the crew heard a loud pop followed by multiple unspecified EICAS (Engine Indication Crew Alert System) and the ITT (internal turbine temperature) was in the “amber” range.

An uncommanded engine shutdown occurred and the flight attendant reported white smoke in the cabin area. The crew considered attempting an engine restart but noted that the oil quantity was indicating 3 quarts low. Crew diverted to the nearest airport and a CMC download revealed that an oil debris message had been recently reported.

Engine teardown investigation revealed that No. 4 ball bearing failed. This bearing is the thrust bearing for the N2 rotor and supports the compressor to the turbine shaft.

Ball bearings are commonly used for thrust bearings on gas turbine engines. Bearings designed to resist thrust in a particular direction will have a heavier race design on the side that takes the thrust. When installing this type of bearing always ensure that the correct side is towards the thrust load.



FAIRCHILD SA227
(GARRETT TPE331-11)

SDR # 20070108009

1st stage Turbine Blade Root Failure

Upon preparation for landing and when the gear was lowered, a “pop” sound was heard followed by a “whistling” noise. This noise was thought to be a leaking cabin door seal, however, no loss of cabin pressurization occurred. The aircraft yawed slightly but the crew thought this might be due to cross wind conditions. At about 2 NM from the airfield, the oil pressure light illuminated and the co-pilot confirmed low oil pressure on the oil pressure gauge. Following an uneventful landing, the pilot shutdown the affected engine and taxied to the ramp.

Passengers reported that smoke and flames were coming out of the exhaust immediately before engine shutdown. The pilots did not receive any cockpit indications of an overheat condition.

Engine teardown investigation revealed that a 1st stage turbine wheel blade had fractured at the blade root. The time on the blades is 350 hours / 478 cycles since installation at the previous inspection by the engine OEM.

The engine OEM is still investigating the root cause of the fractured turbine blade.



BOMBARDIER CL600 2B19 (RJ100)
(CF34-3)

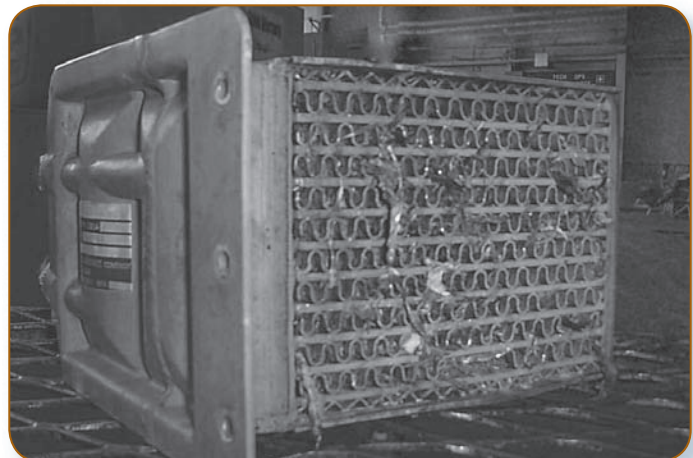
SDR # 20061118001

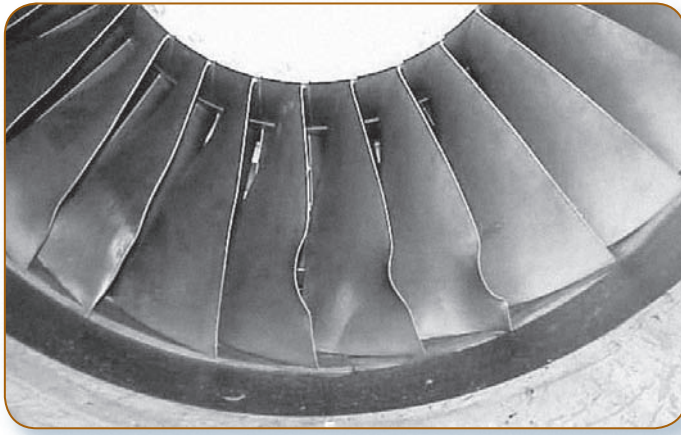
Engine Fan Blades Damaged – Bird Strike

Shortly after takeoff and on landing gear retraction, a vibration was felt throughout the aircraft. The crew noted that the vibration would increase and decrease dependent on throttle position.

The aircraft returned to originating departure airport and carried out an uneventful landing. Maintenance personnel observed that several of the No. 1 engine fan blades were damaged and bird remains were found on the oil cooler.

Bird strikes especially on takeoff during high power engine demands are always dangerous.





BOMBARDIER CL600 2B19 (RJ100)
(CF34-3)

SDR # 20070507008

Engine Truss Mount - Cracked

During a Phase 6 Inspection, a crack was found on the RH engine truss mount support assembly. The crack was located at the upper inboard weld joint that attaches to the engine firewall.

The last detailed inspection of the engine truss was previously done 300 hours ago during the Phase 4 inspection. There is a Supplemental Inspection Document (71-21-01) and a Service Bulletin (CC7-71-001) to inspect the engine trusses.

The tubular engine mount truss assembly is mounted at 4 places on the nacelle firewall. The truss assembly is reinforced with gussets and welded at each joint.

Additional inspection(s) of the truss weld areas is critical especially following turbulence or hard landings.

If one or more of the engine truss (or mounts) is significantly damaged, a catastrophic event could occur, including complete engine separation from the wing.



HEADS UP

Repercussions of Not Following the Manufacturer's Instructions

A Lockheed L188C aircraft was engaged in aerial fire suppression activity in rugged mountainous terrain and the crew had just finished releasing its last aerial suppression drop. The pilot applied maximum power and appropriate flap configuration to climb back out of this potentially low level and hazardous environment. The pilot then noted abnormal input of control column (more aileron required) and thus adjusted trim and engine power settings. A crewmember went to a cabin crew window to view the wing area and then noticed damage to the RH outboard portion of the flap.

The pilot reduced airspeed, notified nearby air traffic controllers and requested emergency response vehicles to stand-by. In preparation for landing, the cockpit crew completed a "flapless" and "hot brake" checklist procedure and then reduced airspeed to

determine controllability. Shortly after an uneventful landing, maintenance personnel noticed that a 5 foot section of flap panel had separated from the RH flap assembly and was hung-up on the flap rail.

The operator carried out a detailed investigation and functional check and confirmed that the operating 22-foot section of flap was rigged properly and that flap symmetry from left to right was consistent. Additionally, the flap symmetry lock-out system was working normally and had not been activated. All flap rollers and flap tracks were serviceable and flap system operation was verified as functioning in accordance with the relevant manufacturer's manuals.

Further investigation revealed that the lower spar cap had a splice repair from a previous operator that was not in accordance with the Structural Repair Manual (SRM). Additionally, not all the requirements of manufacturer's Service Bulletin (SB) 409 (Flap Panel Rivet Spacing)

had been fully complied with. In particular, the flap panel replacement material was found to be 2024 and not 7075 material that is specified in the SRM. It appears that the flap panel section had separated at the unapproved splice repair.

The less robust 2024 flap panel material may also be a contributing factor to flap panel separation. In the harsh environment of low level fire fighting, flaps are subjected to more severe aerodynamic buffeting and more frequent flap positions and flap cycles.

Further to the above, Transport Canada Civil Aviation take this opportunity to emphasize the importance of following the manufacturers manuals, service bulletins and service information letters. As described above, the repercussions of not following manufacturers instructions can seriously jeopardize the safety of the aircraft, crew and its passengers.

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. 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>

| | | | |
|--------------------------|------------|----|---|
| HONEYWELL | 2007-0059 | EU | NAVIGATION – HONEYWELL ACAS II SYSTEM – MODIFICATION [INSTALLATION OF DECOUPLING DIODES IN HDG AND ATT VALID LINES] |
| HONEYWELL | 2007-07-12 | US | IN-FLIGHT UNANNOUNCIATED SHIFTS OF COMPUTED POSITION IN AIRPLANES WITH THE SUBJECT FLIGHT MANAGEMENT SYSTEM (FMS) COMPUTERS IDENTIFIED IN THIS AD |
| INTERTECHNIQUE- ZODIA | 2006-0286 | EU | OXYGEN RESERVE CYLINDERS – REMOVAL/EMPTYING |
| SUPERIOR | 2007-04-19 | US | CYLINDER SEPARATION |
| SUPERIOR | 2007-04-19 | US | CYLINDER SEPARATION |

AME SYMPOSIA / TRADE SHOWS / WORKSHOPS 2007 - 2008



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FAA SPECIAL AIRWORTHINESS INFORMATION BULLETINS (SAIBs)

A Special Airworthiness Information Bulletin (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/>

| SAIB No. | MANUFACTURER | MODEL | ISSUE DATE (MM/DD/YY) |
|------------|---|--|--------------------------|
| NM-07-48 | GULFSTREAM AEROSPACE CORPORATION | FLIGHT CONTROLS – AILERON BOOST BELLCRANK LUG | 09/11/2007 |
| CE-05-27R1 | CESSNA AIRCRAFT COMPANY | FLIGHT CONTROLS – AILERON BOOST BELLCRANK LUG | 09/06/2007 |
| CE-07-46 | BULKHEAD UNIVERSAL FITTINGS | FUSELAGE – BULKHEAD FITTINGS | 09/06/2007 |
| NM-07-47 | BOEING COMPANY, THE | BOEING MODEL 737 SERIES FORWARD AIRSTAIRS | 09/06/2007 |
| CE-07-43 | VOLKSWAGEN | VOLKSWAGEN ENGINE CYLINDER HEAD FASTENER TORQUE | 09/04/2007 |
| CE-07-44 | AMATEUR-BUILT | DOORS | 09/04/2007 |
| NE-07-42 | TURBOCHARGERS OR RELATED CONTROL COMPONENTS | COMPONENTS OVERHAULED BY STATESVILLE AERO TECH SERVICES | 09/04/2007 |
| CE-07-45 | AMERICAN CHAMPION AIRCRAFT CORP. | FLIGHT CONTROLS | 08/24/2007 |
| NE-07-41 | PRATT & WHITNEY DIVISION | PRATT & WHITNEY (P&W) JT9D HPT 2 ND STAGE VANE/DISK FAILURES | 08/03/2007 |
| NM-07-40 | EMBRAER - EMPRESA BRASILEIRA DE AERONAUTICA S.A. | EMBRAER EMB-135/145 LANDING GEAR INCIDENT | 07/09/2007 |
| NM-07-39 | GULFSTREAM AEROSPACE CORPORATION | EMBRAER EMB-135/145 LANDING GEAR INCIDENT | 06/28/2007 |
| SW-07-37R1 | GARLICK HELICOPTERS, INC. | CORROSION ON MAIN ROTOR BLADE | 06/21/2007 |
| CE-07-38 | DIAMOND AIRCRAFT INDUSTRIES GMBH | AIRPLANE FLIGHT MANUAL CLARIFICATION | 06/19/2007 |
| NM-07-36 | BOEING COMPANY, THE | GROUNDING PLATE AND BONDING JUMPER TO IMPROVE ELECTRICAL BONDS BETWEEN PITOT PROBES AND AIRPLANE STRUCTURE | 06/08/2007 |
| CE-07-35 | LANGE FLUGZEUGBAU | INSPECT RUDDER CABLE SLEEVES | 06/01/2007 |
| SW-07-34 | AGUSTA S.P.A. | VOR NAVIGATION LOOP ANTENNA | 05/29/2007 |
| SW-07-33 | BELL HELICOPTER TEXTRON | QUICK CONNECT FITTINGS | 05/02/2007 |
| CE-07-32 | DG FLUGZEUGBAU GMBH | WING SPAR CAPS | 04/26/2007 |
| NM-07-31 | MCDONNELL DOUGLAS CORPORATION | RIGID HYDRAULIC CASE DRAIN LINES | 04/24/2007 |
| NM-07-30 | SIKORSKY AIRCRAFT CORPORATION | MAIN ROTOR BLADE | 04/19/2007 |

| SAIB No. | MANUFACTURER | MODEL | ISSUE DATE (MM/DD/YY) |
|-------------------------------------|--|---|--------------------------|
| NE-07-23R1 | THOMPSON PRODUCTS INC. | ENGINE-DRIVEN FUEL PUMPS | 04/18/2007 |
| SW-07-29 | AGUSTA S.P.A BELL HELICOPTER TEXTRON | HIGH SKID GEAR CROSSTUBES | 04/18/2007 |
| NM-07-27 | BOEING COMPANY , THE | NUMBER NINE MAIN DECK SIDE CARGO DOOR LATCH BACK-UP FITTING | 04/17/2007 |
| SW-07-28 CORRECTED 04/07/2007 | BRANTLY INTERNATIONAL INC. | ROTOR BLADE CRACKS | 04/17/2007 |
| NM-07-26 | BOMBARDIER INC. | FLAP FAILURES DURING COLD WEATHER OPERATIONS | 04/05/2007 |
| NE-07-24 | KELOWNA FLIGHTCRAFT R & D LTD. | FUEL CROSS-FEEDING | 04/03/2007 |
| NE-07-25 | BOMBARDIER INC. | THRUST REVERSER ACCESS COWLS | 04/03/2007 |
| SW-07-22R1 | EUROCOPTER FRANCE | SERRATED LOCK WASHERS | 04/03/2007 |
| NE-07-09R1 | TELEDYNE CONTINENTAL MOTORS | PERIODIC INSPECTIONS OF ECI CYLINDER ASSEMBLIES FOR CRACKS IN THE ALUMINUM HEAD | 03/21/2007 |
| NM-07-20 | EMBRAER – EMPRESA BRASILEIRA DE AERONAUTICA S.A. | FLIGHT DATA RECORDERS | 03/21/2007 |
| SW-07-21 | CHET RASPBERRY INC. (CRI) ERICKSON AIR-CRANE COMPANY HEAVY LIFT HELICOPTERS INC. | TAIL ROTOR HEAD ASSEMBLY | 03/21/2007 |
| CE-06-11R1 | SIERRA HOTEL AERO INC. | FUEL SYSTEM SELECTOR VALVES | 03/14/2007 |
| CE-07-18 | RAYTHEON AIRCRAFT COMPANY | ELEVATOR AND RUDDER CONTROL SURFACE HINGE HALVES | 03/14/2007 |
| NM-07-19 | BOEING COMPANY, THE | FREEPLAY OF THE OUTBOARD AILERON TABS | 03/14/2007 |
| SW-07-17 | MD HELICOPTER INC. | LATERAL MIXER OUTPUT LINK ASSEMBLY (MIXER LINK), PART NUMBER 600N7636 | 02/16/2007 |
| SW-07-16 | ROBINSON HELICOPTER COMPANY | ROTOR BLADE SKIN DEBONDING | 02/09/2007 |
| CE-07-15 | B-N GROUP LTD. | FHL LANDING GEAR AND COMPONENTS | 02/06/2007 |
| CE-01-41R1 | CESSNA AIRCRAFT COMPANY | CRACKS IN PLASTIC OR NON-METALLIC CONTROL WHEELS | 01/10/2007 |
| NM-07-14 | BOEING COMPANY, THE | M10444 APU/CARGO FIRE CONTROL PANEL (APU/CFCP) | 01/03/2007 |
| SW-07-13 | AIRBUS DASSAULT-AVIATION EUROCOPTER FRANCE PILATUS AIRCRAFT LIMITED | OXYGEN RESERVE CYLINDER | 12/11/2006 |
| NM-07-12 | BOEING COMPANY, THE | WIRE BUNDLE W138 AND ADD PROTECTION SLEEVES TO THE WIRE BUNDLES FOR THE EQUIPMENT COOLING BLOWERS | 11/27/2006 |
| NM-07-11 | BOMBARDIER INC. | BRAKE SYSTEM ACCUMULATORS | 11/24/2007 |

SERVICE DIFFICULTY REPORTS

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 and Northern ONT = Ontario QUE = Quebec ATL = Atlantic NCR = Ottawa (HQ)

VAR = More than one Region

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | SDR No. | RGN |
|---------------------|------|---------------------------|-----------------|-----------------|-------------|-----|
| AIRCRAFT | | | | | | |
| AEROSPATIALE | | | | | | |
| AS 350B | 6730 | SERVO | AC67244 | UNSERVISEABLE | 20070118011 | PNR |
| AS 350B1 | 5510 | BOLT | 350A13111620 | USED | 20070118010 | ONT |
| AS 350B2 | 2910 | HYDRAULIC CUT-OFF SWITCH | MS2771923 | SCRAP | 20070108007 | PAC |
| AS 350B2 | 2913 | | | | 20070221008 | ONT |
| AS 350B2 | 5300 | BIDIRECTIONAL CROSSBEAM | 350A3821003 | CRACKED 2 SPOTS | 20070226009 | PAC |
| AS 350B2 | 6310 | FLEXIBLE DISC COUPLING | 350A35105901 | CRACKED | 20070329001 | PNR |
| AS 350B2 | 6320 | HALF SHELL | 350A32315520 | SCRAP | 20070108004 | PAC |
| AS 350B2 | | SWITCH | MS2771923 | NOT REPORTED | 20070316001 | PAC |
| AS 350B3 | 6730 | | | | 20070213009 | PNR |
| AS 350BA | 6220 | M/R VIBRT.ABSORBER SPRING | 704A33341003 | BROKEN | 20070205001 | PAC |
| AS 350D | 5320 | CHANNEL | | NOT REPORTED | 20070204001 | QUE |
| ATR 42 300 | 2434 | | | | 20070111014 | ONT |
| ATR 42 300 | 2497 | | 7004544713 | | 20070315004 | ONT |
| ATR 42 300 | 2710 | WASHER | S27010022120100 | SPLIT | 20070201005 | ONT |
| ATR 42 300 | 3260 | | | | 20070315003 | ONT |
| ATR 42 300 | 3418 | | | | 20070315001 | ONT |
| ATR 42 300 | 5600 | | | | 20070306004 | ONT |
| ATR 42 320 | 2797 | | | | 20070328001 | ONT |
| AIR TRACTOR | | | | | | |
| AT 802 | 5753 | FLAP BAY LOWER SKIN | 204382 | CRACKED | 20070115014 | MAR |
| AT 802 | | CABIN HEATER MUFFLER | NPN | BROKEN | 20070316002 | PAC |
| AT 802A | | WELDED FIRE GATE | 804501 | CRACKED | 20070313009 | PAC |
| AIRBUS | | | | | | |
| A310 308 | 2497 | | | OVERHEATED | 20070313003 | NCR |
| A320 214 | 5600 | COMPUTER, WINDOW HEAT | 66642023 | MALFUNCTIONED | 20070103002 | ONT |
| A320 214 | 7200 | | | | 20070115004 | ONT |
| BAE - UK | | | | | | |
| 3112 | 3250 | NOSE LANDING GEAR | BOOA702852A | UNSERVISEABLE | 20070212003 | PNR |
| 3112 | 5600 | WINDSHIELD | 1379628C401 | NOT REPORTED | 20070131007 | PNR |
| 3212 | 2300 | | | | 20070126012 | PNR |
| 3212 | 2360 | | | | 20070111017 | PNR |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | Sdr No. | Rgn |
|------------|------|---------------------------|--------------|--------------------|-------------|-----|
| BEECH | | | | | | |
| 100 | 1000 | BOLT | 817861018 | CRACKED | 20070108010 | NCR |
| 100 | 3260 | LANDING GEAR RELAY | MC815A51 | O/H | 20070207001 | ONT |
| 100 | 5711 | SPAR | 5016000355 | CRACKED 1 | 20070209019 | PNR |
| 100 | 5753 | ROLLER ASSY | 99160011 | WORN | 20070124003 | PNR |
| 1900C | 3220 | | | | 20070108001 | NCR |
| 1900C | 3260 | | | | 20070108002 | PAC |
| 1900C | 7120 | | | | 20070228006 | PAC |
| 1900D | 2397 | WIRE | J176037 | CHAFED | 20070308002 | PNR |
| 1900D | 3244 | BEARINGS | | SHORTED | 20070212010 | ONT |
| 1900D | 5610 | WINDSHIELD ASSEMBLY RH | 11438402522 | DESTROYED | | |
| 200 | 2100 | BEARING | 206SZC | SHATTERED | 20070305004 | PNR |
| 200 | 3230 | | | CAGE DISINTEGRATED | 20070126010 | PNR |
| 200 | 3233 | SHAFT ASSEMBLY | 5082021811 | CRACKED | 20070122008 | PNR |
| 200 | 5610 | | | | 20070111018 | PNR |
| 200 | 5754 | LEADING EDGE | | BURNED | 20070105006 | PAC |
| 200 | 7310 | FUEL NOZZLE SHEATH | 311992001 | CRACKED | 20070327001 | MAR |
| 200 | | ZEE STIFFENER | 97440019101 | CRACKED | 20070202009 | PNR |
| 200 | | RAM SHAFT | UNKNOWN | FRACTURED | 20070115017 | PNR |
| 76 | 3233 | KR87 TRAY CONNECTOR | | DIS-CONNECTED | 20070220007 | PNR |
| 76 | 3497 | | | | 20070129006 | PAC |
| 95B55 | 5210 | | | | 20070227005 | PNR |
| 99 | 7261 | | | | 20070220002 | ONT |
| A100 | 2750 | | | | 20070216002 | QUE |
| A100 | 3230 | GEARBOX | 115811020651 | U/S | 20070321001 | ONT |
| A100 | 7600 | BRAZE ASSY, IDLE CONTROL | 5052456849 | CRACKED | 20070130003 | PNR |
| A100 | 7600 | IDLE CONTROL CABLE | 9938000521 | SEPARATED | 20070123001 | ONT |
| A100 | | PRESSURE SWITCH | 1225P363 | MALFUNCTIONED | 20070312006 | PNR |
| B100 | 3260 | | | | 20070206002 | QUE |
| B100 | 5610 | L/H WINDOW | 504200066137 | BLOWN | 20070208002 | NCR |
| B200 | 2497 | PCB LIGHT CONTROL | 1003641621 | FAILED | 20070122010 | PNR |
| B200 | 2720 | | | | 20070114004 | PNR |
| B200 | 3250 | TORQUE KNEE | 1018100327 | WORE THRU | 20070329008 | PAC |
| B200 | 3260 | | | | 20070226010 | PNR |
| B200 | 3310 | L/H LWR C/B PLACARD LIGHT | | NOT REPORTED | 20070207007 | PNR |
| B200 | 3442 | WEATHER RADAR INDICATOR | 66311400 | UNSERVICEABLE | 20070114003 | PNR |
| B200 | 5321 | SEGMENT | 11543008435 | CRACKED | 20070326003 | PNR |
| B200 | | N1 TACH GENERATOR | MS250384 | NOT REPORTED | 20070316003 | PNR |
| B300 | 3297 | FUEL SHUT OFF VALVE WIRES | | NOT REPORTED | 20070329009 | PNR |
| B300 | 5210 | PLATE | 1014300327 | FAILED | 20070226005 | MAR |
| B300 | 5420 | PANEL | 1019800013 | CRACKED | 20070322001 | MAR |
| B99 | 2730 | TORQUE TUBE | 1155240465 | CRACKED | 20070212007 | PNR |
| C90A | 2510 | ROTARY BUCKLE | 110198301 | SERVICEABLE | 20070209001 | ONT |
| C90A | 2612 | FIRE DETECTORS | 473275 | NEW | 20070202015 | PNR |
| C90A | 2810 | GASKET | 509215873 | NEW | 20070202016 | PNR |
| C90A | 5347 | ROTARY BUCKLE | 1101983 | SERVICEABLE | 20070207003 | ONT |
| C90A | 5347 | ROTARY BUCKLE | 1101983 | SERVICEABLE | 20070221004 | ONT |
| C90A | 5347 | ROTORY BUCKLE | 1101983 | SERVICEABLE | 20070221003 | ONT |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | SDR No. | RGN |
|---------------------------|------|-------------------------|--------------|------------------|-------------|-----|
| E95 | 5610 | WINDOW ASSY | 35410291652 | BROKEN | 20070322011 | PNR |
| BELL TEXTRON - CAN | | | | | | |
| 206B | 6210 | 206-010-200-133 | | DENTED | 20070223007 | PNR |
| 206B | 6210 | M/R BLADES | 206010200133 | NEW | 20070131004 | PNR |
| 206B | 6230 | CONE SET | 206010003001 | SCRAPPED | 20070302004 | PNR |
| 206B | 6230 | MAST | 206010332121 | UNSERVICEABLE | 20070321011 | PNR |
| 206B | 6310 | COUPLING | 206040118001 | REPACK | 20070306002 | PNR |
| 206B | 6330 | | | | 20070216007 | QUE |
| 206B | 7323 | GOVERNOR ASSEMBLY | 23065121 | STIFF LEVERSHAFT | 20070227007 | NCR |
| 206B | 7323 | GOVERNOR ASSEMBLY | 23065121 | STIFF LEVERSHAFT | 20070227009 | NCR |
| 206B | 7323 | GOVERNOR ASSEMBLY | 23065123 | STIFF LEVERSHAFT | 20070227011 | NCR |
| 206B | 7323 | PT GOVERNOR | 23076061 | FAILED | 20070119002 | PNR |
| 206L | 6520 | T/R GEARBOX | 206040402003 | LEAKING | 20070327009 | PNR |
| 206L 1 | 2432 | DIODE | 301265AA | UNSERVICEABLE | 20070202006 | ONT |
| 206L 1 | 7921 | IMPELLER | 206061432031 | CRACKED | 20070105005 | PAC |
| 206L 4 | 2820 | | | | 20070216001 | QUE |
| 206L 4 | 5532 | VERTICAL FIN | 206020113217 | DAMAGED | 20070126006 | PNR |
| 407 | 6510 | | | | 20070129007 | NCR |
| 427 | 6320 | | | | 20070216006 | NCR |
| 430 | 6420 | | | | 20070201001 | NCR |
| BELL TEXTRON - USA | | | | | | |
| 204B | 6710 | COLLECTIVE ELBOW | 2040011841 | REPAIRABLE | 20070122011 | PNR |
| 205A 1 | 5302 | AIRFRAME TAILBM FITTING | 205030767015 | CRACKED | 20070126007 | PNR |
| 205A 1 | 5315 | MAIN BEAM WEB | 205030163405 | NEW | 20070321008 | PNR |
| 205A 1 | 7921 | FAN \$ TURBINE ASSY | R34665 | MISSING BLADE | 20070228005 | PAC |
| 212 | 3246 | SADDLE , FWD OUTBOARD | D2571 | CRACKED | 20070226007 | PAC |
| 212 | 5313 | LONGERON SPLICE | 212030132047 | CORRODED | 20070228004 | PNR |
| 212 | 6510 | SPRING | 204040608001 | BROKEN | 20070223005 | ONT |
| 212 | | | | CRACK | 20070227001 | QUE |
| BELLANCA | | | | | | |
| 8GCBC# | 2750 | CABLE | 19023 | FRAIED | 20070320006 | PNR |
| 8GCBC# | 2750 | CABLE | 19023 | FRAYED | 20070320008 | PNR |
| 8GCBC# | 8520 | OIL TRANSFER TUBE | UNKNOWN | LOOSE | 20070227004 | ONT |
| BOEING | | | | | | |
| 727 223 | 2822 | CONTACTS | 50086003 | BURNT | 20070213003 | ONT |
| 727 225 | 2130 | DOOR SEALS | | FAILED | 20070202003 | ONT |
| 727 225 | 2612 | WIRE | W27260718 | SHORTED | 20070202004 | ONT |
| 727 227 | 2742 | GEARBOX | 651948218 | NOT REPORTED | 20070205007 | PAC |
| 727 227 | 3211 | TRUNION BOLT | 69634801 | SHEARED | 20070119011 | NCR |
| 727 247 | 2752 | O-RING | NAS1611130 | FAILED | 20070305001 | PNR |
| 727 247 | 3230 | BULB | 387 | FAILED | 20070323004 | PNR |
| 737 210C | 2120 | AIR CYCLE MACH | 20405010 | NOT REPORTED | 20070306003 | ONT |
| 737 210C | 5610 | | | | 20070110002 | ONT |
| 737 35B | 8011 | APU STARTER | 360581217 | BLOWN APART ON S | 20070312003 | MAR |
| 737 522 | 5600 | WINDOW | 5717623133 | SHATTERED | 20070226002 | MAR |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | SDR No. | RGN |
|-------------------|------|---------------------------|----------------|------------------|-------------|-----|
| 737-86N | 2133 | COUPLER | 14C3308 | LEAKING/MISALIGN | 20070221007 | NCR |
| 757 236 | 3140 | | | | 20070226001 | ONT |
| 757 236 | 3442 | | 20414440406 | | 20070227002 | ONT |
| 767 300 | 2821 | FUEL FILTER | 218371 | DIRTY | 20070201002 | QUE |
| 767 306 | 1230 | | PNNAS16128A | | 20070130004 | NCR |
| 767 306 | 3800 | CLAMSHELL | CA6250556BL | CRACKED | 20070312004 | NCR |
| BOMBARDIER | | | | | | |
| BD 100 1A10 | 2230 | THRUTTLE QUADRAN | 1007610001 | NEW | 20070322012 | NCR |
| BD 700 1A10 | 2710 | AILERON | SDGC4191000 | NOT REPORTED | 20070117001 | QUE |
| BD 700 1A10 | 7200 | FUSELAGE&ENG TAT PROBES | 0102AH2AF | NOT REPORTED | 20070118007 | QUE |
| BD 700 1A11 | 3810 | VENT VALVE | 4E32612 | OPEN | 20070129003 | QUE |
| CL600 2B19 (R)100 | 2120 | | | | 20070128002 | NCR |
| CL600 2B19 (R)100 | 2340 | ELECTRICAL CONNECTOR P1RU | M2430823F | CORRODED | 20070219011 | PAC |
| CL600 2B19 (R)100 | 2400 | WIRE | PA204D8 | BURNT | 20070321005 | PAC |
| CL600 2B19 (R)100 | 2497 | | | | 20070302001 | NCR |
| CL600 2B19 (R)100 | 2750 | FECU | | NOT REPORTED | 20070213001 | ONT |
| CL600 2B19 (R)100 | 2750 | FLAP SYSTEM | NA | JAMMED | 20070111003 | MAR |
| CL600 2B19 (R)100 | 2750 | FLAP SYSTEM | NA | JAMMED | 20070111004 | MAR |
| CL600 2B19 (R)100 | 2750 | FLAP SYSTEM | NA | JAMMED | 20070111005 | MAR |
| CL600 2B19 (R)100 | 2750 | FLAP SYSTEM | NA | JAMMED | 20070115003 | MAR |
| CL600 2B19 (R)100 | 2750 | FLAP SYSTEM | NA | JAMMED | 20070123002 | MAR |
| CL600 2B19 (R)100 | 2750 | LEVER FLAP CONTROL | 7805013 | USED | 20070208001 | ONT |
| CL600 2B19 (R)100 | 2750 | WING FLAP | | NOT REPORTED | 20070131002 | MAR |
| CL600 2B19 (R)100 | 2750 | WING FLAP | | NOT REPORTED | 20070131003 | MAR |
| CL600 2B19 (R)100 | 2750 | WIRE | | BROKEN | 20070201004 | MAR |
| CL600 2B19 (R)100 | 2750 | | | | 20070111006 | MAR |
| CL600 2B19 (R)100 | 2750 | | | | 20070111011 | MAR |
| CL600 2B19 (R)100 | 2752 | ACTUATOR | | NOT REPORTED | 20070205003 | ONT |
| CL600 2B19 (R)100 | 2752 | FLAP ACTUATOR | 852D10019 | LINEAR PLAY | 20070123005 | MAR |
| CL600 2B19 (R)100 | 2752 | FLAP ACTUATOR | 852D10019 | NOT TAKE GREASE | 20070118008 | MAR |
| CL600 2B19 (R)100 | 2752 | FLAP SYSTEM | | JAMMED | 20070214001 | MAR |
| CL600 2B19 (R)100 | 2752 | | | | 20070102004 | MAR |
| CL600 2B19 (R)100 | 2780 | WING FLAP | | NOT REPORTED | 20070118002 | MAR |
| CL600 2B19 (R)100 | 2782 | FLAP SYSTEM | NA | FAILED AT ZERO | 20070219009 | PAC |
| CL600 2B19 (R)100 | 2840 | COMPUTER FUEL QUANTITY | 73664310 | UNK | 20070124001 | PAC |
| CL600 2B19 (R)100 | 2910 | FAIRLEAD, BLOCK | TA3050052403 | WORN | 20070108003 | PAC |
| CL600 2B19 (R)100 | 2910 | HOSE ASSEMBLY | AE2460260G0074 | LEAK | 20070123013 | NCR |
| CL600 2B19 (R)100 | 2913 | CASE DRAIN LINE | AE7090072 | LOOSE COUPLER | 20070118009 | MAR |
| CL600 2B19 (R)100 | 3050 | | | | 20070105001 | MAR |
| CL600 2B19 (R)100 | 3210 | LANDING GEAR | 5321103 | NOT REPORTED | 20070301002 | MAR |
| CL600 2B19 (R)100 | 3234 | | | | 20070131005 | NCR |
| CL600 2B19 (R)100 | 3320 | LIGHT ASSY | BC10065005 | NOT REPORTED | 20070106001 | NCR |
| CL600 2B19 (R)100 | 3320 | SOCKET ASSY | BB100200258 | BURNT | 20070315002 | MAR |
| CL600 2B19 (R)100 | 3418 | ANGLE OF ATTACK VANE | 0861HB | FAILED | 20070205002 | PAC |
| CL600 2B19 (R)100 | 4930 | ECU | 21188002 | FAULT CODES | 20070321013 | PAC |
| CL600 2B19 (R)100 | 4930 | FUEL CONTROL UNIT | 388273010 | INTERNAL LEAK | 20070108005 | MAR |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | SDR No. | RGN |
|-----------------------|------|---------------------------|--------------|------------------|--------------|-----|
| CL600 2B19 (Rj100) | 4930 | FUEL LINE | 38834491 | CHAFFED | 20070202002 | MAR |
| CL600 2B19 (Rj100) | 5210 | SEAL STRIKER | 600315351001 | REPAIRED | 20070207002 | ONT |
| CL600 2B19 (Rj100) | 5220 | ESCAPE HATCH OUT | H341935 | NOT REPORTED | 20070109003 | NCR |
| CL600 2B19 (Rj100) | 5220 | HOUSING | 1196411 | CORRODED/CRACKED | 20070312005 | PNR |
| CL600 2B19 (Rj100) | 5440 | FAIRLEAD, BLOCK | TA305002403 | WORN | 20070123008 | PAC |
| CL600 2B19 (Rj100) | 5551 | BUSHING | 600210713 | DRY (NO LUBE) | 20070122005 | MAR |
| CL600 2B19 (Rj100) | 5551 | BUSHING | 600210713 | DRY (NO LUBE) | 20070122006 | MAR |
| CL600 2B19 (Rj100) | 5610 | SIDE WINDOW | NP13932200 | NOT REPORTED | 20070104001 | NCR |
| CL600 2B19 (Rj100) | 5610 | SIDE WINDOW - COCKPIT L/H | NP1393229 | CRACKED | 20070119001 | NCR |
| CL600 2B19 (Rj100) | 5700 | WING LEADING EDGE | 6001201687S | DENTED | 20070222002 | PAC |
| CL600 2B19 (Rj100) | 7110 | | | | 20070302002 | NCR |
| CL600 2B19 (Rj100) | 7220 | | | | 20070126013 | NCR |
| CL600 2B19 (Rj100) | 7230 | FAN BLADE | VARIOUS | BENT | 20070219001 | MAR |
| CL600 2B19 (Rj100) | 7321 | | | | 20070104002 | NCR |
| CL600 2B19 (Rj100) | 7713 | MANIFOLD, MAINFEED | X8905 | SPLIT | 20070320003 | PAC |
| CL600 2B19 (Rj100) | 7830 | HARNES, THROTTLE LOCK SW | 22858222801 | CHAFED | 20070222001 | PAC |
| CL600 2B19 (Rj100) | 7931 | CRANK PAD COVER | | DISLODGED | 20070206003 | MAR |
| CL600 2B19 (Rj440) | 3246 | MAINWHEEL | 50105711 | NOT REPORTED | 20070202018 | NCR |
| CL600 2B19 (Rj440) | 5610 | WINDSHIELD | 1393215 | SHATTERED | 20070225001 | NCR |
| CL600 2C10 (Rj700) | 2910 | HYD. PRESSURE BRACKET ASS | CN6272017203 | SEPERATED | 20070329002 | NCR |
| CL600 2C10 (Rj700) | 3222 | SEAL | 7339FT160T | LEAKING | 20070117008 | NCR |
| CL600 2C10 (Rj700) | 3250 | NOSE GEAR PROXIMITY TARGE | 521621 | MISSING | 20070121001 | NCR |
| CL600 2C10 (Rj700) | 3252 | SHIMMY DAMPER | 498003 | NOT REPORTED | 20070306006 | NCR |
| CL600 2C10 (Rj700) | 3320 | BALLAST | BR900022 | NO TRACE OF BURN | 20070103001 | NCR |
| CL600 2C10 (Rj700) | 5610 | SIDE WINDOW - COCKPIT L/H | 601R3303311 | CRACKED | 20070117007 | NCR |
| CL600 2C10 (Rj700) | 5610 | | | | 20070202019 | NCR |
| CL600 2C10 (Rj700) | 5610 | | | | 20070329004 | NCR |
| CL600 2D15 (705) | 2360 | CRJ AIRCRAFT | CL6002D15 | BURN MARKS | 20070320010 | PAC |
| CL600 2D15 (705) | 2360 | FAIRINGS AND STRUCTURE | | BURN MARKS | 20070329003 | MAR |
| CL600 2D15 (705) | 2752 | FLAP SYSTEM | | JAMMED | 20070219003 | MAR |
| CL600 2D15 (705) | 2782 | SLAT ACTUATOR | 7663854 | TRIPPED | 200702221002 | MAR |
| CL600 2D15 (705) | 7260 | AGB CARBON SEAL | 4115T43PO3 | MISSING | 20070323003 | MAR |
| CL600 2D15 (705) | 7830 | THRUST REVERSER | | NOT REPORTED | 20070320005 | MAR |
| CL600 2D15 (705) | 7830 | THRUST REVERSER | | NOT REPORTED | 20070322004 | MAR |
| CL600 2D24 (Rj900) | 5610 | | | | 20070123014 | NCR |
| CL600 2D24 (Rj900) | 5610 | | | | 20070123015 | NCR |
| BRITTEN NORMAN | | | | | | |
| BN2A 26 | 3251 | STEERING COLLAR | NB046547R | BROKEN | 20070202008 | PAC |
| CANADAIR | | | | | | |
| CL215 1A10 | 5330 | FUSELAGE SKIN | | CRACKED | 20070321012 | PNR |
| CL215 1A10 | 5711 | SPAR CAP | 2151003268 | CRACKED | 20070226008 | PNR |
| CL215 6B11(CL215T) | 2730 | ÉL. TORQUE TUBE | 215T926362 | BEARING LÂCHE | 20070330001 | QUE |
| CL215 6B11(CL415) | 2913 | HYD. PUMP | 65WE01042 | NOT REPORTED | 20070202013 | QUE |
| CL600 2A12(601) | 2720 | BUSHING | 600902461 | NOT REPORTED | 20070221001 | ONT |
| CL600 2A12(601) | 2760 | ROD | 6009260273 | CORRODED | 20070301004 | ONT |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | Sdr No. | Rgn |
|-----------------|------|---------------------------|-------------|------------------|-------------|-----|
| CL600 2A12(601) | 2910 | # 3 RETURN LINE | 600752406 | FAILED | 20070328003 | ONT |
| CL600 2A12(601) | 3233 | M/L/G ACTUATOR | 6008500185 | NOT REPORTED | 20070125001 | NCR |
| CL600 2A12(601) | 5610 | R/H WINDSHIELD | 60033303026 | CRACKED | 20070209023 | PNR |
| CL600 2B16(604) | 2820 | TUBE | 600624623 | PARTIAL BLOCKAGE | 20070109001 | NCR |
| CL600 2B16(604) | 7600 | | 2100140007 | FAILED | 20070308003 | ONT |
| CL600 2B16(604) | | | | | 20070219002 | NCR |
| CESSNA | | | | | | |
| 152 | 3245 | TUBE | 923150 | FAILED | 20070223008 | PAC |
| 152 | 3452 | | | | 20070228007 | PAC |
| 152 | 5510 | SPAR | 43200156 | CRACKED | 20070214003 | QUE |
| 152 | 5730 | WING SKIN | | CRACKED | 20070131006 | NCR |
| 152 | 5754 | LEADING EDGE SKIN | 4330106 | CRACKED | 20070118001 | PNR |
| 172D | 3222 | TORQUE LINK-UPPER | 5430358 | CRACKED | 20070110003 | ONT |
| 172E | | SPACER | 829 | SHEARED RIVETS | 20070216004 | PAC |
| 172M | 2300 | AVIONICS SWITCH | | NOT REPORTED | 20070228009 | PAC |
| 172M | 2497 | LIGHT, OVERVOLTAGE WARN. | S21351 | BURNT WIRE | 20070208004 | MAR |
| 172M | 7110 | LANDING LIGHT SUPPORT | 5521335 | CRACKED | 20070313005 | PAC |
| 172N | 2434 | ALTINATOR | DOFF10300B | REPAIRED | 20070215004 | PNR |
| 172P | 6113 | FWD SPINNER BULKHEAD | 5503214 | CRACKED | 20070313002 | PAC |
| 172R | 1420 | ELECTRICAL PLUG | | CORRODED | 20070202017 | PAC |
| 172S | 3340 | LANDING LIGHT SW | CM358910 | NOT REPORTED | 20070215001 | NCR |
| 207 | 3245 | TIRE TUBE | 7008006 | CRACKED | 20070320007 | PNR |
| 208 | 7110 | LATCH ASSY | S32471 | LOOSE | 20070321006 | PAC |
| 401 | 3211 | BRACKETT, ACTUATOR MOUNT | 50110131 | LOOSE | 20070115015 | PNR |
| 401 | 3213 | TORQUE LINKS | 50411148 | NOT REPORTED | 20070126011 | NCR |
| 401B | 3231 | SCREW - ADJUSTING | 8411131 | BROKEN | 20070125002 | PNR |
| 402C | | BRACKET, FLAP BELLCRANK | 51220465 | CORRODED, BROKEN | 20070123009 | PNR |
| 421B | 5620 | WINDOW | 51116052 | CRACKED | 20070228008 | PAC |
| 425 | 3510 | OXYGEN LINE | 510010951 | CORRODED | 20070213005 | PAC |
| 525 | 2900 | HYDRAULIC LOADING VALVE | 991242339 | FAILED | 20070213002 | PNR |
| 550 | 2120 | WELD ASSY | 651510314 | DISBOND | 20070328002 | ONT |
| 550 | 2500 | ROTARY SEAT BELT BUCKLE | 497900312 | FAILED TEST | 20070205005 | ONT |
| 550 | 2500 | ROTORY BUCKLE | | SERVICEABLE | 20070221005 | ONT |
| 550 | 2510 | ROTARY BUCKLE | 110193201 | INTERFERES | 20070209003 | ONT |
| 550 | 2520 | ROTARY BUCKLE | | SERVICEABLE | 20070209002 | ONT |
| 550 | 3020 | ANTI-ICE SOLENOID VALVE | 991240216 | FAILED | 20070124002 | ONT |
| 550 | 3040 | DEFOG FAN | 99180021 | U/S | 20070123004 | QUE |
| 550 | 5347 | ROTORY BUCKLE | 110195203 | INTERFERENCE | 20070329005 | ONT |
| 560 | 3221 | BOLT | NAS464P4A10 | BROKEN | 20070215007 | PAC |
| A185E | 5514 | REINFORCEMENT BRACKET | 7321014 | CRACKED | 20070222003 | ONT |
| TU206G | 5711 | AFT OUTBOARD SPAR CHANNEL | 122210614 | FAILED | 20070119009 | ONT |
| TU206G | 5711 | FORWARD SPAR ASSEMBLY | 12220052 | FAILED | 20070119010 | ONT |
| U206F | 2730 | ELEVATOR CONTROL CABLE | 1260505406 | CUT 1/2 WAY THRU | 20070327010 | QUE |
| U206G | 2434 | ALTERNATOR | DOFF300JR | FAILED | 20070327004 | PNR |
| U206G | 5554 | HINGE BRACKET | 12310231920 | WORN | 20070202010 | PAC |
| CONVAIR - CAN | | | | | | |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | Sdr No. | Rgn |
|--------------------------|------|---------------------------|--------------|------------------|-------------|-----|
| 340 | 2436 | WASHER | AN96010L | NOT REPORTED | 20070308004 | PAC |
| 340 | 2780 | FLAP RELAY | N547E | FAILED | 20070330003 | PAC |
| DASSAULT | | | | | | |
| FALCON 2000 | 3070 | DRAIN VALVE | 6BS10011 | DAMAGED | 20070327002 | NCR |
| FALCON 2000 | 3520 | | | | 20070123012 | PNR |
| DEHAVILLAND - CAN | | | | | | |
| DHC 2 MKI | 2720 | RUDDER BELLCRANK | C2TR445 | CORRODED | 20070209005 | PAC |
| DHC 2 MKI | 5720 | C2FS5487A | | CORRODED | 20070212004 | PAC |
| DHC 3 | 5741 | LUG FITTING STRUT | C3W1037 | INTERGRANULAIRE | 20070319002 | NCR |
| DHC 5A | 2410 | DC GENERATOR | C5SC12333 | DESTROYED | 20070202012 | PNR |
| DHC 5A | 3240 | BRAKE DISC | | DAMAGED/BROKEN | 20070110004 | NCR |
| DHC 6 | 1000 | DRAIN VALVE BOLT | TBC6EM106727 | FAILED | 20070314003 | ONT |
| DHC 6 | 2000 | NUT WHEEL | C6UM117227 | NEW | 20070102001 | NCR |
| DHC 6 | 3213 | NUT BEARING RETAINING | C6UM117227 | NEW | 20070122001 | PNR |
| DHC 6 100 | 5300 | FUSELAGE | | HEAVY CORROSION | 20070223004 | PNR |
| DHC 6 300 | 2520 | BUCKLE | 110124007 | SERVICEABLE | 20070307002 | ONT |
| DHC 6 300 | 2520 | BUCKLE | 11011200 | UNSAFE | 20070129004 | ONT |
| DHC 6 300 | 2701 | CABLE ASSY,ELEV TRIM | C6CF14053 | BROKEN | 20070115016 | PAC |
| DHC 6 300 | 2730 | BRACKET | C6TPM102228 | LOOSE | 20070219008 | QUE |
| DHC 6 300 | 2800 | | | | 20070130001 | QUE |
| DHC 6 300 | 3130 | INERTIA SWITCH | 3LO4534 | TRIPPED | 20070302003 | MAR |
| DHC 6 300 | 5730 | LOWER SKIN PANEL | C6W101427 | CORRODED | 20070307008 | ONT |
| DHC 6 300 | 5730 | RIVET | MS20470AD | CORRODED | 20070307006 | ONT |
| DHC 6 300 | 5730 | RIVET | MS20470AD | CORRODED | 20070307007 | ONT |
| DHC 6 300 | 5730 | TOP SKIN PANEL | C6W1017 | DISBOND | 20070307003 | ONT |
| DHC 6 300 | 5730 | TOP SKIN PANEL | C6W1017 | DISBOND | 20070307004 | ONT |
| DHC 6 300 | 7300 | TRIM CABLE | C6CF14043 | NEW | 20070117005 | NCR |
| DHC 6 300 | 7333 | CANON PLUG | NA | SEPERATED | 20070131001 | PNR |
| DHC 8 100 | 3230 | HYDRAULIC TUBE | 82970009235 | RUPTURED | 20070122007 | NCR |
| DHC 8 100 | 5600 | CO-PILOT'S WINDSHIELD | NP15790112 | OUTER PANE SHATT | 20070102002 | NCR |
| DHC 8 102 | 2400 | RELAY BASE | CL12068161 | BROKEN | 20070305003 | QUE |
| DHC 8 102 | 2612 | BAGGAGE SMOKE DETECTOR | 3023143 | FALSE INDICATION | 20070125003 | MAR |
| DHC 8 102 | 2761 | ACTUATOR BODY | A44700009 | CRACKED | 20070301003 | ONT |
| DHC 8 102 | 3230 | LANDING GEAR EXTEN SYSTEM | NA | N/A | 20070330004 | PAC |
| DHC 8 102 | 3230 | NOSE GEAR GROUND LOCK | 83221002003 | NOT REPORTED | 20070129005 | ONT |
| DHC 8 103 | 3230 | | | | 20070321007 | NCR |
| DHC 8 106 | 3221 | FITTING | 85310340015 | FASTENER LOOSE O | 20070126005 | QUE |
| DHC 8 106 | 3222 | NOSE LANDING GEAR NUT | 88295 | BROKEN | 20070108006 | PNR |
| DHC 8 300 | 1497 | | | | 20070326001 | NCR |
| DHC 8 300 | 2913 | ENGINE DRIVEN HYD PUMP | 570347 | SHEARED SHAFT | 20070312001 | NCR |
| DHC 8 300 | 3210 | UPPER TORQUE LINK | 10134501 | BROKEN | 20070312008 | NCR |
| DHC 8 300 | 3231 | NLG DOOR BELLCRANK | 83232013003 | BROKEN | 20070205004 | NCR |
| DHC 8 300 | 5600 | CO-PILOT WINDSHIELD | NP15790114 | CRACKED | 20070202014 | NCR |
| DHC 8 301 | 2100 | AIR DUCT | 82110588003 | CRACKED | 20070306005 | PAC |
| DHC 8 311 | 3230 | VALVE LNG GEAR SEL | 574205A | UNK | 20070123006 | PAC |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | Sdr No. | Rgn |
|---------------------|------|---------------------------|--------------|----------------|-------------|-----|
| DHC 8 311 | 3233 | BOLT | MS2125004012 | SHEARED | 20070305002 | QUE |
| DHC 8 311 | 5343 | | | | 20070119004 | MAR |
| DHC 8 400 | 2730 | ELEVATOR PCU | 3906001007 | SPLIT CASE | 20070103004 | NCR |
| DHC 8 400 | 3230 | NLG WOW 2/ CENTERING HARN | 471515 | NOT REPORTED | 20070319009 | NCR |
| DHC 8 400 | 3231 | | | | 20070313004 | NCR |
| DHC 8 400 | 3246 | INNER BEARING | 29685 | NOT REPORTED | 20070315005 | NCR |
| DHC 8 400 | 3246 | WHEEL ASSEMBLY | 31573 | NOT REPORTED | 20070201003 | NCR |
| DHC 8 400 | 4930 | | | | 20070314017 | NCR |
| DHC 8 400 | 5600 | WINDSHIELD | 80260006 | CRACKED | 20070320001 | NCR |
| DHC 8 400 | 6112 | BUSBAR | 697070212 | SHORTED | 20070321009 | NCR |
| DHC 8 402 | 3230 | VALVE SOLENOID SEQUENCE | 483023 | FAILED | 20070213007 | ONT |
| DHC 8 402 | 3230 | VALVE, SOLENOID SEQUENCE | 483023 | NOT REPORTED | 20070220005 | ONT |
| DHC 8 402 | 3230 | VALVE-SOLENOID SEQUENCE | 483023 | FAILED | 20070129008 | NCR |
| DHC 8 402 | 3444 | SENSOR PROXIMITY | 401020101 | NOT REPORTED | 20070213006 | ONT |
| DHC 8 402 | 5600 | LUG # 10 STUD SIZE | MS20659105 | NOT REPORTED | 20070109002 | NCR |
| DIAMOND - CAN | | | | | | |
| DA 20 C1 | 5540 | BUSHING | 2055450001 | MISSING | 20070322003 | MAR |
| EMBRAER | | | | | | |
| ERJ 190 100 IGW | 2710 | WATER LINE | | NOT REPORTED | 20070129001 | NCR |
| ERJ 190 100 IGW | 3242 | MLG BRAKE ASSY | 90002340PR | NOT REPORTED | 20070307001 | QUE |
| ERJ 190 100 IGW | 3244 | | | | 20070129002 | QUE |
| ERJ 190 100 IGW | 3800 | CLAMP SHELL ASSY | 14C3308 | GOOD | 20070212008 | NCR |
| ERJ 190 100 IGW | 5210 | DOOR MECHANISM | | NOT REPORTED | 20070212006 | QUE |
| EUROCOPTER DEUT | | | | | | |
| BO105 S CDN BS 4 | 3097 | SWITCH, TOGGLE | 2840A | DEAD SHORT | 20070119005 | ONT |
| BO105 S CDN BS 4 | 6220 | BEARING | 601741 | FRACTURED | 20070125004 | ONT |
| EUROCOPTER FRANCE | | | | | | |
| EC 120 B | 7603 | FLEXIBLE CABLE | 55CF8891 | FAILED | 20070214002 | NCR |
| EC 120 B | | | | | 20070307011 | PNR |
| EC 120 B | | | | | 20070309002 | ONT |
| FAIRCHILD | | | | | | |
| SA227AC | | SPLINNED DRIVE | 297037 | STRIPPED | 20070220001 | ONT |
| SA227CC | 2910 | | | | 20070307009 | ONT |
| SA227CC | 7200 | 1ST STG TURBINE | 31081642 | FRACTURED | 20070108009 | ONT |
| SA227CC | 7230 | 2ND STAGE IMPELLOR | 8934825 | FRACTURED | 20070319005 | ONT |
| FOKKER - ND | | | | | | |
| F.28 MK0100 | 2340 | | | | 20070110005 | PNR |
| F.28 MK0100 | 2800 | OVERFLOW VALVE | 1608565 | NOT REPORTED | 20070109005 | PNR |
| GROB | | | | | | |
| G 120A | 2750 | FLAP SYSTEM | | NOT REPORTED | 20070209022 | PNR |
| G 120A | 3234 | LANDING GEAR HANDLE | GH115TAREVE | NOT REPORTED | 20070227006 | PNR |
| GULFSTREAM - ISRAEL | | | | | | |
| GULFSTREAM 200 | | IGV LINEAR ACTUATOR | 31B525501 | LEAKING | 20070220006 | ONT |
| GULFSTREAM - USA | | | | | | |
| 690D | 5312 | ANGLE | 320035501 | CRACKED | 20070115012 | MAR |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | SDR No. | RGN |
|---------------------------|------|-----------------------|---------------|------------------|-------------|-----|
| 690D | 5730 | FILLET | 1101918 | CRACKED | 20070115013 | MAR |
| HAWKER SIDDELEY-UK | | | | | | |
| HS 748 2A | 2140 | PRESSURE SWITCH | BAS30198 | NOT REPORTED | 20070319001 | ONT |
| HS 748 2A | 2800 | | | | 20070309001 | PNR |
| HS 748 2A | 2910 | HYDRAULIC PIPE | 373Q2277 | NOT REPORTED | 20070131008 | PNR |
| HS 748 2A | 2931 | INDICATOR | AIR45428 | NOT REPORTED | 20070119003 | ONT |
| HS 748 2A | 3411 | | | | 20070130002 | ONT |
| HS 748 2A | 5600 | | | | 20070111012 | ONT |
| HUGHES | | | | | | |
| 369D | 6210 | MAIN ROTOR BLADE | 500P2100101 | CRACKED | 20070309003 | PAC |
| 369D | 6210 | MAIN ROTOR BLADE | 369D21100516A | USED | 20070118006 | ONT |
| LEARJET | | | | | | |
| 35 | 3260 | SQUAT SWITCH | 426EN98 | SHORTED | 20070126002 | QUE |
| 35A | 2435 | GENERATOR | 66082019 | NOT REPORTED | 20070105007 | PAC |
| 45 | 2120 | CHECK VALVE | 6.62100E+12 | BROKEN/DESTROYED | 20070223001 | QUE |
| LOCKHEED | | | | | | |
| 382G | 3230 | MICRO SWITCH | | NOT REPORTED | 20070111001 | ONT |
| MITSUBISHI - USA | | | | | | |
| MU 2B60 | 6122 | PROP GOVENOR | 89741016 | STIFF | 20070228002 | ONT |
| PILATUS - SW | | | | | | |
| PC 12 45 | 2510 | CAUTION LIGHT AS | 973321920 | NOT REPORTED | 20070227013 | ONT |
| PC 12 45 | 2580 | CABIN INSULATION | | DETERIORATED BAG | 20070115001 | ONT |
| PC 12 45 | 2711 | AILERON TRIM ACT | 978731813 | NOT REPORTED | 20070212001 | ONT |
| PC 12 45 | 2740 | 974.20.01.212 | ES2151423B | NOT REPORTED | 20070326002 | ONT |
| PC 12 45 | 2752 | FLAP ACTUATOR | 9787320309 | LOOSE | 20070314010 | ONT |
| PC 12 45 | 2752 | FLAP ACTUATOR | 9787320309 | TEMP/FROZEN | 20070310001 | ONT |
| PC 12 45 | 2752 | FLAP ACTUATOR | 9787320309 | TEMP/FROZEN | 20070310003 | ONT |
| PC 12 45 | 2752 | FLAP ACTUATOR | 9787320309 | TEMP/FROZEN | 20070314008 | ONT |
| PC 12 45 | 2752 | FLAP ACTUATOR | 97897320309 | TEMP/FROZEN | 20070310002 | ONT |
| PC 12 45 | 3160 | EFIS DISPLAY | 660312525 | NOT REPORTED | 20070307005 | ONT |
| PC 12 45 | 3160 | | | | 20070227010 | ONT |
| PC 12 45 | 3222 | BARREL NUT | 5322012165 | CORROSION | 20070202011 | ONT |
| PC 12 45 | 3418 | STICK PUSHER COMPUTER | 9754423104 | DEFECTIVE | 20070227014 | QUE |
| PC 12 45 | 3455 | | 66107214 | | 20070227012 | ONT |
| PC 12 45 | 5344 | SCUFF PLATE HINGE | 5531412027 | CORRODED | 20070113001 | ONT |
| PC 12 45 | 5554 | BEARING | 9408328506 | WORN | 20070112001 | PNR |
| PC 12 45 | 5554 | BEARING | 9408328506 | WORN | 20070112002 | PNR |
| PC 12 45 | 7110 | | | | 20070202001 | PNR |
| PC 12 45 | 7260 | BEARING ,BALL | 9408308902 | DETERIORATED | 20070320009 | ONT |
| PC 12 45 | 7600 | | | | 20070212002 | ONT |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | Sdr No. | Rgn |
|------------|------|--------------------------|-------------|------------------|-------------|-----|
| PIPER | | | | | | |
| PA23 250 | 7603 | CABLE | 30205002 | FAILED | 20070208003 | QUE |
| PA28 140 | | R/H FWD WINGWALK | 62061002 | CRACKED | 20070314006 | QUE |
| PA28R 200 | 2840 | FUEL SENDER/FLOAT ASSY. | 68101002 | HOLE IS WORN | 20070308001 | PNR |
| PA30 | | INNER WHEEL HALF | 16102100 | DESTROYED | 20070312007 | PNR |
| PA31 | 3246 | BOLT | 402377 | BROKEN | 20070126009 | PNR |
| PA31 310 | 3231 | | | | 20070228001 | QUE |
| PA31 325 | 2730 | BOLT | AN17422A | CORRODED | 20070216003 | PAC |
| PA31 325 | 3260 | PROXIMITY MICRO SWITCH | 487862 | FAILED | 20070327005 | NCR |
| PA31 325 | 6120 | PROPELLER CONTROL CABLE | 454254 | FAILED | 20070127002 | PNR |
| PA31 350 | 2140 | HEATER | D405065D703 | FAILED | 20070115002 | PNR |
| PA31 350 | 2424 | VOLTAGE REGULATOR | B002861 | FAILED | 20070209020 | NCR |
| PA31 350 | 3213 | TORQUE LINK | 4025700 | CRACKED | 20070226004 | PNR |
| PA31 350 | 8120 | TURBOCHARGER | LW12463T | FAILED | 20070120001 | PNR |
| PA31 350 | | ACTUATOR END | UK | THREADS BROKEN | 20070314001 | ONT |
| PA31 350 | | ALTERNATOR INOP SWITCH | 587857 | FAILED | 20070312009 | PNR |
| PA34 220T | 3220 | LANDING GEAR | | FAILED | 20070207006 | PAC |
| PA44 180 | 2740 | CABLE - FWD LEFT | 62701113 | CORROSION | 20070111002 | ONT |
| ROBINSON | | | | | | |
| R44 | 6510 | T/R D/S DAMPER BEARING | C04111 | DEFECTIVE | 20070220003 | PNR |
| R44 II | 2916 | HYD RESERVOIR | | FAULTY | 20070306001 | NCR |
| R44 II | 5300 | RIB (MIDDLE) | C2617C2618 | CRACKED | 20070122004 | NCR |
| R44 II | 6310 | RETAINER | C1664 | CRACKED 5 PLACES | 20070226011 | PNR |
| R44 II | 6310 | SPRAG | C1883 | CRACKED | 20070117006 | PNR |
| R44 II | 6710 | ELASTIC CORD ASSY | A9182 | DISCONNECTED | 20070207008 | PNR |
| R44 II | 6730 | | | | 20070213008 | PNR |
| R44 II | 7414 | PRIMARY CONTROL WIRE | WIRE | WIRE CHAFFED | 20070307010 | PNR |
| R44 II | 7800 | HEAT SHIELD (EXHAUST) | D3171 | CRACKED | 20070122002 | NCR |
| R44 II | 8500 | ENGINE COOLING SHROUD | D3807 | CRACKED | 20070122003 | NCR |
| SAB | | | | | | |
| 340B | 2697 | WASHER | D2004 | MISSING | 20070327011 | PNR |
| SIKORSKY | | | | | | |
| S61N | 2913 | MOTOR | 4546A | INOPERATIVE | 20070221006 | PAC |
| S61N | 6730 | | | | 20070222005 | PAC |
| S92A | 6320 | MAIN GEARBOX | 92351510042 | NOT REPORTED | 20070115006 | NCR |
| S92A | 6420 | SPLIT CONES | 9,23581E+12 | NOT REPORTED | 20070123007 | MAR |
| SWEARINGEN | | | | | | |
| SA226TC | 5610 | WINDSHEILD ASSY | 2719442003 | CRACKED | 20070112003 | PNR |
| SA226TC | 5610 | WINDSHEILD ASSY | 2719442004 | CRACKED | 20070208005 | PNR |
| SA226TC | 5610 | WINDSHIELD ASSY | 2719442004 | DELAMINATED | 20070117003 | PNR |
| SA227AC | 5610 | WINDSHIELD | 2719442003 | CRACKED | 20070219004 | MAR |
| SA227AC | 7120 | ENGINE MOUNT TRUSS ASSY. | 276211497 | CRACK | 20070219005 | MAR |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | SDR No. | Rgn |
|-------------------------|------|-------------------------|---------------|----------------|-------------|-----|
| ENGINE | | | | | | |
| ALLISON | | | | | | |
| 250-C20 | 2435 | FRICION CUP PLATE | 230321910 | CRACKED | 20070327003 | PAC |
| 250-C20 | 7322 | FUEL CONTROL UNIT | 23034702 | SERVICABLE | 20070201008 | PAC |
| 250-C20B | 7321 | FUEL CONTROL UNIT | 23070606 | FAILED | 20070119008 | PNR |
| 250-C28B | 7240 | OUTER COMBUSTION CASE | 6899237 | CRACKED | 20070105004 | PAC |
| 250-C30P | 2435 | SPRING | UNKNOWN | BROKEN | 20070119006 | PNR |
| 501-D22A | 7932 | | | | 20070216005 | ONT |
| AE-3007A1/3 | 7200 | | | | 20070126001 | QUE |
| AVCO LYCOMING | | | | | | |
| IO-540-E1B5 | 2410 | UNK | UNK | LEAKING | 20070201009 | ONT |
| LTIO-540-J2BD | 8520 | | | | 20070223003 | PAC |
| LTS-101-600A-2 | 7321 | | | | 20070321010 | PNR |
| O-235-L2C | 7322 | CONNECTION, INTAKE PIPE | 61376 | NOT REPORTED | 20070316004 | PAC |
| O-235-L2C | 8530 | INTAKE VALVE | LW11901 | CRACKED | 20070301001 | ONT |
| O-320-H2AD | 8530 | HYDRAULIC LIFTER | LW16812 | UNLOCKED | 20070313001 | ONT |
| O-540-E4C5 | 7414 | MAGNETO | BL3493704 | LOOSE | 20070126003 | PNR |
| O-540-E4C5 | 7921 | OIL COOLER | 8406E | CRACKED | 20070126004 | PNR |
| TIO-540-A2C | 8520 | ENGINE | | FAILED | 20070327008 | PNR |
| TIO-540-J2BD | 8120 | DENSITY CONTROLLER | | LEAKING | 20070323005 | MAR |
| TIO-540-J2BD | 8120 | TURBOCHARGER | LW12463 | DESTROYED | 20070321002 | PNR |
| TIO-540-J2BD | 8120 | TURBOCHARGER | 4091709001 | OIL LEAK | 20070119012 | PAC |
| TIO-540-J2BD | 8520 | CAMSHAFT | UK | WORN | 20070319008 | PNR |
| TIO-540-J2BD | 8520 | LH CRANKCASE HALF | | CRACKED | 20070321004 | MAR |
| TIO-540-J2BD | 8530 | CYLINDER | | SEPARATED | 20070115007 | MAR |
| TIO-540-R2AD | 8520 | CRANKSHAFT | 13F1773585 | BROKE | 20070313006 | MAR |
| TIO-541-E1C4 | 8530 | TAPPET | 77672 | SPALLED | 20070319006 | PAC |
| BOMBARDIER ROTAX | | | | | | |
| 914 F3 | 7322 | FLOAT BOWL | 963178 | DISTORTED | 20070315006 | PAC |
| CFM INTERNATIONAL | | | | | | |
| CFM56-3B2 | 7230 | BOLT, SHEAR DBL HEX HD | GEJ818P060A | CRACKED | 20070114002 | PAC |
| CFM56-5A1 | 7230 | | | | 20070312002 | QUE |
| CFM56-5A5 | 7250 | | | | 20070220004 | QUE |
| GARRETT | | | | | | |
| TPE731-2 | 7250 | ENGINE | FE73121C | SHUTDOWN | 20070314005 | NCR |
| TPE331-10UGR-514H | 7260 | PLANETARY GEAR | 3586763 | OVERHAULED | 20070115011 | PNR |
| TPE331-10UGR-516H | 7200 | ENGINE | TPE33110UGR | UNSERVICEABLE | 20070212005 | PNR |
| TPE331-10UGR-516H | 7260 | ACCESSORY DRIVE HOUSING | | BROKEN | 20070215002 | PNR |
| TPE331-12UHR | 7297 | WIRING | | DAMAGED | 20070219010 | PNR |
| TPE331-6-252B | 7720 | ITT HARNESS | 8975294 | HARD FAIL | 20070223002 | PNR |
| GENERAL ELECTRIC | | | | | | |
| CF34-1A | 7310 | FUEL HOSE | AE701000N0130 | TORN | 20070115009 | QUE |
| CF34-3B1 | 7250 | #3 BEARING SEAL | | LEAKING | 20070128001 | MAR |
| CT58-140-1 | 7230 | FOURTH STAGE BLADE | 5009T34P01 | U/S | 20070216008 | PAC |
| CT17-9B | 7250 | STAGE ONE TURBIN | 6064T06P03 | U/S | 20070209021 | PNR |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | Sdr No. | Rgn |
|---------------------|------|---------------------------|-----------|------------------|--------------|-----|
| PRATT & WHITNEY-CAN | | | | | | |
| JT15D-4 | 1000 | BOLT | MS955614 | DEVIATING | 20070108008 | QUE |
| JT15D-5 | 7200 | | | | 20070314016 | QUE |
| PT6A-114A | 7220 | | | | 20070105003 | QUE |
| PT6A-114A | 7313 | STUD | 3038589 | LOOSE | 20070320002 | PNR |
| PT6A-27 | 0 | | | | 20070105002 | QUE |
| PT6A-27 | 7250 | POWER SECTION | 3013102 | DISINTERGRATED | 20070115010 | MAR |
| PT6A-27 | 7250 | POWER TURBINE BLADES | | FRACTURED | 20070209006 | QUE |
| PT6A-27 | 7250 | | | | 20070103011 | QUE |
| PT6A-28 | 2435 | SPLINE, DRIVE | | WORN | 20070215003 | PNR |
| PT6A-34 | 7200 | | | | 20070110001 | MAR |
| PT6A-34 | 7250 | | | | 20070103009 | QUE |
| PT6A-34 | 7250 | | | | 20070103010 | QUE |
| PT6A-41 | 7321 | | | | 20070219006 | QUE |
| PT6A-41 | 7322 | P3 TUBE | 3027791 | FRACTURED | 20070209010 | QUE |
| PT6A-41 | 7530 | P3 TUBE | 3027791 | SCRAPPED | 20070118005 | QUE |
| PT6A-41 | 7600 | COTTER PIN | UKN | UKN | 20070312010 | PAC |
| PT6A-42 | 7310 | FUEL TUBE | 3026779 | FRACTURED | 20070209011 | QUE |
| PT6A-42A | 7200 | | | | 20070103003 | QUE |
| PT6A-42A | 7310 | FUEL TUBE | 3033981 | FRACTURED | 20070314019 | QUE |
| PT6A-62 | 7720 | | | | 20070314009 | QUE |
| PT6A-65AG | 7200 | | | | 20070314022 | QUE |
| PT6A-65B | 7250 | CT BLADE | 312111101 | FAILED | 20070125005 | PNR |
| PT6A-65B | 7314 | FUEL PUMP TO FCU LINE | A29001OR2 | CHAFED | 20070111013 | NCR |
| PT6A-67AF | 7530 | NIPPLE TO TUBE BOSS | 3024606 | CHAFED | 20070313008 | PAC |
| PT6A-67B | 7280 | | | | 20070227003 | ONT |
| PT6A-67D | 6120 | PROPELLER GOVERNOR | 8210410 | UNSERVICABLE | 20070322005 | PAC |
| PT6A-67D | 7210 | SEAL FACE | 311145101 | MINOR DAMAGE | 20070123010 | PAC |
| PT6A-67D | 7230 | | | | 20070314014 | QUE |
| PT6A-67D | 7931 | | | | 200703330005 | PAC |
| PT6A-67D | 7932 | | | | 20070123011 | PAC |
| PT6A-68 | 7200 | | | | 20070314021 | QUE |
| PT6C-67D | 7200 | | | | 20070314002 | QUE |
| PT6T-3B | 6320 | | | | 20070227015 | PAC |
| PT6T-3DF | 7250 | | | | 20070314020 | QUE |
| PT6T-6 | 7250 | C.T. SHROUD SEGMENTS | 3031670 | NORMAL | 20070119007 | QUE |
| PW118 | 7920 | OIL TRANSFER TUBE 6&7 BRG | | FRACTURED | 20070209015 | QUE |
| PW118B | 1000 | HP IMPELLER | 3043243 | NEW | 20070206001 | MAR |
| PW119B | 7931 | | | | 20070209016 | QUE |
| PW120 | 7210 | | | | 20070314013 | QUE |
| PW120 | 7250 | LOW PRESS TURBINE BLADE | | CREEP FRACTURE | 20070209007 | QUE |
| PW120A | 7500 | | | | 20070126008 | MAR |
| PW123 | 7260 | | | | 20070314011 | QUE |
| PW123 | 7310 | FLOW DIVIDER DUMP VALVE | 263451 | LEAKING | 20070319004 | PAC |
| PW123 | 7310 | PACKING | | NOT REPORTED | 20070209018 | QUE |
| PW123D | 7310 | TUBE ASSY, FUEL PRESS | 3035987 | SHAFFING PUNCTUR | 20070111015 | QUE |
| PW123D | 7500 | ADAPTER, P3 BLEED AIR | 311269001 | CRACKED | 20070202007 | QUE |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | SDR No. | RGN |
|----------------------|------|------------------------------|--------------------------|------------------------------|-------------|-----|
| PW124B | 7250 | SEAL DRIVE SEAL | 30B336201 | DAMAGED | 20070314015 | QUE |
| PW127 | 7260 | | | DAMAGED | 20070209013 | QUE |
| PW127B | 7260 | | | UNSERVICEABLE | 20070209012 | QUE |
| PW127E | 7930 | | | UNSERVICEABLE | 20070314007 | QUE |
| PW127F | 7321 | | | UNSERVICEABLE | 20070314004 | QUE |
| PW207D | 7300 | | | UNSERVICEABLE | 20070209008 | QUE |
| PW305A | 7200 | | | UNSERVICEABLE | 20070103008 | QUE |
| PW306A | 7230 | | | OIL TRANSFER | 20070314018 | QUE |
| PW306A | 7931 | | | LEAKING | 20070103007 | QUE |
| PW306B | 7321 | | | LEAKING | 20070103006 | QUE |
| PW308C | 7321 | | | UNSERVICEABLE | 20070103005 | QUE |
| PW545A | 7321 | | | UNSERVICEABLE | 20070209014 | QUE |
| PW545A | 7530 | | | UNSERVICEABLE | 20070209009 | QUE |
| PW545B | 7931 | | | UNSERVICEABLE | 20070314012 | QUE |
| PRATT & WHITNEY-USA | | | | | | |
| JT8D-15A | 7110 | SADDLE DUCT COVER | 69218911 | SEPARATED | 20070202005 | ONT |
| JT8D-9A | 7932 | ENGINE | R985 | OVERHAULED | 20070125006 | PAC |
| R-2000-7M2 | 8520 | | | | 20070102003 | PNR |
| R-985-AN-14B | 8520 | | | | 20070327007 | PNR |
| ROLLS ROYCE - GY | | | | | | |
| BR700-710A2-20 | 7230 | FAN BLADE | FW34114 | BLADE SEPRATION | 20070111016 | QUE |
| DART 534-2 | 7240 | | | | 20070323001 | ONT |
| TELEDYNE CONTINENTAL | | | | | | |
| IO-240-B | 7314 | FUEL PUMP | 64936849A1 | OUT OF ADJUSTMENT | 20070322006 | MAR |
| IO-240-B | 8011 | CLUSTER GEAR | 656762 | WORN | 20070322002 | MAR |
| IO-520-F | 8530 | PISTON RING | AEC648005PL | METAL SEPARATION | 20070109006 | PAC |
| IO-520-F | 8530 | ACCELERATOR PUMP | 626608 | FAILED | 20070122009 | PAC |
| O-200-A | 7322 | | | EXCESSIVE WEAR | 20070207005 | PAC |
| O-200-A | 8520 | | | FAILED | 20070226006 | PAC |
| O-200-A | 8530 | | | STUCK | 20070329006 | QUE |
| O-200-A | 8530 | | | BROKEN | 20070207004 | PAC |
| O-200-A | 8530 | EXHAUST VALVE | 5A10204 | NOT REPORTED | 20070214004 | QUE |
| O-200-A | 8530 | EXHAUST VALVE | AEC648009PL | MATAL SEPARATED | 20070114001 | PAC |
| O-470 | 8530 | PISTON RING | 6467582 | FAILED | 20070109007 | PAC |
| TSIO-360-F | 7314 | ENG.DRIVEN FUEL PUMP | | FAILED | 20070118003 | PNR |
| TURBOMECA | | | | | | |
| ARRIEL 1B | 7250 | MO3 | 70BM031090 | NOT REPORTED | 20070222004 | PNR |
| ARRIEL 2B | 7250 | ENGINE | UNKNOWN | FAILED | 20070115008 | ONT |
| PROPELLER | | | | | | |
| HAMILTON STANDARD | | | | | | |
| 14SF-7 | 6112 | P 3 LINE BARREL BARREL | 305279 58462 S8462 | BROKEN CRACKED CRACKED | 20070112004 | ONT |
| 24PF-305 | 6120 | | | | 20070214005 | ONT |
| 2D30-237 | 6114 | | | | 20070330002 | PAC |
| 2D30-237 | 6114 | | | | 20070321003 | PAC |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | Sdr No. | Rgn |
|----------------------|------|-----------------------------|-------------------------|--------------------------|-------------|-----|
| HARTZELL | | | | | | |
| HC-A3V20-3L | 6110 | PROPELLER | HCA3V203L | CORRODED UNSERVICABLE | 20070226003 | PAC |
| HC-B3TN-3D | 6122 | PROP GOVERNOR | 8210004 | | 20070329007 | PNR |
| HC-B4MP-3A | 6110 | PRE-LOAD PLATE | B2222 | CRACKED | 20070111010 | PAC |
| HC-E2YR-2BTF | 6110 | | | | 20070118004 | ONT |
| HC-E4A-3D | 6114 | | | | 20070209004 | ONT |
| HC-E4A-3D | 6114 | | | | 20070227008 | ONT |
| MCCAULEY | | | | | | |
| D2A34C58 | 6122 | PROPELLER GOVERNOR | AT210937 | DEFECTIVE | 20070228003 | ONT |
| SENSENICH | | | | | | |
| W69EK-7-63G | 6111 | TAPE | | NOT REPORTED | 20070322009 | MAR |
| EQUIPMENT | | | | | | |
| AEROMARINE | | | | | | |
| TAS10012 | | PLUG | | MELTED | 20070103012 | ONT |
| ACK TECHNOLOGIES | | | | | | |
| E01 | 2562 | | E01G1 | FAILED | 20070115005 | ONT |
| AERO ACCESSO | | | | | | |
| 441CC7 | | | | | 20070124004 | PNR |
| AMERI-KING CORPORATI | | | | | | |
| AK450 | | G SWITCH | | NOT REPORTED | 20070313007 | PNR |
| ARTEX AIRCRAFT | | | | | | |
| 4530150 | | | | | 20070319003 | ONT |
| BEECH AIRCRAFT CORP | | | | | | |
| 1015551561 | | QUILL SHAFT | 115550259 | NOT REPORTED | 20070223006 | PNR |
| 189915 | | BOWL GASKET | 331996 | SWOLLEN | 20070127001 | PNR |
| 331991053 | | | | | 20070319007 | PAC |
| BENDIX CORP | | | | | | |
| 103493051 | | DIST. BLOCK | 10391584 | U/S | 20070327006 | PNR |
| BENDIX/KING | | | | | | |
| 64105360 | | STATIC | | | 20070314024 | PNR |
| KT76C | | | | | 20070114005 | PNR |
| BOEING CO | | | | | | |
| S23101001001 | | LEGREST ACTUATOR | VL200307A | RUNAWAY | 20070328005 | QUE |
| BOMBARDIER | | | | | | |
| 8323101003 | | | | | 20070323002 | MAR |
| GADI | | | | | | |
| CD14071 | | FUEL PUMP | CD21586 | FAILED | 20070209017 | PNR |
| CESSNA AIRCRAFT CORP | | | | | | |
| 122005211 | | EXHAUST RISER ALTERNATOR | 17540071 C6115030102 | BROKEN UNSERVICABLE | 20070320004 | PNR |
| 17540071 | | | | | 20070117002 | PAC |
| C6115030102 | | | | | 20070205006 | PAC |
| CLEVELAND PNEUMATICS | | | | | | |
| 4078E | | TIRE | 500X56PLY | FLAT | 20070322007 | MAR |
| 4078E | | TIRE | 500X56PLY | FLAT | 20070322008 | MAR |

| MAKE/MODEL | JASC | PART NAME | PART No. | PART CONDITION | SDR No. | RGN |
|---------------------------------|------|----------------------|-------------|----------------|-------------|-----|
| <i>COMMUNICATION COMPON</i> | | | | | | |
| CIR112 | | ELT TRANSMITTER | CIR112 | NOT REPORTED | 20070213004 | PNR |
| <i>GOODYEAR TIRE + RUBB</i> | | | | | | |
| 606C668 | | NOSE TIRE | 606C668 | CUT & CHAFFED | 20070215005 | PAC |
| <i>KELLY AEROSPACE</i> | | | | | | |
| MHB6018 | | BENDIX DRIVE | | STRIPPED TEETH | 20070314023 | PNR |
| <i>LUCAS A AEROSPACE LT</i> | | | | | | |
| 23085001 | | BEARING | 3600918 | DISINTEGRATED | 20070201006 | PNR |
| <i>NARCO AVIONICS DIV N</i> | | | | | | |
| ELT10 | | TRANSMITER BOARD | 16510103 | NOT REPORTED | 20070215006 | PNR |
| <i>PARKER HANNIFIN</i> | | | | | | |
| 40289 | | MAIN TIRE | 283353 | SCORED | 20070201007 | PNR |
| <i>PILATUS</i> | | | | | | |
| 978732030 | | FLAP ACTUATOR | 9787320309 | O/H'D | 20070310004 | ONT |
| <i>PRATT & WHITNEY CANA</i> | | | | | | |
| PT6A114A | | STARTER/GEN | 200SGL119Q2 | FAIL TO START | 20070207009 | PNR |
| <i>ROBINSON HELICOPTER</i> | | | | | | |
| C0183 | | SPRAG | C1183 | CRACKED | 20070117004 | PNR |
| <i>SENSENICH</i> | | | | | | |
| W69EK763G | | TAPE | | BLISTER | 20070322010 | MAR |
| <i>SIKORSKY</i> | | | | | | |
| S613520600 | | BEARING | 6135342139 | NEW | 20070109004 | PAC |
| <i>STEWART WARNER CORP</i> | | | | | | |
| 10656D | | | | | 20070328004 | PNR |
| <i>TELEDYNE BENDIX</i> | | | | | | |
| 10600646201 | | BEARING | 2202 | WORN | 20070114006 | PNR |
| 600646201 | | DISTRIBUTOR GEAR | 10357586 | BROKEN TEETH | 20070114007 | PNR |
| <i>UNISON</i> | | | | | | |
| 4371 | | ROTOR GEAR | M3827 | BROKEN FLANGE | 20070215008 | PAC |
| <i>UNKNOWN</i> | | | | | | |
| 1013841001 | | | | | 20070219007 | QUE |
| 311701 | | BATTERY | KR1800SCE | OVERHEATED | 20070123003 | PNR |
| <i>WELDON TOOL CO</i> | | | | | | |
| A10014D40 | | MOTOR | | FAILED TO TURN | 20070211001 | PNR |
| UNAPPROVED PART | | | | | | |
| <i>PRATT & WHITNEY CANA</i> | | | | | | |
| 3024800 | 7250 | C.T. SHROUD SEGMENTS | 3031670 | NORMAL | 20070119007 | QUE |
| <i>UNKNOWN</i> | | | | | | |
| C6UM117227 | 2000 | NUT WHEEL | C6UM117227 | NEW | 20070102001 | NCR |

FAA UNAPPROVED PARTS NOTIFICATION

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. 2007-0089 ISSUED JUNE 13, 2007

AFFECTED PRODUCTS

Bell Helicopter Textron, Inc., models 205, 212, 412, and UH-1 (all makes) swash-plate support bolt (Part No. 204-011-463-001).

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding swash-plate support bolts (bolts) produced without Federal Aviation Administration (FAA) production approval.

BACKGROUND

Information received during an FAA suspected unapproved parts investigation revealed that between April 2004 and February 2007, Hollywood Manufacturing, Inc. (Hollywood), 11915 Vose Street, North Hollywood, CA 91605, produced and sold bolts without Bell Helicopter Textron, Inc. (Bell Helicopter), approval. Further, Hollywood is not an FAA production approval holder.

The life-limited bolts are considered critical parts. Bolts produced by Hollywood have these characteristics:

- They are not serialized (whereas Bell Helicopter bolts are serialized).
- They are not accompanied by Bell Helicopter service-life cards.
- Their accompanying documentation indicates that the bolts were manufactured by Hollywood; however, the investigation determined that some bolts passed through various distributors and may not have documentation showing Hollywood as the manufacturer.

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors are encouraged to inspect their aircraft and/or aircraft parts inventory for the referenced part

number. If these bolts are found in existing inventory, it is recommended that they be quarantined to prevent installation until a determination can be made regarding their eligibility for installation.

FURTHER INFORMATION

Further information concerning this investigation can be obtained from the FAA Manufacturing Inspection District Office (MIDO) given below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the above-referenced bolts from any source, the means used to identify the source, and the actions taken to remove the bolts from aircraft and/or parts inventories.

This notice originated from the FAA Van Nuys MIDO, 7120 Hayvenhurst Ave., Suite 100, Van Nuys, CA 91406, telephone (818) 904-6298, Ext. 34, fax (818) 904-6001; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002.

NO. 2006-0097 ISSUED JANUARY 18, 2007

AFFECTED PRODUCTS

Bell Helicopter Textron models 204, 205, 212, and UH-1 (all makes).

PURPOSE

The purpose of this notification is to advise aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding tail rotor hanger bearings produced without Federal Aviation Administration (FAA) production approval.

BACKGROUND

Information received during an FAA suspected unapproved parts investigation revealed that Hill Industries, Inc. (Hill), 19734 Dearborn Street, Chatsworth, CA 91311, sold unapproved tail rotor hanger bearings. Hill also represented the bearings as Bell Helicopter Textron approved.

Evidence indicates that Hill, without Bell Helicopter Textron approval, electro-etched two different Bell Helicopter Textron part numbers on the unapproved bearings. The two part numbers are 204-040-623-003 and 204-040-623-005. However, some bearings are marked with both part numbers, and others are marked with 204-040-623-3 and/or 204-040-623-5.

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors are encouraged to inspect their aircraft and/or parts inventories for the referenced part numbers. If these bearings are found in existing inventory, it is recommended that they be quarantined to prevent installation until a determination can be made regarding their origin and eligibility for installation.

FURTHER INFORMATION

Further information concerning this investigation may be obtained from the FAA Manufacturing Inspection District Office (MIDO) listed below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the above-referenced bearings from any source, the means used to identify the source, and the actions taken to remove the bearings from aircraft and/or parts inventories.

This notice originated from the FAA Van Nuys MIDO, 7120 Hayvenhurst Ave., Suite 100, Van Nuys, CA 91406, telephone (818) 904-6298, ext. 34, fax (818) 904-6001; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002.

NO. 2007-00136 ISSUED DECEMBER 8, 2006

AFFECTED PARTS

Reciprocating aircraft engine crankcases.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding improper maintenance performed on reciprocating engine crankcases.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that between November 2003 and March 2006, Crankcase Services USA, Ltd. (Crankcase), located at 2133-2 North Sheridan Rd., Tulsa, OK 74115, improperly maintained and approved for return to service reciprocating engine crankcases. Crankcase holds Air Agency Certificate No. UMR730X and is authorized to

perform maintenance using an approved welding process to repair reciprocating engine crankcases.

Discrepancies noted in Crankcase practices included, but are not limited to, the following:

- Failing to ensure that all test and inspection instruments used to make airworthiness determinations are calibrated to a standard acceptable to the FAA. Crankcase used torque wrenches, digital depth micrometers, and dial indicators that exceeded the time allotted for recalibration by approximately two years.
- Failing to maintain required record keeping in accordance with their repair station manual.
- Approving articles for return to service without holding current FAA Repairman Certificates.

Below is a partial list of parts improperly approved for return to service by Crankcase.

PARTIAL LIST OF PARTS

| ENGINE MODEL | SERIAL NUMBER | DATE |
|--------------|---------------|---------------|
| IO360 | 5075 | JAN. 23, 2006 |
| GO480 | 1040 | JAN. 30, 2006 |
| 0470 | 136 | FEB. 1, 2006 |
| IO520 | 9A778S | FEB. 3, 2006 |
| 0360 | 4278 | FEB. 7, 2006 |
| 0320 | 6976 | FEB. 7, 2006 |
| 0470 | 9B105S | FEB. 7, 2006 |
| IO550 | GO60009R | FEB. 8, 2006 |
| IO0550 | 9B69PL | FEB. 15, 2006 |
| 0320 | 7741 | FEB. 15, 2006 |
| 0320 | 975 | FEB. 15, 2006 |
| 0200 | 39 | FEB. 16, 2006 |
| 0540 | 524 | FEB. 22, 2006 |
| TSIO520 | F28940RPL | FEB. 22, 2006 |
| IO520 | B159501R | FEB. 22, 2006 |
| IO320 | 2156 | FEB. 23, 2006 |
| IO320 | 687 | FEB. 23, 2006 |
| 0360 | 367 | MAR. 3, 2006 |

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors should inspect their aircraft, aircraft records, and/or parts inventories for any crankcase halves approved for return to service by Crankcase. If these parts are found installed on aircraft, appropriate action should be taken. If any crankcase halves approved for return to service by Crankcase are found in existing inventory, it is recommended that they be segregated to prevent installation until their eligibility for installation is determined.

FURTHER INFORMATION

Further information concerning this investigation, and guidance regarding the above-referenced crankcase halves, may be obtained from the FAA Flight Standards District Office (FSDO) given below. The FAA would appreciate any information concerning the discovery of the above-referenced crankcases from any source, the means used to identify the source, and the actions taken to remove the crankcases from aircraft and/or stock.

This notice originated from:

FAA Oklahoma City FSDO,
1300 S. Meridian, Suite 601,
Oklahoma City, OK 73108,

telephone: (405) 951-4200,
fax: (405) 951-4282;

and was published through the:

FAA Suspected Unapproved Parts
Program Office, AVS-20,

telephone (703) 668-3720,
fax (703) 481-3002.

SUSPECTED UNAPPROVED PARTS (SUPS)

During the previous quarter there were no Service Difficulty Reports (SDRs) received that indicated any suspected unapproved parts.

In Canada, SUPs should be reported (CAR 591.01) indicating your suspicion of an unapproved part on a regular SDR form or on the Internet at: www.tc.gc.ca/wsdrs

HEADQUARTERS

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Tel: (514) 633-3319

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