Transport Canada Transports Canada

TP 6980E
(04/2014)

Feedback

Issue 4/2014

Canadian Aviation Service Difficulty Reports

TC-1005581

Canada

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International tour operator, Air Transat, displaying one of twelve Airbus A330s it operates. Over 1100 A330s have been produced since its first entry into service in 1994 and the aircraft has proven itself as a dependable wide body jet airliner.

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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To view *Feedback* online or to receive it electronically please visit:
www.tc.gc.ca/feedback-magazine

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

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

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

For all technical inquires related to articles of this magazine, please address your correspondence to *CAWWebFeedback@tc.gc.ca*

Feedback est aussi disponible en français.

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CONTINUING AIRWORTHINESS DIVISION

30 Years of Contribution to Aviation Safety

This year marks the 30th anniversary of the formation of the Continuing Airworthiness Division and a retrospective on the Division and aviation safety is befitting this milestone.

"It is important that we know where we come from, because if you do not know where you come from, then you don't know where you are, and if you don't know where you are, you don't know where you're going. And if you don't know where you're going, you're probably going wrong." Terry Pratchett

Thirty years ago, Canada did not enjoy the low accident rate we do today. In fact, the accident rate in the 70's was more than 3 times higher than it is today and it was also significantly higher than in the US or UK. The impetus for change began in 1979 with the Commission of Inquiry on Aviation Safety headed up by the late Justice Charles L. Dubin. Justice Dubin made a total of 247 recommendations that have had a profound impact on aviation safety. It was his recommendations (see side panel) that lead to the creation of the Continuing Airworthiness *continued airworthiness that the Airworthiness Agency of the Canadian Air Transportation Administration (CATA) could, in my opinion, make its greatest contribution, and yet this important field has for the most part been neglected"*. He also advocated the development of what in essence is a feedback loop, in order to proactively identify and resolve safety problems before they turned into accidents.

The formation of the Continuing Airworthiness Division within Transport Canada

The daunting task of forming the Continuing Airworthiness Division and addressing the recommendations on Continued Airworthiness was given to the late Mr. Stan Didrikson. By September 1984 the Continuing Airworthiness Division had been established and staffed with engineers, technical specialists and support personal. Mr Didrikson was the first Chief of the Division and remained until 1998. The functions of the Division came directly from Justice Dubin's Recommendations 123 to 128.

Introduction of the Service Difficulty Reporting (SDR) Program

One of the most important elements in the feedback loop is the Service Difficulty Reporting System. The System was established prior to the Inquiry; however, in response to the recommendations many improvements were made. Among the improvements was the development of a computerized database of SDR's, which was the forerunner of the Web Service Difficulty Reporting System (WSDRS). New regulations requiring submission of SDR's from certain types of

Safety Recommendations

122. The Airworthiness Branch should be reorganized to provide for a Continuing Airworthiness Division with a view to placing greater emphasis on continuing airworthiness. Employees within the Air Administration should be assigned to the Continuing Airworthiness Division with particular responsibility for that task.

123. The Continuing Airworthiness Division should be responsible for the careful compilation, monitoring and analysis of Service Bulletins and Airworthiness Directives.

124. A training program should be introduced to enable personnel within the Continuing Airworthiness Division to be better qualified to interpret Airworthiness Directives affecting aircraft being operated in Canada.

125. Manufacturers of aircraft should be obligated to forward to the Continuing Airworthiness Division all Service Bulletins relating to all aircraft operating in Canada.

126. The Airworthiness Code should require that operators and others, having knowledge of any matter or incident that may affect the airworthiness of the aircraft discovered during flight, ground operations or maintenance, report the same to the continuing Airworthiness Division.

127. The Continuing Airworthiness Division should inquire into every matter or incident where the airworthiness of an aircraft is brought into question and should satisfy itself that all corrective measures have been taken to assure the continuing airworthiness of the aircraft.

128. The Continuing Airworthiness Division should immediately review and re-evaluate the Aviation Safety Deficiency Notifications received by it to date, and should report to the Administrator on the action to be taken, or provide the reason for not taking action in response to such notifications.

(Report of the Commission of Inquiry on Aviation Safety 1981).

operators and organizations and the establishment team of technical specialists who review each SDR submitted. The WSDRS database today contains over a million and half records and this information is freely available to Canadian operators and maintainers.

The Continuing Airworthiness Division Today.

The need for and relevance of the Continuing Airworthiness Division has remained and the Division is an integral part of the National Aircraft Certification Branch (NAC). Demand on the Division is greater than ever as the fleet of aircraft Canadian operated and Canadian manufactured aircraft continues to grow. It is difficult to quantify the impact that the Division has made to aviation safety, however it is relatively easy to list the work accomplished to further avaition safety.

Last year, as a result of the safety intelligence gleaned from the 2975 SDR's received , the 59 Safety Board recommendations directed to NAC and information from design approval holders, 273 new projects were opened in addition to the 299 projects already in progress. Each project represents an in-service problem that requires further evaluation to determine if corrective action is necessary and if so, what type. During the same period the Division closed 333 projects. Of the closed projects, 74 were deemed to be an unsafe condition necessitating the issue of a new or revised Airworthiness Directive. A further 6 resulted in the issuance of a Civil Aviation Safety Alert and 57 were included in feedback to provide awareness to maintenance community. The remainder were either forwarded to the state of design for their action or assesed as requiring no further action. Closed SDR's still serve a useful purpose as a project may be opened in the future if there is a similar occurrence.

As I conclude this retrospective, I would like to think both Justice Dubin and Mr Didrikson would be pleased with the work accomplished and the impact on safety made by the Continuing Airworthiness Division over the past 30 years.

Derek A. Ferguson
Chief, Continuing Airworthiness
National Aircraft Certification

FAIRCHILD, SA227AC **SDR # 20130222009**

Faulty Aileron Trim Actuator

SDR submitted:

A discrepancy was found during the maintenance investigations resulting from an aeroplane snag where the aileron trim actuator was unable to be moved.

The left-hand (L/H) aileron trim actuator was found to have been incorrectly identified as a right-hand (R/H) aileron trim actuator.

Also during inspection of the discrepant trim actuator, it was discovered that the locking tab on the left side of the actuator rod-end was in direct contact with the case of the actuator body, causing a mechanical stop when trimmed to a certain position.

A new trim actuator was procured and found to be in a correct and serviceable condition.

Aileron trim actuator rod-end locking tab fouling condition

Transport Canada Comments:

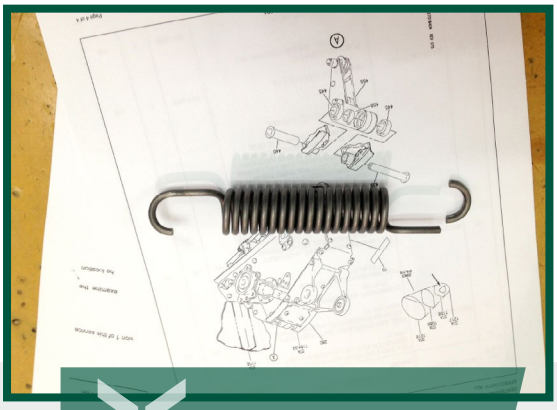
An in-depth investigation from the original equipment manufacturer (OEM) revealed that the trim actuator had been improperly identified and its locking tabs incorrectly oriented from the authorized overhaul facility that performed its last overhaul.

BOEING 737-76N **SDR # 20130404005**

Failed Elevator Feel Spring

SDR submitted:

The elevator control felt very light during takeoff and landing. The aeroplane was removed from service where upon investigation, maintenance found the centre spring of the elevator feel & centering unit broken. The elevator feel & centering unit was replaced & tested as per aircraft maintenance manual (AMM) 27-31-64. Feel force check carried out as per AMM 27-31-00 and found within limits making the aeroplane serviceable.



Failed elevator feel centre spring

Transport Canada Comments:

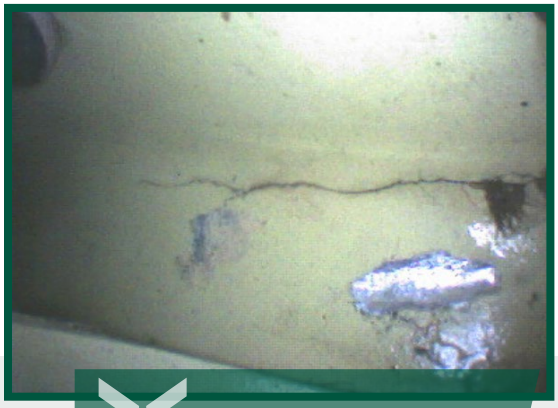
Despite the fact that the flight control functions operated normally, the flight crew felt an anomaly which produced the discovery of a true mechanical fault in the system.

Forward Pressure Bulkhead Cracks

SDR submitted:

Crew reported that a maximum of only 5.0 differential cabin pressure could be achieved from last flight. The maintenance inspection found that the forward pressure bulkhead had large cracks on left-hand and right-hand sides just below water-line 100.00.

The aeroplane was removed from service where an extensive pressure bulkhead repair was carried-out, making the aeroplane serviceable.



Forward pressure bulkhead cracks found

Transport Canada Comments:

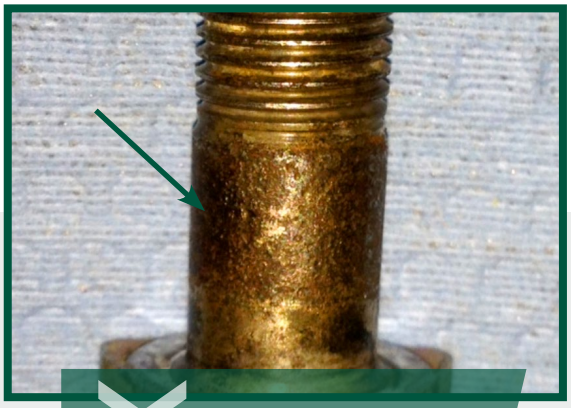
The responsible original equipment manufacturer (OEM) and governing authority, M7 Aerospace and the Federal Aviation Authority (FAA), were advised through the Service Difficulty Reports (SDR) issued by this operator.

M7 issued Service Bulletins (SBs) 26-53-001, 226-53-017, 227-53-011 and CC7-53-007 in reply to this SDR event where the FAA determined this as an unsafe condition and issued AD 2014-06-01, mandating these SBs.

Corroded Brake Retention Bolts

SDR submitted:

While maintenance personnel were replacing the #2 brake assembly, the retaining bolts of the brake assembly to gear strut were found to have missing plating and heavy pitting. All 5 bolts were replaced.



Heavy corrosion pitting of the brake retention bolts

Transport Canada Comments:

As stated by the operator; "*There is no specific requirement in the Aircraft Maintenance Manual (AMM) 32-43-26 for the inspection of these bolts during brake assembly replacement, only a reference to "make sure that the bolts are clean" is stated. However there is a reference in the brake manufacturer (Meggitt) component maintenance manual (CMM) to perform a non destructive testing (NDT) inspection of these bolts at each brake overhaul. As per the AMM these bolts stay with the airframe during a brake change so the overhaul NDT inspection for the bolts is not captured.*"

Further evaluation from the operator determined that the AMM defines the procedure to remove and replace the brake assembly as a single unit. The illustrated parts catalog (IPC) 32-43-26 brake assembly includes the retaining bolts as part of the complete assembly.

Transport Canada Civil Aviation is advising all owners, operators and maintainers of the requirement to always include the brake retaining hardware with the brake carrier assembly when being removed for overhaul.

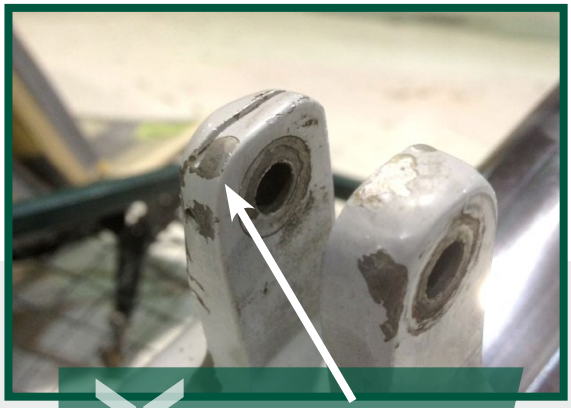
Main Landing Gear Uplock Lug Cracked

SDR submitted:

During a routine maintenance visit, the technician noticed the right-hand main landing gear uplock roller lug cracked through to the outer edge. The right-hand main gear assembly was replaced, returning the aeroplane to service.

Transport Canada Comments:

Through the Aircraft Maintenance Engineers close scrutiny, a possible in-service event was averted.



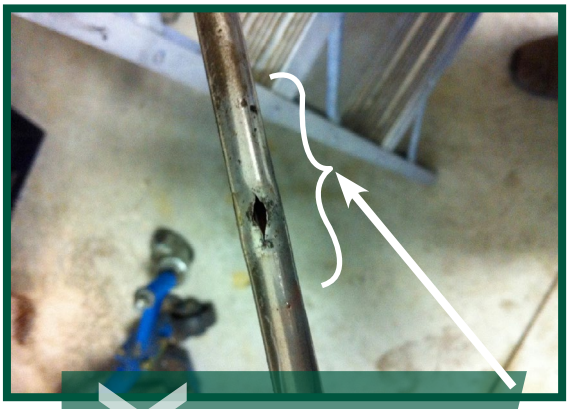
Main landing gear uplock roller lug crack

Hydraulic Line Failure

SDR submitted:

Upon troubleshooting a hydraulic light snag, maintenance jacked the aeroplane and performed a gear swing. The gear went up without incident. Upon selection of gear down a loud bang was heard and hydraulic fluid started pouring from multiple places on the left-hand side of the fuselage under various panels.

With panels removed, maintenance found a hydraulic return line had failed. The line was removed and replaced, solving the hydraulic light snag and making the aeroplane serviceable.



Hydraulic rigid line failure with evidence of the rubber line support block contact area

Transport Canada Comments:

As stated by the operator; "*upon further inspection of the failed line, it was found that two other locations on the line had bulged out and looked as if failure in those locations was inevitable. All of the failures occurred where the hydraulic line was in contact with the rubber line support blocks.*"

Transport Canada recommends all aeroplane owners, operators and maintainers to include the inspection of all support block and clamp locations.

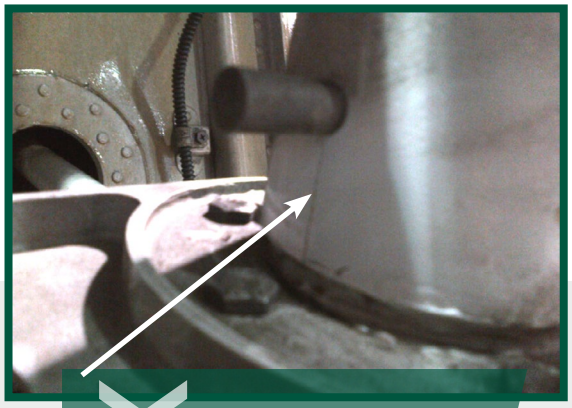
AEROSPATIALE ATR 42 500 **SDR #20140127002**

Cracked Rudder Torque-tube

SDR submitted:

During a scheduled maintenance inspection for rudder inner-torque tube corrosion in the fuselage tail compartment, a crack was found on the rudder torque tube lower section at a taper-pin attachment hole.

The discrepant torque-tube was removed for replacement and sent to Aerospatiale, the original equipment manufacturer (OEM), for further evaluation.



Crack at the taper pin attachment hole

Transport Canada Comments:

It was determined, through research with the OEM and the operator that an All Operators Message (AOM) was issued in 2012 defining the possibility for cracks to form in this area and that Service Bulletins ATR42-27-0109 and ATR72-27-1069 are available for corrective action.

Corroded Nacelle Fitting

SDR submitted:

While performing maintenance related to Service Bulletin (SB) 8-54-41, moderate corrosion was observed in the bore of the outboard nacelle to rear spar fitting between the two hat bushings. The fitting was replaced in accordance with the approved airframe maintenance manual / structural repair manual references.

Aircraft cycles: 63590

Aircraft hours: 60592

Fitting with corrosion under bushing location

Transport Canada Comments:

Although SB 8-54-41 does not specifically instruct to look for corrosion, it is always a good practice to thoroughly inspect any area when access permits.

Generator Wires Chaffing on Structure

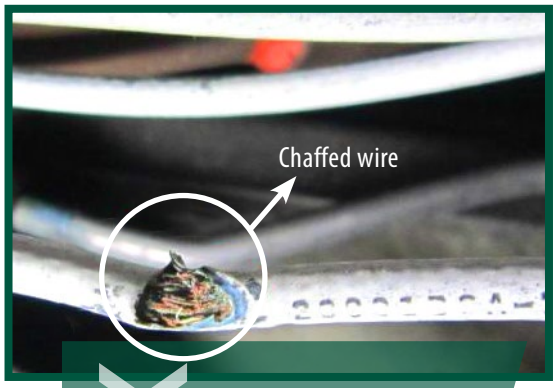
SDR submitted:

During maintenance inspection, one of the left hand (L/H) alternating current (A/C) generator output wires was found chaffed and shorting to a frame near the L/H A/C contactor box connector in the #1 nacelle. It had burnt a significant notch in the frame at the area of contact.

A search of the aircraft defect history did not find any associated defects. The wiring and the frame will be repaired in accordance with approved references.

Aircraft hours 59089

Aircraft cycles 64954



Chaffed generator wire in #1 nacelle

Transport Canada Comments:

The unusual thing in this instance is that the shorted wire did not result in any noticeable system failures(i.e. popped circuit breakers, loss of generator etc.).

Structure where wire caused damage

Flap Panel Delamination

SDR submitted:

During the preflight walk-around the crew discovered damage and delamination of the right-hand outboard trailing edge flap panel. Inspection revealed that the flap panel skin had experienced disbond damage that resulted in it departing the aeroplane, exposing the honeycomb core. It is unknown the exact phase of flight this had occurred, however the picture which is attached indicates the flaps were likely to have been retracted as the remaining piece of skin was held on by the canoe fairing.

This is a known issue to Boeing and is described in Fleet Team Digest (FTD) 737NG-FTD-57-14001.

Trailing edge flap panel disbond skin damage and exposed honeycomb

Transport Canada Comments:

As stated in Boeings FTD, evaluation is on-going for possible production redesign and Service Bulletin 737-SB-57-1325 is expected to be published by next year as a preventative modification.

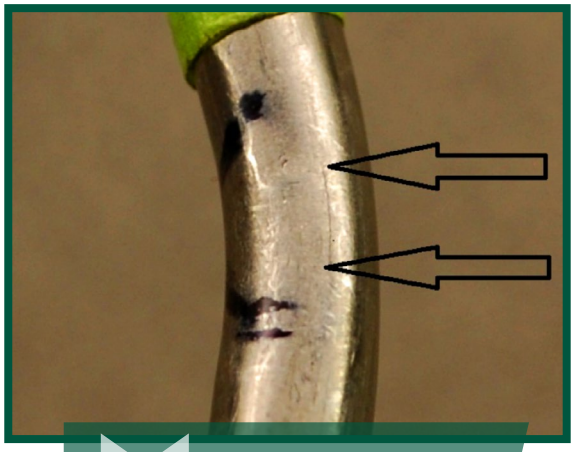
Hydraulic Line Failure Within the Fuel Tank

SDR submitted:

Shortly after takeoff, the hydraulic quantity indication started decreasing. About ten minutes into the flight, three quarts had been lost and it was decided to return to the base. Maintenance inspected the aeroplane where no leaks of hydraulic fluid were found and the indication system was confirmed to work correctly. The hydraulic system was toped-up and ground runs completed to attempt to find the leak where it was noted that the system continued to lose fluid, yet no external leaks could be found.

After extensive troubleshooting, using the manufacture's Fault Isolation Manual (FIM) troubleshooting guide, it was determined that the leak was most likely due to one of the hydraulic lines routed inside the fuel tank. An internal fuel tank inspection was carried-out, where a hairline crack in a line was found which was causing the hydraulic fluid leak into the fuel tank.

All fuel from the tank was drained, the hydraulic line was replaced and the aeroplane was returned to service.



Hydraulic line integral to the fuel tank with a hairline crack

Transport Canada Comments:

As commented by the operator, the hairline crack in the hydraulic line was about 5/16 of an inch in length, located about 3/4 of an inch from a t-fitting.

As seen in the attached picture, the hairline crack is located along a bend radius that appears to be factory or maintenance induced. It can be seen that minor kinking of the line has occurred and is suspected to have caused stresses in the hydraulic line, causing its eventual failure.

Bombardier Aircraft Maintenance Manual 20-22-01, Plumbing Lines – Maintenance Practices, provides instructions of minimum bend radius requirements for the correct installation of hydraulic lines.

BEECH, A100 **SDR # 20140929006**

Landing Gear Emergency Extension

SDR submitted:

Upon gear down selection while on approach, the crew experienced a double generator failure which left the gear only partially extended. The generators would not reset and the emergency landing gear extension would not extend the gear further. The aeroplane landed with the gear only partially extended. An investigation found wires wrapped around the landing gear torque tube near the motor and gearbox assembly.

View of generator control unit wire harness wrapped around the landing gear driveshaft

Transport Canada Comments:

It's important when inspecting an aeroplane to ensure that wire bundles are not hanging close to moving parts and are properly secured.

AEROSPATIALE ATR 42 320 **SDR # 20140730014**

Incorrect Cable Routing

SDR submitted:

The crew reported a binding in the control column when moved to the full forward position. Maintenance found the pitch control cable on the captain's side in the ceiling between fr.15 and 16 to be rubbing on a metal bracket.

Cable routed on the wrong side of the bracket

Transport Canada Comments:

When installing or inspecting cables ensure correct cable routing. Incorrect cable routing can cause binding, stiff or heavy controls or premature failure of the cable.

PRATT & WHITNEY CANADA, PW127M **SDR # 20130822001**

Improper Fuel Shipping Cap Causing Leak

SDR submitted:

During a revenue flight, after take-off upon reaching 9000 feet, the master and caution light illuminated indicating fire on the left-hand (L/H) engine. Emergency procedures were followed, and after 6 to 7 minutes the fire extinguished (both fire bottles were used). The aeroplane was returned to the departure airport and landed on one engine. Preliminary investigation revealed a fuel leak from the fuel flow divider area.

Transport Canada Comments:

It was determined that the fuel flow divider had been replaced prior to this event. The shipping caps had not removed prior to installing the component on the engine. The shipping caps used were a clear plastic type, which was difficult to see by the technician, causing the error.

Pratt & Whitney has released Service Information Letter (SIL) PW100-160 to specify acceptable caps for shipping (high visibility, cover threads and orifices and prevent engagement of mating parts.).

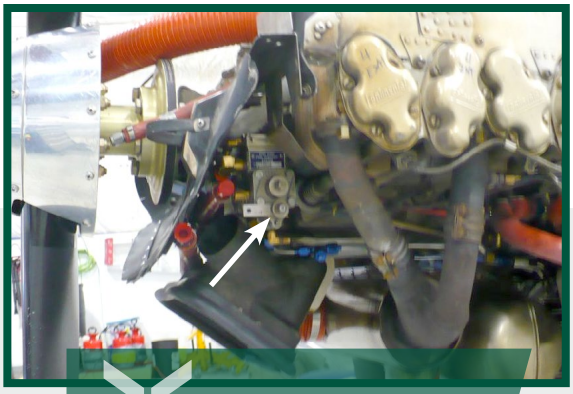
TELEDYNE CONTINENTAL, IO-240-B **SDR # 20140509009**

Leaking Fuel Pump

SDR submitted:

During a scheduled inspection, the mechanical fuel pump was found to be leaking at the end of the case where the mixture arm attaches. It was found to be leaking enough to spray fuel when pressurized.

The pump was replaced.



Fuel leak found near the fuel pump mixture arm location

Transport Canada Comments:

Pressurized fuel leaking anywhere in an aeroplane is potentially catastrophic. Fortunately in this case the engineer who conducted the inspection found the leak before it became a problem. Transport Canada Civil Aviation urges Aircraft Maintenance Engineers to closely inspect this area any time access permits.

Defective Cylinders Force Engine Teardown

SDR submitted:

This engine's #1 cylinder had to be removed due to low compression. Primary loss of compression was observed through the crankcase breather (rings). After removal, it was observed that the nickel/carbide finish had delaminated from the cylinder wall. Loss of material from the cylinder wall warranted further inspection to evaluate resultant damage to the engine and associated components. The engine was removed and sent to an overhaul facility for a detailed inspection. Disassembly and inspection concluded that cylinder #6 showed signs of delamination. Contamination from material lost from cylinder #1 has resulted in damage to the oil pump assembly, main bearings, and connecting rod bearings. A complete assessment of the engine and its components is currently in progress to determine serviceability. Engine oil subjected components (prop, governor, oil cooler) to be sent for inspection/flush.

Cylinder bore with indication of coating delamination, while this might not look bad; due to the small clearances this material can cause significant damage

Transport Canada Comments:

PMA (parts manufacturer approval) parts can be an option in some instances, operators are cautioned that in some cases they may not be as robust as OEM (original equipment manufacturer) parts.

Failed Starter Generator Causing Possible Gearbox Distress

SDR submitted:

While carrying out water drop operations, the pilot detected an electrical burning smell. About that same time the "gen fail" light illuminated. The pilot then performed a safe landing. An inspection revealed a burnt ground wire between the starter generator and the firewall ground lug. A new starter generator was installed and ground wire repaired, no defects were noted.

Inspection of the failed starter generator found the armature shorted at one pin in the center of the lamination stack. The bearings were still free to turn. Significant burn marks were found on the teeth of the driveshaft, indicating electric current had passed from the armature into the gear of the accessory gear box.

This finding is consistent with electrical discharge damage, which is known to cause bearing failures on similar engine types.

Burnt starter generator ground wire

Transport Canada Comments:

When starter generators suffer malfunctions, excessive loads can be transmitted into the accessory gearbox on which they are attached. These can be either electrical or vibration loads and can cause serious damage. Engine and airframe manufacturers' instruction and inspection procedures must be followed to minimize the potential hazards that can result.

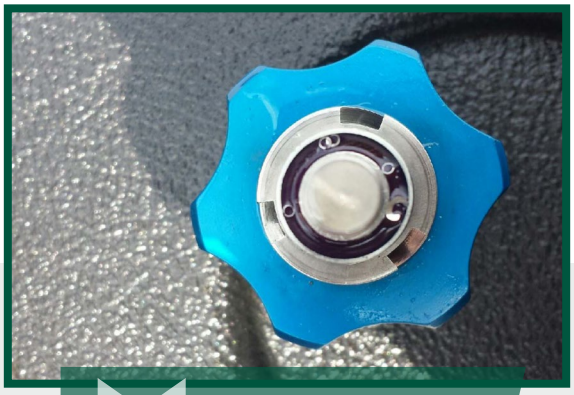
AGUSTA WESTLAND, AW139 **SDR # 20140801003**

Main Transmission Chip Light

SDR submitted:

Crew Alerting System (CAS) message displayed during cruise. Main gearbox magnetic chip detector illuminated. The aircraft landed safely at the hospital helipad.

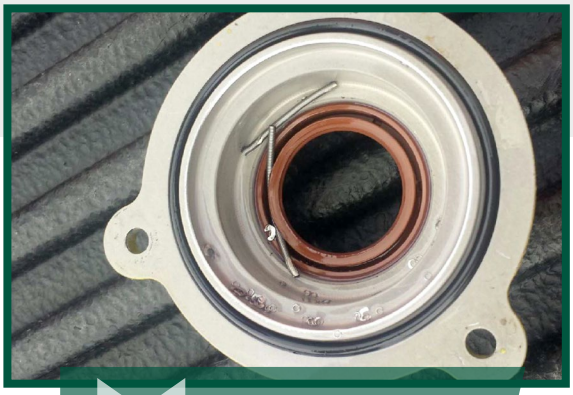
Magnetic particles were found on the chip detector and the oil filter. The aircraft was declared unserviceable.



Main transmission chip detector plug debris

Transport Canada Comments:

Further investigation by the operator determined that the metal debris was not from the transmission. The #1 alternating current (AC) generator lip seal spring had slipped off during a previous AC generator replacement; entering the oil system and causing the metal debris.



Main transmission oil filter metal debris

Tail Skid Failure

SDR submitted:

A skid assembly (stinger) was noted as being loose during an aircraft daily inspection. Further inspection found it was broken at the single attachment point. There was evidence of fretting and corrosion. This is the 2nd recent failure of this part on this aircraft type.

Tuning weight location on the failed tail skid

Transport Canada Comments:

The submitter added that the Bell 407 tail skid tuning weight, located at the aft end of the tail skid, may have accelerated the corroded tail skid to fail. Bell 407 operators should be aware that this condition may exist on their aircraft.

Corroded tail skid assembly failure

Fuel Filter Non Conformity

SDR submitted:

The fuel control unit (FCU) fuel filter was due for replacement. The used fuel filter was removed and a new part from Turbomeca, part number (p/n) 9520010656, was installed. The old fuel filter was a Purolator brand.

The new filter was manufactured with a defect where it would not sit correctly as one side was not parallel to the other. This did not allow for a proper seal when installed, therefore it would not filter the passing fuel and potentially allow contamination into the FCU.

Defective fuel filter P/N 95200110656

Transport Canada Comments:

Transport Canada Civil Aviation cautions operators and maintainers that this manufactured defect could potentially exist in fuel filters that may be located in their respective aircraft parts inventories.

The Annual Airworthiness Information Report (AAIR) is an important document that has many purposes. Here are some reasons why it is essential for an aircraft owner to complete their AAIR each year.

1. The aircraft information that is reported on an AAIR such as, the engine and propeller make and serial number; ensures that each aircraft owner will receive all applicable Airworthiness Directives (ADs) and Civil Aviation Safety Alerts (CASAs). When aircraft owners fail to submit their AAIR, they may not receive all applicable ADs and CASAs, which could affect their safety.
2. Reporting accurate flight hours is essential. This data is used to calculate the accident rate, which in turn is a measure of the effectiveness of the Civil Aviation Safety Program. It is also used when conducting risk assessments on safety problems to determine the probability of reoccurrence in order to determine if there is a need for corrective action.
3. Ensure the most up-to-date contact info is on the AAIR. Aircraft owners may not receive their AAIR form as well as the applicable AD's and/or CASA's, if their contact information is no longer up-to-date. Any changes to e-mail can be done on the AAIR form itself. If changes are required to the mailing address, owners must contact their regional Aircraft Registration office at 1-800-305-2059, option 1 for English, 2 for Aircraft Registration and then select the appropriate region.
4. Completion of the AAIR is mandated by *Canadian Aviation Regulation, Standard 501*. Failure to comply could result in a monetary fine. The only exception in which an aircraft owner does not need to complete their AAIR on an annual basis, is when the aircraft has been reported as "out of service"; an aircraft can be reported as "out of service" for a maximum of five years at a time.

Aircraft owners should also note that the AAIR reporting period is by calendar year. Aircraft flying times are to be reported from Jan 1st to Dec 31st of that reporting year only; this will ensure a more accurate reporting for all aircraft owners. The new AAIR form which will be distributed in 2015, for the 2014 reporting year, will have different wording than previous years in the flying times section. It will state the following, "Total house flown since new – to Dec 31 of the reporting year".

EQUIPMENT AIRWORTHINESS DIRECTIVES (ADS)

Transport Canada (TC) endeavours to send copies of new Airworthiness Directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

Aircraft Maintenance Engineers (AMEs) and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local Transport Canada Centre (TCC), their Principal Maintenance Inspector (PMI), or from the Civil Aviation AD website at: *www.tc.gc.ca/cawis-swimn*

Manufacturer	AD Number	Origin	Description
BELLIS INVESTMENTS STC SH98-35	CF-2014-26	Canada	Standard Practices - Helicopter External Transport System (HETS) – Unapproved Parts, Inadequate Service Life Limits and Maintenance Requirements
GEVEN	2014-0187	Europe	Equipment & Furnishings – Safety Belt Attachment Bolts – Inspection / Replacement
HONEYWELL	2012-26-15	United States	Pressure measurement error in the air pressure transducer
ROCKWELL COLLINS	2014-18-01	United States	Mode S transponders improper response to Mode S Only All-Call interrogations.
STC SA02-05 STC SA09866SC	CF-2014-29	Canada	Placards and Markings - Lack of Proper Airspeed Limitations for Turboprop Engine Installation

FAA SPECIAL AIRWORTHINESS INFORMATION BULLETINS (SAIB)

A Federal Aviation Administration (FAA) SAIB is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). *www.faa.gov/aircraft/safety/alerts/SAIB/*

SAIB Number	Make/Company	Subject	Issue Date
CE-12-02R1	Cessna Aircraft Company	Alternative Method of Compliance to Airworthiness Directive 2001-06-17	11/13/14
NM-15-02	Jet Aviation Basel	Cabin Equipment/Furnishings	11/06/14
CE-15-01	Attitude and Direction Data System	Attitude and Direction Data System; heading information errors due to maintenance practices	11/04/14
NE-14-30	Eastman Chemical Company (ECC)	Engine Oil	10/01/14
CE-14-29	de Havilland Aircraft Co., Ltd., The	Wood Structure, de Havilland models DH60, DH82, DH83 and others in the Moth series of airplanes.	09/24/14

EASA SAFETY INFORMATION BULLETIN (SIB)

A European Aviation Safety Agency (EASA) SIB is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). *http://ad.easa.europa.eu/sib-docs/page-1*

SAIB Number	Subject	Issue Date
2014-30R1	Egypt Sinai Peninsula Airspace	11/17/14
2014-31	BRP-Powertrain Rotax 912 and 914 Engines Carburettor Float Non-Conformity	11/07/14
2014-24	[Correction] Airspace and Airport Closures and Restrictions Concerning Iraq	10/29/14
2014-29	Minimum Cabin Crew for Twin Aisle Aeroplanes	10/24/14
2014-28	Ebola Virus Disease (EVD) - Operational Recommendations	10/17/14
2014-27	Mali Airspace	10/13/14
SAFO14004	Garmin GRS 77/77H AHRS - Temporary Loss of Heading and Attitude Display	09/18/14
NE-14-28	Use of NATO Grade F-24 Jet Fuel	09/17/14
UPN2014-20130403005	Dukes Aerospace Inc. Aircraft Components Improperly Maintained / Overhauled	09/17/14
NM-14-21	Honeywell RTA 44D VHF Transceivers - Frequency Interference / Spurious Transmissions	09/17/14
UPN2014-20131031008	Western Metals Products Components for Boeing (all civil types except 787) Aircraft	09/17/14
CE-09-13R1	Piper PA-46 Aeroplanes - Engine Mount - Cracking at Nose Landing Gear	08/27/14

LEGEND

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

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

Region (RGN): TCCA region of SDR submitter:

PAC = Pacific
ONT = Ontario
ATL = Atlantic
VAR = Various
PNR = Prairie and Northern
QUE = Quebec
NCR = Ottawa (Headquarters)
QUE = Quebec

AIRCRAFT

AEROSPATIALE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AS 350B2	0	SPHERICAL STOP	704A33633211	UNSERVICEABLE	20140814004	PNR
AS 350B2	2821	FUEL CONTROL UNIT FILTER	9520010656	NEW	20140813007	PNR
AS 350B2	2900	HYDRAULIC HOSE	704A34412271	NEW	20140707001	PAC
AS 350B2	2913	PULLEY AND CIRCLIP	350A35109221	WORN	20140731014	QUE
AS 350B2	5302	TAILBOOM		CRACKED	20140702016	PAC
AS 350B2	7323	GOVERNOR	430128905	SHAFT SEIZED	20140818006	ONT
AS 350B3	0	HYDRAULIC PRESSURE SWITCH	704A37721118	LEAKING	20140813002	PNR
AS 355N	0	LEFT HAND OIL LINE	355A530500159	UNSERVICEABLE	20140904009	PAC
ATR 42 320	2730	ELEVATOR CONTROL		RUBBING	20140730014	ONT
ATR 42 320	3242	CARRIER & LINING ASSEMBLY	2446503	BROKEN	20140807002	PNR
ATR 42 500	5700	CAP LOWER	57114035200	CORRODED	20140716006	QUE
ATR 72 212	2611	SMOKE DETECTOR	FR3222	UNKNOWN	20140910005	ONT

AGUSTA

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AW109SP	6730	ROD		WORN	20140710007	ONT
AW139	6720	SHAFT	M01501M321101	NEW	20140723001	ONT

AIR TRACTOR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AT 802A	2590	ACTUATOR	10A09000293	ENDCAP FAILURE	20140818018	PAC
AT 802A	2761	ACTUATOR	10A09000293	FAILED	20140818019	PAC

AIRBUS

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
A310 304	2530	COFFEE MAKER	4110001135	UNSERVICEABLE	20140903013	QUE
A310 308	3231	BOLT	AN174C13	MISSING	20140812009	QUE
A319 112	2120	CABIN AREA		SMELL	20140915002	QUE
A319 114	2510	FLIGHT DECK AIR		SMELL	20140827002	QUE
A319 114	2611	SMOKE DETECTOR	CGDU200000	DEFECT	20140820005	QUE
A319 114	2910	TUBE	2380658501	PIN SIZE HOLE	20140911001	QUE
A319 114	2934	LOW LEVEL SWITCH	C60AA0052	FAILED	20140707010	QUE
A319 114	4900	AUXILIARY POWER UNIT	49200051	DAMAGED	20140702012	QUE
A320 211	2100	CABIN ODOUR		ODOUR	20140702015	QUE
A320 211	2782	SLAT ROTARY ACTUATOR	830A000004	FAILURE	20140721021	QUE
A320 211	2910	HYDRAULIC PIPE	D2901055800000	FAILURE	20140702002	QUE
A320 211	2910	HYDRAULIC ACCUMULATOR	SB209L1A11483	DEFECT	20140702003	QUE
A320 211	2910	HYDRAULIC PIPE	D2904004809601	FAILED	20140910004	QUE
A320 211	2910	RING	NAS161220A	FAILED	20140704005	QUE
A320 211	7530	ACTUATOR		FAILED	20140714016	QUE
A320 211	7830	HYDRAULIC UNIT	TY209222	LEAKING	20140702008	QUE
A321 211	2121	COOLING FAN	4101415	FAILED	20140703005	QUE
A321 211	2910	PIPE	D2901005201300	FAILED	20140711001	QUE
A321 211	3240	BRAKE TEMPERATURE SYSTEM		FAILED	20140801002	QUE
A330 243	2913	HYDRAULIC ENGINE DRIVEN PUMP	974800	CRACKED	20140827003	QUE
A330 342	2530	OVEN	72067000M	FAILED	20140917014	QUE
A330 343	2530	DRAIN VALVE	ZCV2411	DAMAGED	20140820001	QUE
A330 343	2913	HYDRAULIC LINE	F3231042000000	FAILED	20140707011	QUE
A330 343	5610	LEFT HAND WINDSHLD	NP1752015	CRACKED	20140910002	QUE

BAE - (RAYTHEON)

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
HAWKER 800XP	4920	OIL SYSTEM		SERVICEABLE	20140913001	QUE

BAE - UK

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
3212	5210	PLATE ASSEMBLY HINGE-REAR	1371113C401	BROKEN	20140724007	PNR
3212	7100	FITTING LEFT HAND	1379032H18	CRACKED	20140903015	PNR

BEECH

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
1900D	2731	FORWARD TRIM TAB CABLE	11452403725	UNSERVICEABLE	20140707012	ONT
1900D	2750	SHAFT ASSEMBLY	1013800001	CRACKED	20140728022	ATL
1900D	3420	ATTITUDE SYSTEM		ARCHING	20140729001	ATL
1900D	5210	UPPER AFT DOOR CABLE	12951405913	FRAYED	20140918007	ONT

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
1900D	7600	ENGINE CONTROL		DAMAGED	20140728020	ATL
400A	5330	SKIN	45A330639	CHATTERMARKS	20140908018	ONT
A100	2730	TORQUE TUBE	115610010325	CRACKED	20140904001	ONT
A100	3210	TORQUE KNEE	508103237	BROKEN	20140922012	ONT
A100	3310	RESISTOR	361226	BURNT OUT	20140716005	ONT
B200	5210	BOLE(BAYONET)	504301775	BROKEN	20140923010	PNR
B200	5730	LEFT HAND LEADING EDGE PANEL	11010529	CRACKED	20140904006	PNR
B300	2120	EVAPORATER BLOWER MOTOR	30002611	UNSERVICEABLE	20140722001	ATL
B300	3220	UPPER TORQUE LINK	5081003210	IN SERVICE	20140715012	PAC
B300C	2140	BLOWER	30002611	UNSERVICEABLE	20140929009	ATL
B300C	3411	FITTING	2202P22	CRACKED	20140724005	ATL
C90A	2400	CABLE	K70A	CHAFING	20140822005	PNR
C90A	5310	DOUBLER	50420013281	CRACKED	20140929008	ONT
C90A	5530	LEADING EDGE	93640000219	CRACKED	20140912002	ONT

BELL TEXTRON - CAN

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
206B	5511	RIB ASSEMBLY	206020123047S	CRACKED	20140826026	PNR
407	0	MAIN ROTOR BLADE BOLT	406010120101	CRACKED	20140925002	PNR
407	3270	SKID ASSEMBLY	206020110103	BROKEN	20140709008	PAC
407	6230	MAST ASSEMBLY	407040038111	SPALLING	20140714004	QUE
407	6720	SOLENOID		INOPERABLE	20140715009	QUE
407	7300	FULL AUTHORITY DIGITAL ENGINE CONTROL	23088856	NO RESPONSE	20140714005	QUE
429	0	BEARING	429010433107	FAILED	20140903006	QUE
429	0	REINFORCEMENT INTERNAL	509636	LOOSE	20140903004	QUE

BELL TEXTRON - USA

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
204B	5302	DOUBLER - 42°		CRACKED	20140708005	PNR
212	0	PRESSURE SWITCH	42D218	LEAKING	20140917001	ONT
212	3210	CROSSTUBE	212321103	CRACKED	20140716009	PAC
212	5610	WINDSHIELD RIGHT HAND	212030964003	CRACKED	20140805008	PAC
212	6220	FITTING	204011180003	CRACKED	20140721023	PAC
412CF	0	TAIL ROTOR YOKE	212011702001	UNSERVICEABLE	20140908028	QUE
412CF	6230	MAST TORQUE TUBE	412040510103	SHEARED	20140710003	QUE
412EP	6210	MAIN ROTOR BLADE		DELAMINATED	20140813006	PNR

BOEING

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
727 281	2450	CIRCUIT BREAKER	675231140	FAILED	20140923009	PAC
737 36Q	2750	DISK CLUTCH	69464511	UNDER TORQUED	20140811011	PNR
737 36Q	2752	JACK SCREW	5701802	FAILED	20140707008	PNR
737 3T0	3210	LINK ASSEMBLY TRUNNION	65633789	CRACKED	20140926007	PAC
737 406	2731	FITTING ASSEMBLY -HINGE	65C2577316	DAMAGED	20140929004	ONT
737 406	3610	BLEED AIR DUCT		LOOSE	20140805007	ONT
737 76N	2751	CONNECTOR	BACC63BV22F55PN	FAILED	20140702007	PNR
737 76N	3230	GEAR EXTENSION SYSTEM		FAILED	20140827009	PNR
737 7CT	2131	CABIN PRESSURE CONTROLLER	8243921003	FAILED	20140822007	PNR
737 7CT	2133	OUTFLOW VALVE	2123002AC	UNSERVICEABLE	20140714003	PNR
737 7CT	2210	MODE CONTROL PANEL	8221567102	FAILED	20140729007	PNR
737 7CT	2497	HARNESS		FAILED	20140822008	PNR
737 7CT	2597	CONNECTOR	BACC63CS16G24P7	SHORTED	20140829004	PNR
737 7CT	3197	GROUND CONNECTOR		LOW RESISTANCE	20140716010	PNR
737 7CT	3230	SWITCH	BACS30BV1	FAILED	20140825001	PNR
737 7CT	3246	TIRE	431K621	BURST	20140717008	PNR
737 7CT	3442	RADAR TRANSCEIVER	665000804	FAILED	20140709006	PNR
737 7CT	7197	CONNECTOR	BACC63CS16G24P7	SHORTED	20140909006	PNR
737 8AS	3197	WIRING		CHAFFED	20140818003	ATL
737 8AS	3246	TIE BOLT	26123111	BROKEN	20140924005	ATL
737 8CT	2530	COFFEE MAKER	6475300100	SMELL	20140811008	PNR
737 8CT	3242	BRAKE	26123121	FAILED	20140820014	PNR
737 8CT	3242	BRAKE ASSEMBLY	26123121	DAMAGED	20140825006	PNR
737 8CT	3242	MAIN LANDING GEAR BRAKE	26123121	FAILED	20140822011	PNR
737 8CT	3310	FLIGHT REMINDER	3103	OVERHEATED	20140805006	PNR
737 8CT	5753	OUTBOARD AFT FLAP	113A370024	DEPARTED	20140814003	PNR
737 8HX	3246	MAIN WHEEL	C20626200	LOOSE BOLTS	20140716011	ONT
767 333	2120	CABIN		ACRID SMELL	20140822009	QUE
767 333	2421	INTEGRATED DRIVE GENERATOR	739515C	UNSERVICEABLE	20140929001	QUE
767 333	2530	COFFEE BREWER	4110001137	DEFECT	20140821006	QUE
767 333	3231	ACTUATOR		STIFF	20140926011	QUE
767 333	3830	CABIN SMELL		OVERHEATED	20140924004	QUE
767 33A	2121	RECIRCULATING VENT COOL FAN	4100941C	FAILED	20140717017	QUE
767 38E	2780	SLAT SYSTEM		FAILED	20140703006	QUE
777 233LR	2780	SLAT SYSTEM		FAILED	20140911002	QUE
777 333ER	2213	FLIGHT MANAGEMENT COMPUTER		FAILED	20140926013	QUE
777 333ER	2910	TUBE ASSEMBLY	272W729077	CRACKED	20140912004	QUE
777 333ER	2913	TEE FITTING	AS4691W102020	BROKEN	20140818008	QUE

BOMBARDIER

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
BD 100 1A10	3220	SHOCK STRUT ASSEMBLY	44630101	COLLAPSED	20140910001	QUE
BD 100 1A10	3243	BRAKE VALVE	1420452	FAILED	20140903011	QUE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
BD 100 1A10	5753	NUT SELF-LOCKING CASTELLATE	MS14144L3	MISSING	20140801004	ONT
BD 700 1A10	2420	VARIABLE FREQUENCY GENERATOR	GL51111035	OIL PUMP FRACTURED	20140829003	QUE
BD 700 1A10	2420	VARIABLE FREQUENCY GENERATOR	GL51111035	OIL PUMP FRACTURED	20140826018	QUE
BD 700 1A10	2721	RIB	GD41715883	CRACKED	20140818005	QUE
BD 700 1A10	3242	TORQUE PLATE	43772	CHAFED	20140820002	QUE
CL600 2B19 (RJ100)	2423	AIR DRIVEN GENERATOR AUTO DEPLOY CONTROL	820465	FAILED	20140811007	ATL
CL600 2B19 (RJ100)	2622	FIRE EXTINGUISHER	30H673	NON COMPLIANT	20140728006	QUE
CL600 2B19 (RJ100)	2710	PULLEY	600908003	SEIZED	20140917008	ATL
CL600 2B19 (RJ100)	2750	BRAKE AND POSITION SENSING UNIT		FAILED	20140703011	QUE
CL600 2B19 (RJ100)	2750	BRAKE POSITION SENSOR	855D10013	FAILED	20140825004	ATL
CL600 2B19 (RJ100)	2750	FLAP ELECTRONIC CONTROL		FAILED	20140703010	QUE
CL600 2B19 (RJ100)	2750	FLAP POWER DRIVE UNIT	868D1007	FAILED	20140825002	ATL
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20140703009	QUE
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20140704009	QUE
CL600 2B19 (RJ100)	2820	SCAVENGE EJECTOR	601R622581	SCREEN CRUSHED	20140915004	ATL
CL600 2B19 (RJ100)	2910	HYDRAULIC LINE	601R7526327	SPLIT OPEN	20140827006	ONT
CL600 2B19 (RJ100)	2912	HYDRAULIC FILTER	276271	NON COMPLIANT	20140728007	QUE
CL600 2B19 (RJ100)	3297	NOSE HARNESS	17300233	FAILED	20140704011	QUE
CL600 2B19 (RJ100)	3297	STEERING HARNESS	17300233	DIRTY AND LOOSE	20140919011	ATL
CL600 2B19 (RJ100)	7110	CORE COWL		DEPARTED	20140702014	QUE
CL600 2B19 (RJ440)	2750	FLAP BRAKE AND POSITION SENSING UNIT	855D10015	FAILED	20140917015	QUE
CL600 2B19 (RJ440)	3230	SELECTOR VALVE	750006000	FAILED	20140911005	QUE
CL600 2B19 (RJ440)	3620	HEAT SENSING ELEMENT	355924400	FAILED	20140811009	QUE
CL600 2B19 (RJ440)	5730	WING CENTER LOWER SKIN	601R10045	CORRODED	20140728021	QUE
CL600 2C10 (RJ700)	1000	HI-LITE COLLARS		NON-COMPLIANT	20140728016	QUE
CL600 2C10 (RJ700)	2120	DUCTS		NON-COMPLIANT	20140728011	QUE
CL600 2C10 (RJ700)	2133	FLOW CONTROL VALVE	GG670950035	BAD POSITION	20140902003	QUE
CL600 2C10 (RJ700)	2213	FLIGHT CONTROL COMPUTER	8221308320	FAILED	20140908025	QUE
CL600 2C10 (RJ700)	2213	FLIGHT MANAGEMENT SYSTEM SPEED BUG		FAILED	20140709004	QUE
CL600 2C10 (RJ700)	2215	ELEVATOR SERVO ACTUATOR	6225027101	FAILED	20140912016	QUE
CL600 2C10 (RJ700)	2220	FLIGHT CONTROL COMPUTER	8221308320	FAILED	20140813004	QUE
CL600 2C10 (RJ700)	2530	GALLEY HEATER		FLAWED	20140728008	QUE
CL600 2C10 (RJ700)	2740	MOTOR CONTROL UNIT	70745	FAILED	20140722003	QUE
CL600 2C10 (RJ700)	2740	MOTOR CONTROL UNIT	70745	FAILED	20140807015	QUE
CL600 2C10 (RJ700)	3244	TIRE		FAILED	20140704008	QUE
CL600 2C10 (RJ700)	3510	O2 BOTTLE		NON-COMPLIANT	20140728014	QUE
CL600 2C10 (RJ700)	3510	O2 FILL LINE		CRACKED	20140728013	QUE
CL600 2C10 (RJ700)	3610	10TH STAGE HIGH PRESSURE SHUT OFF VALVE	GG6708001	FAILED	20140818013	QUE
CL600 2C10 (RJ700)	5320	AIRCRAFT STRUCTURE		INCORRECT PRIMER	20140721024	QUE
CL600 2D15 (705)	2710	PULLEY	600908004	SEIZED	20140805005	ATL

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CL600 2D15 (705)	2913	PUMP	6619003	GASKET FAILURE	20140818007	ATL
CL600 2D15 (705)	3230	MAIN LANDING GEAR SELECTOR VALVE	2322H000004	UNSERVICEABLE	20140729004	ATL
CL600 2D15 (705)	5210	DOOR SEAL	G80082	RIPPED	20140710001	ATL
CL600 2D24 (RJ900)	2120	AIR CYCLE MACHINE	GG670950095	FAILED	20140813003	QUE
CL600 2D24 (RJ900)	2120	CABIN AIR		BURNING ODOR	20140724009	QUE
CL600 2D24 (RJ900)	2213	FLIGHT MANAGEMENT SYSTEM		FAILED	20140926012	QUE
CL600 2D24 (RJ900)	2213	FLIGHT MANAGEMENT SYSTEM		SPEED CHANGE	20140926010	QUE
CL600 2D24 (RJ900)	2497	WIRE HARNESS		OVERHEATED	20140912017	QUE
CL600 2D24 (RJ900)	2597	WIRE HARNESS ASSEMBLY	M2275934229	FIRE DAMAGE	20140912010	QUE
CL600 2D24 (RJ900)	2613	FIRE LOOP CONNECTOR	352019	FAILED	20140827005	QUE
CL600 2D24 (RJ900)	2913	#2 ALTERNATING CURRENT MOTOR DRIVEN PUMP	6619501	FAILED	20140807006	QUE
CL600 2D24 (RJ900)	2930	HYDRAULIC SYSTEM #1 TEMPERATURE SENSOR	9702861	FAILED	20140924010	QUE
CL600 2D24 (RJ900)	3213	MAIN LANDING GEAR AXLE	492037	CORRODED	20140902001	QUE
CL600 2D24 (RJ900)	3244	TIRE		BLEW	20140704010	QUE
CL600 2D24 (RJ900)	3246	MAIN WHEEL RIM		FAILED	20140728012	QUE
CL600 2D24 (RJ900)	3610	TELESCOPIC DUCT	GG670800143	FAILED	20140806014	QUE
CL600 2D24 (RJ900)	5610	LEFT HAND WINDOW	NP13932113	ARCING	20140709003	QUE
CL600 2D24 (RJ900)	5720	WINGLET		LIGHTNING STRIKE	20140709005	QUE
CL600 2E25 (RJ1000)	2460	CIRCUIT BREAKERS		NON-COMPLIANT	20140728009	QUE
CL600 2E25 (RJ1000)	2780	SLAT ROLLER PINS		BROKEN	20140728015	QUE

CANADAIR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CL215 1A10	2910	PISTON	33130131	CRACKED	20140705001	PNR
CL215 1A10	3220	NOSE LANDING GEAR SELECTOR VALVE	3620377	UNSERVICEABLE	20140731012	PNR
CL215 1A10	3242	PISTON HOUSING	26629	CRACKED	20140705002	PNR
CL215 1A10	6111	PROPELLER BLADE	6903A10S	FRACTURE	20140701017	QUE
CL215 6B11(CL215T)	2400	WIRE	2KC71B22	SHORTING	20140812007	PNR
CL215 6B11(CL215T)	5510	FITTING-FINLET	215T212054	CRACKED	20140929011	PNR
CL215 6B11(CL415)	2400	DIGITAL CLOCK ASSEMBLY	215K4432	NEW	20140717004	QUE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CL215 6B11(CL415)	2430	GENERATOR	400SG123Q	UNSERVICEABLE	20140915001	ATL
CL215 6B11(CL415)	2722	HOSE	AE2463509E0180	RUPTURED	20140909005	QUE
CL215 6B11(CL415)	3000	VALVE SHUT-OFF	PYLB52185	UNSERVICEABLE	20140919006	ATL
CL215 6B11(CL415)	7603	POWER LEVERS		STIFF	20140926004	QUE
CL600 2B16(601 3R)	3244	TIRE	256K433	UNSERVICEABLE	20140910011	PAC
CL600 2B16(601 3R)	3260	PROXIMITY SWITCH	840534	FAILED	20140821003	ONT
CL600 2B16(604)	2460	JUNCTION BLOCK		DISCREPANCY	20140808002	QUE
CL600 2B16(604)	2497	WIRING		BULGES	20140808003	QUE
CL600 2B16(604)	2520	DOOR HANDLE	C471142601	OUT OF TOLERANCE	20140918005	QUE
CL600 2B16(604)	2897	WIRE HARNESS		QUALITY ESCAPE	20140701019	QUE
CL600 2B16(604)	3510	OXYGEN BOTTLE REGULATOR		RUPTURED	20140808004	QUE

CESSNA

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
152	7414	MAGNETO	4381	USED	20140912021	PAC
172L	5450	RIB ASSEMBLY	52323113	NEW	20140730016	QUE
172M	5311	BULKHEAD STATION 108	5120122	CRACKED	20140811012	PAC
172N	7414	MAGNETO	4371	USED	20140829005	PNR
172N	7602	CARBURETOR	105217	NEW	20140904004	PNR
172P	7602	CARBURETOR	105217	OVERHAULED	20140904005	PNR
172S	2710	CARRY THROUGH CABLE	510105364	WORN	20140815004	PNR
172S	2710	CARRY THROUGH CABLE	510105365	WORN	20140908020	PNR
172S	2800	HOSE	S14956	CRACKED	20140724001	ATL
177B	2434	BRACKET ALTERNATOR	LW13039	CRACKED	20140909009	ONT
182B	7800	EXHAUST MUFFLER		CRACKED	20140717012	PNR
208B	2711	PIN	NAS56138	MISSING	20140723005	PAC
208B	5200	HINGE DOOR	261701522	UNSERVICEABLE	20140915010	PNR
208B	5511	HORIZONTAL STABILIZER	263200038	CRACKED	20140905003	PNR
208B	7220	ACTUATOR LEVER ASSEMBLY	265805716	BROKEN IN HALF	20140728002	ATL
510	2435	STARTER GENERATOR	99126761	NEW	20140915014	PNR
560(ENCORE)	5414	ANGLE	655260315	CRACKED	20140704004	ONT
560XL	3244	TIRE ASSEMBLY MAIN	M13702	IN USE	20140714007	QUE
750	2720	CLAMP	95190035	CRACKED	20140903001	ONT

CHRISTEN

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
A 1B	2810	FUEL GAUGE TUBE	35266002	CRACKED	20140730018	PNR

CIRRUS

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
SR22	1220	OIL DIP STICK	6566161	BROKEN	20140711007	PAC

DASSAULT

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
FALCON 2000EX	2100	PIPE	F2MB721510100A1	CRACKED	20140812008	QUE

DEHAVILLAND - CAN

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 2 MKI	5741	LIFT STRUT	C2W1104A	CRACKED	20140918016	PAC
DHC 2 MKI	7300	LAY SHAFT	C2CE347	CORRODED	20140916005	PAC
DHC 3	2730	PILLOW BLOCK	C3TE77	ELONGATED HOLE	20140731011	ONT
DHC 3	5720	WING	C3W11	CRACKED	20140917009	QUE
DHC 6 300	2120	PERI-SEAL	DSC360100	WORN	20140924007	ATL
DHC 6 300	5713	LONGERON	C6WM1512S141	CRACKED	20140821010	ONT
DHC 6 300	5713	LONGERON	C6WM1512S141	CRACKED	20140822006	ONT
DHC 7 103	5720	VORTEX GENERATORS	75712172001	MISSING	20140713001	PNR
DHC 8 102	2120	BLEED DUCT	82110029005	HAS A HOLE	20140918012	ATL
DHC 8 102	2340	ATTENDANT CONTROL UNIT	50891	UNSERVICEABLE	20140925005	ATL
DHC 8 102	3010	DE-ICE TUBE	83010023001	DISTORTED	20140929005	ATL
DHC 8 102	3232	LANDING GEAR DOOR		CRACKED	20140710002	ATL
DHC 8 102	3234	SELECTOR VALVE	574205A	OPEN CIRCUIT	20140808007	ATL
DHC 8 102	3240	CABLE NORMAL BRAKE	83200502101	FRAYED	20140714015	ATL
DHC 8 102	3243	CASING		FRACTURED	20140922004	ATL
DHC 8 102	5440	SHEAR BUSHING	85410029053	CORRODED	20140721019	ATL
DHC 8 102	5522	RIGHT HAND ELEVATOR	85520001002	DAMAGED	20140728004	ATL
DHC 8 102	7930	DUAL OIL PRESSURE/ TEMPERATURE INDICATOR	54273618010	FAILURE	20140722002	PAC
DHC 8 200	3040	DE-ICE SYSTEM		SPARKS	20140924003	ONT
DHC 8 301	2420	STUDS		LOOSE	20140807005	PNR
DHC 8 301	3213	BEARING WHEEL		UNSERVICEABLE	20140827007	PNR
DHC 8 301	5310	STRINGER	85330506125	CORRODED	20140709001	ATL
DHC 8 311	2312	VERY HIGH FREQUENCY CONTROL HEAD	6226520001	REMOVED	20140905002	ATL
DHC 8 311	5700	DRAG ANGLE	85712414101	CRACKED	20140910003	PNR
DHC 8 315	2110	AIR CYCLE MACHINE	78279018	UNSERVICEABLE	20140922010	ATL
DHC 8 400	2120	SHELL	LC025872296A	DISCONNECTED	20140717003	QUE
DHC 8 400	2460	RELAY JUNCTION BOX	82420439001	FAILED	20140826025	ONT
DHC 8 400	2700	SPOILER MANIFOLD	390752101	AXIAL CRACKS	20140715008	QUE
DHC 8 400	2822	BOOST PUMP		BURNT	20140709002	ONT
DHC 8 400	3222	NOSE LANDING GEAR	47105	CORRODED	20140718003	QUE
DHC 8 400	3234	SELECTOR HANDLE	860TS09Y00	FAILED	20140912001	QUE
DHC 8 400	3246	WHEEL	315731	DAMAGED	20140714001	QUE
DHC 8 400	3246	WHEEL	315833	DAMAGED	20140716007	QUE
DHC 8 400	3246	WHEEL ASSEMBLY	301574	BEARING FAILURE	20140904003	QUE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 8 400	3246	WHEEL ASSEMBLY	31573	BEARING FAILURE	20140807008	QUE
DHC 8 400	5230	AFT BAGGAGE DOOR SEAL	LA502213	DAMAGED	20140807013	QUE
DHC 8 400	5240	DOOR		RIGGED	20140925010	QUE
DHC 8 400	5341	BOLT		STAINING	20140721020	QUE
DHC 8 400	5414	#2 ENGINE LEFT HAND FORWARD DOOR	87144003	DAMAGED	20140720001	QUE
DHC 8 400	5541	FORE RUDDER FRONT SPAR	85547119	CRACKED	20140730012	QUE
DHC 8 402	0	HYDRAFLOW COUPLINGS	B0305080A16	CHAFFED	20140730015	QUE
DHC 8 402	2210	AUTOPILOT		FAILED	20140707007	ONT
DHC 8 402	2430	BEARING	400SG10529	FAILED	20140909008	ATL
DHC 8 402	2431	TEMPERATURE SENSOR HARNESS	32470001	OUT OF RANGE	20140815002	ATL
DHC 8 402	2710	AILERON CONTROL CABLE	82742411001	FRAYED	20140912006	ATL
DHC 8 402	2720	RUDDER PEDAL PIVOT ARM	82710019007	STIFF	20140715005	QUE
DHC 8 402	2720	RUDDER PEDAL PIVOT ARM	82710019007	STIFF	20140715006	QUE
DHC 8 402	2720	RUDDER PEDAL PIVOT ARM	82710019007	STIFF	20140715007	QUE
DHC 8 402	2720	RUDDER PEDAL PIVOT ARM	82710019007	STIFF	20140716001	QUE
DHC 8 402	2720	RUDDER PEDAL PIVOT ARM	82710019007	STIFF	20140716002	QUE
DHC 8 402	2900	CUSHION CLAMP	M850526	CUSHION MISSING	20140905001	QUE
DHC 8 402	2900	POWER TRANSFER UNIT	5114404A	USED	20140918001	ONT
DHC 8 402	2910	HYDRAULICE HOSE	AE2463771E01	LEAKING	20140811003	QUE
DHC 8 402	2912	O-RING	NAS16128	DAMAGE	20140902004	QUE
DHC 8 402	2913	ENGINE DRIVEN PUMP	6617303	FAILED	20140731010	QUE
DHC 8 402	3230	MAIN LANDING GEAR EXTENSION FLEX HOSE	46455117	LEAKING	20140806011	QUE
DHC 8 402	3244	TIRE	DR0231T	FAILED	20140908017	PNR
DHC 8 402	3244	TIRE	DR0231T	TREAD SEPERATION	20140822001	QUE
DHC 8 402	3244	WHEEL ASSEMBLY	315731	TIRE BLOWN	20140805004	ATL
DHC 8 402	3244	WHEEL ASSEMBLY	315731	TREAD SEPERATION	20140922008	ATL
DHC 8 402	3250	SWIVEL JOINT ASSEMBLY	SJ5049172	NEW	20140821009	PNR
DHC 8 402	3400	NAVIGATION SYSTEM		FAILED	20140801001	ONT
DHC 8 402	5200	DOOR LOCK	9722010503	JAMMED	20140710005	ATL
DHC 8 402	5280	DOOR HINGE ARM	85311587009	DIMENSIONAL	20140926001	QUE
DHC 8 402	5720	LEFT HAND TANK CAN ASSEMBLY	85714630003	CRACKED	20140904007	QUE
DHC 8 402	7800	EXHAUST SHROUD	87804028103	HOLE WORN	20140724008	ATL
DHC 8 402	7800	SHROUD ASSEMBLY	87804010007	CRACKED/BROKEN	20140911004	ATL

DIAMOND - CAN

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DA 20 C1	1000	BOLT	AN311A	CORRODED	20140828001	ATL
DA 20 C1	1000	BOLT	AN413A	CORRODED	20140828002	ATL
DA 20 C1	1000	BOLT	AN310A	CORRODED	20140918006	ATL
DA 20 C1	1400	BOLT	AN310A	CORRODED	20140706001	ATL
DA 20 C1	1497	COMMUNICATION POWER WIRE	231412A18	CHAFFED	20140905004	ATL
DA 20 C1	2421	ALTERNATOR BRACKET	2224121400	CRACKED	20140714011	ATL
DA 20 C1	2421	ALTERNATOR PIVOT BOLT	2224120001	BROKEN	20140721016	ATL
DA 20 C1	2751	BUSHING	NAS77A10060N	LOOSE	20140717011	ATL
DA 20 C1	2842	FUEL SENDER UNIT	224225	INACCURATE	20140925008	ATL
DA 20 C1	7120	ENGINE MOUNT	2271210000	LOOSE	20140912003	ATL

DORNIER

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
328 300	3411	ELBOW FITTING	MS21908D5	CRACKED	20140726001	QUE

EMBRAER

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
EMB 145	5610	COCKPIT E WINDOW	12042177501	CRACKED	20140922001	ONT
ERJ 170 200 SU	2900	PIPE PRESSURE	15E0804005	CHAFFED	20140710004	ONT
ERJ 170 200 SU	3097	J1157 CONNECTOR PIN 70		WIRE BROKEN	20140916004	ONT
ERJ 190 100 IGW	0	UPPER RISER	17055019401	LEAKING	20140818009	QUE
ERJ 190 100 IGW	2150	AIR CYCLE MACHINE		FAILED	20140714014	QUE
ERJ 190 100 IGW	2350	DIGITAL AUDIO PANEL	751190092502	FAILED	20140708003	QUE
ERJ 190 100 IGW	2420	GENERATOR CONTROL UNIT	1701321D	FAILED	20140707006	QUE
ERJ 190 100 IGW	2520	SMART VIDEO DISPLAY UNIT	179000201	ELECTRICAL SMELL	20140728005	QUE
ERJ 190 100 IGW	2530	GALLEY OVEN	8201170000	DEFECT	20140822004	QUE
ERJ 190 100 IGW	2742	STAB TRIM ACTUATOR		FAILED	20140707009	QUE
ERJ 190 100 IGW	2750	FLAP SYSTEM		FAILED	20140819002	QUE
ERJ 190 100 IGW	2750	SALT/FLAP CONTROL LEVER	5914868	FAILED	20140820003	QUE
ERJ 190 100 IGW	2780	SLAT SYSTEM		FAILED	20140725002	QUE
ERJ 190 100 IGW	2780	SLAT/FLAP ACE CONTROL	1700064F	FAILED	20140915009	QUE
ERJ 190 100 IGW	3246	NOSE WHEEL ASSEMBLY	900005811WTC	VIBRATION	20140714010	QUE
ERJ 190 100 IGW	3610	FAN AIR VALVE	10070865	FAILED	20140714008	QUE
ERJ 190 100 IGW	3610	HOSE	341D8015547	DEFECT	20140716012	QUE
ERJ 190 100 IGW	5610	WINDSHIELD GLASS HEATER	NP18730112	DELAMINATED	20140922003	QUE

EUROCOPTER FRANCE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
EC 120 B	6230	SCISSOR LINK	C623A2005103	BUSHING SEIZED	20140702013	PNR
EC 130 B4	0	RIGHT HAND WINDSHIELD	350A25904220	CRACKED	20140912005	PAC
EC 130 B4	7110	HALF HINGE	350A58004523	CRACKED	20140704003	PAC

FAIRCHILD

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
SA226TC	2701	LOWER CONTROL COLUMN TUBE	2671004003	REMOVED	20140704006	PNR
SA227AC	3260	UPLOCK SWITCH	602EN6026	IN SERVICE	20140926005	PAC
SA227DC	2612	FIRE DETECTION	1734361600F	SERVICEABLE	20140723003	ONT
SA227DC	3310	LIGHTING PANEL	2719115123	BURNT	20140728018	ONT

HUGHES

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
369D	0	DUPLEX BEARING	AM369D21832	ROUGH	20140903012	PAC

LEARJET

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
31A	2910	HYDRAULIC RETURN LINE	2607003455	CHAFFED	20140825007	PAC
45	3241	BRAKE CONTROL UNIT	429333	FAILED	20140729006	ONT

MOONEY

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
M20K	2216	TUBE ASSEMBLY	740192007	WORN	20140730017	ONT

PILATUS - SW

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
PC 12 47E	2710	AILERON CONTROLS		FROZEN	20140910008	ONT
PC 12 47E	2750	FLAP SUPPORT ARM SHIMS	5575212177	MIGRATING	20140917018	ONT
PC 12 47E	3234	SELECTOR VALVE	9603001272	LEAKING	20140702005	ONT
PC 12 47E	3418	STICK PUSHER COMPUTER	9754423104	FAILED	20140917019	ONT

PIPER

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
PA24 260	7300	TUBE ASSEMBLY FUEL INJECTION		CRACKED	20140715013	PNR
PA28 140	2000	OUTLET PIPE	63666002	ERODED	20140908026	ONT
PA28 235	8550	CRANKCASE VENT		KINKED	20140717001	PNR
PA31	3211	TORQUE LINK	4025700	BROKEN	20140811006	ONT
PA31 350	0	CHANNEL	40987002	CRACKED	20140911003	PNR
PA31 350	0	FITTING AFT	4029400	CRACKED	20140903014	PNR
PA31 350	0	TURBOCHARGER	4091709001	DAMAGED	20140904011	PAC
PA31 350	2121	CONNECTOR	20670812067052	OVERHEATED	20140728019	PNR
PA31 350	8120	SUPPORT ASSEMBLY	LW18302	FRACTURED	20140818012	PAC
PA31T	3233	ROD END	758440	UNSERVICEABLE	20140731009	ONT
PA34 200	3221	LOWER TUNNEL BRACKET	9555400	RIVETS PULLED	20140820006	PAC
PA44 180	0	BOLT	NAS464P427	MISSING	20140812001	QUE
PA44 180	3233	ACTUATOR	451848	BENT	20140711005	ONT
PA44 180	7120	ENGINE MOUNT BOLT	LW38275	LOOSE	20140825005	ATL
PA44 180	7120	LEFT ENGINE MOUNT	8621202	BROKEN	20140711006	ONT

ROBINSON

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
R44 II	2421	FORWARD BEARING		MELTED	20140716008	PNR
R44 II	6210	BLADE TRIM TAB		CRACKED	20140723004	PNR
R44 II	7414	BLOCK	10357426	CRACKED	20140808010	PNR
R44 II	7414	BLOCK	10357426	CRACKED	20140808011	PNR
R44 II	7931	SENSOR	B2831	SERVICEABLE	20140730009	ONT

SIKORSKY

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
S76	0	LOWER HOUSING	7635109008057	CRACKED	20140717010	PAC
S92A	0	MOULDED HARNESS	9255001829102	SHORTED	20140812006	ATL

SWEARINGEN

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
SA226TC	2911	HYDRAULIC ACCUMULATOR	223002	IN SERVICE	20140716015	PAC
SA226TC	3418	DRAIN	2620068001	OBSTRUCTED	20140718005	PNR

TECNAM

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
P2006T	2823	BOWDEN CABLE	30117U	WORN	20140716004	PNR

VIKING CANADA

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 6 400	2520	CABIN AISLE WIDTH		NON CONFORMING	20140731013	PAC
DHC 6 400	2710	CHAIN ASSEMBLY	C3CF53333	QUALITY ESCAPE	20140826030	PAC
DHC 6 400	2820	CHECK VALVE	700246	MISSING	20140717016	PAC
DHC 6 400	3340	WING TIP STROBE LIGHT	1077111003	CRACKED	20140912019	PAC
DHC 6 400	3340	WING TIP STROBE LIGHT	1077111004	CRACKED	20140912020	PAC
DHC 6 400	5540	FITTING LOWER HINGE	C6TRM10103	DAMAGED	20140717015	PAC

ENGINE

ALLISON

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
250-C20B	7250	TURBINE	23069745	OVERHAUL	20140811005	QUE
250-C20B	7321	SHAFT	252464431	LOOSE	20140729003	ONT
250-C20R	7250	#2 NOZZLE	23031968AL	SCRAP	20140918013	QUE
250-C20R	7321	FUEL CONTROL UNIT	23070609	SERVICEABLE	20140717014	PNR
250-C30P	7314	ENGINE FUEL PUMP	23070460	FAILED	20140805003	PAC
250-C47B	8300	GEARBOX	23063393	REPAIRED	20140916002	ONT
501-D13	7200	BEARING	6873748	UNSERVICEABLE	20140910006	PAC
501-D13D	7931	PRESSURE REGULATOR VALVE	6874199	BROKEN	20140826029	PAC
501-D13H	7230	COMPRESSOR ASSEMBLY	6846353	USED	20140812005	PAC
501-D22A	7600	BEARING	MS2144310	FAILED	20140716003	ONT

AVCO LYCOMING

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
O-235-K2C	8520	CAMSHAFT AND FOLLOWER		WORN	20140818016	PNR
O-235-L2C	7120	ENGINE MOUNT	45100336	SEPARATION	20140731016	QUE
O-320-E2D	7800	RISER ASSEMBLY AFT	17540071	BROKEN OFF	20140811010	PAC
O-320-H2AD	8530	LIFTER	15B28040	CORRODED	20140827008	PNR
TIO-540-AH1A	8100	V-BAND COUPLING	LW121253	CRACKED	20140823001	PNR

BOMBARDIER ROTAX

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
912 F3	8550	ENGINE	912F3	SEIZED	20140925007	ONT

GARRETT

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
TFE731-2-2B	7720	INTERSTAGE TURBINE TEMPERATURE HARNESS	30739501	WORN	20140709007	ONT
TPE331-10UA-511G	7210	SUN GEAR	31011497	OVERHAULED	20140723002	PNR
TPE331-11U-612G	6123	FEATHERING VALVE	31028922	OVERHAULED	20140904002	PNR

GENERAL ELECTRIC

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CF34-3B1	7200	ENGINE	CF343B1	FAILED	20140730010	QUE
CF34-3B1	7230	BELLCRANK	5026T46G01	CRACKED	20140918011	ONT
CF34-8C5	4997	STARTER	27045542	OVERHEATED	20140919002	ATL
CF34-8C5	7930	LOW OIL PRESSURE SWITCH	4120T17P02	FAILED	20140917010	QUE

PRATT & WHITNEY-CAN

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
PT6A-50	7261	SEAL FACE	3022454	CRACKED	20140906001	PNR
PT6A-67F	2100	AIR CONDITION COMPRESSOR	5162831R	UNSERVICEABLE	20140818020	PAC
PT6A-67P	7720	TRIM STICK		FAILED	20140917017	ONT
PT6A-68B	7310	FUEL TUBE BRACKET	ST349306	REDUCED SUPPORT	20140804013	QUE
PW120	8300	HORIZONTAL GEARSHAFT	310625801	INSPECTED	20140922009	ONT
PW121	7200	P3 SENSE LINE	3034514	CRACKED	20140730011	PNR
PW150A	7321	FUEL METERING UNIT	312241910	LEAKING	20140718004	ATL
PW150A	7922	THERMAL VALVE	7288091	FAILED	20140804015	QUE
PW535A	1400	PACKING RING	AS3209214	NEW	20140822010	ONT

PRATT & WHITNEY-USA

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
JT8D-17A	7500	BLEED AIR LINE	BACH7D0137DD	LEAKING	20140806001	PNR
R-985-14B	8530	CYLINDER	399354	CRACKED	20140724002	ONT

ROLLS ROYCE - UK

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
RB211 TRENT 772B-60	7280	OIL PUMP	LR37940P	DEFECT	20140818010	QUE

TELEDYNE CONTINENTAL

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
IO-520-D	7322	METERING ROD	632558A1	WORN	20140908019	PAC
TSIO-360-EB	8520	CRANKSHAFT	642316	CRACKED	20140822003	ONT

TURBOMECA

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
ARRIEL 1D1	7421	IGNITER	CH34745	ERODED	20140702006	PNR
ARRIEL 1D1	7712	TORQUE TRANSDUCER	9550176240	NEW	20140707002	QUE

PROPELLER

HAMILTON STANDARD

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
14SF-7	6111	PROPELLER BLADE	SFA13M1R0AD	DAMAGED	20140929007	ATL

HARTZELL

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
HC-B3TN-3G	6114	SEAL	C33173471	BREAKING DOWN	20140828007	PNR
HC-B3TN-5G	6114	CYLINDER	B18032	SERVICEABLE	20140808008	PAC
HC-B3TN-5M	6110	STOP SCREW	A2626	IN SERVICE	20140904010	PAC
HC-E3YR-2ALTF	6112	DE-ICER BOOT	SMR16013	MISSING	20140902002	ONT
HC-E4A-3D	3060	SLIP RING	4H30081	DEBONDING	20140828005	PNR
HC-E4A-3D	3060	SLIP RING	4H30081	DEBONDING	20140828006	PNR

MCCAULEY

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
2A34C203C	6111	SNAP RING	B4426	STRETCHED	20140828008	PNR
4HFR34C653	6120	BOLT	AN104614	SERVICEABLE	20140703002	QUE

MT PROPELLER

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
MTV-6-ACF/CF1871	6111	PROPELLER BLADE	CF18729	UNSERVICEABLE	20140918015	PAC

EQUIPMENT

AEROSPACE GENERAL

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
H110AIR	2622	FIRE EXTINGUISHER	H110AIR	UNSERVICEABLE	20140924008	PAC

BOMBARDIER

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
11524005	4900	V-BAND CLAMP	400SG1108	UNSERVICEABLE	20140703004	ATL
604330307	1000	HARDWARE	NAS1580V4T10	USED	20140715002	PAC

CURTISS

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
C644SB314	6111	PROPELLER BLADE	83021C40	DEFORMED	20140818015	PAC

GOODRICH

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
314354	3246	MAIN WHEEL		SCRAP	20140919008	ATL

HARTZELL ENGINE TECH

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
D0FF10300BR	2421	REAR BEARING		DISINTEGRATED	20140715011	PNR

HONEYWELL

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
11524005	4940	ARMATURE	400SG1064	BROKEN SEGMENT	20140923007	ATL
11524005	4940	ARMATURE	400SG1064	DAMAGED	20140923002	ATL

RAGEN DATA SYSTEMS

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
1143800349	2841	FUEL QUANTITY INDICATOR	1143800349	UNSERVICEABLE	20140920002	PNR

SKURKA

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
150SG122Q	2435	ARMATURE	150SG1064	SHORTED	20140724011	PNR

SLICK ELECTRO

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
6310	7414	IMPULSE COUPLING	M3050	DESTROYED	20140721017	PNR

VICKERS

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
570347	2913	SHAFT	570717	SHEARED	20140827001	ATL

UNAPPROVED PART

PIPER

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
99482000	2000	OUTLET PIPE	63666002	ERODED	20140908026	ONT

WOODWARD

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
89780010	2000	OVERSPEED KIT	70100144	UNAPPROVED	20140711003	ATL

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Canadian Aviation Regulations (CARs)
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Airworthiness Directive
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