



SELECTED SERVICE DIFFICULTY REPORTS

1 June 2008 – 31 July 2008

AIRCRAFT ABOVE 5700KG

Aerospatiale ATR42300 Fuselage panels separated. Ref 510006505

Upper fuselage panels 295CL, 295BL and 296CR missing. Suspect forward clip fasteners may have been loose. P/No: 295CC295BL296CR.

Airbus A320-232 Tyre failed. Ref 510006639

Main landing gear No3 tyre had reinforced tread cord exposed. (1 similar occurrence)

Airbus A330-201 Wing trailing edge flap panel missing. Ref 510006717

LH wing No3 trailing edge flap track inboard panel missing. (2 similar occurrences)

Airbus A330-303 Escape slide raft failed to deploy. Ref 510006721

Emergency escape slide raft failed to fully inflate during test. Both tubes losing pressure. Investigation found unit damaged, with five holes in the upper tube, one hole in the lower tube and two tears in the sliding lane floor. Damage had been caused by layers being tightly packed over the relief valves. Investigation continuing. P/No: 7A1508119. TSN: 18,035 hours. TSO: 10,737 hours. (1 similar occurrence)

BAC 146-300 Fuel storage bolt loose. Ref 510006586

Strong fuel smell in centre cabin and hydraulic bay. Investigation found fuel leakage at RH wing rear spar to fuselage link area. Investigation found RH rear centre tank spar joint attachment bolt P/No HLT764PN10-6 sheared and bolts (3off) P/No HLT924PN10-6 loose.

BAC 146RJ70 Wing spar bolt loose. Ref 510006624

RH wing spar joint attachment fitting bolts loose/spinning. Fuel leaking. TSN: 24,187 hours/13,025 cycles. (2 similar occurrences)

Beech 1900D Tyre incorrect part. Ref 510006431

Vibration from nose wheel tyre found internal weight debonded. Further investigation found the tyre was not approved for fitment to Beech 1900 series aircraft. Tyre installed was P/No 028-335-5 and was for fitment to Metro aircraft. Correct P/No 026-335-1. Fleet inspection found a further three aircraft had incorrect nose wheel tyres fitted. P/No: 0283353. TSN: 176 hours/155 cycles/155 landings. (1 similar occurrence)

Boeing 717-200 APU disintegrated. Ref 510006447

APU experienced a catastrophic internal failure. Turbine and other internal components sprayed out of the exhaust with one piece hitting a ground handler. Damage to APU containment jacket. Investigation continuing.

Boeing 717-200 Electrical power wiring connector corroded. Ref 510006768 (photo below)

LH generator feeder cable terminal T2 corroded at aft pressure bulkhead feed through terminal block S3-803. During replacement terminal stud T1 separated leading to complete replacement of the aft pressure bulkhead feed through terminal block S3-803 P/No CTB395-03-1.



Boeing 727-2J4 Cargo doors seal incorrect. Ref 510006470

Main cabin compartment cargo door leaking and aircraft only partially pressurised due to failure of the seal to inflate correctly. Investigation found that the recently-fitted seal did not have pressurisation air holes drilled into it. P/No: LS6868. TSN: 116 hours/47 cycles/1 months

Boeing 727-2J4 Fuel tank faulty. Ref 510006684

Auxiliary fuel tank bladder separating from structure. Caused by cabin pressure air entering into the auxiliary tank cavity and pressurising the space between the tank structure and bladder. P/No: 65C182001. TSN: 63,005 hours/21,024 cycles

Boeing 727-2J4 Trailing edge flap control system transmission unserviceable. Ref 510006471

RH trailing edge flap transmission making an unusual grinding noise. Investigation found a total lack of lubricating oil in the transmission. Further investigation found the oil filler cap missing. Suspect filler cap not refitted during maintenance in late 2007. Personnel/maintenance error. P/No: 652579028.

Boeing 727-2J4 Wing spar corroded. Ref 510006473

Corrosion damage was identified in the structure of the wing centre section which incorporates the No2 integral fuel tank. Initial corrosion damage was found on the external portion of the lower chord of the centre wing tank front spar. In a small section of structure, corrosion had penetrated 80 per cent of the alloy material between the skin and the lower chord angle missing due to corrosion. Also identified was a hairline crack in the lower chord/front spar skin area. TSN: 62,749 hours/20,924 cycles

Boeing 737-376 Pneumatic system odour. Ref 510006612

Fumes evident on flight deck. Investigation found LH air-conditioning bay components coated in a soft dark residue. Investigation continuing.

Boeing 737-476 Aircraft fuel distribution system suspect faulty. Ref 510006643

Fuel transferring between No2 tank and centre tank. Suspect faulty check valve. Investigation continuing.

Boeing 737-476 Auto-throttle system computer failed. Ref 510006719

Auto-throttle computer failed. P/No: 735SUE912. TSN: 32,626 hours. TSO: 10,948 hours

Boeing 737-476 Galley static ground stud bonding lead loose. Ref 510006618

No4 galley static ground stud bonding lead loose. Flight attendant received an electric shock from the bench top. Further investigation found numerous defects such as missing screws, protective sheath badly damaged, wiring loom not secured and nil bonding of galley. Galley had been removed for painting. Investigation continuing.

Boeing 737-476 Tyre separated. Ref 510006761

Main wheel tyre tread separating. Investigation continuing. (23 similar occurrences)

Boeing 737-838 Air conditioning system odour. Ref 510006732

Unusual smell and slight haze in cabin and on flight deck. Investigation could find no cause. (3 similar occurrences)

Boeing 737-838 Autopilot computer faulty. Ref 510006644

Autopilot computer faulty. P/No: 4082499903. TSN: 20,403 hours. TSO: 20,403 hours. (4 similar occurrences)

Boeing 737-838 Cabin cooling system pipe split. Ref 510006606

RH air-conditioning pack flexible duct ruptured. Duct is located between air cycle machine (ACM) and reheat/condenser. Line P/No 213A1401-26 split. Pack condenser casing cracked and leaking. P/No: 213A140126.

Boeing 737-838 Flight compartment sliding window out of adjustment. Ref 510006538

No2 sliding window locking handle loose, allowing window to become slightly ajar during flight. Investigation continuing. (5 similar occurrences)

Boeing 737-838 Hydraulic system tube failed. Ref 510006793

Hydraulic system 'A' supply line failed. Line is located downstream of hydraulic fluid shutoff valve. Loss of hydraulic fluid. Investigation continuing. P/No: 272A155243. (2 similar occurrences)

Boeing 737-838 Stabiliser trim limit switch suspect faulty. Ref 510006659

Stabiliser trim nose-up limit switch suspected faulty. P/No: 32EN214. (1 similar occurrence)

Boeing 737-838 Trailing edge flap bell crank fork end sheared. Ref 510006646

LH outboard trailing edge flap inboard bell crank fork end fitting sheared off. Investigation continuing. P/No: 113A39113. (3 similar occurrences)

Boeing 737-838 Rudder pedals reduced travel. Ref 510006611

Rudder pedals have reduced travel when adjusted to full forward position. Investigation continuing. P/No: 251A31214.

Boeing 737-BBJ Life raft ELT unapproved part. Ref 510006769

Incorrect emergency locator transmitter (ELT) fitted to life raft. Further investigation found the ELT had been fitted to a total of five life rafts. P/No: MT410AUS.

Boeing 747-338 Drag control system lever jammed. Ref 510006458

Speed brake selection lever jammed and could not be moved past armed position. Speed brakes deployed normally on touchdown.

Boeing 747-338 Elevator control system actuator cracked. Ref 510006519

LH inboard elevator power control package (PCP) actuator end cover cracked. Cover dislodged and partially adrift. Investigation continuing. P/No: 936005049. TSN: 553,557 hours. TSO: 59,949 hours

Boeing 747-438 IDG water contaminated. Ref 510006512

Integrated drive generator (IDG) contaminated. Suspect water contamination. Oil was found to be red in colour. See SDR510006513 for similar problem. P/No: 7660888. TSN: 27,807 hours. TSO: 1,731 hours. (1 similar occurrence)

Boeing 747-438 APU smoke/fumes. Ref 510006574

Smoke/fumes in cabin. Suspect caused by oil contamination from APU. Investigation continuing. P/No: 391000103. TSN: 19,626 hours. TSO: 6,056 hours

Boeing 747-438 Aircraft structures - damage. Ref 510006789 (photo below)

Aircraft damaged. Loud bang and aircraft jolted. Aircraft suffered depressurisation and numerous warning messages. Oxygen system problems. Emergency descent and emergency landing carried out. Crew found damage to the floor in the area of the R2 door and a large hole in the side of the fuselage. Investigation continuing.



Boeing 747-438 Crew oxygen bottle valve partially open. Ref 510006713

Crew oxygen bottle valves not fully open. Bottles were lock wired. Investigation continuing.

Boeing 747-438 Galley water leaking. Ref 510006566

Water leak in No4 galley. Hot water outlet leaking. Investigation continuing.

Boeing 747-438 Tyre deflated. Ref 510006511

RH body landing gear rear tyre flat. Nil damage to surrounding wheel structure.

P/No: 161U00011. (10 similar occurrences)

Boeing 747-4H6 Trailing edge flap fairing missing. Ref 510006794

Trailing edge flap No7 canoe fairing separated. Fairing was found on the side of the runway. Investigation continuing.

Boeing 767-336 Overhead panel arcing in vicinity of engine anti-ice switch. Ref 510006550

Arcing between screw head and terminal on wiper control switch panel. Investigation continuing.

Boeing 767-338ER IDG cable burnt. Ref 510006666 (photo below)

RH integrated drive generator (IDG) feeder cables and terminals burnt. One IDG terminal stud was found to be loose. Investigation continuing.
P/No: BMS1358TY1CL1G0.



Boeing 767-338ER Autopilot computer failed. Ref 510006506

Flight control computer failed. Electrical/plastic burning smell. Investigation found resistor R143 on power supply assembly A23 had failed and burnt.

P/No: 6224591512. TSN: 527,076 hours. TSO: 26,854 hours

Boeing 767-338ER Brake high temperature. Ref 510006573

LH landing gear brake temperatures high. Small fire due to excess bearing grease. Investigation continuing.

P/No: 165T0100530.

Boeing 767-338ER Main landing gear failed full retraction. Ref 510006795

LH main landing gear failed to fully retract. Investigation continuing.

Boeing 767-338ER Potable water system relief valve leaking. Ref 510006579

Mid-forward toilet water-heater relief-valve disintegrated. Water leaking into toilet, adjacent cabin area and forward hold compartment. Investigation continuing.

Bombardier DHC-8202 Trailing edge flap cables incorrectly rigged. Ref 510006738

Trailing edge flap interconnect cables incorrectly rigged and cable tensions low.

Bombardier DHC-8315 Aileron control system cable chafed wiring. Ref 510006740 (photo below)

Aileron control cable low tension. Cable chafing on cable guard assembly. Investigation continuing.



Bombardier DHC-8315 Flight Data Recorder input wiring faulty. Ref 510006694

During maintenance it was found that fuel flow indicator pins K and J did not go to the flight data acquisition unit (FDAU) pins 46 and 47 as per DHC-8 300 wiring diagram. Fault finding revealed there were no pins installed in locations pin 46 and pin 47 on both the plugs on the FDAU connector. Wires W33 and W36 traced (referring to DHC-8 300 Wiring diagram 31-33-03 sheet 3 and 4 of page 1) and found they were not going to their correct terminations at connector 9811-J101. Discovered connector 9811-J101A had no wires in pins 43 and 44. Found during inspection iaw SB 8-28-026.

Bombardier DHC-8402 Landing gear brake hose ruptured. Ref 510006432

LH outboard brake flexible hydraulic hose ruptured. Loss of hydraulic fluid.

British Aerospace BAE1251000 Nose wheel incorrect torque. Ref 510006445

Nose wheel assemblies found to be below minimum torque causing locking plate bolt holes to be misaligned when retorqued.

Dornier D0328100 Aircraft structure - lightning strike. Ref 510006436

Aircraft suffered a lightning strike. Entry point was on the nose cone and the exit point on the RH elevator outer trailing edge. Smoke also evident in cockpit. Investigation continuing. (1 similar occurrence)

Dornier D0328100 Flight compartment window cracked. Ref 510006784

LH side cockpit window cracked. Investigation continuing.
P/No: 001A561A0000218.

Embraer EMB120 Fuel boost pump wiring harness chafed. Ref 510006733

Fuel boost pump wiring harness chafed. Found during inspection iaw AD/EMB120/47.

TSN: 33,742 hours/34,842 cycles

Embraer EMB120 Fuselage skin corroded. Ref 510006502

Lower fuselage skin (P/No 120-26335-041) corroded on port side under belly between frame 13 and frame 12.

P/No: 12026335041. TSN: 35,346 hours/35,728 cycles

Embraer EMB120 Landing gear free fall sliding mechanism seized. Ref 510006631

RH main landing gear free fall sliding mechanism seized.

Embraer ERJ170100 Landing gear warning system failed. Ref 510006613

Landing gear weight-on-wheels (WOW) system failure. Investigation continuing.

Embraer ERJ190100 Landing gear hydraulic pipe leaking. Ref 510006576

RH main landing gear uplock hydraulic pipe leaking.

Fokker F28MK0100 Fuel transfer valve suspect faulty. Ref 510006726

Fuel transfer valve suspect faulty. Investigation continuing.

Fokker F28MK0100 Power controls out of adjustment. Ref 510006633

LH engine could not achieve takeoff thrust. Investigation found engine power controls were rigged on the low end of limits, which combined with high temperature and humidity, prevented full thrust being reached.

Lear 36A Spoiler bolts incorrectly refitted. Ref 510006622

RH spoiler bolts removed for servicing and incorrectly refitted. Bolts were left with nuts only finger tight. No paperwork had been raised for the procedure.

Saab SF340B Main landing gear strut valve clevis pin worn. Ref 510006788

LH main landing gear strut metering valve clevis pin-head worn. Clevis pin retracted into piston head allowing it to screw out of the piston and damage the metering valve, piston and tube stop.

P/No: SP4YA1. TSN: 36,917 hours. TSO: 11,572 hours

Saab SF340B Power lever cable worn. Ref 510006615

RH engine condition control outer cable worn through due to chafing on the engine rear isolator steady frame. Inner cable also contacting frame.

P/No: C822245. (2 similar occurrences)

Saab SF340B Wheel separated. Ref 510006657

Main wheel separated from aircraft during takeoff.

Investigation continuing.

AIRCRAFT BELOW 5700 KG

Beech 76 Control column pivot fitting failed. Ref 510006443

Control column attachment/pivot fitting failed. Control column pivot bolt P/No AN4-8 pulled through the fitting.

P/No: 169400005389. TSN: 11,354 hours. (3 similar occurrences)

Cessna 152 Wing spar corroded. Ref 510006804

Carry through spar corroded in area between spar and skin.

P/No: 04125343. TSN: 14,431 hours

Cessna 172N Wing spar corroded. Ref 510006556

Wing carry through spar corroded in area at LH outboard end under the lap joint between the spar and skin.

P/No: 05111629. TSN: 6,723 hours. (1 similar occurrence)

Cessna 208B Engine mount bracket cracked and corroded. Ref 510006503

Forward engine mount brackets (Zoff) corroded. LH side bracket also cracked along the weld.

P/No: S33541.

Cessna 208B Main landing gear trunnion pin poor condition. Ref 510006683

RH main landing gear trunnion pin chrome plating in poor condition. Approximately 40 per cent of chrome plating was missing. Found during inspection iaw AWB 32-014 Issue 1.

P/No: 2641008208. TSN: 941 hours. TSN 803 cycles. (1 similar occurrence)

Cessna 208 Water float rudder separated. Ref 510006583

LH float water rudder separated. Aircraft is fitted with Wipaire floats.

P/No: 8A08000023. TSN: 307 hours

Cessna 208 Wing stringer broken. Ref 510006534

RH wing stringer cracked in several locations.

P/No: 262200064.

Cessna 441 Elevator trim tab actuating rod corroded/holed. Ref 510006582 (photo below)

Elevator trim tab actuating rods (Zoff) corroded and holed in numerous places. Holes approximately 0.762mm and 3.048mm (0.030in and 0.120in) in diameter. Investigation of the remaining two rods by X-ray found severe internal corrosion.

P/No: 571515823. TSN: 21,444 hours/16,447 cycles/16,447 landings



**Cessna 550 Trailing edge flap sprocket sheared.****Ref 510006440**

RH flap sprocket sheared. Flap gearbox P/No 5565175-38 replaced as a precaution. P/No: 55651945.

Cirrus SR20 Nose landing gear cracked. Ref 510006648

P/No: 14074004. TSN: 1,425 hours/72 months. (8 similar occurrences)

Cirrus SR22 Trailing edge flap hinge corroded.**Ref 510006521**

Flap hinges P/No 14571-005, P/No 14571-006, P/No 14572-003 (Zoff) and P/No 14573-003 (Zoff) contained extensive exfoliation corrosion. Aircraft is based at Norfolk Island.

P/No: 14571005; 006,14572003, 14573003. TSN: 273 hours/19 months. (1 similar occurrence)

DWA DW200 Engine mount faulty manufacture.**Ref 510006460**

Insufficient or no clearance between engine mount lower tubes and engine rear intake manifolds.

P/No: REN0301.

Gippsland GA8 Horizontal stabiliser rib cracked.**Ref 510006490**

Tailplane No1 rib assembly cracked at forward channel mount bolt holes. Found during inspection iaw SB-GA8-2002-02.

Gippsland GA8 Trailing edge flap cracked and corroded. Ref 510006760

Flap inboard and outboard attachment brackets corroded. When brackets were removed, cracks were found around the bolt holes. Further cracking was found in the leading edge ribs.

P/No: GA85750111. TSN: 4,504 hours. (1 similar occurrence)

Gulfstream 500S Hydraulic pipe leaking.**Ref 510006637**

Hydraulic line leaking in area of LH wing root. (1 similar occurrence)

PAC CRESCO08600 Main landing gear lug attachment bolts failed. Ref 510006661

LH main landing gear lug attachment bolts (3off) failed allowing lug block to separate from cylinder. Landing gear leg piston assembly then separated from aircraft.

P/No: NAS13055658.

Pilatus PC12 Stall warning system transmitter stiff.**Ref 510006531**

Angle of attack transmitter vane bearing stiff/notchy in operation. Vane failed to return to neutral position.

P/No: 9754421422. TSN: 2,584 hours/1,944 cycles. (2 similar occurrences)

Piper PA23250 Hydraulic pipe corroded/leaking.**Ref 510006525**

Hydraulic pipe located at Stn74.75 forward of spar corroded and leaking.

P/No: 3152700. TSN: 3,925 hours

Piper PA31350 Aileron balance weight partially separated. Ref 510006634

RH aileron jammed during takeoff. Investigation found the RH aileron balance weight partially separated with the majority of the attachment rivets sheared.

Piper PA31350 Hydraulic pump filter bowl cracked. Ref 510006522

RH engine driven hydraulic pump filter bowl cracked and 'O' ring seal dislodged. Loss of hydraulic fluid.

P/No: 460635. TSN: 15,198 hours. (1 similar occurrence)

Piper PA32RT300 Elevator trim tabs cracked. Ref 510006776

LH and RH elevator trim tabs PN38399-002 (LH) and P/No 38339-003 (RH) cracked in hinge area.

P/No: 38399002. TSN: 2,272 hours

Swearingen SA227AC Tyre blew out. Ref 510006487

RH outboard main wheel tyre blew out on landing. Damage caused to brake system.

TSO: 287 hours/261 cycles. (1 similar occurrence)

Swearingen SA227AC Trailing edge flap actuator cracked. Ref 510006703

Trailing edge flap actuator cracked and leaking. Crack was

located at the base of the actuator cylinder and ran radially

for approximately 25.4mm (1in).

P/No: 27360531. TSO: 168 months. (3 similar occurrences)

Swearingen SA227AC Wing leading edge skin cracked. Ref 510006480

LH and RH wing leading edge skin P/No 27-31000-797 and doubler P/No 27-35084-018 contained transverse cracking in area located at Stn 81. Cracks were in excess of 12.7mm (0.5in) in length.

P/No: 2731000797. (8 similar occurrences)

ROTORCRAFT**Agusta-Bell 412 Main rotor collective sleeve pivot bearing unserviceable. Ref 510006754**

RH collective lever to collective sleeve pivot bearing failed.

LH collective lever to collective sleeve pin missing (found on No1 hydraulic filter block) and securing bolt, washer and lockwire missing (could not be found). Investigation continuing.

P/No: MS2764110. TSN: 1,675 hours

Bell 206B Aircraft fuel system contaminated. Ref 510006539

Aircraft fuel system severely contaminated with water and algae. Found while fuel sampling during pre-flight.

P/No: 174364502. TSN: 6 hours/2 cycles. TSO: 6 hours. (1 similar occurrence)

Bell 206L3 Main rotor transmission bearing failure. Ref 510006444 (photo below)

Main rotor transmission bearing failure. Investigation continuing.

P/No: 206040004101. TSN: 13,291 hours/TSO: 3,737 hours

**Bell 412 Aircraft structures - ground bounce. Ref 510006501**

Aircraft developed a ground bounce while sitting on the runway. When the aircraft was lifted into the hover, the vibration continued and appeared to be getting worse.

The throttles were closed and the aircraft landed heavily causing the tail rotor to contact the ground. Investigation continuing.

Kawasaki BK117B2 Main rotor gearbox chip detector contaminated. Ref 510006498

Main transmission chip detector illuminated. Investigation of chip detector and filters found no contamination.

Investigation also found a lot of moisture in the transmission area. Suspect moisture around the chip detector plug caused the chip detector light to illuminate.

Robinson R22Beta Engine/transmission drive belt broken. Ref 510006497

Engine to transmission forward drive belt failed.

Investigation found damage to clutch actuator, engine baffles and cooling fan scroll.

P/No: A1902. TSN: 6 hours. (22 similar occurrences)

Robinson R44 Tail boom damaged. Ref 510006594

During cleaning of aircraft, a dent was found in the tail boom. Investigation found that a tail rotor blade had contacted the boom. The damage to the tail boom was beyond limits. Damage to the tail rotor blade was a witness mark and loss of paint. The tail rotor teeter stop was also found to be cracked. Investigation continuing.

TSN: 216 hours/6 months

Sikorsky S76A Main rotor transmission support beam cracked. Ref 510006681

Main transmission support beam cracked from Hilok fastener hole.

P/No: 7620903001044. TSN: 10,398 hours

Sikorsky S92A Main rotor gearbox filter housing stud sheared. Ref 510006806

Goodrich rescue hoist drum motor power cables short-circuited to front cowl. Investigation found that the outboard centre cover had chafed on the power cable.

P/No: 42325120SN0029. TSN 4,371 cycles

Sikorsky S92A Main rotor gearbox filter housing stud sheared. Ref 510006629

Main gearbox oil filter housing attachment studs (2 of 3) sheared. Filter housing unseated, allowing oil leakage.

P/No: DMYN083324214. TSN: 1,233 hours

PISTON ENGINES**Jabiru 2200A Engine crankshaft broken. Ref 510006532**

Crankshaft broken. Nil evidence of propeller strike or propeller vibration.

TSN: 278 hours/98 months. TSO: 30 hours. (2 similar occurrences)

Continental IO520M Engine connecting rod failed. Ref 510006686

RH engine No2 cylinder connecting rod big end separated.

Suspect caused by oil starvation of big end bearing.

Crankcase holed and magneto broken off at flange. Severe internal damage to engine. Connecting rod separated from aircraft causing a hole in the cowling.

P/No: 646476. TSN: 3,348 hours. TSO: 1,411 hours. (2 similar occurrences)

Continental IO520M Engine cylinder piston broken. Ref 510006430

Metal found in engine oil filter. Investigation found No2 cylinder piston skirt broken. Broken parts entered crankcase and became lodged between cam lobe and crankcase and then punched a hole in the crankcase.

P/No: SA631475. TSO: 1,403 hours/32 months. (1 similar occurrence)

Lycoming IO360L2A Engine fuel servo venturi contaminated. Ref 510006456

Fuel servo venturi contaminated by fuel residue.

P/No: 25765362. TSN: 500 hours. (8 similar occurrences)

Lycoming IO540AE1A5 Fuel control unit plug loose. Ref 510006791

Fuel control unit servo plug loose. Found during inspection iaw AD/FSM/31.

P/No: 383493. TSN: 399 hours. (5 similar occurrences)

Lycoming IO540E1B5 Engine rear adaptor broken. Ref 510006669

Engine oil filter adaptor broken away from rear case.

P/No: SL2157.

Lycoming IO540K1A5 Engine fuel pump failed. Ref 510006782

Engine-driven fuel pump failed. Pump was on first flight following fitment.

P/No: 201F5003. (4 similar occurrences)

Lycoming O235L2C Carburettor float contains fuel. Ref 510006758

Carburettor float full of fuel. SB MSA-13 refers.

P/No: 30804. TSO: 2,400 hours

Lycoming O360A4M Magneto rotor shaft broken. Ref 510006621

RH magneto rotor shaft broken at contact breaker end.

Investigation found gear and cam disintegrating.

P/No: M3548. TSN: 270 hours. (1 similar occurrence)

Lycoming O540F1B5 Carburettor accelerator pump faulty. Ref 510006742

Carburettor accelerator pump faulty. (11 similar occurrences)

Lycoming TIO540A2B Magneto faulty. Ref 510006693

LH engine LH magneto faulty. Investigation found the magneto rotor had lost magnetism.

P/No: 103492901. TSO: 189 hours

Lycoming T10540J2BD Engine camshaft worn. Ref 510006453

Camshaft lobe for No2 and No4 cylinder exhaust valves severely worn.
P/No: LW19340. TSO: 1,198 hours/21 months. (12 similar occurrences)

Lycoming T10540J2BD Engine cylinder piston damaged. Ref 510006701

LH engine No4 cylinder piston torched and damaged. Fuel injector nozzle contained debris.
P/No: SL1045P010. TSN: 9 months. TSO: 518 hours/9 months. (4 similar occurrences)

TURBINE ENGINES

Garrett TFE73120R Engine failed. Ref 510006493

RH engine failed. Initial investigation found a massive loss of engine oil and substantial visible damage to the turbine section with all LPT3 blades suffering major damage. Investigation continuing.
P/No: 30600824. TSN: 5,205 hours/9,299 cycles

GE CF680C2 Engine turbine disc cracked. Ref 510006674

Low pressure turbine fourth stage turbine disc cracked in area at bottom of blade dovetail slot. Found during fluorescent penetrant inspection iaw AD/CF6/46 (FAA AD 2002-07-12).
P/No: 9373M54P04. TSN: 54,758 hours/16,773 cycles. (1 similar occurrence)

GE CFM567B Engine fuel pump leaking. Ref 510006549

Engine-driven fuel pump leaking from large adjustable nut.
P/No: 8283004. (9 similar occurrences)

GE CFM567B Engine oil pressure sensor unserviceable. Ref 510006560

No1 engine oil pressure sensor unserviceable. See attachment for investigation details.
P/No: APTEBA20007BARD. TSN: 21,183 hours. TSO: 21,183 hours

GE CT79B Engine turbine blade failed. Ref 510006584

RH engine fourth stage turbine blades (2off) had tips missing. One blade had approximately 19.05mm (0.75in) missing. The other blade had approximately 12.7mm (0.5in)

missing. Oil scavenge filter had metal slivers present. Suspect from labyrinth seals.
P/No: 6058T93P01. TSN: 24,683 hours/29,240 cycles. TSO: 7,677 hours/8,285 cycles. (2 similar occurrences)

Lycoming ALF502R5 Engine oil seals leaking. Ref 510006695

Oil smells in cabin. Smells traced to No2 air-conditioning pack. Further investigation found No3 and No4 engines leaking oil internally. Investigation continuing (1 similar occurrence)

Lycoming ALF5071H Engine vibration - compressor rubbing. Ref 510006585

No3 engine vibration. Investigation found signs of rubbing on the first stage compressor and early stages of an oil leak from No4 bearing. Engine removed.

PWA PW118A Engine fuel distribution filter blocked. Ref 510006446

No2 engine low pressure fuel filter blocked by fine sealant particles. Suspect sealant was from fuel tank repairs carried out prior to the incident.
P/No: WF329398. (2 similar occurrences)

PWA PW118A Engine HMU faulty. Ref 510006704

LH engine hydro-mechanical metering unit (HMU) faulty.
P/No: 78936010. TSN: 12,267 hours/12,061 cycles. TSO: 1,826 hours/1,620 cycles. (3 similar occurrences)

Rolls Royce RB211524G Engine N2 seized. Ref 510006764

Engine N2 system seized. Engine removed. Investigation continuing.
P/No: RB211524G. TSN: 31,617 hours. TSO: 4,562 hours. (1 similar occurrence)

PROPELLERS

Hartzell HCB3TN3 Propeller blade bearing cracked. Ref 510006799

Propeller blade bearings chipped and cracked. Propeller has a history of wire strikes.
P/No: A1851. TSO: 107 months

Hartzell HCB3TN3 Propeller blade corroded. Ref 510006798

Propeller blade shank corroded in radius.
P/No: T10282N4R. TSO: 107 months

McCaughey 3AF32C504 Propeller blade pitch link bushing separated. Ref 510006691

No1 and No3 propeller blade pitch link bushes separated from links at blade end.

Rotol R4086123F17 Propeller MPU suspect faulty. Ref 510006608

No2 propeller over-speed. Suspect faulty magnetic pickup unit (MPU). Investigation continuing. During the emergency landing, the landing gear failed to extend normally. Investigation found a failed power transfer unit (PTU).
P/No: 01154. TSN: 5,430 hours/6,248 cycles

Woodcomp SR200 Propeller blade damaged. Ref 510006442 (photo below)

Propeller blade damaged in area on the leading edge located approximately 152.4mm (6in) from the tip. Investigation found the fibreglass had delaminated. Investigation also found significant corrosion and fretting in the area of the blade butts and propeller hub.
TSN: 336 hours



Note: Occurrence figures based on data received over the past 5 years.

Service Difficulty Reports

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APPROVED AIRWORTHINESS DIRECTIVES

28 August 2008

Part 39-105 - Lighter than Air

There are no amendments to Part 39-105 - Lighter than Air this issue

Part 39-105 - Rotorcraft

Bell OH-58A (206A-1) Series Helicopters

AD/OH-58/1 - State of Design Airworthiness Directives
AD/OH-58/2 - Pylon Support Link Assemblies
AD/OH-58/3 - Main Rotor Blade Pitch Link Tubes
AD/OH-58/4 - Tail Rotor Blade Skin Surface
AD/OH-58/5 - Main Rotor Trunnion
AD/OH-58/6 - Tail Rotor Tip Block
AD/OH-58/7 - Swashplate Support Assembly

Bell Helicopter Textron Canada (BHTC) 206 and

Agusta Bell 206 Series Helicopters

AD/BELL 206/174 - Main Rotor Blade Grips

Eurocopter AS 350 (Ecureuil) Series Helicopters

AD/ECUREUIL/107 Amdt 2 - Stabilisers - Upper and Lower Vertical Fin Spars
AD/ECUREUIL/118 Amdt 1 - Upper and Lower Fins of Stabilisers
AD/ECUREUIL/131 - Stabiliser Upper and Lower Fin Attachment Fitting - Modification

Eurocopter AS 355 (Twin Ecureuil) Series Helicopters

AD/AS 355/84 Amdt 2 - Stabilisers - Upper and Lower Vertical Fin Spars
AD/AS 355/91 Amdt 2 - Upper and Lower Fins of Stabilisers
AD/AS 355/98 - Stabiliser Upper and Lower Fin Attachment Fitting - Modification

Eurocopter BK 117 Series Helicopters

AD/GBK 117/21 - Pressure Altitude Limitation and Max N1 Check

Eurocopter EC 135 Series Helicopters

AD/EC 135/19 - Tail Rotor Control Rod

Part 39-105 - Rotorcraft (cont.)

Robinson R22 Series Helicopters

AD/R22/54 Amdt 3 - Main Rotor Blade Leading Edge and Tip Cap Area Skin

Robinson R44 Series Helicopters

AD/R44/22 Amdt 4 - Main Rotor Blade Leading Edge and Tip Cap Area Skin

Part 39-105 - Below 5700 kgs

Aircraft Parts and Development (CALL AIR) A-9 Series Aeroplanes

AD/AC-CLA/1 - Fore and Aft Canopy Tubes - CANCELLED
AD/AC-CLA/2 - Rudder Pedal Torque Tube - CANCELLED
AD/AC-CLA/3 - Main Landing Gear Attachment - CANCELLED

Ayres Thrush (Snow) Commander Series Aeroplanes

AD/AC-SNOW/1 - Mixture Control Lever Quadrant - Modification - CANCELLED
AD/AC-SNOW/2 - Agricultural Equipment Boom Support - Modification - CANCELLED
AD/AC-SNOW/3 - Main Landing Gear Axle - Inspection and Modification - CANCELLED
AD/AC-SNOW/4 - Deflector Cable Assembly - Modification - CANCELLED
AD/AC-SNOW/5 - Fin Bracing Wire Fittings - Modification - CANCELLED
AD/AC-SNOW/6 - Turn and Bank Indicator Installation - Modification - CANCELLED
AD/AC-SNOW/8 - Installation of Padding to Cockpit Upper Cross Tube - Modification - CANCELLED
AD/AC-SNOW/9 - Seat Travel Restriction - Modification - CANCELLED
AD/AC-SNOW/16 Amdt 1 - Rudder Horn Balance/Leading Edge Intersection - CANCELLED
AD/AC-SNOW/20 - Aileron Hinge Bracket Bolts - CANCELLED
AD/AC-SNOW/22 - Horizontal Stabiliser Front and Rear Spar and Attach Fittings - CANCELLED

Beechcraft 19, 23 and 24 Series Aeroplanes

AD/BEECH 23/48 - Ailerons

Beechcraft 200 (Super King Air) Series Aeroplanes

AD/BEECH 200/75 Amdt 1 - Tail De-icing Pneumatic Supply Tubes

Cessna 188 (Agwagon) Series Aeroplanes

AD/CESSNA 188/13 - Front Main Spar - CANCELLED
AD/CESSNA 188/16 Amdt 1 - Fuselage Lower Longerons - CANCELLED
AD/CESSNA 188/18 - Main Landing Gear Leg Attachment Bolts - CANCELLED

AD/CESSNA 188/23 Amdt 1 - Exhaust System - CANCELLED
AD/CESSNA 188/26 - Fuel Vent Line - CANCELLED
AD/CESSNA 188/33 - Wing Front Spar, Boom Attach Holes - CANCELLED

Cessna 208 Series Aeroplanes

AD/CESSNA 208/23 - Wing Wire Bundles

Cessna 310 Series Aeroplanes

AD/CESSNA 310/58 Amdt 1 - Fuel Flow Transducer

Cessna 400 Series Aeroplanes

AD/CESSNA 400/1 - Rear Fuselage Station 255 - Inspection - CANCELLED
AD/CESSNA 400/2 - Flap Switch Insulation - Modification - CANCELLED
AD/CESSNA 400/3 - Nose Landing Gear Doors - Modification - CANCELLED
AD/CESSNA 400/4 - Engine Support Beam - Modification - CANCELLED
AD/CESSNA 400/6 - Fuel Pressure Switch - Relocation - CANCELLED
AD/CESSNA 400/7 - Turbocharger Air Inlet Duct - Inspection - CANCELLED
AD/CESSNA 400/9 - Fuel Crossover Line - Modification - CANCELLED
AD/CESSNA 400/13 - Propeller De-Ice Bolts - Inspection - CANCELLED
AD/CESSNA 400/14 - Wing Locker Fuel Tank Vent - Modification - CANCELLED
AD/CESSNA 400/18 - Crew Door - Modification - CANCELLED
AD/CESSNA 400/19 - Elevator Torque Tube - Inspection - CANCELLED
AD/CESSNA 400/21 - Fuel Line Heat shield - Installation - CANCELLED
AD/CESSNA 400/22 - Rudder Pedal Torque Tube - Modification - CANCELLED
AD/CESSNA 400/25 - Elevator Torque Tube Fitting - Inspection - CANCELLED
AD/CESSNA 400/26 - Engine Nacelle Wiring - Inspection - CANCELLED
AD/CESSNA 400/31 Amdt 1 - Placards and Cabin Fittings - CANCELLED
AD/CESSNA 400/32 - Fuel Pressure Regulator Fitting - Inspection - CANCELLED
AD/CESSNA 400/35 - Inner Wing Electrical Wiring - Inspection - CANCELLED
AD/CESSNA 400/36 - Wing Leading Edge Fuel Line - Inspection - CANCELLED
AD/CESSNA 400/48 - Main Landing Gear Down Lock Pin and Set Screw - Inspection - CANCELLED
AD/CESSNA 400/54 - Hydraulic Pump Outlet Pressure Line Identification - CANCELLED
AD/CESSNA 400/56 - Upper Inner Cabin Door Handle and Locking Mechanism - Inspection - CANCELLED
AD/CESSNA 400/59 - Fuselage Tailcone Structure - Modification - CANCELLED
AD/CESSNA 400/69 - Wing Locker Fuel Tank Filler Cap - Rework - CANCELLED
AD/CESSNA 400/115 - Engine Mounts

Cirrus Design SR20 and SR22 Series Aeroplanes

AD/CIRRUS/10 - Exhaust Heat Exchanger Cracks
AD/CIRRUS/11 - Cabin Door Rod Ends and Upper Hinge Pins

Diamond DA40 Series Aeroplanes

AD/DA40/8 - Flight Controls - Aileron Bellcrank and Rod Ends

Fairchild (Swearingen) SA226 and SA227 Series Aeroplanes

AD/SWSA226/96 - Inboard Wing Leading Edge Electrical Wires

Gulfstream (Rockwell) 112 Series Aeroplanes

AD/AC-112/3 - Aileron Control System - Modification - CANCELLED
AD/AC-112/5 Amdt 1 - Fuel Selector Valve - Inspection and Replacement - CANCELLED
AD/AC-112/8 Amdt 1 - Aileron Hinge Supports - Inspection and Modification - CANCELLED
AD/AC-112/9 - Wing Structure - Rib - Inspection - CANCELLED
AD/AC-112/10 - Fuel Tank Access Door Sealant - Replacement - CANCELLED
AD/AC-112/11 - Elevator and Rudder Hinge Fittings - Inspection and/or Replacement - CANCELLED
AD/AC-112/12 - Rudder Rib - Inspection - CANCELLED
AD/AC-112/16 - Aileron Hinges and Elevator Trim Tab Hinges

Gulfstream (Rockwell) 114 Series Aeroplanes

AD/ROCK-114/2A - Aileron Hinge Supports - Inspection - CANCELLED
AD/ROCK-114/5 - Throttle Control Cable - Inspection and

Modification - CANCELLED
AD/ROCK-114/10 - Elevator and Rudder Hinge Fittings - Inspection and/or Replacement - CANCELLED
AD/ROCK-114/11 - Rudder Rib Inspection - CANCELLED

Navion Series Aeroplanes

AD/NAV/4 - Fuel System Selector Valves

Partenavia P68 Series Aeroplanes

AD/P68/2 Amdt 2 - Pre-Certification Requirements - CANCELLED
AD/P68/4 - Auxiliary Fuel Pump Drains - Inspection - CANCELLED
AD/P68/5 - Circuit Breaker Installation - Inspection - CANCELLED
AD/P68/6 - Rudder Trim Tab Control Rod P/N 68-506053 - Inspection - CANCELLED
AD/P68/7 - Ignition Switch Guard - Modification - CANCELLED
AD/P68/8 - Fuel Filter Bowl - Replacement - CANCELLED
AD/P68/14 - Fuel Pump Cooling Shroud - Modification - CANCELLED
AD/P68/15 - Fin, Rudder Upper Hinge Attachment Area - Modification - CANCELLED
AD/P68/17 Amdt 2 - Flap Actuator Switch - Inspection and Replacement
AD/P68/27 Amdt 1 - Fibreglass Leading Edges
AD/P68/45 - Wing Spar Inspection - CANCELLED

Piper PA-18 and 19 (Super Cub) Series Aeroplanes

AD/PA-18/14 - Rear Fuselage Tail Plane Support Tubes - CANCELLED

Piper PA-23 (Apache and Aztec) Series Aeroplanes

AD/PA-23/12 Amdt 2 - Empennage - Inspection
AD/PA-23/35 Amdt 1 - Stabiliser Attachment Fittings - Inspection - CANCELLED
AD/PA-23/38 - Rear Fuselage - Inspection - CANCELLED
AD/PA-23/65 - Automatic Pilot Roll Servo Shear Pin - Installation - CANCELLED
AD/PA-23/91 - Elevator Butt Rib and Plate - Inspection

Piper PA-28 Series Aeroplanes

AD/PA-28/13 Amdt 3 - Aileron and Stabilator Balance Weight Assembly and Rudder Horn Assembly - Inspection - CANCELLED
AD/PA-28/16 Amdt 2 - Aileron Spar Cracking - CANCELLED
AD/PA-28/23 Amdt 2 - Rudder Trim Arm Assembly Cracking - CANCELLED

Piper PA-31 Series Aeroplanes

AD/PA-31/62 - Flap Operation Placard - Installation - CANCELLED

S.L. Industries Commander 100 Series and Volair 10 Series Aeroplanes

AD/AC-100/1 - General Modifications - CANCELLED
AD/AC-100/2 - General Modifications - CANCELLED
AD/AC-100/3 - Rudder Bellcrank Assembly - Modification - CANCELLED
AD/AC-100/10 - Fuel System - Placard - CANCELLED
AD/AC-100/11 - Front Seat Restraint Installation - Modification - CANCELLED
AD/AC-100/13 - Nose Landing Gear Scissors - Inspection and Replacement - CANCELLED
AD/AC-100/14 - Aileron and Flap Hinge Pins - Inspection - CANCELLED
AD/AC-100/15 - Engine Mount Bolts - Inspection - CANCELLED
AD/AC-100/16 - Flap Quadrant - Replacement - CANCELLED
AD/AC-100/17 - Main Wheel Fairing Installation - Modification - CANCELLED
AD/AC-100/18 - Nose Landing Gear Steering Rod - Modification - CANCELLED

Twin Commander (Gulfstream/Rockwell/ Aerocommander 500, 600 and 700) Series Aeroplanes

AD/AC/8 - Power Brake Valve - Modification - CANCELLED
AD/AC/79 Amdt 2 - Rudder Control Cable Fraying - CANCELLED
AD/AC/80 Amdt 1 - Aileron Leading Edge Skin - Modification - CANCELLED
AD/AC/81 Amdt 1 - Elevator Trim Tab - CANCELLED

Part 39-105 - Above 5700 kgs

Airbus Industrie A330 Series Aeroplanes

AD/A330/76 Amdt 3 - Electrical Power/APU Generator Inspection
AD/A330/88 - Intermediate Pressure Turbine Overspeed Protection

AMD Falcon 10 Series Aeroplanes

AD/AMD 10/27 - Pressurisation Control Regulating Valve

AMD Falcon 50 and 900 Series Aeroplanes

AD/AMD 50/46 - Pressurisation Control Regulating Valve

Avions de Transport Regional ATR 42 Series Aeroplanes

AD/ATR 42/24 - Flaps - 45 Degree Configuration

Beechcraft 1900 Series Aeroplanes

AD/BEECH 1900/49 Amdt 1 - Wing Rear Spar Lower Cap Inspection - 2

NEW RULES FOR
emergency locator transmitters

NEW RULES FOR
emergency locator transmitters

NEW RULES FOR
emergency locator transmitters

NEW RULES FOR
emergency locator transmitters



Australian Government
Civil Aviation Safety Authority



AVOID THE RUSH SWITCH TO 406

All operators who are required to carry an ELT must ensure they purchase and register* newer digital ELTs which operate on frequencies 406 and 121.5 MHz prior to 1 February 2009. Operators are encouraged to transition to 406/121.5 MHz devices as soon as possible.

For further information visit: www.casa.gov.au/elt

* Registration is mandatory for digital ELTs, and is a free service provided by the Australian Maritime Safety Authority (AMSA) - www.amsa.gov.au/beacons

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APPROVED AIRWORTHINESS DIRECTIVES CONTINUED.....

Boeing 727 Series Aeroplanes
AD/B727/213 - Auxiliary Fuel Tanks

Boeing 737 Series Aeroplanes
AD/B737/336 - Fuselage Upper Frame to Side Frame Splice
AD/B737/337 - Main Wheel Well Pressure Deck Web Panel
AD/B737/338 - Auxiliary Fuel Tanks

Boeing 747 Series Aeroplanes
AD/B747/380 Amdt 1 - External Skin Doublers
AD/B747/381 - Fwd and Aft Cargo Door Hinge Fasteners

Boeing 767 Series Aeroplanes
AD/B767/244 - Auxiliary Fuel Tanks

Bombardier (Canadair) CL-600 (Challenger) Series Aeroplanes
AD/CL-600/101 - Main Landing Gear Trunnion Fitting Web
AD/CL-600/102 - Wing Anti-ice Piccolo Ducts

Bombardier (Boeing Canada/De Havilland) DHC-8 Series Aeroplanes
AD/DHC-8/140 Amdt 1 - Elevator Overload Bungee

British Aerospace (Hawker Siddeley) HS 748 Series Aeroplanes
AD/HS 748/34 - Fuel Tank Safety - Airworthiness Limitations

Dassault Aviation Falcon 2000 Series Aeroplanes
AD/F2000/31 - Pressurisation Control Regulating Valve

Dornier 328 Series Aeroplanes
AD/DO 328/35 Amdt 1 - Rudder Spring Tab Lever Assembly

Embraer EMB-135 and EMB-145 Series Aeroplanes
AD/EMB-145/16 - Ailerons Power Control Actuator and Damper
AD/EMB-145/17 - Fuel System Reassessment
AD/EMB-145/18 - Gust Lock Spring Cartridge
AD/EMB-145/19 - Horizontal Stabilizer Actuator Clutch Key Washer
AD/EMB-145/20 - Horizontal Stabilizer Actuator Clutches
AD/EMB-145/21 - Engine Anti-Ice Valve

Embraer ERJ-170 Series Aeroplanes
AD/ERJ-170/16 Amdt 1 - FADEC Software Load V5.40

Embraer ERJ-190 Series Aeroplanes
AD/ERJ-190/15 - Low Pressure Check Valves

Fokker F100 (F28 Mk 100) Series Aeroplanes
AD/F100/91 - Fuel System - Crossfeed Valve Actuator

SAAB SF340 Series Aeroplanes
AD/SF340/107 - Fuel System - Refuel/Defuel Illuminated Placard

Part 39-106 - Piston Engines

Thielert Piston Engines
AD/THIELERT/10 - Time Limits/Maintenance Checks
AD/THIELERT/11 - Propeller Control Valve - Life Limit

Part 39-106 - Turbine Engines

International Aero Engines AG V2500 series
AD/V2500/5 - No. 4 Bearing Oil System Components

Pratt and Whitney Canada Turbine Engines - JT15D Series
AD/JT15D/10 - Engine P3 Compressor Delivery Tube

Rolls Royce (Allison) Turbine Engines - AE 3007 Series
AD/AE 3007/5 - Engine Oil Tank Ventilation System

Rolls Royce Turbine Engines - Tay Series
AD/TAY/17 Amdt 1 - Low Pressure Turbine Disc Corrosion

Part 39-107 - Equipment

Propellers - Variable Pitch - Hartzell
AD/PHZL/91 - Hub Blade Socket Lubrication Holes

Propellers - Variable Pitch - McCauley
AD/PMC/49 - Propeller Blade Cracking - CANCELLED
AD/PMC/52 - Propeller Blade Erosion

Seats and Berths
AD/SEATS/28 Amdt 1 - Passenger Seat Backrest - Replacement
AD/CESSNA 340/19 - Upper Inner Cabin Door Handle and Locking Mechanism - Inspection - CANCELLED
AD/CESSNA 340/23 - Elevator Balance Weight - Inspection - CANCELLED
AD/CESSNA 340/30 Amdt 1 - Placards and Cabin Fittings - CANCELLED

Diamond DA42 Series Aeroplanes
AD/DA42/5 - Aileron Bellcrank and Rod Ends

Dornier 228 Series Aeroplanes
AD/DO 228/14 - Nose Landing Gear Strut Support

Piper PA-20 (Pacer) Series Aeroplanes
AD/PA-20/12 - Fuselage Structure, Upper Cabin - Inspection - CANCELLED
AD/PA-20/16 Amdt 1 - Fuselage Door Frame Tube Corrosion - CANCELLED

Piper PA-22 (Tri-Pacer and Colt) Series Aeroplanes
AD/PA-22/4 - Nose Wheel Mount - Stiffener Brace - CANCELLED
AD/PA-22/5 - Rivets in Aileron Hinge Bearing Blocks - Inspection - CANCELLED
AD/PA-22/16 - Tail Brace Clevises - Replacement - CANCELLED

Piper PA-22/17 - Cabin Heater Box Plate - Modification - CANCELLED
Piper PA-22/18 - Horizontal Stabiliser Trim Control Screw Mechanism - Stop Installation - CANCELLED
Piper PA-22/21 - Landing Gear Fairing - Modification - CANCELLED
Piper PA-22/22 - Rudder Pedals - Modification - CANCELLED
Piper PA-22/34 - Shimmy Damper - CANCELLED

Piper PA-23 (Apache and Aztec) Series Aeroplanes
AD/PA-23/1 - Flap Spar and Stabiliser Spar - Reinforcement - CANCELLED
AD/PA-23/3 - Main Landing Gear Forgings and Wheels - Replacement - CANCELLED
AD/PA-23/5 - Main Landing Gear Attachment Points - Modification - CANCELLED
AD/PA-23/14 - Rudder Trim Tab Control Rod - Inspection - CANCELLED
AD/PA-23/19 - Elevator Control Tube Bellcrank Attachment - Modification - CANCELLED
AD/PA-23/20 - Stabilator Tab Horn - Modification - CANCELLED
AD/PA-23/23 - Rudder Tab Horn Bolt - Replacement - CANCELLED
AD/PA-23/24 - Stabilator Tab Horn - Inspection - CANCELLED
AD/PA-23/27 - Wing Flaps - Inspection and Modification - CANCELLED
AD/PA-23/31 Amdt 1 - Rudder Trim Tab Control Rod - Inspection
AD/PA-23/32 Amdt 2 - Cabin Door Latch - Modification - CANCELLED

Piper PA-28 Series Aeroplanes
AD/PA-28/2 - Rudder & Stabilator Control Cables, Installation of Fairleads - Modification & Inspection - CANCELLED
AD/PA-28/8 - Rudder Trim Installation - CANCELLED
AD/PA-28/10 - Centre Safety Belt Attachment - Inspection - CANCELLED
AD/PA-28/18 - Wing Rear Spar Attachment Bolts - Inspection - CANCELLED
AD/PA-28/24 - Control Wheel Retaining Pin - Modification - CANCELLED
AD/PA-28/30 - Engine Mount Tubes - Inspection - CANCELLED
AD/PA-28/31 - Seat Frame - Modification - CANCELLED
AD/PA-28/36 - Stabilator Hinge Attaching Bolts - Inspection - CANCELLED
AD/PA-28/39 - Stabilator - Inspection and Drilling of Drain Holes - CANCELLED
AD/PA-28/43 - Rudder Bar Assembly - Inspection and Modification - CANCELLED
AD/PA-28/44 - Rear Seat Belt Attachment - Modification - CANCELLED
AD/PA-28/45 - Gross Weight - Reduction - CANCELLED
AD/PA-28/46 - Wing Reinforcement - Modification - CANCELLED
AD/PA-28/48 - Outer Wing Spar - Inspection - CANCELLED
AD/PA-28/49 - Air Conditioning System - Modification - CANCELLED
AD/PA-28/51 - Aileron Centring Cable - Inspection - CANCELLED
AD/PA-28/55 - Fuel Valve - Replacement - CANCELLED
AD/PA-28/67 - Electric Pitch Trim Switch - Modification - CANCELLED
AD/PA-28/69 - Engine Cowling - Drain Hole Provision - CANCELLED
AD/PA-28/71 - Nose Landing Gear Down Lock - Modification or Replacement - CANCELLED
AD/PA-28/73 - Hose Assembly - Inspection and Modification - CANCELLED
AD/PA-28/74 - Fuel and Vapour Return Lines - Modification - CANCELLED
AD/PA-28/81 - Fuel Filter Drain Valve - Replacement - CANCELLED
AD/PA-28/82 - Rudder Torque Tube Attachment Fitting and Hardware - Inspection - CANCELLED
AD/PA-28/85 - Battery Strap Installation - CANCELLED
AD/PA-28/87 - Stabilator Attach Fitting Corrosion - CANCELLED
AD/PA-28/88 Amdt 3 - Aft Centre of Gravity Restriction - CANCELLED

Rockwell (N American) & Autair (Noorduyn) AT-6, BC-1A, SNJ, T-6G, Harvard, & AT-16 Series Aeroplanes
AD/AT-6/2 - Horizontal Stabiliser Rear Spar Connector Fittings

Part 39-105 - Above 5700 kgs

Airbus Industrie A319, A320 and A321 Series Aeroplanes
AD/A320/224 - Hydraulic Power - Ram Air Turbine Georotor Pump

Airbus Industrie A330 Series Aeroplanes
AD/A330/76 Amdt 2 - Electrical Power/APU Generator Inspection

Airtractor 800 Series Aeroplanes
AD/AT 800/9 Amdt 2 - Engine Mount

Beechcraft 300 Series Aeroplanes
AD/BEECH 300/22 - Tail De-icing Pneumatic Supply Tubes

Boeing 727 Series Aeroplanes
AD/B727/101 Amdt 2 - Rear Pressure Bulkhead Web

Boeing 737 Series Aeroplanes
AD/B737/327 - SSI Damage Tolerance Rating
AD/B737/328 - Flight Deck Windows No.2, No.4, and No.5
AD/B737/329 - Airworthiness Limitations and Inspections - Fuel Systems
AD/B737/330 - Boost Pump control Relay Ground Block Corrosion
AD/B737/331 - Airworthiness Limitations and Inspections - Fuel Systems

Boeing 747 Series Aeroplanes
AD/B747/377 - Fuselage Exterior Skin at Station 488
AD/B747/378 - Airworthiness Limitations and Inspections - Fuel Systems
AD/B747/379 - Airworthiness Limitations & Inspections - Fuel Tank Systems

Boeing 767 Series Aeroplanes
AD/B767/242 - Airworthiness Limitations and Inspections - Fuel Systems

Bombardier (Canadair) CL-600 (Challenger) Series Aeroplanes
AD/CL-600/99 - Fuel Tank Climb Vent Loop
AD/CL-600/100 - Fuel Tube Coupling - Electrical Bonding

Bombardier (Boeing Canada/De Havilland) DHC-8 Series Aeroplanes
AD/DHC-8/141 Amdt 1 - Elevator Centering Torsion Springs

British Aerospace BAe 146 Series Aeroplanes
AD/BAe 146/116 Amdt 1 - Fuselage Door Frames

Dornier 328 Series Aeroplanes
AD/DO 328/71 - Wing Lower Inner Panel

Embraer ERJ-190 Series Aeroplanes
AD/ERJ-190/10 - Ram Air Turbine Deployment
AD/ERJ-190/11 - Hydraulic Tube Clamps in the Fuel Tanks
AD/ERJ-190/12 - Hydraulic Shutoff Valves
AD/ERJ-190/13 - Cargo Doors

Fokker F100 (F28 Mk 100) Series Aeroplanes
AD/F100/21 Amdt 1 - Reverse Thrust Control Maximum Detent
AD/F100/73 Amdt 1 - Wing-to-Fuselage Fairings
AD/F100/88 - Engine Controls - Reverse Thrust Control Normal Maximum (Second) Detent

Part 39-106 - Piston Engines

Rotax Piston Engines
AD/ROTAX/22 Amdt 1 - Camshaft Hydraulic Tappet Wear

SMA Piston Engines
AD/SMA/4 - Air Inlet Manifold Hose Clamps

Part 39-106 - Turbine Engines
Turbomeca Turbine Engines - Arriel Series
AD/ARRIEL/29 - Low Fuel Pressure Switch

Part 39-107 Equipment

Fuel Supply and Metering Equipment
AD/FSM/31 Amdt 1 - Precision Airmotive Fuel Injection Servo Plugs

Parachute Equipment
AD/PARA/18 - VIGIL Parachute Automatic Activation Device

Seats and Berths
AD/SEATS/29 - Sicma Passenger Seat Inspection

Turbochargers
AD/TURBO/2 - Kelly Aerospace Turbochargers