Attachment 5 Service Difficulty Reports



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Return to Query R	esults	N	lew Query C	riteria	Return to	the Main
					Pr	int SDR
I. Submitter Informa	tion	and the second s				
(a) Unique Control #	USAA05047	8	(b) Diffic	ulty Date	04/10/2005 (mm/d	d/yyyy)
(c) Registration #	106US			itter Type		, , ,
(e) Submitter Desigi	nator	and the second s	V = = 4. Adv. Adv. 100	na ama a ministra de 1 maio de la como a mesencia de 1 maio de 100 maio de 100 maio de 100 maio de 100 maio de		
2. Codes		edy modystadia actifyth actificate actification y syspanisty actification and actification of the second actification acti	angungamang pagganang paggapang mangungang pagganang pagganang pagganang pagganang pagganang pagganang paggana Pampungganang pagganang pagganang pagganang pagganang pagganang pagganang pagganang pagganang pagganang paggan			e statistica de la compania de la c La compania de la comp
(a) Operator Designa	atsaa			(E	o) Operator Type	A
(c) JASC/ATA Code	5315					
(d) Stage of Operation	фИ		and the second s	(e) How Discovered	9
(f) Nature of Conditi	O n			(g) Precautionary P	rặcedur
(h) FAA Region (j) Flight Number	EA	a standard		non-record and a laboratory as a superposition and a superposition	(i) District Office	19
3. Major Equipment lo	dentity		ad general mengemen mengemen mengemenga pengenyan pengenyan sebagai pengenyan sebagai pengenyan pengenyan peng Pengenyan pengenyan			
(a) Aircraft	Manu AIRB	facture r BUS	A32	Model 0214	Serial Numb 1044	er
(b) Engine	Apparation and interest and an extra contraction of the second		A. A. v. of short	CONTRACTOR	A V 4 TT downware common term and an advantable deliction phenogen periods and a downware common term and an advantable deliction phenogen periods and a downware common term and a do	
(c) Propeller						
4. Problem Description	on (Note: Ple	ase limit yo	ur descriptio	ı to 1500 cha	ıracters.)	

FLOORBEAM CORRODED .5 INCH DIAMETER AREA, FLOORBEAM AT FRAME 20, 9 INCH RIGHT OF CENTER. REMOVED CORROSION, INSTALLED DOUBLER PER SRM 53-11-14. CORROSION LEVEL 1, TASK JA-220-53300. REMOVED CORROSION, INSTALLED DOUBLER PER SRM 53-11-14. (M)

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(a) Part Name FLOORBEAM	(b) Manufacturer's Name	(c) Part Number	(d) Se
(e) Part Condition	(f) Part/Defect Location	(g) Total Time (hours)	(h) "
CORRODED	FUSELAGE	Ethiladethilioidakinikkineekonykeenoopelaanoopelaanoopelaanoo	12932
	į.		
6. Component/Assembly T	hat Includes Defective Part		THE GOVERNMENT OF THE CONTRACT AND A STATE OF THE CONTRACT
(a) Component Name	(b) Manufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Total Time (hours)	(h) Total Cycles	(i) Time S
7 Structure Caucing Diffic			
7. Structure Causing Diffic (a) Body or Fuselage Stati		(c) Crack Lengt	
Approximation and the first an			
(a) Body or Fuselage Stati From/At	ion (b) Water Line		
(a) Body or Fuselage Stati From/At	ion (b) Water Line From/At		t h (inches)
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(a) Body or Fuselage Stati From/At To (e) Stringer From/At To (f) Butt Line	ion (b) Water Line From/At To Left Right	(c) Crack Lengt	th (inches) Right





Return to Query Res	sults	New (Query Criteria		Return to	the Main M
					Pr	int SDR
1. Submitter Information	on					
(a) Unique Control #U	SA2002F0005	<u>7</u> (b) Difficulty Dat	e 06/21/200	2_(mm/do	l /yyyy)
(c) Registration # 1	06US	(d)) Submitter Ty _l	р е <u>А</u>	yyddia yddigdi yd gyllegodddiagodd i agos, my cg	
(e) Submitter Designa	ator	de de Nobel de la companya de la co				
2. Codes				en de grande de grande en		
(a) Operator Designati	8 AA			(b) Operate	or Type	A
(c) JASC/ATA Code 2	565					
(d) Stage of Operation	X		entrekkombinistiskologi	(e) How Dis	scovered	Managata magada ang kapanga da panamanang mada pa
(f) Nature of Condition	n			(g) Precaut	ionary P	rgcedure
exact States						
(h) FAA Region E		-		(i) Distric	t Office	19
3. Major Equipment Ide	entity				manimus hali katalah pendigan mang penglangkan pendigan pendigan pendigan pendigan pendigan pendigan pendigan Pendigan pendigan pe	
	Manufa		Mode		ial Numb	er
(a) Aircraft	AIRBUS		A320214	POSAPATOTO BASISANTA PARA PARA PARA PARA PARA PARA PARA PA	1044	e Mange
(b) Engine	m Massockets must south a local south and a			Michael Medianty replacement and delegation of the control of the	tantak wasaka kataka kataka ka mana wa asaka ka Ger	# Mozod
(c) Propeller	a Marie Andréanach Annach ann an ann an an an an an an an an an a			Attitutionymine) Uniceproteinpointeplateining		
	and a profession of the March Assessment and a profession of the analysis of the analysis of the analysis of the	······································				
4. Problem Description) (Note: Please	e limit your de	scription to 1500 c	characters.)		

THE FORWARD CABIN, RIGHT SIDE, EMERGENCY ESCAPE SLIDE WAS DIFFICULT TO ARM AND INTERMITTENTLY INDICATED DISARMED. MAINTENANCE REPLACED THE EMERGENCY ESCAPE SLIDE. OPERATIONAL CHECKED OK.

(a) Part Name SLIDE	(b) i	Manufacturer's Name	(c) Part Number D30664105	(d) Ser
(e) Part Condition INTERMITTENT		art/Defect Location ENGER CABIN	(g) Total Time (hours)	(h) î
6. Component/Assembly	v That Inc	Judos Dofostivo Dart		***************************************
(a) Component Name	right of the control of the second opposition and control of the second opposition of the second opposition of	nufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Tot	al Time (hours)	(h) Total Cycles	(i) Time Si
7. Structure Causing Dif (a) Body or Fuselage St From/At	ere eksemplomen meganegen for for eksemplomen er en	(b) Water Line From/At	(c) Crack Lengt	th (inches)
(a) Body or Fuselage St	ere eksemplomme regjene graff, vysie e rysminary	(b) Water Line		th (inches)
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From/At To (e) Stringer From/At To (f) Butt Line From/At	ere eksemplomme regjene graff, vysie e rysminary	(b) Water Line From/At To	(c) Crack Length	
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station From/At	ation	(b) Water Line From/At To Left Right Left Right	(c) Crack Length	Right Right Other





Return to Query Res	ults	Ne	w Query Criteria		Return to	the Main I
					Pri	nt SDR
1. Submitter Informatio	n			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
(a) Unique Control #US	SAASA02 10	1	(b) Difficulty Da	nte	11/20/2002 (mm/dd	l/yyyy)
(c) Registration # 10	6US		(d) Submitter Ty	/pe	A	
(e) Submitter Designa	tor					er de de kantine de participa de français de player de participa de participa de participa de participa de la confederación de participa de particip
2. Codes	ng galam magalandan ang pangganan da ang panggan ang panggan ang panggan da ang panggan da ang panggan da ang Banggan da ang panggan da ang pangga	a a taona an dh'a bhaile air a dhachairt a caithriche dh' a a dh'air a dh'air a dh'air a dh'air a dh'air a dh' Taona a taona a dh'air a dh'a				
(a) Operator Designati	BAA			(b) Operator Type	A
(c) JASC/ATA Code 33	50					
(d) Stage of Operation			indjernski domijski politika je izvorija i politika i politika i politika i politika i politika i politika i p	(e)	How Discovered	C
(f) Nature of Condition				. (g)) Precautionary Pr	· Mcedure
(I.) 8" A A Francisco D	1				i) Pictuick Ossica	10
(h) FAA Region E/		The desired the second			i) District Office	19
3. Major Equipment Ide	ntity					
		acturer	Mod	el	Serial Numb	er
(a) Aircraft	AIRBU	JS	A320214	garli (r. p. den en lije	1044	n 85
(b) Engine						
(c) Propeller				.,	• Carlotte C	
4. Problem Description	(Note: Plea	se limit vour	description to 1500	cha	racters.)	

(M)

	Post & manual Apul Apparators, principal and assessment principal	THE THE THE STATE OF THE STATE			
5. Specific Part or Struc	ture Cau	sing Difficulty			
(a) Part Name BATTERY PACK	(b)	Manufacturer's N		(c) Part Number	(d) Seri
(e) Part Condition DISCHARGED	(f) I CAB	Part/Defect Locat IN	ion (g	J) Total Time (hours)	(h) T
	e de l'année de l'Adrigne de l'		griffmaldertrainspart forms described in the section with the		National control banks as independent and applications are all and a second a second and a second a second and a second a second and a second and a second and a
6. Component/Assembly	y That Inc	cludes Defective l	Part		emplemente produce de la companie de la constitución de la constitució
(a) Component Name	(b) Ma	nufacturer's Nam	е (с) Part Number	(d) Serial
(f) Location	(g) Tol	cal Time (hours)		n) Total Cycles	(i) Time Si
7. Structure Causing Dif	ficulty				
(a) Body or Fuselage St From/At	ation	(b) Water Lin From/ <i>l</i>		(c) Crack Leng	th (inches)
To (e) Stringer	and the section of th	en periodici di accidente del constitució de consti	O	Machinistica Machinistica del Alla Antonio del Proposito del propio del propi	**
From/At To		Left Right	<u> </u>	Left virtuality	Right
(f) Butt Line From/At To		Left Right	Moving any wavened and of data and	Left Micrositia	Right
(g) Wing Station From/At	Diols4	,	Late T	(h) Structural	
То	" Kigut	e e e e e e e e e e e e e e e e e e e	Len F	tight	1

BOS - THE LEFT OVERWING BATTERY PACK EMERGENCY LIGHTS FAILED TEST.
MAINTENANCE REPLACED THE BATTERY PACK. OPERATIONALLY CHECKED OK.



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Return to Query R	esults	New Query Criteria	Return to	the Mai
			De	int SDR
1. Submitter Informat	ion	e et familier en et et en "Antares d'en en deux amma hanne, manus promonentes de "art des des familier de mode	1.1	1111 317IV
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(a) Unique Control # (c) Registration #		(b) Difficulty Date		d/yyyy)
(e) Submitter Design	Port of the Control o	(d) Submitter Type	A	
(e) submitter besign				
2. Codes		i morani (1888) kakaat ahii jota miliimma papamama, aa papaja joha jaha makii isti in juu ah, muyama, aa, mu Taran 1888) ka makaat ahii jota ja makaa makaa ja makaa ka ka mujaa a jota ma makaa majaa ja maja ja ja ja ja m	i mang mendelikat dipundanja ja panganan pengan, at pambapan pangan pengan pengan pengan pengan pengan pengan Pengan pengan	
(a) Operator Designa	<u>IIBAA</u>	(b) Operator Type	A
(c) JASC/ATA Code	2565			
(d) Stage of Operation	DN	(e)	How Discovered	C
(f) Nature of Condition	bu	(9)	Precautionary P	r¤cedı
		and the same and t		-
(h) FAA Region	E.A.		i) Diatolah Affica	19
(j) Flight Number	Simmuranessa (state	(1	i) District Office	17
			and the second section of the s	
3. Major Equipment Ic	lentity			
	Manufacturer	Model	Serial Numb	er
(a) Aircraft	AIRBUS	A320214	1044	•
(b) Engine	GE	CFM56*		
(c) Propeller				

THE SLIDE FOR DOOR L1 WOULD NOT REMAIN ARMED. MAINTENANCE REPOSITIONED THE GIRT FLAP ON THE GIRT BAR TO ELIMINATE FRICTION. THE SLIDE ARMING OF THE L1 DOOR NOW OPERATIONALLY CHECKS OK.

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FLAP	(b) Manufacturer's Name	(c) Part Number	(d) Ser
(e) Part Condition	(f) Part/Defect Location	(g) Total Time (hours)	(h) î
OUT OF POSITION	L1 DOOR		
			and the second s
6. Component/Assembly	That Includes Defective Part		
(a) Component Name	(b) Manufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Total Time (hours)	(h) Total Cycles	(i) Time Si
	**************************************	төөнөө үчүн төөнөө үчүнү байгага 199 байдага аша айлага жан айдан учины учины үчүнө жүчүнө үчүнө үчүнү үчүү, шүү	
Structure Causing Diffic(a) Body or Fuselage StatFrom/At	ion (b) Water Line	(c) Crack Lengt	
(a) Body or Fuselage Stat From/At	ion (b) Water Line From/At		
(a) Body or Fuselage Stat From/At To	ion (b) Water Line		
(a) Body or Fuselage Stat From/At	ion (b) Water Line From/At To	(c) Crack Lengt	th (inches)
(a) Body or Fuselage Stat From/At To (e) Stringer	ion (b) Water Line From/At		th (inches)
(a) Body or Fuselage Stat From/At To (e) Stringer From/At	ion (b) Water Line From/At To	(c) Crack Lengt	th (inches)
(a) Body or Fuselage Stat From/At To (e) Stringer From/At	ion (b) Water Line From/At To	(c) Crack Lengt	th (inches)
(a) Body or Fuselage Stat From/At To (e) Stringer From/At To (f) Butt Line From/At To	ion (b) Water Line From/At To Left Right	(c) Crack Lengt Control Contr	t h (inches) Right Right
(a) Body or Fuselage Stat From/At To (e) Stringer From/At To (f) Butt Line From/At	ion (b) Water Line From/At To Left Right	(c) Crack Lengt	t h (inches) Right Right





Return to Query Res	ults	New Query Criteria	Return to	the Mai
				int SDR
1. Submitter Informatio)n			
(a) Unique Control #U	SAADUPE	(b) Difficulty Date	01/28/2003 (mm/do	i/yyyy)
(c) Registration # 10	06US	(d) Submitter Type		=======================================
(e) Submitter Designa	tor			
2. Codes				
(a) Operator Designat	84A	(b) Operator Type	A
(c) JASC/ATA Code 25	5.65 2000000000000000000000000000000000000			
(d) Stage of Operation	kapitaksinga panahinising on kapitang panahan panahan panahan panahan panahan panahan panahan panahan panahan) How Discovered	V
(f) Nature of Condition	1	(9)) Precautionary P	r <u>Kcedu</u>
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Mandariy	whysering to the control of the cont			White contracts to the contracts before
(h) FAA Region E	1	(i) District Office	19
(j) Flight Number	kalagunishtaalashaanaa, qayshayaana, qayaayay		de the transfer of the section of the section in significant spaces, year of principles and the section of the	
3. Major Equipment Ide	entity			
	Manufacture	r Model	Serial Numb	er
(a) Aircraft	AIRBUS	A320214	1044	
(b) Engine	## with which we construct you constructed and the construction of	Make like efective in which mugative electricity is described as provinger on the contract of	polability for your water strategy with provide and and directly in class of constraint dates of one second con-	
(c) Propeller	**************************************			

LGA - THE L1 DOOR WAS DIFFICULT TO KEEP IN THE ARMED POSITION.
MAINTENANCE CLEANED AND LUBRICATED THE GIRT BAR ASSEMBLY AND LOCKING
MECHANISM, AND REPLACED THE L1 DOOR EMERGENCY EVACUATION SLIDE. OK FOR
SERVICE. (M)

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5. Specific Part or Struct				
(a) Part Name GIRT BAR	(b) M	lanufacturer's Name	(c) Part Number	(d) Se
(e) Part Condition	(f) Pa	art/Defect Location	(g) Total Time (hours)	(h) '
DIRTY	ESCA	PE SLIDE	No consideration of any demonstration of the constraints of the consideration of the consideration of the constraints of the co	Kelmaka kalifornishipun
	onne annique a Jameson (est à Dalbinea à Thèann (1991) annique à sèche (1991) annique à sèche (1991) annique à			
6. Component/Assembly	That Incl	udes Defective Part		نوبي هيونيون هيون ويون ويون ويون دون ويون ويون ويون وي
(a) Component Name	(b) Man	ufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Tota	Il Time (hours)	(h) Total Cycles	(i) Time S
		more entrancement of the second of the secon		
7. Structure Causing Diff (a) Body or Fuselage Sta From/At	arigam gyamining ngangangan matana ^{man} antah antah mana sajagangan yan	(b) Water Line From/At	(c) Crack Leng	th (inches)
(a) Body or Fuselage Sta	arigam gyamining ngangangan matana ^{man} antah antah mana sajagangan yan		(c) Crack Leng	th (inches)
(a) Body or Fuselage Sta From/At	arigam gyamining ngangangan matana ^{man} antah antah mana sajagangan yan	From/At	(c) Crack Leng	th (inches)
(a) Body or Fuselage Sta From/At To (e) Stringer From/At	arigam gyamining ngangangan matana ^{man} antah antah mana sajagangan yan	From/At	(c) Crack Leng	
(a) Body or Fuselage Sta From/At To (e) Stringer From/At	arigam gyamining ngangangan mataun ^{mat} antah antah masa salagangan yan	From/At To	curtical-delenarity services and accommission of the contract	
(a) Body or Fuselage Sta From/At To (e) Stringer From/At To (f) Butt Line	ation	From/At To Left Right		Right
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(a) Body or Fuselage Sta From/At To (e) Stringer From/At To (f) Butt Line	ation	From/At To Left Right		Right Right
From/At To (e) Stringer From/At To (f) Butt Line From/At	ation	From/At To Left Right		Right Right





Return to Query Results	New Query Criteria Return to the Mi
Culemitte L.C.	Print SD
1. Submitter Information	
(a) Unique Control #USAASA030	(b) Difficulty Date 01/28/2003 (mm/dd/yyyy
(c) Registration # 106US	(d) Submitter Type A
(e) Submitter Designator	
2. Codes	
(a) Operator Design社会A	(b) Operator Type A
(c) JASC/ATA Code 2565	(a) Speciation Type II
(d) Stage of OperatidN	(e) How Discovered 9
(f) Nature of Condition	(g) Precautionary Priced
Marie Control of the	
(h) FAA Region EA	(i) District Office 19
(j) Flight Number	(1) District Office 17
. Major Equipment Identity	
Manufa	ocial Manber
(a) Aircraft AIRBU	S A320214 1044
(b) Engine	
(c) Propeller	

LGA - THE L1 DOOR WAS DIFFICULT TO KEEP IN THE ARMED POSITION.
MAINTENANCE CLEANED AND LUBRICATED THE GIRT BAR ASSEMBLY AND LOCKING
MECHANISM, AND REPLACED THE L-1 DOOR EMERGENCY EVACUATION SLIDE. OK FOR
SERVICE. (M)



5. Specific Part or Structu	2 Januari - 1900			
(a) Part Name GIRT BAR	(b) Manufacturer's Name	(c) Part Number	(d) Ser	
(e) Part Condition	(f) Part/Defect Location	(g) Total Time (hours)	(h) 1	
LACK OF LUBE	ESCAPE SLIDE	6127	1346	
			and the second s	
6. Component/Assembly	That Includes Defective Part		agen e enstructe, per par parecensa e tratitura e propera en en estado e en el como e el como e el como el com La como en el como el como el como el como e	
(a) Component Name	(b) Manufacturer's Name	(c) Part Number	(d) Serial	
(f) Location	(g) Total Time (hours)	(h) Total Cycles	(i) Time S	
7. Structure Causing Diffi		(c) Crack Leng	jth (inches)	
7. Structure Causing Diffi (a) Body or Fuselage Sta From/At		(c) Crack Leng	yth (inches)	
(a) Body or Fuselage Sta	ntion (b) Water Line	(c) Crack Leng	ith (inches)	
(a) Body or Fuselage Sta From/At To (e) Stringer	ntion (b) Water Line From/At To	ngo halpanan kalandaharki ini nini a Sasani . Makalahan ana di ani ningahan ana ana nini ningahan ana ana nini		
(a) Body or Fuselage Sta From/At To (e) Stringer From/At	ntion (b) Water Line From/At	(c) Crack Leng		
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(a) Body or Fuselage Sta From/At To (e) Stringer From/At	tion (b) Water Line From/At To LeftRight	ngo halpanan kalandaharki ini nini a Sasani . Makalahan ana di ani ningahan ana ana nini ningahan ana ana nini		
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(a) Body or Fuselage Sta From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station	tion (b) Water Line From/At To LeftRight	Left Edition	_ Right _ Right	
(a) Body or Fuselage Sta From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station From/At	tion (b) Water Line From/At To LeftRight	Left Left (h) Structural	_Right _Right _Other	





Return to Query Res	ults	New Query Criteria	Return to the Main I
			Print SDR
1. Submitter Informatio	n		
(a) Unique Control #U	SAASA03016	(b) Difficulty Date	02/16/2003 (mm/dd/yyyy)
(c) Registration # 10	6US	— (d) Submitter Type	
(e) Submitter Designa	tor		
2. Codes			
(a) Operator Designat	BAA	(þ	o) Operator Type A
(c) JASC/ATA Code 33	50		
(d) Stage of Operation		(e)) How Discovered C
(f) Nature of Condition	1	(9)) Precautionary Precedur
Months (Months)			
(h) FAA Region E	A		(i) District Office 19
(j) Flight Number			
3. Major Equipment Ide	entity		
	Manufacture	er Model	Serial Number
(a) Aircraft	AIRBUS	A320214	1044
(b) Engine			Septiment and provide the provided and provi
(c) Propeller			

DCA	-	DUR	ING	THE	EME	RGEN	CY :	LIGHT	SY	STEM	TEST,	RECEIV	ED '	EPSU	INT	LOAD	FWD	
LT]	AU	LT'	MES	SSAGE	. 1	MAIN	TEN.	ANCE	REP	LACED	THE	FORWARD	EME	RGENC	Y PO	OWER		1
SUPI	PLY	UN	IT.	OPE	RAT	ANOI	LLY	CHEC	CKED	OK.	(M)							***************************************
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5. Specific Part or Struc	ture Caus	sing Difficu	ılty				
(a) Part Name POWER SUPPLY	(b) i	Manufactui	er's Name	(c) F	'art Number 0	(d) Ser	
(e) Part Condition MALFUNCTIONED	= =	art/Defect CABIN	Location	(g) Tot	cal Time (hours)	(h) T	
🛊 ya makalanda ya shifa wa 1949 kila kawali Jahanna da ma kasa kati kati shika a dagi ka kawada ishika wa manda sa shifa ka ka sa shifa ka ka shifa ka shif	materi ladjanove prospe uposanjenjeljeninkom vy entenjenje	annoyadan kura ajuunda kahooyaa ka muula tuunina dan					
6. Component/Assembly	y That Inc	ludes Defe	ective Part			t en arminen trade de la companya d Se arminen de la companya de la comp	
(a) Component Name	(b) Mai	nufacturer'	s Name	(c) Pari	t Number	(d) Serial	
(f) Location	(g) Tot	al Time (ho	urs)	(h) Tol	al Cycles	(i) Time Si	
7. Structure Causing Dit	en a mana a a a como racera de este a enconocidor e e	(b) Wa	ter Line		(c) Crack Leng	th (inches)	
From/At		1	^e rom/At				
To (e) Stringer			То	entra planeta de com este conjunto de colonia.	00000000000000000000000000000000000000	*	
From/At To		Left	Right		Left	Right	
(f) Butt Line From/At		Left	Right		Left	Right	
To (g) Wing Station					(h) Structural		
From/At Left	Right		Left	Right	-		
TO			www.com downwoods downwoods downwoods	- G			





Return to Query Re	sults	New Query Criteria	Return to the Main N
			Print SDR
1. Submitter Informati	on		
(a) Unique Control #	JSAASA04034	(b) Difficulty Date	04/03/2004 (mm/dd/yyyy)
(c) Registration # 1	06US	 (d) Submitter Type	
(e) Submitter Design			
2. Codes			
(a) Operator Designa	tsaa	(1	b) Operator Type A
(c) JASC/ATA Code 3	350		
(d) Stage of Operatio	H	(e	e) How Discovered <u>C</u>
(f) Nature of Condition	<u>,11</u>	(9	j) Precautionary Pr <u>kcedure</u>
you			
size			en anno 1971 anna cantinicana (1)
(h) FAA Region B	EA.		(i) District Office 19
(j) Flight Number			
3. Major Equipment Id	entity		
	Manufacture		Serial Number
(a) Aircraft	AIRBUS	A320214	
(b) Engine			Kilder Millians of transfer from the Company of the
(c) Propeller			Newscore of characteristic description of the characteristic description o

THE LEFT AFT EMERGENCY POWER SUPPLY UNIT FAULTED DURING THE EMERGENCY LIGHTS TEST. MAINTENANCE REPLACED THE LEFT AFT EMERGENCY POWER SUPPLY UNIT. OPERATIONALLY CHECKS OK. (M)

(a) Part Name POWER SUPPLY	(b) A	lanufacturer's Name	(d) Se	
(e) Part Condition INOPERATIVE		art/Defect Location	(g) Total Time (hours)	(h) ·
	entrice the second			
6. Component/Assembl	y That Inc	ludes Defective Part		ر چار در
(a) Component Name	(b) Mar	ufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Tota	nl Time (hours)	(h) Total Cycles	(i) Time S
7. Structure Causing Dif (a) Body or Fuselage St		(b) Water Line	(c) Crack Leng	th (inches)
(a) Body or Fuselage St From/At		(b) Water Line From/At		th (inches)
(a) Body or Fuselage St From/At To		(b) Water Line		th (inches)
(a) Body or Fuselage St From/At To (e) Stringer		(b) Water Line From/At	(c) Crack Leng	
(a) Body or Fuselage St From/At To		(b) Water Line From/At		
(a) Body or Fuselage St From/At To (e) Stringer From/At		(b) Water Line From/At	(c) Crack Leng	
(a) Body or Fuselage St From/At To (e) Stringer From/At	ation	(b) Water Line From/At To Left Right	(c) Crack Leng	Right
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At	ation	(b) Water Line From/At To Left Right	(c) Crack Leng Left	Right Right
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At	ation	(b) Water Line From/At To Left Right	(c) Crack Leng	Right Right





Return to Query Res	oults I	New Query Criteria	Return to	the Main I
			<u>P</u> 1	int SDR
1. Submitter Informatio) n	reder two first seemed to well the section of the seemed to the section of the se		
(a) Unique Control #U	SAASA03036	_ (b) Difficulty Date	05/01/2003 (mm/d	d/yyyy)
(c) Registration # 10	06US	(d) Submitter Type		looks muutikiinnyssä jisapansa puityitantinuuto
(e) Submitter Designa	itor		nto Plan i Nobili y d'athir hada kili talah kili talah kili in a sahada, saabawa watawa kili waxa kili in a sa	
2. Codes				
(a) Operator Designat	SAA	(1	b) Operator Type	A
(c) JASC/ATA Code 32	260			
(d) Stage of Operati@	L	Tricocyclengicality destruction of characters galacteria and	e) How Discovered	О
(f) Nature of Condition		(6) Precautionary P	r <u>Acedur</u>
Modele Modele				O
(h) FAA Region E.			(i) District Office	19
3. Major Equipment Ide	entity			and a state of the
	Manufacturer	Model	Serial Numb	er
(a) Aircraft (b) Engine	AIRBUS	A320214	1044	ж г
(c) Propeller				
4. Problem Description	(Note: Please limit vo	our description to 1500 ch	aracters.)	

AFTER TAKEOFF, CREW RECEIVED ECAM INDICATIONS OF 'GEAR NOT UPLOCKED', 'ENG 2 REVERSER FAULT', AND 'CAPT PITOT'. THE FLIGHT RETURNED TO FIELD AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED A PROXIMITY SWITCH, FIN 23GA. LANDING GEAR SYSTEMS CHECK WAS NORMAL. (M)

(a) Part Name PROXIMITY SWITCH	(d) Ma	anufacturer's Name	(c) Part Number 848401	(d) Ser
		rt/Defect Location	(g) Total Time (hours)	(h) ፕ
		AY	Manageoppeanskers op hydride spile de light som hande simmer in der light state de la de l	<u> </u>
<u> </u>				
6. Component/Assembly	y That Inclu	udes Defective Part		ka kalabaga anta manda ang iku ga ga ga pakaban kanahan kapa ang sa
(a) Component Name	(b) Manu	ıfacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Total	Time (hours)	(h) Total Cycles	(i) Time Si
7. Structure Causing Dif (a) Body or Fuselage St From/At			(c) Crack Leng	th (inches)
(a) Body or Fuselage St From/At		(b) Water Line From/At		th (inches)
(a) Body or Fuselage St		(b) Water Line		th (inches)
(a) Body or Fuselage St From/At		(b) Water Line From/At To	(c) Crack Leng	
(a) Body or Fuselage St From/At To (e) Stringer		(b) Water Line From/At		
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line		(b) Water Line From/At To	(c) Crack Leng	
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At		(b) Water Line From/At To	(c) Crack Leng	Right
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At To		(b) Water Line From/At To Left Right	(c) Crack Leng	Right Right
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station		(b) Water Line From/At To Left Right	(c) Crack Leng	Right Right
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station From/At	tation	(b) Water Line From/At To Left Right Left Right	(c) Crack Leng	Right Right Other





Return to Query Resu	lts	New Query Criteria	Return to the Ma
			Print SDI
1. Submitter Information	en de service de la company de la compan La company de la company d		
(a) Unique Control #SA	05016	(b) Difficulty Date	02/06/2005 (mm/dd/yyyy)
(c) Registration # 106		(d) Submitter Type	
(e) Submitter Designat	OF Contractive Con		
2. Codes			
(a) Operator Designate	<u> </u>	(b) Operator Type A
(c) JASC/ATA Code 326	0		
(d) Stage of Operation	king ang minipina na ikana kingan iyo maningin kinga king na king manin dipina na kana na mangki kingan pangan	(e)) How Discovered Ω
(f) Nature of Condition		(9)) Precautionary Pr <u>oced</u>
Acceleintegenet			
(h) FAA Region EA	nervan	(i) District Office 19
(j) Flight Number	ginganganggangganggangganggangganggangga		
3. Major Equipment Ider	ıtity		
	Manufacturer	Model	Serial Number
(a) Aircraft	AIRBUS	A320214	1044
(b) Engine			
(c) Propeller			te the control of the

EN ROUTE MSY TO CLT - AFTER TAKEOFF, THE LANDING GEAR INDICATES DOWN AFTER THE LANDING GEAR LEVER WAS MOVED UP. UPON ARRIVAL, THE LANDING GEAR HAD AMBER -X- INDICATIONS ON THE WHEEL PAGE. MAINTENANCE REPLACED THE LEFT MAIN LANDING GEAR EXTENSION PROX SENSOR, FIN 23GA. OPERATIONALLY CHECKS OK.

(a) Part Name PROXIMITY SENSOR	(b) Manufacturer's Name	(c) Part Number 839902	(d) Ser
(e) Part Condition FAULTY	(f) Part/Defect Location MLG	(g) Total Time (hours)	(h) T
6. Component/Assembly	/ That Includes Defective Part		engisenganyy and apply — ay mangrap and apple — enternal
(a) Component Name	(b) Manufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Total Time (hours)	(h) Total Cycles	(i) Time Si
7. Structure Causing Dif (a) Body or Fuselage St From/At	о межден и шине единить на 1 мил. и и 1 мил. на 1 м Статива и применения на 1 мил.	(c) Crack Leng	th (inches)
(a) Body or Fuselage St	ation (b) Water Line	(c) Crack Leng	th (inches)
(a) Body or Fuselage St From/At To (e) Stringer	ation (b) Water Line From/At To		
(a) Body or Fuselage St From/At	ation (b) Water Line From/At	(c) Crack Leng	
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line	ation (b) Water Line From/At To		
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At	ation (b) Water Line From/At To		Right
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line	tation (b) Water Line From/At To Left Right	Left	Right Right
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station From/At	tation (b) Water Line From/At To Left Right	Left Left (h) Structural	Right Right Other





Return to Query Result	s N	lew Query Criteria	Return to	the Main M
•			P	rint SDR
1. Submitter Information				
(a) Unique Control #SA0	5087	(b) Difficulty Date	07/21/2005 (mm/d	d/yyyy)
(c) Registration # 106	JS	- (d) Submitter Type		
(e) Submitter Designato) [* productive relation			
2. Codes				and the segment of the second
(a) Operator Designation	AA	(o) Operator Type	
(c) JASC/ATA Code 256				
(d) Stage of Operation (d) (d) Stage of Operation (d)		· (e) How Discovered	1 9
(f) Nature of Condition		(g) Precautionary P	r <u>Kcedure</u>
#MODIFICATION OF THE PROPERTY	никован бетик бетик депутка объятия под объятия на при депутка и под открыти под от при депутка и под от при д При депутка депутка депутка и при депутка и при депутка депутка депутка депутка депутка депутка депутка депутка			
(h) FAA Region EA			(i) District Office	19
(j) Flight Number		18 may 1800 ka		
3. Major Equipment Iden	tity			
	Manufacturer	Model	Serial Numl	oer -
(a) Aircraft	AIRBUS	А320214	1044	model grancytic
(b) Engine (c) Propeller				
4. Problem Description				

PIT - THE AFT RIGHT DOOR ESCAPE SLIDE SURVIVAL KIT LANYARD WAS FOUND INCORRECTLY ROUTED. MAINTENANCE CORRECTLY ROUTED THE AFT RIGHT DOOR ESCAPE SLIDE SURVIVAL KIT LANYARD.

5. Specific Part or Struc	ture Caus	sing Difficulty		نوار استان و دواود که این استان دورود که دورود
(a) Part Name LANYARD	(b) l	Manufacturer's Name	(c) Part Number	(d) Ser
(e) Part Condition (f)		Part/Defect Location APE SLIDE	(g) Total Time (hours)	(h) Ť
	· · · · · · · · · · · · · · · · · · ·			
6. Component/Assembl	y That Inc	cludes Defective Part		ر و در استان به استا استان به استان باستان باستان باستان باستان به ا
(a) Component Name	(b) Ma	nufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Tot	al Time (hours)	(h) Total Cycles	(i) Time Si
7. Structure Causing Di (a) Body or Fuselage S From/At	ar e e e e e e e e e e e e e e e e e e e	(b) Water Line From/At	(c) Crack Leng	th (inches)
To		aaatatuuraatateenstäätää kotikaa oliisukkikoikotikkikoikotikuksessikkerestikkoik sikakkikoikoikaksikoikoikoiko ***************************	Retroscological estados comunicaciones (Retroscological estados comunicaciones de Retroscological estados de Retroscological e	•
(e) Stringer From/At To	a antalah merikatkan di kecaman kepidah sama kelang	LeftRight	Left	Right
(f) Butt Line From/At To		Left Right	Left	Right
(g) Wing Station From/At	m		(h) Structural	
LeftTo	_ Right _	Left .	Right	





Return to Query Res	ults	New Query Criteria	R	eturn to the Mair
				Print SDR
1. Submitter Informatio)			generally the committy on the contract of the
(a) Unique Control #S	A05088	(b) Difficulty Date	07/21/2005	(mm/dd/yyyy)
(c) Registration # 10	6US	(d) Submitter Type	A	
(e) Submitter Designa	tor		alle de la companya d	
2. Codes				
(a) Operator Designat	6AA	(b) Operator	Туре А
(c) JASC/ATA Code 25	665			
(d) Stage of Operation		(e)) How Disc	overed 9
(f) Nature of Condition) Precautio	nary Pr <u></u> gcedu
(h) FAA Region E			i) District (Office 19
(j) Flight Number				
3. Major Equipment Ide	entity			
	Manufacturer	Model		l Number
(a) Aircraft	AIRBUS	А 320214	1 ()44 voinnentrationistististististististististististististi
(b) Engine				
(c) Propeller				odzackinia za za

PIT - THE LEFT FORWARD DOOR ESCAPE SLIDE SURVIVAL KIT LANYARD WAS FOUND INCORRECTLY ROUTED. MAINTENANCE CORRECTLY ROUTED THE SURVIVAL KIT LANYARD. OK FOR SERVICE.

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5. Specific Part or Struc	ture Caus	sing Difficulty	ar en araba en	نها دارد ده دارد ارداد دارد دارد دارد دار
(a) Part Name LANYARD	(b) i	Manufacturer's Name	(c) Part Number	(d) Ser
(e) Part Condition MISSING	• •	Part/Defect Location APE SLIDE	(g) Total Time (hour	s) (h) T
	oming a mining and a second of the second of			
6. Component/Assembly	y That Inc	ludes Defective Part		n, may yan marana a gayan maraya ga aray a ga aga mara qa ga aray ay aray a ga aray a ga aray a ga aray a ga a Maray a ga aray a ga
(a) Component Name	(b) Ma	nufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Tot	al Time (hours)	(h) Total Cycles	(i) Time Si
7. Structure Causing Dif (a) Body or Fuselage St From/At	ting the second	(b) Water Line From/At	(c) Crack Ler	igth (inches)
trial electric control	economic Management	To	State State Control of the America Control of the Control of	ż
(e) Stringer From/At To	200 N 20	Left Right , and	Left	Right
(f) Butt Line From/At To		Left Right	Left	Right
(g) Wing Station From/At			(h) Structura	
Left To	_ Right _	Left	Right Expression of the Contraction of the Contract	gant bergest mel kan kan displaya di melangi samunjah proping sahip bingsa di





1. Submitter Information (a) Unique Control #SA05086 (b) Difficulty Date 07/21/2005 (mm/ (c) Registration # 106US (d) Submitter Type A (e) Submitter Designator 2. Codes (a) Operator Designate AA (b) Operator Type (c) JASC/ATA Code 2565 (d) Stage of Operatid (e) How Discovere (f) Nature of Condition (g) Precautionary (h) FAA Region EA (i) District Office (j) Flight Number (a) Aircraft AIRBUS A320214 1044 (b) Engine (c) Propeller	o the Maii
(a) Unique Control #SA05086 (b) Difficulty Date 07/21/2005 (mm/c) (c) Registration # 106US (d) Submitter Type A (e) Submitter Designator 2. Codes (a) Operator Designates (b) Operator Type (c) JASC/ATA Code 2565 (d) Stage of OperatidN (e) How Discovere (f) Nature of Condition (g) Precautionary (h) FAA Region EA (i) District Office (j) Flight Number (a) Aircraft AIRBUS A320214 1044 (b) Engine	Print SDR
(c) Registration # 106US (d) Submitter Type A (e) Submitter Designator C. Codes (a) Operator DesignateAA (b) Operator Type (c) JASC/ATA Code 2565 (d) Stage of Operation (g) Precautionary (h) FAA Region EA (i) District Office (j) Flight Number (a) Aircraft AIRBUS A320214 1044 (b) Engine	and a management of the delication and an analysis of a spiritual depth of
(c) Registration # 106US (d) Submitter Type A (e) Submitter Designator 2. Codes (a) Operator DesignateAA (b) Operator Type (c) JASC/ATA Code 2565 (d) Stage of OperatidN (e) How Discovere (f) Nature of Condition (g) Precautionary (h) FAA Region EA (i) District Office (j) Flight Number (a) Aircraft AIRBUS A320214 1044 (b) Engine	dd/vvvv)
Codes (a) Operator Designation (b) Operator Type (c) JASC/ATA Code 2565 (d) Stage of Operation (e) How Discovere (f) Nature of Condition (g) Precautionary (h) FAA Region EA (i) District Office (j) Flight Number Manufacturer Model Serial Num (a) Aircraft AIRBUS A320214 1044 (b) Engine	
(a) Operator DesignateAA (b) Operator Type (c) JASC/ATA Code 2565 (d) Stage of Operation (e) How Discovere (f) Nature of Condition (g) Precautionary (h) FAA Region EA (i) District Office (j) Flight Number Manufacturer Model Serial Num (a) Aircraft AIRBUS A320214 1044 (b) Engine	
(c) JASC/ATA Code 2565 (d) Stage of OperatidN (e) How Discovere (f) Nature of Condition (g) Precautionary (h) FAA Region EA (i) District Office (j) Flight Number Manufacturer Model Serial Num (a) Aircraft AIRBUS A320214 1044 (b) Engine	
(d) Stage of Operation (e) How Discovere (f) Nature of Condition (g) Precautionary (h) FAA Region EA (i) District Office (j) Flight Number . Major Equipment Identity Manufacturer Model Serial Num (a) Aircraft AIRBUS A320214 1044 (b) Engine	A
(f) Nature of Condition (g) Precautionary (h) FAA Region EA (i) District Office (j) Flight Number Major Equipment Identity Manufacturer Model Serial Num (a) Aircraft AIRBUS A320214 1044 (b) Engine	
(h) FAA Region EA (i) District Office (j) Flight Number Major Equipment Identity Manufacturer Model Serial Num (a) Aircraft AIRBUS A320214 1044 (b) Engine	d 9
(j) Flight Number Major Equipment Identity Manufacturer Model Serial Num (a) Aircraft AIRBUS A320214 1044 (b) Engine	Pr <u>Kcedu</u>
(j) Flight Number . Major Equipment Identity Manufacturer Model Serial Num (a) Aircraft AIRBUS A320214 1044 (b) Engine	
Manufacturer Model Serial Num (a) Aircraft AIRBUS A320214 1044 (b) Engine	19
(a) Aircraft AIRBUS A320214 1044 (b) Engine	
(b) Engine	ber
	2004
(C) Plobeller	

		LEFT EMERGENCY EXIT DOOR ESCAPE SLIDE SURVIVAL KIT LANYARD IN VIEW. MAINTENANCE INSTALLED SURVIVAL KIT LANYARD. OK	
FOR	SERVICE.		and and the second
			and the state of the
			Timble or .

(a) Part Name LANYARD	(b) Manufacturer's Name	(c) Part Number	(d) Ser
(e) Part Condition MISSING	(f) Part/Defect Location ESCAPE SLIDE	(g) Total Time (hours)	(h) T
6. Component/Assembly	y That Includes Defective Part		
(a) Component Name	(b) Manufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Total Time (hours)	(h) Total Cycles	(i) Time S
7. Structure Causing Dit (a) Body or Fuselage St From/At		(c) Crack Leng	th (inches)
(a) Body or Fuselage St From/At	tation (b) Water Line From/At		th (inches)
(a) Body or Fuselage St From/At To (e) Stringer From/At	tation (b) Water Line		
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At	tation (b) Water Line From/At To Left Right	(c) Crack Leng	Right
From/At To (e) Stringer From/At To (f) Butt Line	tation (b) Water Line From/At To Left Right	(c) Crack Leng	Right Rìght





Return to Query Results	Ne	w Query Criteria	Re	eturn to the Main M
				Print SDR
1. Submitter Information			Anna transfer of management of the management of	
(a) Unique Control #SA070	134	(b) Difficulty Date	06/06/2007	(mm/dd/yyyy)
(c) Registration # 106US	i	(d) Submitter Type		
(e) Submitter Designator	State of the State of Particular State of State or State		Activation of the second of th	ikkyypää kääteejä tuon esi maatamista ja kiikyi kirja kunnen en
2. Codes				
(a) Operator DesignateAA	MAGA Alma A Almah Saranda and Baranda	(1) Operator	Туре А
(c) JASC/ATA Code 2565	ntidayega			K
(d) Stage of Operation		(e) How Disco	vered ⁹
(f) Nature of Condition		(g) Precaution	ary Pricedures
Month and control				
Kytemplej-triopyna taskikkaad		nundra dayan kapanga <u>an manda da da da kababahan kapangan kapangan kapangan kababan</u> manangan kababangan		With the first the second
(h) FAA Region EA		(i) District O	ffice 19
(j) Flight Number			.,	endimental and
3. Major Equipment Identity	1			
P	Manufacturer	Model	Serial I	Number
(a) Aircraft	AIRBUS	A320214	104	
(b) Engine				
(c) Propeller		er general de grand d		
4. Problem Description (Not	e: Please limit your	description to 1500 cha	racters.)	

DCA - THE RIGHT HAND OVERWING EMERGENCY ESCAPE SLIDE BOTTLE PRESSURE WAS FOUND LOW DURING INSPECTION. MAINTENANCE ACCOMPLISHED REPLACEMENT OF THE RIGHT HAND OVERWING SLIDE BOTTLE CYLINDER ASSEMBLY. INSPECTED, OK FOR SERVICE.

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C405040#	19303
E43567#	1000
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25.0	5 Co.
	285.63
	2000

(a) Part Name BOTTLE	(b) Manufacturer's Name	(c) Part Number 60592101	(d) Se
(e) Part Condition READS LOW	(f) Part/Defect Location ESCAPE SLIDE	(g) Total Time (hours)	(h) ^f
6. Component/Assembly	That Includes Defective Part		
(a) Component Name	(b) Manufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Total Time (hours)	(h) Total Cycles	(i) Time Si
7. Structure Causina Diffi	culty		
7. Structure Causing Diffi (a) Body or Fuselage Sta From/At	a proposition of the second of	(c) Crack Lengt	t h (inches)
(a) Body or Fuselage Star From/At	tion (b) Water Line	(c) Crack Lengt	th (inches)
(a) Body or Fuselage Sta From/At	tion (b) Water Line From/At	(c) Crack Lengt	
(a) Body or Fuselage Star From/At To (e) Stringer From/At To (f) Butt Line From/At	tion (b) Water Line From/At To Left Right	4-contractions and the second and th	Right
From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station From/At	tion (b) Water Line From/At To Left Right	Left	Right Rìght Other

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(a) Unique Control #S	A07017		(b) Difficulty D	ate	02/28/2007	(mm/d	d/yyyy)
(c) Registration # $\frac{10}{10}$)6US	((d) Submitter T	уре	A		
(e) Submitter Designa	itor						Parketa y Association as "association y Agreement y Security Secur
. Codes				anderskurs, ser gjedens Termensky ster skreme			
(a) Operator Design <u>at</u>	84A			(b) Operato	r Type	A
c) JASC/ATA Code 25	565						Response Control Contr
d) Stage of Operation	I			(e)) How Dis	covered	С
f) Nature of Conditio				_ (g)) Precauti	onary P	rigcedu
All hand has to the			entide Sida kalle gilari kalle di kari di kari di kari di mung maskanti ning ribep fanan di peramanda.	99 3 1			***************************************
(h) FAA Region E. (j) Flight Number		والإن في يقول على المواقع المو			i) District	Office	19
. Major Equipment Ide	entity						
	Manufa		Мос	del		al Numb	er
(a) Aircraft	AIRBU	JS	A320214		1	044	ris
(b) Engine (c) Propeller	<u> </u>			-			4
/ 40 \							

PHL - THE FRONT ENTRY DOOR WAS OPENED INADVERTENTLY AFTER IT WAS ARMED. THE SLIDE DID NOT DEPLOY. MAINTENANCE REPLACED THE FORWARD, LEFT ENTRY DOOR EMERGENCY ESCAPE SLIDE. OK FOR SERVICE.

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and make	

(a) Part Name	(b) Manufacturer's Name	(c) Part Number	(d) Ser
SLIDE	(b) Manufacturer 3 Name	D30664105	(4) 50.
(e) Part Condition	(f) Part/Defect Location	(g) Total Time (hours)	(h) ĩ
FAULTY	PAX DOOR	17443	Number of the State of Tennes o
6. Component/Assembly 1	That Includes Defective Part		and by a transport and the first specific and the specific specific and the specific specific and the specific specific and the specific s
(a) Component Name	(b) Manufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Total Time (hours)	(h) Total Cycles	(i) Time S
Expressible designations are an extensively executed the execution of the	Eccom compression and reviews and related application application and the second secon		
7. Structure Causing Diffic (a) Body or Fuselage Stat From/At		(c) Crack Leng	th (inches)
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(a) Body or Fuselage Stat From/At To	tion (b) Water Line From/At To	(c) Crack Leng	
(a) Body or Fuselage Stat From/At To (e) Stringer	tion (b) Water Line From/At	demokrateraturum salasaharina dimenkelepinen demokrateraturum demokra	
(a) Body or Fuselage State From/At To (e) Stringer From/At To (f) Butt Line	tion (b) Water Line From/At To	demokrateraturum salasaharina dimenkelepinen demokrateraturum demokra	
(a) Body or Fuselage State From/At To (e) Stringer From/At To (f) Butt Line From/At	tion (b) Water Line From/At To	demokrateraturum salasaharina dimenkelepinen demokrateraturum demokra	
(a) Body or Fuselage State From/At To (e) Stringer From/At To (f) Butt Line From/At To	tion (b) Water Line From/At To Left Right	description of the control of the co	Right Right
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From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station From/At	tion (b) Water Line From/At To Left Right	description of the second seco	Right Right Other





(a) Aircraft (b) Engine		A320214 where the restriction of the restriction	1044	
	Manufacturer	Model	Serial Number	
Major Equipment Ide	ntity			
(j) Flight Number				(in a s of plan, such fine as as a s page
(h) FAA Region E			i) District Office 19)
MARKON MA			Precautionary Prigo	ced
d) Stage of Operati <u>dh</u> f) Nature of Conditiø			How Discovered C	
c) JASC/ATA Code 33	and the same of th			
(a) Operator Designat	8A A	(b) Operator Type A	is to the second
. Codes				
(e) Submitter Designa	itor		of Property Property and Associated the specific property of the second property of the second secon	Barrier parameter page area at
	06US	(d) Submitter Type	A	
(a) Unique Control #S	A07023	(b) Difficulty Date	03/20/2006 (mm/dd/y	′ууу)
l. Submitter Informati	on		Print	SD
			D. 1.	(OS
Return to Query Re-	sults	New Query Criteria	Return to the	е Ма

RIC - THE MID CABIN, RIGHT HAND EMERGENCY POWER SUPPLY UNIT FAILED THE WEEKLY CHECK. MAINTENANCE REPLACED THE MID CABIN, RIGHT HAND EMERGENCY POWER SUPPLY UNIT. OPERATIONALLY CHECKS OK.

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(a) Part Name EPSU	(b)	Manufacturer's Name	(c) Part Number 32145410	(d) Se
(e) Part Condition FAULTED		Part/Defect Location RGENCY LIGHT	(g) Total Time (hours)	(h) -
6. Component/Assembl	v That Inc	Judge Defeative Bant		
(a) Component Name		nufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Tot	al Time (hours)	(h) Total Cycles	(i) Time S
e e en		and department of the state of		
7. Structure Causing Dif	ficulty			
And the second s		(b) Water Line From/At	(c) Crack Lengt	ch (inches)
(a) Body or Fuselage St From/At To			(c) Crack Lengt	ch (inches)
(a) Body or Fuselage St From/At To (e) Stringer From/At		From/At	(c) Crack Lengt	
(a) Body or Fuselage St From/At To (e) Stringer	ation	From/At To Left Right		Right
To (e) Stringer From/At To (f) Butt Line	ation	From/At To Left Right	derender de anticologie de la company de la constitución de la constit	Right Right



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	manya managan managan samunda samunda sa				P	rint SDR
1. Submitter Informa	ation			and the second of the second o	مروب والمساورة و	
(a) Unique Control	#USAA20090	11690084	_ (b) Difficul	ty Date	01/15/2009 (mm/d	d/yyyy)
(c) Registration #	106US		(d) Submit	ter Type	Α	
(e) Submitter Desig	<u>nator</u>	той Pla (Artholish de Plantono e корике к _{ар} икарды <u>н тай</u> ыланды		to American State of the State		
2. Codes				PH Panakhasar Ajja qipaninasa shahasa jambasa jambasa Sanakhasar Ajja qipaninasa shahasa qipaninasa shahasa jambasa shahasa ishahasa jambasa shahasa shahasa shahasa		
(a) Operator Design	ndt8AA			(b) Operator Type	A
(c) JASC/ATA Code	7200					
(d) Stage of Operat	iđØ		damining ang of the first of th	(e)) How Discovered	О
(f) Nature of Condit	iġn			(9) Precautionary P	racedures
(h) FAA Region	EA	kina kind kumu kimu king apipangka ging ng mga ga	9955 (Politica) in Communication and Advanced in the State of Advanced in Adva		i) District Office	19
(j) Flight Number 3. Major Equipment	Identity			de de la		
	Manu	facturer		Model	Serial Numb	per
(a) Aircraft	AIRB		A3202		1044	AND MARKETON
(b) Engine	CFMI	NT	CFM565	B4P		
(c) Propeller						
4. Problem Descripti	on (Note: Ple	ase limit vo	ur description to	1500 cha	racters)	

FLT 1549 LGA-CLT - EMERGENCY DITCHING - DUAL ENGINE FAILURE - CREW REPORTED BIRD INGESTION SHORTLY AFTER TAKEOFF AND REQUESTED TO RETURN TO FIELD. AIRCRAFT WAS THEN BELIEVED TO BE DIVERTING TO EWR. SHORTLY THEREAFTER, THE AIRCRAFT MADE AN EMERGENCY DITCHING ON THE WATERS OF THE HUDSON RIVER. ***SUPPLEMENTAL*** WILL BE ISSUED UPON COMPLETION OF ACCIDENT INVESTIGATION.

o. opecine Part of Struc	ture Cau	sing Difficulty		
(a) Part Name ENGINE	(b)	Manufacturer's Name	(c) Part Number	(d) Ser
(e) Part Condition BIRD INGESTION			(g) Total Time (hours)	(h) "i
6. Component/Assembl (a) Component Name	Terret () Military de l'archive de l'archive de l'archive de la company de l'archive de l'archi	cludes Defective Part	(c) Part Number	(d) Serial
(f) Location	MA STATESTANTIAN AND AND AND AND AND AND AND AND AND A	al Time (hours)	(h) Total Cycles	(i) Time Si
		PPMSTEED SCHOOL AND	реадинализмого от стете се се сопольства в постору в придости	PCCh460Enthrisida Winninggroup managung mg Spa <u>h</u> a
7. Structure Causing Dif	Ficulty			
7. Structure Causing Dif			(a) Carol Long	
7. Structure Causing Dif (a) Body or Fuselage St From/At		(b) Water Line From/At	(c) Crack Lengt	th (inches)
(a) Body or Fuselage St		(b) Water Line		th (inches)
(a) Body or Fuselage St From/At To		(b) Water Line From/At		
(a) Body or Fuselage St From/At To (e) Stringer From/At		(b) Water Line From/At To Left Right	(c) Crack Lengt	- Right
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At To		(b) Water Line From/At To Left Right	(c) Crack Lengt white the contract of the con	. Right Right
(a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At		(b) Water Line From/At To Left Right	(c) Crack Lengt	. Right Right



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1. Submitter Information	A STATE OF THE STA		e de la companya de l	
(a) Unique Control #USA	AA020157	(b) Difficulty Date		d/yyyy)
(c) Registration # 106	JS.	(d) Submitter Type	A	
(e) Submitter Designato	general de la companya de la company			
2. Codes				omerina a membalan markaman katramakan yang pena ana
(a) Operator Designation	aA	(b)) Operator Type	A
(c) JASC/ATA Code 5330) handanapanahan			
(d) Stage of Operation		(e)) How Discovered	V
(f) Nature of Condition) Precautionary P	rgcedure
embledeled				
(h) FAA Region EA	_	(i) District Office	19
(j) Flight Number	** ** ** ** ** ** ** ** ** ** ** ** **			#todelelectrologs
3. Major Equipment Ident	itty y			
	Manufacturer	Model	Serial Numb	er
(a) Aircraft	AIRBUS	A320214	1044	
(b) Engine				, month
(c) Propeller				Wepst
4. Problem Description (Note: Please limit vo	ur description to 1500 cha	ractors)	

SKIN CRACKED .150 INCH, FILLER PER SRM 53-21-11	INSTALLED	
		M.S

(a) Part Name (b) SKIN		Manufacturer's Name	(c) Part Number	(d) Seri
(e) Part Condition	(f) Part/Defect Location		(g) Total Time (hours)	(h) T
CRACKED	FUSE	ELAGE	5041	
		ļ		
6. Component/Assembly	y That Inc	:ludes Defective Part		
(a) Component Name	(b) Ma	nufacturer's Name	(c) Part Number	(d) Serial
(f) Location (g)		al Time (hours)	(h) Total Cycles	(i) Time S
7. Structure Causing Dif (a) Body or Fuselage St	Security of Confession and Confession (Confession Confession Confe	(b) Water Line	(c) Crack Leng	th (inches)
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7. Structure Causing Dit (a) Body or Fuselage St From/At To (e) Stringer From/At 8 To (f) Butt Line	tation	From/At To X Left Right	0.150 which the second control of the secon	Right
7. Structure Causing Dif (a) Body or Fuselage State From/At To (e) Stringer From/At 8 To (f) Butt Line From/At	tation	From/At To	0.150	Right
7. Structure Causing Dit (a) Body or Fuselage Strom/At To (e) Stringer From/At 8 To (f) Butt Line From/At	tation	From/At To X Left Right	0.150 Left	Right _Right
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(a) Unique Control :	من مناسبه و دارد و در		Difficulty Date	04/05/2005 (mm/de	
(c) Registration #	**************************************	7,000	ubmitter Type		4,23,27
(e) Submitter Desig	nator				
2. Codes					addina adamba da maddiddinaddinad mada
(a) Operator Design				o) Operator Type	A
(c) JASC/ATA Code	5315				
(d) Stage of Operati	Иб		(e) How Discovered	9
(f) Nature of Condit) Precautionary P	r <u>Kcedu</u>
(h) FAA Region	EA		((i) District Office	19
(j) Flight Number					
. Major Equipment I	dentity		t ga hayan ga ga ayan ay ga ta ay ga		
	Manufactı	urer	Model	Serial Numb	er
(a) Aircraft	AIRBUS	decementations yearly glycometry the large of the constraint of th	A320214	1044	ASS
(b) Engine	Received the control of the control	and constitutes.	eran minera para da mangan kang pangkaping sa da manang mahambahan pandapah gang panja dangsi dangsi dangsi da	and a second contraction of the second contr	10 0
(c) Propeller					

PIT - FOUND FLOORBEAM CORRODED 1 BY .5 BY .030 INCH, .75 INCH BY .5 INCH BY .030 INCH, .75 BY .3750 BY .05, FLOOR BEAM 10 INCHES LEFT OF CENTER LINE BETWEEN C16 AND C22. DEFECTIVE PART REPLACED WITH IDENT PART. (M)

5. Specific Part or Struc	ture Caus	ing Difficulty		and the second of the second o
(a) Part Name FLOORBEAM	(d)	Aanufacturer's Name	(c) Part Number D5311281820401	(d) Ser
e) Part Condition (f) Part/Defect Location ORRODED FUSLEAGE			(g) Total Time (hours) 12932	(h) T
6. Component/Assembl	market mage of public collections (A to Sell Sees Assembled and Market All Sell Sell Assembled Sell Sell Assembled Sell Sell Sell Assembled Sell Sell Sell Assembled Sell Sell Sell Sell Sell Sell Sell S	ludes Defective Part	(c) Part Number	(d) Serial
(f) Location		al Time (hours)	(h) Total Cycles	(i) Time Si
7. Structure Causing Di (a) Body or Fuselage S From/At	and the second s	(b) Water Line From/At	(c) Crack Leng	th (inches)
#20-реформуру принунун именения реформуру принуну принуну предуссования принуну прину	atomina accessor and ambanisaces	то	Nazvadne vederatőlék ér előlynépé kazaszaszaszászászászászászászászászászászászászás	
(e) Stringer From/At To		Left Right	Left parameter according to the second	Right
(f) Butt Line From/At To		Left Right	Left moreone	Right
(g) Wing Station From/At			(h) Structural	
fal	Right	Left	Right	





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			1xetati to the ivid
			Print SDI
. Submitter Information			er de la companya de Companya de la companya de la compa
a) Unique Control #USA	A050522	(b) Difficulty Date	04/05/2005 (mm/dd/yyyy)
(c) Registration # 106U	S	(d) Submitter Type	•
e) Submitter Designator	endergraphy.		
. Codes			
a) Operator Designat8A/	\ ====================================	(b) Operator Type A
c) JASC/ATA Code 5315			et month and public managers and public manage
d) Stage of Operation		(e)	How Discovered 9
f) Nature of Condition			Precautionary Pr <u>Kcedu</u>
(b) FAA Francisco TA		*	
(h) FAA Region EA (j) Flight Number		(1	i) District Office 19
Major Equipment Identit			
(a) Aircraft	Manufacturer AIRBUS	Model A320214	Serial Number
(b) Engine			

PIT - FOUND FLOORB FLOORBEAM Y765 FRA SRM 53-41-14. COR	ME C64-C70.	DEFECTIVE PA	ART REPLACED	WITH IDENT	D AFT PART 1	PER
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(a) Part Name FLOORBEAM	(b) M	lanufacturer's Name	(c) Part Number D6347209200000	(d) Sei
(e) Part Condition CORRODED	(f) Pa FUSEI	art/Defect Location	(g) Total Time (hours)	(h) 1
			pilalinnen ih oping tig till kantalakakakahan senyabayan hasi usasa salaming p	Matti da ila hamaninini nyogoga ja isa ada jai
6. Component/Assembly	y That Incl	udes Defective Part		
(a) Component Name	(b) Man	ufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Tota	l Time (hours)	(h) Total Cycles	(i) Time Si
		Medical Control of Con		
7. Structure Causing Dif (a) Body or Fuselage St From/At	erine de de comitivo de comitivo de la propriata de la comitiva de la comitiva de la comitiva de la comitiva d	(b) Water Line From/At	(c) Crack Lengt	:h (inches)
(a) Body or Fuselage St	erine de de comitivo de comitivo de la propriata de la comitiva de la comitiva de la comitiva de la comitiva d		(c) Crack Lengt	:h (inches)
(a) Body or Fuselage St From/At	erine de de comitivo de comitivo de la propriata de la comitiva de la comitiva de la comitiva de la comitiva d	From/At To	annual efficiency profession formattions and selected and annual efficiency for the continuous processes.	
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(a) Body or Fuselage St From/At To (e) Stringer From/At To	erine de de comitivo de comitivo de la propriata de la comitiva de la comitiva de la comitiva de la comitiva d	From/At To Left Right	annual efficiency profession formattions and selected and annual efficiency for the continuous processes.	Right
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					Pi	rint SDR
1. Submitter Informat	ion					
(a) Unique Control #	USAA050479)	(b) Difficulty Dat	:e	04/10/2005 (mm/d	d/yyyy)
(c) Registration #	106US		(d) Submitter Typ	pe	A	distance of the second sec
(e) Submitter Desigr	nator			····		
2. Codes		androgonal substitute of general special states and substitute of making jugo demo				Andrews and Antonion and Antoni
(a) Operator Designa	H&AA			(b) Operator Type	A
(c) JASC/ATA Code	5315					
(d) Stage of Operation	M	kkapapah, memphisida keliga maja penincipida bipan kumun pep mejunga mahaka	-pitholityskinghaldelpinalaksyskinolosyskinolosyskinol	(e)	How Discovered	9 Barolandonios de la constitución de la constituci
(f) Nature of Conditi	0 n			(g)	Precautionary P	rgcedures
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(h) FAA Region	EA			1	i) District Office	19
(j) Flight Number		at d der krigel volge de der ble krigel volge de de skrigel volge volge de de skrigel volge volge de de skrigel				
3. Major Equipment lo	lentity					
	Manu	facturer	Mode	el	Serial Numl	er
(a) Aircraft	AIRB	SUS	A320214	**********	1044	- manufacture
(b) Engine			No. wyd Mikiganthadyd yn aidd ddiaddiad faethad y by daeth a fyr haf y bran y chwyd ddiaddiad y by b	redelet Mineral		-
(c) Propeller						
4. Problem Description	n (Note: Ple	ase limit you	ır description to 1500 c	chai	racters.)	

PIT - FOUND FLOORBEAM CORRODED 2 INCHES BY 2 INCHES BY .060 INCH DEEP AREA, FLOOR SUPPORT AT Y750 ABOVE C68. CORROSION LEVEL 1, TASK JA-260-53500. DEFECTIVE PART REPLACED WITH IDENT PART NR PER SRM 51-72-11. 5. Specific Part or Structure Causing Difficulty (a) Part Name (b) Manufacturer's Name (c) Part Number (d) Seri **FLOORBEAM** D5347209000500 (e) Part Condition (f) Part/Defect Location (g) Total Time (hours) (h) To **CORRODED FUSELAGE** 6. Component/Assembly That Includes Defective Part (a) Component Name (b) Manufacturer's Name (c) Part Number (d) Serial (f) Location (g) Total Time (hours) (h) Total Cycles (i) Time Si

(a) Body or Fuselage Station From/At	(b) Water Line From/At	(c) Crack Length (inches
To	To	BOODERATA AN ANDERSON SERVICE DE L'ANTICO
(e) Stringer From/At	LeftRight	T (2 m)
To (f) Butt Line	LOCA STREET, LOCAL STREET, MISSING	Left Right
From/At To	Left Right	Left Right
(g) Wing Station From/At		(h) Structural Other
Left Right	Left R	Right





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1. Submitter Information) n	t of community for the first of a subjective of the party	alter a fellen fin det de transport a de l'étération pape d'un promotion de la descripte d'établique des	والمناسب والمناسبة			
(a) Unique Control #U	SAA050477	7	(b) Diffic	ulty Date	04/10/2005	(mm/dd/vvv	vv)
(c) Registration # 10	6US			itter Type		(99
(e) Submitter Designa	tor	metrooganses state state and the management of the state	t tild 178 det å den skryvensk spæringde å knikt fra Novenbrannen op præsigen.	e della dia di distributa se processo del montale con conserva del della distributa di conserva della della di			
2. Codes							**************************************
(a) Operator Designati	5AA			(b) Operator 1	Гуре А	
(c) JASC/ATA Code 53	15					-	
(d) Stage of Operation				(e)) How Disco	vered 9	
(f) Nature of Condition				(9)) Precaution	ary Price	dur
(h) FAA Region EA				***	i) District Of	Fice 19	
3. Major Equipment Ide	ntity			THE COMMENT OF A STATE OF THE S			// \\ \
(a) Aircraft		acturer	4220	Model	Serial N		
(b) Engine	AIRBU	70	A320	214	1044	64444444444444444444444444444444444444	MONTH.
(c) Propeller		por Maria					arros tross
1. Problem Description	(Note: Pleas	se limit your	description	to 1500 char	acters)		

PIT - FOUND FLOORBEAM CORRODED 2.5	INCHES DIAMETER AREAS, FLOORBEAM GALLEY
MOUNTING HOLES OUTBOARD FLOORBEAM,	BETWEEN RT SIDE C68-69. DEFECTIVE PART
REPLACED WITH IDENT PART NR. (M)	

5. Specific Part or Struc	ture Causi	ng Difficulty			
(a) Part Name FLOORBEAM	(b) M	anufacturer's Name	(c) Part D5347208900		(d) Ser
(e) Part Condition	(f) Pa	art/Defect Location	(g) Total T	ime (hours) (h) ī
CORRODED	FUSEL	AGE	12932	reconnected from 6 America (1884)	
İ					
6. Component/Assembl	y That Incl	udes Defective Part	مندوع المناطقة المنا ولا المناطقة	, processes as any ass a shiftening procedure of an extended of the shiftening of t	gassens ya sansayanishin in adamid a hisimba ad oli adida dha, dalkarad a qarinin in agasay. Ba adagan adagan ay angasay ay angasay
(a) Component Name	(b) Man	ufacturer's Name	(c) Part Nu	mber	(d) Serial
(f) Location	(g) Tota	al Time (hours)	(h) Total C	Cycles	(i) Time Si
		Section of the Control of the Contro	`		
7. Structure Causing Di (a) Body or Fuselage S From/At		(b) Water Line From/At	(c)	Crack Len	gth (inches)
(a) Body or Fuselage S From/At		From/At	(c)	Crack Len	gth (inches)
(a) Body or Fuselage S From/At		• *	(c)	Crack Len	gth (inches)
(a) Body or Fuselage S From/At		From/At To	(c)	Crack Len	
(a) Body or Fuselage S From/At To (e) Stringer		From/At	(c)	nggilagga-garanian annapalaksinggilagg	
(a) Body or Fuselage S From/At To (e) Stringer From/At		From/At To	(c)	nggilagga-garanian annapalaksinggilagg	
(a) Body or Fuselage S From/At To (e) Stringer From/At To (f) Butt Line	tation	From/At To		Left accordate	Right
(a) Body or Fuselage S From/At To (e) Stringer From/At To (f) Butt Line From/At To	tation	From/At To Left Right		Left according Left according to the second	Right Right
(a) Body or Fuselage S From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station	tation	From/At To Left Right		Left accordate	Right Right
(a) Body or Fuselage S From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station From/At	tation	From/At To Left Right	(h)	Left account of the second of	Right Right I Other





Return to Query Res	ults	New Query Criteria	Return to	the Main
			P	rint SDR
1. Submitter Informatio	in maanin minin kananinin palain minin makain kananin kananin kananin kananin kananin kananin kananin kananin In maanin maanin kananin kanan			
(a) Unique Control #U	SAA050496	(b) Difficulty Date	04/10/2005 (mm/d	ld/yyyy)
(c) Registration # 10	06US	(d) Submitter Type	: A	
(e) Submitter Designa	tor		aansa ya adaa haa ka ahaa ahaa ahaa ahaa ahaa a	
2. Codes				
(a) Operator Designat	<u>844</u>	(1	b) Operator Type	A
(c) JASC/ATA Code 53	315			
(d) Stage of Operatio	<u>I</u>		e) How Discovere	d 9
(f) Nature of Conditi@	1	(9	j) Precautionary l	Pr <u>Kcedu</u>
execu-		er den militier de la securité de caracter de la révent de		
(h) FAA Region E	A Managanapan	роскор и состане и постой со ченто в рентвине со тенероского обласова об чене до постой со чене до чене об чене	(i) District Office	муниканский рассийский рассий рассийский рассий рассийский рассий
3. Major Equipment Ide	entity			
	Manufactu	rer Model	Serial Num	ber
(a) Aircraft	AIRBUS	A320214	1044	eduples
(b) Engine				
(c) Propeller				~~*

FOUND FLOORBEAM CORRODED 1 SQUARE INCH, AROUND NUT PLATE HOLES, FLOORBEAM C66-C69 LEFT OUTBOARD. DEFECTIVE PART REPLACED WITH IDENT PART PER SRM 51-72-11. CORROSION LEVEL 1, TASK JA 260-53500. (M)

(a) Part Name FLOORBEAM	(b)	Manufacturer's Name	(c) Part Number D534721220400	(d) Ser
(e) Part Condition CORRODED		Part/Defect Location ELAGE	(g) Total Time (hours)	(h) ï
	endere a popular per entere a securitar			Medical Professional Annual Annua
6. Component/Assembl	ly That Inc	ludes Defective Part		
(a) Component Name	(b) Mai	nufacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Tot	al Time (hours)	(h) Total Cycles	(i) Time Si
			THE STATE OF THE S	
7. Structure Causing Di (a) Body or Fuselage St From/At		(b) Water Line From/At	(c) Crack Leng	th (inches)
(a) Body or Fuselage S			(c) Crack Leng	th (inches)
(a) Body or Fuselage St From/At To (e) Stringer From/At		From/At	(c) Crack Leng	
(a) Body or Fuselage St From/At To (e) Stringer	tation	From/At: To Left Right		. Right
From/At To (e) Stringer From/At To (f) Butt Line	tation	From/At: To Left Right	Chrodwotassassassassassassassassassassassassass	Right Right





Return to Query Resu	lts	New Query Criteria	Return	to the Main
				Print SDR
Submitter Information	n			k ykaransanan massi saj sahidiliseda linkalisha merimperda
a) Unique Control #US	AASA01037	(b) Difficulty Dat	e 07/20/2001 (mm	/dd/yyyy)
(c) Registration # $\frac{100}{100}$		(d) Submitter Ty	pe A	www.company.com
(e) Submitter Designat	cor		ggermages months a shape may german agrandom de principa promote a state promote de la Parlaghe (1976).	ann a agus an da a dh'i dhin a
. Codes				
(a) Operator Designate	SAA		(b) Operator Typ	e A
(c) JASC/ATA Code 720	00			
(d) Stage of Operati <u>બ</u> ી			(e) How Discover	**************************************
(f) Nature of Condition			(g) Precautionary	A Prøcedu
(h) FAA Region EA			(i) District Offic	
(j) Flight Number		Opportunity of the Contract of	t general e general i trapasse rappaggiosphijas dale e general passani passani passe i meneral trapasse constructivo de la construcción de la cons	a for the second section of the section of the second section of the section o
3. Major Equipment Ide	entity			n sa garaga garaga garaga garaga garaga sa mangantar da sa
	Manufacture	r Mod	el Serial Nu	mber
(a) Aircraft	AIRBUS	A320214	1044	aylanggiya dalada
(b) Engine	GE	CFM56*	779573	
(c) Propeller				

JFK - FLT 6808 - EN ROUTE LGA-BOS, WHILE CLIMBING THROUGH FL080, FELT MULTIPLE COMPRESSION STALLS AND OBSERVED SHOTS OF FLAME FROM THE LEFT SIDE OF THE AIRCRAFT. THE NR 1 ENGINE THROTTLE WAS MOVED TO IDLE, HOWEVER, THE ENGINE INDICATED SHUTDOWN. THE FLIGHT DIVERTED TO JFK AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NR 1 ENGINE ASSEMBLY AND THE NR 1 ENGINE FORWARD EXTINGUISHER BOTTLE. (M)

4
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471-200-00-00-00-00-00-00-00-00-00-00-00-00

(a) Part Name ENGINE	(b) Ma	nufacturer's Name	(c) Part Number	(d) Ser
(e) Part Condition	(f) Pa	t/Defect Location	(g) Total Time (hours)	(h) T
FAILED	NR 1	LLD COST LA PROCENT D'ANNI MILLIA CE SIGNAL DE SE CENTRA PER CONTRA PARA PER CONTRA PER CON		Property of the Control of the Contr
6. Component/Assembly	/ That Inclu	ıdes Defective Part		
(a) Component Name	and by a stringers of the second control on the second control of	ıfacturer's Name	(c) Part Number	(d) Serial
(f) Location	(g) Total	Time (hours)	(h) Total Cycles	(i) Time S
7. Structure Causing Dif (a) Body or Fuselage St	ficulty	(b) Water Line	ун үү, үнжүү метуунаташы талгырган үүдүн үүлүүү таша айтар үүлүүлүү түүн ташар айтар улуу туу ташар айтар улуу	
7. Structure Causing Dif	ficulty			
7. Structure Causing Dif (a) Body or Fuselage St From/At	ficulty	(b) Water Line		
7. Structure Causing Dif (a) Body or Fuselage St From/At To (e) Stringer	ficulty	(b) Water Line From/At	(c) Crack Leng	Jth (inches)
7. Structure Causing Dif (a) Body or Fuselage St From/At To (e) Stringer From/At	ficulty	(b) Water Line From/At		Jth (inches)
7. Structure Causing Dif (a) Body or Fuselage St From/At To (e) Stringer From/At To	ficulty	(b) Water Line From/At	(c) Crack Leng	Jth (inches)
7. Structure Causing Dif (a) Body or Fuselage St From/At To (e) Stringer From/At	ficulty	(b) Water Line From/At To Left Right	(c) Crack Leng	gth (inches)
7. Structure Causing Dif (a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line	ficulty	(b) Water Line From/At	(c) Crack Leng Management of the control of the co	gth (inches) Right
7. Structure Causing Dif (a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station	ficulty	(b) Water Line From/At To Left Right	(c) Crack Leng	gth (inches) Right
7. Structure Causing Dif (a) Body or Fuselage St From/At To (e) Stringer From/At To (f) Butt Line From/At To (g) Wing Station From/At	ficulty tation works	(b) Water Line From/At To Left Right Left Right	(c) Crack Leng Management of the control of the co	gth (inches) Right Right Other