

1. Approving Civil Aviation Authority/Country
Transport Canada

2. **AUTHORIZED RELEASE CERTIFICATE
 FORM ONE**

3. Form Tracking Number.
WO101888

4. Organization Name and Address.
AJW Technique Inc
 7055, rue Alexander Fleming
 Saint-Laurent QC H4S-2B7
 Canada

5. Work Order, Contract or Invoice Number:
R378815-1



6. Item 7. Description: 8. Part Number: 9. Quantity: 10. Serial/Batch Number: 11. Status/Work:

1	Command Sensor Unit	780A0000-02	1.00	01454	REPAIRED
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12. REMARKS
 Unit repaired as per CMM 27-09-02 REV 4, DATED FEB 15/11.
 For more information, please refer to Tear Down Report.

EASA Approval No.: EASA.145.7260
 Maintenance performed in accordance with FAR 43.17

13a. Certifies the items identified above were manufactured in conformity to:
 Approved design data and are in a condition for safe operation.
 Non-approved design data specified in Block 12

14a. Certifies that, except where otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was performed in accordance with Canadian Aviation Regulations.
 CAR 571.10 Maintenance Release
 Other regulation specified in Block 12

13b. Signature: [Signature]

13c. Approved Organization Number: 33-12

13d. Name (Typed or Printed): Ousmane Tapsoba

13e. Date: 30-Nov-2020

14c. Approval Organization Number: 33-12

14e. Date (dd/mm/yyyy): 30-Nov-2020

Installer Responsibilities

This certificate does not constitute authority to install the part.

Installers working in accordance with the national regulations of a country other than specified in Block 1, must ensure that their regulations recognize certifications from the country specified.

Statements in blocks 13a or 14a do not constitute installation certification. In all cases, the technical record for the aircraft must contain an installation certification issued in accordance with the applicable national regulations before the aircraft may be flown.

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To:
A J Walter Aviation Ltd.
THE HEADQUARTERS
MAYDWELL AVENUE
SLINFOLD, WEST SUSSEX RH13 0AS
UNITED KINGDOM

Code: AJW01	Fax:	Descr: Command Sensor Unit	Qty: 1
Phone:		P/N: 780A0000-02	Mfg: LIEBHERR LINDENBERG
Email:		S/N: 01454	

TSN: N/A	TSO: N/A	TSR: N/A	CSN: N/A	CSO: N/A	CSR: N/A
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P/N Out: 780A0000-02	Serial Out: 01454
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Symptoms:

CODE: REASON FOR REMOVAL
DETAILS: scheduled removal.

Faults:

CODE: INITIAL TEST FAILURE
DETAILS: Initial test failure is attributed to friction breakout torque

CODE: DISASSEMBLY / INSPECTION FINDINGS
DETAILS: During disassembly and inspection of the unit, countersunk screws found worn.

CODE: CLEANING
DETAILS: Unit to be cleaned.

CODE: REPAIR
DETAILS: The following repair(s) to be performed:

- Unit to be cleaned.
- Friction breakout torque to be adjusted as per CMM specification.
- Countersunk screws to be replaced.
- Unit to be repaired as per CMM 27-09-02 REV 4, DATED FEB 15/11.

Corrective Actions:

CODE: REPAIRED
DETAILS: The following repair(s) performed:

- Unit cleaned .
- Friction breakout torque adjusted as per CMM specification.
- Countersunk screws replaced.
- Unit repaired as per CMM 27-09-02 REV 4, DATED FEB 15/11.

AJW TECHNIQUE

100-7055 Alexander-Fleming, Saint-Laurent, QC, H4S 2B7, Canada
www.ajw-group.com

Tear Down/Inspection Report

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<i>PN</i>	<i>Description</i>	<i>Reason</i>	<i>Qty Needed</i>	<i>Disposition</i>
NAS517-3-0	COUNTERSUNK SCREW		3	Consumable

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REASON LEGEND

- (AD) AD: Part replaced due to Air worthiness Directive that needs to be incorporated. This code will include the last digits of the "AD".
- (BR)* BROKEN: Part found Broken, cracked, crushed, ruptured, split, frayed, deformed. "NOT Customer Induced".
- (BU)* BURNT/MELTED: Part found burnt, overheated, scorched, seared, blistered, short circuited etc...
- (CID) CUSTOMER INDUCED DAMAGED: Part which is found damaged due to lack of maintenance, incident, mishandling, FOD etc....
- (CO)* CORRODED: Part found corroded, pitted, rusted, decayed, oxidized, powdery and is beyond repair.
- (CMM) 100% CMM: Part which is a mandatory replacement as per CMM.
- (CT)* CONTAMINATED: Part found contaminated by foreign object, debris, water, oil etc..." NOT Customer Induced".
- (DE)* DEFECTIVE: Part defective, intermittent or loose
- (DL)* DELAMINATED: Part found delaminated.
- (LE)* LEAKING: Part Leaking, seeping, porous beyond acceptable level as per CMM
- (MI) MISSING: Part missing to complete a unit as per CMM. "Customer responsibility"
- (MOD) MODIFICATION: Part requires modification as per CMM or other technical documentation. Part may be modified or replaced with a modified part.
- (NR)* NOT REUSABLE: Part that cannot be reused EX: O-ring, rings, gaskets, packing's, retainers, stripped screws, lock nuts, seals, lock washer.
- (OOS) OUT OF SCOPE: Unit discrepancy not directly caused by customer and is above and beyond normal wear and tear or excluded from applicable commercial contracts.
- (OOT)* OUT OF TOLERANCE: Part did not meet the tolerance or calibration as per CMM.
- (RP)* RUPTURED: Part Punctured, ripped, torn, cut, deteriorated. (For Diaphragm, bellows...)
- (RW)* REWORKED: Part reworked, refurbished, balanced, machined as per CMM.
- (SB) SB: Part replaced due to Service Bulletin that needs to be incorporated. This code will include the last digits of the "SB"
- (SE)* SEIZED: Part seized.
- (SIL) SIL: Part replaced due to Service Information Letter that needs to be incorporated. This code will include the last digits of the SIL.
- (TX) TIME CONTROLLED: Part reached the end of its life, it is time expired and may either be overhauled if applicable or replaced due to times or cycles.
- (WO)* WORN: Part scratched, grinded, rubbed, grooved, scrapped, gouged, chipped, abrasion etc....
- (WT) WARRANTY: Part replaced under warranty
- (CS) CUSTOMER SUPPLIED PARTS: Part supplied by customer
- (NDT) NON DESTRUCTIVE TEST
- (IP) INCORRECT PART; (SS) SUPERSEDED; (AR) AS REQUIRED;
- * NORMAL WEAR AND TEAR