

1. Approving Civil Aviation Authority/Country <b>Transport Canada</b>		2. <b>AUTHORIZED RELEASE CERTIFICATE FORM ONE</b>			3. Form Tracking Number. <b>WO22776</b>	
4. Organization Name and Address. <b>AJW Technique Inc 7055, rue Alexander Fleming Saint-Laurent QC H4S-2B7 Canada</b>					5. Work Order, Contract or Invoice Number: <b>R267253-1</b>	
6. Item:		7. Description:		8. Part Number:	9. Quantity:	10. Serial/Batch Number:
1		SPOILER CONTROL MODULE ASSY		285T0012-114	1.00	D01661
11. Status/Work: REPAIRED						
12. REMARKS  UNIT REPAIRED IN ACCORDANCE WITH CMM 27-61-52 REV. 39 DATED 25SEP2013. SEE TEAR DOWN REPORT FOR ADDITIONAL INFO.  <div>PRINTED FROM ELECTRONIC FILE</div> <div>EASA Approval No.: EASA.145.7260 Maintenance performed in accordance with FAR 43.17</div>						
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> 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. <input checked="" type="checkbox"/> CAR 571.10 Maintenance Release <input checked="" type="checkbox"/> Other regulation specified in Block 12		
13b. Signature:		13c. Approved Organization Number		14b. Signature <i>Daniel Hebert</i>		14c. Approval Organization Number <b>33-12</b>
13d. Name (Typed or Printed):		13e. Date		14d. Name (Typed or Printed) Daniel Hebert		14e. Date (dd/mm/yyyy) 31/Jul/2015
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.						



# technique

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

## Tear Down/Inspection Report

Work Order #: WO22776

Date Printed: 31/07/2015

Customer RO: R267253-1

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### To:

A J WALTER AVIATION LIMITED  
THE HEADQUARTERS  
MAYDWELL AVENUE  
SLINFOLD, WEST SUSSEX RH13 0AS  
UNITED KINGDOM

### Phone #:

Code: AJW01

Descr: SPOILER CONTROL MODULE ASSY

### Fax #:

PN: 285T0012-114

Serial # : D01661

### Email:

Qty: 1

Mfg: BAE SYSTEMS

TSN: N/A

TSO: N/A

TSR: N/A

CSN: N/A

CSO: N/A

CSR: N/A

P/N Out: 285T0012-114

Serial # out: D01661

### Symptoms:

CODE: REASON FOR REMOVAL

DETAILS: Unable to clear PCA and MODULE FAULT light

### Faults:

CODE: QUOTE

DETAILS: PRELIMINARY INSPECTION (VISUAL):

PART MISSING: YES  
DAMAGE FOUND (CID): NO  
HRS/CYCLE RECEIVED: NO

### ADDITIONAL REQUIREMENT:

AD, SB, MOD, SIL NO  
ADD.CUST. REQUEST NO

WARRANTY REQUESTED? NO

### TEST ARRIVAL:

INITIAL TEST FAIL? YES

REASON FOR REMOVAL CONFIRMED: YES

### DISASSEMBLY/INSPECTION:

ANY ANOMALIES FOUND DURING DISASSEMBLY/INSPECTION YES

WORK TYPE: REPAIR

### WORKSCOPE:

CALIBRATION NO  
CLEANING YES  
OUT OF SCOPE NO  
OVERHAUL NO  
PAINTING NO





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PCBR YES  
REPAIR YES  
REWORK NO  
TIME CONTROLLED/TX NO  
RE-QUOTE: NO

CODE: PARTS MISSING/INCOMPLETE

DETAILS: Unit received with the non ESD safe materials type of cap plugs on connector.

CODE: INITIAL TEST FAILURE

DETAILS: Initial test failure is attributed to...

Unit failed the POWER CONSUMPTION TEST and 1/3 of all the remaining test.

CODE: DISASSEMBLY / INSPECTION FINDINGS

DETAILS: During disassembly and inspection of the unit the following anomalies were found:

Unit need a visual check to validate is condition and integrity of the electrical equipment.

Unit found very dirty, require cleaning, using neutral cleaning agent.

Inspection of the cards revealed burn fuse on A5 card.

Level 3 repair for re-soldering on board's will be performed.

CODE: CLEANING

DETAILS: Cleaning is required due to...

Routine cleaning of the UNIT may be required during each shop visit for repair work if there is contamination on the Power Assembly, otherwise general cleaning is required if there is evidence of the ingress of dirt or moisture.

CODE: PCBR

DETAILS: (description, part number or board number).

The following repair

Soldering iron will be used to repair the anomalies on the A5 card. Also to replace bad Fuse (F1 and F2).

Part Numbers worked on are (285T0294-30)

CODE: REPAIR

DETAILS: The following repair(S) will be performed:

Initial test validated the operation and performance of the equipment and was found unsatisfactory.

A visual inspection is needed on all the cards. Unit Need cleaning.

All missing parts will be replaced and repair of A5 boards by replacing 2 fuses.

Also a final test will be performed, to keep the functionality, after opening the unit.

### Corrective Actions:

CODE: REPAIRED

DETAILS: A visual inspection is done on all the cards. Unit cleaned.

All missing parts will be replaced and repaired of A5 boards by replacing 2 fuses.

Also a final test will be performed per CMM.

PN	Description	Reason	Qty Needed	CD	Disposition
025-1158-001	DUST CAP	MI	1	NE	Consumable
FM07A125V2-10A	FUSE	BU	2	NE	Consumable

### 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: 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.
- (CM) 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"
- (MO) 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.
- (OS) 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.
- (OT)\* OUT OF TOLERANCE: Part did not meet the tolerance or calibration as per CMM.
- (RP)\* RUPTURED: Part Punctured, ripped, torn, cut, deteriorated. (For Diaphragm, belows...)
- (RW)\* REWORKED: Part reworked, refurbished, 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.
- (SI) 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

\* NORMAL WEAR AND TEAR