

AJW. TECHNIQUE

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

Tear Down/Inspection Report

Work Order: WO143798

Date Printed: 7/31/2023

Customer RO: R412882

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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: FLIGHT DATA RECORDER

Phone:

P/N: 2100-4043-00

Qty: 1

Email:

S/N: 000608869

Mfg: L-3 COMMUNICATIONS

TSN: N/A

TSO: N/A

TSR: N/A

CSN: N/A

CSO: N/A

CSR: N/A

P/N Out: 2100-4043-00

Serial Out: 000608869

Symptoms:

CODE: REASON FOR REMOVAL

DETAILS: FLT DATA REC, FAULT EICAS MESSAGE
ACFT EC-NHF

CODE: MOD/AMENDMENT STATUS AR

DETAILS: AMENDMENT STATUS ON ARRIVAL: Hardware MOD DOT: 1, 2, 4, 5, 9, 10 - 12, 14. Software MOD
DOT: 3

Faults:

CODE: CUSTOMER REASON FOR REMOVAL CONFIRMATION

DETAILS: Reason for removal as per repair order is not confirmed.

CODE: WARRANTY REQUESTED

DETAILS: Warranty requested is: Denied. Reason for removal not related to previous repair. Unit passed tests but Underwater Locator
Beacon requires battery replacement.

CODE: INITIAL TEST FAILURE

DETAILS: Initial test failure is attributed to unit failing Underwater Locator Beacon tests due to time expired. Unit passed computer bench
tests in accordance with CMM 31-30-03 REV 18 dated 15 Nov 2022.

CODE: REPAIR

DETAILS: The following repair(s) will be performed: Underwater Locator Beacon battery requires replacing. Final test required.

Corrective Actions:

CODE: REPAIRED

DETAILS: Underwater Locator Beacon battery replaced. Tested serviceable in accordance with CMM 31-30-03 REV 18 dated 15 Nov
2022.

U.L.B. P/N DK120/90, S/N AT63770.

U.L.B. EXPIRY DATE: APR 2030

PN

Description

Reason

Qty Needed

Disposition

810-2042/K

BATTERY KIT, CODE F

TX

1

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.
- (CR) CUSTOMER REQUEST
- (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
- (NDT) NON DESTRUCTIVE TEST
- (IP) INCORRECT PART; (SS) SUPERSEDED; (AR) AS REQUIRED;
- * NORMAL WEAR AND TEAR

1. Approving Civil Aviation
Authority/Country

2.

**AUTHORIZED RELEASE CERTIFICATE
FORM ONE**

3. Form Tracking Number.

WO143798

Transport Canada

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:

R412882

AJW technique

6. Item 7. Description:

1 FLIGHT DATA RECORDER

8. Part Number:

2100-4043-00

9. Quantity:

1.00

10. Serial/Batch Number:

000608869

11. Status/Work:

REPAIRED

12. REMARKS

REPAIRED AND TESTED SERVICEABLE IN ACCORDANCE WITH CMM 31-30-03 REV 18 DATED 15 NOV 2022.
FOR ADDITIONAL INFORMATION REFER TO TEARDOWN/INSPECTION REPORT.
U.L.B. P/N DK120/90, S/N A163770.
U.L.B. EXPIRY DATE: APR 2030

PRINTED FROM ELECTRONIC FILE

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

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.

- ☐ Approved design data and are in a condition for safe operation.
☐ Non-approved design data specified in Block 12

- ☒ CAR 571.10 Maintenance Release
☒ Other regulation specified in Block 12

13b. Signature:

13c. Approved Organization Number

14b. Signature



14c. Approval Organization Number

33-12

13d. Name (Typed or Printed):

13e. Date

14d. Name (Typed or Printed)

Robert Milbers

14e. Date (dd/mm/yyyy)

31/Jul/2023

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.