

1. Approving Civil Aviation  
Authority/Country:

2.

FAA/United States

## AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number:

W614492222511

4. Organization Name and Address:

General MRO Aerospace, Inc.

10990 NW 92nd Terrace

MIAMI, FL 33178

Ph: 305-482-9903, Fax: 305-482-9905

sales@generalmroaerospace.com

5. Work Order, Contract or  
Invoice Number:

46766514



FAA Approval Holder: 19GR994Y

6. Item:

7. Description:

1 ACTUATOR

8. Part Number:

251A4510-10

9. Quantity:

1

10. Serial Number:

KE01249

11. Status/Work:

OVERHAULED

12. REMARKS:

Full details describing the actual work performed are contained and held in W/O # W61449.  
This unit was Overhauled in accordance with:  
MFG: BOEING ATA Manual ID: 27-45-12, Revision #: 57, Revision Date: 7/1/2023

Complied with AD 2011-27-03 by accomplishing SB 737-27A1277, Rev. 2, DTD January 08, 2010. Unit has been Modified from P/N: 251A4510-9 to P/N 251A4510-10 IAW Boeing CMM ATA 27-45-12, Rev. 57, DTD July 01, 2023.

Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number: "EASA.145.6095".

13. 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. ☒ 14 CFR 43.9 Return to Service

☒ Other regulation specified in Block 12

Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

13b. Authorized Signature:

13c. Approval Authorization No:

13d. Name (Typed or Printed):

13e. Date (dd/mm/yyyy):

14b. Authorized Signature:

14d. Name (Typed or Printed):

Adam Superson

14c. Approval/Certificate No:

19GR994Y

14e. Date (dd/mm/yyyy):

31/Oct/2023

### User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1 it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statement in Blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.





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## Teardown

Work Order #: W61449

Date Printed: 10/31/2023

Time: 9:33:24 AM

Page: 1

**To:**  
BOEING  
THE BOEING COMPANY  
PO BOX 3707  
SEATTLE WA 98124-2207  
USA,

**Ship To:**  
BOEING DALLAS SERVICE CENTER  
2750 REGENT BOULEVARD  
SHIPPING RAMP S2  
DFW AIRPORT, TX 75261  
USA

Ref #: 46766514

Phone #: 206-662-6650

Fax #:

Email: matthew.m.vaji@boeing.com

Code: B1

Site: 1EL

PN: 251A4510-10

Descr: ACTUATOR

Qty: 1

Make:

Mfg: BOEING

Serial Number: KE01249

Entry Date: 4/24/2023

Need Date:

Compl. Date: 10/30/2023 4:

Warranty: No

Container:

ATA: 27-45-12 Loc: 2728 Revision: 57 Rev Date: 7/1/2023

### REMARKS

TSI: UNK TSN: 48342.48 CSI: UNK CSN: 27248

### SUBCOMPONENT PN AND SN

Ball nut and Screw Assy P/N : 07322P000-05 S/N : 1275

### REASON FOR REMOVAL

Scheduled.

### PRELIMINARY INSPECTION

Verified P/N and S/N from RO and unit. Unit arrived dirty, external contamination and corrosion, paint and cadmium damaged, leaking oil from the secondary brake housing, corrosion on the upper gimbal, missing bolts and washers on guard, corroded bearing on the support assy, deep wear marks and pitting on screw shaft, broken lock-wire hole on the cover of upper housing, missing hardware, missing pin, and hardware.

### PRE TEST

Unit was not tested due to incoming condition. Oil leakage upon arrival.

### HIDDEN DAMAGE

No hidden damage reported.

### TEARDOWN FINDINGS

During inspection the following discrepancies were found:

Unit was cleaned and inspected. Unit was not tested due to incoming condition. Unit was fully disassembled for further inspection. Upon inspection found excessive internal contamination, compressed packings, rings and seals, missing lower pins and hardware, missing nuts from cable guard, worn screw shaft, corroded and worn bearings, over heating bearings on primary brake, worn bushings, damaged paint and cadmium plate, and broken wire hole on the cover housing. Unit requires all mentioned parts, 100% kit, deep cleaning, NDT, CAD plating, surface treatment, paint, and reconditioning for Overhaul.

Discrepancies Noted:

1. Worn screw shaft. Requires replacement.

Maintenance Release Statement (FAR Pars 121, 125 and 135)

The instruments and or Components above was Serviced and Inspected with Pride and in accordance with current F.A.A. Regulations and is  
[X] Approved | | Not approved to Return to Service. Pertinent details of the Services are on files at this Repair Station.

Name:

Authorized Signature:

Date: 10/31/2023

Adam Superson





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## Teardown

Work Order #: W61449

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Page: 2

**To:**  
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THE BOEING COMPANY  
PO BOX 3707  
SEATTLE WA 98124-2207  
USA,

**Ship To:**  
BOEING DALLAS SERVICE CENTER  
2750 REGENT BOULEVARD  
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2. Missing lower pin and hardware. Requires replacement.
3. Worn and corroded bearings. Requires replacement.
4. Overheating bearings. Requires replacement.
5. Broken wire hole on the cover housing. Requires I/H rework.
6. Cadmium plating faded. Requires CAD plating.
7. Internal contamination. Requires deep cleaning.
8. Compressed packings and seals. Requires replacement.
9. Damaged paint. Requires paint.

Rework Required:

1. Deep cleaning.
2. Surface treatment.
3. NDT.
4. I/H rework.
5. CAD plating.
6. Paint.
7. Reconditioning.

### AD/SERVICE BULLETINS/MODIFICATIONS

Complied with AD 2011-27-03 by accomplishing SB 737-27A1277, Rev. 2, DTD January 08, 2010. Unit has been Modified from P/N: 251A4510-9 to P/N 251A4510-10 IAW Boeing CMM ATA 27-45-12, Rev. 57, DTD July 01, 2023.

### WORK PERFORMED

Performed replacement of all mentioned parts, deep cleaning, surface treatment, NDT, I/H rework, CAD plating, assembly, and testing. Unit passed all functional tests. Performed paint and final reconditioning. Unit has been Overhauled IAW Boeing CMM ATA 27-45-12, Rev. 57, DTD July 01, 2023.

Maintenance Release Statement (FAR Pars 121, 125 and 135)

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[X] Approved | | Not approved to Return to Service. Pertinent details of the Services are on files at this Repair Station.

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Date: 10/31/2023

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