


1. Approving Civil Aviation Authority/Country <b>Transport Canada</b>		2. <b>AUTHORIZED RELEASE CERTIFICATE FORM ONE</b>				3. Form Tracking Number. <b>WO106017</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>R381248-1</b>			
6. Item: 7. Description:		8. Part Number:		9. Quantity:		10. Serial/Batch Number:		11. Status/Work:	
1		FCPC-FLIGHT CONTROL PRIMARY COMP		LA2K1A100DGO000		1.00		2K1003325 REPAIRED	
12. REMARKS  REPAIRED AND TESTED SERVICEABLE PER CMM 27-93-44 REV.11 DATED FEBRUARY 8, 2019 AND ATEC TEST PROGRAM 6-H2CF REL.01. FOR MORE INFORMATION REFER TO THE TEAR DOWN REPORT.									
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  <div>EASA Approval No.: EASA.145.7260 Maintenance performed in accordance with FAR 43.17</div>									
13b. Signature:		13c. Approved Organization Number		14b. Signature 		14c. Approval Organization Number <b>33-12</b>			
13d. Name (Typed or Printed):		13e. Date		14d. Name (Typed or Printed) Stephane Hervieux		14e. Date (dd/mm/yyyy) 02-Jun-2021			
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:** FCPC-FLIGHT CONTROL PRIMARY COMPUTER

**Phone:** +44 1403 798000

**P/N:** LA2K1A100DG0000

**Qty:** 1

**Email:** daniel.smith@ajw-aviation.com

**S/N:** 2K1003325

**Mfg:** AIRBUS SAS

**TSN:** N/A

**TSO:** N/A

**TSR:** N/A

**CSN:** N/A

**CSO:** N/A

**CSR:** N/A

**P/N Out:** LA2K1A100DG0000

**Serial Out:** 2K1003325

### Symptoms:

**CODE:** REPAIR

**DETAILS:** PRIM 1 FAULT.

### Faults:

**CODE:** INITIAL TEST FAILURE

**DETAILS:** On test on ATEC test station, FUNCTIONAL TEST failures.

**CODE:** REPAIR

**DETAILS:** The following repair(s) will be performed:

After level2 troubleshooting, found both OBRM modules to be faulty. Both OBRM must be replaced.

### Corrective Actions:

**CODE:** REPAIRED

**DETAILS:** REMOVED OBRM#1 P/N LA2K1A100DG0100 S/N 000494729 AND OBRM#2 P/N LA2K1A100DG0200 S/N 000010959 AND INSTALLED ON POSITION#1 S/N 000537070 AND ON POSITION#2 S/N 000538365.

REPAIRED AND TESTED SERVICEABLE PER CMM 27-93-44 REV.11 DATED FEBRUARY 8, 2019 AND ATEC TEST PROGRAM 6-H2CF REL.01.

PN	Description	Reason	Qty Needed	Disposition
LA2K1A100DG0100	PCB ON BOARD MEMORY MODULE	DE	1	Consumable
LA2K1A100DG0200	PCB ON BOARD MEMORY MODULE	DE	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.
- (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