


1. Approving Civil Aviation Authority/Country Transport Canada		2. AUTHORIZED RELEASE CERTIFICATE FORM ONE		3. Form Tracking Number: WO56052	
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: R326781-1	
6. Item 7. Description:		8. Part Number:		9. Quantity:	
1		Z010H0005119		1.00	
10. Serial/Batch Number:		11. Status/Work:		REPAIRED	
12. REMARKS REPAIRED AND TESTED SERVICEABLE IN ACCORDANCE WITH CMM 23-73-34 REVISION 15 DATED APR 04, 2017. FOR ADDITIONAL INFORMATION REFER TO TEARDOWN/INSPECTION 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: <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 	
13d. Name (Typed or Printed):		13e. Date		14c. Approval Organization Number 33-12	
				14d. Name (Typed or Printed) Olivier Coutu	
				14e. Date (dd/mm/yyyy) 27/Sep/2017	
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

Tear Down/Inspection Report

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

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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: CIDS Director

Fax #:

PN: Z010H0005119

Serial #: 03125

Email:

Qty: 1

Mfg: AIRBUS SAS

TSN: N/A

TSO: N/A

TSR: N/A

CSN: N/A

CSO: N/A

CSR: N/A

P/N Out: Z010H0005119

Serial # out: 03125

Symptoms:

CODE: REASON FOR REMOVAL

DETAILS: No smoking sign switched off during gear retraction. No smoking signs extinguishes upon gear retraction when toggle switch on auto must be selected ON for it to remain.

Faults:

CODE: INITIAL TEST FAILURE

DETAILS: Initial test failure is attributed to:
- EEPROM can not be erased.

CODE: CLEANING

DETAILS: Cleaning is required due to unit dirty.

CODE: REPAIR

DETAILS: The following repairs will be performed:
- EEPROMs will be replaced.
- Unit will be cleaned.

Final tests will be performed in accordance with CMM following reassembly for serviceability.

Corrective Actions:

CODE: REPAIRED

DETAILS: The following repairs has been performed:
- EEPROMs replaced.
- Unit cleaned.

Repaired and tested serviceable in accordance with CMM 23-73-34 Revision 15 dated Apr 04, 2017.

PN	Description	Reason	Qty Needed	CD	Disposition
X28HC256P115	CIRCUIT, INTEGRATED, EEPROM	DE	2	NE	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: 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, 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.
- (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
- (CS) CUSTOMER SUPPLIED PARTS: Part supplied by customer
- * NORMAL WEAR AND TEAR