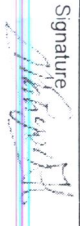


1. Approving Civil Aviation Authority/Country Transport Canada		2.		3. Form Tracking Number. WO74461	
4. Organization Name and Address. AJW Technique Inc 7055, rue Alexander Fleming Saint-Laurent QC H4S-2B7 Canada		AJW technique		5. Work Order, Contract or Invoice Number. R350398 1	
6. Item 7. Description:		8. Part Number:	9. Quantity:	10. Serial/Batch Number:	11. Status/Work:
1	ECAM Control Panel	35-0L0-1002-05	1.00	727	MODIFIED
12. REMARKS UNIT MODIFIED IN ACCORDANCE WITH SB:35-0L0-31-004, REVISION No.3 Dated Nov 07/12 AND SB:35-0L0-31-009, DATE NOV 22/16. AND REPAIRED AND TESTED SERVICEABLE AS PER CMM: 31-61-12 Rev.22 Dated: JUN 30/2017. FOR MORE INFORMATION REFER TO 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		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: 		14c. Approval Organization Number 33-12	
13d. Name (Typed or Printed):	13e. Date	14d. Name (Typed or Printed) Tarek Mahgoun		14e. Date (dd/mm/yyyy) 11/Dec/2018	
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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Date Printed: 11/12/2018

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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: CONTROL PANEL - ECAM

Phone:

S/N: 727

Qty: 1

Email:

P/N: 35-0L0-1001-04

Mfg: AIRBUS OPERATIONS

TSN: UNK

TSO: UNK

TSR: UNK

CSN: UNK

CSO: UNK

CSR: UNK

P/N Out: 35-0L0-1002-05

S/N Out: 727

Symptoms:

CODE: REPAIR

DETAILS: INOP.

Faults:

CODE: INITIAL TEST FAILURE

DETAILS: Initial test failure at section 1 preliminary testes and section 3 keyboard pushbutton is attributed to left CLR push button .

CODE: PAINTING

DETAILS: Painting is required for 2 knobs .

CODE: CUSTOMER REASON FOR REMOVAL CONFIRMATION

DETAILS: Reason for removal is confirmed.

CODE: AD, SB, MOD, SIL REQUIREMENT

DETAILS: SB:35-0L0-31-004

In order to repair the defective pushbutton, and seeing that all pushbutton are not procurable neither repairable per CMM, We need to install a new Face Front with PNR 63-211659-002-R04,he application of SB:35-0L0-31-004, REVISION No.: 3 - Nov 07/12. which also include other hardware changes.

Additional information:

- PART NUMBER OF THE UNIT CHANGE: FROM 35-0L0-1001-04 TO 35-0L0-1002-05.

- PART NUMBER OF THE CPU CARD CHANGE: FROM 35-0L0-160-04 TO 35-0L0-160-05.

- MOD STATUS AMENDMENT: letter F would normally be fitted on the amendment label of the unit.

However, Front panel PN 63-211659-002-R04, is no longer procurable and is replaced by PN 63-211780-002-R01 which give amendment G to unit rather than Amendment F. This is done through SB 35-0L0-31-009.

CODE: REPAIR

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

- Installation of the new memory IC10 on the CPU card.

- Installation of the new CPU identification label.

- Installation of the new front face.

- Installation of the new ECP identification label.

The part number of the unit change from 35-0L0-1001-04 to 35-0L0-1002-05. letter G will be fitted on the amendment label of the unit.

- Paint of 2 knobs .

(SB 35-0L0-31-004 and 35-0L0-31-009 will be embodied)

-Test and certification as per CMM specification.

Corrective Actions:

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CODE: MODIFIED

DETAILS: UNIT MODIFIED IN ACCORDANCE WITH SB:35-0L0-31-004, REVISION No:3 Dated Nov 07/12 AND SB:35-0L0-31-009, DATE NOV 22/16.

AND REPAIRED AND TESTED SERVICEABLE AS PER CMM: 31-61-12 Rev:22 Dated: JUN 30/2017.

PN	Description	Reason	Qty Needed	CD	Disposition
63-211780-002-R01	FACE, FRONT (AMDT G)	SB	1	NE	Work Order
KIT0L0-04	MOD KIT	SB	1	NE	Consumable



technique

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

Tear Down/Inspection Report

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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