

1. Approving Civil Aviation  
Authority/Country

2.

Transport Canada

**AUTHORIZED RELEASE CERTIFICATE  
FORM ONE**

3. Form Tracking Number.

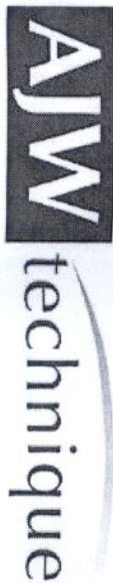
WO107855

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:

R382786-1



6. Item 7. Description:

8. Part Number:

9. Quantity:

10. Serial/Batch Number:

11. Status/Work:

1 Command Sensor Unit

780B0000-01

1.00

02647

REPAIRED

12. REMARKS

Unit repaired in accordance with CMM ATA 27-09-02, Rev 004, dated Feb 15/2011

For further information please refer to tear down report.

PRINTED FROM ELECTRONIC FILE

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:

☐ Approved design data and are in a condition for safe operation.

☐ 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.

☒ CAR 571.10 Maintenance Release

☒ Other regulation specified in Block 12

13b. Signature:

13c. Approved Organization Number

14b. Signature:

14c. Approval Organization Number

13d. Name (Typed or Printed):

13e. Date

14d. Name (Typed or Printed)

14e. Date (dd/mm/yyyy)

Mohamed Cherif Metni

10/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.

Work Order: WO107855

Date Printed: 6/10/2021

Customer RO: R382786-1

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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: Command Sensor Unit

Phone:

P/N: 780B0000-01

Qty: 1

Email:

S/N: 02647

Mfg: LIEBHERR LINDENBERG

TSN: 0

TSO: 0

TSR: 0

CSN: 0

CSO: 0

CSR: 0

P/N Out: 780B0000-01

S/N Out: 02647

**Symptoms:**

CODE: REASON FOR REMOVAL

DETAILS: for function check.

**Faults:**

CODE: INITIAL TEST FAILURE

DETAILS: Friction Brake Torque out of tolerance.

CODE: DISASSEMBLY & INSPECTION FINDINGS

DETAILS: - Counter sunk Screws worn.

CODE: REPAIR

DETAILS: - Unit to be cleaned.  
- Brake torque to be adjusted.  
- Countersunk Screws to be replaced.

Unit to be repaired per CMM 27-09-02 Rev 004

**Corrective Actions:**

CODE: REPAIRED

DETAILS: - Unit cleaned.  
- Brake torque adjusted.  
- Countersunk Screws replaced.

Unit repaired per CMM 27-09-02 Rev 004

PN	Description	Reason	Qty Needed	Disposition
NAS517-3-0	COUNTERSUNK SCREW	WO	3	Consumable



Work Order: WO107855

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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