


1. Approving Civil Aviation Authority/Country <b>Transport Canada</b>		2.		AUTHORIZED RELEASE CERTIFICATE FORM ONE		3. Form Tracking Number. <b>WO93970</b>					
4. Organization Name and Address. <b>AJW Technique Inc</b> 7055, rue Alexander Fleming Saint-Laurent QC H4S-2B7 Canada				5. Work Order, Contract or Invoice Number: <b>R371514-1</b>							
6. Item		7. Description:		8. Part Number:		9. Quantity:		10. Serial/Batch Number:		11. Status/Work:	
1		Leading Edge Slat Actuator Assy		65-44760-14		1.00		2513C		REPAIRED	
12. REMARKS											
<p>- Unit was repaired, tested and finalized in accordance with the CMM 27-81-47, Rev #66, Dated: Jul/01/2019.</p> <p>- For additional information please refer to tear down /inspection report.</p>											
PRINTED FROM ELECTRONIC FILE											
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 <b>33-12</b>			
								14d. Name (Typed or Printed) Mohammed Bennaceur			
								14e. Date (dd/mm/yyyy) 25/Feb/2020			
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:

Phone:

Descr: Leading Edge Slat Actuator Assy

Email:

P/N: 65-44760-14

Qty: 1

S/N: 2513C

Mfg: BOEING

TSN: UNK

TSO: UNK

TSR: 0

CSN: UNK

CSO: UNK

CSR: 0

P/N Out: 65-44760-14

S/N Out: 2513C

**Symptoms:**

CODE: REASON FOR REMOVAL  
DETAILS: RFR: MALFUNCTION.

**Faults:**

CODE: CUSTOMER INDUCED DAMAGE

DETAILS: - Unit arrived in shop with connector cable cut due to improper handling. (Ref picture)

CODE: CLEANING

DETAILS: - Cleaning is required due to the condition of unit during reception, before visual inspection and initial test.

CODE: INITIAL TEST FAILURE

DETAILS: - indicator light don't working. due to the condition of the cable.  
- operation and proof test failed.

CODE: DISASSEMBLY / INSPECTION FINDINGS

DETAILS: During disassembly and inspection of the unit the following anomalies were found:

- Found the seals on the inner and outer piston worn due to wear and tear during normal operation.
- Found bearing on Rod end assy and on housing out of tolerance.
- Inner and outer piston found light scratches.
- Bearing location on rod end and housing corroded and pitted.

CODE: REPAIR

DETAILS: Unit will be repaired, tested and finalized in accordance with the CMM 27-81-47, Rev #66, Dated: Jul/01/2019.

- All worn seals and back ups will be replaced with new.
- Both bearing P/N: MS14103-10 will be replaced with new.
- Inner and outer piston will be polished.
- Bearing location on rod end and housing will be repaired.
- Connector cable will be repaired.





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### Corrective Actions:

CODE: REPAIRED

DETAILS: Unit will be repaired, tested and finalized in accordance with the CMM 27-81-47, Rev #66, Dated: Jul/01/2019.

- All worn seals and back ups was replaced with new.
- Both bearing P/N: MS14103-10 was replaced with new.
- Inner and outer piston was polished.
- Bearing location on rod end and housing was repaired.
- Connector cable was repaired.

PN	Description	Reason	Qty Needed	Disposition
65-44752-3	HOUSING ASSY	RW	1	Work Order
66-22833-3	WIRE-LOCK	NR	1	Consumable
69-54514-2	WASHER, lock	NR	1	Consumable
69-73485-3	ROD-ASSY-END	RW	1	Work Order
69-73486-1	TAB-LOCKING	NR	1	Consumable
7496K42	TUBING-HEATSHRINK	nr	1	Consumable
7856K63	TUBING-HEATSHRINK	nr	1	Consumable
BACC45FT8C2P	CONNECTOR	DE	1	Consumable
BACN10JC3CM	NUT	WO	1	Consumable
BACS13S080B	SLEEVE	nr	1	Consumable
BACS13S149C	SLEEVE	nr	1	Consumable
BACS34A14A	SCRAPER	NR	1	Consumable
BACS34A25A	SCRAPER	NR	1	Consumable
MS14103-10	BEARING	WO	2	Consumable
MS28774-008	RING	NR	2	Consumable
MS28774-110	RING	NR	2	Consumable
MS28774-112	RING	NR	2	Consumable
MS28774-212	RING	NR	2	Consumable
NAS1611-008	PACKING	NR	1	Consumable
NAS1611-110	ORING	NR	1	Consumable
NAS1611-112	ORING	NR	1	Consumable



# AJW<sup>®</sup> TECHNIQUE

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

## Tear Down/Inspection Report

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NAS1611-212	PACKING	NR	1	Consumable
NAS1611-228	PACKING	NR	1	Consumable
NAS1611-233	RING	NR	1	Consumable
NAS1612-4	PACKING	NR	4	Consumable
S30772-326H99N	SEAL	NR	1	Consumable
S30772-335H99N	SEAL	NR	1	Consumable
S30775-219H99	SEAL	NR	1	Consumable
S30775-333H99	SEAL	WO	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: 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
- (NDT) Non Destructive Test \* NORMAL WEAR AND TEAR

