

1 Approving Competent  
Authority/Country

CAA UK

## AUTHORISED RELEASE CERTIFICATE

### CAA FORM 1

3. Form Tracking Number

CAA0007106

4. Organisation Name and Address

BAE Systems (Operations) Limited  
Marconi Way  
Rochester  
United Kingdom  
ME1 2XX

5. Work Order/Contract/Invoice

Project :

Sales Order:

273796

Customer P/O:

R419592

**BAE SYSTEMS**

6. Item	7. Description	8. Part Number	9. Quantity	10. Serial No.	11. Status/Work
0001	PRIMARY FLIGHT COMPUTER	49-177-12	1	18080302	Repaired

12. Remarks

REPAIRED, INSPECTED AND TESTED I.A.W CMM 27-06-01 / REV 4 / DATED 01/MAR/2005

WO: 315656-1

The work identified in Block 11 and described herein has been accomplished in accordance with 14 CFR part 43 and in respect to that work, the items are approved for return to service under certificate No. NUY7653L.

13a. Certifies that the items identified above were manufactured in conformity to :

☒ No approved design data and are in condition for safe operation  
☐ No non-approved design data specified in block 12

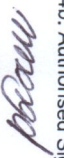
14a ☒ Yes

Part-145.A.50 Release to Service

☐ Yes

Other regulation specified in block 12

Certifies that unless otherwise specified in block 12 the work identified in block 11 and described in block 12 was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.

13b. Authorised Signature	13c. Approval/Authorisation Number	14b. Authorised Signature 	14c. Certificate/Approval Ref. No. UK.145.00890
13d. Name	13e. Date (dd/mm/yyyy)	14d. Name Mir MENGAL	14e. Date (dd/mm/yyyy) 22 Jan 2024

CAA Form 1-MF/CAO/145 Issue 1

### USER / INSTALLER RESPONSIBILITIES

This certificate does not automatically constitute authority to install the item(s).

Where the user / installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user / installer ensures that his / hers airworthiness authority accepts items from the airworthiness authority specified in block 1.

Statements in blocks(s) 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user / installer before the aircraft may be flown.

1 Approving Competent  
Authority/Country

## AUTHORISED RELEASE CERTIFICATE

3. Form Tracking Number

EASA

### EASA FORM 1

EASA0008508

4. Organisation Name and Address

BAE Systems (Operations) Limited  
Marconi Way  
Rochester  
United Kingdom  
ME1 2XX

5. Work Order/Contract/Invoice

Project :  
Sales Order:  
Customer P/O:

**BAE SYSTEMS**

273796

R419592

6. Item

7. Description

8. Part Number

9. Quantity

10. Serial No.

11. Status/Work

0001

PRIMARY FLIGHT COMPUTER

49-177-12

1

18080302

Repaired

12. Remarks

REPAIRED, INSPECTED AND TESTED I.A.W CMM 27-06-01 / REV 4 / DATED 01/MAR/2005

WO: 315656-1

13a. Certifies that the items identified above were manufactured in conformity to :

☒ No approved design data and are in condition for safe operation

☐ No non-approved design data specified in block 12

14a ☒ Yes Part-145.A.50 Release to Service

☐ No Other regulation specified in block 12

Certifies that unless otherwise specified in block 12 the work identified in block 11 and described in block 12 was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.

13b. Authorised Signature

13c. Approval/Authorisation Number

14b. Authorised Signature



14c. Certificate/Approval Ref. No.

EASA.145.3120

13d. Name

13e. Date (dd/mm/yyyy)

14d. Name

MIR MENGAL

14e. Date (dd/mm/yyyy)

22 Jan 2024

EASA Form 1 - MF/CAO/145 Issue 3

### USER / INSTALLER RESPONSIBILITIES

This certificate does not automatically constitute authority to install the item(s).

Where the user / installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user / installer ensures that his / hers airworthiness authority accepts items from the airworthiness authority specified in block 1.

Statements in blocks(s) 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user / installer before the aircraft may be flown.



BAE SYSTEMS (OPERATIONS) LIMITED  
MARCONI WAY  
ROCHESTER  
KENT, ME1 2XX, GB

Failure Detail Report

<b>Part No Received:</b>	49-177-12	<b>Part No Despatched:</b>	49-177-12
<b>NSN Received:</b>		<b>NSN Despatched:</b>	
<b>Serial Received:</b>	18080302	<b>Serial Despatched:</b>	18080302
<b>Date In:</b>	14-NOV-23	<b>Date Out:</b>	18-JAN-24
<b>Repair Order No:</b>	315656	<b>Operator:</b>	A J WALTER AVIATION LTD
<b>Work Order:</b>	203520 - 315656-1	<b>Aircraft:</b>	BOEING 777
		<b>Aircraft Tail No:</b>	EC-MUA
<b>Contract:</b>	R419592	<b>System:</b>	PFC
<b>Project Number:</b>			
<b>Equipment Description:</b>	PRIMARY FLIGHT COMPUTER		
<b>Visual On Receipt:</b>	DUST CAPS FITTED, PINS OK, SEALS INTACT, SOME PAINT CHIPS AND SCUFF MARKS TO OUTER CASING.		
<b>Flight Snag Details:</b>	MAINT ECAS MSG.		
<b>Primary Failure(s):</b>	<p>Reported Defect Confirmed PO Review - please test and repair IAW latest revision of CMM. Initial tested IAW CMM 27-06-01 Rev 4. Seals intact, FRS on receipt 2762-PFC-741-00. Lane 2 Isolated, ATEC unable to reinstate. Manual reinstate revealed Lane 2 PSM functioned intermittently. Donor PSM fitted to Lane 2. All ATEC tests passed. Initial Test failed due to intermittent Lane 2 PSM 7500-00174-05 SN 04544. When checked on the PSM Manual Test Set it was found that all supply rails were at 0V. However, when T2 was pressed, the supply rails were restored. Suspect joints to T2. The other joints also look grainy and dull. NVM and ETI / PCI files downloaded. Initial Inspected IAW CMM 27-06-01 Rev 4. Inspection failed. Dry joints to T2 on Lane 2 PSM. Ref Inwards Goods findings - Paint chips and scuff marks are cosmetic only and not detrimental to form, fit or function. NVM Reviewed - Self test failures found in all 3 lanes. Unit has failed initial test and inspection. No action required. T2 joints remade. Unit passed Final Inspection IAW CMM 27-06-01 Rev 4. Final Test carried out IAW CMM 27-06-01 Rev 4. All tests passed. FRS loaded prior to release: 2762-PFC-741-00.</p>		
<b>General Failure(s):</b>			
<b>Mod State On Receipt:</b>	NIL		
<b>Mods Embodied:</b>			