


1. Approving Civil Aviation Authority/Country Transport Canada		2. AUTHORIZED RELEASE CERTIFICATE FORM ONE			3. Form Tracking Number. WO86119-v1	
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: R363448-1	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial/Batch Number:	11. Status/Work:	
1	FUEL CONTROL MODULE ASSEMBLY	233A3202-5	1.00	D00570	REPAIRED	
12. REMARKS Repair and tested serviceable in accordance with CMM 28-09-31 Rev.24 Dated Jan 22/2018. For additional information refer to Teardown/Inspection Report.						
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		EASA Approval No.: EASA.145.7260 Maintenance performed in accordance with FAR 43.17				
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) Benoit Carle		
				14e. Date (dd/mm/yyyy) 25/Sep/2019		
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:

Descr: FUEL CONTROL MODULE ASSEMBLY

Phone:

P/N: 233A3202-5

Qty: 1

Email:

S/N: D00570

Mfg: BAE SYSTEMS CONTROLS

TSN: UNK

TSO: UNK

TSR: 0

CSN: UNK

CSO: UNK

CSR: 0

P/N Out: 233A3202-4

S/N Out: D00570

Symptoms:

CODE: FUNCTIONAL DEFECT

DETAILS:

Faults:

CODE: INITIAL TEST FAILURE

DETAILS: Initial test failure is attributed to...Fail test procedure 44,50 and 53. Indication lamps burnt.

CODE: DISASSEMBLY / INSPECTION FINDINGS

DETAILS: During disassembly and inspection of the unit the following anomalies were found:selector switches broken or worn. Unit full of dust.

CODE: REPAIR

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

Replace all indication lamps.

Replace selector switches S4-S9.

Deep clean unit.

Final test to be performed in accordance with CMM 28-09-31.

Corrective Actions:

CODE: REPAIRED

DETAILS: The following repair(S) were performed:

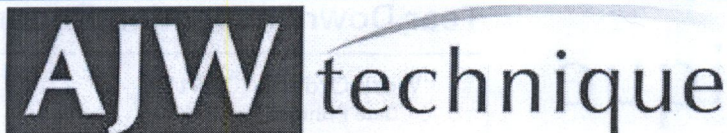
Visually inspected and unit cleaned.

All indication lamps replaced.

Toggle switch S4-S9 were replaced.

Repair and tested serviceable in accordance with CMM 28-09-31 Rev.24 Dated Jan 22/2018.

PN	Description	Reason	Qty Needed	Disposition
1TL150-3D	SWITCH, TOGGLE	DE	4	Consumable
64AT34-3D	TOGGLE SWITCH	DE	2	Consumable
GE387	LAMP	BU	26	Consumable



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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
- (NDT) Non Destructive Test * NORMAL WEAR AND TEAR