



1. Approving Civil Aviation Authority/Country Transport Canada		2.		AUTHORIZED RELEASE CERTIFICATE FORM ONE			3. Form Tracking Number. WO138569				
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: R407624-1			
6. Item:		7. Description:		8. Part Number:		9. Quantity:		10. Serial/Batch Number:		11. Status/Work:	
1		VALVE-OUTFLOW		9023-15703-81		1.00		3470		REPAIRED	
12. REMARKS Repaired as per CMM 21-31-30, Rev. 15, Oct.24/11. For additional 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											
Maintenance performed in accordance with FAR 43.17 EASA Approval No.: EASA.145.7260											
13b. Signature:				13c. Approved Organization Number				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			
13d. Name (Typed or Printed):				13e. Date				14b. Signature 			
14c. Approval Organization Number 33-12				14d. Name (Typed or Printed) Jacques Moisan				14e. Date (dd/mm/yyyy) 30/Nov/2023			
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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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.
- (CR) CUSTOMER REQUEST
- (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
- (NDT) NON DESTRUCTIVE TEST
- (IP) INCORRECT PART; (SS) SUPERSEDED; (AR) AS REQUIRED;
- * NORMAL WEAR AND TEAR

AJW. TECHNIQUE

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

Tear Down/Inspection Report

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3145-16098-5	PACKING	WO	1	Consumable
3145-16317	SEAL	WO	1	Consumable
3210-20602-01	LABEL ID OUTFLW VALVE MOD LA	WO	1	Consumable
4063-16637-3	VALVE	LE	1	Replace
5021-17530-1	RESISTOR, VARIABLE	DE	1	Consumable
MS17826-6	NUT	NR	4	Consumable
MS20392-1C25	PIN, HEADED SCREW	WO	1	Consumable
MS20392-1C33	PIN	WO	1	Consumable
MS9245-21	PIN	NR	2	Consumable
MS9245-43	COTTER PIN	NR	9	Consumable
NAS5902-5	SCREW	WO	4	Consumable

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CODE: REPAIR

DETAILS: The following repair(s) will be performed:
Feedback variable resistor to be replaced.
Valve door faceplate to be repainted in white.
Warning caps to be installed on pressure sensors prior shipping.
General preventive maintenance to be performed on gearbox assembly:
- Disassembly of gearbox.
- Cleaning of all gearbox components.
- Visual inspection of all gearbox components.
- Replacement of packing.
- Re-lubrication of gearbox.
- Reassembly.
- Testing.
All links and rod ends to be checked for stiffness / looseness and lubricated.
All seals to be decontaminated from dirt and grime.
Pressure switches to be verified for response and leakage.
Motors to be verified for current draw and reliability.
RVT to be verified and adjusted.
Pins on both stoppers to be checked and adjusted if needed.
Unit to be put under dynamic tests and cycled (open/close) numerous times with load.
Valve assy to be replaced.
Gear box to be cleaned and re-greased.
Packing (Gear box) to be replaced.
Nuts to be replaced.

Unit to be repaired as per CMM 21-31-30, Rev.15 Oct,24/11.

Corrective Actions:

CODE: REPAIRED

DETAILS: Feedback variable resistor replaced.
Valve door faceplate repainted in white.
Warning caps installed on pressure sensors prior shipping.
General preventive maintenance performed on gearbox assembly:
- Disassembly of gearbox.
- Cleaning of all gearbox components.
- Visual inspection of all gearbox components.
- Replacement of packing.
- Re-lubrication of gearbox.
- Reassembly.
- Testing.
All links and rod ends checked for stiffness / looseness and lubricated.
All seals decontaminated from dirt and grime.
Pressure switches verified for response and leakage.
Motors verified for current draw and reliability.
RVT verified and adjusted.
Pins on both stoppers replaced.
Unit put under dynamic tests and cycled (open/close) numerous times with load.
Valve assy replaced by "inspected /tested".
Gear box cleaned and re-greased.
Packing (Gear box) replaced.
Nuts replaced.

Repaired as per CMM 21-31-30, Rev. 15, Oct,24/11.

PN	Description	Reason	Qty Needed	Disposition
21817-01	WARNING KIT	MI	2	Consumable
3042-19569-1	RIVET, BLIND		7	Consumable

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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: VALVE-OUTFLOW

Phone:

P/N: 9023-15703-81

Qty: 1

Email:

S/N: 3470

Mfg: NORD-MICRO

TSN: UNK

TSO: UNK

TSR: UNK

CSN: UNK

CSO: UNK

CSR: UNK

P/N Out: 9023-15703-81

S/N Out: 3470

Symptoms:

CODE: DEFECT

DETAILS: CP1 or CP2 repetitive fault during flight.
Received with gear box p/n:6343-16917-2 s/n:9858
E. boxes p/n:6331-16639-5 s/n:9747506
s/n:4499

Faults:

CODE: CUSTOMER REASON FOR REMOVAL CONFIRMATION

DETAILS: Reason for removal :
"CP1 OR CP2 REPETITIVE FAULT DURING FLIGHT". During test, a slight jump when valve opening/closing angle is
between 12 and 15 degrees.

CODE: PARTS MISSING/INCOMPLETE

DETAILS: Warning kit missing from unit.

See attached document. Qty: 1.

CODE: Warning kit P/N 21817-01, Qty: 2 to be installed.
INITIAL TEST FAILURE

DETAILS: Initial test failure is attributed to a defective feedback potentiometer.

CODE: DISASSEMBLY / INSPECTION FINDINGS

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

Feedback variable resistor defective.

Warning kit caps missing.

Nuts worn.

Paint starting to chip away on faceplate.

Due to valve assy worn : It is impossible to adjust the seals. The frame is bent. The valve assy will be replaced.

The Gear box has been opened and inspected :

- Needs to be cleaned and re-greased.

- Packing worn.

CODE: CLEANING

DETAILS: Cleaning is required due to door valves assembly, gearbox assembly and electronic boxes are dirty.