


24/11/2014

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|---|--|-----------------------------------|--|--|--|--|--|
| 1. Approving Civil Aviation Authority/Country | | 2. Transport Canada | | AUTHORIZED RELEASE CERTIFICATE FORM ONE | | 3. Form Tracking Number: WO42704 | |
| 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: R304093-1 | | | |
| 6. Item: | | 7. Description: | | 8. Part Number: | | 9. Quantity: | |
| 1 | | Normal Brake Manifold Assembly | | C24837101-4 | | 1.00 | |
| | | | | 10. Serial/Batch Number: | | 11. Status/Work: | |
| | | | | UR14-798 | | REPAIRED | |
| 12. REMARKS Manifold Normal Brake Assembly was repaired as per CMM 32-47-45 Rev.7, dated: Feb 03 / 2015. For additional information refer to the Tear Down / Inspection Report. | | | | | | | |
| <div style="text-align: center;">PRINTED FROM ELECTRONIC FILE</div> | | | | | | | |
| 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 | | 14c. Approval Organization Number | |
| | | | |  | | 33-12 | |
| 13d. Name (Typed or Printed): | | 13e. Date | | 14d. Name (Typed or Printed) | | 14e. Date (dd/mm/yyyy) | |
| | | | | Suzanne Chagnon | | 31/Oct/2016 | |
| <div style="text-align: center;">Installer Responsibilities</div> | | | | | | | |
| 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. | | | | | | | |

EASA Approval No.: EASA.145.7260
Maintenance performed in accordance with FAR 43.17

Tear Down/Inspection Report



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

Work Order #: WO42704

Date Printed: 31/10/2016

Customer RO: R304093-1

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To:
A J WALTER AVIATION LIMITED
THE HEADQUARTERS
MAYDWELL AVENUE
SLINFOLD, WEST SUSSEX RH13 0AS
UNITED KINGDOM

Phone #:

Code: AJW01

Descr: Normal Brake Manifold Assembly

Fax #:

PN: C24837101-4

Serial # : UR14-798

Email:

Qty: 1

Mfg: MESSIER BUGATTI

TSN: N/A

TSO: N/A

TSR: N/A

CSN: N/A

CSO: N/A

CSR: N/A

P/N Out: C24837101-4

Serial # out: UR14-798

Symptoms:

CODE: REASON FOR REMOVAL

DETAILS: REMOVED DURING C CHECK BY DEFERED ITEM. INOPERATIVE.

Faults:

CODE: QUOTE

DETAILS: PRELIMINARY INSPECTION (VISUAL):

PART MISSING: NO
DAMAGE FOUND (CID): NO
HRS/CYCLE RECEIVED: NO

ADDITIONAL REQUIREMENT:

AD, SB, MOD, SIL NO
ADD.CUST. REQUEST NO

WARRANTY REQUESTED? NO

TEST ARRIVAL:

INITIAL TEST FAIL? NO

REASON FOR REMOVAL CONFIRMED: NO

DISASSEMBLY/INSPECTION:

ANY ANOMALIES FOUND DURING DISASSEMBLY/INSPECTION YES

WORK TYPE: REPAIR

WORKSCOPE:

CALIBRATION NO
CLEANING YES
OUT OF SCOPE NO
OVERHAUL NO

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PAINTING YES
REPAIR YES
REWORK YES
TIME CONTROLLED/TX NO
RE-QUOTE: NO

CODE: INITIAL TEST FAILURE

DETAILS: - Manifold Normal Brake Assembly requires individual testing of the two Brake Servo Valves and two Safety Valves.
- Manifold Body p/n: C24737002-4 will also need a proof pressure testing to check for external leakage..
- No fault found during the test for all sub-assembly.

CODE: CUSTOMER REASON FOR REMOVAL CONFIRMATION

DETAILS: Reason for removal is not confirmed.

CODE: DISASSEMBLY / INSPECTION FINDINGS

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

Manifold Normal Brake p/n: C24737002-4
- Found erosion on servo valve interfaces.
- Touch-up of painting is required due to paint peeling.

Brake Servo Valve p/n: C20374000-2, s/n: 50218.
- In order to perform the test, the end plate must be replaced with blanking plate.
- No fault found.

Brake Servo Valve p/n: C20374000-2, AMDT'A', s/n: A188C20374
- In order to perform the test, the end plate must be replaced with blanking plate.
- Found connector lightly bent, still functional and no replacement is required.

CODE: PAINTING

DETAILS: Touch-up painting is required due to paint lightly peeling.

CODE: REWORK

DETAILS: - The re-facing on interfaces of servo valve is required to removed erosion and corrosion.
- Protection (alodine) must be applied on machining surface.

CODE: REPAIR

DETAILS: Manifold Normal Brake Assembly must be repaired as per CMM 32-47-45 Rev.7, dated: Feb 03 / 2015.

Brake Servo Valve p/n: C20374000-2, s/n: 50218 must be repaired as per CMM 32-43-15 Rev.6, dated: Oct 28 / 2014.

Brake Servo Valve p/n: C20374000-2, AMDT'A', s/n: A188C20374 must be repaired as per CMM 32-43-15 Rev.6, dated: Oct 28 / 2014.

Safety Valve p/n: C25243002-2, H0413 must be inspected / tested as per CMM 32-47-48 Rev.4 , dated: Sep 04 / 2014.

Safety Valve p/n: C25243002-2, Y00390 must be inspected / tested as per CMM 32-47-48 Rev.4 , dated: Sep 04 / 2014.

Manifold Normal Brake p/n: C24737002-4, s/n: Y10196 must be repaired as per same CMM of higher assembly.

Corrective Actions:

CODE: REPAIRED

DETAILS: Manifold Normal Brake Assembly was repaired as per CMM 32-47-45 Rev.7, dated: Feb 03 / 2015.



technique

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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
- * NORMAL WEAR AND TEAR