

<p>1. Approving Civil Aviation Authority/Country Transport Canada</p>		<p>2. Form Tracking Number: WO59713</p>	
<p>3. Organization Name and Address: AJW Technique Inc 7055, rue Alexander Fleming Saint-Laurent QC H4S-2B7 Canada</p>			
<p>4. Item 7. Description: 1 ACTUATOR ASSY-LOCKING UPPER</p>		<p>8. Part Number: 315A2801-1</p>	<p>9. Quantity: 1.00</p>
<p>5. Item 7. Serial/Batch Number: A0025339</p>		<p>10. Serial/Batch Number: A0025339</p>	
<p>11. Status/Work: OVERHAULED</p>			
<p>12. REMARKS Unit was overhauled and tested in accordance with CMM 78-31-19 (Rev NO. 37 , Dated Nov 01/2017. For additional information refer to the tear down / inspection report.</p>			
<p>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</p>		<p>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 type="checkbox"/> Other regulation specified in Block 12</p>	
<p>13b. Signature: <i>[Signature]</i></p>		<p>14b. Signature: <i>[Signature]</i></p>	
<p>13c. Approved Organization Number</p>		<p>14c. Approval Organization Number 33-12</p>	
<p>13d. Name (Typed or Printed) Ronald Dort</p>		<p>14d. Date (dd/mm/yyyy) 13/Feb/2018</p>	
<p>Installer Responsibilities</p>			
<p>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.</p>			



technique

5. Work Order, Contract or Invoice Number:
R3-2205-1

PUBLIC AVIATION

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

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

Phone #: Code: AJW01	Fax #: PN: 315A2801-1	Serial # : A0025339	Email: Qty: 1
Descr: ACTUAL OR ASSY LOCKING UPPER			Mfg: BOEING
TSN: N/A	ISO: N/A	TSR: N/A	CSN: N/A
CSO: N/A		CSR: N/A	

P/N Out: 315A2801-1

Serial # out: A0025339

Symptoms:

CODE: REASON FOR REMOVAL
DETAILS: INOP FOR REPAIR

Faults:

CODE: CLEANING
DETAILS: Cleaning is required to
- Remove dirt and grease prior to visual inspection, test and after disassembly.

CODE: NO FAULTS FOUND ON TEST
DETAILS: Faults found
- Length check was beyond limits.
- Feed back rod found bent.
- Visual inspection found excessive wear on piston and unit partially disassembled.

CODE: CUSTOMER INDUCED DAMAGE
DETAILS: Description of damage found:
- Dents found in tube assy P/N 315A2832-1.
- See attached pictures QTY: 2

CODE: DISASSEMBLY / INSPECTION FINDINGS
DETAILS: During disassembly and inspection of the unit the following anomalies were found:
- Received unit partially disassembled (See attached picture)
- Feed back rod bent P/N 315A1868-4 (See attached picture)
- Wear marks or grooves found on piston P/N 315A1842-4 (See attached picture).
- Dents found on assemble tube P/N 315A2832-1 (See attached pictures)
- Seals, packings and bushings found worn.

CODE: REWORK
DETAILS: The following rework will consist of
- Piston Chrome repair 5-1 will be performed Per CMM 78-31-19 .

CODE: OVERHAUL
DETAILS: Due to the condition of the unit an overhaul will be performed.
Unit fully disassembled and inspected. 100% consumable to be replaced.

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- Feed back rod P/N 315A1868-4 will be replaced.
- Piston P/N 315A1842-4 will be repaired.
- Tube assy P/N 315A2832-1 will be replaced
- Unit will be overhauled and tested in accordance with CMM 78-31-19 ,Rev NO. 37 , Dated Nov 01/2017.

Corrective Actions:

CODE: OVERHAULED

DETAILS: Unit fully disassembled and inspected. 100% consumable replaced.

- Feed back rod P/N 315A1868-4 was replaced.
- Piston P/N 315A1842-4 was repaired.
- Tube assy P/N 315A2832-1 was replaced
- Unit was overhauled and tested in accordance with CMM 78-31-19 ,Rev NO. 37 , Dated Nov 01/2017.

PN	Description	Reason	Qty Needed	CD	Disposition
1452-010	SLEEVE LOCK	WO	1	NE	Consumable
1452-011	RING LOCK	NR	1	NE	Consumable
315A1814-1	NUT	WO	1	NE	Consumable
315A1820-5	PISTON ASSY	RW	1	REP	Replace
315A1828-2	PIN-LOCKING	NR	1	NE	Consumable
315A1828-4	LOCKING PIN	WO	1	NE	Consumable
315A1833-1	WASHER LOCK	NR	1	NE	Consumable
315A1867-1	SPACER	WO	1	NE	Consumable
315A1867-3	SPACER	WO	3	NE	Consumable
315A1868-4STAR	ROD -FEEDBCK	WO	1	NE	Consumable
315A1890-1	LOCK WASHER	NR	1	NE	Consumable
315A2832-1	TUBE	CID	1	NE	Consumable
BAC27DTR0013	MARKER - ALUMINUM FOIL - CAUT	NR	1	NE	Consumable
BACB28X7F037	BUSHING, SLEEVE	WO	2	NE	Consumable
BACB30LJ4-18	BOLT	WO	1	NE	Consumable
BACN10JC3CM	NUT	NR	2	NE	Consumable
BACN10JC4CM	NUT	NR	3	NE	Consumable
BACN10JC5CM	NUT	NR		NE	Consumable
BACS11AA011A	SEAL FOOT	NR		NE	Consumable
BACS34A5A	SCRAPER	NR		NE	Consumable
MLT2HLP	TIE	NR		NE	Consumable
MS28782-12	RING	NR	4	NE	Consumable
MS28782-14	RING	NR	2	NE	Consumable



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REASON LEGEND

- (AD) AD: Part replaced due to Airworthiness 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 DAMAGE: 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-rings, rings,askets, 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