CFM56-3C1
ESN726246
MINIPACK

1751 NW 129 AVE STE115 • Miami, Florida 33182• Tel: (305) 591-9469• Fax: (305) 592-0688

FAA FORM 337

MAJOR REPAIR AND ALTERATION

1751 NW 129 AVE STE115 • Miami, Florida 33182• Tel: (305) 591-9469• Fax: (305) 592-0688

U.S. Department of Transporation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark	Serial No.	
	Make	Model	Series
2. Owner	Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)* Address City State Zip Country	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME	—	*(As described in item 1 above)*	—
☒	☐	POWERPLANT	CFM International	CFM56-3C1	726246
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name JET ENGINE TECHNOLOGY, CORP.
Address 7980 N.W. 33RD STREET
City DORAL State FLORIDA
Zip 33122 Country UNITED STATES OF AMERICA

B. Kind of Agency

☐	U.S. Certificated Mechanic	☐	Manufacturer
☐	Foreign Certificated Mechanic	C. Certificate No.	
☒	Certificated Repair Station	J9GR114O Limited Powerplant, Airframe, & Accessories	
☐	Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual
Renzo Cabrera – Director of Quality
APR-03-2020

7. Approval for return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐ Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☒	Repair Station	☐	Inspection Authorization	Other *(Specify)*

Certificate or Designation No.
J9GR114O
Limited Powerplant, Airframe, & Accessories

Signature/Date of Authorized Individual
Lauren Quintanilla – Chief Inspector
APR-03-2020

FAA Form 337 (10-06)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Work Order: 2020-546	Customer: LCH Trading, Inc		
Model: CFM56-3C1	**Engine Serial Number: 726246**	Nationality and Registration Mark	Date
E.T.T: 37,812	**E.T.C: 25,327**		

Subject engine was received with limited repair instructions to perform a full performance restoration.

Fan & Booster Module (ATA 72-21-00)

1. Replaced Fan & Booster with module from ESN 858708 and was modular inspected for continued time.
2. Installed (38ea) an overhauled set of 37° midspan shroud Fan Blades.
3. Accomplished Fan Blade lubrication at this shop visit.
4. All other exposed areas/components were inspected per CFM56-3 ESM and their corresponding Adjacent Area Inspections.

N°1 & N°2 Bearing Support Module (ATA 72-22-00)

1. Replaced N°1 & N°2 Bearing Support with module from ESN 858708 and was modular inspected for continued time.
2. All other exposed areas/components were inspected per CFM56-3 ESM and their corresponding Adjacent Area Inspections.

Fan Frame Module (ATA 72-23-00)

1. Fan Frame was modular inspected for continued time.
2. All other exposed areas/components were inspected per CFM56-3 ESM and their corresponding Adjacent Area Inspections.

Core Major Module (ATA 72-31-00, 72-32-00, 72-33-00, 72-41-00, 72-42-00, 72-51-00, 72-52-00 & 72-53-00)

1. Replaced Core MM with module from ESN 858708. HPC Rotor was cleaned, assembled and balanced.
2. Modular inspected Combustor Assembly and installed (20ea) set of bench checked of Fuel Nozzles.
3. Installed an inspected set of HPT NGV Segments. Verified HPT Nozzle throat area.
4. Replaced all HPT LLPs. Installed a continued time repaired HPT Blades. HPT Rotor was assembled and balanced.
5. MOD12 was modular inspected. Installed a continued time inspected set of LPT NGVs & OVH HPT Shrouds.
6. Performed HPT Shroud grinding to obtain J05 Clearance within 0.082".
7. All other exposed areas/components were inspected per CFM56-3 ESM and their corresponding Adjacent Area Inspections.

Low Pressure Turbine Module (ATA 72-00-03)

1. Replaced LPT MM with module from ESN 858708. LPT Rotor was cleaned, inspected and assembled.
2. Replaced LPT Shaft and was modular inspected for continued time. LPT Rotor/Shaft Assembly was assembled and balanced.
3. Replaced LPT Frame was modular inspected and installed.
4. All other exposed areas/components were inspected per CFM56-3 ESM and their corresponding Adjacent Area Inspections.

Gearboxes (ATA 72-61-00, 72-62-00 & 72-63-00)

1. Replaced IGB & No.3 Brg Module. Reworked AGB per SB72-1129R4. All other Gearboxes were inspected in situ.
2. Installed a REP PMC, MEC & Fuel Filter Switch; OVH Bleed Valve Gear Motor & VSV Actuator (1ea); INSP/TESTED CIT Sensor, FIT Sensor, VSV Actuator (1ea) & TCC Timer.
3. All other exposed areas/components were inspected per CFM56-3 ESM and their corresponding Adjacent Area Inspections.

All pertinent **Airworthiness Directives** were reviewed and were found to be current at this visit. The following ones were accomplished this visit.

1. AD 2001-04-06	(Performed Dovetail wear inspection of Fan Disk Blade Slots)
2. AD 2002-13-03	(Inspection of HPC Front Shaft, HPC Stg 1-2 Spool, HPC Stg 3 Disk, HPC Stg 4-9 Spool, HPC CDP Air Seal, LPT Stg 1 Disk & LPT Conical Support)
3. AD 2006-26-01	(Replaced with a NEW Fuel Filter P/N 7597062-101)
4. AD 2013-26-01	(Reworked AGB P/N 335-300-112-0 S/N WB3918)
5. AD 2017-14-08	(Performed Pull Force Check Inspection of HPC Stator Case)

The following **Service Bulletins** were embodied at this visit:

1. 72-854R5	(Performed Dovetail wear inspection of C-1 Disk Blade Slots)
2. 72-1129R4	(Reworked AGB P/N 335-300-112-0 S/N WB3918)
3. 72-1169R1	(Performed Pull Force Check Inspection of HPC Stator Case)

Accomplished Test N°10 for 3Cl at 23.5K, post-test borescope inspection, and 30-365 days engine preservation in accordance with Boeing B737-300/400/500 AMM Revision 90 dated September 25, 2019 and FAA DER 20-JTC-001.

Subject engine was repaired, tested and found to be serviceable in accordance with CFM International ESM P/N CFMI-TP-SM.5 Revision 77 dated December 15, 2019. All pertinent details of the above are on file at this Repair Station under W.O.# 2020-546.

N/A☐ Additional Sheet Are Attached

FAA FORM 8130-3

AUTHORIZED RELEASE CERTIFICATE

1751 NW 129 AVE STE115 • Miami, Florida 33182• Tel: (305) 591-9469• Fax: (305) 592-0688

1. Approving Civil Aviation Authority/Country: **FAA/UNITED STATES**	2. AUTHORIZED RELEASE CERTIFICATE FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number. 2020-546
4. Organization Name and Address JET ENGINE TECHNOLOGY CORP. 7980 N.W. 33RD STREET DORAL, FLORIDA 33122 FAA CRS # J9GR114O		5. Work Order, Contract, or Invoice Number ESN 726246-3C1

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial/Batch Number:	11. Status/Work:
1.	TURBOFAN ENGINE	CFM56-3C1	1EA	726246	REPAIRED

12. REMARKS

The subject engine was disassembled, cleaned, inspected, repaired, and assembled in accordance with CFM International ESM P/N CFMI-TP-SM.5 Revision 77 dated December 15, 2019.

Accomplished Test N°10 for 3C1 at 23.5K, post-test borescope inspection, and 30-365 days engine preservation in accordance with Boeing B737-300/400/500 AMM Revision 90 dated September 25, 2019 and FAA DER 20-JTC-001.

All **Airworthiness Directives** were reviewed and found to be current. The following A.D.'s were incorporated at this shop visit:

2001-04-06, 2002-13-03, 2006-26-01, 2013-26-01 and 2017-14-08.

The following **Service Bulletins** were embodied at this shop visit:

72-0854R2, 72-1129R4 and 72-1169R1.

Engine Total Time: 37,812 Engine Total Cycles: 25,327

(Time and Cycles supplied by customer) (Refer to form F.A.A 337 for details)

All pertinent details of the work performed are on file at Jet Engine Technology Corp. under work order # 2020-546.

Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number EASA.145.6634.

13a. Certifies the item identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12		14a. ☒ 14 CFR 43.9 Return to Service ☒ 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 with Title 14, Code of Federal Regulations, part 43 and in respect to the work, the items are approved for return to service.	
13b. Authorized Signature: N/A	13c. Approval Authorization No: N/A	14b. Authorized Signature:	14c. Approval/Certificate No: J9GR114O
13d. Name (Type or Printed): N/A	13e. Date (m/d/y): N/A	14d. Name (Typed or Printed): LAUREN QUINTANILLA	14e. Date (dd/mmm/yyyy): 03-APR-2020

User/Installer Responsibilities

It is important to understand that the existence of this Document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs works in accordance with the national regulations of an airworthiness authority different than the Airworthiness Authority of the country specified in Block 1 it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 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 regulation by the user/installer before the aircraft may be flown.

LIFE-LIMITED PARTS STATUS

1751 NW 129 AVE STE115 • Miami, Florida 33182• Tel: (305) 591-9469• Fax: (305) 592-0688

JET ENGINE TECHNOLOGY CORPORATION

As Built Disk Sheet

Work Order: 2020-546	Model: CFM56-3C1	Engine T.T: 37,812
Date: APR-03-2020	E.S.N: 726246	Engine T.C: 25,327

All data for the disks that were NOT changed has been provided by the Customer. All documentation for the disks that HAVE been changed are on file at Jet Engine Technology Corp. under this work order.

Stage	Part Number	Serial Number	Total Hours	Total Cycles	Cycle Limit - Cat.			Cycle Operation - Cat.			Cycle Remaining - Cat.		
					A	B	C	A	B	C	A	B	C
Fan & Booster													
Fan Disk*	335-014-511-0	PA258106	4,840	5,610	30,000	24,900	20,100	0	5,610	0	23,241	19,290	15,571
Booster Spool*	335-009-306-0	DE172942	10,638	11,742	30,000	30,000	30,000	0	11,742	0	18,258	18,258	18,258
Fan Shaft*	335-006-414-0	DD860762	11,670	12,391	30,000	30,000	30,000	649	11,742	0	17,609	17,609	17,609
High Pressure Compressor													
HPC Front Shaft*	1275M37P01	GWNC2747	25,979	11,192	20,000	20,000	20,000	0	0	0	8,808	8,808	8,808
Stage 1 to 2 Spool*^	9992M60G07	MPOQ1550	25,979	11,192	20,000	20,000	18,700	0	0	0	8,808	8,808	8,235
Stage 3 Disk*	1590M59P01	XAEG0992	N/A	8,929	20,000	20,000	20,000	8,929	0	0	11,071	11,071	11,071
Stage 4 to 9 Spool*^	1588M89G03	GWN0377J	24,199	14,082	20,000	20,000	15,800	0	0	0	5,918	5,918	4,675
HPC Rear Air Seal*	1319M25P02	GFF5G6E3	4,840	5,610	20,000	18,000	15,000	0	5,610	0	13,767	12,390	10,325
High Pressure Turbine													
HPT Front Shaft*	1385M90P04	XAEL9629	4,840	5,610	20,000	17,300	17,000	0	5,610	0	13,514	11,690	11,487
HPT Front Air Seal*	1282M72P07	XAEM5569	4,840	5,610	20,000	15,800	15,100	0	5,610	0	12,899	10,190	9,739
HPT Disk*	1475M29P02	XAEL6158	4,840	5,610	20,000	18,500	16,600	0	5,610	0	13,935	12,890	11,566
HPT Rear Shaft*	1864M91P02	TMTTH719	N/A	10,199	20,000	20,000	20,000	10,199	0	0	9,801	9,801	9,801
Low Pressure Turbine													
T-1 Disk*	301-331-126-0	PA804526	4,840	5,610	25,000	25,000	25,000	0	5,610	0	19,390	19,390	19,390
T-2 Disk*	301-331-227-0	PA813855	4,840	5,610	25,000	25,000	25,000	0	5,610	0	19,390	19,390	19,390
T-3 Disk*	301-331-322-0	PA855247	4,840	5,610	25,000	25,000	25,000	0	5,610	0	19,390	19,390	19,390
T-4 Disk*	301-331-429-0	PA794817	4,840	5,610	25,000	25,000	25,000	0	5,610	0	19,390	19,390	19,390
Conical Support*	305-056-116-0	PA750210	4,840	5,610	25,000	25,000	25,000	0	5,610	0	19,390	19,390	19,390
LPT Shaft*	301-330-066-0	DE199222	4,840	5,610	30,000	30,000	30,000	0	5,610	0	24,390	24,390	24,390
LPT Stub Shaft*	301-330-626-0	DE678818	4,840	5,610	25,000	25,000	25,000	0	5,610	0	19,390	19,390	19,390

*Disk or Shaft was replaced at this shop visit

Reviewed By _____
Lauren Quintanilla, Chief Inspector

^HPC Stg 4-9 Spool operated in a CFM56-5B4/P for 14,082 cycles with a 20,000 Cycle Limiter.

^HPC FR Shaft & HPC 1-2 Spool operated in a CFM56-2C1 for 11,192 cycles with a cycle limit of 20,000.

AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

1751 NW 129 AVE STE115 • Miami, Florida 33182• Tel: (305) 591-9469• Fax: (305) 592-0688

JET ENGINE TECHNOLOGY, CORP.

FAA REPAIR STATION Nº J9GR114O

7980 N.W. 33RD STREET DORAL, FLORIDA 33122

CFM56 AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

JET ENGINE TECHNOLOGY CORPORATION

WORK ORDER: 2020-546

ENGINE MODEL: CFM56-3C1 ENGINE S/N: 726246 T.T: 37,812 T.C: 25,327

Note: With regards to this document, the following definitions apply:

CW = Complied with at this shop visit.
PCW = Previously Complied With – Received with upgraded configuration
ND = Not Disassembled per Customer Specifications
NA1 = Not Applicable Due to Engine Model
NA2 = Not Applicable Due to Engine Serial Number
NA3 = Not Applicable Due to Part Numbers
NA4 = Not Applicable Due to Part Serial Numbers

A.D. NUMBER EFF. DATE	CFM56 SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION YES	REPETITIVE INSPECTION NO	COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
86-08-05R1 07-Jul-1986 EASA AD F-1986-066R1	3/72-205R5	Inspect oil distributor P/N's 335-305-800-0 and spirolock P/N 649-363-137-0 in accordance with CFM56-3 SB 72-205. Follow the re-inspection criteria in the AD. Models: CFM56-3, 3B.		X	**NA3:** to TBG P/N 335-300-012-0 S/N VB9122 installed.
89-13-51 Jun 14, 1989		**Superseded by 96-25-11**			**Superseded by 96-25-11**
89-17-04		**Superseded by 89-23-06R1**			**Superseded by 89-23-06R1**
89-23-06R1 Nov 11, 1989 EASA AD F-1989-181R3	2/72-620R4 3/72-530R3 5/72-A118R1	Removed from service Nº3 Bearing P/N's 9732M10P18 and 1362M76P02. For CFM56-2 and CFM56-3 series engines equipped with Nº3 Bearings, P/N's 9732M10P10; 9732M10P17; or 9732M10P12 (S/N series FAFDxxxx or FAFExxxx); inspect the forward sump magnetic chip detector (MCD) IAW and CFM56-2 SB 72-620 and CFM56-3 SB 72-530. For CFM56-5 series engine equipped with Nº3 Bearing P/N's 9542M60P01; inspect the forward sump magnetic chip detector (MCD) IAW and CFM56-5 ASB 72-A118 Remove from service, prior to further flight, engines which exhibit MCD metallic debris defined as not serviceable IAW service bulletin. Bearing inspections previously accomplished IAW AD 89-17-04 or AD 89-23-06 satisfy the corresponding requirements of this AD. Models: All CFM56-2, CFM56-3, and CFM56-5 engine series.		X	**NA3:** to P/N installed. Ref: Siberia ESN 856502 AD Status dated AUG-31-2016.
90-20-13 Oct 14, 1990 EASA AD F-1990-031R2	3/72-494R4	Applies to Fan Blade P/N's 9527N99P08, 9527M99P09, 9527M99P10, 9527M99P11, and 1285M39P01. Modify the fan module assembly by installing fan blade dampers P/N 335-105-305-0, axial stops P/N 335-105-201-0, and bolts P/N J815PO56A, IAW CFM56-3 SB 72-494. Models: CFM56-3B, 3C.		X	**NA3:** Installed a set of 37º Fan Blades P/N 1590M21P01, 1663M24P01 & 1663M24P02. See Fan Blade Mapping for S/Ns installed.

REVIEWED BY: _____ *DATE:* *APR-03-2020*

Lauren Quintanilla – Chief Inspector

WORK ORDER: 2020-546

ENGINE MODEL: CFM56-3C1 ENGINE S/N: 726246 T.T: 37,812 T.C: 25,327

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NA4 = Not Applicable Due to Part Serial Numbers

A.D. NUMBER EFF. DATE	CFM56 SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION YES	REPETITIVE INSPECTION NO	COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
91-02-10 Feb 11, 1991 EASA AD F-1991-030	3/72-462R3 3/72-450R4	To prevent engine power loss or flameout while operating in heavy precipitation, install fan splitter fairing, fan stage 1 vane assembly, and new centering shroud, IAW CFM 56-3 SB 72-450. Install the 12 door variable bypass valve (VBV) configuration IAW CFM56-3 SB 72-462. Models: All CFM56-3.		X	**PCW:** Ref: Egypt Air ESN 726246 AD Status dated JAN-02-2012.
96-18-16 Dec 9, 1996 EASA AD F-1997-010R1	2A/72-338 2B/72-476 2C/72-728 3/72-695	Reidentify CFM56-2A LPT Conical Supports, P/N 305-056-110-0 and 305-056-111-0, with S/N listed in Table 1 of CFM56-2A SB 72-338 at the next piece-part exposure, but not to exceed 5,700 CSN and LPT Stub Shafts, P/N's 301-330-623-0 and 301-330-624-0, with S/N listed in Table 2 of CFM56-2A SB 72-338 at the next piece-part exposure, but not to exceed 6,400 CSN. Reidentify CFM56-2B LPT Conical Supports, P/N 305-056-106-0, 305-056-109-0, 305- 056-110-0, and 305-056-111-0, with S/N listed in Table 1 of CFM56-2B SB 72-476, at the next piece-part exposure, but not to exceed 8,700 CSN and LPT Stub Shafts, P/N's 301-330-618-0, 301-330-619-0, 301-330- 623-0, and 301-330-624-0, with S/N listed in Table 2 of CFM56-2B SB 72-476 at the next piece-part exposure, but not to exceed 8,300 CSN. Reidentify CFM56-2 LPT Conical Supports, P/N 305-056-106-0, 305-056-109-0, 305- 056-110-0, and 305-056-111-0, with S/N listed in Table 1 of CFM56-2 SB 72-728 at the next piece-part exposure, but not to exceed 18,000 CSN. Reidentify CFM56-3 LPT Stub Shafts, P/N 301-330-618-0, 301-330-619-0, 301-330-623-0, and 301-330-624-0, with S/N listed in Table 2 of CFMI CFM56-3 SB 72-695 as follows: For engines operating at the Category A thrust rating, at the next piece-part exposure, but not to exceed a total Category A thrust rating life of 20,000 CSN. For engines operating at the Category B thrust rating, at the next piece-part exposure, but not to exceed a total Category B thrust rating life of 11,400 CSN. For engines operating at the Category C thrust rating, at the next piece-part exposure, but not to exceed a total Category C thrust rating life of 7,900 CSN. Reidentify CFM56-3 LPT Conical Supports, P/N 305-056-106-0, 305-056-109- 0, 305-056-110-0, and 305-056-111-0, with S/N listed in Table 1 of CFM56-3 SB 72-695 as follows: For engines operating at the Category A thrust rating, at the next piece-part exposure, but not to exceed a total Category A thrust rating life of 12,100 CSN. For engines operating at the Category B thrust rating, at the next piece-part exposure, but not to exceed a total Category B thrust rating life of 9,300 CSN. For engines operating at the Category C thrust rating, at the next piece-part exposure, but not to exceed a total Category C thrust rating life of 5,700 CSN. Remove from service CFM56-5 LPT Conical Support, P/N 336-000-305-0, prior to accumulating 11,300 CSN. Models: All CFM56-2 and CFM56-3 engine series.		X	**NA3:** to LPT Stub Shaft P/N 301-330-626-0 and LPT Conical Support P/N 305-056-116-0 installed.

REVIEWED BY: _____ *DATE:* *APR-03-2020*

Lauren Quintanilla – Chief Inspector

JET ENGINE TECHNOLOGY, CORP.

FAA REPAIR STATION Nº J9GR114O

7980 N.W. 33RD STREET DORAL, FLORIDA 33122

CFM56 AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

JET ENGINE TECHNOLOGY CORPORATION

WORK ORDER: 2020-546

ENGINE MODEL: CFM56-3C1 ENGINE S/N: 726246 T.T: 37,812 T.C: 25,327

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NA3 = Not Applicable Due to Part Numbers
NA4 = Not Applicable Due to Part Serial Numbers

A.D. NUMBER EFF. DATE	CFM56 SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION YES	REPETITIVE INSPECTION NO	COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
96-25-11 Jan 29, 1997	3/72-543R8 737-71-1203R10	To prevent fan blade failure that may result in complete loss of power, accomplish the following: For CFM56-3C-1 model turbofan engines, prior to further flight, remove from service Fan Disk P/N 335-014-511-0 that have operated at unrestricted CFM56-3C-1 thrust levels with fan blade P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, or 1285M39P01 and replace with a serviceable fan disk and remove from service Fan Blade P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, and 1285M39P01 that have operated at unrestricted CFM56-3C-1 thrust levels and replace with a serviceable fan blade. For CFM56-3C-1 model turbofan engines equipped with Fan Blade P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, or 1285M39P01: Prior to further flight, for aircraft that have not already complied with any of the revision levels 3 through 10 of Boeing SB No. 737-71-1203, incorporate the provisions of Boeing SB 737-71-1203. Operate engines at or below CFM56-3B-2 thrust levels, or in accordance with the limitations contained in Appendix I of this AD. For CFM56-3C-1 model turbofan engines equipped with Fan Blade P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, or 1285M39P01, install fan blade P/N's 1590M21P01, 1663M24P01, 1663M24P02, 1663M24P03, 1663M24P04, or 1663M24P05 IAW CFM56-3 SB 72-543. The installation of new fan blades IAW this paragraph constitutes terminating action to the thrust level limitations required by this AD. For CFM56-3B-2 model turbofan engines, Serial Number (S/N) 725101, 725102, 725103, 725104, 725105, 725107, 725108, 725141, and 725142: Prior to further flight, remove from service Fan Disk P/N 335-014-511-0 that have operated at unrestricted CFM56-3C-1 thrust levels with fan blade P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, or 1285M39P01 and replace with a serviceable Fan Disk and Prior to further flight, remove from service stage 1 fan blade P/N's 9527M99P08, 9527M99P09, 9257M99P10, 9257M99P11, and 1285M39P01 that have operated at unrestricted CFM56-3C-1 thrust levels and replace with a serviceable fan blade. To prevent fan blade failure that may result in complete loss of power. Models: CFM56-3B, 3C.		X	**NA3:** to P/N 335-014-511-0 S/N PA258016 installed. Ref: MedView Airline ESN 858708 AD Status dated AUG-18-2019.

REVIEWED BY: _____ *DATE:* *APR-03-2020*

Lauren Quintanilla – Chief Inspector

WORK ORDER: 2020-546

ENGINE MODEL: CFM56-3C1 ENGINE S/N: 726246 T.T: 37,812 T.C: 25,327

Note: With regards to this document, the following definitions apply:

CW = Complied with at this shop visit.
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NA4 = Not Applicable Due to Part Serial Numbers

A.D. NUMBER EFF. DATE	CFM56 SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION YES	REPETITIVE INSPECTION NO	COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
97-08-01 Jun 23, 1997 EASA AD F-1994-195		Applies to CFM56-3 series engines with installed Fan Disks P/N's 335-014-509-0 or 335-014-511-0, which are currently operating at, or have previously operated at, the Category C thrust rating. For CFM56-3C series engines operating at the Category C thrust rating on the effective date of this AD, remove the Fan Disk prior to accumulating a total Category C thrust rating life of 20,100 cycles. For CFM56-3B and -3C series engines operating at the Category B thrust rating on the effective date of this AD, but which have previously operated at the Category C thrust rating, recalculate the fan disk total cycles remaining at the Category B thrust rating using a Category C thrust rating life of 20,100 cycles.. For CFM56-3, -3B, and -3C series engines operating at the Category A thrust rating on the effective date of this AD, but which have previously operated at the Category C thrust rating, recalculate the fan disk total cycles remaining at the Category A thrust rating using a Category C thrust rating life of 20, 100 cycles. Models: All CFM56-3 engine series.		X	**NA4** to P/N 335-014-511-0 S/N PA258016 installed. Ref: MedView Airline ESN 858708 AD Status dated AUG-18-2019.
98-07-02 Mar 30, 1998 EASA AD F-1998-080R1	2/72-823R0 2/72-825R0 3/72-855R2 3/72-856R0	For CFM56-2 series engines, with HPCR stage 1-2 spool P/N 9992M60G07, with S/N's listed in CFM56-2 SB 72-825, remove the HPCR stage 1-2 spool from service at the next engine shop visit, or prior to accumulating 2,000 cycles in service since the engine shop visit that first confirmed the rub event, whichever occurs first, IAW CFM56-2 SB 72-825 and replace with a serviceable HPCR stage 1-2 spool. Install Nº3 Bearing rear air/oil seal retention bushings in accordance with CFM International CFM56-2 SB 72-823. For CFM56-3 series engines, with HPCR stage 1-2 spool, P/N 1589M66G02, with part S/N's listed in CFM56-3 SB 72-856, remove the HPCR stage 1-2 spool from service at the next engine shop visit, or prior to accumulating 2,000 CIS since the engine shop visit that first confirmed the rub event, whichever occurs first, in accordance with CFM56-3 SB 72-856 and replace with a serviceable HPCR stage 1-2 spool. Install Nº3 Bearing rear air/oil seal retention bushings in accordance with CFM56-3 SB 72-855. For CFM56-3 engines, having any of the following engine S/Ns: 856692, 856709, 856713, 856799, 856673, 856691, 856694, 856696, 856697, 856746, 856780, 857669, 857685, 857686, 857704, and 859115; within 15 days after the effective date of this AD remove from service Nº3 Bearing rear stationary air/oil seal, P/N 1663M91G03, and replace with a serviceable Nº3 bearing rear stationary air/oil seal. Nº3 bearing rear stationary air/oil seals removed IAW this paragraph are unserviceable. Install Nº3 bearing rear air/oil seal retention bushings IAW CFM56-3 SB 72-855. A serviceable No. 3 bearing rear stationary air/oil seal is defined as a new seal, P/N 1663M91G03, which is not identified by S/N in Table 1 of this AD. Models: All CFM56-2 and CFM56-3 engine series.		X	**NA3:** to HPC 1-2 Spool P/N 9992M60G07 S/N MPOQ1550 installed.

REVIEWED BY: _____ *DATE:* *APR-03-2020*

Lauren Quintanilla / Chief Inspector

WORK ORDER: 2020-546

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A.D. NUMBER EFF. DATE	CFM56 SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION YES	REPETITIVE INSPECTION NO	COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
98-10-11 Jun 3, 1998 EASA AD F-1998-096 F-1998-097	3/72-A861R3 3/72-863R1 3/72-867R0 3/72-873R1 5A/72-523R1 5B/72-211R1 5C/72-350R1	Applies to the AGB intermediate gear assembly, AGB starter gearshaft, and TGB input bevel gear and/or output bevel gear installed in the CFM56-3 series engines, having any of the ESN's identified in Table 1 of CFM56-3 SB 72-863, Table 1 of CFM56-3 SB 72-867, or Table 1 of CFMI CFM56-3 SB 72-873; and to CFM56-5, -5B, and -5C series engines identified by ESN in Table 1 of CFM56-5 SB 72-523, CFM56-5B SB 72-211, or CFM56-5C SB 72-350. Models: All CFM56-3, CFM56-5, CFM56-5B, and CFM56-5C engine series.		X	**NA3:** to AGB P/N 335-300-112-0 S/N WB3918 & TBG P/N 335-300-012-0 S/N VB9122 installed.
98-12-32 Jul 20, 1998 EASA AD F-1997-327	2A/72-419R2 2B/72-561R1 2C/72-817R1 3/72-843R1	Perform Eddy Current inspect for cracks or gouges in HPTR disks, P/N's 1475M29P01, 1475M29P02, 9514M69P01, 9514M69P04, 9514M69P05, 9514M69P06, and 9514M69P09, with Serial Numbers listed in Table 1 of the applicable Service Bulletin (SB), as follows: For CFM56-2 engines IAW CFM56-2 SB 72-817; for CFM56-2A engines IAW CFM56-2A SB 72-419; for CFM56-2B engines IAW CFM56-2B SB 72-561; & for CFM56-3 engines IAW CFM56-3 SB 72-843. Remove from service HPTR disks found cracked or gouged, and replace with serviceable parts. Models: All CFM56-2 and CFM56-3 engine series.		X	**NA4:** to HPT Disk P/N 1475M29P02 S/N XAEL6158 installed.
98-19-10 Sep 28, 1998 EASA AD F-1998-198R1	3/72-877R3	Applies to accessory gearbox (AGB) starter gearshaft installed CFM56-3 series engines, having any of the ESN's identified in Table 1 of CFM56-3 SB 72-877. Models: CFM56-3 engine series.		X	**NA2:** to ESN 726246.
2000-05-22 May 2, 2000 EASA AD F-2000-018 F-2000-019	2/72-869R0 2A/72-470R0 2B/72-611R0 3/72-922R0	Perform a one-time ECI for cracks in the bolt holes of HPT front rotating air seals to P/N 1282M72P03 listed by S/N's in paragraph 1.A(1) of CFM56-3 SB 72-922, listed by S/N in paragraph 1.A(1) of CFM56-2 SB 72-869, listed by S/N in paragraph 1.A(1) CFM56-2A SB 72-470, & listed by S/N in paragraph 1.A(1) of CFM56-2B SB 72-611 based upon engine model and thrust ratings as described in this AD, and, if necessary, replace with serviceable parts. Prior to further flight, replace cracked HPT front rotating air seals with serviceable parts. Models: All CFM56-2 and CFM56-3 engine series.		X	**NA3:** to HPT FR Airseal P/N 1282M72P07 S/N XAEM5569 installed.

REVIEWED BY: _____ *DATE:* *APR-03-2020*

Lauren Quintanilla – Chief Inspector

WORK ORDER: 2020-546

ENGINE MODEL: CFM56-3C1 ENGINE S/N: 726246 T.T: 37,812 T.C: 25,327

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A.D. NUMBER EFF. DATE	CFM56 SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION YES	REPETITIVE INSPECTION NO	COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
2000-15-01 Oct 2, 2000 EASA AD F-1999-245R1	2A/SB 73-055R1 2B/SB 73-076R1 2C/SB 73-110R2 3/SB 73-126R1 5A/SB 73-136R2 5B/SB 73-056R2 5C/SB 73-073R2 2A/ASB 73-A058R0 2B/ASB 73-A079R1 2C/ASB 73-A113R0 3/ASB 73-A129R0 5A/ASB 73-A143R0 5B/ASB 73-A062R1 5C/ASB 73-A078R0	Perform initial and repetitive visual inspections of the fuel pump filter cover helicoil inserts and bolts for damage in accordance with Section 2, Accomplishment Instructions, of the applicable Service Bulletins listed in paragraph (a)(5) of this AD. If the fuel pump has not been previously inspected prior to the effective date of this AD, inspect at the next fuel filter replacement, but not to exceed 200 cycles-in-service after the effective date of this AD. If the fuel pump has been previously inspected prior to the effective date of this AD, inspect at the next fuel filter replacement. Thereafter, inspect at each fuel filter replacement. If damage equals or exceeds the reject criteria stated in the SBs listed, prior to further flight remove the fuel pump from service and replace or repair the helicoil. Remove and replace the fuel pump with a newly manufactured or reworked fuel pump that incorporates a D-bolt filter cover attachment constitutes as a terminated action of this AD. Models: All CFM56-2, CFM56-3, CFM56-5, CFM56-5B, and CFM56-5C engine series.		X	**PCW:** to P/N 708600-5 S/N 17010 installed. Ref: Latin American Wings ESN 720980 AD Status dated MAY-14-2018.
2001-04-06 Apr 4, 2001 EASA AD F-1997-298R4	3/72-854R5	For CFM56-3 series engines perform a one time Fan Disk dovetail wear measurement IAW SB CFM56-3 72-854, using the intervals defined in section 1.D.(1)(a)(1) and 1.D.(1)(a)(2) of the SB, and the current Fan Disk time and cycles on the effective date of the AD. If required by the wear criteria, perform a local ultrasonic inspection for cracks in the Fan Disk IAW the SB CFM56-3 72-854 as described in section 1.D.(1)(b)1 of the SB. Lubricants Sandstrom 27A, ZIP D5460, Surf-kote A 1625, Tiolube 70 and Tiolube 75/75 are no longer approved for use on CFM56-3 series engines. Models: All CFM56-3 engine series.		X	**CW:** at this shop visit.

REVIEWED BY: _____ *DATE:* *APR-03-2020*

Lauren Quintanilla – Chief Inspector

WORK ORDER: 2020-546

ENGINE MODEL: CFM56-3C1 ENGINE S/N: 726246 T.T: 37,812 T.C: 25,327

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A.D. NUMBER EFF. DATE	CFM56 SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION YES	REPETITIVE INSPECTION NO	COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
2001-11-05 Jun 11, 2001 EASA AD F-2001-240	2/72-A897 2/72-A896 2B/72-A0639 2B/72-A0640 3/72-A0965 3/72-A0966 5B/72-A0392 5B/72-A0393 5C/72-A0458 5C/72-A0459 7B/72-A0328R1 7B/72-A0329	To prevent bearing failure, replace Nº4 bearing P/N 305-355-717-0 that has a S/N listed in table 1 of AD and replace with a bearing S/N not on list, within 2000 hours TIS after effective date of AD. Models: All CFM56-2, CFM56-2B, CFM56-3, CFM56-5B, CFM56-5C, and CFM56-7B engine series.		X	**NA3:** to P/N 335-352-303-0 S/N DD379298 installed. Ref: MedView Airline ESN 858708 AD Status dated AUG-18-2019.
2002-13-03 Aug 1, 2002 EASA AD F-2002-390		Perform enhanced inspection listed in this AD of selected life limited parts at piece part level disassembly: Fan Disk, Fan Shaft, HPC C-1-to-2 Spool , HPC C-3 Disk, HPC C-4-to-9 Spool, HPC Front Shaft, HPC Rear (CDP) Air Seal, HPT Disk, HPT Front Rotating Air Seal, LPT T-1 Disk, LPT T-2 Disk, LPT Stage 3 Disk, LPT T-4 Disk, LPT T-5 Disk (CFM56-5C Only), LPT Rotor Support, LPT Shaft, LPT Stub Shaft (CFM56-2/-2A/-2B/-3/-3B/-3C Only). Models: All CFM56 engine models.	X		**CW:** on HPC Front Shaft, HPC Stg 1-2 Spool, HPC Stg 3 Disk, HPC Stg 4-9 Spool, HPC CDP Air Seal, LPT Stg 1 Disk & LPT Conical Support.
2004-10-13 Jun 24, 2004 EASA AD F-2004-095	2/73-0104R3 3/73-0120R6 5A/73-0126R4	To prevent main fuel pump bearing failure resulting in fuel nozzle clogging and LPT case burn through, remove from service Main Fuel Pumps listed by Part Number in this AD at the next shop visit or pump replacement, but no later than Jan 1, 2007. Models: All CFM56-2, CFM56-3, and CFM56-5 engine series.		X	**NA3:** to P/N 708600-5 S/N 17010 installed. Ref: Latin American Wings ESN 720980 AD Status dated MAY-14-2018.
2006-26-01 Jan 3, 2007		Replace fuel filters Western Filter part numbers (P/Ns) WF337661 and WF337017 and PTI Technologies P/Ns 7595983-101 and 7588133 with new part number ones not listed in this AD. Models: All CFM56 Engine Models.		X	**CW:** at this shop visit post MPA run. NEW Filter P/N 7597062-101 installed.
2009-11-02 Jun 23, 2009		AD issued to remove from service HPC 4-9 spools by P/N and S/N listed in table 1 of AD before accumulating 8,900 cycles since repair at PTLLC or within 1,100 from the effective date of this AD. Models: All CFM56 Engine Models.		X	**NA4:** to P/N 1588M89G03 S/N GWN0377J installed.

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WORK ORDER: 2020-546

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2010-12-03 Jul 13, 2010 EASA AD 2009-0036	72-1067R1	Perform a 900 cycles-in-service after the effective date of this AD of the fan blade and damper for wear to the 25° midspan shroud Fan Blades parts numbers P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, 1285M39P01, or fan blade pairs, P/Ns 335-088-901-0, 335-088-902-0, 335-088-903-0, and 335-088-904-0 installed. Thereafter, perform a re-inspection within intervals not to exceed 3,000 cycles-since-last inspection. Don't install any 25° midspan shroud Fan Blades of the listed P/N, unless they have passed an inspection specified in paragraph 3 of SB 72-1067. Optional Terminated action is to replace the 25° midspan shroud Fan Blade set with a 37° midspan shroud Fan Blade set. Models: CFM56-3 & -3B Engines.		X	**NA3:** Installed a set of 37° Fan Blades P/N 1590M21P01, 1663M24P01 & 1663M24P02. See Fan Blade Mapping for S/Ns installed.
2013-26-01 Feb 3, 2014 EASA AD 2012-0209	3/ 72-1129R4 7B/72-0564R6 7B/72-0879R5	Perform an independent Inspection to verify re-installation of the AGB Handcranking Pad Cover after any maintenance that involves the removal and re-installation of the AGB handcranking pad cover. For CFM56-3 engines with Accessory Gearbox (AGB) P/N's 335-300-103-0, 335-300-105-0, 335-300-106-0, 335-300-107-0, 335-300-108-0, 335-300-109-0, or 335-300-110-0. For CFM56-7B engines with Accessory Gearbox (AGB) P/N's 340-046-503-0, 340-046-504-0, 340-046-505-0, P/N's 340-188-601-0 or 340-188-603-0. Optional Terminated action is to install an AGB that is not listed in paragraph (c) of this AD that incorporates the oil dynamic seal assembly. NOTE: Per EASA AD 2012-0209, the AGB must be replaced with a part number not listed in the AD in order to do a FAA 8130-3 Dual Release for EASA. Models: All CFM56-3 and CFM56-7B engine series.		X	**CW:** Reworked AGB P/N 335-300-112-0 S/N WB3918 per SB 72-1129R4

REVIEWED BY: _____ *DATE:* *APR-03-2020*

Lauren Quintanilla – Chief Inspector

WORK ORDER: 2020-546

ENGINE MODEL: CFM56-3C1 ENGINE S/N: 726246 T.T: 37,812 T.C: 25,327

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2015-18-04 Oct 20, 2015 EASA AD 2015-0133	7B/72-0964R2	Perform AGB/Transfer Gearbox (TGB)/Magnetic Chip Detector (MCD) Inspection and Analysis. Initial inspection For 73-tooth gearshafts and 41-tooth gearshafts within 250 flight hours (FHs) since last inspection, with 25 flight hours from the effective date of this AD, or when the gearshaft accumulates 3,000 (for 73-tooth) or 6,000 (for 41-tooth) flight hours since new, whichever comes later. Perform a repetitive inspection of the AGB/TGB MCD and laboratory analysis within every 500 FHs since the last MCD inspection until affected gearshaft is removed. If any magnetic particles, including fuzz, are seen, determine with laboratory If the particles are 73-tooth or 41-tooth gearshaft material, remove the affected gearshaft(s) within 75 FHs since the AGB/TGB MCD inspection. Remove the affected 73-tooth gearshaft and 41-tooth gearshaft prior to the gearshaft accumulating 6,000 FHs (for 73-tooth) and 9,000 FHs (for 41-tooth) since new or within 50 FHs after the effective date of this AD, whichever comes later. After the effective date of this AD, do not install an affected gearshaft into an AGB of the CFM56-3 and CFM56-7B engine series. Models: All CFM56-3 and ALL CFM56-7B engine series.		X	**NA3:** AGB P/N 335-300-112-0 S/N WB3918 & TBG P/N 335-300-012-0 S/N VB9122 installed.
2016-14-10 Aug 9, 2016		Applies to engines modified by Supplemental Type Certificate SE00034EN, with a HPT Disk Part Number 880026 with serial number GKLBAA9307, GKLBAA9335, GKLBAA9404, GKLBAA9407, or GKLBAA9409, installed. For engines operating to 20,100 lbs maximum takeoff (MTO) thrust, remove the HPT disk from service on or before accumulating 8,000 cycles-since-new (CSN). For engines operating to 22,100 lbs MTO thrust, remove the HPT disk from service on or before accumulating 8,000 CSN. For engines operating to 23,500 lbs MTO thrust, remove the HPT disk from service on or before accumulating 4,000 CSN. For HPT disks that have been used in multiple models or thrust installations, use the formula in the ADDED DATA section of Pratt & Whitney Special Instruction 6F-12, Revision A, dated May 17, 2016 to calculate the remaining life on the disk. Models: All CFM56-3 Engine Series.		X	**NA3:** to HPT Disk P/N 1475M29P02 S/N XAEL6158 installed.

REVIEWED BY: _____ *DATE:* *APR-03-2020*

Lauren Quintanilla – Chief Inspector

WORK ORDER: 2020-546

ENGINE MODEL: CFM56-3C1 ENGINE S/N: 726246 T.T: 37,812 T.C: 25,327

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2017-14-08 Aug 18, 2017 EASA AD 2017-0149R1	3/72-1169R1	Applies to engines installed with Steel HPC Stator Cases Part Numbers (P/Ns) 1499M30G01, 1499M30G02, 1499M30G03, or 1676M88G01 that do not have mark "RP031" next to the P/N. Within 12 months after the effective date of this AD, perform an initial pull force check of stage 1, stage 2, and stage 3 of the Compressor VSV actuation system. If any stage requires more than 100 lb force to move the actuation ring, accomplished the instructions in paragraph (f) of this AD prior to further flight, or replace with an HPC stator case that is eligible for installation and passes the VSV pull force check with measurements of 75 lb or less. If any stage requires more than 75 lb, but less than or equal to 100 lb force to move the actuation ring, repeat the inspection within 3 months since last inspection. If all stages require 75 lb force or less to move the actuation rings, repeat the inspection within 12 months since last inspection. Thereafter, continue to perform repetitive pull force checks of stages 1, 2, and 3 of the compressor VSV actuation system and disposition as specified in this AD. Optional Terminated action is to ream the VSV bores and applying anti-corrosion coating, as specified in paragraph (f)(2)(i) of this AD. Models: All CFM56-3 Engine Series.	X		**CW:** Pull force checks performed at this shop visit. Re-inspection is due within 12 months.

REVIEWED BY: _____ *DATE:* *APR-03-2020*

Lauren Quintanilla – Chief Inspector

JET ENGINE TECHNOLOGY CORPORATION

APR-02-2020

SERVICE BULLETIN LIST

The undersigned, on behalf of Jet Engine Technology Corporation, represents to the best of my knowledge, that the CFM International Engine Model CFM56-3C1, Engine Serial Number 726246, with Engine Total Time of 37,812 and Engine Total Cycles of 25,327; states the following Service Bulletins were embodied at this shop visit:

- SB 72-854R5 (Performed Dovetail wear inspection of Fan Blade Slots)
- SB 72-1129R4 (Reworked AGB P/N 335-300-112-0 S/N WB3918)
- SB 72-1169R1 (Performed Pull Force Check Inspection of HPC Stator Case)

For previous Service Bulletins embodied, please refer to the Service Bulletin List of last operator EGYPT AIR and the EDS Service Bulletin List of delivery from CFM International.

Sincerely,

Lauren Quintanilla

Chief Inspector

Jet Engine Technology Corporation

7980 NW 33rd Street • Doral, FL 33122 • Office: (305) 477-7489
Fax: (305) 477-0542 • www.jetc.info • FAA Repair Station J9GR114O

ENGINE TEST AND PERFORMANCE DATA

1751 NW 129 AVE STE115 • Miami, Florida 33182• Tel: (305) 591-9469• Fax: (305) 592-0688

1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** **FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG**	20-XTR-039

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Xtreme Aviation, LLC. CRS #4XAR847C 14900 NW42nd Ave. Hangar 48, Opa-Locka, FL 33054	007084

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	ENGINE	CFM56-3C1	1	726246	TESTED/INSPECTED

12. Remarks:

ENGINE RECEIVED A LIMITED WORKSCOPE AS FOLLOWS:

"PERFORMED TEST 10 ON AIRCRAFT N359SW AT THRUST RATING 23.5K AS PER B737 AMM 71-00-00 REVISION NO. 90 DATED SEPTEMBER 25, 2019"
"PERFORMED 365 DAY PRESERVATION AS PER B737 AMM 71-00-03 REVISION NO. 90 DATED SEPTEMBER 25, 2019."

CUSTOMER SUPPLIED DATA: ETT: 37812 / ETC: 25327

"Xtreme Aviation, LLC. certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145
and with respect to that work the component is considered ready to release to service under EASA Part-145 Approval Number: "EASA.145.6734"

13a. Certifies the items identified above were manufactured in conformity to:		14a. ☑ 14 CFR 43.9 Return to Service ☑ Other regulation specified in Block 12	
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data 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 Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.: 4XAR847C
13d. Name (Typed or Printed):	13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): JUAN PANTOJA	14e. Date (dd/mmm/yyyy): 24-MAR-2020

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 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.

XTREME AVIATION LLC.
FAA Repair Station 4XAR847C
MPA RUN DATA (CFM 56) B737 TEST NO. 10

CUSTOMER:	Jet Engine		
ENGINE MODEL:	CFM56-3C1	**ACFT REG. NO.:**	N359SW
ENGINE SERIAL NO.:	726246	**WORK ORDER:**	007084
ENGINE SERIAL NO.:	N/A	**WORK ORDER:**	N/A
DATE:	03-30-2020		
POWER SETTING:	23.5K	**REASON:**	MPA
THRUST RATING:	23.5K		

COMMENTS:

N/A

Engine Pos.	Engine Model	Engine S/N	MEC P/N	PMC P/N	Tank	Fuel Quantity (lbs)
1	CFM56-3C1	726246	8063-215	7157M68P04	No. 1	0
					No. 2	0
			FUEL TYPE - JET A		CTR	0
					Total	0

Engine Start Data (EGT not to exceed 725 degrees)

ENGINE POSITION	Start Lever Adv. N2%	Start Lever Adv. Motoring Time Sec.	INITIAL FUEL FLOW	LIGHT-UP TIME SEC.	STARTER CUTOUT N2%	MAX EGT ©	MAX FUEL FLOW	TIME TO IDLE SEC	ENGINE OIL QTY	ENGINE OIL TEMP	ENGINE OIL PRESSURE	AVM UNITS
1	25.0%	24	0.1	2	46.0%	550	1.1	55	4	45	30	0.2

Test No. 4 - IDLE SPEED

Low Idle limit: +3.0 / -1.0 N2% *High Idle limit: +3.0 / -.7 N2%*

ENGINE POS.	OAT (°C)	BARO	Low Idle (N2 %) Target	Low Idle (N2 %) Recorded	High Idle (N2 %) Target	High Idle (N2 %) Recorded
1	30	30	61.9	62.8	72.4	72.8

Test No. 5 Power Assurance Check (80% N1)

ENGINE POS.	OAT (°C)	BARO	TARGET N1%	Recorded Values N1%	N2%	EGT	FUEL FLOW	OT	OP	Vibe
1	27	30	81.5%	81.5	93.2	725	5.67	110	45	0.4
0										

Test No. 5 Power Assurance Check (85% N1)

ENGINE POS.	OAT (°C)	BARO	TARGET N1%	Recorded Values N1%	N2%	EGT	FUEL FLOW	OT	OP	Vibe
1	27	30	86.6%	86.6	94.7	764	6.67	115	45	0.4
0										

Test No. 5 Power Assurance Check (90% N1)

ENGINE POS.	OAT (°C)	BARO	TARGET N1%	Recorded Values N1%	N2%	EGT	FUEL FLOW	OT	OP	Vibe
1	27	30	91.7%	91.7	97	826	8.14	120	50	0.3
0										

Test No. 5 Takeoff Power Check

ENGINE POS	OAT (°C)	TARGET N1%	Recorded Values N1%	N2%	EGT	FUEL FLOW	RED LINE	MARGIN	INSP.
1	28	98.2%	98.2	99.4	897	9.9	930	33	
0									

Test #5 Power Assurance Check (80% N1)

ENGINE POS.	OAT (°C)	TARGET N1%	Recorded Values N1%	N2%	EGT	ADJ EGT FOR N1	MAX EGT 23 5K	BASE EGT MARGIN	TCC TIMER MARGIN ADJ	TCC TIMER OFF OR ON Y/N	THRUST RATING	N2 adj for	adjusted N2	MAX N2	N2 MARGIN
1	27	81.5%	81.5	93.2	725	0	733	8	0	OFF	23.5k	0	93.2	95.00	1.80
0															

Test #5 Power Assurance Check (85% N1)

ENGINE POS.	OAT (°C)	TARGET N1%	Recorded Values N1%	N2%	EGT	ADJ EGT FOR N1	MAX EGT 23 5K	BASE EGT MARGIN	TCC TIMER MARGIN ADJ	TCC TIMER OFF OR ON Y/N	THRUST RATING	N2 adj for	adjusted N2	MAX N2	N2 MARGIN
1	27	86.6%	86.6	94.7	764	0	783	19	0	OFF	23.5k	0	94.7	96.90	2.20
0															

Test #5 Power Assurance Check (90% N1)

ENGINE POS.	OAT (°C)	TARGET N1%	Recorded Values N1%	N2%	EGT	ADJ EGT FOR N1	MAX EGT 23 5K	BASE EGT MARGIN	TCC TIMER MARGIN ADJ	TCC TIMER OFF OR ON Y/N	THRUST RATING	N2 adj for	adjusted N2	MAX N2	N2 MARGIN
1	27	91.7%	91.7	97	826	0	844	18	0	OFF	23.5k	0	97	99.10	2.10
0															

** NOTE: ENGINES WITH THE HPTCC TIMER, Adjust the EGT and N2 margins for these effects. HPTCC Timer On engines operated at 22,000 pounds thrust or less, increase the EGT margin by 17C.

** NOTE: 1) If the N1 target is more than the N1 record, there is a positive (+) difference.
2) If the N1 target is less than the N1 record, there is a negative (-) difference.

INSP.

XTREME AVIATION LLC.
FAA Repair Station 4XAR847C

TEST NO. 6 - MEC TRIM

ENG POS	OAT	BARO	WIND		PMC OFF (%N2)		PMC ON (%N1)	
			VELOCITY (KNOTS)	DIRECTION (DEGREES)	TARGET	RECORDED	TARGET	RECORDED
1	27	30	0	0	93.2	93	74.8	75.4

TEST NO. 7 - VIBRATION SURVEY

ENG POS	OAT	BARO	STATIC T.O. TARGET (%N1)	SELECTOR SWITCH POSITION
1	27	30	98.2	ON

ACCEL			DECEL		
%N1	%N2	VIBRATION READING (UNITS)	%N1	%N2	VIBRATION READING (UNITS)
54.8	84.8	0.5	91.8	96.9	0.7
64.2	87.6	1.1	86.3	94.7	0.5
73.4	90.4	0.6	81.1	93.1	0.4
81.5	92.9	0.4	75.9	91.4	0.5
86.6	94.8	0.4	65.4	88.5	0.6
91.7	96.7	0.3	53.4	88.1	0.8

VIBRATION PEAK		VIBRATION READING (UNITS)								MEAN VIBRATION READING (UNITS)	SOURCE			
%N1	%N2	SEC	30 SEC	SEC	60 SEC	SEC	90 SEC	SEC	120 SEC		FAN	LPT	HPT	HPC

TEST NO. 8 - ACCEL/DECEL CHECK

ENG POS	OAT	BARO	TARGET VALUES (%N1)		ACCEL TIME (SEC)		
			STATIC T.O.	ACCEL CHECK TARGET	LOW IDLE TO 40% N1 (Differential Limit of 4 Sec. Between Engines)	40% N1 TO ACCEL CHECK TARGET (Differential Limit of 2 Sec. Between Engines)	HIGH IDEL TO ACCEL CHECK TARGET (7.4 Sec. Max)
1	27	30	98.2	96.1	2	1	7.2
2							

REMARKS, DISCREPANCIES:

N/A

INSP. 335502

BORESCOPE
INSPECTION REPORT

1751 NW 129 AVE STE115 • Miami, Florida 33182• Tel: (305) 591-9469• Fax: (305) 592-0688

JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
FRONT OF ENGINE	FAN MAJOR MODULE	No visual damage noted.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
FRONT OF ENGINE	FAN BLADES CFM56-3 (38ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
FRONT OF ENGINE	LPC STAGE-2 BLADE LE CFM56-3 (68ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
BOOSTER BORESCOPE PORT S0	LPC STAGE-3 BLADE TE CFM56-3 (68ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
BOOSTER BORESCOPE PORT S0	LPC STAGE-4 BLADE LE CFM56-3 (68ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S1	HPC STAGE-1 BLADE LE (CFM56 All Series 38ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S2	HPC STAGE-1 BLADE TE (CFM56 All Series 38ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S2	HPC STAGE-2 BLADE LE (CFM56 All Series 53ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S3	HPC STAGE-2 BLADE TE (CFM56 All Series 53ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S3	HPC STAGE-3 BLADE LE (CFM56 All Series 60ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S4	HPC STAGE-3 BLADE TE (CFM56 All Series 60ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S4	HPC STAGE-4 BLADE LE (CFM56 All Series 68ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S5	HPC STAGE-4 BLADE TE (CFM56 All Series 68ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S5	HPC STAGE-5 BLADE LE (CFM56 All Series 75ea)	Found minor nick on lower 25% of the airfoil within limit IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S6	HPC STAGE-5 BLADE TE (CFM56 All Series 75ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S6	HPC STAGE-6 BLADE LE (CFM56 All Series 82ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S7	HPC STAGE-6 BLADE TE (CFM56 All Series 82ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S7	HPC STAGE-7 BLADE LE (CFM56 All Series 82ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S8	HPC STAGE-7 BLADE TE (CFM56 All Series 82ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

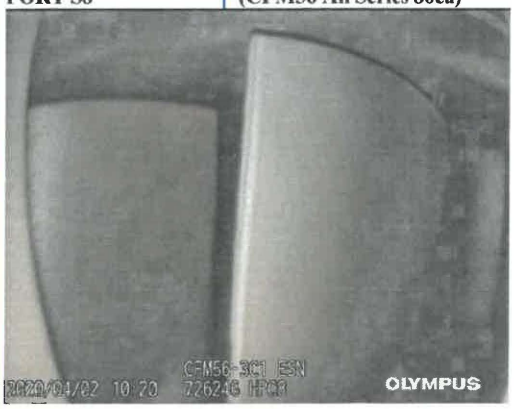
JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

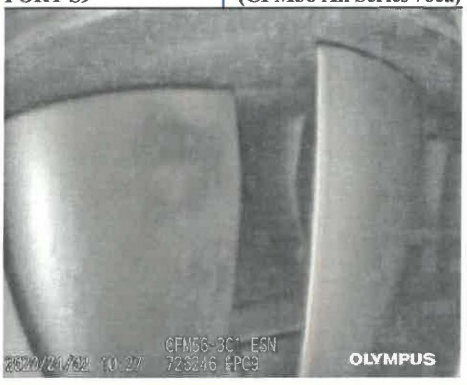
WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S8	HPC STAGE-8 BLADE LE (CFM56 All Series 80ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP



ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S9	HPC STAGE-8 BLADE TE (CFM56 All Series 80ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
CORE BORESCOPE PORT S9	HPC STAGE-9 BLADE LE (CFM56 All Series 76ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP



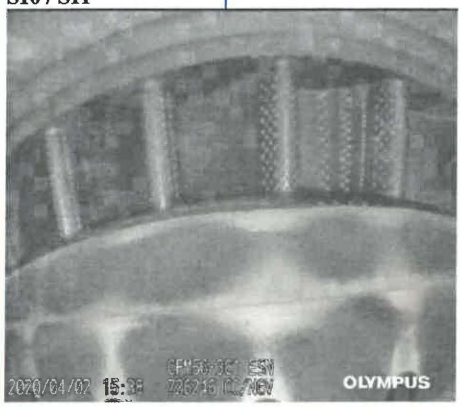
JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
COMBUSTION BORESCOPE PORT S10 / S11	COMBUSTION CHAMBER(S) AND FUEL NOZZLE(S) (360°)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP



ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
COMBUSTION BORESCOPE PORT S10 / S11 / S17 / S18	HPT NGV'S (360°)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
COMBUSTION BORESCOPE PORT S10 / S11 / S17 / S18	HPT SHROUDS (360°)	Found minor rubs within limit IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
COMBUSTION BORESCOPE PORT S10 / S11 / S17 / S18	DISCOURAGER SEAL (Only Accessible Area Visible During HPT Blade LE Inspection)	Found minor cracks within limit IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

JET ENGINE TECHNOLOGY CORPORATION

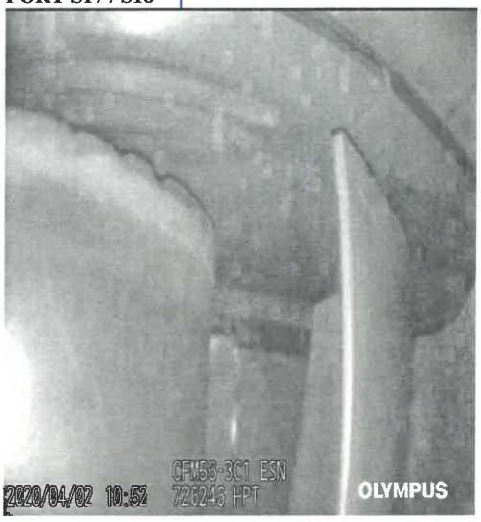
FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
COMBUSTION BORESCOPE PORT S10 / S11	HPT BLADES LE CFM56-3 (72ea)	Found radial tip racks on concave area within limit IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
MOD12 BORESCOPE PORT S17 / S18	HPT BLADES TE CFM56-3 (72ea)	No significant damage noted IAW AMM B737 72-00-00. Wear indicator visible	02/APR/2020	INSP 315 JETCORP



JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
MOD12 BORESCOPE PORT S17 / S18	LPT STAGE-1 VANES LE (360°)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
MOD12 BORESCOPE PORT S17 / S18	LPT STAGE-1 BLADES LE CFM56-3 (174ea)	Found previous blend and No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
MOD12 BORESCOPE PORT S20	LPT STAGE-1 BLADES TE CFM56-3 (174ea)	Found previous blend and No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
LPT BORESCOPE PORT S20	LPT STAGE-2 BLADES LE CFM56-3 (162ea)	Found sulfidation and No significant damage noted IAW AMM B737 2-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
LPT BORESCOPE PORT S21	LPT STAGE-2 BLADES TE CFM56-3 (162ea)	Found sulfidation and No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
LPT BORESCOPE PORT S21	LPT STAGE-3 BLADES LE CFM56-3 (157ea)	Found dent on center panel on concave area within limit IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
LPT BORESCOPE PORT S22	LPT STAGE-3 BLADES TE CFM56-3 (157ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JETCORP

JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
LPT BORESCOPE PORT S22	LPT STAGE-4 BLADES LE CFM56-3 (160ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JET ENGINE TECHNOLOGY CORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
REAR OF ENGINE	LPT STAGE-4 BLADES TE CFM56-3 (160ea)	No significant damage noted IAW AMM B737 72-00-00.	02/APR/2020	INSP 315 JET ENGINE TECHNOLOGY CORP

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
REAR OF ENGINE	LPT REAR FRAME SECTION	No visual damage noted.	02/APR/2020	INSP 315 JET ENGINE TECHNOLOGY CORP

JET ENGINE TECHNOLOGY CORPORATION

FAA No. J9GR114O

CFM56 BORESCOPE INSPECTION REPORT

WORK ORDER:	2020-546	DATE:	02/APR/2020	A/C S/N/:	N/A
CUSTOMER:	LCH	ESN:	726246	A/C TYPE:	N/A
MODEL #:	CFM56-3C-1	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	FULL GAS PATH BORESCOPE				
REASON:	POST ENGINE TEST				
TECHNICIAN(S):	ABRAHAM ESPINOZA				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
ENGINE	FAN DUCTS & MODULE FRAMES AND ACCESSIBLE TUBES AND CASES	No visual damage noted.	02/APR/2020	INSP 315 JETCORP

QEC ACCESSORY INVENTORY

1751 NW 129 AVE STE115 • Miami, Florida 33182• Tel: (305) 591-9469• Fax: (305) 592-0688

WORK ORDER: 2020-546 INCOMING( ) OUTGOING (X)	JET ENGINE TECNOLOGY CORP FAA CRS J9GR114O CFM56-3 MODELS QEC ACCESSORY INVENTORY	MODEL: CFM56- 3C1 ESN: 726246

1. Record part numbers and serial numbers. If part data plate is missing, state so in the Remarks block.
2. Each Item must be filled out (if applicable)

Abbreviations: N/R - Not Received N/A – Not Applicable N/I - Not Installed N/V- Not Visible
O/H – Overhaul B/C - Bench Check C/T - Continued Time INST- Installed

COMPONENT& TYPICAL PART NUMBER(S)	PART NUMBER	SERIAL NUMBER	CONDITION	REMARKS
Engine Data Plate	MODEL: CFM56- 3C1	ESN: 726246	INST	
Front Spinner Cone (335-106-402-0) (335-106-403-0) (335-106-404-0) (335-106-405-0)	335-106-402-0	DA943893-3	INST	
Rear Spinner Cone (335-011-205-0) (335-011-207-0) (335-011-208-0)	335-011-208-0	DA853854-J	INST	
Valve TAI Nose Cowl Assembly (172625-5) (S332A101-5) (172625-6) (S332A101-6) (172625-7) (S332A101-7) (3290662-1) (S332A101-8)	172625-7	2561	INST	
Thermal Anti-Ice Switch (21SN41-52)	21SN41-52	N/V	INST	
Upper Ignition Exciter Box (9238M66P05) (10-617980-1) (9238M66P07) (10-631045-1) (9238M66P08) (10-631045-2) (9238M66P11) (10-631045-3) (CH92100) (1538M69P01) (45570-1)	10-631045-1	EB243	INST	
Lower Ignition Exciter Box (9238M66P05) (10-617980-1) (9238M66P07) (10-631045-1) (9238M66P08) (10-631045-2) (9238M66P11) (10-631045-3) (CH92100) (1538M69P01) (45570-1)	10-631045-1	BNDCK500	INST	

WORK ORDER: 2020-546 INCOMING( ) OUTGOING (X)	JET ENGINE TECNOLOGY CORP FAA CRS J9GR114O CFM56-3 MODELS QEC ACCESSORY INVENTORY	MODEL: CFM56- 3C1 ESN: 726246

1. Record part numbers and serial numbers. If part data plate is missing, state so in the Remarks block.
2. Each Item must be filled out (if applicable)

Abbreviations: N/R - Not Received N/A – Not Applicable N/I - Not Installed N/V- Not Visible
O/H – Overhaul B/C - Bench Check C/T - Continued Time INST- Installed

COMPONENT& TYPICAL PART NUMBER(S)	PART NUMBER	SERIAL NUMBER	CONDITION	REMARKS
Right High Tension Lead (10-621125-1) 9339M26P03) (45049) (9339M26P05) (9043172-1) (9339M26P07) (9043185-1) (9339M26P09) (9043185-13) (9339M26P13) (9043185-15) (9339M26P15) (CH53552-1)	9043185-13	68373	INST	
Left High Tension Lead (10-621125-2) (9339M26P04) (45050) (9339M26P06) (9043172-2) (9339M26P08) (9043185-2) (9339M26P10) (9043185-14) (9339M26P14) (9043185-16) (9339M26P16)	9043185-15A	RD3916	INST	
Spark Igniters (CH31706) (9276M36P01) (CH31706A) (9276M36P02) (CH31706D) (9276M36P05) (10-630103-1) (9275M71P01) (9044070-1) (9275M71P02) (9044035-1) (1374M12P01) (9072215-1) (1374M12P10) (9072215-2) (1374M12P12) (CH31806) (1374M13P01) (CH31900) (1374M13P05) (CH31900-6) (1374M13P11)	N/V	N/V	INST	1 ___ or 2_X__
High Stage Regulator (107492-1) (10-62008-10) (107484-3) (10-62008-15) (107484-5) (10-62008-31) (107484-6) (10-62008-39)	107484-6	1948	INST	

WORK ORDER: 2020-546 INCOMING( ) OUTGOING (X)	JET ENGINE TECNOLOGY CORP FAA CRS J9GR114O CFM56-3 MODELS QEC ACCESSORY INVENTORY	MODEL: CFM56- 3C1 ESN: 726246

1. Record part numbers and serial numbers. If part data plate is missing, state so in the Remarks block.
2. Each Item must be filled out (if applicable)

Abbreviations: N/R - Not Received N/A – Not Applicable N/I - Not Installed N/V- Not Visible
O/H – Overhaul B/C - Bench Check C/T - Continued Time INST- Installed

COMPONENT& TYPICAL PART NUMBER(S)	PART NUMBER	SERIAL NUMBER	CONDITION	REMARKS
Power Management Control / PMC (7157M62P05) (7090M98G05) (7157M62P06) (7090M98G06) (7157M63P01) (7125M15G01) (7157M63P02) (7125M15G02) (7157M66P01) (7139M84G01) (7157M66P02) (7139M84G02) (7157M66P03) (7139M84G03) (7157M67P01) (7139M91G01) (7157M67P02) (7139M91G02) (7157M67P03) (7139M91G03) (7157M68P03) (7147M10G03) (7157M68P04) (7147M10G04)	7157M68P04	ECDB5759	B/C	
T12 Temperature Sensor (301-771-601-0) (154BY) (301-798-601-0) (RP211-00)	N/I	N/I	N/I	
Oil Tank Transmitter (10-60722-11) (20041-0000-03)	20041-0000-03	1110	INST	
Oil Tank (335-261-202-0) (335-261-203-0)	335-261-203-0	1492	INST	
N1 Speed Sensor (320-094-001-0) (320-094-002-0) (3212KGB01)	320-094-001-0	91-04	INST	
Lube Unit (335-261-001-0) (335-261-002-0) (335-261-003-0) (335-261-004-0) (335-261-005-0)	335-261-005-0	4545	INST	
Oil Filter Differential Switch (10-3269-13) (21SN04-226A)	21SN04-226A	N346B	INST	

WORK ORDER: 2020-546 INCOMING( ) OUTGOING (X)	JET ENGINE TECNOLOGY CORP FAA CRS J9GR114O CFM56-3 MODELS QEC ACCESSORY INVENTORY	MODEL: CFM56- 3C1 ESN: 726246

1. Record part numbers and serial numbers. If part data plate is missing, state so in the Remarks block.
2. Each Item must be filled out (if applicable)

Abbreviations: N/R - Not Received N/A – Not Applicable N/I - Not Installed N/V- Not Visible
O/H – Overhaul B/C - Bench Check C/T - Continued Time INST- Installed

COMPONENT& TYPICAL PART NUMBER(S)	PART NUMBER	SERIAL NUMBER	CONDITION	REMARKS
Fuel Filter Differential Pressure Switch (S332T004-7) (21SN04-209A)	21SN04-209A	W0833B	B/C	
Upper Fire Detector Harness Kidde Type: (472094) (10-61096-47) (472583) (472583-1) (S332T101-2) Systron Donner Type: (6674) (10-61096-55)	10-61096-55	10042	INST	System Type: ☒Systron Donner ☐Kidde
Lower Fire Detector Harness Kidde Type: (899321) (10-61096-46) (472584) (472584-1) (S332T101-1) Systron Donner Type: (6676) (10-61096-56)	10-61096-56	9349	INST	System Type: ☒Systron Donner ☐Kidde
AFT Fire Detector Harness Kidde Type: (899323) (10-610996-48) (472582) (472582-1) (S332T101-3) Systron Donner Type: (6678) (10-61096-58)	10-61096-58	16185	INST	System Type: ☒Systron Donner ☐Kidde
T-2 Fan Inlet Temperature Sensor (8901-278) (9375M82P01) (8901-326) (9375M82P04)	8901-326	WYG36397	INST	
Fuel Nozzle Filter (FA00914D) (301-807-203-0)	301-807-203-0	W016143-0	INST	
High Pressure Turbine Clearance Control Valve Timer / HPTCCV Timer (7119M71G03) (7119M71G07)	7119M71G07	G0900198	B/C	
HPTCCV Timer Lockout Solenoid (3264-100) (301-787-401-0)	N/V	N/V	INST	

WORK ORDER: 2020-546 INCOMING( ) OUTGOING (X)	JET ENGINE TECNOLOGY CORP FAA CRS J9GR114O CFM56-3 MODELS QEC ACCESSORY INVENTORY	MODEL: CFM56- 3C1 ESN: 726246

1. Record part numbers and serial numbers. If part data plate is missing, state so in the Remarks block.
2. Each Item must be filled out (if applicable)

Abbreviations: N/R - Not Received N/A – Not Applicable N/I - Not Installed N/V- Not Visible
O/H – Overhaul B/C - Bench Check C/T - Continued Time INST- Installed

COMPONENT& TYPICAL PART NUMBER(S)	PART NUMBER	SERIAL NUMBER	CONDITION	REMARKS
Fuel Flow Transmitter (8TJ124GGM1) (S347T001-6)	8TJ124GGM1	7878L	INST	
Oil Pressure Switch (21SN04-211A) (10-3269-12)	21SN04-211A	P111B	INST	
Oil Pressure Transmitter (418-20044)	418-20044	9119228	INST	
Heat Exchange Oil Fuel (69202-300-1) (301-776-401-0) (69202-300-2) (301-776-402-0) (69202-300-3) (301-776-403-0) (45332-8035) (301-780-501-0) (45332-8038) (301-780-502-0)	69202-300-3	12816	INST	
Main Fuel Pump (708300-1) (301-778-801-0) (708300-2) (301-778-802-0) (708300-4) (301-778-804-0) (708300-5) (301-778-805-0) (708300-6) (301-778-806-0) (708600-1) (301-779-001-0) (708600-5) (301-779-005-0) (708600-7) (301-779-007-0)	301-779-005-0	17010	INST	
Engine Throttle Fuel Control Box For CFM56-3-B1 & -3B-2: (315A1040-4) / for B737-300 (315A1040-5) / for B737-300 (315A1040-6) / for B737-300 (315A1040-8) / for B737-400 (315A1040-10) / for B737-500 For CFM56-3C-1: (315A1040-7) / for B737-300 (315A1040-9) / for B737-400 (315A1040-11) / for B737-500	N/I	N/I	N/I	

WORK ORDER: 2020-546 INCOMING( ) OUTGOING (X)	JET ENGINE TECNOLOGY CORP FAA CRS J9GR114O CFM56-3 MODELS QEC ACCESSORY INVENTORY	MODEL: CFM56- 3C1 ESN: 726246

1. Record part numbers and serial numbers. If part data plate is missing, state so in the Remarks block.
2. Each Item must be filled out (if applicable)

Abbreviations: N/R - Not Received N/A – Not Applicable N/I - Not Installed N/V- Not Visible
O/H – Overhaul B/C - Bench Check C/T - Continued Time INST- Installed

COMPONENT& TYPICAL PART NUMBER(S)	PART NUMBER	SERIAL NUMBER	CONDITION	REMARKS
Heat Fuel Servo (45731-1251-1) (301-776-501-0) (45731-1252) (301-776-502-0)	301-776-501-0	FHS12182	INST	
Main Engine Control / MEC for: CFM56-3-B1: (8062-475) (9368M57P10) (8062-477) (9368M57P11) (8062-488) (9368M57P12) (8062-489) (9368M57P13) (8062-493) (9368M57P15) (8062-494) (9368M57P16) (8063-201) (9368M57P17) (8063-202) (9368M57P18) (8063-208) (9368M57P19) (8063-209) (9368M57P20) (8063-214) (9368M57P21) CFM56-3B-2: (8062-480) (9387M15P02) (8062-490) (9387M15P03) (8062-485) (9387M15P04) (8062-495) (9387M15P05) (8062-486) (9387M15P06) (8062-499) (9387M15P08) (8063-200) (9387M15P09) (8063-206) (9387M15P10) (8063-207) (9387M15P11) (8063-213) (9387M15P12) CFM56-3C-1: (8063-205) (1459M27P04) (8063-210) (1459M27P05) (8063-215) (1459M27P06) (8063-217) (1459M27P07)	8063-215	WYG64755	B/C	

WORK ORDER: 2020-546 INCOMING( ) OUTGOING (X)	JET ENGINE TECNOLOGY CORP FAA CRS J9GR114O CFM56-3 MODELS QEC ACCESSORY INVENTORY	MODEL: CFM56- 3C1 ESN: 726246

1. Record part numbers and serial numbers. If part data plate is missing, state so in the Remarks block.
2. Each Item must be filled out (if applicable)

Abbreviations: N/R - Not Received N/A – Not Applicable N/I - Not Installed N/V- Not Visible
O/H – Overhaul B/C - Bench Check C/T - Continued Time INST- Installed

COMPONENT& TYPICAL PART NUMBER(S)	PART NUMBER	SERIAL NUMBER	CONDITION	REMARKS
Transfer Gearbox (335-300-003-0) (335-300-005-0) (335-300-008-0) (335-300-009-0) (335-300-010-0) (335-300-011-0) (335-300-012-0)	335-300-012-0	VB9122	INST	
Accessory Gearbox (335-300-103-0) (335-300-105-0) (335-300-106-0) (335-300-107-0) (335-300-108-0) (335-300-109-0) (335-300-110-0) (335-300-112-0)	335-300-112-0	WB3918	REWORKED PER SB 72-1129R4	
Control Alternator / N2 Speed Sensor (44376) (9974M82P02) (44376-1) (9974M82P03)	9974M82P03	GJAG9211	INST	
Starter (3505716-3) (S332A001-9) (3505716-5) (S332A001-11) (3505716-6) (S332A001-12) (3505526-6-1) (S332A001-7) (3505526-1-1) (3505526-2-1) (3505526-3-1) (S332A001-3) (3505526-5-1) (S332A001-4) (3505526-7-1) (3505526-8-1) (3505526-9-1)	3505716-6	7026	INST	

WORK ORDER: 2020-546 INCOMING( ) OUTGOING (X)	JET ENGINE TECNOLOGY CORP FAA CRS J9GR114O CFM56-3 MODELS QEC ACCESSORY INVENTORY	MODEL: CFM56- 3C1 ESN: 726246

1. Record part numbers and serial numbers. If part data plate is missing, state so in the Remarks block.
2. Each Item must be filled out (if applicable)

Abbreviations: N/R - Not Received N/A – Not Applicable N/I - Not Installed N/V- Not Visible
O/H – Overhaul B/C - Bench Check C/T - Continued Time INST- Installed

COMPONENT& TYPICAL PART NUMBER(S)	PART NUMBER	SERIAL NUMBER	CONDITION	REMARKS
Starter Valve (3289630-1) (S332A002-1) (3289630-2) (S332A002-2) (3289630-3) (S332A002-3)	3289630-2	5078	INST	
Constant Speed Drive CSD (735511A) (10-61066-11)	735511A	B2072	INST	
CSD QAD Ring (689460A) (10-60295-15)	10-60295-15	16867	INST	
Generator (976J498-2) (10-61224-12)	976J498-2	15068	INST	
Main Hydraulic Pump Vickers Type: (623337) (10-61794-2) Abex Type: (66087) (10-62167-2) (55098-08) (10-60470-12)	10-61794-2	MX-425116	INST	System Type: ☒ Vickers ☐ Abex
CSD Oil Cooler (L8602419-1) (L8602419-2) (UA538551-2) (10-61233-11)	10-61233-11	4457	INST	
Compressor Inlet Temperature Sensor / T25 CIT Sensor (8901-274) (9334M96P02)	9334M96P02	WYG76875	B/C	
Bleed Air Regulator (107492-1) (10-62008-10) (107492-2) (10-62008-23) (107492-3) (10-62008-37) (107492-5) (10-62008-40) (107492-6) (10-62008-41)	107492-3	3216C	INST	
High Stage Bleed Air Valve (3214446-2) (10-62008-17) (3214446-3) (10-62008-29) (3214446-4) (10-62008-32)	3214446-4	1956	INST	

WORK ORDER: 2020-546 INCOMING( ) OUTGOING (X)	JET ENGINE TECNOLOGY CORP FAA CRS J9GR114O CFM56-3 MODELS QEC ACCESSORY INVENTORY	MODEL: CFM56- 3C1 ESN: 726246

1. Record part numbers and serial numbers. If part data plate is missing, state so in the Remarks block.
2. Each Item must be filled out (if applicable)

Abbreviations: N/R - Not Received N/A – Not Applicable N/I - Not Installed N/V- Not Visible
O/H – Overhaul B/C - Bench Check C/T - Continued Time INST- Installed

COMPONENT& TYPICAL PART NUMBER(S)	PART NUMBER	SERIAL NUMBER	CONDITION	REMARKS
High Pressure Turbine Clearance Control Valve / HPTCCV (7061M31G01) (7061M31G02) (7061M31G03) (7061M31G04) (7061M31G05)	7061M31G05	GAT6V176	INST	
Pressure Regulating and Shut-Off Valve / PRSOV (3214552-4) (10-62008-21) (3214552-5) (10-62008-30) (3214552-6) (10-62008-43)	N/I	N/I	N/I	
Right Hand Variable Stator Vane Actuator / RH VSV Actuator (1211175-007) (9971M46P07) (1211175-010) (1457M11P01) (1211175-011) (1521M72P01) (1211175-017) (1521M72P04) (1211175-018) (1521M72P05)	1211175-011	APMCB088	OVH	
Left Hand Variable Stator Vane Actuator / LH VSV Actuator (1211175-007) (9971M46P07) (1211175-010) (1457M11P01) (1211175-011) (1521M72P01) (1211175-017) (1521M72P04) (1211175-018) (1521M72P05)	1211175-011	APMBQ046	INST	
Pre-Cooler Control Valve (3289562-6) (10-62008-44) (3289562-5) (10-62008-33) (3289562-4) (10-62008-28) (3289562-3) (10-62008-20) (3289562-2) (10-62008-18) (10-62008-3)	N/I	N/I	N/I	

WORK ORDER: 2020-546 INCOMING( ) OUTGOING (X)	JET ENGINE TECNOLOGY CORP FAA CRS J9GR114O CFM56-3 MODELS QEC ACCESSORY INVENTORY	MODEL: CFM56- 3C1 ESN: 726246

1. Record part numbers and serial numbers. If part data plate is missing, state so in the Remarks block.
2. Each Item must be filled out (if applicable)

Abbreviations: N/R - Not Received N/A – Not Applicable N/I - Not Installed N/V- Not Visible
O/H – Overhaul B/C - Bench Check C/T - Continued Time INST- Installed

COMPONENT& TYPICAL PART NUMBER(S)	PART NUMBER	SERIAL NUMBER	CONDITION	REMARKS
Start Bleed Valve Stage 5 (324495)	324495	N/V	INST	
Bleed Air Check Valve (10-62008-1) (3202222-1)	N/V	N/V	INST	
VBV Fuel Gear motor (706400-2) (301-776-702-0) (706400-3) (301-776-703-0) (706400-4) (301-776-704-0)	706400-4	114101	INST	
Left Hand Cone Bolt (310A1041-1) (310A1041-2) (310A1041-5) (310A1041-7)	N/I	N/I	N/I	
Right Hand Cone Bolt (310A1041-1) (310A1041-2) (310A1041-5) (310A1041-7)	N/I	N/I	N/I	
Upper Fan Case Left Hand Engine Mount Assembly (310A1021-2)	N/I	N/I	N/I	
Upper Fan Case Right Hand Engine Mount Assembly (310A1021-1)	N/I	N/I	N/I	
FWD Left Hand Thrust Link Mount Fitting Assembly (310A1036-2) (310A1036-6)	310A1036-2	NSN	INST	
FWD Right Thrust Link Mount Fitting Assembly (310A1036-1) (310A1036-5)	310A1036-1	NSN	INST	
Thrust Fitting Assembly (310A1025-1)	N/I	N/I	N/I	

WORK ORDER: 2020-546 INCOMING( ) OUTGOING (X)	JET ENGINE TECNOLOGY CORP FAA CRS J9GR114O CFM56-3 MODELS QEC ACCESSORY INVENTORY	MODEL: CFM56- 3C1 ESN: 726246

1. Record part numbers and serial numbers. If part data plate is missing, state so in the Remarks block.
2. Each Item must be filled out (if applicable)

Abbreviations: N/R - Not Received N/A – Not Applicable N/I - Not Installed N/V- Not Visible
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COMPONENT& TYPICAL PART NUMBER(S)	PART NUMBER	SERIAL NUMBER	CONDITION	REMARKS
Thrust Fitting LH Link (310A1023-1)	N/I	N/I	N/I	
Thrust Fitting RH Link (310A1023-2)	N/I	N/I	N/I	
AFT Engine Mount Assembly (310A1020-11) (310A1020-14) (310A1020-21) (310A1020-22) (310A1020-26)	N/I	N/I	N/I	
Flame Arrestor (305-371-801-0) (305-371-802-0)	305-371-801-0	N/V	INST	
Exhaust Sleeve Skirt Fairing	N/V	N/V	INST	
Exhaust Sleeve	N/V	N/V	INST	
Exhaust Plug	314A1501-18	1523	INST	
EGT Wiring Harness (Nine Probes EGT Thermocouple Configuration)	INST	INST	INST	Number of Probes 9
EGT Wiring Harness (Six Probes EGT Thermocouple Configuration)	N/A	N/A	N/A	Number of Probes
Engine Stand			COLOR:	

NAME MIGUEL DE LA TORRE SIGNATURE/STAMP: STAMP 120 DATE: APR-03-2020

FAN BLADE MAPPING

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BLAMAP® v3.0

CFM software for blades mapping

FINAL RESULTS

Airlines : **81233**
Module Number : **3984**
Engine Model : **CFM56-3**
Disk stage : **FAN BLADE STAGE 1**
Blade quantity : **38**
Operator : **Rao**
Date : **01/09/2020**
Mapped : **YES**
Opposite switch : **YES**
Adjacent switch : **YES**
Comments : **Jet Engine Technology 12897**

Final unbalance		Max, required
Resultant :	1.64 g.In	138 g.In
Angle :	329.91 degrees	
Pair criteria :	50 g.In	50 g.In

Calculation type : **Distribution after adjacent switch**

Slot number	Serial number	Moment weight	Slot number	Serial number	Moment weight	Difference
1	MAE09141-9	31530.00000	20	MAE09206-5	31506.00000	24.00000
2	MAAB2104	31112.00000	21	GFM09325	31112.00000	0.00000
3	MAA52310	30952.00000	22	GFM09339	30924.00000	28.00000
4	GFM08237	30780.00000	23	MAE17537-Y	30776.00000	4.00000
5	MAA95824	30460.00000	24	MAA90314	30460.00000	0.00000
6	SNU63517	30230.00000	25	SNE47255	30222.00000	8.00000
7	BA663577-J	30720.00000	26	MAE15902-3	30712.00000	8.00000
8	GFM08021	30912.00000	27	GFM08232	30918.00000	6.00000
9	MAAB3404	31070.00000	28	MAA53702	31042.00000	28.00000
10	MAA48365	31208.00000	29	GFM08893	31224.00000	16.00000
11	GFM09343	31338.00000	30	MAAB3546	31356.00000	18.00000
12	GFM09337	31106.00000	31	GFM09322	31112.00000	6.00000
13	GFM09326	30922.00000	32	GFM09167	30928.00000	6.00000
14	MAA24400	30742.00000	33	MAAB3407	30768.00000	26.00000
15	BA253333-Y	30270.00000	34	SNU70193	30318.00000	48.00000
16	SNU64488	30524.00000	35	BA755151-E	30490.00000	34.00000
17	MAA99258	30906.00000	36	MAAA8674	30870.00000	36.00000
18	MAA55752	31018.00000	37	GFM09340	30968.00000	50.00000
19	GFM09338	31190.00000	38	MAA56495	31178.00000	12.00000

HPT & LPT
NOZZLE P/N
S/N LIST

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JET ENGINE TECHNOLOGY CORPORATION

APR-03-2020

HPT NOZZLES P/N LISTING

WO: 2020-546 ESN 726246 CFM56-3C1

E.T.T: 37,812 E.T.C.: 25,327

NO.	P/N	S/N	CONDITION	REMARKS
1	2080M29G06	TRMGD798	OVERHAULED	FROM ESN 721567
2	2080M29G06	AMDD7168	OVERHAULED	FROM ESN 721567
3	2080M29G06	AMDN6941	OVERHAULED	FROM ESN 721567
4	2080M29G06	AMDN3897	OVERHAULED	FROM ESN 721567
5	2080M29G06	AMDAP172	OVERHAULED	FROM ESN 721567
6	2080M29G06	MDK1940N	INSPECTED	FROM ESN 724576
7	2080M29G06	MDK1940W	INSPECTED	FROM ESN 724576
8	2080M29G06	PCM29G06	INSPECTED	FROM ESN 724576
9	2080M29G06	AMDC6094	INSPECTED	FROM ESN 724576
10	2080M29G06	MDK0RM47	INSPECTED	FROM ESN 724576
11	2080M29G01	AMDL3921	INSPECTED	FROM ESN 726278
12	2080M29G01	AMDL4301	INSPECTED	FROM ESN 726278
13	2080M29G01	HCM00521	INSPECTED	FROM ESN 726278
14	2080M29G01	AMDL4177	INSPECTED	FROM ESN 726278
15	2080M29G01	AMDN1983	OVERHAULED	FROM ESN 856290
16	2080M29G01	AMDN4687	OVERHAULED	FROM ESN 856290
17	2080M29G01	MDK0DA20	OVERHAULED	FROM ESN 856290
18	2080M29G06	MDK0DN5W	OVERHAULED	FROM ESN 856290
19	1957M38G04	MDK01FY3	INSPECTED	FROM ESN 726278
20	1957M38G04	AMDK6814	INSPECTED	FROM ESN 726278
21	1957M38G04	HCM04592	INSPECTED	FROM ESN 726278
22	2080M29G01	AMDH9479	OVERHAULED	FROM ESN 721567
23	2080M29G01	AMDL1544	OVERHAULED	FROM ESN 721567

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JET ENGINE TECHNOLOGY CORPORATION

APR-03-2020

LPT NOZZLES P/N LISTING

WO: 2020-546 ESN 726246 CFM56-3C1

E.T.T: 37,812 E.T.C: 25,327

NO.	P/N	S/N	CONDITION	REMARKS
1	305-350-058-0	J31751C	INSPECTED	FROM ESN 858710
2	305-350-058-0	J32028B	INSPECTED	FROM ESN 858710
3	305-350-058-0	J9E8622	INSPECTED	FROM ESN 858710
4	305-350-058-0	J9ER269	INSPECTED	FROM ESN 858710
5	305-350-058-0	RN02090	INSPECTED	FROM ESN 858710
6	305-350-058-0	J9E2974	INSPECTED	FROM ESN 858710
7	305-350-058-0	J27933A	INSPECTED	FROM ESN 858710
8	305-350-058-0	J27468A	INSPECTED	FROM ESN 858710
9	305-350-058-0	J31981D	INSPECTED	FROM ESN 858710
10	305-350-058-0	J31455B	INSPECTED	FROM ESN 858710
11	305-350-058-0	J9E1862	INSPECTED	FROM ESN 858710
12	305-350-058-0	J9E0712	INSPECTED	FROM ESN 858710
13	305-350-058-0	J9E2823	INSPECTED	FROM ESN 858710
14	305-350-058-0	J9E2303	INSPECTED	FROM ESN 858710
15	305-350-058-0	J9E2376	INSPECTED	FROM ESN 858710
16	305-350-058-0	RN00487	INSPECTED	FROM ESN 858710
17	305-350-058-0	J9E2167	INSPECTED	FROM ESN 858710
18	305-350-058-0	J9E8924	INSPECTED	FROM ESN 858710
19	305-350-058-0	J31729A	INSPECTED	FROM ESN 858710
20	305-350-058-0	J9E0334	INSPECTED	FROM ESN 858710
21	305-350-058-0	J34166B	INSPECTED	FROM ESN 858710
22	305-350-058-0	J9E2964	INSPECTED	FROM ESN 858710
23	305-350-058-0	J23587	INSPECTED	FROM ESN 858710
24	305-350-058-0	J31900D	INSPECTED	FROM ESN 724576
25	305-350-058-0	J27029B	INSPECTED	FROM ESN 724576
26	305-350-058-0	J27247C	INSPECTED	FROM ESN 724576
27	305-350-158-0	J12289A	INSPECTED	FROM ESN 858710
28	305-350-158-0	J12157A	INSPECTED	FROM ESN 858710

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HPT ROTOR BLADE
P/N S/N LIST

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JET ENGINE TECHNOLOGY CORPORATION

APR-03-2020

HPT ROTOR BLADES P/N LISTING

WO: 2020-546 ESN 726246 CFM56-3C1

E.T.T: 37,812 E.T.C.: 25,327

NO.	P/N	S/N	CONDITION	REMARKS
1	1475M35P01	92BA	INSPECTED	FROM ESN 720912
2	1475M35P01	46UF0	INSPECTED	FROM ESN 720912
3	1475M35P01	50DU6	INSPECTED	FROM ESN 720912
4	1475M35P01	50DT8	INSPECTED	FROM ESN 720912
5	1475M35P01	93C8	INSPECTED	FROM ESN 720912
6	1475M35P01	51VE0	INSPECTED	FROM ESN 720912
7	1475M35P01	49GW3	INSPECTED	FROM ESN 720912
8	1475M35P01	9HD45	INSPECTED	FROM ESN 720912
9	1475M35P01	51UY2	INSPECTED	FROM ESN 720912
10	1475M35P01	50EB8	INSPECTED	FROM ESN 720912
11	1475M35P01	49VU7	INSPECTED	FROM ESN 720912
12	1475M35P01	927D	INSPECTED	FROM ESN 720912
13	1475M35P01	50AM1	INSPECTED	FROM ESN 720912
14	1475M35P01	94C0	INSPECTED	FROM ESN 720912
15	1475M35P01	923F	INSPECTED	FROM ESN 720912
16	1475M35P01	50EB9	INSPECTED	FROM ESN 720912
17	1475M35P01	50BP0	INSPECTED	FROM ESN 720912
18	1475M35P01	50AP8	INSPECTED	FROM ESN 720912
19	1475M35P01	2EPS1	INSPECTED	FROM ESN 720912
20	1475M35P01	9424	INSPECTED	FROM ESN 720912
21	1475M35P01	940C	INSPECTED	FROM ESN 720912
22	1475M35P01	50DU4	INSPECTED	FROM ESN 720912
23	1475M35P01	50BR0	INSPECTED	FROM ESN 720912
24	1475M35P01	49VU4	INSPECTED	FROM ESN 720912
25	1475M35P01	49VM6	INSPECTED	FROM ESN 720912
26	1475M35P01	2EUK7	INSPECTED	FROM ESN 720912
27	1475M35P01	48LN2	INSPECTED	FROM ESN 720912
28	1475M35P01	923C	INSPECTED	FROM ESN 720912
29	1475M35P01	49VG5	INSPECTED	FROM ESN 720912
30	1475M35P01	92B2	INSPECTED	FROM ESN 720912
31	1475M35P01	92C9	INSPECTED	FROM ESN 720912
32	1475M35P01	50BM7	INSPECTED	FROM ESN 720912
33	1475M35P01	94BA	INSPECTED	FROM ESN 720912
34	1475M35P01	49LC9	INSPECTED	FROM ESN 720912
35	1475M35P01	52TE2	INSPECTED	FROM ESN 720912
36	1475M35P01	9292	INSPECTED	FROM ESN 720912
37	1475M35P01	50BN1	INSPECTED	FROM ESN 720912
38	1475M35P01	9400	INSPECTED	FROM ESN 720912
39	1475M35P01	49MC7	INSPECTED	FROM ESN 720912

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40	1475M35P01	48SP9	INSPECTED	FROM ESN 720912
41	1475M35P01	50EC9	INSPECTED	FROM ESN 720912
42	1475M35P01	FDW0V533	INSPECTED	FROM ESN 720912
43	1475M35P01	93BF	INSPECTED	FROM ESN 720912
44	1475M35P01	50EB2	INSPECTED	FROM ESN 720912
45	1475M35P01	922B	INSPECTED	FROM ESN 720912
46	1475M35P01	49LC1	INSPECTED	FROM ESN 720912
47	1475M35P01	50AN1	INSPECTED	FROM ESN 720912
48	1475M35P01	943E	INSPECTED	FROM ESN 720912
49	1475M35P01	50BS7	INSPECTED	FROM ESN 720912
50	1475M35P01	943F	INSPECTED	FROM ESN 720912
51	1475M35P01	50AU1	INSPECTED	FROM ESN 720912
52	1475M35P01	50BR2	INSPECTED	FROM ESN 720912
53	1475M35P01	50AM0	INSPECTED	FROM ESN 720912
54	1475M35P01	52SR3	INSPECTED	FROM ESN 720912
55	1475M35P01	50AY0	INSPECTED	FROM ESN 720912
56	1475M35P01	2EUK5	INSPECTED	FROM ESN 720912
57	1475M35P01	49VT9	INSPECTED	FROM ESN 720912
58	1475M35P01	49VJ5	INSPECTED	FROM ESN 720912
59	1475M35P01	50AT4	INSPECTED	FROM ESN 720912
60	1475M35P01	50AW1	INSPECTED	FROM ESN 720912
61	1475M35P01	49GV6	INSPECTED	FROM ESN 720912
62	1475M35P01	FDW0V569	INSPECTED	FROM ESN 720912
63	1475M35P01	93D8	INSPECTED	FROM ESN 720912
64	1475M35P01	941E	INSPECTED	FROM ESN 720912
65	1475M35P01	9454	INSPECTED	FROM ESN 720912
66	1475M35P01	929E	INSPECTED	FROM ESN 720912
67	1475M35P01	50AS7	INSPECTED	FROM ESN 720912
68	1475M35P01	50AF3	INSPECTED	FROM ESN 720912
69	1475M35P01	94BD	INSPECTED	FROM ESN 720912
70	1475M35P01	49VH2	INSPECTED	FROM ESN 720912
71	1475M35P01	9319	INSPECTED	FROM ESN 720912
72	1475M35P01	50BM1	INSPECTED	FROM ESN 720912