



LIFE-LIMITED PARTS STATUS



ENGINE LIFE LIMITED COMPONENT RECORD

DATE: 17/Mar/2020	CUSTOMER: L.C.H Trading	WORK ORDER:1960
ENGINE S/N: 709826	ENGINE MODEL: JT8D- 219	
ENGINE TOTAL TIME: 69,389	ENGINE TOTAL CYCLES: 34,581	

N-1 COMPRESSOR DISK

Stage	Part Number	Serial Number	Total Time		Life Limit		Life Remaining	
			Hours	Cycles	Hours	Cycles	Hours	Cycles
*1st	821501	BBDUA06290	N/A	12,856	Unlimited	20,000	N/A	7,144
*1½	800115	BBDUAX3543	N/A	13,594	Unlimited	20,000	N/A	6,406
*2nd	772402	BBDUA12899	N/A	14,429	Unlimited	20,000	N/A	5,571
*3rd	772803	BBDUA15238	N/A	14,352	Unlimited	20,000	N/A	5,648
*4th	777704	BBDUAW2273	N/A	14,352	Unlimited	20,000	N/A	5,648
*5th	802105	BBDUAY3849	N/A	9,014	Unlimited	20,000	N/A	10,986
*6th	772806	BBDUA11155	N/A	10,088	Unlimited	20,000	N/A	9,912

N-2 COMPRESSOR DISK

*7th	822107	BENCAX3782	N/A	10,335	Unlimited	16,555	N/A	6,220
*8th	821938	BENCAW3036	N/A	12,185	Unlimited	20,000	N/A	7,815
*9th	822209	BENCAY7137	N/A	7,117	Unlimited	20,000	N/A	12,883
*10th	822010	BENCAU5834	N/A	14,822	Unlimited	20,000	N/A	5,178
*11th	822011	BENCAU7059	N/A	13,128	Unlimited	20,000	N/A	6,872
*12th	798512-001	BANCAM3220	N/A	14,195	Unlimited	20,000	N/A	5,805
*13th	5005613-01	BENCAN0613	N/A	14,807	Unlimited	20,000	N/A	5,193

TURBINE DISK

*T-1	856601	BKLBDB3947	N/A	12,409	Unlimited	20,000	N/A	7,591
*T-2	778702	BLDLC78268	N/A	13,624	Unlimited	20,000	N/A	6,376
*T-3	777603	BLDLC90230	N/A	13,624	Unlimited	20,000	N/A	6,376
*T-4	800804	BLDLC5178	N/A	14,954	Unlimited	20,000	N/A	5,046

TURBINE DRIVE SHAFT

*T-1	5000947-01	BKLBCW1909	N/A	4,027	Unlimited	20,000	N/A	15,973
*T-2	820514-001	BLDLCBE7897	N/A	13,812	Unlimited	20,000	N/A	6,188
					RW 1	10,618		

Manual P/N 773128, Rev. 106, 15/Oct/2019

References: (*) Denotes Disk replaced at this shop visit.

C-7 Prior operation on a 217A Life Limit 15,000).

All times and cycles provided by the customer.

Approved by: Sigifredo Osorio, Director Quality Control



17-Mar-2020
Date





FAA FORM 8130-3

AUTHORIZED RELEASE CERTIFICATE



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 1960/2020	
4. Organization Name and Address: Turbine Engine Solutions, Inc. 14080 SW 143 Court, Miami, FL 33186				5. Work Order/Contract/Invoice Number: 1960		
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
001	ENGINE	JT8D-219	1ea	709826	Repaired	
12. Remarks: THE ABOVE ENGINE WAS INSPECTED, REPAIR AND TESTED PER P&W JT8D-200 E/M, PN 773128, REV. 106, DATED: 15/OCT/2019. FAA APPROVED DATA. THE ENGINE IS PRODUCED UNDER TYPE CERTIFICATE NO. E2EA. ALL THE WORK PERFORMED IS RECORDED AT THIS FACILITY UNDER WORK ORDER: 1960. ENGINE TOTAL TIME: 69,389 - TOTAL CYCLES: 34,581 - TSHSI: 0 - CSHSI: 0 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 No: EASA 145.6500.						
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> 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 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.: Q6GR293Y	
13d. Name (Typed or Printed):		13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): Sigifredo Osorio , Q.C Director		14e. Date (dd/mmm/yyyy): 17/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.						





FAA FORM 337

MAJOR REPAIR AND ALTERATION





US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

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 _____	
	City		Zip _____ Country _____	
	Zip		Country	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	Pratt & Whitney	JT8D-219	709826
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address			B. Kind of Agency		
Name <u>Turbine Engine Solutions, Inc</u>			U. S. Certificated Mechanic		Manufacturer
Address <u>14080 SW 143 Court</u>			Foreign Certificated Mechanic		C. Certificate No. Q6GR293Y Limited Powerplant
City <u>Miami</u> State <u>Florida</u>			<input checked="" type="checkbox"/> Certificated Repair Station		
Zip <u>33186</u> Country <u>USA</u>			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 <input type="checkbox"/>	Signature/Date of Authorized Individual 	T.E.S. Sigifredo Osorio, Q.C. Director / 28/DEC/2020 Q.C. 10
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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 Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. Q6GR293Y	Signature/Date of Authorized Individual 	T.E.S. Sigifredo Osorio, Q.C. Director / 28/DEC/2020 Q.C. 10
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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.)

[Empty box for Nationality and Registration Mark]

28/DEC/2020

Nationality and Registration Mark

Date

Customer: Turbine Engine Solutions
WO: 1960, JT8D-219, ESN: 709826
Engine Total Time: 69,389
Engine Total Cycles: 34,581

Reason for Shop Visit: Compliance with AD 2003-16-05, HPC Corrosion Inspection and AD 2011-07-02, ASB 6224R6 and ASB 6494R1

01. Performed Receiving, Video Borescope Inspections.

02. N-1 Compressor Module:

The module was disassembled at this shop visit. Module was cleaned, inspected, repaired and replaced as required. Inlet Case was visually inspected and pressure checked.

C-1 Disk & Blades Assy. was replaced with Inspected P/N: 821501, S/N: BBDDUA06290, from ESN: 728019.

(1ea) C-1 Blade was replaced with O/H P/N: 851621, S/N: BBDDUAS4797, from ESN: 726818.

C-1.5 Disk & Blades Assy. was replaced with Inspected P/N: 800115, S/N: BBDDUAX3543, from ESN: 709745.

C-2 Disk was replaced with O/H P/N: 77242, S/N: BBDDUA12899, from ESN: 716737.

(56ea) C-2 Blades were replaced with O/H P/N: 772302, from ESN: 725564.

C-3 Disk & Blades Assy. was replaced with Inspected P/N: 772803, S/N: BBDDUA15238, from ESN: 709745.

C-4 Disk & Blades Assy. was replaced with Inspected P/N: 777704, SN: BBDDUAW2273, from ESN:717440.

C-5 Disk was replaced with O/H P/N: 802105, S/N: BBDDUAY3849, from ESN: 726179.

(62ea) C-5 Blades were replaced with O/H P/N: 771705, from ESN: 709953.

C-6 Disk was replaced with O/H P/N: 772806, S/N: BBDDUA11155, from ESN: 709794.

(60ea) C-6 Blades were replaced with O/H P/N: 771706, from ESN: 717420.

C-1, C-1.5, C-2, C-3, C-4 & C-5 Stators & ducts were replaced, inspected & all rubber strips newly refurbished.

Module was static balanced, reassembled, dynamically balanced & approved for return to service.

03. Intermediate Case Module:

The module P/N: 808190-001, S/N: VT1676 was cleaned, inspected, repaired & vacuum Checked as required. Module was approved for return to service.

04. High Pressure Compressor Module:

The N-2 module was disassembled at this shop visit. Module was cleaned, inspected and repaired as required. Rotor components reworked or replaced as necessary.

C-7 Disk was replaced with O/H P/N: 822107, S/N: BENCAAX3782, from ESN: 709745.

C-8 Disk was replaced with O/H P/N: 821938, S/N: BENCAW3036, from ESN: 718590.

C-9 Disk was replaced with O/H P/N: 822209, S/N: BENCAY7137, from ESN: 725893.

C-10 Disk was replaced with O/H P/N: 822010, S/N: BENCAU5834, from ESN: 726043.

C-11 Disk was replaced with O/H P/N: 822011, S/N: BENCAU7059, from ESN: 726043.

C-12 Disk was replaced with O/H P/N: 798512-001, S/N: BENCAM, from ESN: 717440.

C-13 Disk was replaced with O/H P/N: 5005613-01, S/N: BENCAN0613, from ESN: 725499.

All N-2 Stators were installed in O/H Condition.

C-7, C-8, C-9, C-10, C-11, C-12 & C-13 blades were installed in O/H condition (Cat A & Optimum).

Complied with AD 2006-17-07 IAW ASB 6430 R2 by incorporation of AD 2003-16-05.

Module was static balanced, reassembled, dynamically balanced and approved for return to service.

05. Diffuser Case Module:

The module P/N: 814855, S/N: VC7128 was disassembled at this shop visit. Module was cleaned, inspected, tested as required.

All Fuel Nozzles (1ea) P/N: 819061-01 & (8ea) P/N: 809137-01 were inspected & tested during this shop visit.

Module was reassembled and approved for return to service.

Additional Sheets Are Attached



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8. Description of Work Accomplished

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

[Empty box for Nationality and Registration Mark]

28/DEC/2020

Nationality and Registration Mark

Date

Customer: Turbine Engine Solutions.
WO: 1960, JT8D-219, ESN: 709826
Engine Total Time: 69,389
Engine Total Cycles: 34,581

06. Hot Section Module:

The module was disassembled at this shop visit; Module was cleaned, inspected, repaired tested as required.
(9ea) Combustion Chambers were installed, (7ea) O/H P/N: 803114 & (2ea) O/H P/N: 803115.
(46ea) T-1 Vanes were replaced with O/H P/N: 799191, from ESN: 726000.
Combustion Chamber Outer Case was replaced with Inspected P/N: 815556, S/N: BJNBAL9724 from ESN: 717360.
Combustion Chamber Outlet Duct Assembly was installed in O/H Condition.
Module was reassembled and approved for return to service.

07. High Pressure Turbine Module:

The module was disassembled at this shop visit; Module was cleaned, inspected, repaired tested as required.
T-1 Disk was replaced with O/H P/N: 856601, S/N: BKLBDB3947, from ESN: 726043.
(39ea) T-1 Blades were replaced with Inspected P/N: 843901-002.
T-1 Outer Air seal assembly was replaced with NEW P/N: M2459.
Module was assembled, dynamically check-balanced, inspected and approved for return to service as required.

08. Low Pressure Turbine Module:

The module assembly was disassembled, cleaned, repair and replaced as requested.
T-2 Disk was replaced with O/H P/N: 778702, S/N: BLDLC78268, from ESN: 728052.
T-3 Disk was replaced with O/H P/N: 777603, S/N: BLDLC90230, from ESN: 728052.
T-4 Disk was replaced with O/H P/N: 800804, S/N: BLDLCS35178, from ESN: 717490.
(78ea) T-2 Blades were replaced with inspected P/N: 800002, from ESN: 726899.
(88ea) T-3 Blades were replaced with inspected P/N: 798403, from ESN: 718429.
(58) T-4 Blades were replaced with O/H P/N: 808904, from ESN: 709948
Front Compressor Drive Turbine Shaft was replaced with Inspected P/N: 820514-001, S/N: BLDLBE7897, from ESN: 717457.
Module was static balanced, reassembled, dynamically balanced and approved for return to service.

09. Exhaust Case Module:

The module P/N: 777981, S/N: WP6194 was partially disassembled, cleaned, repair and replaced as requested.
Module was reassembled and approved for return to service .

10. Main Accessory Gearbox Module:

The accessory gearbox assembly P/N: 779150, S/N: VVV4212 was pressure checked, painted as required.
Module was reassembled and approved for return to service and functionally tested with the engine.

11. Bearings & Carbon seals:

All Bearing were inspected and installed in serviceable conditions.
All Carbon seals were inspected, tested and installed in serviceable conditions.

12. Accessories:

Fuel Control Unit P/N: 769606-15, S/N: F16111 was Bench Checked per Component Maintenance Manual.
Fuel Pump Unit P/N: P/N: 384300, S/N: 10065 was Bench Checked per Component Maintenance Manual.
Fuel Pressurizing and Dump Valve P/N: 766342, S/N: 6156789 was Bench Checked per Component Maintenance Manual.
Pressure Ratio Bleed Control Assembly P/N: 790312, S/N: 6152739 was Bench Checked per Component Maintenance Manual.
Pressure Ratio Bleed Control Assembly P/N: 805373, S/N: 6152739 was Bench Checked per Component Maintenance Manual.
All the accessories were visually inspected & functionally tested with the engine.
Refer to TES form TESI 1004 R1, WO:1960 for accessories installed.

Additional Sheets Are Attached



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8. Description of Work Accomplished

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

Nationality and Registration Mark

Date

Customer: Turbine Engine Solutions
WO: 1960, JT8D-219, ESN: 709826
Engine Total Time: 69,389
Engine Total Cycles: 34,581

13. A Post-Test Video Borescope Inspection and AD 2005-21-01 complied with by the installation of two Dual Window Temperature Indicators installed - TO BE INSPECTED EVERY 65 HOURS OF OPERATION.

Note: a) All the work will be performed in accordance with: PWA E/M: 773128, Rev:106, 15/OCT/2019.

b) Refer to TESI form 1038 Rev 2, WO:1960, for complete engine AD Status.

c) Refer to TESI form 1039B Rev 0, WO:1960, for Disks & Shafts Cycles.

d) Original paperwork will be shipped with the engine. A copy is on file at Turbine Engine Solutions, Inc. under: WO:1960.

Additional Sheets Are Attached





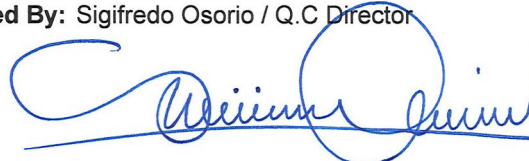

AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS



JT8D-200 SERIES AIRWORTHINESS DIRECTIVES STATUS

W/O: 1960		DATE: 28-Feb-2020	CUSTOMER: L.C.H Trading	
MODEL: JT8D-219		ENG. S/N: 709826	TOTAL TIME: 69,389	TOTAL CYCLES: 34,581
A.D. NUMBER	SERVICE BULLETIN	APPLICABILITY & SUBJECT	METHOD OF COMPLIANCE	NEXT DUE COMPLIANCE
80-15-51 Eff. 8/21/80	ASB 5154 R3	Applies to JT8D-209 Eight Stage Compressor Front Hub Inspection.	N/A TO ENGINE MODEL JT8D-219	N/A
87-03-13 Eff. 2/16/87	SB 5618	Applies to JT8D-209, -217, -217A Fifth Stage Compressor Blade Replacement.	N/A TO ENGINE MODEL JT8D-219	N/A
88-04-02 Eff. 3/04/88	SB 5711 R5 SB 5751 R3 ASB 5753 R4	Applies to JT8D-209, -217, -217A, -217C, -219 Inspection / Replacement of Front Compressor Drive Turbine Vane Anti-Rotation Pins.	PCW POST S/B 5711 & POST SB 5751 SB 5751 Case Fitted	TERMINATED
91-24-14 Eff. 1/21/92		Applies to JT8D-209, -217, -217A, -217C, -219 Inspection / Replacement of Unapproved No. 4 Bearing Seal Spacers.	CMW, HARDNESS CHECK CARRIED OUT TO SEAL PN 525961	TERMINATED
95-02-16 Eff. 2/21/95 Supersede 94-14-16	ASB A6153 R2	Applies to JT8D-209, -217, -217A, -217C, -219 Initial / Repetitive Inspection of No. 7 fuel nozzle, replacement with welded nozzle and steel "B" nuts on lines, low emissions fuel nozzles only.	PCW AND VERIFIED DURING THIS SHOP VISIT	TERMINATED
96-15-06 Eff. 9/3/96		Applied to JT8D-209, -217, 217A, -217C, -219 Remove S/N identified fan hubs prior to further flight. Tie bolt hole fatigue cracks from manufacturing anomalies.	N/A TO DISK P/N: 821501, S/N: BBDDA06290 INSTALLED	N/A
97-17-04 Eff. 9/30/97 Supersede 97-02-11	ASB 6272 R3	Applies to JT8D-209, -217, -217A, -217A, -217C, -219 Fan hub tie rod counterweight Hole.	N/A TO DISK P/N: 821501, S/N: BBDDA06290 INSTALLED	N/A
98-21-24		Applies to JT8D-1/-1A/-1B/-7/-7A/-7B/-9/-9A/-11/-15/-15A/-17/-17R/-17AR 209/-217/-217A/-217C/-219 Engines which have comp. disk installed identified by P/N & S/N in Table 1 of AD	NOT APPLICABLE TO P/N AND S/N'S DISKS INSTALLED	N/A
99-01-08 Eff. 1/05/99		Applies to JT8D-209, 217, -217A, -217C, -219 HPC disk removal for suspected cadmium embitterment.	NOT APPLICABLE TO P/N AND S/N'S DISKS INSTALLED	N/A
99-10-11 Eff. 6/14/99 Supersede 96-23-15	ASB 6241 R2	Applies to JT8D-209, 217, -217A, -217C, -219 Reduced interval for fan blade lock-up inspection.	MODULE NOT DISASSEMBLED, PCW PER CUSTOMER A/D LIST	TERMINATED
2002-16-08 Eff. 9/20/02 Supersede 99-26-06	ASB 6359 R3 SB 6291 R4	Applies to JT8D-209, -217, -217A, -217C, -219 Engines with C.C.O.C. P/N's 500023801, 797707, 807684 & 815830. Inspection Requirements.	NOT APPLICABLE TO P/N:815556, S/N:BJNBAM1071 INSTALLED	N/A

Prepared By: Sigifredo Osorio / Q.C Director



14080 SW 143 Court
Miami, FL 33186
FAA Repair Station No. Q6GR293Y

JT8D-200 SERIES AIRWORTHINESS DIRECTIVES STATUS

W/O: 1960		DATE: 28-Feb-2020		CUSTOMER: L.C.H Trading						
MODEL: JT8D-219		ENG. S/N: 709826		TOTAL TIME: 69,389						
				TOTAL CYCLES: 34,581						
A.D. NUMBER	SERVICE BULLETIN	APPLICABILITY & SUBJECT				METHOD OF COMPLIANCE	NEXT DUE COMPLIANCE			
2002-21-17 Eff. 11/29/02	SB 6100 R2	Applies to JT8D-209, -217, -217A, -217C, -219 Installation of stops on fan exit.				PCW AND VERIFIED DURING THIS SHOP VISIT	TERMINATED			
2003-16-05 Eff.09/12/03	ASB 6435 R1	Applies to JT8D-209, -217, -217A, -217C, -219 Inspection of 7th JT8D-209, thru 12th stage HPC disks for corrosion.				C/W AT THIS SHOP VISIT	NEXT COMPLIANCE DUE DATE IS NINE YEARS FROM DATE OF COATING. NOT TO EXCEED 14/JAN/2029 ON C-9 DISK			
		Date of Coating	Disk	Part Number	Serial Number			Coating	Preserved/ Due Date	Next Inspection Due
		25-Feb-2020	C-7	822107	BENCAX3782			NI-CAD	NO / 25/Feb/2029	
		5-Mar-2020	C-8	821938	BENCAW3036			NI-CAD	NO / 5/Mar/2029	
		14-Jan-2020	C-9	822209	BENCAY7137			NI-CAD	NO / 14/Jan/2029	
		18-Feb-2020	C-10	822210	BENCAU5834			NI-CAD	NO / 18/Feb/2029	
18-Feb-2020	C-11	822211	BENCAU7059	NI-CAD	NO / 18/Feb/2029					
20-Feb-2020	C-12	798512-001	BANCAM3220	NI-CAD	NO / 20/Feb/2029					
2004-26-04 Eff. 2/9/2005 Supersede 99-22-14	ASB 6346 R4	Applies to JT8D-209, -217, -217A, -217C, -219 Improved HPT containment.				PCW AND VERIFIED DURING THIS SHOP VISIT	TERMINATED			
2005-17-16 Eff. 9/30/2005	ASB 6442	Applies to JT8D-217, -217A, -217C, -219 Inspection of specific rotating parts overhauled by a specific vendor.				NOT APPLICABLE TO P/N AND S/N'S DISKS INSTALLED	N/A			
2005-21-01 Eff. 11/21/2005 Supersede 97-19-13	ASB 5944 R6	Applies to JT8D-217, -217A, -217C, -219 No. 4-5 bearing compartment temperature tab installation. Should be inspected daily. Must be inspected every 65 operating hours max. per SB 5944 R5.				C/W AT THIS SHOP VISIT (REINSPECTED)	INSPECT EVERY 65 OPERATING HOURS MAX.			
2006-17-07 R1 Eff. 11/2/2006 Supersede 02-23-14	ASB 6430 R2	Applies to JT8D-217, -217A, -217C, -219 Inspection or replacement of HPC Front Hub, Disks, and Stage 8 - 9 Spacers.				C/W DURING THIS SHOP VISIT AD 2003-16-05	TERMINATED			
2011-04-04 Eff. 3/22/2011 Supersedes 05-18-02		Applies to JT8D-209, -217, -217A, -217C, 219 Enhance inspection of selected critical life-limited parts: Hub (Disk), 1st Stage Comp., C-13, T-1, T-2, T-3 & T-4.				C/W DURING THIS SHOP VISIT ON C-13, T-1, T-2 & T-4 DISKS	C/W AT THE NEXT PIECE PART INSPECTION ON AFFECTED PARTS			
2011-07-02 Eff. 4/28/2011 Supersedes 05-02-03	ASB 6224 R6 ASB 6494R1	Applies to JT8D-209, -217, -217A, -217C, -219 T-3 & T-4 Blade Shroud Inspection.				On Wing Only	INSPECTION PROGRAM			
		T-4 Blade Refurbishment.				ASB 6224 R6	DUE AT 71,389 ETT			
		LPT Case Bolts and Spacer Replacement.				ASB 6494 R1	CW AT THIS SHOP VISIT			
2015-14-05 Eff. 8/20/2015		Applies to JT8D-217C, 219 Do not install any piece-part exposure (LPT) shaft listed in paragraph (c) of this AD that exceeds the new life limit of 20,000 CSN				CW AT THIS SHOP VISIT LPT SHAFT P/N:820514-001 S/N: BLDLBE7897 NEXT PIECE-PART	C/W AT THE NEXT PIECE PART INSPECTION ON AFFECTED SHAFT			

Prepared By: Sigifredo Osorio / Q.C. Director





14080 SW 143 Court
Miami, FL 33186

FAA Repair Station No. Q6GR293Y

LPT SHAFT S/B & A/D

Date: 17-Mar-2020	Customer: L.C.H Trading	Work Order: 1960
ENG S/N: 709826	ENG Total Time: 69,389	ENG Total Cycles: 34,581

Service Bulletin 5019 LPT P/N Reidentification Table

Original P/N	After 1st Rework	After 2nd Rework
5000923-01	783319	783320
5000923-021	783319-001	783320-001
N/A	783319-003	783320-003
5000923-031	783319-004	783320-004
820514	820514-001	820514-003
820514-002	820514-004	820514-005

S/B LPT Shaft Rework

Rework Number	Shaft Number	Model JT8D-	Restriction Max Cycles	S/B	Actual total Cycles Since Last Rework	LPT Total Life Cycles
Original	N/A	N/A	12,000	5019	N/A	N/A
1	820514-001	217C	10,000	5019	3,194	6,806
2	N/A	N/A	9,000	5019	N/A	N/A

A/D 2015-14-05 LPT Shaft Life

A/D Scenarios	A/D Compliance	Cycles Restriction		LPT Shaft Max Cycles	LPT Total Limit
1	LPT Shaft 15,000 or fewer C/S/N	20,000 Cycles		Cannot Exceed 20,000	20,000
2	LPT Shaft more than 15,000 C/S/N	5,000 Cycles	Additional	Cannot Exceed 25,000	N/A
3	LPT Shaft to Piece Part Exposure	20,000 Cycles		Cannot Exceed 20,000	N/A

LOW PRESSURE TURBINE SHAFT

Shaft	P/N	S/N	T.T	T.C	Max T.T	Max T.C	Reamining Cycles
T-2	820514-001	BLDLBE7897	N/A	13,812	Unlimited	20,000	6,188 Cycles

Manual P/N 773128, Rev. 106, 15/Oct/2019

Note:

For the purpose S/B 5019 the LPT Shaft 820514-001 Rework # 1 total cycles remaining are 6,806 Cys.
S/B 5019 Rework # 1 can not exceed LPT Shaft (JT8D-217C MAX 20,000 CYS)
LPT Shaft: 6,188 Cycles Remaining

Approved by:  Sigifredo Osorio, Quality Control Director



17-Mar-2020
Date





ENGINE TEST AND PERFORMANCE DATA



TEST CELL RESULTS

W. O.: 5002280

MODEL: JT8D-219

ESN: 709826

DATE: 16-Mar-20

F. J. Turbine Power, Inc.

DATE TESTED: 16-Mar-20

FAA Approved Repair Station F7JR192Y

Form Q 009 - 1/5/04

Engine Work Card: FJT 5001A 7/22/11

ENGINE WORK CARD

WARNING: This routine work form does not in any way supersede the OEM's manual requirements. This form is intended to be used in conjunction with the OEM's manuals.

TITLE:				
ENGINE TEST RESULTS - JT8D-200				
WORK ORDER		ENGINE MODEL		ENGINE SERIAL NUMBER
5002280		JT8D-219		709826
TEST SPECIFICATIONS:		MANUAL USED	P/N 773128 REV.#106	TYPE OF TEST: TEST # 3
TEST LIMITS (CHECK ONE):		<input checked="" type="checkbox"/> HEAVY MAINTENANCE	<input type="checkbox"/> OVERHAUL	<input type="checkbox"/> OTHER:
ITEM	OPERATION AND REFERENCED PROCEDURE	ACCEPTED	REJECTED	DOES NOT APPLY
1	MAIN OIL PRESSURE	FJTP 21 INCL		
2	MAIN OIL TEMPERATURE.	FJTP 21 INCL		
3	OIL CONSUMPTION.	FJTP 21 INCL		
4	BREATHER PRESSURE	FJTP 21 INCL		
5	MAXIMUM EXHAUST GAS TEMPERATURE (EGT)	FJTP 21 INCL		
6	EXHAUST GAS TEMPERATURE (EGT) SPREAD.	FJTP 21 INCL		
7	FRONT VIBRATION LIMITS.	FJTP 21 INCL		
8	REAR VIBRATION LIMITS.	FJTP 21 INCL		
9	TURBINE COOLING PRESSURE.	FJTP 21 INCL		
10	MAXIMUM LOW COMPRESSOR SPEED.	FJTP 21 INCL		
11	MAXIMUM HIGH COMPRESSOR SPEED.	FJTP 21 INCL		
12	E.P.R. vs. THRUST RELATIONSHIP.	FJTP 21 INCL		
13	ACCELERATION TIME.	FJTP 21 INCL		
14	ANTI-SURGE BLEED CHECK.	FJTP 21 INCL		
15	AUTOMATIC RESERVE THRUST INCREMENT.	FJTP 21 INCL		
16	SPEED DATA PLATE. OBSERVED: R.P.M.: <u>11,022</u> PERCENT: <u>90.01</u> %	FJTP 21 INCL		
17	RE-STAMP OF DATA PLATE REQUIRED IF ENGINE QUALIFIES BASED ON WORK PERFORMED.		NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
18	COMMENTS:	TAKE-OFF LIMIT	TAKE-OFF - ACTUAL	TAKE-OFF MARGIN
	RED LINE	<u>590</u> °C (OBSERVED)	<u>556</u> °C (OBSERVED)	<u>34</u> °C
	EHM (for Pt7/Pt2)	<u>546</u> °C (CORRECTED)	<u>535</u> °C (CORRECTED)	<u>11</u> °C
	CIT: <u>72</u> ° F			

F. J. Turbine Power, Inc.

DATE TESTED: 16-Mar-2020

FAA Approved Repair Station F7JR192Y

Form Q 009 - 5-Jan-2004

Engine Work Card: FJT 5002 - Rev. 3 - 3-Jul-2014

ENGINE WORK CARD

WARNING: This routine work form does not in any way supersede the OEM's manual requirements. This form is intended to be used in conjunction with the OEM's manuals.

TITLE: JET ENGINE TEST LOG							
WORK ORDER 5002280		ENGINE MODEL JT8D-219			ENGINE SERIAL NUMBER 709826		
CUSTOMER T.E.S.		TEST CELL No. 6	TEST START 7:30	TEST STOP 8:50	TEST HOURS 1 HR 20 MINS.		
TEST SPECIFICATIONS:		MANUAL P/N: 773128	CURRENT MANUAL REV: 106	TYPE OF TEST: TEST # 3			
TEST LIMITS (CHECK ONE):		<input checked="" type="checkbox"/> HEAVY MAINTENANCE		<input type="checkbox"/> OVERHAUL		<input type="checkbox"/> OTHER: _____	
N2 SPEED DATA PLATE:		%	RPM	WEATHER		BLEED VALVE CHECK	
FUEL PUMP	P/N: 384300			TIME TAKEN: 7:35	SCHED MAX. (CHART): 76.5 56.3 "HGA		
	S/N: 10065			BAROMETER: 30.15	SCHED MIN. (CHART): 71.8 51.9 "HGA		
FCU	P/N: 769606-15			CIT OR OAT: 71 °F	OPENED AT: 74.4 52.4 "HGA		
	S/N: F16111			DRY BULB TEMP: 71 °F	CLOSED AT: 75.6 52.7 "HGA		
BELL MOUTH S/N: TC016				WET BULB TEMP: 65 °F	TRIM DATA		
TEST NOZZLE S/N: TC016				HUMIDITY: 61 %	PART POWER PT7 TARGET: 51.84 "HGA		
TEST NOZZLE AREA: 7.601 SQUARE FEET				DEW POINT: 64 °F	TAKE OFF POWER PT7 TARGET: 60.23 "HGA		
OIL CONSUMPTION: 0.02 GPH		AMOUNT OF OIL SERVICED: 6 GALLONS		IDLE N2 TRIMMED TO: 6630 RPM			
FUEL TYPE: JET A		OIL TYPE: BP2380		ACCELERATION TIME: 4 SEC.			
FUEL B.T.U. RATING: 18560		SP. GR.: 0.805	FUEL METER START: 362275	FUEL METER STOP: 363220	TOTAL FUEL USED: 945 GLS		
OIL LEAKS:	OK.-	SPARK IGNITER CK - "A":	OK.-	FUEL HEAT VALVE:	OK.-	FUEL PRESSURE:	OK.-
FUEL LEAKS:	OK.-	SPARK IGNITER CK - "B":	OK.-	COWL ANTI-ICE VALVE:	N/A	CSD DISCONNECT:	N/A
AIR LEAKS:	OK.-	LH ANTI-ICE VALVE:	OK.-	FUEL PRESS TRANS:	N/A	OIL SCREEN:	OK.-
OIL PRESSURE:	OK.-	RH ANTI-ICE VALVE:	OK.-	ENG OIL PRESS TRANS:	N/A	FUEL SCREENS:	OK.-
SPEED DATA PLATE CHECK AT 1.65 EPR - N2 RPM 11022 @ 90.01 % RE-STAMP DATA PLATE: NO <input type="checkbox"/> YES <input checked="" type="checkbox"/>							
PRESERVED FUEL AND OIL SYSTEMS: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> DATE: 16-Mar-20							
NOTES: COAST DOWN TIME : N2 : 1:46 MINS. N1 : 2:25 MINS.							

TESTED BY: 



The engine identified above was tested I.A.W. current Federal Aviation Regulations and was found airworthy for return to service with respect to the test performed, recorded on work card FJT 5001 as revised and supporting engine test data.

INSPECTED BY: 



DATE: **MARCH, 16-20**

FJ TURBINE POWER, INC FAA #F7JR192Y JT8D-200 ENGINE TEST FROM PAGE 26
 THIS DATA HAS BEEN CORRECTED BY USING CORRECTED PT2 PER CMS TABLE NO. 1424 EQUATION 2
 (CURVE 1891-2)

MODEL: JT8D-219 S/N: 709826 WO: 5002280 CUST: T.E.S. *IDLE*
 CIT

22
71

 °C/°F EGT

396
744

 °C/°F T7 TIME @ TEMP

0

 THRUST

1172

 LBS CORR. EPR

1.035

CORRECTED DATA

N1	2163
Fn	1163
N2	6552
EGT	381 °C
Wf	986
TSFC	0.848

CORR. PT2

30.15

 HGA
 PT2 AVG (CELL)

-0.10

 "H2O
 PT7

31.19

 HGA

N1 %

26.60

 N1 RPM

2,188

 N2 %

54.12

 N2 RPM

6,628

TIMER

MAIN FUEL

29

 PSIG
 MAIN OIL

44

 PSIG
 BREATHER

0.1

 "HG
 OIL IN

169
76

 °F/°C
 OIL OUT

188

 °F
 CELL TEMP

71

 °F
 FUEL FLOW

1014

 PPH
 FUEL IN

78

 °F
 PS4

14.9

 PSIA PS3

41.7

 HGA
 BAROMETER

30.15

 "HG

VIBRATION

COMP	0.4
TURB	0.6

CORR. Ps3/Pt2

1.384

 CORR. Ps4/Pt2

1.006

 PCP

22.9

 PSIA
 PS3

20.5

 PSIA
 PCP RATIO

1.537

3/16/2020

FJ TURBINE POWER, INC FAA #F7JR192Y JT8D-200 ENGINE TEST FROM PAGE 26
 THIS DATA HAS BEEN CORRECTED BY USING CORRECTED PT2 PER CMS TABLE NO. 1424 EQUATION 2
 (CURVE 1891-2)

MODEL: JT8D-219 S/N: 709826 WO: 5002280 CUST: T.E.S. *PART POWER.*

CIT

21
70

 °C / °F EGT

494
922

 °C / °F T7 TIME @ TEMP

0

 THRUST

15663

 LBS CORR. EPR

1.723

N1 %

84.39

 N1 RPM

6,939

 N2 %

92.05

 N2 RPM

11,275

CORRECTED DATA

N1	6866
Fn	16176
N2	11157
EGT	478 °C
Wf	8061
TSFC	0.498

CORR. PT2

30.08

 HGA
 PT2 AVG (CELL)

-1.40

 "H2O
 PT7

51.84

 HGA

TIMER

MAIN OIL

49

 PSIG MAIN FUEL

17

 PSIG
 BREATHER

0.5

 "HG FUEL FLOW

8262

 PPH
 OIL IN

84

 °C FUEL IN

77

 °F
 OIL OUT

280

 °F PS4

211.9

 PSIA PS3

170.0

 HGA
 CELL TEMP

70

 °F BAROMETER

30.15

 "HG

VIBRATION

COMP	2.6
TURB	1.7

CORR. Ps3/Pt2

5.658

 CORR. Ps4/Pt2

14.341

 PCP

123.7

 PSIA
 PS3

83.6

 PSIA
 PCP RATIO

0.585

3/16/2020

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-219 S/N 709826 W.O. 5002280

CUSTOMER

T.E.S.

T7
1. 868 F

COND

PARTPOWER

2. 938 F

3. 859 F CALCULATED AVG.
922 F

4. 948 F

5. 941 F

6. 971 F

EGT SPREAD
EGT LO ~~859~~ EGT HI ~~971~~ EGT SPREAD ~~112~~
CHN216 CHN217

7. 918 F

8. 931 F

DATE 03/16/20

FJ TURBINE POWER, INC FAA #F7JR192Y JT8D-200 ENGINE TEST FROM PAGE 26
 THIS DATA HAS BEEN CORRECTED BY USING CORRECTED PT2 PER CMS TABLE NO. 1424 EQUATION 2
 (CURVE 1891-2)

MODEL: JT8D-219 S/N: 709826 WO: 5002280 CUST: T.E.S. *IDLE.*
 CIT

22
72

 °C/°F EGT

393
739

 °C/°F T7 TIME @ TEMP

0

 THRUST

1200

 LBS CORR. EPR

1.035

N1 %

26.75

 N1 RPM

2,200

 N2 %

54.40

 N2 RPM

6,663

CORRECTED DATA

N1	2174
Fn	1191
N2	6587
EGT	378 °C
Wf	986
TSFC	0.828

CORR. PT2

30.15

 HGA
 PT2 AVG (CELL)

-0.20

 "H2O
 PT7

31.20

 HGA

TIMER
 MAIN OIL

43

 PSIG MAIN FUEL

29

 PSIG
 BREATHER

0.1

 "HG FUEL FLOW

1014

 PPH
 OIL IN

194
90

 °F/°C FUEL IN

78

 °F
 OIL OUT

211

 °F PS4

14.9

 PSIA PS3

41.7

 HGA
 CELL TEMP

72

 °F BAROMETER

30.15

 "HG

VIBRATION

COMP	0.3
TURB	0.2

CORR. Ps3/Pt2

1.384

 CORR. Ps4/Pt2

1.006

 PCP

23.5

 PSIA
 PS3

20.5

 PSIA
 PCP RATIO

1.577

3/16/2020

FJ TURBINE POWER, INC FAA #F7JR192Y JT8D-200 ENGINE TEST FROM PAGE 26
THIS DATA HAS BEEN CORRECTED BY USING CORRECTED PT2 PER CMS TABLE NO. 1424 EQUATION 2
(CURVE 1891-2)

MODEL: JT8D-219 S/N: 709826 WO: 5002280 CUST: T.E.S.
TAKEOFF.
 CIT °C °C
 °F EGT °F T7 TIME @ TEMP THRUST LBS CORR. EPR

CORRECTED DATA

N1 % <input type="text" value="93.01"/>	N1 RPM <input type="text" value="7,647"/>	N1 <input type="text" value="7553"/>	CORR. PT2 <input type="text" value="30.09"/> HGA
N2 % <input type="text" value="96.24"/>	N2 RPM <input type="text" value="11,788"/>	Fn <input type="text" value="21069"/>	PT2 AVG (CELL) <input type="text" value="-1.70"/> "H2O
TIMER	MAIN FUEL <input type="text" value="9"/> PSIG	N2 <input type="text" value="11643"/>	EGT <input type="text" value="535"/> °C
MAIN OIL <input type="text" value="49"/> PSIG	FUEL FLOW <input type="text" value="11262"/> PPH	Wf <input type="text" value="10959"/>	PT7 <input type="text" value="60.23"/> HGA
BREATHER <input type="text" value="0.6"/> "HG	FUEL IN <input type="text" value="77"/> °F	TSFC <input type="text" value="0.520"/>	
OIL IN <input type="text" value="195"/> °F			VIBRATION
<input type="text" value="91"/> °C			COMP <input type="text" value="1.6"/>
OIL OUT <input type="text" value="312"/> °F	PS4 <input type="text" value="262.9"/> PSIA	PS3 <input type="text" value="203.6"/> HGA	TURB <input type="text" value="1.3"/>
CELL TEMP <input type="text" value="72"/> °F	BAROMETER <input type="text" value="30.17"/> "HG		CORR. Ps3/Pt2 <input type="text" value="6.759"/>
			CORR. Ps4/Pt2 <input type="text" value="17.789"/>
			PCP <input type="text" value="149.8"/> PSIA
			PS3 <input type="text" value="99.9"/> PSIA
			PCP RATIO <input type="text" value="0.570"/>

3/16/2020

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-219 S/N 709826 W.O. 5002280

CUSTOMER

T.E.S.

T7

COND

TAKEOFF

1. 971 F

2. 1058 F

3. 958 F CALCULATED AVG.
1032 F

4. 1050 F

5. 1052 F

6. 1080 F

EGT SPREAD
EGT LO ~~958~~ EGT HI ~~1080~~ EGT SPREAD ~~122~~
CHN216 CHN217

7. 1038 F

8. 1051 F

DATE 03/16/20

FJ TURBINE POWER, INC FAA #F7JR192Y JT8D-200 ENGINE TEST FROM PAGE 26
 THIS DATA HAS BEEN CORRECTED BY USING CORRECTED PT2 PER CMS TABLE NO. 1424 EQUATION 2
 (CURVE 1891-2)

MODEL: JT8D-219 S/N: 709826 WO: 5002280 CUST: T.E.S. *MAX. T/O.*
 CIT

23
73

 °C/°F EGT

567
1053

 °C/°F T7 TIME @ TEMP

0

 THRUST

21160

 LBS CORR. EPR

2.045

N1 %

94.62

 N1 RPM

7,781

 N2 %

96.72

 N2 RPM

11,846

CORRECTED DATA

N1	7678
Fn	21742
N2	11689
EGT	545 °C
Wf	11515
TSFC	0.530

CORR. PT2

30.09

 HGA
 PT2 AVG (CELL)

-1.90

 "H2O
 PT7

61.54

 HGA

TIMER

MAIN OIL

49

 PSIG MAIN FUEL

8

 PSIG
 BREATHER

0.7

 "HG FUEL FLOW

11845

 PPH
 OIL IN

189
87

 °F/°C FUEL IN

77

 °F
 OIL OUT

305

 °F PS4

270.1

 PSIA PS3

209.5

 HGA
 CELL TEMP

73

 °F BAROMETER

30.17

 "HG

VIBRATION

COMP	1.6
TURB	1.0

CORR. Ps3/Pt2

6.963

 CORR. Ps4/Pt2

18.277

 PCP

156.7

 PSIA
 PS3

102.9

 PSIA
 PCP RATIO

0.580

3/16/2020

FJ TURBINE POWER, INC FAA #F7JR192Y JT8D-200 ENGINE TEST FROM PAGE 26
 THIS DATA HAS BEEN CORRECTED BY USING CORRECTED PT2 PER CMS TABLE NO. 1424 EQUATION 2
 (CURVE 1891-2)

MODEL: JT8D-219 S/N: 709826 WO: 5002280 CUST: T.E.S.
M. CONT.
 CIT

23
73

 °C/°F EGT

529
984

 °C/°F T7 TIME @ TEMP

0

 THRUST

18524

 LBS CORR. EPR

1.884

CORRECTED DATA

N1 % <table border="1" style="display: inline-table;"><tr><td>89.34</td></tr></table>	89.34	N1 RPM <table border="1" style="display: inline-table;"><tr><td>7,346</td></tr></table>	7,346	N1 <table border="1" style="display: inline-table;"><tr><td>7248</td></tr></table>	7248	CORR. PT2 <table border="1" style="display: inline-table;"><tr><td>30.10</td></tr></table> HGA	30.10
89.34							
7,346							
7248							
30.10							
N2 % <table border="1" style="display: inline-table;"><tr><td>94.67</td></tr></table>	94.67	N2 RPM <table border="1" style="display: inline-table;"><tr><td>11,590</td></tr></table>	11,590	Fn <table border="1" style="display: inline-table;"><tr><td>19054</td></tr></table>	19054	PT2 AVG (CELL) <table border="1" style="display: inline-table;"><tr><td>-1.60</td></tr></table> "H2O	-1.60
94.67							
11,590							
19054							
-1.60							
TIMER	MAIN FUEL <table border="1" style="display: inline-table;"><tr><td>12</td></tr></table> PSIG	12	N2 <table border="1" style="display: inline-table;"><tr><td>11441</td></tr></table>	11441	PT7 <table border="1" style="display: inline-table;"><tr><td>56.70</td></tr></table> HGA	56.70	
12							
11441							
56.70							
MAIN OIL <table border="1" style="display: inline-table;"><tr><td>48</td></tr></table> PSIG	48	FUEL FLOW <table border="1" style="display: inline-table;"><tr><td>10015</td></tr></table> PPH	10015	EGT <table border="1" style="display: inline-table;"><tr><td>508</td></tr></table> °C	508		
48							
10015							
508							
BREATHER <table border="1" style="display: inline-table;"><tr><td>0.7</td></tr></table> "HG	0.7	FUEL IN <table border="1" style="display: inline-table;"><tr><td>77</td></tr></table> °F	77	Wf <table border="1" style="display: inline-table;"><tr><td>9733</td></tr></table>	9733		
0.7							
77							
9733							
OIL IN <table border="1" style="display: inline-table;"><tr><td>196</td></tr><tr><td>91</td></tr></table> °F/°C	196	91	PS4 <table border="1" style="display: inline-table;"><tr><td>241.2</td></tr></table> PSIA	241.2	TSFC <table border="1" style="display: inline-table;"><tr><td>0.511</td></tr></table>	0.511	
196							
91							
241.2							
0.511							
OIL OUT <table border="1" style="display: inline-table;"><tr><td>306</td></tr></table> °F	306	PS3 <table border="1" style="display: inline-table;"><tr><td>188.9</td></tr></table> HGA	188.9				
306							
188.9							
CELL TEMP <table border="1" style="display: inline-table;"><tr><td>73</td></tr></table> °F	73	BAROMETER <table border="1" style="display: inline-table;"><tr><td>30.17</td></tr></table> "HG	30.17				
73							
30.17							
			CORR. Ps3/Pt2 <table border="1" style="display: inline-table;"><tr><td>6.278</td></tr></table>	6.278			
6.278							
			CORR. Ps4/Pt2 <table border="1" style="display: inline-table;"><tr><td>16.317</td></tr></table>	16.317			
16.317							
			PCP <table border="1" style="display: inline-table;"><tr><td>139.8</td></tr></table> PSIA	139.8			
139.8							
			PS3 <table border="1" style="display: inline-table;"><tr><td>92.8</td></tr></table> PSIA	92.8			
92.8							
			PCP RATIO <table border="1" style="display: inline-table;"><tr><td>0.580</td></tr></table>	0.580			
0.580							

3/16/2020

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-219 S/N 709826 W.O. 5002280

CUSTOMER

T.E.S.

T7
1. 932 F

COND

M. CONT.

2. 1010 F

3. 918 F

CALCULATED AVG.

984 F

4. 1007 F

5. 991 F

6. 1037 F

EGT SPREAD

EGT LO ~~918~~ EGT HI ~~1037~~ EGT SPREAD ~~119~~

7. 984 F

CHN216

CHN217

8. 994 F

DATE 03/16/20

FJ TURBINE POWER, INC FAA #F7JR192Y JT8D-200 ENGINE TEST FROM PAGE 26
 THIS DATA HAS BEEN CORRECTED BY USING CORRECTED PT2 PER CMS TABLE NO. 1424 EQUATION 2
 (CURVE 1891-2)

MODEL: JT8D-219 S/N: 709826 WO: 5002280 CUST: T.E.S. *MAX. CR.*

CIT

22
72

 °C EGT

497
927

 °C T7 TIME @ TEMP

0

 THRUST

15995

 LBS CORR. EPR

1.746

N1 %

85.06

 N1 RPM

6,994

 N2 %

92.67

 N2 RPM

11,351

CORRECTED DATA

N1	6908
Fn	16495
N2	11211
EGT	478 °C
Wf	8264
TSFC	0.501

CORR. PT2

30.10

 HGA
 PT2 AVG (CELL)

-1.40

 "H2O
 PT7

52.57

 HGA

TIMER

MAIN OIL

48

 PSIG MAIN FUEL

16

 PSIG
 BREATHER

0.6

 "HG FUEL FLOW

8495

 PPH
 OIL IN

199
93

 °F FUEL IN

77

 °F
 OIL OUT

301

 °F PS4

216.5

 PSIA PS3

171.6

 HGA
 CELL TEMP

72

 °F BAROMETER

30.17

 "HG

VIBRATION

COMP	2.5
TURB	1.6

CORR. Ps3/Pt2

5.701

 CORR. Ps4/Pt2

14.643

 PCP

125.3

 PSIA
 PS3

84.3

 PSIA
 PCP RATIO

0.580

3/16/2020

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-219 S/N 709826 W.O. 5002280

CUSTOMER

T.E.S.

T7

COND

MAX.CR.

1. 874 F

2. 943 F

3. 869 F CALCULATED AVG.
927 F

4. 952 F

5. 937 F

6. 982 F

EGT SPREAD
EGT LO ~~869~~ EGT HI ~~982~~ EGT SPREAD ~~113~~
CHN216 CHN217

7. 929 F

8. 928 F

DATE 03/16/20

FJ TURBINE POWER, INC FAA #F7JR192Y JT8D-200 ENGINE TEST FROM PAGE 26
THIS DATA HAS BEEN CORRECTED BY USING CORRECTED PT2 PER CMS TABLE NO. 1424 EQUATION 2
(CURVE 1891-2)

MODEL: JT8D-219 S/N: 709826 WO: 5002280 CUST: T.E.S. *C. BAND.*

CIT

23
73

 °C / °F EGT

478
892

 °C / °F T7 TIME @ TEMP

0

 THRUST

14356

 LBS CORR. EPR

1.651

N1 %

81.72

 N1 RPM

6,720

N2 %

91.20

 N2 RPM

11,170

CORRECTED DATA

N1	6631
Fn	14865
N2	11022
EGT	458 °C
Wf	7268
TSFC	0.489

CORR. PT2

30.11

 HGA
PT2 AVG (CELL)

-1.30

 "H2O
PT7

49.70

 HGA

TIMER

MAIN OIL

48

 PSIG MAIN FUEL

18

 PSIG
BREATHER

0.6

 "HG FUEL FLOW

7481

 PPH
OIL IN

200
93

 °F / °C FUEL IN

77

 °F

VIBRATION

COMP	1.4
TURB	1.4

CORR. Ps3/Pt2

5.275

CORR. Ps4/Pt2

13.403

OIL OUT

295

 °F PS4

198.2

 PSIA PS3

158.8

 HGA
CELL TEMP

73

 °F BAROMETER

30.17

 "HG

PCP

115.5

 PSIA
PS3

78

 PSIA
PCP RATIO

0.583

3/16/2020

FJ TURBINE POWER, INC FAA #F7JR192Y JT8D-200 ENGINE TEST FROM PAGE 26
 THIS DATA HAS BEEN CORRECTED BY USING CORRECTED PT2 PER CMS TABLE NO. 1424 EQUATION 2
 (CURVE 1891-2)

MODEL: JT8D-219 S/N: 709826 WO: 5002280 CUST: T.E.S.
IDLE.

CIT

23
73

 °C / °F EGT

391
735

 °C / °F T7 TIME @ TEMP

0

 THRUST

1198

 LBS CORR. EPR

1.035

N1 %

26.51

 N1 RPM

2,180

N2 %

54.21

 N2 RPM

6,640

CORRECTED DATA

N1	2151
Fn	1188
N2	6552
EGT	373 °C
Wf	1022
TSFC	0.860

CORR. PT2

30.17

 HGA

PT2 AVG (CELL)

-0.20

 "H2O

PT7

31.21

 HGA

TIMER

MAIN OIL

43

 PSIG

BREATHER

0.1

 "HG

OIL IN

214
101

 °F / °C

OIL OUT

232

 °F

CELL TEMP

73

 °F

MAIN FUEL

29

 PSIG

FUEL FLOW

1054

 PPH

FUEL IN

78

 °F

PS4

14.9

 PSIA

PS3

41.7

 HGA

BAROMETER

30.17

 "HG

VIBRATION

COMP	0.4
TURB	0.3

CORR. Ps3/Pt2

1.384

CORR. Ps4/Pt2

1.006

PCP

23.6

 PSIA

PS3

20.5

 PSIA

PCP RATIO

1.584

3/16/2020

FJ TURBINE POWER, INC FAA #F7JR192Y JT8D-200 ENGINE TEST FROM PAGE 26
 THIS DATA HAS BEEN CORRECTED BY USING CORRECTED PT2 PER CMS TABLE NO. 1424 EQUATION 2
 (CURVE 1891-2)

MODEL: JT8D-219 S/N: 709826 WO: 5002280 CUST: T.E.S. *REVERSE.*

CIT

23
74

 °C / °F EGT

559
1039

 °C / °F T7 TIME @ TEMP

0

 THRUST

20422

 LBS CORR. EPR

2.001

N1 %

93.01

 N1 RPM

7,647

 N2 %

96.19

 N2 RPM

11,782

CORRECTED DATA

N1	7538
Fn	21005
N2	11614
EGT	536 °C
Wf	11007
TSFC	0.524

CORR. PT2

30.09

 HGA
 PT2 AVG (CELL)

-1.70

 "H2O
 PT7

60.21

 HGA

TIMER

MAIN OIL

49

 PSIG MAIN FUEL

9

 PSIG
 BREATHER

0.7

 "HG FUEL FLOW

11339

 PPH
 OIL IN

182
83

 °F / °C FUEL IN

77

 °F

VIBRATION

COMP	1.8
TURB	1.2

CORR. Ps3/Pt2

6.753

 CORR. Ps4/Pt2

17.626

OIL OUT

296

 °F PS4

260.5

 PSIA PS3

203.2

 HGA
 CELL TEMP

74

 °F BAROMETER

30.17

 "HG

PCP

150.5

 PSIA
 PS3

99.8

 PSIA
 PCP RATIO

0.578

3/16/2020

BLEED VALVE SCHEDULE

MIN LIMIT	71.8	CHN223	PS4	0.10	PSIG
MAX LIMIT	76.5	CHN224	PS3	5.50	PSIG
OPEN @	74.4	CHN225	PS3	41.3	HGA
CLOSED @	75.6	CHN226			

DATE 03/16/20

F.J. TURBINE POWER, INC FAA #F7JR192Y ENGINE TEST
MODEL JT8D-219 S/N 709826 W.O. 5002280 CUSTOMER

PAGE 27
T.E.S.

BLEED VALVE SCHEDULE

MIN LIMIT	51.9	CHN223	PS4	0.10	PSIG
MAX LIMIT	56.3	CHN224	PS3	5.50	PSIG
OPEN @	52.4	CHN225	PS3	41.3	HGA
CLOSED @	52.7	CHN226			

DATE 03/16/20

MODEL JT8D-219 S/N 709826 W.O. 5002280 CUSTOMER T.E.S.

ACCELERATION TIME CHECK

N2 RPM PERCENT 95.34

PERCENT RPM

0 10 20 30 40 50 60 70 80 90 100

TIME 4.0

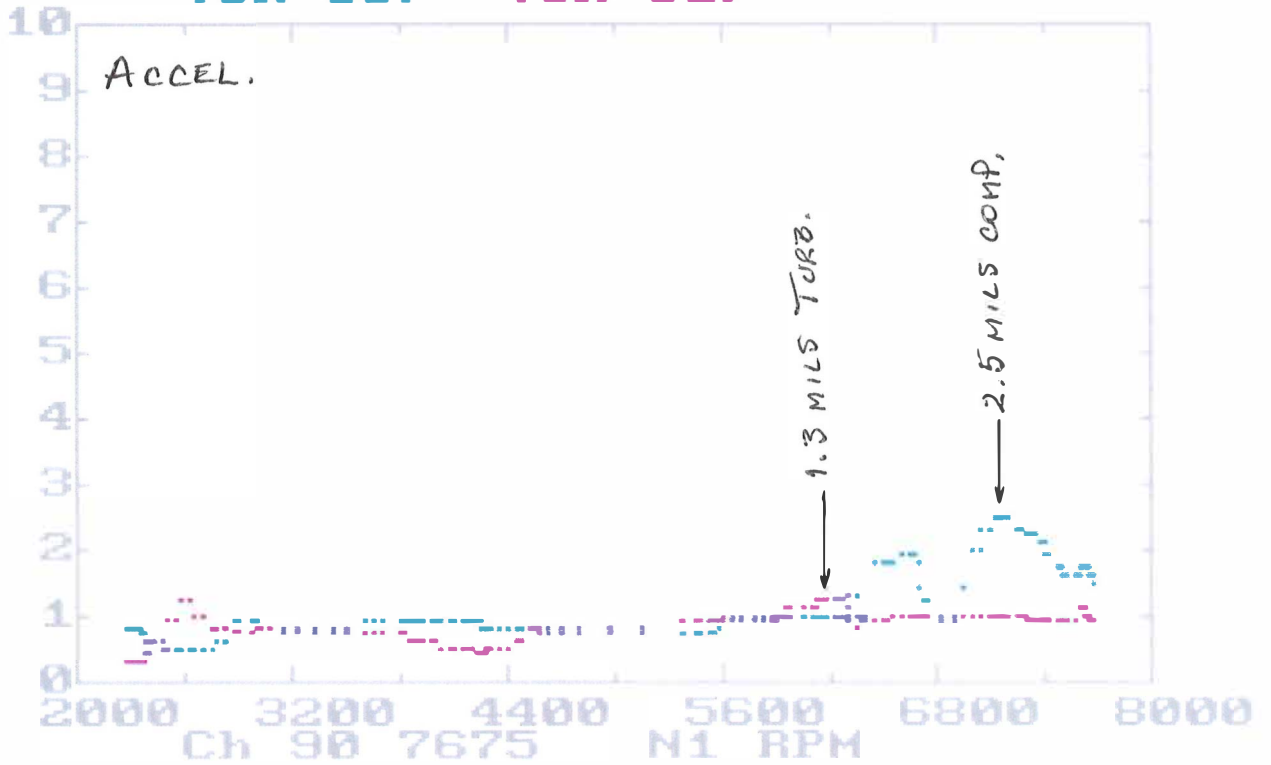
DATE 03/16/20

TIME OF DAY 08:32:22

PAGE 30

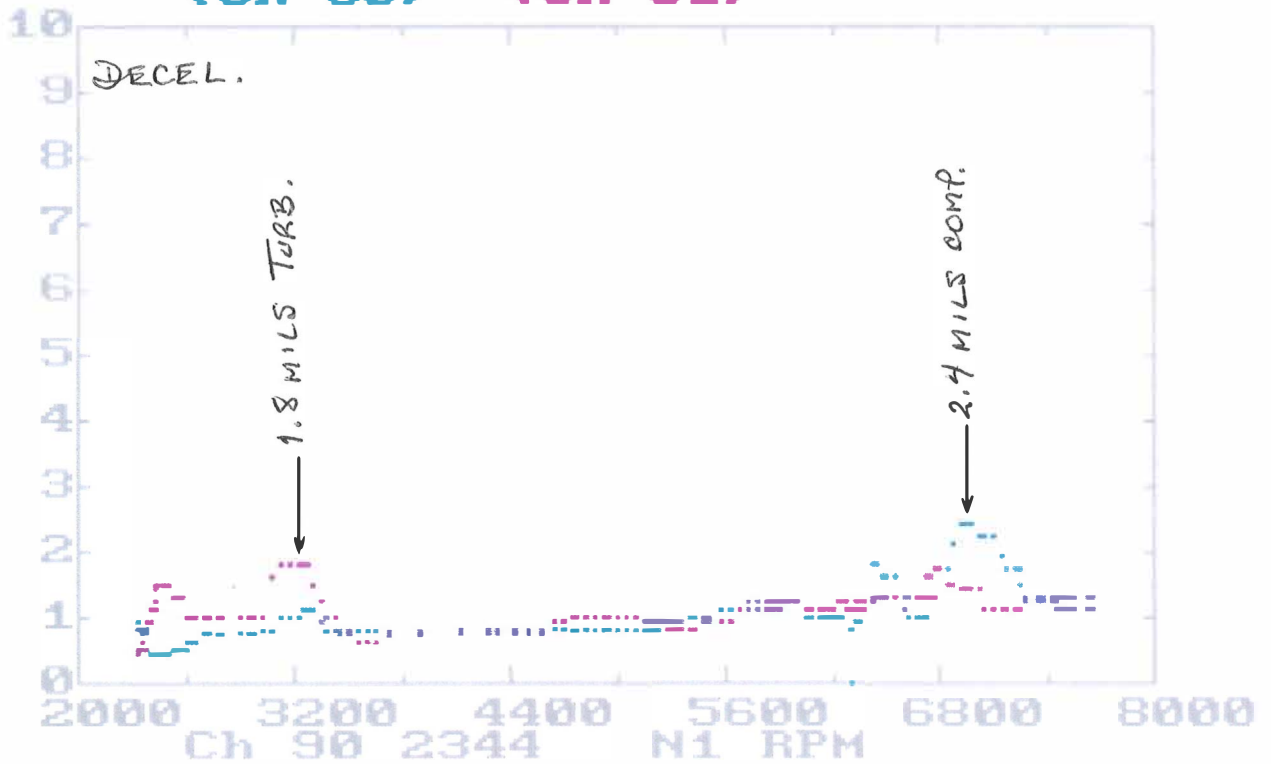
Program 'XYSCAT', run date: 03-16-2020
(Ch 50) (Ch 51)

23000 20000 17000 14000 11000 8000 5000 2000



Program 'XYSCAT', run date: 03-16-2020
(Ch 50) (Ch 51)

23000 20000 17000 14000 11000 8000 5000 2000





QEC ACCESSORY INVENTORY



JT8D-200 SERIES O.S. & D. INVENTORY REPORT

RECEIVING REPORT DATE:

SHIPPING REPORT DATE:

W/O:	1960	ENGINE S/N:	709826	JT8D-	219	CUSTOMER:	L.C.H Trading
ENGINE CONFIGURATION				STAND INFORMATION			
Q.E.C. INSTALLED				SHIPPING			
Q.E.C. PARTIALLY INSTALLED				TOWING STAND			
Q.E.C. NOT INSTALLED				SERIAL NUMBER			
BASIC ENGINE				COLOR			
BARE ENGINE				PROPERTY OF			
				CONDITION			
				Customer			
				Unserviceable			

BASIC ENGINE COMPONENTS

DESCRIPTION	PART NUMBER	SERIAL NUMBER	OVER	SHORT	DAMAGE	N/A
ENGINE DATA PLATE	JT8D-217C	709826	x			
ENGINE SPEED DATA PLATE			x			
GEARBOX			x			
FUEL ANTI-ICE VALVE	320115	11046	x			
FUEL CONTROL	769606-15	F16111	x			
FUEL CONTROL BRACKET			x			
FUEL CONTROL LINKAGE POWER			x			
FUEL CONTROL LINKAGE SHUT OFF			x			
FUEL PUMP	384300	10065	x			
FUEL PRESSURE DIFFERENTIAL SWITCH			x			
FUEL PRESSURE SENSOR			x			
FUEL TEMPERATURE BULB			x			
FUEL HEATER			x			
FUEL OIL COOLER			x			
OIL TANK			x			
OIL DRAIN VALVE			x			
MAIN OIL PUMP			x			
BLEED CONTROL VALVE			x			
EDUCTOR VALVE			x			
P.R.B.C. PLUMBING			x			
PRESSURE RATIO BLEED CONTROL	790312	6152739	x			
2nd P. R. B. C. POST SB 5871	805373	6150530	x			
START BLEED CONTROL VALVE			x			
RIGHT INLET ANTI-ICE VALVE	320115	9523DR4	x			
LEFT INLET ANTI-ICE VALVE	320115	15585	x			
IGNITER 2 e/a			x			
IGNITER LEAD CABLE L.H.			x			
IGNITER LEAD CABLE R.H.			x			
IGNITION EXCITER R.H.	9045000-1	BSGCAM6664	x			
IGNITION EXCITER L.H.	9045000-1	03105803	x			
IGNITION EXCITER SINGLE TYPE			x			
P & D VALVE			x			
P. & D. VALVE TUBING			x			
PT7 MOISTURE TRAP			x			
EGT LEADS			x			
TAIL CONE			x			



JT8D-200 SERIES O.S. & D. INVENTORY REPORT

Q.E.C. COMPONENTS

W/O:	1960	ENGINE S/N:	725893	JT8D-	217C	CUSTOMER:	L.C.H Trading			
DESCRIPTION				PART NUMBER	SERIAL NUMBER	OVER	SHORT	DAMAGE	N/A	
C.S.D. HEAT EXCHANGER							X			
C.S.D. UNIT							X			
ENGINE STARTER							X			
FILTER STARTER CONTROL VALVE							X			
FORWARD CONE BOLTS L.H.							X			
FORWARD CONE BOLTS R.H.							X			
FRONT VIBRATION PICK-UP							X			
FUEL FLOW TRANSMITTER							X			
GENERATOR ASSY.							X			
HYDRAULIC PUMP							X			
N-1 TACHOMETER							X			
N-2 TACHOMETER							X			
NOSE COWLING ANTI-ICE VALVE							X			
NOSE COWLING ASSY.							X			
NOSE DOME ASSY.							X			
OIL FILTER DIFFERENTIAL PRESS. SWITCH							X			
OIL LOW PRESSURE WARNING SWITCH							X			
OIL PRESSURE TRANSMITTER							X			
OIL QUANTITY TRANSMITTER							X			
OIL TEMPERATURE SENSOR							X			
PNEUMATIC CHECK VALVE							X			
REAR CONE BOLT							X			
REAR VIBRATION PICK-UP							X			
STARTER VALVE							X			
THERMOSTATIC REGULATOR VALVE							X			
THRUST REVERSER ASSY.							X			
13TH STAGE MANIFOLD SUPPLY DUCT							X			
13TH STAGE SADDLE DUCT							X			
8TH STAGE SADDLE DUCT							X			
ANTI-ICE VALVES TUBES							X			
C.S.D. FILTER ASSY.							X			
C.S.D. HEAT EXCHANGER PLUMBING							X			
C.S.D. PLUMBING							X			
ENGINE DRAIN MANIFOLD							X			
ENGINE ELECTRICAL HARNESS							X			
FIRE DETECTOR LOOP							X			
FIRE DETECTOR PANEL							X			
FUEL HEATER DUCT							X			
FUEL INLET TUBING							X			
GEARBOX BREATHER DUCT							X			

JT8D-200 SERIES O.S. & D. INVENTORY REPORT

Q.E.C. COMPONENTS

W/O:	1960	ENGINE S/N:	725893	JT8D-	217C	CUSTOMER:	L.C.H Trading			
DESCRIPTION				PART NUMBER		SERIAL NUMBER	OVER	SHORT	DAMAGE	N/A
GENERATOR COOLING DUCT								X		
GENERATOR ELECTRICAL HARNESS								X		
HYDRAULIC PLUMBING								X		
LEFT HYDRAULIC PANEL								X		
N-1 TACHOMETER CABLE								X		
NOSE COWLING ANTI-ICE DUCT								X		
RIGHT HYDRAULIC PANEL								X		
SADDLE DUCTS DOME CAPS								X		
STARTER ADAPTER								X		
STARTER DEFLECTOR								X		
STARTER INLET DUCT								X		
THRUST REV. ELECTRICAL HARNESS								X		
THRUST REVERSER CONTROL CABLE								X		
TRANSFORMER JUNCTION BOX								X		
TRUST REVERSER BELL CRANK								X		

LIST ANY OBVIOUS DAMAGE OR ABNORMAL CONDITION:

Sigifredo Osorio (Signature)
 T.E.S. Q.C. 19 (Stamp)

INSPECTION ACCOMPLISH BY: Sigifredo Osorio / Q.C Director DATE: 18-Mar-2020

OUTGOING INSPECTION

1	VERIFY AND CHECK ALL THE ITEMS ABOVE.	T.E.S. INSP. 21 (Stamp)
2	THE ENGINE IS MOUNTED ON A SUITABLE SHIPPING STAND.	T.E.S. INSP. 21 (Stamp)
3	THE ENGINE IS PROPERLY FASTENED TO THE SHIPPING STAND.	T.E.S. INSP. 21 (Stamp)
4	THE SHIPPING STAND IS FREE FROM DAMAGES.	T.E.S. INSP. 21 (Stamp)
5	REMARKS:	T.E.S. INSP. 21 (Stamp)
6	OUTGOING INSPECTION ACCOMPLISH BY: T.E.S. INSP. 21 (Stamp)	T.E.S. INSP. 21 (Stamp)

DATE: 18-Mar-2020














BORESCOPE INSPECTION REPORT









JT8D-200 BORESCOPE INSPECTION REPORT

DATE: 17/Mar/2020	W/O: 1960	ENGINE S/N: 709826	JT8D-219	CUSTOMER: BAC
INSPECTION TYPE: RECEIVING () BEFORE TEST AFTER TEST (x)				
VISUAL BORESCOPE VIDEO BORESCOPE (x)				







N-1 COMPRESSOR

INLET CASE AREA	72-23-00				
No visual discrepancies noted during this inspection.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">ACCEPT</td> <td style="width: 50%; text-align: center;">REJECT</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					
C-1 BLADES	72-33-00				
No visual discrepancies noted during this inspection..	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">ACCEPT</td> <td style="width: 50%; text-align: center;">REJECT</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					
C-6 BLADES	72-33-00				
No visual discrepancies noted during this inspection.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">ACCEPT</td> <td style="width: 50%; text-align: center;">REJECT</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					

N-2 COMPRESSOR

C-7 BLADES	72-36-00				
No visual discrepancies noted during this inspection.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">ACCEPT</td> <td style="width: 50%; text-align: center;">REJECT</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					
C-13 BLADES	72-36-00				
No visual discrepancies noted during this inspection.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">ACCEPT</td> <td style="width: 50%; text-align: center;">REJECT</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					

HOT SECTION

COMBUSTION CHAMBERS	72-41-00				
No visual discrepancies noted during this inspection.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">ACCEPT</td> <td style="width: 50%; text-align: center;">REJECT</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					
1ST. STAGE NOZZLE GUIDE VANES	72-51-00				
No visual discrepancies noted during this inspection.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">ACCEPT</td> <td style="width: 50%; text-align: center;">REJECT</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					



JT8D-200 BORESCOPE INSPECTION REPORT

DATE: 17/Mar/2020	W/O: 1960	ENGINE S/N: 709826	JT8D-219	CUSTOMER: BAC
INSPECTION TYPE: RECEIVING () BEFORE TEST AFTER TEST (x)				
VISUAL BORESCOPE VIDEO BORESCOPE (x)				




HIGH PRESSURE TURBINE

T-1 BLADES	72-52-00				
No visual discrepancies noted during this inspection.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">ACCEPT</th> <th style="width: 50%;">REJECT</th> </tr> <tr> <td style="text-align: center; vertical-align: middle;">  </td> <td style="width: 50px;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					

LOW PRESURE TURBINE

2ST. STAGE NOZZLE GUIDE VANES	72-53-00				
No visual discrepancies noted during this inspection.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">ACCEPT</th> <th style="width: 50%;">REJECT</th> </tr> <tr> <td style="text-align: center; vertical-align: middle;">  </td> <td style="width: 50px;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					

T-2 BLADES & VANES	72-53-00				
No visual discrepancies noted during this inspection.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">ACCEPT</th> <th style="width: 50%;">REJECT</th> </tr> <tr> <td style="text-align: center; vertical-align: middle;">  </td> <td style="width: 50px;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					

T-4 BLADES	72-53-00				
No visual discrepancies noted during this inspection.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">ACCEPT</th> <th style="width: 50%;">REJECT</th> </tr> <tr> <td style="text-align: center; vertical-align: middle;">  </td> <td style="width: 50px;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					

EXHAUST AREA

EXHAUST AREA	72-54-00				
No visual discrepancies noted.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">ACCEPT</th> <th style="width: 50%;">REJECT</th> </tr> <tr> <td style="text-align: center; vertical-align: middle;">  </td> <td style="width: 50px;"></td> </tr> </table>	ACCEPT	REJECT		
ACCEPT	REJECT				
					

ADDITIONAL NOTES: N/A	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">ACCEPT</th> <th style="width: 50%;">REJECT</th> </tr> <tr> <td style="text-align: center; vertical-align: middle;">N/A</td> <td style="text-align: center; vertical-align: middle;">N/A</td> </tr> </table>	ACCEPT	REJECT	N/A	N/A
ACCEPT	REJECT				
N/A	N/A				

Inspection Accomplished by: Sigifredo Osorio / Q.C Director	
Date: 17-Mar-2020	