Engine Minipack

CFM56-5B5/P

Engine S/N: 5xxxxx

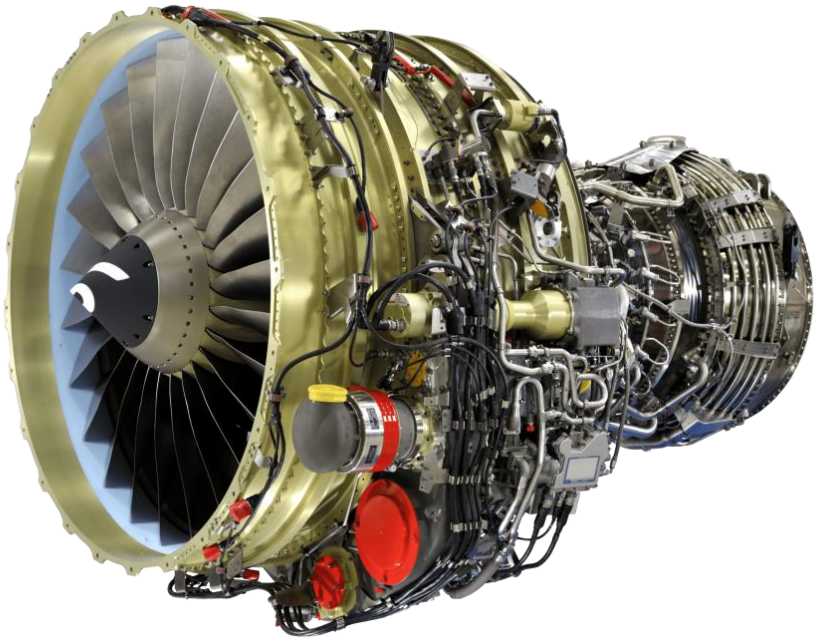


TABLE OF CONTENTS

- FAA FORM 8130-3

1. Approving Civil Aviation Authority / Country:	AUTHORIZED RELEASE CERTIFICATE FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number:
FAA / UNITED STATES		5203
4. Organization Name and Address: [redacted]		5. Work Order / Contract / Invoice Number: - CFM56-5B5/P

6. Item	7. Description	8. Part Number	9. Quantity	10. Serial Number	11. Status / Work
1	ENGINE, CFMI	CFM56-5B5/P	1	[redacted]	REPAIRED

12. Remarks

THE AIRCRAFT ENGINE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY AND CFM56-5B ENGINE SHOP MANUAL, REVISION 81, DATED MARCH 15,2025, AND IS APPROVED FOR RETURN TO SERVICE.

ALL FAA AD NOTES WERE REVIEWED AND FOUND TO BE CURRENT. SEE AD NOTE LISTING, FORM: TESI CFM56-AD-001 FOR AD STATUS.

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER NO. 5203

TESTED AT -5B4 THRUST RATING, I.A. W. CFM56-5B ENGINE SHOP MANUAL (ESM) CFMI-TP-SM.9 REV. NO.81 DATED: AUGUST 27, 2025. NO OUT OF LIMIT CONDITIONS NOTED. THE FUEL/OIL PRESERVATION FOR 30-365 DAYS WAS COMPLETED ON OCTOBER 27,2025 I.A.W. ESM TASK 72-00-00 STORAGE.4. TEST RUN COMPLETED BY QUICKTURN ENGINE CENTER FAA CRS # 522R849B - EASA 145.6437 WORK ORDER NO. 5BT1011.

POST TEST FULL VIDEO BORESCOPE INSPECTION OF FAN, LPC, HPC, HPT, HPT NGV (360), COMB, LPT NGV (360) AND LPT ACCOMPLISHED AS PER THE AMM, REVISION 33 - 1 AUGUST 2025 - 10N, NO OUT OF LIMIT FINDINGS NOTED. COMPLETED BY QUICKTURN ENGINE CENTER FAA CRS # 522R849B - EASA 145.6437 WORK ORDER NO. 5BT1009.
*NOTE: OPEN TASKS ON POWERHOUSE ENGINES CARRY FORWARD SHEET.

-TOTAL TIMES AND CYCLES VERIFIED PER CUSTOMER PROVIDED DOCUMENTS

-ENGINE TOTAL TIME: 56,591:26

-ENGINE TOTAL CYCLES: 31,085

POWERHOUSE ENGINES. 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 aircraft component is considered ready for release to service under EASA Acceptance Certificate Number: EASA.145.6500

LIFE LIMITED PARTS MUST BE ACCOMPANIED BY MAINTENANCE HISTORY INCLUDING TOTAL TIME/CYCLES/TIME SINCE NEW.

13a. Certifies that items identified above were manufactured in conformity to:

☐ Approved design data and are in a condition for safe operation.

☐ Non-approved design d Non-approved design data specified in Block 13

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 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 Number:	14b. Authorized Signature:	14c. Approval / Certificate Number:
			Q6GR293Y
13d. Name (Typed or Printed):	13e. Date (m/d/y):	14d. Name (Typed or Printed):	14e. Date: dd/mmm/yyyy
		MARTIN CORDERO	27 Oct 2025

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. Statements in block 13a and 14a do not constitute an 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 8130-3 (02-14) NSN:0052-00-012-9005

- FAA FORM 337

U.S. Department of Transporation
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 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	CFM56-5B5/P	
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

[redacted]

B. Kind of Agency

☐	U.S. Certificated Mechanic	☐	Manufacturer
☐	Foreign Certificated Mechanic	C. Certificate No.	
☒	Certificated Repair Station	Q6GR293Y	
☐	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

Martin Cordero 10/28/2025

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.: Q6GR293Y

Signature/Date of Authorized Individual

Martin Cordero 10/28/2025

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.)

		Nationality and Registration Mark	Date

WORK ORDER: 5203
MODEL: CFM56-5B5/P **ENGINE SERIAL NUMBER:**
ETT: 56,591:26 **ETC: 31,085**
SUBJECT ENGINE WAS REMOVED FOR REPAIR; THE FOLLOWING WAS ACCOMPLISHED:

1. **CORE MAJOR MODULE (ATA 72-00-02):** was partially disassembled (top and bottom case), inspected, repaired and assembled.

I. **HPC ROTOR MODULE (ATA 72-00-31):** was exposed (top and bottom case), partially disassembled, cleaned, inspected, repaired, and assembled.

- Installed stage 1-9 blades in O/H, repaired or new condition.
- Performed grind on the HPC blades to obtain flow path clearance to the front and rear cases.

II. **HPC FRONT STATOR ASSEMBLY (ATA: 72-00-32):** was disassembled, cleaned, inspected, repaired, and assembled.

- Removed and replaced front stator case with an O/H condition unit.
- Installed overhauled or new condition Stage's 1 through 5 Honeycomb seals.
- Performed match grind on Stage's 1 through 5 Honeycomb seals.
- Removed and replaced stage 2 compressor stator variable vanes with O/H condition units.
- Removed and replaced 31 each stage 3 compressor stator variable vanes with O/H condition units.
- Removed and replaced stage 4 compressor stator vane sectors with O/H condition units.
- Removed and replaced 9 each stage 5 compressor stator vane sectors with O/H condition units.
- Removed and replaced 2 each IGV compressor stator shrouds with O/H condition units.
- Removed and replaced 2 each stage 1 compressor stator shrouds with O/H condition units.
- Removed and replaced 2 each stage 1 compressor stator shrouds with new condition units.
- Removed and replaced 12 each stage 2 compressor stator shrouds with new condition units.
- Removed and replaced 10 each stage 3 compressor stator shrouds with new condition units.

III. **HPC REAR STATOR ASSEMBLY (ATA: 72-00-33):** was disassembled, cleaned, inspected, repaired, and assembled.

- Installed overhauled or new condition Stage's 6 through 8 Honeycomb seals.
- Performed match grind on Stage's 6 through 8 Honeycomb seals.
- Removed and replaced 7 each stage 6 compressor rear stator vane sectors with O/H condition units.
- Removed and replaced 3 each stage 6 compressor rear stator vane sectors with serviceable condition units.
- Removed and replaced 10 each stage 7 compressor rear stator vane sectors with O/H condition units.
- Removed and replaced 9 each stage 8 compressor rear stator vane sectors with O/H condition units.
- Removed and replaced 1 each stage 8 compressor rear stator vane sector with a serviceable condition unit.

N/A☒ Additional Sheet Are Attached

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: 5203

	10/21/2025
Nationality and Registration Mark	Date

MODEL: CFM56-5B5/P **ENGINE SERIAL NUMBER: !**

ETT: 56,591:26 **ETC: 31,085**

2. **LPT MAJOR MODULE (ATA 72-00-03):** was removed, partially disassembled, cleaned, inspected, repaired, assembled and balanced.

I. **LPT ROTOR/STATOR ASSEMBLY (ATA 72-00-54):** removed as a module, partially disassembled, cleaned, inspected, repaired, and assembled.

- Removed and replaced 4 stage 3 blades with O/H condition units.
- Performed static balance on stage 3 & 4 bladed disk assemblies.

II. **LPT SHAFT ASSEMBLY (ATA 72-00-55):** was removed as a module, partially disassembled, cleaned, inspected, repaired, and assembled.

- Removed and replaced No. 4 bearing with an overhauled condition unit.
- Removed and replaced No. 5 bearing with an overhauled condition unit.

III. **LPT TURBINE FRAME MODULE (ATA 72-00-56):** removed, partially disassembly, cleaned, inspected, and assembled.

3. **ACCESSORIES:**

- Removed and replaced 9 each fuel nozzles in inspected and tested condition.
- Installed 9 each fuel nozzles in inspected and tested condition.
- Removed and replaced 2 each fuel nozzles in repaired condition.
- Removed and replaced 1 each EGT 2TC wiring harness.

TESTED AT -5B6 THRUST RATING, I.A. W. CFM56-5B ENGINE SHOP MANUAL (ESM) CFMI-TP-SM.9 REV. NO.81 DATED: MARCH 15, 2025. NO OUT OF LIMIT CONDITIONS NOTED. THE FUEL /OIL PRESERVATION FOR 30-365 DAYS WAS COMPLETED ON OCTOBER 27, 2025, I.A.W. ESM TASK 72-00-00 STORAGE.4. TEST RUN COMPLETED BY QUICKTURN ENGINE CENTER FAA CRS # 522R849B - EASA 145.6437 WORK ORDER NO. 5BT1009.

POST TEST FULL VIDEO BORESCOPE INSPECTION OF FAN, LPC, HPC, HPT, HPT NGV (360), COMB, LPT NGV (360) AND LPT ACCOMPLISHED AS PER THE AMM, REVISION 33 – OCT 27 2025 - 10N, NO OUT OF LIMIT FINDINGS NOTED. COMPLETED BY QUICKTURN ENGINE CENTER FAA CRS # 522R849B - EASA 145.6437 WORK ORDER NO. 5BT1009.

THE AIRCRAFT ENGINE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AND IS APPROVED FOR RETURN TO SERVICE.

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER NO. 5203

N/A☐ Additional Sheet Are Attached

- LLP SHEET

ENGINE MODEL: CFM56-5B5/P
WORKORDER NO: 5203
ENGINE SERIAL NO: [redacted]
TSN: 56,591:26
CSN: 31,085
DATE: 28-Oct-2025

NOMENCLATURE	PART NO.	SERIAL NO.	TOTAL HOURS	5B4/P	5B5/P	5B6/P	5B4/P LIMIT	5B5/P LIMIT	5B6/P LIMIT	TOTAL CYCLES	CR 5B4/P	CR 5B5/P	CR 5B6/P
FAN ROTOR MODULE													
BOOSTER SPOOL	338-001-906-0	HE190328	8,616:10	0	6,403	0	30,000	30,000	30,000	6,403	23,597	23,597	23,597
FAN STG. 1 DISK	338-001-504-0	MA525099	8,616:10	0	6,403	0	30,000	30,000	30,000	6,403	23,597	23,597	23,597
FWD FAN SHAFT	338-010-601-0	HH147656	8,616:10	0	6,403	0	30,000	30,000	30,000	6,403	23,597	23,597	23,597
HPC ROTOR MODULE													
HPC FRONT SHAFT	1386M56P03	NCE342LC	21,890:29	0	12,874	976	20,000	20,000	20,000	13,850	6,150	6,150	6,150
HPC SPOOL 1-2	1558M31G04	FGB08NJT	21,890:29	0	12,874	976	20,000	20,000	20,000	13,850	6,150	6,150	6,150
HPC STG. 3 DISK	1590M59P01	XAEW3721	21,890:29	0	12,874	976	20,000	20,000	20,000	13,850	6,150	6,150	6,150
HPC SPOOL 4 - 9	1588M89G03	GWN0W2J8	21,890:29	0	12,874	976	20,000	20,000	20,000	13,850	6,150	6,150	6,150
HPC SEAL - CDP	1523M35P01	GFFSHLPN	21,890:29	0	12,874	976	20,000	20,000	20,000	13,850	6,150	6,150	6,150
HPT ROTOR MODULE													
HPT FWD SHAFT	1873M73P01	XAEDC044	21,890:29	0	12,874	976	20,000	20,000	20,000	13,850	6,150	6,150	6,150
HPT FWD AIR SEAL	1795M36P02	TMT2RE23	21,890:29	0	12,874	976	20,000	20,000	20,000	13,850	6,150	6,150	6,150
HPT DISK	1498M43P06	GWN0T9GC	21,890:29	0	12,874	976	20,000	20,000	20,000	13,850	6,150	6,150	6,150
HPT REAR SHAFT	1864M90P05	TMT3SC95	21,890:29	0	12,874	976	20,000	20,000	20,000	13,850	6,150	6,150	6,150
LPT ROTOR MODULE													
LPT STG. 1 DISK	336-001-804-0	PC940811	8,616:10	0	6,403	0	25,000	25,000	25,000	6,403	18,597	18,597	18,597
LPT STG. 2 DISK	336-001-909-0	PC940970	8,616:10	0	6,403	0	25,000	25,000	25,000	6,403	18,597	18,597	18,597
LPT STG. 3 DISK	336-002-006-0	PC953159	8,616:10	0	6,403	0	25,000	25,000	25,000	6,403	18,597	18,597	18,597
LPT STG. 4 DISK	336-002-105-0	PC971766	8,616:10	0	6,403	0	25,000	25,000	25,000	6,403	18,597	18,597	18,597
LPT ROTOR SUPPORT	340-301-702-0	HD113958	8,616:10	0	6,403	0	25,000	25,000	25,000	6,403	18,597	18,597	18,597
LPT SHAFT	338-010-005-0	HG010183	8,616:10	0	6,403	0	25,000	25,000	25,000	6,403	18,597	18,597	18,597
LPT REAR FRAME	338-171-703-0	LA120763	56,591:26	0	30,109	976	34,355	34,355	34,355	31,085	3,270	3,270	3,270
LPT CASE	338-117-455-0	DC588965	56,591:26	0	30,109	976	N/A	N/A	N/A	31,085	N/A	N/A	N/A

The above data was obtained from engine records supplied by the previous owners, repair agencies and operators of the engine.

- AD STATUS

CFM56-5 SERIES AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: 5203
ENGINE MODEL: CFM56-5B5/P *ENGINE S/N:* *TT:* 56,591:26 *TC:* 31,085

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

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

FAA/EASA A.D. NUMBER EFF. DATE	*SERVICE BULLETIN (If Applicable)*	*DESCRIPTION*	*COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.*
AD 89-23-06 R1 DGAC 89-18I(B)R3	72-AI18RI	#3 bearing MCD inspection. Replacement of #3 bearing P/N 9542M60P01.	**NA3:** *CFM56-5B5/P*, NO.3 bearing installed ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 96-18-16 DGAC 97-010 (B)R1	2-728, 72-338, 72-476, 72-695	Prevent low cycle fatigue, reidentify LPTR stub shafts/conical supports with affected serial numbers. LPTR conical support, P/N 336-000-305-0	**NA3:** Conical support P/N installed 340-301-702-0 ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 97-05-13 DGAC 94-099(B)	80-003	Rework air turbine engine starters P/N 301-781-201-0 that have not been previously reworked per SB 80-003	**NA3:** starter not installed ***Ref***: Powerhouse engines inventory checklist
AD 97-06-01 DGAC 94-272(B)R3	CFM56-5B SB 72-064, CFM56-5C SB 72-229R2	Inspect the stg 1 disk of the HPCR stg 1-2 spool in engines with P/N 1364M71002 stationary #3 bearing aft air/oil seal installed	**NA4** ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 98-10-11 DGAC 98-097(B)	72-211RI	To prevent inflight engine shutdowns due to an AGB starter gearshaft, TGB input bevel gear, TGB output bevel gear, AGB gearshaft cluster spur assy or AGB intermediate gear assy failure	**NA1:** Not applicable to ESN 577133 ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 99-06-16 DGAC 98-334(B)	72-541	To prevent a low cycle fatigue failure of the HPTR front air seal.	**NA1/ NA3:** ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 2000-15-01 DGAC 98-427(B)R2	73-056R2, 73-A062, 73-055RI	To prevent fuel leakage from between the fuel pump filter cover and gear housing which could result in an engine fire and damage to the airplane	**NA3:** Not applicable to Fuel Pump PN installed. ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 2002-02-13 DGAC 2001-177(B)	Honeywell SB 3505582- SB 80-1706 CFM56-5 SB 80-0014RI	To prevent uncontained failure of the starter due to loss of oil.	**NA3:** to P/N installed. ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 2002-13-03 DGAC 2002-390-IMP(B)	*(This AD supersedes 2000-12-01).*	FAN DISK [Disk Fluorescent Penetrant Inspection (FPI) and Disk Bore and Dovetail Eddy Current Inspection (ECI)]	Not exposed at this shop visit.
		FAN SHAFT [Magnetic Particle Inspection (MPI)]	Not exposed at this shop visit.
		HPC STG 1-2 SPOOL (FPI)	Not exposed at this shop visit.

Reviewed by: Martin Cordero *Date:* 10/30/2025

CFM56-5 SERIES AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: 5203
ENGINE MODEL: CFM56-5B5/P *ENGINE S/N:* *TT:* 56,591:26 *TC:* 31,085

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

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

FAA/EASA A.D. NUMBER EFF. DATE	*SERVICE BULLETIN (If Applicable)*	*DESCRIPTION*	*COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.*
AD 2002-13-03 DGAC 2002-390-IMP(B)		HPC STG 3 DISK (FPI)	Not exposed at this shop visit.
		HPC STG 4-9 SPOOL (FPI)	Not exposed at this shop visit.
		HPC FRONT SHAFT (FPI)	Not exposed at this shop visit.
		HPC REAR (CDP) AIR SEAL (FPI)	Not exposed at this shop visit.
		HPT DISK (FPI, Disk Bore ECI)	Not exposed at this shop visit.
		HPT FRONT ROTATING AIR SEAL (FPI, Seal Bore ECI and Bolt Hole(s) Focused FPI)	Not exposed at this shop visit.
		LPT STG 1 DISK (FPI)	Not exposed at this shop visit.
		LPT STG 2 DISK (FPI)	Not exposed at this shop visit.
		LPT STG 3 DISK (FPI)	Not exposed at this shop visit.
		LPT STG 4 DISK (FPI)	Not exposed at this shop visit.
		LPT ROTOR SUPPORT (FPI)	Not exposed at this shop visit.
		LPT SHAFT (MPI)	Not exposed at this shop visit.
AD 2004-10-13 DGAC F-2004-095	73-0126	Remove affected fuel pumps to prevent main fuel pump bearing failures resulting in fuel nozzle clogging, low pressure turbine (LPT) case burn-through, and damage to the airplane. *P/N 301-785-502-0, 301-785-504-0, 301-779-002-0, 301-779-006-0, 301-785-502-0, and P/N 301- 785-504-0.*	**N/A:** to P/N installed. ***Ref:*** VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 2005-10-05 DCAC F-2003-456R2	CFM56-5A 80-0018, CFM56-5A 80-0020, CFM56-5B 80-0011, CFM56-5C 80-0013	Uncontained failures of air turbine starters where high-energy particles were not contained within the containment feature of the starter. Remove any air turbine starter that has a P/N specified in this AD. *(P/Ns) VIN 3505582-24 (301-807-004-0), VIN 3505582-25 (301- 807-005-0), VIN 3505582-40 (301-781-203-0), VIN 3505582-41 (301-806-602-0), VIN 3505582-42 (301-806-802-0), VIN 3505582-60 (301-790-903-0), VIN 3505582-61 (301-806-702-0), and VIN 3505582-62 (301-806-902-0)*	**N/A:** to P/N installed. ***Ref:*** VOLOTEA AD STATUS DATED ON FEB 18, 2025

Reviewed by: Martin Cordero *Date:* 10/30/2025

CFM56-5 SERIES AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: *5203*
ENGINE MODEL: *CFM56-5B5/P* *ENGINE S/N:* *TT:* *56,591:26* *TC:* *31,085*

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*

FAA/EASA A.D. NUMBER EFF. DATE	*SERVICE BULLETIN (If Applicable)*	*DESCRIPTION*	*COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.*
AD 2006-26-01		Prevent the loss of engine thrust that could result in loss of control during takeoff or landing. *REPLACE Western Filter P/Ns WF337661 or WF337017 and PTI Technologies P/Ns 7595983-101 or 7588133.*	***CW**: P/N installed* ***Ref**: Powerhouse work order 5203*
AD 2007-03-15	77-0008, 77-0020 Supersedes AD 2003-02-04 DGAC 2003-001 (B).	CFM56-5 and -5B series turbofan engines with an exhaust gas temperature (EGT) upper harness, lower harness and EGT coupling part number (P/N) CA170-00, CA171-00, CA172-02. See SBs for affected S/Ns.	**NA4** ***Ref**:* VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 2009-11-02		Prevent cracking of the HPC 4-9 spool, which could result in possible uncontained failure of the spool and damage to the airplane.	**NA4** ***Ref**:* VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 2010-13-09 EASA AD 2009-0270	72-0733, 72-0743	To prevent uncontained failure of the stage 3 LPT disk and damage to the airplane. stage 3 low-pressure turbine (LPT) disks part number (P/N) 336-002-006-0, installed with the following serial numbers (S/Ns), DE255844, DE256388, DE256622, DE256623, DE256625, DE256627, DE256628, DE256631, and DE256637.	**NA3/NA4:** to P/N and S/N installed ***Ref**:* VOLOTEA AD STATUS DATED ON FEB 18, 2025
EASA AD 2012-0123		HMU failures were caused by corrosion and consequential seizure of the HMU delta-p valve.	SUPERSEDED EASA BY AD 2017-0065
AD 2013-14-06 EASA AD 2017-0065	CFM 56-5 S/B 73-0182, CFM56-5B S/B 73-0122	Corrosion of the delta-P valve in the hydro-mechanical unit (HMU) fuel control caused by exposure to type TS-1 fuel.	HMU P/N 8061-536, S/N WYGA1866. TSN:55,185:14 CSN: 30,265 Reinspect within 10,000 hours since last overhaul ***Ref**:* VOLOTEA AD STATUS DATED ON FEB 18, 2025
EASA AD 2014-0083	(FAA) recently published Special Airworthiness Information Bulletin (SAIB) NE-13-33R2 SB 72-047	This AD supersedes EASA AD 2013-0183 dated 13 August 2013. Identify & replace any nozzle vane segment that has been repaired using AFR repair, Chromalloy Nevada DER-N068 (04-CNV-068-0) or DER-N080 (06 CNV-080-0). *CFM56-5 (including variant CFM56-5-A1), CFM56-5-A1/F,*	**NA1:** Engine model CFM56-5B5/P.

Reviewed by: *Martin Cordero* *Date:* *10/30/2025*

CFM56-5 SERIES AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: 5203
ENGINE MODEL: CFM56-5B5/P *ENGINE S/N:* *TT:* 56,591:26 *TC:* 31,085

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

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

FAA/EASA A.D. NUMBER EFF. DATE	*SERVICE BULLETIN (If Applicable)*	*DESCRIPTION*	*COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.*
		CFM56-5A3, CFM56-5A4, CFM56-5A4/F, CFM56-5A5 and CFM56-5A5/F engines	
AD 2014-14-06		Prevent failure of AFT mount retainer brackets.	Superseded by AD 2016-14-09.
EASA AD 2015-0021		AFT engine mount inspection/replacement	Superseded by EASA AD 2016-0010
EASA AD 2015-0038		Forward Engine Mount – Inspection	Superseded by EASA AD 2017-0231
AD 2016-01-07 EASA AD 2015-0229		Replacing the forward engine mount bolts, nuts, and washers, doing a fluorescent penetrant inspection and dimensional check of the affected bolt holes for local deformation and cracks. *Applicability: CFM56-5A engines.*	**NA1:** Engine model CFM56-5B5/P.
AD 2016-02-03 EASA AD 2014-0258		Aft Engine Mount Bolts – Re-Torque	**NA1:** Engine model CFM56-5B5/P.
AD 2016-09-06 EASA AD 2015-0038		Repetitive detailed inspections of the right and left forward engine mounts.	**PCW:** / Perf Date:31.Oct.2024 / Perf TAH: 22551:48 / Perf TAC: 15134 / Perf WO: 380442314 / Next Due:31.Oct.2027 27051:48/H 17334/C ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 2016-14-09		Repetitive inspections for damaged, cracked, broken, and missing aft engine mount retainers, and replacement if necessary.	**PCW:** as terminating action for this AD ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
EASA AD 2016-0010		Aft Engine Mount Retainers – Inspection / Replacement	Superseded by EASA AD 2017-0138
EASA AD 2017-0084	72-0934	Radial Drive Shaft – Replacement	**NA2**: to ESN [redacted] not listed in Appendix A of SB 72-0934.

Reviewed by: Martin Cordero *Date:* 10/30/2025

CFM56-5 SERIES AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: 5203
ENGINE MODEL: CFM56-5B5/P *ENGINE S/N:* *TT:* 56,591:26 *TC:* 31,085

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

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

FAA/EASA A.D. NUMBER EFF. DATE	*SERVICE BULLETIN (If Applicable)*	*DESCRIPTION*	*COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.*
AD 2018-12-02 EASA AD 2017-132		Forward Engine Mount Main Beam Snout – Replacement	**P/C/W:** FWD Mount PN 642-2006-503 installed ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
EASA AD 2017-0138		Aft Engine Mounts Retainers – Inspection / Replacement	Superseded by EASA AD 2017-0251
EASA AD 2017-0251		Aft Engine Mount Retainers – Inspection / Replacement	Superseded by EASA AD 2020-0085
AD 2017-04-10		AFT engine mount inner retainer inspection/ replacement	**PCW:** P/N INSTALLED 642-2300-11 ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
AD 2018-16-02		Modifying and re-identifying the 3-lug aft engine mount Assemblies.	Superseded by AD 2021-05-20.
AD 2021-05-20		Modifying and re-identifying the 3-lug aft engine mount Assemblies and also, modifying and re-identifying the 4-lug aft engine mount assemblies.	**PCW:** Rear Mount P/N 642-2300-11 SN P2705 installed. ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
EASA AD 2020-0085		Aft Engine Mount Retainers – Replacement	**PCW:** Rear Mount P/N 642-2300-11 SN P2705 installed. ***Ref***: VOLOTEA AD STATUS DATED ON FEB 18, 2025
EASA AD 2024-0067-E		Replace Compressor discharge pressure (CDP) seal, high-pressure compressor (HPC) stage 3 disk, high pressure turbine (HPT) rear shaft, having a Part Number (P/N) and a S/N as listed in Appendix 1 of this AD	**NA4:** HPC CDP AIR SEAL: PN 1523M35P01 SN GFF5HLPN HPC STG 3 DISK: PN 1590M59P01SN XAEW3721 HPT REAR SHAFT: PN 1864M90P05 SN TMT3SC95 ***Ref***: [redacted] LP sheet
AD 2024-06-09		Remove from service each CDP seal, HPC stage 3 disk, and HPT rear shaft having a part number (P/N) and serial number (S/N) specified in Table 1 to paragraph (g) of this AD.	**NA4:** HPC CDP AIR SEAL: PN 1523M35P01 SN GFF5HLPN HPC STG 3 DISK: PN 1590M59P01 SN XAEW3721 HPT REAR SHAFT: PN 1864M90P05 SN TMT3SC95 ***Ref***: [redacted] LP sheet dated Sept. 01, 2025.

Reviewed by: *Martin Cordero* *Date:* *10/30/2025*

Engine Test Result

1. Approving Civil Aviation Authority/country:	2.	3. Form Tracking Number:
FAA / United States	**AUTHORIZED RELEASE CERTIFICATE** **FAA Form 8130-3** **AIRWORTHINESS APPROVAL TAG**	10255BT1011

4. Organization Name and Address:	5. Work Order/Contract/Invoice
QUICKTURN ENGINE CENTER LLC 5300 NW 36th Street Miami, FL. 33166 (786) 441 - 2600 FAA Approved Repair Station 522R849B	[redacted]

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	TURBO FAN ENGINE	CFM56-5B5/P	1 EA	[redacted]	REPAIRED

12. Remarks:

The subject engine was repaired & tested at -5B3, -5B4 and 5B6 Thrust Ratings, I.A.W. CFM56-5B Engine Shop Manual (ESM) CFMI-TP-SM.9 Rev. No.: 81 dated: March 15, 2025, Task 72-00-00, Test -000, -002, -003, -004 & -009 QuickTurn Engine Center ETC Workscope Specification No.: 5BT1011, Rev. 01, dated: 10/22/2025, and Aircraft Maintenance Manual Airbus A320 Family Rev. 33, dated: August 01, 2025.

Replaced VSV Actuator P/N: 1211313-010, S/N: APMTC569, LH position in overhaul condition per AMM Task 75-32-10-400-002-A.
Replaced VSV Actuator P/N: 1211313-010, S/N: APMVF061, RH position in overhaul condition per AMM Task 75-32-10-400-002-A.
Replaced Bleed Valve Fuel Gear Motor P/N: 396800-12, S/N: YA015094P, in overhaul condition per AMM Task 75-31-10-400-002-A.
N1 Modifier Level: Trim 6 at -5B5 Thrust Rating. Refer to Performance Summary Form QTE-ETC-025.
Post-test Borescope Inspection completed by JTECH Aviation Services per Boeing AMM Task 72-00-00, under WO: 20251023-04.
AD's complied: AD 2006-26-01 (CW), Fuel Filter Element P/N CA01962B installed.
SB's complied: None.
Completed fuel/oil preservation for 30-365 days on October 24, 2025, I.A.W. ESM Task 72-00-00 Storage. Engine Preservation due October 24, 2026

Pertinent details of the work performed are on file at this repair station under Work Order No.: 5BT1011.
Refer to QuickTurn Engine Center Carry Forward Sheet Form QTE-ETC-038 for open tasks.

TSN: 56,591:26 CSN: 31,085
Times and Cycles were provided by customer.

QUICKTURN ENGINE CENTER LLC, certifies that the work specified in blocks 11 and 12 was carried out in accordance with EASA part 145 and in respect to that work, the aircraft component is considered ready for release to service under EASA Approval Number EASA. 145.6437.

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 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.
			522R849B
13d. Name (typed or printed):	**13e. Date(dd/mmm/yyyy):**	**14d. Name (typed or printed):**	**14e. Date (dd/mmm/yyyy):**
			27/Oct/2025

User/Installer Responsibilities:

It is important to understand that the existence of this document does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with 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 accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Block13a. 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 8130-3 (02-14) NSN: 0052-00-012-9005

QuickTurn Engine Center
9501 NW 84th Avenue, Medley, FL 33166
FAA CRS # 522R849B - EASA 145.6437

PERFORMANCE SUMMARY
Form No.: QTE-ETC-125
Rev No.: ORIGINAL
Rev Date: 09/25/2025

CFM56-5B3

Engine Model:	CFM56-5B	ESN:		Dash No.:	-5B5/P
Test Cell :	QuickTurn	Start Time:	10/14/2025	End Time:	10/24/2025
Tests performed:	002+003+004+009	T2 (°C):	26.4	LHV- btu/lb:	18528.0
N1 Modifier Level:	6	Rel Hum - %:	65.8	Trise (°F):	14.57

		Standard Day Performance				Hot Day Performance	
Power	N1K Rated RPM	FNK3 lbs	SFCK3	N2K3 RPM	EGTK3 °C	N2C HD RPM	EGTK HD °C
Limit	5053	32000				15100	937.0
Takeoff	5049	33212	0.372	14689	856.8	14960	917.3
Unmodified Margin		1212				140	19.7
UnMod Margin Pct		3.79%				0.93%	2.10%
Modified		32424		14621	840.8	14892	901.0
Margin		424				208	36.0
Mod Margin Pct		1.32%				1.38%	
Adder Margin							46.0
Limit	4762	29090					901.0
Max Continuous	4758	30427	0.356	14458	811.0	14637	850.7
Unmodified Margin		1337					50.3
Modified		29613		14398	798.0	14577	837.2
Margin		523					63.8
Mod Margin Pct		1.80%					
Adder Margin							73.8

System Performance			Actual	Limit	Unit
Acceleration Time			3.86	5.00	Sec
Vibration					
- LP Rotor - Max At	4300	N1 RPM, TRF	2.39	4.50	Mils D.A.
- HP Rotor - Max At	9814	N2 RPM, TRF	0.33	1.60	IPS PK
- LP Rotor - Max At	3479	N1 RPM, #1 Brg	2.33	4.50	Mils D.A.
- HP Rotor - Max At	13420	N2 RPM, #1 Brg	0.55	1.60	IPS P.K
Oil Consumption:			0.12	0.15	gal/hr
Oil Pressure Corrected At Takeoff			59.88	64.50	psid
Oil Pressure Observed at Minimum Idle			23.17	None	psi
Oil Temperature At Takeoff			81.1	140.00	Deg C

COMMENTS:

The Data section of this form may be modified to suit the needs of the actual test data being reported and/or to better communicate the data.

General Characteristics			
Minimum Idle	Checked		
Approach Check	Checked		
FADEC Faults	No		
Break In Accomplished	Yes		
Trim Balance Accomplished	Yes	3 Shots	
Water Wash	Yes		
Oil Filter Inspection	Yes		
Fuel Filter Inspection	Yes		
Magnetic Plugs/Screens	Yes		
Oil Type	Mobil Jet 2		
Oil System Preserved	Yes		
Fuel Type	Jet-A		
Fuel System Preserved	Yes		
EEC S/N	LMDN3887		
EEC Software Version	5BR & Up		
HMU P/N	1348M79P14	HMU S/N	WYGA1866
Bellmouth Area - Sq. In.	3329.540		
Cowling Area - Sq. In.	1565.550		
Exhaust Area - Sq. In.	0.000		
Core Nozzle Area - Sq. In.	494.200		
Total Running Time [Min]	311.176		
ID Plug P/N Installed	856A2807G33		

Manual Revision	Revision 81, Dated March 15, 2025

ENGINE: **Accepted**

ISSUED: 10/24/2025 21:41

Main Operator
BRIAN

Digitally signed by Sathiaseelan Vediappan
Date: 2025.10.27 13:27:40 -04'00'

Engineering Director
Sathia Vediappan

2nd Operator
ANDY

Digitally signed by Maximiliano Martinez
Date: 2025.10.27 10:18:28 -04'00'

Test Cell Engineer
Maximiliano Martinez

QuickTurn Engine Center
9501 NW 84th Avenue, Medley, FL 33166
FAA CRS # 522R849B - EASA 145.6437

PERFORMANCE SUMMARY
Form No.: QTE-ETC-125
Rev No.: ORIGINAL
Rev Date: 09/25/2025

CFM56-5B4

Engine Model:	CFM56-5B	ESN:		Dash No.:	-5B5/P
Test Cell :	QuickTurn	Start Time:	10/14/2025	End Time:	10/24/2025
Tests performed:	002+003+004+009	T2 (°C):	26.3	LHV- btu/lb:	18528.0
N1 Modifier Level:	6	Rel Hum - %:	66.3	Trise (°F):	9.35

		Standard Day Performance				Hot Day Performance	
Power	N1K Rated RPM	FNK3 lbs	SFCK3	N2K3 RPM	EGTK3 °C	N2C HD RPM	EGTK HD °C
Limit	4578	27010				15018	939.0
Takeoff	4577	28007	0.350	14281	779.6	14803	895.3
Unmodified Margin		997				215	43.7
UnMod Margin Pct		3.69%				1.43%	4.66%
Modified		27298		14228	769.6	14750	884.0
Margin		288				268	55.0
Mod Margin Pct		1.07%				1.78%	
Adder Margin							65.0
Limit	4405	24375					860.0
Max Continuous	4406	25340	0.345	14092	744.9	14304	780.9
Unmodified Margin		965					79.1
Modified		24708		14039	737.9	14251	773.5
Margin		333					86.5
Mod Margin Pct		1.37%					
Adder Margin							96.5

System Performance			Actual	Limit	Unit
Acceleration Time			3.86	5.00	Sec
Vibration					
- LP Rotor - Max At	4300	N1 RPM, TRF	2.39	4.50	Mils D.A.
- HP Rotor - Max At	9814	N2 RPM, TRF	0.33	1.60	IPS PK
- LP Rotor - Max At	3479	N1 RPM, #1 Brg	2.33	4.50	Mils D.A.
- HP Rotor - Max At	13420	N2 RPM, #1 Brg	0.55	1.60	IPS P.K
Oil Consumption:			0.12	0.15	gal/hr
Oil Pressure Corrected At Takeoff			59.88	64.50	psid
Oil Pressure Observed at Minimum Idle			23.17	None	psi
Oil Temperature At Takeoff			81.1	140.00	Deg C

COMMENTS: _____

The Data section of this form may be modified to suit the needs of the actual test data being reported and/or to better communicate the data.

General Characteristics			
Minimum Idle	Checked		
Approach Check	Checked		
FADEC Faults	No		
Break In Accomplished	Yes		
Trim Balance Accomplished	Yes	3 Shots	
Water Wash	Yes		
Oil Filter Inspection	Yes		
Fuel Filter Inspection	Yes		
Magnetic Plugs/Screens	Yes		
Oil Type	Mobil Jet 2		
Oil System Preserved	Yes		
Fuel Type	Jet-A		
Fuel System Preserved	Yes		
EEC S/N	LMDN3887		
EEC Software Version	5BR & Up		
HMU P/N	1348M79P14	HMU S/N	WYGA1866
Bellmouth Area - Sq. In.	3329.540		
Cowling Area - Sq. In.	1565.550		
Exhaust Area - Sq. In.	0.000		
Core Nozzle Area - Sq. In.	494.200		
Total Running Time [Min]	311.176		
ID Plug P/N Installed	856A2807G33		

Manual Revision	Revision 81, Dated March 15, 2025

ENGINE: **Accepted**

ISSUED: 10/24/2025 21:41

Main Operator
BRIAN

Digitally signed by Sathiaseelan Vediappan
Date: 2025.10.27 13:28:01 -04'00'

Engineering Director
Sathia Vediappan

2nd Operator
ANDY

Digitally signed by Maximiliano Martinez
Date: 2025.10.27 10:17:50 -04'00'

Test Cell Engineer
Maximiliano Martinez

CFM56-5B5

Engine Model:	CFM56-5B	ESN:		Dash No.:	-5B5/P
Test Cell :	QuickTurn	Start Time:	10/14/2025	End Time:	10/24/2025
Tests performed:	002+003+004+009	T2 (°C):	26.1	LHV- btu/lb:	18528.0
N1 Modifier Level:	6	Rel Hum - %:	66.5	Trise (°F):	5.76

		Standard Day Performance				Hot Day Performance	
Power	N1K Rated RPM	FNK3 lbs	SFCK3	N2K3 RPM	EGTK3 °C	N2C HD RPM	EGTK HD °C
Limit	4241	22025				14779	915.0
Takeoff	4242	22922	0.339	13917	714.2	14499	866.6
Unmodified Margin		897				280	48.4
UnMod Margin Pct		4.07%				1.90%	5.29%
Modified		22356		13870	706.2	14452	857.2
Margin		331				327	57.8
Mod Margin Pct		1.50%				2.21%	
Adder Margin							67.8
Limit	4102	20285					826.0
Max Continuous	4103	20953	0.338	13759	688.7	13977	721.8
Unmodified Margin		668					104.2
Modified		20443		13716	681.7	13934	714.5
Margin		158					111.5
Mod Margin Pct		0.78%					
Adder Margin							121.5

System Performance			Actual	Limit	Unit
Acceleration Time			3.86	5.00	Sec
Vibration					
- LP Rotor - Max At	4300	N1 RPM, TRF	2.39	4.50	Mils D.A.
- HP Rotor - Max At	9814	N2 RPM, TRF	0.33	1.60	IPS PK
- LP Rotor - Max At	3479	N1 RPM, #1 Brg	2.33	4.50	Mils D.A.
- HP Rotor - Max At	13420	N2 RPM, #1 Brg	0.55	1.60	IPS P.K
Oil Consumption:			0.12	0.15	gal/hr
Oil Pressure Corrected At Takeoff			59.88	64.50	psid
Oil Pressure Observed at Minimum Idle			23.17	None	psi
Oil Temperature At Takeoff			81.1	140.00	Deg C

COMMENTS: _____

The Data section of this form may be modified to suit the needs of the actual test data being reported and/or to better communicate the data.

General Characteristics			
Minimum Idle	Checked		
Approach Check	Checked		
FADEC Faults	No		
Break In Accomplished	Yes		
Trim Balance Accomplished	Yes	3 Shots	
Water Wash	Yes		
Oil Filter Inspection	Yes		
Fuel Filter Inspection	Yes		
Magnetic Plugs/Screens	Yes		
Oil Type	Mobil Jet 2		
Oil System Preserved	Yes		
Fuel Type	Jet-A		
Fuel System Preserved	Yes		
EEC S/N	LMDN3887		
EEC Software Version	5BR & Up		
HMU P/N	1348M79P14	HMU S/N	WYGA1866
Bellmouth Area - Sq. In.	3329.540		
Cowling Area - Sq. In.	1565.550		
Exhaust Area - Sq. In.	0.000		
Core Nozzle Area - Sq. In.	494.200		
Total Running Time [Min]	311.176		
ID Plug P/N Installed	856A2807G33		

Manual Revision	Revision 81, Dated March 15, 2025

ENGINE: **Accepted**

ISSUED: 10/24/2025 21:41

Main Operator
BRIAN

Digitally signed by Sathiaseelan Vediappan
Date: 2025.10.27 13:28:28 -04'00'

Engineering Director
Sathia Vediappan

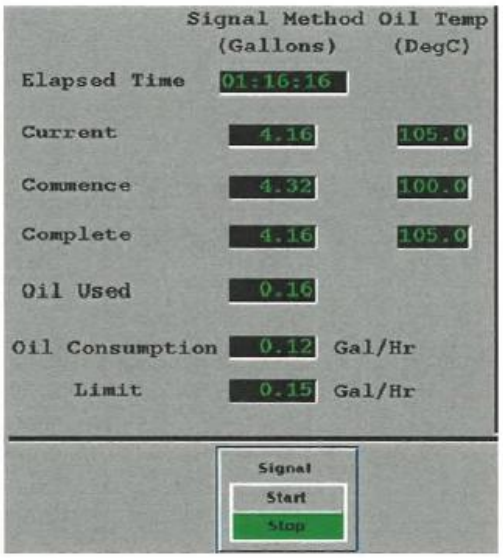
2nd Operator
ANDY

Digitally signed by Maximiliano Martinez
Date: 2025.10.27 10:17:22 -04'00'

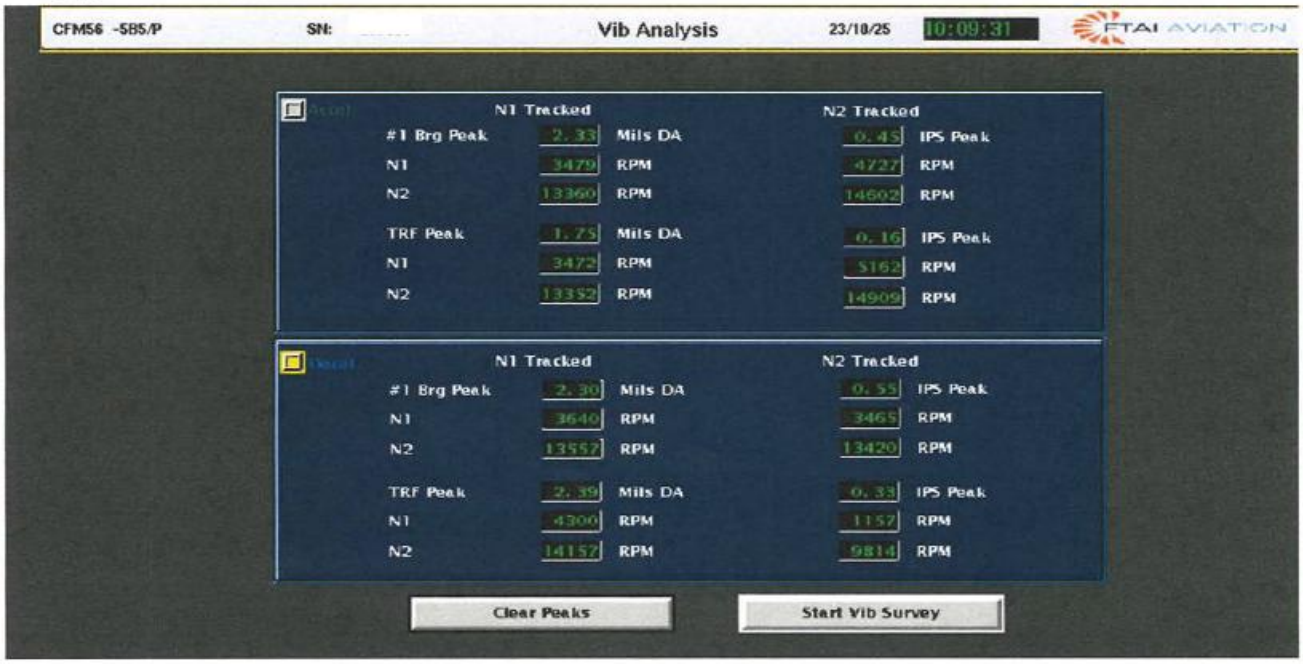
Test Cell Engineer
Maximiliano Martinez

Accel Check.jpg 10/14/2025 19:11

Oil Consumption.jpg 10/14/2025 20:19

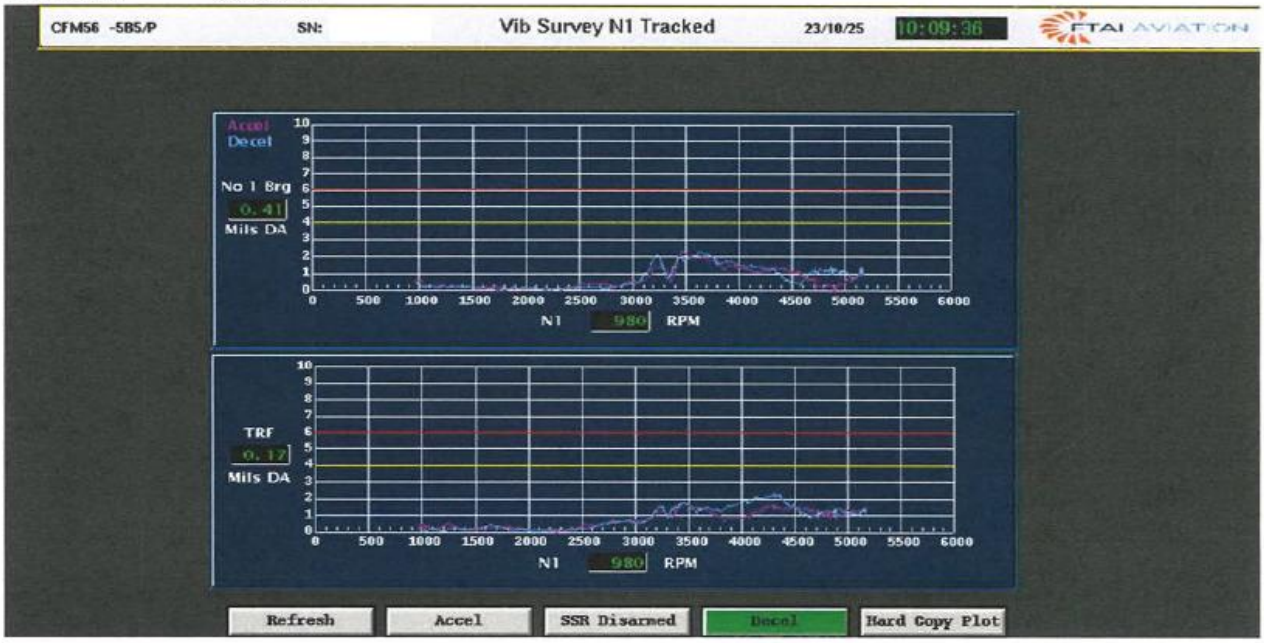


Vibration Analysis.jpg 10/23/2025 10:09



Vib Survey N2 Tracked.jpg 10/23/2025 10:09

Vib Survey N1 Tracked.jpg 10/23/2025 10:09



ENGINE VIBRATION ANALYSIS

Software version	2.65.3.11
Operating system	Windows 10 64 bytes
Hardware system	Apollo

N. 3B BEARING TEST

AIRLINE / SHOP	Shop			**OPERATOR NAME**	EL		
TEST CELL							
ENGINE TYPE	CFM56-5B			**ESN**			
TSN	56591.26	**CSN**	31085	**TSI**	0	**CSI**	0
DATE	2025/10/14 16:57:48						
COMMENTS							
SNECMA DATE	2019/04/11						
ENGINE DATE	2019/04/11			**ENGINE SPECIFICATIONS**	MCT XCM-00117201		
ENGINE_SI DATE	2019/04/11			**ENGINE_SI SPECIFICATIONS**	MCT XCM-00117201		

TRANSIENT ACCELERATION ANALYSIS ({K1;K2} Campbell Study)

Acceleration Level < 0.60 gPeak
No correlation with 3B harmonic

NO ALARM

TRANSIENT DECELERATION ANALYSIS ({K1;K2} Campbell Study)

Acceleration Level < 0.60 gPeak
No correlation with 3B harmonic

NO ALARM

ENGINE VIBRATION ANALYSIS

Software version	2.65.3.11
Operating system	Windows 10 64 bytes
Hardware system	Apollo

N. 4L BEARING TEST

AIRLINE / SHOP	Shop			**OPERATOR NAME**	EL		
TEST CELL							
ENGINE TYPE	CFM56-5B			**ESN**			
TSN	56591.26	**CSN**	31085	**TSI**	0	**CSI**	0
DATE	2025/10/14 16:57:48						
COMMENTS							
SNECMA DATE	2019/04/11						
ENGINE DATE	2019/04/11			**ENGINE SPECIFICATIONS**	MCT XCM-00117201		
ENGINE_SI DATE	2019/04/11			**ENGINE_SI SPECIFICATIONS**	MCT XCM-00117201		

TRANSIENT ACCELERATION ANALYSIS ({K1;K2} Campbell Study)

Acceleration Level < 0.50 gPeak
No correlation with 4L harmonic

NO ALARM

TRANSIENT DECELERATION ANALYSIS ({K1;K2} Campbell Study)

Acceleration Level < 0.50 gPeak
No correlation with 4L harmonic

NO ALARM

ENGINE VIBRATION ANALYSIS

Software version	2.65.3.11	**N. 4R BEARING TEST**	
Operating system	Windows 10 64 bytes		
Hardware system	Apollo		

AIRLINE / SHOP	Shop			**OPERATOR NAME**	EL
TEST CELL					
ENGINE TYPE	CFM56-5B			**ESN**	
TSN	56591.26	**CSN**	31085	**TSI** 0	**CSI** 0
DATE	2025/10/14 16:57:48				
COMMENTS					
SNECMA DATE	2019/04/11				
ENGINE DATE	2019/04/11			**ENGINE SPECIFICATIONS**	MCT XCM-00117201
ENGINE_SI DATE	2019/04/11			**ENGINE_SI SPECIFICATIONS**	MCT XCM-00117201

Acceleration Level < 0.30 g's
No correlation with N. 4R harmonic

N. 4R BEARING PASSED

STEADY ANALYSIS
No.1BGR: NO ALARM
TRF: NO ALARM
Quantity of points acquired / possible: 2 / 31

#1: 73%N2	#2: 61%N2

TRANSIENT ACCELERATION ANALYSIS
No.1BGR: NO ALARM
TRF: NO ALARM
Quantity of points acquired / possible: 19 / 31

#1: 82%N2	#2: 85%N2	#3: 86%N2	#4: 87%N2
#5: 88%N2	#6: 89%N2	#7: 90%N2	#8: 91%N2
#9: 92%N2	#10: 93%N2	#11: 94%N2	#12: 95%N2
#13: 96%N2	#14: 97%N2	#15: 98%N2	#16: 99%N2
#17: 100%N2	#18: 101%N2	#19: 102%N2	

TRANSIENT DECELERATION ANALYSIS
No.1BGR: NO ALARM
TRF: NO ALARM
Quantity of points acquired / possible: 22 / 31

#1: 98%N2	#2: 97%N2	#3: 96%N2	#4: 95%N2
#5: 94%N2	#6: 93%N2	#7: 92%N2	#8: 91%N2
#9: 90%N2	#10: 89%N2	#11: 88%N2	#12: 87%N2
#13: 86%N2	#14: 85%N2	#15: 82%N2	#16: 79%N2
#17: 76%N2	#18: 73%N2	#19: 70%N2	#20: 67%N2
#21: 64%N2	#22: 61%N2		

QuickTurn Test Center
9501 NW 84th Avenue
Medley, FL 33166
FAA CRS # 522R849B - EASA 145.6437

WO:	5BT1011	ESN	[redacted]	CHANNEL	N/A	DATE:	10/27/2025

Scan Name		PP_MI (2)X	PP_AI (1)X	PP_B3TO (5)X	PP_B3MC (6)X	PP_B4TO (7)X	PP_B4MC (8)X	PP_B5TO (9)X	PP_B5MC (10)X
	UNITS	10/14/2025 18:54	10/14/2025 18:48	10/14/2025 19:47	10/14/2025 19:53	10/14/2025 19:58	10/14/2025 20:02	10/14/2025 20:07	10/14/2025 20:12
OBSERVED DATA									
N1EEC	RPM	975.9	1438.6	5162.2	4866.4	4681.6	4507.2	4339.2	4197.3
N2EEC	RPM	8955.8	10899.2	14957.0	14726.3	14546.3	14381.8	14212.0	14053.9
FN	Lbs	798.7	1852.1	32125.1	29319.4	26940.0	24354.6	22022.5	20069.5
WF	PPH	725.8	1027.6	13252.6	11468.6	10311.3	9148.1	8135.3	7389.5
CORRECTED DATA									
N1KRAT	RPM			5053.0	4762.0	4578.0	4405.0	4241.0	4102.0
N1K	RPM			5049.1	4758.4	4577.1	4405.8	4241.5	4103.0
N1R	RPM			5034.4	4747.6	4568.5	4399.9	4236.7	4099.4
FNK	lbs			32251.3	29422.2	27029.2	24426.8	22083.0	20130.1
EGTK	DegC			855.3	809.3	779.4	744.6	712.0	689.0
N2K	RPM			14685.4	14460.5	14281.7	14085.3	13906.1	13752.9
WFK	PPH			12976.3	11218.9	10087.1	8953.9	7968.2	7244.0
PRESSURES									
PS2	PSIA	14.6	14.5	11.3	11.6	11.9	12.2	12.5	12.7
PT25	PSIA	15.2	15.7	45.6	40.8	38.4	36.5	34.5	32.7
PS3	PSIA	39.1	61.7	479.5	429.9	397.6	365.6	336.4	312.5
PT495	PSIA	15.7	17.0	76.4	68.4	63.3	58.1	53.3	49.6
PT54	PSIA	14.8	15.0	20.5	21.8	21.8	21.2	20.3	19.7
MOP	PSIG	23.2	34.0	73.9	70.7	68.6	66.7	64.7	62.9
MOPK	PSIG	57.2	57.4	58.2	58.8	59.2	59.7	59.9	60.3
TEMPERATURES									
T2	DegC	26.8	26.9	26.4	26.3	26.3	26.2	26.1	26.1
T25SEL	DegC	31.5	36.1	161.7	145.0	135.9	128.9	121.6	115.1
T3	DegC	114.8	110.7	119.4	117.3	124.8	117.2	117.8	128.9
T495SEL	DegC	459.0	461.0	904.1	854.8	822.0	784.7	749.5	724.9
T54	DegC	473.3	446.4	700.3	661.2	636.6	609.8	587.7	573.3
MOT	DegC	94.3	89.0	80.0	81.0	80.0	81.0	81.1	82.0
TC1_UCL1T_CFM565B	DegC	43.8	46.5	102.4	96.2	91.6	87.6	84.9	85.8
TC10_UCR5T_CFM565B	DegC	49.3	49.6	142.6	136.3	137.5	125.6	107.7	111.7
TC2_UCL2T_CFM565B	DegC	42.6	45.3	118.0	110.2	105.2	102.3	100.7	98.4
TC3_UCL3T_CFM565B	DegC	47.4	52.1	152.3	144.1	136.5	136.5	146.1	137.3
TC4_UCL4T_CFM565B	DegC	53.9	54.3	120.0	111.3	106.2	102.6	100.8	98.4
TC5_UCL5T_CFM565B	DegC	68.5	53.3	122.8	113.4	107.5	103.7	99.1	94.8
TC6_UCR1T_CFM565B	DegC	37.1	39.7	104.4	100.2	101.5	97.3	87.9	87.6
TC7_UCR2T_CFM565B	DegC	38.4	38.9	119.2	110.4	105.9	99.6	90.6	89.4
TC8_UCR3T_CFM565B	DegC	54.0	51.6	184.1	174.2	169.0	155.8	140.8	137.7
TC9_UCR4T_CFM565B	DegC	43.2	44.7	124.1	112.2	103.8	98.4	96.3	93.0
FACILITY DATA									
PBAR	PSIA	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7
PCELLF	PSIA	14.7	14.7	14.6	14.6	14.6	14.6	14.7	14.6
RELHUM	%	64.1	63.6	65.8	66.2	66.3	66.0	66.5	66.4
SHUM	GPP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FSG		0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
LHV	btu/lb	18528.0	18528.0	18528.0	18528.0	18528.0	18528.0	18528.0	18528.0
UPSTREAMFUELT	DegC	39.3	39.3	40.1	40.0	40.0	40.0	40.0	40.0
CIT	DegC	26.8	26.9	26.4	26.3	26.3	26.2	26.1	26.1
OAT	DegC	27.2	27.3	26.7	26.7	26.6	26.6	26.5	26.5
DELTA2				1.0	1.0	1.0	1.0	1.0	1.0
THETA2		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

WO:	5BT1011	ESN	[redacted]	CHANNEL	A	DATE:	10/27/2025

Scan Name		PP_MI (2)X	PP_AI (1)X	PP_B3TO (5)X	PP_B3MC (6)X	PP_B4TO (7)X	PP_B4MC (8)X	PP_B5TO (9)X	PP_B5MC (10)X
	UNITS	10/14/2025 18:54	10/14/2025 18:48	10/14/2025 19:47	10/14/2025 19:53	10/14/2025 19:58	10/14/2025 20:02	10/14/2025 20:07	10/14/2025 20:12
A_FMVSEL	%	8.42	14.26	96.86	89.10	83.54	77.60	72.15	67.82
A_HPTCSEL	%	36.97	36.99	63.84	64.46	65.13	65.90	66.63	67.33
A_LPTCSEL	%	38.44	38.55	50.06	43.06	38.44	38.44	38.40	38.42
A_M0	MACH	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A_N1ACTSEL	%	19.52	28.77	103.24	97.33	93.63	90.14	86.78	83.95
A_N2ACTSEL	%	61.93	75.38	103.44	101.84	100.60	99.46	98.29	97.19
A_P0SEL	PSIA	14.66	14.66	14.66	14.66	14.66	14.66	14.66	14.66
A_PS3SEL	PSIA	39.27	61.97	480.15	430.42	398.06	365.96	336.65	312.88
A_PT2SEL	mbar	1011.41	1012.00	1012.00	1012.00	1012.00	1012.00	1012.00	1012.00
A_T25SEL	DegC	31.50	36.13	161.66	144.99	135.94	128.88	121.60	115.13
A_T3SEL	DegC	172.50	242.52	619.86	590.20	571.75	552.76	533.17	517.85
A_T495SEL	DegC	459.00	461.00	904.09	854.79	822.00	784.66	749.49	724.86
A_TATSEL	DegC	26.50	26.50	26.00	26.00	26.00	25.98	26.00	26.17
A_TCSEL	DegC	175.63	225.55	551.46	527.00	508.61	488.50	467.86	450.53
A_TEOSEL	DegC	94.29	89.00	80.00	81.00	80.04	81.00	81.06	82.00
A_TLASEL	DEG	0	0	47	38	33	30	27.42	21.80
A_VBVDMD	DEG	38.38	38.38	0.00	0.00	0.00	0.00	0.00	1.60
A_VBVSEL	DEG	38.37	38.37	0.26	0.16	0.13	0.10	0.06	1.62
A_VSVDMD	DEG	30.76	25.44	-1.23	-1.03	-0.27	0.68	1.46	1.94
A_VSVSEL	DEG	31.02	25.59	-1.15	-0.94	-0.15	0.79	1.52	1.97
A_WFM	LB/H	713.04	1050.99	13005.94	11271.96	10144.42	9000.19	8006.01	7271.29
A_T12	DegC	27.13	28.38	27.06	27.35	27.49	28.24	29.02	30.31
VIBNO1BRGN1	Mils	0.67	0.17	1.41	0.60	0.59	0.22	0.66	0.75
VIBNO1BRGN1_N1	RPM	0.00	0.00	3557.98	3557.98	3557.98	3557.98	3557.98	3557.98
VIBNO1BRGN2	IPS	0.09	0.08	0.22	0.39	0.35	0.44	0.77	0.64
VIBNO1BRGN2_N2	RPM	0.00	0.00	13366.66	13366.66	13366.66	13366.66	13366.66	13366.66
VIBTRFN1	Mils	0.64	0.27	0.43	0.56	0.65	0.69	0.97	1.19
VIBTRFN1_N1	RPM	0.00	0.00	3570.55	3570.55	3570.55	3570.55	3570.55	3570.55
VIBTRFN2	IPS	0.18	0.20	0.06	0.10	0.13	0.08	0.04	0.05
VIBTRFN2_N2	RPM	0.00	0.00	9682.73	9682.73	9682.73	9682.73	9682.73	9682.73

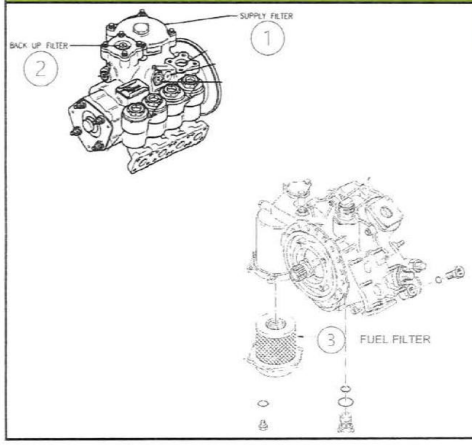
WO:	5BT1011	ESN	[redacted]	CHANNEL	B	DATE:	10/27/2025

Scan Name		PP_MI (2)X	PP_AI (1)X	PP_B3TO (5)X	PP_B3MC (6)X	PP_B4TO (7)X	PP_B4MC (8)X	PP_B5TO (9)X	PP_B5MC (10)X
	UNITS	10/14/2025 18:54	10/14/2025 18:48	10/14/2025 19:47	10/14/2025 19:53	10/14/2025 19:58	10/14/2025 20:02	10/14/2025 20:07	10/14/2025 20:12
B_FMVSEL	%	8.42	14.26	96.86	89.10	83.54	77.60	72.15	67.82
B_HPTCSEL	%	36.97	36.99	63.84	64.46	65.13	65.90	66.63	67.33
B_LPTCSEL	%	38.44	38.55	50.06	43.06	38.44	38.44	38.40	38.42
B_M0	MACH	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B_N1ACTSEL	%	19.52	28.77	103.24	97.33	93.63	90.14	86.78	83.95
B_N2ACTSEL	%	61.93	75.38	103.44	101.84	100.60	99.46	98.29	97.19
B_P0SEL	PSIA	14.66	14.66	14.66	14.66	14.66	14.66	14.66	14.66
B_PS3SEL	PSIA	39.27	61.97	480.15	430.42	398.06	365.96	336.65	312.88
B_PT2SEL	mbar	1011.41	1012.00	1012.00	1012.00	1012.00	1012.00	1012.00	1012.00
B_T25SEL	DegC	31.50	36.13	161.66	144.99	135.94	128.88	121.60	115.13
B_T3SEL	DegC	172.50	242.52	619.86	590.20	571.75	552.76	533.17	517.85
B_T495SEL	DegC	459.00	461.00	904.09	854.79	822.00	784.66	749.49	724.86
B_TATSEL	DegC	26.50	26.50	26.00	26.00	26.00	25.98	26.00	26.17
B_TCSEL	DegC	175.63	225.55	551.46	527.00	508.61	488.50	467.86	450.53
B_TEOSEL	DegC	94.00	89.10	80.25	81.00	80.00	81.00	81.10	82.00
B_TLASEL	DEG	0	0	47	38	33	30	27.42	21.80
B_VBVDMD	DEG	38.38	38.38	0.00	0.00	0.00	0.00	0.00	1.60
B_VBVSEL	DEG	38.38	38.37	0.26	0.16	0.13	0.11	0.07	1.62
B_VSVDMD	DEG	30.76	25.44	-1.23	-1.03	-0.27	0.68	1.46	1.94
B_VSVSEL	DEG	31.02	25.59	-1.15	-0.94	-0.15	0.79	1.52	1.97
B_WFM	LB/H	712.90	1051.21	13005.95	11271.96	10144.46	9000.04	8006.01	7271.42
B_T12	DegC	27.26	28.60	27.38	27.55	27.72	28.64	29.17	29.95
VIBNO1BRGN1	Mils	0.67	0.17	1.41	0.60	0.59	0.22	0.66	0.75
VIBNO1BRGN1_N1	RPM	0.00	0.00	3557.98	3557.98	3557.98	3557.98	3557.98	3557.98
VIBNO1BRGN2	IPS	0.09	0.08	0.22	0.39	0.35	0.44	0.77	0.64
VIBNO1BRGN2_N2	RPM	0.00	0.00	13366.66	13366.66	13366.66	13366.66	13366.66	13366.66
VIBTRFN1	Mils	0.64	0.27	0.43	0.56	0.65	0.69	0.97	1.19
VIBTRFN1_N1	RPM	0.00	0.00	3570.55	3570.55	3570.55	3570.55	3570.55	3570.55
VIBTRFN2	IPS	0.18	0.20	0.06	0.10	0.13	0.08	0.04	0.05
VIBTRFN2_N2	RPM	0.00	0.00	9682.73	9682.73	9682.73	9682.73	9682.73	9682.73

QUICKTURN	QuickTurn Engine Center 9051 NW 84th Avenue, Medley, FL 33166 FAA CRS # 522R849B - EASA 145.6437	CFM56-5B TEST CELL LOG BOOK Form No.: QTE-ETC-128 Rev No.: Original Rev. Date: 01/17/2025

CFM56-5B	WORK ORDER	ESN	CUSTOMER
	5BT1011	[redacted]	TES

FILTERS INSPECTION



Task	No Remark*	Observations
CHECK FILTER CONDITION		
1. MAIN OIL FILTER P/N CA00077B	☒	
2. BACKUP OIL FILTER P/N RA00079A	☒	
3. FUEL PUMP FILTER P/N CA01962B	☒	

MECH STAMP	INSPECTOR STAMP	DATE
TEC 041	INS 001	OCT 24 2025

QUICKTURN

FORM No	QTE-TAG-001
REV. DATE	04/01/2023
REV. No.	ORIGINAL

QUICKTURN ENGINE TEST CENTER
FAA CRS # 522R849B - EASA 145.6437

OIL SYSTEM PRESERVED TAG

W/O No.	5BT10-11
ENGINE MODEL	5B5/P
ENGINE S/N	[redacted]
CUSTOMER	

PRESERVATION PERIOD
☐ 0-30 ☒ 30-365

ESM REF.	72-00-00 STORAGE 001 3.C
STAMP	TEC 004
DATE	10/24/25

ADDITIONAL COMMENTS
ROYCO 885

Company Proprietary and Confidential

QUICKTURN

FORM No	QTE-TAG-0
REV. DATE	04/01/202
REV. No.	ORIGINAL

QUICKTURN ENGINE TEST CENTER
FAA CRS # 522R849B - EASA 145.6437

FUEL SYSTEM PRESERVED TAG

W/O No.	5BT1011
ENGINE MODEL	5B5/P
ENGINE S/N	[redacted]
CUSTOMER	

PRESERVATION PERIOD
☐ 0-30 ☒ 30-365

ESM REF.	72-00-00 STORAGE 001 3.C
STAMP	TEC 004
DATE	10/24/25

ADDITIONAL COMMENTS
BRAYCO 460

Company Proprietary and Confidential

QUICKTURN

FAA REPAIR STATION 522R849B
EASA 145.6437

MODEL: 5B5/P

ESN: [redacted]

CUST

SYSTEM PRESERVATION
OIL ☒ FUEL ☒

PRESERVATION PERIOD
0-30 ☐ 30-365 ☒

IAW ESM 72-00-00 STORAGE - 001

TEC 004

STAMP:
DATE: 10/24/25
ADDITIONAL COMMENTS: ROYCO 885 BRAYCO 460

SIDE A

FORM QTE-TAG-008

ENGINE PRESERVATION TAG

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	CONFIGURATION	A/C REGISTRATION	POSITION	INSP DATE
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

ESN-[redacted] CFM56-5B-BORESCOPE INSPECTION

SECTION	CONDITION	COMMENTS/FINDINGS
LOW PRESSURE COMPRESOR		
FAN BLADES	SERVICEABLE	No unserviceable damage at the time of the inspection.
LPC STAGE 2	SERVICEABLE	No unserviceable damage at the time of the inspection.
LPC STAGE 3	SERVICEABLE	No unserviceable damage at the time of the inspection.
LPC STAGE 4	SERVICEABLE	No unserviceable damage at the time of the inspection.
LPC STAGE 5	SERVICEABLE	No unserviceable damage at the time of the inspection.
HIGH PRESSURE COMPRESSOR		
HPC STAGE 1 ROTOR BLADES	SERVICEABLE	No unserviceable damage at the time of the inspection.
HPC STAGE 2 ROTOR BLADES	SERVICEABLE	No unserviceable damage at the time of the inspection.
HPC STAGE 3 ROTOR BLADES	SERVICEABLE	No unserviceable damage at the time of the inspection.
HPC STAGE 4 ROTOR BLADES	SERVICEABLE	No unserviceable damage at the time of the inspection.
HPC STAGE 5 ROTOR BLADES	SERVICEABLE	No unserviceable damage at the time of the inspection.
HPC STAGE 6 ROTOR BLADES	SERVICEABLE	No unserviceable damage at the time of the inspection.
HPC STAGE 7 ROTOR BLADES	SERVICEABLE	No unserviceable damage at the time of the inspection.
HPC STAGE 8 ROTOR BLADES	SERVICEABLE	No unserviceable damage at the time of the inspection.
HPC STAGE 9 ROTOR BLADES	SERVICEABLE	No unserviceable damage at the time of the inspection.
COMBUSTOR CHAMBER		
FUEL NOZZLES	SERVICEABLE	No unserviceable damage at the time of the inspection.
INNER LINER	SERVICEABLE	No unserviceable damage at the time of the inspection.
OUTTER LINER	SERVICEABLE	No unserviceable damage at the time of the inspection.

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	CONFIGURATION	A/C REGISTRATION	POSITION	INSP DATE
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

ESN-[redacted]-CFM56-5B-BORESCOPE INSPECTION

SECTION	CONDITION	COMMENTS/FINDINGS
HIGH PRESSURE TURBINE		
HPT NGV STAGE 1	SERVICEABLE	No unserviceable damage noted at the time of the inspection.
HPT STAGE 1 ROTOR BLADES	SERVICEABLE	No unserviceable damage noted at the time of the inspection.
HPT STAGE 1 SHROUD SEGMENTS	SERVICEABLE	No unserviceable damage noted at the time of the inspection.
LOW PRESSURE TURBINE		
LPT 1 NOZZLE GUIDE VANES	SERVICEABLE	No unserviceable damage noted at the time of the inspection.
LPT STAGE 1 ROTOR BLADES	SERVICEABLE	No unserviceable damage noted at the time of the inspection.
LPT STAGE 2 ROTOR BLADES / NOZZLE GUIDE VANES	SERVICEABLE	No unserviceable damage noted at the time of the inspection.
LPT STAGE 3 ROTOR BLADES /	SERVICEABLE	No unserviceable damage noted at the time of the inspection.
LPT STAGE 4 ROTOR BLADES / NOZZLE GUIDE VANES	SERVICEABLE	No unserviceable damage noted at the time of the inspection.

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	**CONFIGURATION**	**A/C REGISTRATION**	**POSITION**	**INSP DATE**
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

LOW PRESSURE COMPRESSOR INSPECTION. In reference with A320 A.M.M. Chapter 72-00-00.

CONDITION: **SERVICEABLE**

STAGE-1 FAN BLADES (QTY 24)

- Leading edge erosion noted throughout entire stage at the time of the inspection.
- Multiple previous blend repairs noted at the time of the inspection.
- No unserviceable damage found at the time of inspection.

CONDITION: **SERVICEABLE**

STAGE-2 BLADES (QTY 74)

- Leading edge erosion noted throughout entire stage at the time of the inspection.
- No unserviceable damage found at the time of inspection.

CONDITION: **SERVICEABLE**

STAGE-3 BLADES (QTY 78)

- No unserviceable damage found at the time of inspection.

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	**CONFIGURATION**	**A/C REGISTRATION**	**POSITION**	**INSP DATE**
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

LOW PRESSURE COMPRESSOR INSPECTION. In reference with A320 A.M.M. Chapter 72-00-00.

CONDITION: **SERVICEABLE**

STAGE-4 BLADES (QTY 74)

- No unserviceable damage noted at the time of inspection.

CONDITION: **SERVICEABLE**

STAGE-5 BLADES

- No unserviceable damage found at the time of inspection.

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	CONFIGURATION	A/C REGISTRATION	POSITION	INSP DATE
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

HIGH PRESSURE COMPRESSOR INSPECTION. In reference with A320 A.M.M. Chapter 72-00-00

CONDITION: **SERVICEABLE**

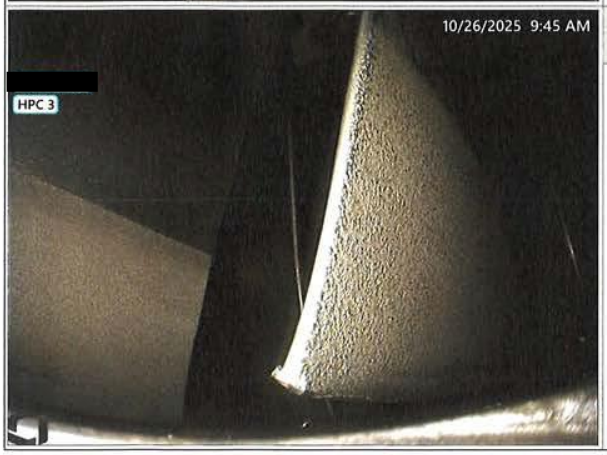
STAGE-1 BLADES (QTY 38)

- No unserviceable damage noted at the time of inspection.

CONDITION: **SERVICEABLE**

STAGE-2 BLADES (QTY 53)

- No unserviceable damage noted at the time of inspection.



CONDITION: **SERVICEABLE**

STAGE-3 BLADES (QTY 60)

- No unserviceable damage noted at the time of inspection.

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	**CONFIGURATION**	**A/C REGISTRATION**	**POSITION**	**INSP DATE**
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

HIGH PRESSURE COMPRESSOR INSPECTION. In reference with A320 A.M.M. Chapter 72-00-00

CONDITION: **SERVICEABLE**

STAGE-4 BLADES (QTY 68)

- No unserviceable damage noted at the time of inspection.

CONDITION: **SERVICEABLE**

STAGE-5 BLADES (QTY 75)

- No unserviceable damage noted at the time of inspection.

CONDITION: **SERVICEABLE**

STAGE-6 BLADES (QTY 82)

- No unserviceable damage noted at the time of inspection.

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	**CONFIGURATION**	**A/C REGISTRATION**	**POSITION**	**INSP DATE**
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

HIGH PRESSURE COMPRESSOR INSPECTION. In reference with A320 A.M.M. Chapter 72-00-00

CONDITION: **SERVICEABLE**

STAGE-7 BLADES (QTY 82)

- No unserviceable damage noted at the time of inspection.

CONDITION: **SERVICEABLE**

STAGE-8 BLADES (QTY 80)

- No unserviceable damage noted at the time of inspection.

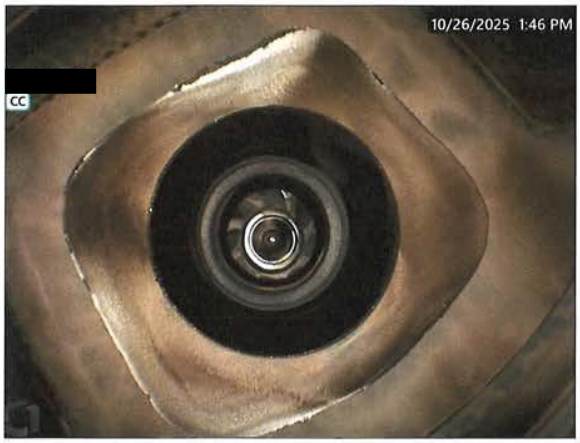
CONDITION: **SERVICEABLE**

STAGE-9 BLADES (QTY 76)

- No unserviceable damage noted at the time of inspection.

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	**CONFIGURATION**	**A/C REGISTRATION**	**POSITION**	**INSP DATE**
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

COMBUSTION CHAMBER INSPECTION. In reference with A320 A.M.M. Chapter 72-00-00.



CONDITION: **SERVICEABLE**

FUEL NOZZLES

- Multiple nozzles noted with carbon accumulation at the time of the inspection.
- 360° inspection method performed at the time of the inspection.

CONDITION: **SERVICEABLE**

INNER LINERS

- No unserviceable damage noted at the time of the inspection.

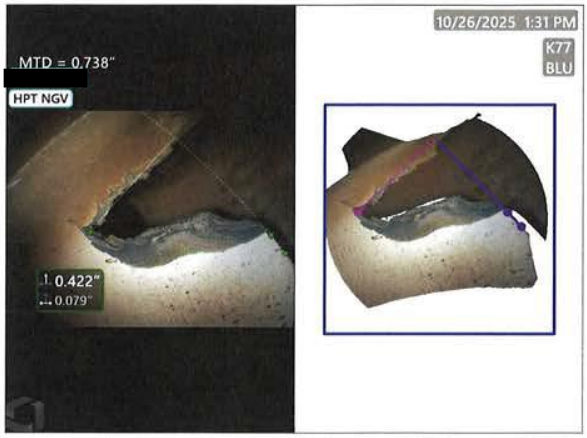
CONDITION: **SERVICEABLE**

OUTER LINERS

- No unserviceable damage noted at the time of the inspection.

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	**CONFIGURATION**	**A/C REGISTRATION**	**POSITION**	**INSP DATE**
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

HIGH PRESSURE TURBINE INSPECTION. In reference with A320 A.M.M. Chapter 72-00-00.



CONDITION: **SERVICEABLE**

HPT-1 NOZZLE GUIDE VANES

- Three (3) NGV's noted with trailing edge burns/missing material at the time of the inspection. One (1) HPT NGV noted with trailing edge missing material measuring .422" inches axially. A320 AMM Task. 72-51-00-290-004-A01 Permits missing material measuring less than .500" inches axially.
- 360° inspection method performed.
- No unserviceable damage found at the time of inspection.

CONDITION: **SERVICEABLE**

STAGE-1 BLADES (QTY 76)

- HPT blades noted with two (2) notches remaining at the time of the inspection. One (1) HPT blade with partially three (3) notches remaining.
- No unserviceable damage found at the time of inspection.

CONDITION: **SERVICEABLE**

HPT-1 SHROUD SEGMENTS

- Thermal barrier coating debris/spalling noted throughout all areas at the time of the inspection.
- 360° inspection method performed.
- No unserviceable damage found at the time of inspection.

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	CONFIGURATION	A/C REGISTRATION	POSITION	INSP DATE
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

LOW PRESSURE TURBINE INSPECTION. In reference with A320 A.M.M. Chapter 72-00-00.

CONDITION: **SERVICEABLE**

LPT-1 NOZZLE GUIDE VANES

- 360° inspection method performed.
- No unserviceable damage noted at the time of inspection.

CONDITION: **SERVICEABLE**

STAGE-1 BLADES (QTY 162)

- No unserviceable damage noted at the time of inspection.

CONDITION: **SERVICEABLE**

STAGE-2 BLADES (QTY 159)

- One (1) blade noted with a leading edge dent in area E measuring .003" inches deep at the time of the inspection. A320 AMM Task. 72-54-00-290-005 Permits dents in area E measuring less than .01" inches deep.
- Multiple blades with coating loss at the time of the inspection.
- No unserviceable damage noted at the time of inspection.

LPT-2 NOZZLE GUIDE VANES

- Rigid inspection method performed.
- No unserviceable damage noted at the time of inspection.

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	**CONFIGURATION**	**A/C REGISTRATION**	**POSITION**	**INSP DATE**
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

LOW PRESSURE TURBINE INSPECTION. In reference with A320 A.M.M. Chapter 72-00-00.

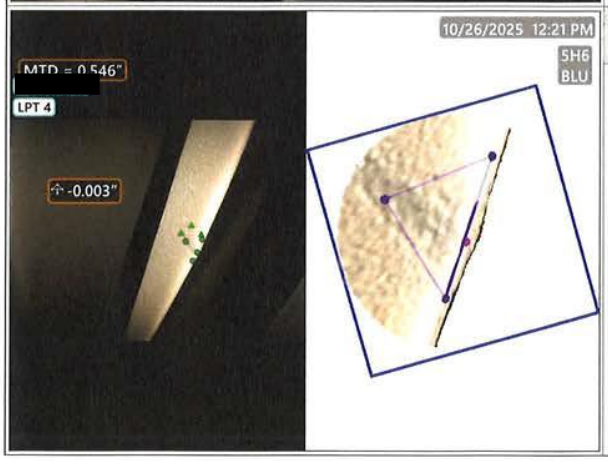
CONDITION: **SERVICEABLE**

STAGE-3 BLADES (QTY 150)

- One (1) blade with a previous blend repair at the time of the inspection.
- No unserviceable damage noted at the time of inspection.

LPT-3 NOZZLE GUIDE VANES

- Rigid inspection method performed.
- No unserviceable damage noted at the time of inspection.



CONDITION: **SERVICEABLE**

STAGE-4 BLADES (QTY 134)

- One (1) blade noted with a leading edge dent in not in area E measuring .003" inches deep at the time of the inspection. A320 AMM Task. 72-54-00-290-005 Permits dents in area E measuring less than .03" inches deep.
- No unserviceable damage noted at the time of inspection.

LPT-4 NOZZLE GUIDE VANES

- Rigid inspection method performed.
- No unserviceable damage noted at the time of inspection.

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	CONFIGURATION	A/C REGISTRATION	POSITION	INSP DATE
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

ADDITIONAL PHOTOS

CUSTOMER	ESN	ENGINE MODEL	LOCATION	INSPECTED BY:
[redacted]		CFM56-5B5/P	Miami, Fl (FTAI-ETC)	J. Ruiz
WORK ORDER	CONFIGURATION	A/C REGISTRATION	POSITION	INSP DATE
20251023-04	A320	N/A	Transportation-Stand	27-Oct-2025

ADDITIONAL PHOTOS

To view/download the video files recorded during the inspection, please click link below or copy link to a web bar address:
ESN-[redacted] VIDEOS

This report and the accompanying video link is submitted on behalf of UNIVERSAL ENGINE ELEMENTS and subject to the condition that it is understood and agreed that the contents are based on diligent inspection and are exclusive of latent defects in materials, rigging, or systems not detectable without removal or disassembly; but are believed to be correct and are fairly representative of the condition of the engine at the time of inspection and prior to any operation. This survey is submitted without prejudice and in confidence to the named above under job site and returned to original condition by the same facility. Always verify limits in reference with the current Maintenance Manual effective for this engine and/ or aircraft.

SIGNATURE: Jesus Ruiz

Jesus Ruiz Digitally signed by Jesus Ruiz Date: 2025.10.27 12:26:46 -04'00'

DATE: 27-Oct-2025

QuickTurn Engine Center
9051 NW 84th Avenue, Medley, FL 33166
FAA CRS # 522R849B - EASA 145.6437

CARRY FORWARD SHEET

1. WORK ORDER	5BT1011-1	2. CUSTOMER	TES
3. ENGINE MODEL	CFM56-5B5/P	4. ESN	[redacted]

NOTE: The items listed below have been certified by authorized personnel and per the requirements of the OEM and iAero Thrust's procedures. Items must be completed by Customer/Operator approved procedures.

5. ITEM	6. DATE	7. REPORTED BY (Stamp)	8. WORK TO BE CARRIED OUT / PARTS TO BE FITTED	9. COMPLETED BY	10. DATE
1	OCT 2 7 2025	INS 089	De preserve Engine per AIRBUS AMM TASK 72-00-00-600-027-A		
2	OCT 2 7 2025	INS 089	Service Engine Oil Systems Before Operation per AIRBUS AMM TASK 13-13-79.		
3	OCT 2 7 2025	INS 089	RE-FIGURE REPLACEMENT ID PLUG P/N 390-611-401-0 PER LAST TEST RUN ENGINEERING DATA IAW ESM SB73-0213, CMM73-21-44		
4	OCT 2 7 2025	INS 089	Install ID plug IAW AIRBUS AMM 73-21-90.		

VOLOTEA
CAMO ES.CAMO.029

Date: 26-Mar-2025

Incident/Accident Clearance Statement To Whom It May Concern:

Engine ESN [redacted] details of which are specified below, has been operated by Volotea S.L. during the period from 30/Jun/2017 to 26/Mar/2025. Aircraft MSN 2253 has a valid Certificate of Airworthiness from Spain as of the date of this statement.

Configuration details as of date of engine [redacted] removal:

Description	Type/Part No.	Serial No.	TSN	CSN
Aircraft	A319-111	2253	58,497:37	33,103
Engine #2	CFM56-5B5/P	[redacted]	56,591:26	31,085

I hereby certify that, to the best of my knowledge, during the period stated above:

1. Neither the aircraft, nor any part installed have been;

   a. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, or

   b. subjected to severe stress or heat (such as in a major engine failure, accident, or fire) or has been submersed in salt water,

   unless its airworthiness status was re-established by an approved maintenance organisation in accordance with the applicable airworthiness regulations and instructions of the type certificate holder and/or supplemental type certificate holder and/or OEM of the part, and supported by an authorised airworthiness release certificate.

2. No part has been installed on the aircraft which was obtained from a military source or was previously fitted to a state aircraft as deemed by Article 3 of the Chicago Convention.

Authorised Airline Representative

Signature: 

Name: Ruben Trujillo

Title: Engineering Manager, Volotea S.L

Note: Please see also the Guidelines for understanding the Incident / Accident Clearance Statement (ICS) associated with this form.

VOLOTEA

CAMO ES.CAMO.029

Guidelines for understanding the Incident / Accident Clearance Statement (ICS)

The purpose of this incident/accident clearance statement is to remove the focus from whether or not an aircraft/engine/part has been subjected to an accident or incident and instead declare that the aircraft/engine/part has been deemed acceptable for continued use.

The statement in paragraph 1 of the ICS provides confirmation that irrespective of the event the aircraft/engine/part has had been subjected to, its airworthiness has been re-established by an approved maintenance organisation in accordance with the applicable airworthiness regulations and instructions of the type certificate holder and/or supplemental type certificate holder (aircraft only) and/or OEM of the part.

The reason for changing focus is that the ICAO definitions of accident and incident (reference Chapter 1 'Definitions' of Annex 13 – 'Aircraft Accident and Incident Investigation' to the Chicago Convention) do not take into account the relative nature of the event and its direct impact on the aircraft/engine/part. Specifically with regard to the definition of incident, it is highly subjective and subject to various interpretations by different regulatory authorities as to what affects or could affect the safety of operation.

The statement in paragraph 2 provides additional confirmation, now customary in the industry that no parts have been obtained from a military source.

Paragraph 2 also provides a statement regarding parts on state aircraft, considered appropriate because of industry requests for clarification regarding government use. Article 3 'Civil and state aircraft' of the Chicago Convention states that military, customs and police aircraft are deemed to be "state" aircraft. These aircraft are not placed on the civil register, therefore are not regulated by the associated national civil aviation authority in accordance with ICAO Standards and Recommended Practices (SARPs). For the purposes of this declaration parts fitted to an aircraft that has transferred from a state to a civil register, may require special evaluation prior to regaining their status of being civil aircraft parts, the rationale being that the provenance of these parts, while on a state register may not be verifiable. While aircraft on the civil register are regularly contracted by governments for state business, because the operation occurs under civil rules and the aircraft remains on the civil register during the period of operation, parts from such an aircraft are considered to be civil aircraft parts, therefore reference is made to state rather than government use.

This document is intended to act as an industry acceptable common standard having relevance for the requirements of the commercial aviation industry. Application and use of this document commenced in late 2014 and is not intended to apply retrospectively, therefore previously issued incident / accident statements should retain their acceptability for historical reference. This document will be subject to periodic review and update, with the first review expected to take place in early 2016.

Two document templates have been designed, one to cater for aircraft, the other for engines. The engine template could also be used for individual parts in circumstances where incident / accident clearance statements are required, alternatively, the certification provided in paragraphs 1 & 2 could be included in the remarks section of the ATA106 Spec for commercial trace.