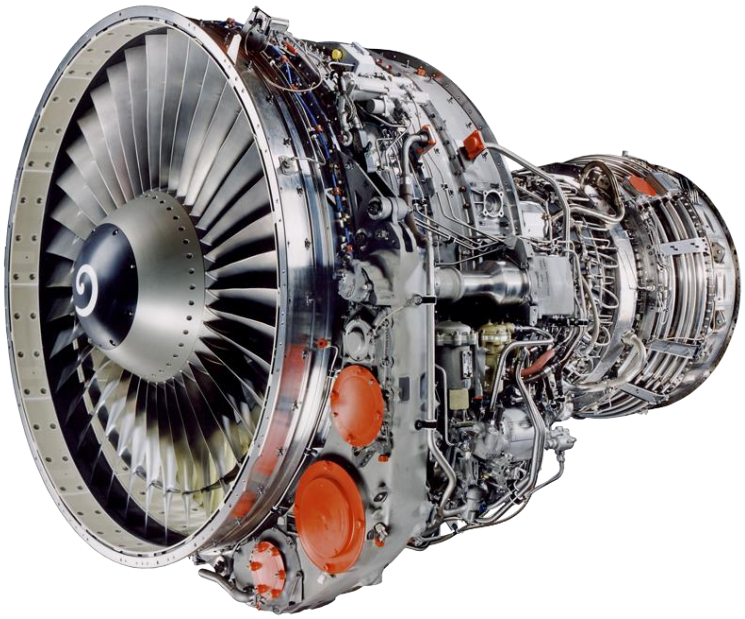
Engine Pertinent Records Package

CFM56-3C1

Engine S/N 725105
W/O: 5086C



FAA REPAIR STATION Q6GR293Y, EASA REPAIR STATION EASA.145.6500

14080 S.W. 143 Ct Miami, FL 33186, P:(305).254.0034, F: (305).254.0037

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FAA FORM 337

FAA REPAIR STATION Q6GR293Y, EASA REPAIR STATION EASA.145.6500

14080 S.W. 143 Ct Miami, FL 33186, P:(305).254.0034, F: (305).254.0037

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	CFM56-3C1	725105
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Name TURBINE ENGINE SOLUTIONS Address 14080 SW 143 COURT City MIAMI State FLORIDA Zip 33186 Country UNTIED STATES OF AMERICA	☐	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 3/15/2023

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.	Signature/Date of Authorized Individual
Q6GR293Y	Martin Cordero 3/15/2023

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: 5086C
MODEL: CFM56-3C1 **ENGINE SERIAL NUMBER: 725105**
ETT: 63,472.0 **ETC: 41,318**

SUBJECT ENGINE WAS REMOVED FOR LLP REPLACEMENT; THE FOLLOWING WAS ACCOMPLISHED:

I. FAN AND BOOSTER MODULE (ATA 72-00-21): was removed and inspected in-situ.

II. HPC ROTOR MODULE (ATA 72-00-31): was removed as a module, disassembled, cleaned, inspected, repaired, balanced, and assembled.

i. Removed and replaced damaged HPC blades on Stg's 3,5,6,7,8 and 9 with overhauled condition units.
ii. Removed and replaced HPC 4-9 Spool with overhauled units.

III. HPC FRONT STATOR ASSEMBLY (ATA: 72-00-32): was removed as a module, partially disassembled, cleaned, inspected, repaired, and assembled.

i. Installed overhauled Stage's 1 thru 5 Honeycomb seals.
ii. Match grinded all honeycomb sections.

IV. HPC REAR STATOR (ATA: 72-33-00): was removed as a module, disassembled, cleaned, inspected, repaired, and assembled.

i. Installed overhauled Stage's 6 thru 8 Honeycomb seals.
ii. Match grinded all honeycomb sections.

VI. COMBUSTION ASSY (ATA 72-41, -42): was removed as a module, disassembled, cleaned, inspected, repaired, and assembled.

i. Installed FWD Inner Nozzle Support in overhauled condition.
ii. Installed overhauled Condition Combustion Chamber.
iii. Installed a set of Bench Checked Fuel Nozzles.
iv. Installed overhauled HPT Inner Stationary Seal

VII. HPT NOZZLE MODULE (ATA 72-00-51): was removed and replaced with serviceable condition module.

i. Installed HPT Outer Stat. Seal in serviceable condition.

N/A☒ Additional Sheet Are Attached

NOTICE

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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

WORK ORDER: 5086C
MODEL: CFM56-3C1 **ENGINE SERIAL NUMBER: 725105**
ETT: 63,472.0 **ETC: 41,318**

VIII. HPT ROTOR MODULE (ATA 72-00-52): was removed, cleaned, inspected, assembled, balanced and installed in serviceable condition.

IX. HPT SHROUD AND STAGE 1 LPT NOZZLE ASSEMBLY (ATA 72-00-53): Removed, partially disassembled, cleaned, inspected, assembled, and installed in serviceable condition.

i. Removed and replaced Full set of HPT Shrouds with overhauled condition units.
ii. Matched Grind Shrouds to HPT Blades.

V. LPT MAJOR MODULE (ATA 72-00-03): was removed and inspected on situ.

VI. IGB MODULE (ATA 72-00-61): was removed as a module, partially disassembled, cleaned, inspected, repaired, balanced, and assembled.

IX. AGB MODULE (ATA 72-00-63): was removed and replaced with serviceable condition unit (SB 72-1129).

X. MAIN LINE BEARINGS: was removed, cleaned, inspected and installed in serviceable condition.

XI. ACCESSORIES:

i. Installed 5th STG Bleed Air valve in overhauled condition.
ii. Installed overhauled MEC.
iii. Installed bench checked Fuel Pump.
iv. T-2 Sensor was installed in overhauled condition.
v. CIT Sensor was inspected and tested.
vi. VSV Actuators was inspected and tested.
vii. Fuel Gear Motor was installed in repaired condition.
viii. TCC Valve was installed in overhauled condition.
ix. Flexible Shaft Assemblies were installed in new condition.
x. Master Ball screw Actuator was inspected and tested.
xi. Ball screw Actuator Assemblies was inspected and tested.
xii. T495 thermocouples wiring harness was inspected and tested.

ACCOMPLISHED TEST NO. 10 ON WING PER 71-00-00 PER BOEING B737 AIRCRAFT MANUAL & ON-WING 365 DAY PRESERVATION PER (AMM) MOST CURRENT REVISION AND FOUND ALL PARAMETERS TO BE WITHIN SERVICEABLE LIMITS. (ENGINE RUN WAS PERFORMED BY XTREME AVIATION LLC FAA CRS # 4XAR847C) POST MPA RUN BORESCOPE INSPECTION WAS COMPLETED BY TURBINE ENGINE SOLUTIONS, INC AND FOUND TO BE WITHIN ACCEPTABLE LIMITS.

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. 5086C

LIFE LIMITED PARTS SHEET

FAA REPAIR STATION Q6GR293Y, EASA REPAIR STATION EASA.145.6500

14080 S.W. 143 Ct Miami, FL 33186, P:(305).254.0034, F: (305).254.0037

Life Limited Parts Time/Cycle Record

ENG. MODEL: CFM56-3C1
ENG. SERIAL NO.: 725105
TSN: 63,472.00
CSN: 41,318
WORK ORDER: 5086C
DATE:

NOMENCLATURE	PART NO.	SERIAL NO.	TOTAL HOURS	CAT A	CAT B	CAT C	CAT 7B22	CAT 7B24	CAT A LIMIT	CAT B LIMIT	CAT C LIMIT	7B22 LIMIT	7B24 LIMIT	TOTAL CYCLES	CR CAT A	CR CAT B	CR CAT C
FAN ROTOR MODULE																	
BOOSTER SPOOL	335-009-306-0	BB443963	N/A	4,249	15,101	1		0	30,000	30,000	30,000			19,351	10,649	10,649	10,649
FAN STG. 1 DISK	335-014-511-0	BB443943	N/A	4,249	15,101	1		0	30,000	24,900	20,100			19,351	7,555	6,271	5,062
FWD FAN SHAFT	335-006-414-0	DB687841	N/A	4,249	15,101	1		0	30,000	30,000	30,000			19,351	10,649	10,649	10,649
HPC ROTOR MODULE																	
HPC FRONT SHAFT	1275M37P02	GWN0FG5L	N/A	0	9,920	1			20,000	20,000	20,000			9,921	10,079	10,079	10,079
HPC SPOOL 1-2	1589M66G02	GWN0FGTH	N/A	0	9,920	1			20,000	20,000	20,000			9,921	10,079	10,079	10,079
HPC STG. 3 DISK	1590M59P01	XAEH5322	N/A	0	9,920	1			20,000	20,000	20,000			9,921	10,079	10,079	10,079
HPC SPOOL 4 - 9	1588M89G03	GWN0F45K	N/A	0	0	0	13521	777	20,000	20,000	15,800	20,000	20,000	0	5,702	5,702	4,504
HPC SEAL - CDP	1319M25P02	GFF5EJ70	N/A	0	2,719	4285			20,000	18,000	15,000		16,800	7,004	11,265	10,139	8,449
HPT ROTOR MODULE																	
HPT FWD SHAFT	1385M90P04	XAEL9057	N/A	2,328	4,430	1			20,000	17,300	17,000			6,759	12,549	10,855	10,667
HPT FWD AIR SEAL	1282M72P05	XAEM5116	N/A	2,328	4,430	1			20,000	15,800	15,100			6,759	12,063	9,529	9,107
HPT DISK	1475M29P03	GWN0HR8D	N/A	2,328	4,430	1			20,000	18,500	16,600			6,759	12,881	11,915	10,691
HPT REAR SHAFT	1864M91P02	TMT1AR44	N/A	2,328	4,430	1			20,000	20,000	20,000			6,759	13,241	13,241	13,241
LPT MAJOR MODULE																	
LPT STG. 1 DISK	301-331-126-0	PA210507	N/A	2,328	4,430	1			25,000	25,000	25,000			6,759	18,241	18,241	18,241
LPT STG. 2 DISK	301-331-227-0	PA234822	N/A	2,328	4,430	1			25,000	25,000	25,000			6,759	18,241	18,241	18,241
LPT STG. 3 DISK	301-331-322-0	PA232247	N/A	2,328	4,430	1			25,000	25,000	25,000			6,759	18,241	18,241	18,241
LPT STG. 4 DISK	301-331-429-0	BB457890	N/A	4,249	15,101	1			25,000	25,000	25,000			19,351	5,649	5,649	5,649
LPT CONICAL SEAL	305-056-116-0	DA703150	N/A	2,328	17,686	1			25,000	25,000	25,000			20,015	4,985	4,985	4,985
LPT SHAFT	301-330-067-0	LA084197	N/A	4,249	15,101	1			30,000	30,000	30,000			19,351	10,649	10,649	10,649
LPT STUB SHAFT	301-330-626-0	BC063220	N/A	12,551	4,430	1			25,000	25,000	25,000			16,982	8,018	8,018	8,018

The above data was obtained from engine records supplied by the previous owners, repair agencies and operators of the engine.
*Notes: * Denotes replaced disks at this shop visit.*

Form: TESI 1039C

Approved by:

18-Jul-2023
Date

NON-INCIDENT

FAA REPAIR STATION Q6GR293Y, EASA REPAIR STATION EASA.145.6500

14080 S.W. 143 Ct Miami, FL 33186, P:(305).254.0034, F: (305).254.0037

December 06, 2018

STATEMENT OF NON-INCIDENT / ACCIDENT

Subject: Boeing 737-400 Aircraft MSN 23991
CFM56-3B2 Engine S/N 725105
CFM56-3B2 Engine S/N 725103
GTCP85-129H APU S/N P-100049
Nose Landing Gear S/N CPT2671ETM
Left Main Landing Gear S/N XC93327
Right Main Landing Gear S/N XC92276

To: Whom it may concern

This letter certifies that the subject aircraft, engines, landing gears, APU and associated components were operated by NewGen Airways for 6378 hours and 36 minutes and 2561 cycles, as detailed below, for the purpose of relocation ferry flights from Bangkok, Thailand to Tainan Airport, Taiwan.

During the relocation ferry flights detailed below, the Aircraft and installed Engines, Landing Gears, APU and associated components were not involved in any incident or accident, nor were they subjected to any severe stress or heat or salt water immersion, or otherwise exposed to corrosive agents outside normal operations, and were not operated by or acquired from any military or governmental organization.

Relocation Ferry Flights

DATE	ROUTE	HOURS	CYCLES	THRUST	LOG PAGE
04-Dec-18	DMK-TNN	3:07	1	CAT C	013306
	TOTALS:	**3:07**	**1**		

Final Status after ferry:	**TSN**	**CSN**
Aircraft MSN 23991	68254:10	43870
Engine S/N 725105	63472:00	41318
Engine S/N 725103	65017:07	41448

I certify that the information above is true and correct to the best of my knowledge.

Mr. Pichest Issara
Quality Assurance Engineering Manager
Technical Department
NewGen Airways.
Thailand.

222 Room 2337 Floor 2 Donmueang International Airport, Terminal 1, Viphavadeerangsit Road, Don Mueang Bangkok 10210
Tel: 662-159 0920-2 Fax: 662-159 0923 info@newgenairways.com , www.newgenairways.com