**Exhibit 10.6**

**Lease Agreement**

This Lease Agreement is made as of December 27, 2017 between Contrail Aviation Support, LLC, domiciled at 435 Investment Court Verona *(“****Lessor****”)* and MTU Maintenance Lease & Services B.V., domiciled at Strawinskylaan 1639, 1077XX Amsterdam, The Netherlands (“***Lessee***”). It refers to and incorporates the terms of Document No 5016-01 (Master Short-Term Engine Lease Agreement, 2012) (“***Master Agreement***”).

This Lease Agreement modifies the Master Agreement, and, as so modified, constitutes a single contract applicable to the leasing of the Engine (defined below), as contemplated by 2.1.2 of the Master Agreement.

**Part I – Referenced Provisions**

For purposes of the Master Agreement (“N/A” denotes non-applicability):

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| ***1. Engine*** (clause 2.3.1(i); annex 1, definition)    CFM56-7 spare engine bearing Engine Serial Number 874771    Serviceability Tag:  Latest EASA Form 1 and FAA Form 8130-3 release certificate or alternatively one EASA Form 1 with FAA dual release or FAA form 8130-3 with EASA dual release. |  | ***2A*+*B. Engine Flight Hours (2A) and Engine*** ***Flight Cycles (2B) /Since Last Overhaul*** (clause 2.3.1(ii); Annex 1, Definitions)    Engine Flight Hours since new:  as per technical documentation  Engine Flight Cycles since new:  as per technical documentation |
| ***3A*+*B. Additional Conditions Precedent to*** ***Lessee’s Obligations*** (clause 2.3.1(iii)) ***(3A)*** *and to* ***Lessor’s Obligations*** (clause 2.3.3) ***(3B)***    **3A Lessee’s Obligations**  Engine to be in the agreed condition    **3B Lessor’s Obligations**  Lessor’s confirmation of receipt of the Lessee’s first payment of Rent on or prior to the Commencement Date. |  | ***4. Conditions Precedent Time Period*** (clause 2.3.2)    From the date of this Lease Agreement to the Commencement Date. |
| ***5. Commencement Date*** (clause 2.4.1; annex 1, definition)    Upon Delivery of the Engine to Lessee EXW (Ex Works) Incoterms 2010 at Aircraft Inspection & Management, LLC, FAA & EASA CRS, 2481 W Poppy Ave., Tucson, AZ 85705. T: (520) 399-6489 (“Delivery Location”).    This is estimated to be on or about 22 December 2017 as shall be evidenced by the date of the Acceptance Certificate. |  | ***6. Acceptance Certificate*** (clause 2.4.2; annex 1, definition)    An Acceptance Certificate is required (form attached as Appendix A). |

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| ***7. Deposit and/or Letter of Credit*** (clause 3.1)  \* |  | ***8. Rent*** (clause 3.2; annex 1, definition)    US$\*                  per day, paid in advance for the following month.    \*    \*    \*    \*    \*      \* |
| ***9. Rent Payment Date*** (clause 3.2; annex 1, definition)    On the Commencement Date and on the equivalent date of each subsequent calendar month during the Term upon receipt of a corresponding invoice.    Invoices shall be sent by Lessor per email to  (1) the respective lease manager and to  (2) invoice@ mtu-lease-services.com |  | ***10. Default Rate*** (clause 3.5; annex 1, definition)  \* |
| ***11. Agreed Currency*** (clause 3.7.2; annex 1, definition)    United States Dollars ($). |  | ***12. Payment Account*** (clause 3.7.2; annex 1, definition)    Bank: Old National Bank              1 Main Street              Evansville, IN 47708  ABA#:  Account #:  SWIFT Code:    Beneficiary:  Contrail Aviation Support, LLC                        435 Investment Court                        Verona, WI 53593 |
| ***13. Engine Documentation*** (clause 4.2.1(i))    •  Latest EASA Form 1 and FAA Form 8130-3 release certificate or alternatively one EASA Form 1 with FAA dual release or FAA form 8130-3 with EASA dual release  •  serviceable removal tag (as applicable)  •  LLP status  •  latest FAA & EASA AD status  •  latest SB status  •  last operator NIS  •  result of last Maximum Power Assurance run (MPA)  •  last test cell run report  •  latest BSI report  •  BSI DVD  •  last 3 months Cruise & Take-off ECM data  •  latest zero letter (MPD) check – MPD task compliance status  •  accessory and QEC status |  | ***14. Engine Reports—Other Information*** (clause 4.2.4(ii))    By the 10th day of each month, Lessee shall provide a monthly utilization report to Lessor, substantially in the form of Appendix B, for the preceding month that includes:    a. the total number of flight hours and flight cycles the Engine was operated the preceding month; and    b. engine configuration during preceding month; and    c. maintenance performed during preceding month; and    d. the average cruise and take-off EGT margins for the preceding month; and |

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| \* | The confidential portion has been omitted pursuant to a request for confidential treatment filed by Air T, Inc. with the Securities Exchange Commission and filed separately with the Commission. |

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| •  missing parts list  •  shipping stand details  •  ship loose & bypack parts (as applicable)  •  preservation data (tag, work cards)  •  engine removal/installation history  •  carry-forward sheet  •  oil consumption report  •  used oil type  •  last SV report (as applicable)  •  engine pictures |  | e. if Lessor does not receive the flight hours and cycles by the 10th day of each month, Lessor may invoice Lessee for an estimated number of flight hours and flight cycles for the preceding month and reconcile the differences within thirty (30) days after receipt of the applicable monthly utilization report. |
| ***15. Engine Installation/Removal Notification Requirements*** (clause 4.2.6)    Within 10 days of each installation or removal of the Engine, Lessee shall report the following in writing:  a. operated thrust rating; and  b. aircraft serial number and engine position and shall also provide Lessor with off-on LLP disk sheets, all printed on the operator’s letterhead and signed by operator’s quality control department. |  | ***16. Certain Lessee Obligations Concerning Indemnitees*** (clause 4.4.6)    If Lessee is not the owner of the aircraft on which the Engine shall be attached to, Lessee shall, at its expense, at the request of Lessor, provide a document signed by the owner of and/or any secured party with respect to the aircraft recognizing the rights of the Engine owner, in form and substance acceptable to Lessor. |
| ***17.*** ***Consequences of Partial Loss*** (clause 7.2.1(ii))    The Engine will continue to be leased as set out in clause 7.2.1(ii)(a). |  | ***18. Stipulated Amount*** (clause 7.3.1; annex 1, definition)    USD \* |
| ***19. Reinsurance*** (clause 8.1)    In the event where the Permitted Sub-Lessee is not insured by an insurance company recognized by the London/New York markets, Permitted Sub-Lessee shall provide reinsurances, issued by a re-insurance company recognized by the London/New York markets. |  | ***20. Redelivery Location*** (clause 11.1(i); annex 1, definition)    DDP (Delivered Duty Paid) Incoterms 2010 (provided Lessee shall be responsible for unloading the Engine) at Aircraft Inspection & Management, LLC, FAA & EASA CRS, 2481 W Poppy Ave., Tucson, AZ 85705. T: (520) 399-6489 or any other mutually agreed location. |
| *21. Redelivery—additional requirement* (clause 11.1(ii))    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \* |  | ***22. Final Inspection – other tests*** (clause 11.3.1(ii))    All inspections, tasks and reports specified in Appendix C. |

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| \* | The confidential portion has been omitted pursuant to a request for confidential treatment filed by Air T, Inc. with the Securities Exchange Commission and filed separately with the Commission. |

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| ***23. Redelivery – Additional Documentation*** (clause 11.4(viii))    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \*    \* |  | ***24. Transportation – supplemental requirements*** (clause 11.5)    Manufacturer’s published engine transportation manual, specifications/recommendations, including proper equipment tie-down and use of air-ride or air cushion suspension vehicles. On any given shipment, such truck will be dedicated solely to the Engine belonging to Lessor; except that additional items may be transported on such truck, provided that (a) the Engine can and will be off-loaded by Lessor at the Redelivery Location without disturbing any of the additional items and (b) Lessee or its shipper will not handle or reposition any of the additional items on such truck either while the Engine is in transit or when it arrives at the Redelivery Location. Lessor will invoice and Lessee agrees to pay for the cost of inspections and repairs to the Engine and/or transportation stand resulting from the improper movement or transportation of the Engine and/or transportation stand. |

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| \* | The confidential portion has been omitted pursuant to a request for confidential treatment filed by Air T, Inc. with the Securities Exchange Commission and filed separately with the Commission. |

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| ***25. Additional Amounts – Term Extension*** (clause 11.6.2)    If (1) Lessee retains the Engine beyond the Scheduled Final Date set forth in Section 35; (2) the Engine has not been returned to Lessor in the conditions required by Sections 21, 22, and 23; and (3) does not execute a written lease extension with Lessor, Lessor may at its sole discretion, (a) remedy such defects and deficiencies and recover any costs so incurred from Lessee; and/or (b). continue the Lease and Lessee will pay Lessor \*          times Rent for each day after the Scheduled Final Date until Lessee either returns the Engine to the Redelivery Location and satisfies all return conditions or executes a written lease extension. All obligations of Lessee under the Lease Agreement shall remain in full force and effect until the return of the Engine in the condition required by the Lease Agreement. This will not be considered a renewal of the Lease Agreement or extension of the Lease Term or waiver of any right of Lessor under the Lease Agreement. |  | ***26. Differing Period*** (clause 14.1(i))    N/A. |
| ***27. Notices*** (clause 17.5)    Notices shall be sent by post or fax to the respective parties at the address or fax numbers set out below or as otherwise advised by one party to the other in compliance with clause 16.5:    **Lessor**    Address:  Contrail Aviation Support, LLC        435 Investment Court Verona        WI 53593        USA    Attn:    President  Fax:   +1 608 848 8101    **Lessee**    Address: Strawinskylaan 1639                 1077XX Amsterdam                  The Netherlands    Attn:    Managing Director    Fax:   +31(0) 20 705 49 08 |  | ***28. Contracting by Fax/Electronic Writing*** (clause 17.6)    Notices by fax are acceptable as per box 27 or electronic media is permitted. |

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| \* | The confidential portion has been omitted pursuant to a request for confidential treatment filed by Air T, Inc. with the Securities Exchange Commission and filed separately with the Commission. |

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| ***29. Governing Law*** (clause 17.7)    Laws of the State of New York*.* |  | ***30. Non-exclusive Jurisdiction*** (clause 17.8.1(i))    Courts of the State of New York and the United States District Court located in the Borough of Manhattan, New York City, New York, United States of America. |
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| ***31. Additional Indemnitees*** (annex 1, definition) (for use, *inter alia*, in definition of “Indemnitees”)    Lessor; any person from time to time notified by Lessor to Lessee as providing financing to Lessor or the owner of the Engine for the acquisition, ownership or leasing thereof; together with each of their respective successors and assigns, shareholders, subsidiaries, affiliates, partners, contractors, directors, officers, servants, agents and employees. |  | ***32. Business Day*** (annex 1, definition)    Evansville, Indiana, United States of America Amsterdam,  The Netherlands |
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| ***33. Use Fee Amount (Cycle)*** (annex 1, definition) (for use in definition of “Use Fees (Cycle)”    US$\*  This Use Fee Amount (Cycle) shall be adjusted annually, effective January 1 of each year, based on the OEM published annual escalation rate or escalation percentage for a set of CFM56-7B life limited parts. |  | ***34. Use Fee Amount (Flight Hour)*** (annex 1 definition) (for use in definition of “Use Fees (Flight Hours)”)    as per Appendix D    Lessee shall not lease the Engine to any operator with its principal place of business in any of the ‘Harsh Environment Countries’ listed in Appendix E. |
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| ***35. Scheduled Final Date*** (annex 1, definition (for use in definition of “Final Date”)    After 12 months or, if earlier, after the Engine becomes unserviceable due to normal wear and tear or LLP expiry, the date by which Lessee shall have completed all redelivery conditions, including but not limited to the items specified in Sections 20-23, and returned Engine to the Redelivery Location.    Lessee may extend the Term by a period of 6 months by giving written notice to Lessor at least 2 months prior to the Scheduled Expiry Date. |  | ***36. Principal Taxation Jurisdictions*** (annex 1, definition) (for use in definition of “Lessor Tax”)    USA |
|  |  | |
| ***37. Calculation Discount Rate*** (annex 1, definition (for use in definition of Termination Damage Amount))    \*  \* |  | ***38. Threshold Amount*** (annex 1, definition)    An Engine repair in the amount of US$\*                 , either estimated or actual, above which Lessee requires Lessor’s permission before proceeding with the repair. |

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| \* | The confidential portion has been omitted pursuant to a request for confidential treatment filed by Air T, Inc. with the Securities Exchange Commission and filed separately with the Commission. |

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| ***39. Required Liability Amount*** (annex 4, clause 4)    **\*** |  | ***40****.* ***Deductibles*** (annex 4, clause 8)    Hull All Insurance—US$\*  Spares Insurance—US$\* |

**Part II – Modifications Applicable Where Lessee Is Not an Airline or Other Operator of Engines**

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| **Pursuant to *2.1.4* of the Master Agreement, the Master Agreement is modified as follows (“N/A” denotes non-applicability):** |
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| The following wording shall be added to Annex 1 – Definitions and Rules of Interpretation: |
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| “**Permitted Sub-Lessee**” shall mean a licensed airline operator of good standing acceptable to Lessor, acting reasonably;” |
|  |
| Lessee will not operate the Engine, but will be entitled to sub-lease the Engine to sub-lessees; |
|  |
| PROVIDED THAT: |
| (a)   no Event of Default has occurred and is continuing |
| (b)   any such sub-lease agreement: |
| (i) shall be subject and subordinate in all respects to this Agreement |
| (ii)  shall not be capable of extending beyond the end of the Lease Period; |
|  |
| (c)   the relevant Permitted Sub-Lessee covenants directly to the Lessor not to do anything which would prejudice the Lessor’s interests, rights and benefits in the Engine and/or the Insurances and/or under this Agreement or any other lessee document and/or the interests, rights and benefits of the relevant parties in the Engine and/or the Insurances and/or this Agreement under the relevant documents, and agrees directly with the Lessor that such Permitted Sub-Lessee’s rights under such sub-lease shall be subject and subordinate in all respects to the rights of the Lessor under this Agreement; and |
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| (d)   the terms of the relevant sub-lease, shall provide that the leasing, chartering or hiring of the Engine to such Permitted Sub-Lessee and that the right of the Permitted Sub-Lessee to the use, possession and enjoyment of the Engine shall terminate simultaneously with the giving by the Lessor of any notice pursuant to this Agreement; and |
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| (e)   notwithstanding the foregoing provisions of this clause, no relevant sub-lease permitted under this clause shall involve any transfer of title to or interest in the Engine or any part thereof, nor shall it in any way discharge or diminish any of the Lessee’s obligations to the Lessor under this Agreement or under any other document. |

**Part III – Other Modification to Master Agreement**

**As regards this Lease Agreement, the Master Agreement is further modified as follows (“N/A” denotes non-applicability):**

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| 1. | For purposes of this Agreement, all references to the JAA also include the European Aviation Safety Agency as successor to the JAA (“EASA”). If Part I, point 1 of this Lease Agreement indicates the Engine will be supplied to Lessee with both FAA and JAA serviceability tags, then |

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| \* | The confidential portion has been omitted pursuant to a request for confidential treatment filed by Air T, Inc. with the Securities Exchange Commission and filed separately with the Commission. |

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|  | (a) | Section 4.7.1 of the Master Agreement is modified by, in subparagraph (ii), deleting the words “FAA or JAA” and replacing them with the words “FAA and JAA;” |

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|  | (b) | Section 11.2.1 of the Master Agreement is restated as follows: “The redelivered Engine shall have valid serviceability tags issued by the FAA and JAA, respectively. |

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| 2. | The following new definitions are inserted in the correct alphabetical position in annex 1: |

“EASA means the European Aviation Safety Agency or any other authority to which its responsibilities have been transferred or reallocated and includes, where the context so requires, a reference to the European Joint Airworthiness Authority.”

“LIBOR means the British Bankers Interest Settlement Rate for the Agreed Currency and period displayed on the relevant Reuters screen or, if that page is unavailable, another page displaying the appropriate rate or if no page is available the arithmetic mean (rounded upward to 4 decimal places) of the rates quoted by the British Banking Association to leading banks in the London interbank market as of 11.00 am on the relevant date for such period as Lessor determines.”

“Operator Exceedance” means any repairs required to the Engine that are attributable to FOD, misuse, mishandling, neglect, negligence or improper operation outside of the specification or procedures laid down in the Manufacturer’s maintenance manual, the AFM and any other operating manuals after Delivery and during the term of the Lease Agreement.

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| 3. | A new clause 2.4.3 is added as follows: |

“Delivery by Lessee to Lessor of the Acceptance Certificate will be conclusive proof as between Lessor and Lessee that Lessee has examined and investigated the Engine Package, that the Engine Package is satisfactory to Lessee and that Lessee has irrevocably and unconditionally accepted the Engine Package for lease without any reservations whatsoever (except for any discrepancies which may be noted in the Acceptance Certificate). Notwithstanding the foregoing, Lessee may conduct a visual (including borescope) inspection of the Engine to determine whether the Engine is serviceable and in the condition described in the Lease Agreement. Such inspection must take place within four (4) days of receipt of the Engine and may take place either at the Delivery Location or any other location the Engine is being shipped to. If, following such inspection of the Engine, Lessee acting in good faith reasonably determines that the Engine is unserviceable and provides to Lessor a written report as to why Lessee has determined that the Engine is unserviceable and provided that (1) such unserviceability has not resulted from or occurred during the transportation of the Engine to the inspection location, if the inspection has taken place at any other location than the Delivery Location; and (2) Lessor has been given an opportunity to remedy the defect or fault which has rendered the Engine unserviceable having due regard to Lessee’s requirements for the Engine, Lessee will, in the event that the inspection took place at any other location than the Delivery Location, hold the Engine pending shipping instructions from Lessor, at which time Lessee will ship the Engine to Lessor’s designated location at Lessor’s sole expense. Upon receipt of the Engine by Lessor (in the same condition and with the same Parts as on the Delivery Date in respect of such Engine) the Lease Agreement will terminate, all funds previously received by Lessor from Lessee pursuant to this Lease Agreement will be returned to Lessee.

Notwithstanding anything to the contrary contemplated herein, in the event that the Engine is rejected by Lessee’s Permitted Sub-Lessee within thirty (30) days after Delivery due to any one or more of the open items set out in Open Item List in Appendix H attached hereto being not acceptable under such Permitted Sublessee’s maintenance program; then Lessee shall have the option to terminate the Lease Agreement effective as of the date the Engine is redelivered to Lessor in accordance with the provisions of the Lease at Lessor’s designated location at Lessee’s sole expense. For the avoidance of doubt, none of the items listed in Appendix H will be considered a defect or fault which has rendered the engine unserviceable and Lessee will continue to pay Rent to Lessor until the Engine has been so redelivered.”

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| 4. | Section 4.6.1 of the Master Agreement is modified by adding the following to the end of the first sentence: |

“so as to keep the Engine Package in a serviceable state of repair and in a fully operational and airworthy condition, and otherwise in as good operating and physical condition as at the time of delivery to Lessee, normal wear and tear due to the accumulation of flight hours and flight cycles from ordinary operation excepted, and except that Lessee will not be responsible for replacing life limited parts which are due for replacement solely as the result of life expiration but Lessee shall be responsible for replacing or repair of any LRUs that become unserviceable.”

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| 5. | Section 4.6.2 of the Master Agreement is modified by: |

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|  | (a) | replacing subparagraph (iii) thereof with the following: |

“(iii) the operation of the Engine beyond the limits outlined in the Applicable Engine Standards,”

and

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|  | (b) | adding the following new subparagraph (v) at the end thereof: |

“or (v) any cause whatsoever, so that the Engine Package is kept in a serviceable state of repair and in a fully operational and airworthy condition, and otherwise in as good operating and physical condition as at the time of delivery to Lessee, reasonable wear and tear from ordinary use excepted; provided, however, that notwithstanding the foregoing, each Engine Package must be redelivered to Lessor in serviceable condition at the end of its Term and in accordance with Section 11 of the Master Agreement, except that Lessee will not be responsible for replacing life limited parts which are due for replacement solely as the result of life expiration but Lessee will be responsible for replacing or repair of any LRUs that become unserviceable.”.

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| 6. | Section 8.1 of the Master Agreement is modified by adding the following to the end thereof: |

“The parties agree that the insurances described in Annex 4 are as in effect on the date of each Lease Agreement without amendment.”

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| 7. | Section 11.4 of the Master Agreement is modified by deleting subparagraph (vii) and replacing it with the following: |

“a certificate stating that, during the Term, the Engine was not (a) involved in an accident, incident, fire or a major failure, (b) exposed to stress or heat beyond limits, (c) immersed in salt water or exposed to corrosive agents outside normal operation or (d) operated by a Government Entity; and”

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| 8. | Section 17.16 of the Master Agreement is modified by deleting subparagraph (i)(a) and replacing it with the following: |

“to an affiliate of Lessor or”

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| 9. | Section 17.7 of the Master Agreement shall be deleted entirely and the following shall be added in lieu thereof: |

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“17.7.1 This Agreement will be governed by and construed in accordance with the Laws of the State of New York, as specified in Part I, point 29 of the Lease Agreement, without application of conflict of laws rules which refer to other Laws.

17.7.2. Lessor may enforce any term of any Section of this Agreement that grants any rights to Lessor.

17.7.3. Lessee may enforce any term of any Section of this Agreement that grants any rights to Lessee.

17.7.4. Any Indemnitee may enforce the terms of Section 10.4 and Sections 10.1 to 10.3 inclusive in accordance with the provisions of this Agreement and the Rights of Third Parties Act.

17.7.5. The parties to this Agreement shall not require the consent of any third party to amend, vary or revoke any clause of this Agreement, including this Section 17.7.”

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| 10. | Annex 1 of the Master Agreement is modified by: |

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|  | (a) | deleting the definition of “Applicable Engine Standards” and replacing it with the following: |

“**Applicable Engine Standards** means the original Engine manufacturer’s operating procedures and the original aircraft manufacturer’s operating procedures.”

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|  | (b) | adding the following to the end of the definition of “Aviation Authority”: |

“and the FAA, and if Part I, point 1 of this Lease Agreement indicates the Engine will be supplied to Lessee with (i) an FAA or JAA serviceability tag, then at least the FAA or JAA, as applicable and dual serviceability tags if possible and (ii) both FAA and JAA dual serviceability tags, then the FAA and JAA dual serviceability tags.”

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|  | (c) | adding the following to the end of the definition of “Law”: |

“and including the Export Administration Regulations and/or International Traffic-In-Arms Regulations of the United States of America.”

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| 11. | Annex 4 of the Master Agreement is modified by adding the following to the end of point 9; |

“The Product Liability Insurance shall name each Indemnitee as additional assured, warranted, as to it, no operational interest.”

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| 12. | Clause 6 of Annex 4 is modified by inserting before the final sentence the following: |

“If the Engine is installed on an aircraft, the agreed value of such aircraft shall automatically be increased by the agreed value of the Engine for the period it is installed.”

As used in this Lease Agreement, the term “this Agreement” refers to the Master Agreement as modified by this Lease Agreement.

IN WITNESS whereof, the Parties have executed this Lease Agreement on the respectives dates specified below.

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| **Contrail Aviation Support, LLC** | | |
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| **BY:** |  | /s/ Joseph G. Kuhn |
| **NAME:** |  | Joseph G. Kuhn |
| **TITLE:** |  | CEO |
| **DATE:** |  | 12/28/17 |

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| MTU Maintenance Lease Services B.V. | | |
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| **BY:** |  | /s/ Xavier Schmid |
| **NAME:** |  | Xavier Schmid |
| **TITLE:** |  | CFO-Director Finance |
| **DATE:** |  | 28/12/2017 |

**Part IV – Appendices**

**Appendix A: Acceptance Certificate**

**Appendix B: Monthly Engine Utilization And Status Report**

**Appendix C: Redelivery Requirements**

**Appendix D: Use Fee Amount (Flight Hours)**

**Appendix E: Harsh Environment Countries**

**Appendix F: Non-Incident Statement**

**Appendix G hereto is the form of Certification and Representation Regarding Items Subject to Export Contrail Requirements. Lessee agrees that by its signature of this Lease Agreement below, that Lessee certifies that to the best of its knowledge, the information set forth on the attached Appendix G is accurate, current and complete as of the date of this signing and that the signatory to this Agreement is duly authorized by Lessee to provide this certification and representation.**

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**Appendix A – Acceptance Certificate**

Contrail Aviation Support, LLC

435 Investment Court Verona

Wl 53593

USA

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| Re: | **Acceptance of Engine Package** |

Dear Sir/Madam,

Reference is made to the Lease Agreement between you (***“Lessor”***) and us ***(“Lessee”)*** dated 27.12.2017 ***(“Engine Lease Agreement”)*** regarding the leasing by Lessee of a CFM56-7 bearing manufacturer’s serial number 874771 (“Engine”). Terms used herein without definition have the meanings assigned in the Engine Lease Agreement.

Lessee hereby confirms to Lessor that:

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| (**i)** | on 11.01.2018 at 1200 GMT at Aircraft Inspection & Management, LLC FAA & EASA CRS, 2481 W Poppy Ave, Tucson AZ 85705, Lessee accepted delivery of the Engine, as described in **Part I, point 1** of the Engine Lease Agreement and the Engine Documentation, as described in **Part I, point 13** of the Engine Lease Agreement; |

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| **(ii)** | **annex 1** hereto lists all Parts and **annex 2** lists all Engine Documentation so received by Lessee; and |

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| **(iii)** | the Engine Documentation confirms the Engine Flight Hours and Engine Flight Cycle information and data summarized on **annex 3** hereto. |

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| MTU Maintenance Lease Services B.V. | | |
| By: |  | /s/ Martin Friis-Peterson |
|  |  | Martin Friis-Peterson |
|  |  | Managing Director |

**Appendix B – Monthly Engine Utilization And Status Report**

**MONTHLY LEASE ENGINE UTILIZATION AND STATUS REPORT**

UTILIZATION DATA IS DUE NO LATER THAN THE 10TH DAY OF EACH MONTH

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|  |  |  |  |  |  |  |
| To: Contrail Aviation Support, LLC | | |  | From: | | |
| Attention: | | |  | Name: | | |
| E-Mail: |  |  |  | E-Mail |  |  |

**MONTH and YEAR OF REPORTED UTILIZATION:**

|  |  |  |  |  |  |  |  |  |
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| 1) |  | Engine Type: | | |  | 2) |  | Engine Serial No.: |
|  |  | | | |  | |  | |
| 3) |  | Total Time Since New: | | |  |  |  | Total Cycles Since New: |
|  |  | | | |  | |  | |
| 4) |  | Hours Flown During the Preceding Month: | | |  | 5) |  | Cycles Flown During the Preceding Month: |
|  |  | (Rounded to nearest whole hour)  Hours: | | |  | Total Cycles: | | |
|  |  | | | |  | |  | |
| 6) |  | Aircraft: | | |  | 7) |  | Thrust Categories Operated Throughout Lease: |
|  |  | A/C Model: | | |  |  |  |  |
|  |  | Registration: | | |  |  |  | Rating:                                          Cycles: |
|  |  | Position: | | |  |  |  | Rating:                                          Cycles: |
|  |  |  | | |  |  |  | Rating:                          Cycles: |
|  |  | | | |  | |  | |
| 8) |  | Date Installed:                                      or | | |  | 9) |  | Reason for Removal: |
|  |  | Date Removed: | | |  |  |  |  |
|  |  | | | |  | |  | |
| 10) |  | The average Take-off EGT margin for the month: | | |  | 11) |  | The number of hours or percentage of flight hours the Engine was operated in or over the continental United States. |
|  |  | EGT Margin: | | |  |  |  | Hours: |

**Appendix C - Redelivery Requirements**

1.    Date of Redelivery. Lessee will return the Engine installed on the same engine transportation stand (or as otherwise agreed) as delivered to Lessee at Delivery, to Lessor on the Final Date or on the date of other valid termination of the Lease Agreement in the condition required by the Lease Agreement. The costs for shipping of the Engine to any other location than the designated Redelivery Location will be borne by the Lessor.

2.    Redelivery Inspection. Lessee will perform or cause to be performed at its own cost on the Engine immediately prior to its return to Lessor:

a.    a power assurance test run (test 05) at the thrust rating that the Engine will make power (“MPA”) according to the applicable aircraft maintenance manual requirements, followed by

b.    a full end of lease (“EOL”) inspection as required by the end of lease inspection requirements detailed in Schedule 1 to Appendix C, including an acceptable full video borescope inspection, with written report, of all accessible sections of the Engine within maintenance manual limitations, for continued time/reduced inspections (except in the case of FOD, misuse, neglect, negligence or improper operation). Such borescope inspection shall be performed by Lessor’s representative with consideration or exception given for (i) the findings with respect to the borescope inspection of the Engine provided by Lessor at Delivery and (ii) normal wear and tear during the Lease Term due to the accumulation of flight hours and flight cycles from ordinary operation, and except that Lessee will not be responsible for replacing life limited parts which are due for replacement solely as the result of life expiration but Lessee will be responsible for replacing or repair of LRUs that become unserviceable.

The corresponding MPA and EOL inspection protocols shall be redelivered with the Engine. Lessee will provide Lessor with at least fourteen (14) Business Days advance written notice of such scheduled Engine inspection and test, so that Lessor may have the opportunity to witness same. Should Lessee not inform Lessor in advance of the impending MPA and EOL inspection with at least fourteen (14) days’ notice, and the Lessee elects to perform the scheduled MPA and EOL inspections without Lessor present, Lessor may at its sole discretion disregard the MPA and EOL inspection performed by Lessee and perform a test cell run and corresponding EOL inspection at Lessor’s MRO facility at the cost and risk of Lessee. . In the event that the borescope inspection or the MPA or test cell run identifies any defect in the Engine or any item not being within the manufacturer’s limits as stated in the relevant aircraft maintenance manual (“AMM”) or engine maintenance manual (“EMM”), such defect shall be repaired at Lessee’s sole cost and expense provided such defect is not resulting from normal wear and tear due to the accumulation of flight hours and flight cycles from ordinary operation, and except that Lessee will not be responsible for replacing life limited parts which are due for replacement solely as the result of life expiration but Lessee will be responsible for replacing or repair of LRUs that become unserviceable.

3.    Return Conditions. In addition to any other requirements of this Lease, upon return of the Engine to Lessor, Lessee will ensure that:

a.    the Engine is free and clear of all Liens (except Permitted Liens) and shall have installed thereon the Parts installed at Delivery or replacements thereof installed in accordance with the provisions of the Lease Agreement, provided that the title thereto is vested in Lessor;

b.    the Engine is either (i) serviceable or (ii) unserviceable based on (x) being fully time expired or (y) borescope findings beyond maintenance manual limits due to normal wear and tear due to the accumulation of flight hours and flight cycles from ordinary operation, and except that Lessee will not be responsible for replacing life limited parts which are due for replacement solely as the result of life expiration but Lessee will be

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responsible for replacing or repair of LRUs that become unserviceable, with no evidence of FOD, misuse, abuse or Lessee induced or other Operator Exceedance damage; it is specifically recorded that any reduced inspection interval (not related to FOD, misuse or abuse or Lessee induced or other Operator Exceedance damage) per CFM or maintenance manual shall not be considered a cause to deem the Engine to be unserviceable;

c.    in the event the Engine cannot sustain \*             pounds of thrust, has damage beyond continued time limitation (not related to FOD, misuse or abuse or Lessee induced or other Operator Exceedance damage) the Lessor shall accept the Engine and repair or dispose of it as Lessor deems fit (in this case the Engine shall be deemed unserviceable and all clauses relating to a serviceable engine shall not apply, however, Lessee shall comply with the MPA (only if it is safe to do so) and EOL inspections referred to in Section 2;

d.    the Engine shall have installed thereon all Parts installed thereon on the Delivery Date or permitted replacements thereof in accordance with the Lease Agreement and the Engine will be configured and licensed by CFM International, Inc. as a CFM56-7B26 engine and in an as good condition as at Delivery, normal wear and tear due to the accumulation of flight hours and flight cycles from ordinary operation excepted, and except that Lessee will not be responsible for replacing life limited parts which are due for replacement solely as the result of life expiration but Lessee will be responsible for replacing or repair of LRUs that become unserviceable and changes and normal rate of performance deterioration excepted;

e.    the Engine and each of its Parts and components, is free of all deferred or carry-over maintenance items, including pilot log book reports and defects requiring repetitive inspections and will not be “on watch” or have any reduced interval inspections;

f.    the Engine has affixed a current, valid and effective EASA Form 1 and FAA 8130-3 Form with full return-to-service statement, if serviceable, at \*             pounds of thrust;

g.    with reference to the MPA and EOL inspection referred to in Section 2 and together with the Engine’s historical and technical data and condition trend monitoring data for the Engine, Lessor is satisfied:

i.    with the Engine’s status and that there is no indication of an adverse deterioration in the performance of the Engine which is higher than normal based upon Lessee’s maintenance experience in operating engines of the same type and;

h.    prior to returning the Engine to Lessor, Lessee will prepare the Engine for shipment by:

i.    capping and plugging all openings of the Engine;

ii.    preserving the Engine for three hundred sixty-five (365) days storage, according to the engine preservation procedure of the AMM or the relevant EMM; and

iii.    completely covering the Engine with heat shrink wrap and the tarpaulin cover or bag (if provided) at Delivery.

4.    Non-Incident Statement. Upon redelivery, Lessee shall issue a Non-Incident Statement in the form set out in Appendix F.

5.    Redelivery Reports. Upon redelivery of the Engine in accordance with the terms of the Lease Agreement, Lessee will (i) perform the redelivery checks, tasks and inspections specified in Clause A of Schedule 1 to Appendix C, (ii) deliver to Lessor the redelivery documents specified in Clause B of Schedule 1 to Appendix C and (iii) prepare, execute and deliver to Lessor the Engine operational report and a redelivery checks and inspection report in the respective forms of Schedule 1 and Schedule 2 to Appendix C.

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| \* | The confidential portion has been omitted pursuant to a request for confidential treatment filed by Air T, Inc. with the Securities Exchange Commission and filed separately with the Commission. |

6.    Indemnities and Insurance. The indemnities and insurance requirements set forth in Sections 8 and 10 of the Master Agreement, respectively, will apply to Indemnitees and Lessor’s representatives during the return of the Engine, including the redelivery inspection.

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**SCHEDULE 1 TO APPENDIX C**

**ENGINE REDELIVERY TASK AND DOCUMENTS**

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| 1.1 | **A Full Performance Test cell run** (“TCR”) according to the respective Engine type manual requirements including **Engine Water Wash**. |

or alternatively, **only** **if** the TCR is waived in accordance with the provisions of the Lease Agreement:

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| 1.2 | **An On Wing Performance Test in the form of a Maximum Power Assurance run** or similar test as further described in Exhibit E.5 with calculated EGTM result including **Engine Water Wash** to be performed immediately prior to Engine removal. |

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| 1.3 | **The Engine Fuel and Oil System shall be preserved long term (365 days)** per AMM immediately prior to return of the Engine in accordance with the Lease Agreement. |

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| 1.4 | **A full End of Lease Inspection** as required by the end of lease inspection requirements detailed in Exhibit E.5 of the Lease Agreement. Or respectively the inspection checks recommended by the OEM comprising all of the tasks listed in the current revision of the applicable aircraft manufacturer’s **MPD** and applicable to the Engine. The inspection check can be carried out in accordance with Lessee’s Maintenance Program. |

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| 1.5 | **A Full Engine Video/DVD Borescope Inspection (cold and hot section)** post test cell/ground run is required in accordance with the AMM including leading edge and trailing edge. |

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| 1.6 | **Completely covering the Engine** with the tarpaulin cover provided at Delivery. |

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| 1.7 | **Engine shipment** in accordance with the manufacturer’s specifications/recommendations. Any trucks used for shipment of the Engine will be equipped with **air ride** or **air cushion** suspension system. |

The engine has to be returned on the following **SHIPPING STAND:**

|  |  |  |
| --- | --- | --- |
|  |  |  |
| Base P/N                        , |  | S/N |
|  |  | |
| Cradle P/N                     , |  | S/N |

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| **2.** | **End of Lease Documentation** |

On redelivery of the Engine, Lessee shall provide the following documentation to Lessor:

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| 2.1 | Operator certified **NON-INCIDENT STATEMENT** shall be issued upon redelivery, substantially in the form set out in the attached template printed on Airline headed paper and signed by authorized representative of Operator. (Exhibit E.2 of the Lease agreement). |

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| 2.2 | Operator certified **ETOPS CERTIFICATION** at Engine removal. The ETOPS Certification needs to be on Airline letterhead signed by authorized representative of Operator. (Exhibit E.3 of the Lease agreement). |

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| 2.3 | Complete operator certified **ENGINE OPERATIONAL REPORT** (Exhibit E.4 of the Lease agreement) printed on Airline headed paper, signed by authorized representative of Operator. |

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| 2.4 | Operator certified **FAA & EASA and Local Air Authority Airworthiness Directive (AD)** |

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|  | **STATUS** current to redelivery date on Airline headed paper. It shall include all applicable AD’s, the Means of compliance for all accomplished AD’s and include the repetitive inspection compliance supporting data (if applicable). |

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| 2.5 | If any **AD’s or SB’s** have been performed during the lease period, copies of accomplishment records/documents (job cards, work cards, etc) are required. |

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| 2.6 | Operator certified **LLP DISK SHEET** at each Engine Removal and Installation. The LLP Sheet needs to be on Airline letterhead signed and dated. |

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| 2.7 | Operator **SERVICEABLE TAG issued in accordance with operator local aviation authority** (if applicable). **The copy should remain with the Engine*.*** It should state that the Engine was removed in Serviceable Condition and removal reason. It should also state the Total Engine Time and Total Engine Cycles /TET and TEC) and removal date and removal location. |

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| 2.8. | **ENGINE TEST CELL REPORT**, which shows Engine parameters at Hot Day Take-off. |

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| 2.9 | **Results of an On Wing Performance Test in the form of a Maximum Power Assurance run (MPA)** or similar test **(if applicable)** with all recorded parameters with calculated and documented **EGTM**. |

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| 2.10 | A written and certified **BORESCOPE REPORT** per each stage, LE and TE, based on the Full Engine Video Borescope Inspection performed after the Test Cell run (or MPA run) and compiled by an approved Air Regulatory Source including two copies of the **VIDEO BORESCOPE** (DVD or CD-Rom). |

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| 2.11 | **ENGINE TREND MONITORING DATA**, including take-off and cruise performance data, cruise mechanical data for the duration of the Engine’s operation throughout the Lease Term. |

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| 2.12 | **END OF LEASE (EOL) INSPECTION** check list (refer to attached Inspection Check List Exhibit E.5) completely signed by mechanic/technician and inspector or responsible person within a maintenance organization performing the inspection. Or respectively the inspection checks recommended by the OEM comprising all of the tasks listed in the current revision of the applicable aircraft manufacturer’s **MPD** and applicable to the Engine. The inspection check can be carried out in accordance with operator’s maintenance program. |

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| 2.13 | **ENGINE ACCESSORY and QEC LIST** at Engine redelivery. Engine should be returned with the same inventory as provided at Delivery. Lessee has to send an updated Engine Accessory and QEC List in accordance with the list set out in 2.25 herein below provided with the Engine at Delivery. **Any component changes must be supported with adequate records**. At minimum date of installation, engine TSN/CSN at component installation. All such replacement parts must be certified with FAA dual or EASA dual release certificate, with back to birth traceability on all LLP’s. In addition, full traceability (TSO/TSR) is required for any significant rotable component. Lessor is entitled to reject a replacement component if it is not in same or higher modification status as original part or satisfied with the standard of the components or the quality of its associated records. |

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| 2.14 | Engine **FAA 8130-3 and EASA FORM ONE RELEASE CERTIFICATE** or alternative a **EASA DUAL RELEASE CERTIFICATE or FAA 8130-3 DUAL RELEASE CERTIFICATE**. **The copy should remain with the Engine*.*** It should state the Total Engine Time and Total Engine Cycles /TET and TEC), removal date and that the Engine was removed in Serviceable Condition, reason for removal and mention all inspection/work accomplished. (MPA run or test cell run, preservation and preservation date, BSI, “EOL Inspection Checks”, etc). |

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| 2.15 | **PRESERVATION TAG** with date of expiration confirming that the Engine oil system and fuel system was long term preserved for 365 days. All openings of the Engine have to be capped and plugged. |

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| 2.16 | A copy of signed/stamped **Task Card** covering Engine long term preservation. |

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| 2.17 | A copy of operator **Aircraft Tech Log Sheet** showing Engine installation/removal from wing. |

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| 2.18 | A copy of signed/stamped **Task Card** showing Engine installation/removal from wing. |

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| 2.19 | A copy of maintenance records showing **Engine conversion** at engine installation/removal from wing (if applicable). |

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| 2.20 | **TECHNICAL LOG PAGES** and **PILOT REPORTS** related to the Engine that occurred throughout the Lease Term including the respective corrective actions. |

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| 2.21 | **UNSCHEDULED MAINTENANCE EVENTS and INSPECTION REPORTS.** |

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| 2.22 | **SCHEDULED MAINTENANCE and INSPECTIONS accomplished in accordance with operator APPROVED MAINTENANCE PROGRAM** |

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| 2.23 | **OPEN/DEFERRED/CARRY FORWARD** items, documentation covering any Open items, Deferred Defects or Carry Forward items. |

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| 2.24 | **DIGITAL PHOTOS** of the Engine accessories including Engine data plate prior to covering, and photos of the Engine in bagged condition (Refer to MTU EOL check list Exhibit E.5). |

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|  |  | MTU Maintenance Lease Services |  |  |  |  |  |  |
|  |  | **CFM56-7B20 ESN**        **874771** |  |  |  |  |  |  |

**ACCESSORY INVENTORY is issued by China Airlines dated 23 August 2017, and is set out in Appendix I hereto.**

**SCHEDULE 2 TO APPENDIX C**

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| END  OF  LEASE  REQUIREMENTS  **TASK #** |  | **TASK DESCRIPTION** |  | **BOEING MPD &**  **AMM REFERENCE** |  | **REMARKS** |  | **INSPECTOR**  **Date/Signature/**  **Stamp** |
| **1** |  | **ENGINE DOCUMENTATION CHECK** | | | | | | |
|  |  | |  | |  | |  | |
| **1.1** |  | CHECK MAINTENANCE LOG BOOKS AND PROVIDE PAPERWORK FOR ANY ENGINE RELATED MAINTENANCE REPORTS, PILOT REPORTS AND DEFERRED DEFECTS REPORTED. |  | N/A |  | OPERATOR  TASK |  |  |
|  |  | |  | |  | |  | |
|  |  | **NOTE: Not applicable in Shop.** |  |  |  |  |  |  |
|  |  | |  | |  | |  | |
| **1.2** |  | CHECK AD NOTE STATUS. CHECK FOR REQUIRED FAA-EASA AD AND SB OEM CAT 1, 2 INCORPORATION. |  | N/A |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **NOTE: When Engine in MTU Shop - SB**  **check per MTU lease group advice.** |  |  |  |  |  |  |
|  |  | |  | |  | |  | |
| **1.3** |  | CHECK AIRCRAFT DATA FOR ATA CHAPTER 70-80 CLASS 3 FAULTS. |  | N/A |  | OPERATOR  TASK |  |  |
|  |  | |  | |  | |  | |
|  |  | **NOTE: Not applicable in Shop.** |  |  |  |  |  |  |
|  |  | | | | | | | |
| **2** |  | **ENGINE GENERAL INSPECTION** | | | | | | |
|  |  | |  | |  | |  | |
| **2.1** |  | CLEAN THE ENGINE GAS-PATH WITH PURE WATER. |  | AMM 72-00-00-100-  803  EM 72-00-00-100-002 Clean 002 |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **NOTE: Before On-Wing or Test Cell run.** |  |  |  |  |  |  |
|  |  | |  | |  | |  | |
| **2.2** |  | PERFORM FULL PERFORMANCE TEST CELL RUN TEST 003 AND 009 **OR** FOLLOWING GROUND TESTS: NO. 3A, 5, 7, 8, 13 AND PROVIDE WRITTEN REPORTS. |  | AMM 71-00-00-700  (ON-WING-TEST)  EM 72-00-00-760 (TEST CELL) |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **NOTE: Refer to applicable lease agreement for required Tests (On-Wing or Test Cell).** |  |  |  |  |  |  |
|  |  | |  | |  | |  | |
| **2.3** |  | PRESERVATION OF AN ENGINE FROM ONE MONTH TO ONE YEAR.  ATTACH PRESERVATION INFORMATION LABEL ON ENGINE OIL TANK THAT ENGINE HAS BEEN PRESERVED. |  | AMM 71-00-03-600-  811  (ON WING)  ESM 72-00-00-500-001  (TEST CELL) |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **NOTE: On-Wing or Test Cell.** |  |  |  |  |  |  |

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| **2.4** |  | PERFORM RECEIVING PHOTO DOCUMENTATION OF ENGINE BUILD CONFIGURATION. (FOLLOWING VIEWS: FRONT, RH FAN MODUL, BOTTOM FAN MODULE, LH FAN MODULE, UPPER FAN MODULE, RH CORE MODULE, BOTTOM CORE MODULE, LH CORE MODULE, UPPER CORE MODULE, REAR, ENGINE DATA PLATE, ENGINE OWNER PLATE, RH SHIPPING STAND GENERAL VIEW, LH SHIPPING STAND GENERAL VIEW, SHIPPING STANDS WHEEL, SHIPPING STAND IDENTIFICATION PLATES, SHIPPING STAND TOWING BARS, SHIPPING STAND BASE AND CRADLE IDENTIFICATION PLATE).    **NOTE: After Engine removal.** |  | N/A |  |  |  |  |
|  |  | |  | |  | |  | |
| **2.5** |  | VERIFY CURRENT EEC SOFTWARE VERSION ON INSTALLED EEC.    **NOTE: Pay attention to information on software modification label below EEC identification plate.** |  | EEC P/N: |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  | EEC S/N: |  |  |  |  |
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|  |  | |  | |  | |  | |
|  |  |  |  | Software Version: |  |  |  |  |
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|  |  | |  | |  | |  | |
| **2.6** |  | CREATE AND COMPLETE ENGINE  INVENTORY LIST. |  | N/A |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **NOTE: Based on MTU lease group delivered listing.** |  |  |  |  |  |  |
|  |  | |  | |  | |  | |
| **2.7** |  | CREATE AND COMPLETE MISSING PARTS  LIST AGAINST EIPC AND PPBUM. |  | N/A |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **NOTE: Applicable when engine delivered with Missing parts list.**  **NOTE: When Engine in MTU Shop - Missing part check per MTU lease group advice.** |  |  |  |  |  |  |
|  |  | |  | |  | |  | |
| **2.8** |  | EXTERNAL GENERAL VISUAL INSPECTION OF ENGINE FOR ANY OBVIOUS DAMAGE THAT MAY HAVE OCCURRED DURING TRANSPORTATION. |  | N/A |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **NOTE: Task should be performed after Engine transportation from removal location to locatin where visual inspections are carried-out.** |  |  |  |  |  |  |
|  |  | |  | | | |  | |
| **2.9** |  | GENERAL VISUAL INSPECTION OF ENGINE  DRAIN LINES. |  | AMM 71-71-00-200-802 | | |  |  |
|  |  | |  | |  | |  | |
| **2.10** |  | OPERATIONALLY CHECK LEFT/RIGHT ENGINE ALL DRAIN LINES. |  | MPD 71-040-01/02  AMM  71-71-00-700-801 |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **For info only: every 6 years** |  |  |  |  |  |  |

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| **3** |  | **ENGINE STAND AND COVER INSPECTION** |  |  |  |  |  |  |
|  |  | |  | |  | |  | |
| **3.1** |  | PERFORM GENERAL VISUAL INSPECTION OF  ENGINE SHIPPING STAND (BASE AND  CRADLE) INCLUDING WHEELS, TOW BARS, RIGHT GUARDS FOR ANY DAMAGES AND MISSING PARTS.  REPORT TO MTU LEASE GROUP ANY  FINDINGS OR MISSING PARTS. |  | N/A |  |  |  |  |
|  |  | |  | |  | |  | |
| **3.2** |  | INSPECT ENGINE COVER FOR DAMAGES  SUCH AS TEARS AND HOLES. |  | N/A |  |  |  |  |
|  |  | | | | | |  | |
| **4** |  | **ENGINE OIL SYSTEM INSPECTION** | | | | |  |  |
|  |  | |  | |  | |  | |
| **4.1** |  | DETAILED INSPECTION OF THE LEFT/RIGHT ENGINE FWD SUMP, AFT SUMP, AGB/TGB MAGNETIC CHIP DETECTORS FOR PARTICLES (FOR ENGINES WITH MCD) OR INTERROGATE DMS FOR CHIP DETECTOR STATUS.  **NOTE: FOR ENGINES WITH DEBRIS MONITORING SYSTEM.**    **For info only: Inspection Threshold 500 FH, Repeat 500 FH.** |  | MPD 72-320-01/02  AMM 79-00-00-200-804  AMM 79-00-00-710-801 |  | CONTAMINATION  FOUND:    YES  NO    Note: circle as approprlate. |  |  |
|  |  | |  | |  | |  | |
| **4.2** |  | REMOVE, INSPECT, AND REPLACE THE  LEFT/RIGHT ENGINE OIL SUPPLY FILTER ELEMENT.  INSPECT FOR CONTAMINATION AND IDENTIFY AS NECESSARY. REPLACE WITH  NEW FILTER AND CONSUMABLES. |  | MPD 79-010-01/02  AMM 79-21-03-000-802  AMM 79-21-03-400-801 |  | CONTAMINATION  FOUND:    YES  NO |  |  |
|  |  | |  | |  | |  | |
|  |  | **For info only: Inspection Threshold 7500**  **FH, Repeat 7500 FH.** |  |  |  | Note: circle as approprlate. |  |  |
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| **4.3** |  | DETAILED INSPECTION OF THE LEFT/RIGHT ENGINE OIL SUPPLY FILTER POP-OUT INDICATOR. |  | AMM 79-00-00-200-805 | | |  |  |

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| **4.4** |  | REMOVE, INSPECT, AND REPLACE THE LEFT/RIGHT ENGINE OIL SCAVENGE FILTER ELEMENT.  INSPECT FOR CONTAMINATION AND IDENTIFY IF NECESSARY. REPLACE WITH NEW FILTER AND CONSUMABLES. |  | MPD 79-040-01/02 AMM 79-21-06-000-801  AMM 79-21-06-400-801 |  | CONTAMINATION  FOUND:    YES  NO |  |  |
|  |  | |  | |  | |  | |
|  |  | **For info only: Inspection Threshold 7500**  **FH, Repeat 7500 FH.** |  |  |  | Note: circle as approprlate. |  |  |
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| **4.5** |  | DETAILED INSPECTION OF THE LEFT/RIGHT ENGINE STARTER MAGNETIC CHIP DETECTOR FOR METAL CHIPS. |  | MPD 80-010-01/02  AMM 80-11-01-200-801 |  | CONTAMINATION  FOUND: |  |  |
|  |  | |  | |  | |  | |
|  |  | **For info only: Inspection Threshold 1600**  **FC, Repeat 1600 FC** |  |  |  | YES  NO |  |  |
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| **4.6** |  | EXTERNAL OIL SYSTEM INSPECTION  **NOTE:** **applicable to engine areas only.** |  | AMM 79-00-00-200- 802 | | |  |  |
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| **5** |  | **ENGINE FUEL SYSTEM INSPECTION** | | | | |  |  |
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| **5.1** |  | REMOVE AND REPLACE THE LEFT/RIGHT ENGINE FUEL FILTER .  REPLACE WITH NEW FILTER AND CONSUMABLES.    **NOTE: Do not install Fuel Filters listed in**  **AD 2006-26-01!**  **Record part number of newly installed Fuel Filter.**    **For info only: Inspection Threshold 6000**  **FH, Repeat 6000 FH** |  | MPD 73-010-01/02  AMM 73-11-02-000-801  AMM 73-11-02-400-801  FAA AD Note 2006-26-01 |  | CONTAMINATION  FOUND:    YES  NO    Note: circle as approprlate.  New P/N installed: |  |  |
|  |  |  |  |  |  |  | | |
|  |  |  |  |  |  |  | | |
| **5.2** |  | IF ENGINE FUEL FILTER IS CONTAMINATED:  CHECK FUEL NOZZLE FILTER FOR CONTAMINATION AND REPLACE WITH NEW FILTER ELEMENT. |  | AMM 73-11-03-000  AMM 73-11-03-400 |  | CONTAMINATION  FOUND:    YES  NO |  |  |
|  |  |  |  |  |  | Note: circle as approprlate. |  |  |
|  |  | |  | | | |  | |
| **5.3** |  | FUEL MANIFOLDS INSPECTION/CHECK. |  | AMM 73-11-05--700-801  CFMI SB 72-0876 | | |  |  |

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| **6** |  | **FAN/INTERMEDIATE CASE INSPECTION** | | |  |  |  |  |
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| **6.1** |  | DETAILED INSPECTION OF LEFT/RIGHT ENGINE INLET AND FAN BLADES.    **For info only: Inspection Threshold 2500**  **FH, Repeat 2500 FH.** |  | MPD 72-020-01/02  AMM 72-21-00-220-801 |  |  |  |  |
|  |  | |  | |  | |  | |
| **6.2** |  | RELUBRICATE LEFT/RIGHT ENGINE FAN BLADES DOVETAIL. (FAN BLADES REMOVED) VISUALLY INSPECT REMOVED COMPONENTS AND EXPOSED AREAS (SPINNER CONE, RETAINING RING, PLATFORMS, SPACERS, FAN BLADES, SHIMS, FAN DISK, ETC..).  **PAY SPECIAL ATTENTION FOR EVIDENCE OF BIRD STRIKE AND/OR FOD DAMAGE.**  **NOTE: To be performed if required and based on last lubrication (MTU to advise).** |  | MPD 72-025-01/02  AMM 72-21-00-640-801  CFMI CESM 005  AMM 72-21-01-200-801  AMM 72-21-02-200-801  CFMI SB 72-0884 |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **For Info only: Inspection Threshold 5000 FH or 3000 FC, Repeat 5000 FH or 3000 FC (Whichever occurs first!) SB 72-0884 inspection once a year.** |  |  |  |  |  |  |
|  |  | |  | |  | |  | |
| **6.3** |  | PREPARE ACTUAL FAN BLADE DISTRIBUTION LIST WHICH INCLUDE ENGINE SERIAL NUMBER, ISSUE DATE, FAN BLADE POSITION, PART NUMBER, SERIAL NUMBER, MOMENT WEIGHT AND TECHNICIAN OR INSPECTOR NAME WITH SIGNATURE. CHECK EFFECTIVITY OF SB 72-0797 FOR EACH FAN BLADE AND RECORD COMPLIANCE. **NOTE: Applicable only if Fan Blades are removed.** |  | CFMI SB 72-0797 |  |  |  |  |
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| **7** |  | **HPC FRONT STATOR/COMBUSTION CASE INSPECTION** | | |  |  |  |  |
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| **7.1** |  | HPC FRONT STATOR INSPECTION. |  | AMM 72-32-00-200-801 |  |  |  |  |
|  |  | |  | | | |  | |
| **7.2** |  | COMBUSTION CASE INSPECTION. |  | AMM 72-41-00-200-801 | | |  |  |
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| **8** |  | **LPT MODULE INSPECTION** | | |  |  |  |  |
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| **8.1** |  | VISUAL CHECK OF THE LEFT/RIGHT ENGINE  AFT MOUNTS CLEVIS FOR STRUCTURAL INTERGRITY FAILURE. |  | MPD 72-300-01/02  AMM 72-56-00-200-802 |  |  |  |  |
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|  |  | **For info only: Inspection Threshold 7500**  **FH, Repeat 7500 FH.** |  |  |  |  |  |  |

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| **8.2** |  | LOW PRESSURE TURBINE CASE INSPECTION. |  | AMM 72-54-00-200-801 |  |  |  |  |
|  |  | | | | | |  | |
| **9** |  | **ENGINE EXHAUST SYSTEM INSPECTION** | | | | |  |  |
|  |  | |  | |  | |  | |
| **9.1** |  | DETAILED INSPECTION OF THE LEFT/RIGHT  ENGINE EXHAUST PLUG DRAIN PAN AND TUBE FOR CONDITION AND SECURITY. |  | MPD 78-011-01/02  AMM 78-11-00-210-803 |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **NOTE: Applicable to Engine with Exhaust Plug equipped with Drain Pad and tube system installed.**  **ACCESS NOTE: Engine Exhaust Plug removal required.**  **For info only: Inspection interval every engine change.** |  |  |  |  |  |  |
|  |  | |  | | | |  | |
| **9.2** |  | PRIMARY NOZZLE ASSEMBLY AND PRIMARY PLUG ASSEMBLY INSPECTION. |  | AMM 78-11-00-210-802 | | |  |  |
|  |  |  |  |  |  |  |  |  |
| **9.3** |  | VISUALLY INSPECT PRIMARY EXHAUST NOZZLE LABYRINTH SEALS. |  | AMM 78-11-00-210-801 | | |  |  |
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| **10** |  | **ACCESSORY GEARBOX MODULE INSPECTION** | | | | |  |  |
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| **10.1** |  | VISUAL CHECK OF THE LEFT/RIGHT ENGINE ACCESSORY GEARBOX/TRANSFER GEARBOX MOUNT FLANGES AND FAN CASE AND FAN FRAME ATTACHMENT MOUNTS.    **For info only: Inspection Threshold 15000 FH, Repeat 15000 FH.** |  | MPD 72-070-01/02  AMM 72-20-00-210-801  AMM 72-60-00-200-801  AMM 72-63-00-200-801 |  |  |  |  |
|  |  | | | | | |  | |
| **11** |  | **FRONT MOUNT, AFT MOUNT, THRUST MOUNTS AND THRUST LINKS INSPECTION** | | | | |  |  |
|  |  | |  | |  | |  | |
| **11.1** |  | GENERAL VISUAL INSPECT FORWARD ENGINE MOUNT ASSEMBLY INCLUDING FAN CASE FITTING, SIDE LINKS, HANGER AND LINK PINS. |  | MPD 54-010-01/02  AMM 51-05-01-210  AMM 54-05-03-210 |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **For info only: Inspection Threshold 6 YRS, Repeat 18000 FC whichever comes first.** |  |  |  |  |  |  |
|  |  | |  | |  | |  | |
| **11.2** |  | GENERAL VISUAL INSPECT LEFT STRUT ATTACH BOLTS AT FORWARD ENGINE MOUNT**.** |  | MPD 54-015-01/02  AMM 51-05-01-210  AMM 54-05-03-210 |  |  |  |  |
|  |  | **For info only: Inspection Threshold 9 YRS, Repeat 18000 FC whichever comes first.** |  |  |  |  |  |  |

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| **11.3** |  | GENERAL VISUAL INSPECTION OF FORWARD AND AFT ENGINE MOUNT TO STRUT SHEAR PINS.    **NOTE: Engine off-wing**.    **For info only: Inspection intervall at engine removal.** |  | MPD 54-020-01/02 AMM 51-05-01-210  AMM 54-05-03-210 |  |  |  |  |
|  |  | |  | |  | |  | |
| **11.4** |  | GENERAL VISUAL INSPECTION OF AFT  ENGINE MOUNT ASSEMBLY INCLUDING THRUST LINKS AND THRUST LINK PINS; MOUNT TO ENGINE LEFT, CENTER AND RIGHT LINKS, INCLUDING LINK PINS;  HANGAR AND EVENER BAR; ATTACH BOLTS.    **For info only: Inspection Threshold 6 YRS, Repeat 18000 FC.** |  | MPD 54-030-01/02  AMM 51-05-01-210  AMM 54-05-03-210 |  |  |  |  |
|  |  | |  | |  | |  | |
| **11.5** |  | VISUAL CHECK OF THE LEFT/RIGHT ENGINE  ATTACHMENT BOLTS FOR THE THRUST MOUNT FITTINGS.    **For info only: Inspection Threshold 10000**  **FC, Repeat 10000 FC.** |  | MPD 72-100-01/02  AMM 72-23-04-200802 |  |  |  |  |
|  |  | |  | |  | |  | |
| **11.6** |  | VISUAL CHECK OF THE LEFT/RIGHT ENGINE  THRUST MOUNT FITTINGS.    **For info only: Inspection Threshold 15000 FH, Repeat 15000 FH.** |  | MPD 72-110-01/02  AMM 72-2304-200-801 |  |  |  |  |
|  |  | |  | |  | |  | |
| **11.7** |  | THRUST LINKS VISUAL INSPECTION. |  | AMM 71-21-02-210-802 |  |  |  |  |
|  |  | |  | |  | |  | |
| **11.8** |  | AFT ENGINE MOUNT VISUAL INSPECTION.    **NOTE: Engine off-wing.**    **NOTE: Ensure Aft Mount and Center Link has correct marking IAW BOEING alert SB 737-71A1462 and that the Center Link is correctly installed on Aft Mount. Please advise to MTU leasegroup if Center Link was incorrectly installed or if markings are missing from Aft Mount Assy.** |  | AMM 71-21-00-200-805  FAA AD Note 2011-18-10  BOEING SB 737- 71A1462 REV.3 |  |  |  |  |
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| **12** |  | **HYDRAULIC SYSTEM COMPONENTS INSPECTION** | | |  |  |  |  |

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| **12.1** |  | REPLACE EDP CASE DRAIN FILTER ELEMENT. REPLACE WITH NEW FILTER ELEMENT AND CONSUMABLES.    **NOTE: If you find a large quantity of small metal particles, large metal particles that are not of equal dimensions, or a large quantity of steel particles, then replace the hydraulic pump. Write down the results of the filter inspection and give them to the pump overhaul facility.** |  | MPD 29-050-01/02 AMM 29-11-51-000-801  AMM 29-11-51-400-801 |  | CONTAMINATION  FOUND:    YES  NO    Note: circle as  approprlate. |  |  |
|  |  | **For info only: Inspection Threshold 2400**  **FH, Repeat 2400 FH.** |  |  |  |  |  |  |
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| **13** |  | **GENERAL INSPECTION OF IDG (IF INSTALLED)** | | | | |  |  |
|  |  | |  | |  | |  | |
| **13.1** |  | CHANGE IDG OIL.    **For info only: Threshold 1800 FH, Repeat 1800 FH** |  | MPD 24-010-01/02  AMM 12-13-21-600-802 |  |  |  |  |
|  |  | |  | |  | |  | |
| **13.2** |  | DETAILED INSPECTION OF IDG DELTA P  INDICATOR.    **NOTE: When the DPI is in the up position and if the DPI resets decal (if installed) shows it is the 4th DPI extension, the IDG must be replaced.** |  | MPD 24-020-01/02  AMM 12-13-21-200-802 |  |  |  |  |
|  |  | |  | |  | |  | |
|  |  | **For info only: Threshold 800 FH, Repeat**  **800 FH.** |  |  |  |  |  |  |
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| **13.3** |  | DETAILED INSPECTION OF IDG OIL  LEVEL.    **For info only: Inspection Threshold 800 FH, Repeat 800 FH.** |  | MPD 24-030-01/02  AMM 12-1321-200-801 |  |  |  |  |
|  |  | |  | |  | |  | |
| **13.4** |  | REPLACE IDG CHARGE AND SCAVENGE OIL  FILTER  INSPECT FOR CONTAMINATION AND IDENTIFY IF NECESSARY. REPLACE WITH NEW FILTER AND CONSUMABLES.    **Note: If the scavenge filter and the IDG oil condition are not satisfactory, or the DPI Resets decal (if installed) shows it is the 4th extension, the IDG must be replaced.**    **For info only: Inspection Threshold 1800**  **FH, Repeat 1800 FH.** |  | MPD 24-040-01/02  AMM 24-11-41-000-801  AMM 24-11-41-200-801  AMM 24-11-41-400-801 |  | CONTAMINATION  FOUND:    YES  NO    Note: circle as  approprlate. |  |  |
|  |  | |  | |  | |  | |
| **13.5** |  | TORQUE CHECK OF IDG QUICK ATTACH/DETACH (QAD) COUPLING.    **For info only: Inspection Threshold 3600 FH, Repeat 3600 FH.** |  | MPD 24-050-01/02  AMM 24-11-61-200-801 |  |  |  |  |

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| **13.6** |  | INSPECT (GVI) THE ENGINE IDG SURFACE  AIR COOLED OIL COOLER    **For info only: Inspection Threshold 7560**  **FH, Repeat 7560 FH.** |  | MPD 24-060-01/02 AMM 24-11-21-200-801 |  |  |  |  |
|  |  | | | | | | | |
| **14** |  | **INSPECTION OF ELECTRICAL HARNESSES, CABLES** | | | | | | |
|  |  | |  | |  | |  | |
| **14.1** |  | STANDARD ENGINE WIRING AND EQUIPMENT CHECK.    **NOTE: The retention test for the connector sockets is not required.** |  | AMM  70-70-01-200-801  (without retension test) |  |  |  |  |
|  |  | |  | |  | |  | |
| **14.2** |  | IGNITION EXCITER INSPECTION. |  | AMM 74-11-01-200-801 |  |  |  |  |
|  |  | |  | |  | |  | |
| **14.3** |  | DETAILED INSPECTION OF BOTH IGNITION  PLUGS.    **Plug Replacement interval 1000cycle or 2000hr (whichever comes first)** |  | AMM 74-21-02-200-801  CESM 006 |  | IGNITION  PLUGS  REPLACED:    YES  NO |  |  |
|  |  | |  | |  | |  | |
|  |  |  |  |  |  | NOTE: circle as  appropriate |  |  |
|  |  | |  | |  | |  | |
| **14.4** |  | DETAILED INSPECTION OF BOTH ENGINE  IGNITION LEADS.    **For info only: Inspection Threshold 4000 FC, Repeat 4000 FC.** |  | MPD 74-020-01/02  AMM 74-21-01-200-801 |  |  |  |  |
|  |  | |  | |  | |  | |
| **14.5** |  | DETAILED INSPECTION OF CONNECTORS  FOR TIGHTNESS (ALL CONNECTORS ON HARNESS J5, J6, J7, J8, J9, CJ9, J10, CJ10, MW0301, MW0302, MW0303 AND MW0304).    **For info only: Inspection Threshold 15000 FH, Repeat 15000 FH.** |  | MPD 20-120- 01/02  AMM 05-55-10-220-801 |  |  |  |  |
|  |  | |  | |  | |  | |
| **14.6** |  | INSPECT (DETAILED) THE IDG POWER FEEDER WIRING AND CONNECTED EWIS-ENGINE #1/#2 (EZAP).    **For info only: Inspection Threshold 5500 FC or 30 MO, Repeat 5500 FC or 30 MO (whichever comes first)** |  | MPD 20-470/480-00  AMM  05-42-04-211-801/802  AMM 20-60-03-100-801 |  |  |  |  |
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| **15** |  | **VIDEO BORESCOPE INSPECTION (TO BE PERFORMED POST GROUND RUN OR POST TEST CELL RUN)** | | | | | | |
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| **15.1** |  | BORESCOPE INSPECTION PREPARATION. |  | AMM 72-00-00-200-802 |  |  |  |  |

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| **15.2** |  | PERFORM VIDEO BORESCOPE INSPECTION  OF BOOSTER STG. 2 THROUGH STG.4 BLADES.    **NOTE: Following areas have to be inspected - LE of STG. 2 Blades through the inlet to the primary gas path or the booster inlet, TE of STG. 3 Blades through the borescope port S0, LE of STG. 4 Blades through the borescope port S0.** |  | AMM 72-00-00-200-803 |  |  |  |  |
|  |  | |  | |  | |  | |
| **15.3** |  | PERFORM VIDEO BORESCOPE INSPECTION OF HPC ROTOR BLADES STG. 1 TROUGH STG.9.    **NOTE: Inspect all blades Leading Edge (LE) and Trailing Edge (TE).** |  | AMM 72-00-00-200-804 |  |  |  |  |
|  |  | |  | |  | |  | |
| **15.4** |  | PERFORM VIDEO BORESCOPE INSPECTION OF COMBUSTOR.    **NOTE: Do a “complete inspection” (Dome Assy, Inner & Outer Liner, Fuel Nozzles tips, Swirlers) using main igniter plugs and all available combustor borescope plugs. Use fiberscope to view all inspection areas.** |  | AMM 72-00-00-200-805 |  |  |  |  |
|  |  | |  | |  | |  | |
| **15.5** |  | PERFORM VIDEO BORESCOPE INSPECTION OF HPT NOZZLE GUIDE VANES.    **NOTE: Perform complete 360° fiberscope inspection of LE (concave side) and TE (convex side).** |  | AMM 72-00-00-200-806  (SAC & DAC engines)  AMM 72-00-00-200-818  (TI & BE engines) |  |  |  |  |
|  |  | |  | |  | |  | |
| **15.6** |  | PERFORM VIDEO BORESCOPE INSPECTION  OF HPT BLADES.    **NOTE: Perform inspection of LE & TE and Tips of the HPT Blades.** |  | AMM 72-00-00-200-807 |  |  |  |  |
|  |  | |  | |  | |  | |
| **15.7** |  | PERFORM VIDEO BORESCOPE INSPECTION  OF HPT SHROUDS.    **NOTE: Perform complete** 360° fiberscope inspection of HPT Shrouds from forward side and aft side. |  | AMM 72-00-00-200-815 |  |  |  |  |
|  |  | |  | |  | |  | |
| **15.8** |  | PERFORM VIDEO BORESCOPE INSPECTION  OF LPT NOZZLE STG. 1.    **NOTE: Perform complete 360° fiberscope inspection of LE and TE.** |  | AMM 72-00-00-200-811 |  |  |  |  |
|  |  | |  | |  | |  | |
| **15.9** |  | PERFORM VIDEO BORESCOPE INSPECTION  OF LPT STG. 1 THROUGH 3 BLADES.    **NOTE: Perform inspection of LE & TE.** |  | AMM 72-00-00-200-808 |  |  |  |  |

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| **15.10** |  | PERFORM VIDEO BORESCOPE INSPECTION OF LPT STG. 4 BLADES.    **NOTE: Perform inspection of LE & TE.** |  | AMM 72-00-00-200-809 |  |  |  |  |
|  |  | | | |  | |  | |
| **16** |  | **POST BSI TASKS** | | |  |  |  |  |
|  |  | |  | |  | |  | |
| **16.1** |  | REINSTALL ALL BSI PLUGS AND REMOVED ‘ACCESS’ HARDWARE. |  | AMM 72-00-00-200 |  |  |  |  |
|  |  | |  | |  | |  | |
| **16.2** |  | HANDCRANKING DRIVE COVER INSTALLATION. |  | AMM 72-63-01-400-801 |  |  |  |  |
|  |  | |  | |  | |  | |
| **16.3** |  | INDENPENDENT INSPECTION OF CORRECT  INSTALLATION OF THE HAND-CRANKING COVER.    **NOTE: Applicable for PRE SB 72-0564 or**  **PRE SB 72-0879 engine.** |  | AMM 72-63-01-400-801  EASA AD 2012-0209 FAA AD Note 2013-26-01  CFMI SB 72-0564, 72-0879 |  |  |  |  |
|  |  | |  | |  | |  | |
| **17** |  | **ENGINE PREPARATION FOR STORAGE AND SHIPMENT** |  |  |  |  |  |  |
|  |  | |  | |  | |  | |
| **17.1** |  | PERFORM OUTGOING PHOTO  DOCUMENTATION OF ENGINE BUILD CONFIGURATION.  (FOLLOWING VIEWS: FRONT, RH FAN  MODUL, BOTTOM FAN MODULE, LH FAN MODULE, UPPER FAN MODULE, RH CORE MODULE, BOTTOM CORE MODULE, LH  CORE MODULE, UPPER CORE MODULE,  REAR, ENGINE DATA PLATE, ENGINE  OWNER PLATE, RH SHIPPING STAND  GENERAL VIEW, LH SHIPPING STAND GENERAL VIEW, SHIPPING STANDS WHEEL, SHIPPING STAND IDENTIFICATION PLATES, SHIPPING STAND TOWING BARS, SHIPPING STAND BASE AND CRADLE IDENTIFICATION PLATE).    **NOTE: After engine (ground run) or test cell run.** |  | N/A |  |  |  |  |
|  |  | |  | |  | |  | |
| **17.2** |  | DRAIN ENGINE FUEL AND OIL SYSTEM FOR AIR TRANSPORTATION AS APPLICABLE. ATTACH INFORMATION LABEL ON ENGINE OIL TANK THAT ENGINE SYSTEMS HAVE BEEN DRAINED. |  | AMM 12-13-11-600-803  AMM 71-00-03-600 |  |  |  |  |

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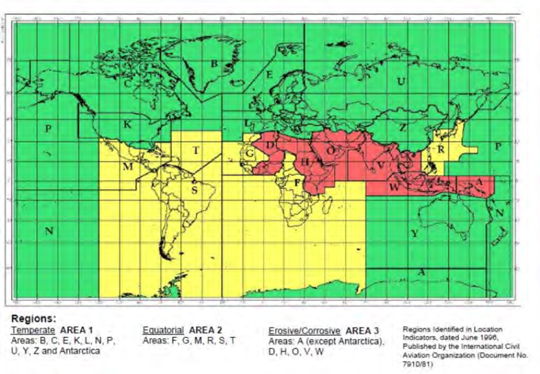
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| **17.3** |  | ENSURE ALL ENGINE OPENINGS ARE SEALED, INCLUDING STRUTS, PIPING AND ACCESSORY OPENINGS WITH CAPS OR PLUGS AND PLASTIC FILM. |  | AMM 71-00-03-600-811  (ON WING)  ESM 72-00-00-500-001  (TEST CELL) |  |  |  |  |
|  |  | |  | |  | |  | |
| **17.4** |  | INSTALL DESICCANT AND ENGINE COVER.  CLOSE THE COVER.    **NOTE: Do not let desiccant touch the engine hardware.** |  | AMM 71-00-03-600-811  (ON WING)  ESM 72-00-00-500-001  (TEST CELL) |  |  |  |  |
|  |  | |  | |  | |  | |
| **17.5** |  | PERFORM PHOTO DOCUMENTATION OF  COVERED ENGINE INCLUDING SHIPPING STAND.  (FOLLOWING OVERALL VIEWS: FRONT, RH SIDE, LH SIDE, REAR) |  | N/A |  |  |  |  |
|  |  | |  | |  | |  | |
| **17.6** |  | PERFORM EASA FORM ONE WITH FAA  DUAL RELEASE OR FAA FORM 8130-3 WITH EASA DUAL RELEASE FOR THE REALIZED  END OF LEASE INSPECTION. |  | N/A |  |  |  |  |

**Appendix D – Use Fee Amount (Flight Hour)**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Flight  Hour to  Cycle  Ratio |  | .62 -  .87 |  | .87 -  1.12 |  | 1.12 -  1.37 | |  |  | 1.37 -  1.62 | |  |  | 1.62 -  1.87 | |  |  | 1.87 -  2.12 | |  |  | 2.12 -  2.37 | |  |  | 2.37 -  2.62 |  | 2.62 -  2.87 |  | 2.87 -  3.12 | |  |  | > 3.12 | |  |
| AREA 1 |  | \* | | |  |  | \* |  |  |  | \* |  |  |  | \* |  |  |  | \* |  |  |  | \* |  |  | \* | | |  |  | \* |  |  |  | \* |  |
| AREA 2 |  | \* | | |  |  | \* |  |  |  | \* |  |  |  | \* |  |  |  | \* |  |  |  | \* |  |  | \* | | |  |  | \* |  |  |  | \* |  |
| AREA 3 |  | \* | | |  |  | \* |  |  |  | \* |  |  |  | \* |  |  |  | \* |  |  |  | \* |  |  | \* | | |  |  | \* |  |  |  | \* |  |

NOTE: These amounts are subject to annual escalation at the rate of \*        per annum commencing on January 1, 2018 (monthly derate above 12%).

AREA 1, AREA 2, and AREA 3 are defined by the following map:



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| \* | The confidential portion has been omitted pursuant to a request for confidential treatment filed by Air T, Inc. with the Securities Exchange Commission and filed separately with the Commission. |

**Appendix E – Harsh Environment Countries**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  |  |  |  |  |
|  |  | **Harsh Environment** |  |  |
|  |  | **Countries** |  |  |
|  |  | Afghanistan |  |  |
|  |  | Algeria |  |  |
|  |  | Armenia |  |  |
|  |  | Azerbaijan |  |  |
|  |  | Bahrain |  |  |
|  |  | Burkina Faso |  |  |
|  |  | Chad |  |  |
|  |  | Djibouti |  |  |
|  |  | Egypt |  |  |
|  |  | Eritrea |  |  |
|  |  | Ethiopia |  |  |
|  |  | Gambia |  |  |
|  |  | Georgia |  |  |
|  |  | Guinea |  |  |
|  |  | Guinea-Bissau |  |  |
|  |  | Iran |  |  |
|  |  | Iraq |  |  |
|  |  | Israel |  |  |
|  |  | Jordan |  |  |
|  |  | Kazakhstan |  |  |
|  |  | Kuwait |  |  |
|  |  | Kyrgyzstan |  |  |
|  |  | Lebanon |  |  |
|  |  | Libya |  |  |
|  |  | Mali |  |  |
|  |  | Mauritania |  |  |
|  |  | Mongolia |  |  |
|  |  | Morocco |  |  |
|  |  | Niger |  |  |
|  |  | Oman |  |  |
|  |  | Pakistan |  |  |
|  |  | Palestinian Territories |  |  |
|  |  | Qatar |  |  |
|  |  | Saudi Arabia |  |  |
|  |  | Senegal |  |  |
|  |  | Sierra Leone |  |  |
|  |  | Somalia |  |  |
|  |  | Sudan |  |  |
|  |  | Syria |  |  |
|  |  | Tajikistan |  |  |
|  |  | Tunisia |  |  |
|  |  | Turkmenistan |  |  |
|  |  | United Arab Emirates |  |  |
|  |  | Uzbekistan |  |  |
|  |  | Yemen |  |  |

**Appendix F – Non-Incident Statement**

(Lessee shall submit the following statement on Sub-Lessee’s Letterhead to Lessor upon return of the Engine.)

**NON-INCIDENT STATEMENT**

Dated:

                                   (“Operator”) warrants and represents that to the best of its knowledge and belief based upon a reasonable due diligence of the Engine (as herein defined), at the time of the delivery of such engine and/or engine part(s) more particularly described as one CFM International, Inc. model: CFM56-7 aircraft engine, bearing engine serial number: 874771 (collectively, the “Engine”), together with the respective records and documentation, to Contrail Aviation Support, LLC (“Lessor”), as of the above referenced date:

|  |  |  |
| --- | --- | --- |
|  |  |  |
| Engine first operated by Operator on: |  |  |
|  |  | |
| Total Hours as received: |  | Total Cycles as received: |
|  |  | |
| Engine last operated by Operator on: |  |  |
|  |  | |
| Total Hours at return: |  | Total Cycles at return: |
|  |  | |
| Operated at Thrust Level: |  |  |

During the period of time Operator operated and maintained the Engine, including the components, parts or materials installed therein or thereon:

|  |  |
| --- | --- |
| 1. | such Engine was not obtained from any military or government source; and |

|  |  |
| --- | --- |
| 2. | such Engine, was not (i) involved in an accident, incident, fire or a major failure, (ii) exposed to extreme environmental conditions, severe stress or heat beyond limits, (iii) immersed in salt water or exposed to corrosive agents outside normal operation, unless, in each case, the Engine, and/or such components, parts, or materials have been restored to a serviceable condition in accordance with the original engine manufacturer’s approved technical data. |

This statement, including the warranty and representations described herein, may be disclosed to customers of Lessor or any other third party recipient of such Engine.

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| By: |  |  |

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|  |  | |
| Typed Name: |  |  |

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|  |  | |
| Title: |  |  |

Note: An authorized officer or designee of Operator shall sign this statement. A mechanically applied signature is not acceptable.

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**Appendix G – Form of Certification and Representation Regarding Items Subject to Export**

**Control Requirements**

Certification and Representation

Regarding Items Subject to Export Control Requirements

The information provided on this certification shall be used by Contrail Aviation Support, LLC (“Contrail”), for the purpose of ensuring compliance with U.S. laws and regulations regarding export controls and economic sanctions. All information provided on this form shall be treated as proprietary and shall not be provided to a third party, other than upon the request of the U.S. Government, without prior authorization from MTU Maintenance Lease Services B.V. (“MTU”). MTU understands that items, technical data, and/or services to be provided by Contrail are subject to U.S. Government export control requirements and certifies and represents that MTU:

|  |  |
| --- | --- |
| (1) | Intends that the items, technical data, and/or services provided by Contrail are solely for civil end-use and will not be used for any other purpose or end-use connected with weapons proliferation, satellite usage, military applications, chemical biological or nuclear weapons, or items capable of delivering such weapons unless prior authorization is sought and obtained from the relevant U.S. Government agencies pursuant to the Export Administration Regulations, the International Traffic in Arms Regulations or the relevant sanctions regimes maintained by the U.S. Department of the Treasury’s Office of Foreign Assets Controls; |

|  |  |
| --- | --- |
| (2) | Understands that the items, technical data and/or services will not be used for any purpose related to a military end-use by the People’s Republic of China; |

|  |  |
| --- | --- |
| (3) | Understands that the items may not be exported or re-exported for the use of a foreign vessel or aircraft unless, under the EAR, a license exception exists or no license is required to ship the items to: (a) the country in which the vessel or aircraft is located; (b) the country in which the vessel or aircraft is registered (or will be registered if under construction); and (c) the country (or foreign national) which controls, leases, or charters the vessel or aircraft; |

|  |  |
| --- | --- |
| (4) | Will not transfer, export or re-export items, technical data, and/or services provided by Contrail to destinations subject to a U.S. or U.N. arms embargo, to a destination subject to anti- terrorism export controls, or in a manner otherwise contrary to U.S. law, including, but not limited to Iran, Sudan, North Korea, Syria and Cuba; |

|  |  |
| --- | --- |
| (5) | Is not debarred, suspended, prohibited or impaired from exporting, re-exporting, receiving, purchasing, procuring, or otherwise obtaining any product, commodity of technical data regulated by any agency of the U.S. Government; and |

|  |  |
| --- | --- |
| (6) | Will use the item(s), technical data and/or service provided by Contrail for: subleased spare engine for commercial use only. |

|  |  |
| --- | --- |
| (7) | If other than MTU or an operator in the United States of America, please identify the ultimate end user(s) and country(ies) of ultimate destination of the item(s), technical data and/or services (Attach a separate sheet if necessary) |

Name:

Address:

Ultimate Destination:

|  |  |
| --- | --- |
| (8) | In the event there are additions or changes to the information provided above, MTU shall provide the new information to Contrail, in writing, as soon as it becomes available. |

MTU further certifies and represents that item(s), technical data, and/or services to be provided by Contrail, either directly or indirectly:

|  |  |
| --- | --- |
| (9) | Will not be transferred to any department, branch, or agency of, or controlled by, the Chinese military; |

|  |  |
| --- | --- |
| (10) | Will not be used for any purpose related to a military end-use by the People’s Republic of China; |

|  |  |
| --- | --- |
| (11) | Will not be incorporated into a military item; |

|  |  |
| --- | --- |
| (12) | Will not be used to operate, install, maintain, repair, overhaul, or refurbish a military item; |

|  |  |
| --- | --- |
| (13) | Will not be used in the design (including design research, analyses, concepts, configuration design, integration design), pilot production schemes, assembly and testing of prototypes, or layouts related to a military item; |

|  |  |
| --- | --- |
| (14) | Will not be used in the production of a military item, including product engineering, manufacturing, integration assembly, mounting, testing, assembly, inspection, and quality assurance; |

|  |  |
| --- | --- |
| (15) | Will not be deployed as a military item, including placed in battle formation or appropriate strategic position; and |

|  |  |
| --- | --- |
| (16) | In the event there are additions or changes to the information provided above, MTU shall provide the new information to Contrail, in writing, with the order that will be thereby affected. |

|  |  |  |
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**Appendix H – Open Item List**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  |  |  |
| 1 |  | Engine Certification |  | Y\* |  | Signed by Certifying Staff minimum EASA F/FAA 8130-3; verify with customer if other certification required CAAC, ANAC |  | FAA 8130-3, LPT Stage 3 Blade blend repair: No OEM reference (CDR) available |
|  |  | |  | |  | |  | |
| 2 |  | Carry Forward sheet/items |  | N |  | Verify if there are any open items (post blend re-inspection, etc.) |  | No carry forward sheet provided |
|  |  | |  | |  | |  | |
| 6 |  | Last operator S/A TAG |  | Y\* |  | Stamped and Signed issued under local aviation authority |  | Last removed as unserviceable due to LPT Stage 3 blade findings. Engine repaired by AIM. China Airlines removal paperwork DFP available |
|  |  | |  | |  | |  | |
| 7 |  | Last ground run test (MPA) |  | Y\* |  | Stamped and Signed with calculated EGTM (not applicable for V2500) Data Sheet min. per AMM |  | AIM MPA runsheet available. TO EGTM calculation discrepancy. To be verified by AIM |
|  |  | |  | |  | |  | |
| 11 |  | Last operator ECM data |  | Y\* |  | Take-off Data: take-off EGTM Cruise Perf: Delta EGT; Delta FF Cruise Mechanical: Core Speed; Fan VIB; Core VIB; Oil press., Oil temp. |  | Last 6 months China Airlines ECM data. TO EGTM average approx. 25°C- 26°C N1 vib front average approx. 0.65 N2 vib front average approx. Below 0.1 No Oil Temperature/Pressure data available |
|  |  | |  | |  | |  | |
| 14 |  | Ship loose parts & Bypack parts |  | N |  | Loose parts are certified? |  | Verify if loose parts are attached to engine or stand—DO NOT ACCEPT LOOSE PART(FO-SH 485), if yes try to store loose parts at MTE to not deliver loose parts to customer |
|  |  | |  | |  | |  | |
| 15 |  | Missing part list |  | N |  |  |  | No missing parts list provided |
|  |  | |  | |  | |  | |
| 17 |  | MPD (C- check) compliance status |  | Y\* |  | AMM Reverence check |  | China Airlines MPD Task Summary Sheet available. 17 out of 26 required MPD tasks with no compliance history. Out of the remaining 9 MPD tasks there a 4 with overdue compliances. |
|  |  | |  | |  | |  | |
| 23 |  | Preservation Bag details |  | N |  | P/N and S/N |  | No engine cover or bag available |
|  |  | |  | |  | |  | |
| 24 |  | ECU (EEC) Software |  | Y\* |  | Attention to software compatibility with sister engine (to be checked with operator) |  | Latest EEC Software SB 73-0219 is not embodied. Current EEC Software Status is SB 73-0204. |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  |  |  |
| 28 |  | DER parts |  | Y\* |  |  |  | Several DER repaired parts installed per China Airlines DER statement |
|  |  | |  | |  | |  | |
| 29 |  | PMA parts |  | Y\* |  |  |  | Several PMA parts installed per China Airlines PMA statement |

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**Appendix I – Accessory Inventory issed by China Airlines dated 23 August, 2017**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **China Airlines** | | |  | **Engine Major Component List (LRU)** | | | | |  |  |  |  |  |  |

**Type: CFM56-7B    S/N: 874771**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| **NO.** |  | **Nomenclature** |  | **Part Number** |  | **Serial Number** |  | **TSN** | |  |  | **TSO** | |  |  | **CSN** | |  |  | **CSO** | |  |
| 1 |  | ELEMENT - FIRE/OVERHEAT DETECTOR |  | 8870-14 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 2 |  | ELEMENT - FIRE/OVERHEAT DETECTOR |  | 8870-14 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 3 |  | ELEMENT - FIRE/OVERHEAT DETECTOR |  | 8870-14 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 4 |  | ELEMENT - FIRE/OVERHEAT DETECTOR |  | 8870-14 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 5 |  | ELEMENT - FIRE/OVERHEAT DETECTOR |  | 8870-14 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 6 |  | ELEMENT - FIRE/OVERHEAT DETECTOR |  | 8870-14 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 7 |  | ELEMENT - FIRE/OVERHEAT DETECTOR |  | 8870-14 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 8 |  | ELEMENT - FIRE/OVERHEAT DETECTOR |  | 8870-14 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 9 |  | HARNESS |  | 325-027-303-0 |  | CAL0001 |  |  | 44408.70 |  |  |  | 44408.70 |  |  |  | 19940 |  |  |  | 19940 |  |
| 10 |  | HARNESS |  | 325-027-403-0 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 11 |  | HARNESS-ENGINE CORE FIRE DETECTION LOOP B |  | 325-027-605-0 |  | YH350437-9 |  |  | 44642.70 |  |  |  | 44642.70 |  |  |  | 20030 |  |  |  | 20030 |  |
| 12 |  | HARNESS-ENGINE CORE FIRE DETECTION LOOP A |  | 325-027-506-0 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 13 |  | SENSOR-ENGINE ANTI-ICE PRESSURE |  | 21SN41-52 |  | W68217A |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 14 |  | KIT - CFM56 QEC |  | 654A0001-8006 |  | 874771 |  |  | 48734.70 |  |  |  | 48734.70 |  |  |  | 21475 |  |  |  | 21475 |  |
| 15 |  | HARNESS |  | 325-026-701-0 |  | YH320424-F |  |  | 45271.70 |  |  |  | 15507.70 |  |  |  | 24361 |  |  |  | 6770 |  |
| 16 |  | HARNESS |  | 325-029-908-0 |  | YH315350H |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 17 |  | HARNESS |  | 325-026-90I-0 |  | YH300-606-Y |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 18 |  | HARNESS |  | 325-026-801-0 |  | 7H326125-7 |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 19 |  | HARNESS |  | 325-035-501-0 |  | YH295617-2 |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 20 |  | HARNESS |  | 325-015-001-0 |  | YH302374-1 |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 21 |  | PUMP |  | 828300-5 |  | YA010331E  Photo taken |  |  | 48499.70 |  |  |  | 19041.70 |  |  |  | 23298 |  |  |  | 8421 |  |
| 22 |  | NOZZLE |  | 6840023EI8 |  | PCY2167J |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 23 |  | NOZZLE |  | 6840023E18 |  | PHC642P1 |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 24 |  | NOZZLE |  | 6840023E18 |  | PHC477L5 |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 25 |  | NOZZLE |  | 6840023EI8 |  | PHCN4639 |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 26 |  | NOZZLE |  | 6840023E18 |  | PCY9702C |  |  | 44370.70 |  |  |  | 21288.70 |  |  |  | 19940 |  |  |  | 93*44* |  |
| 27 |  | NOZZLE |  | 6840023EI8 |  | PCY9700C |  |  | 44370.70 |  |  |  | 21288.70 |  |  |  | 19940 |  |  |  | 9344 |  |

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| TPR20 |  | 1/4 |  |  |

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|  |  | **China Airlines** | | |  | **Engine Major Component List (LRU)** | | | | |  |  |  |  |  |  |

**Type: CFM56-7B    S/N: 874771**

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|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **NO.** |  | **Nomenclature** |  | **Part Number** |  | **Serial Number** |  | **TSN** | |  |  | **TSO** | |  |  | **CSN** | |  |  | **CSO** | |  |
| 28 |  | NOZZLE |  | 6840023E18 |  | PCY9005J |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 29 |  | NOZZLE |  | 6840023E18 |  | PCY2967K |  |  | 55278.70 |  |  |  | 21288.70 |  |  |  | 15413 |  |  |  | 9344 |  |
| 30 |  | NOZZLE |  | 6840023E18 |  | PCY2953K |  |  | 55278.70 |  |  |  | 21288.70 |  |  |  | 15413 |  |  |  | 9344 |  |
| 31 |  | NOZZLE |  | 6840023E18 |  | PCY2166J |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 32 |  | NOZZLE |  | 6840023E18 |  | PCY2162J |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 33 |  | NOZZLE |  | 6840023E18 |  | PCY2158J |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 34 |  | NOZZLE |  | 6840023E18 |  | PCY2156J |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 35 |  | NOZZLE |  | 6840023E18 |  | CSDAA859 |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 36 |  | NOZZLE |  | 6840023E18 |  | PCY2955K |  |  | 55278.70 |  |  |  | 21288.70 |  |  |  | 15413 |  |  |  | 9344 |  |
| 37 |  | NOZZLE |  | 6840023E18 |  | PCY0292A |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 38 |  | NOZZLE - FUEL LARGE |  | 1317M47G16 |  | PHCJJ383 |  |  | 45253.70 |  |  |  | 15507.70 |  |  |  | 15730 |  |  |  | 6770 |  |
| 39 |  | NOZZLE - FUEL LARGE |  | 1317M47G16 |  | PHCFN253 |  |  | 44642.70 |  |  |  | 44642.70 |  |  |  | 20030 |  |  |  | 20030 |  |
| 40 |  | NOZZLE - FUEL LARGE |  | 6840023E16 |  | PHCJP220 |  |  | 47581.70 |  |  |  | 21288.70 |  |  |  | 14091 |  |  |  | 9344 |  |
| 41 |  | NOZZLE - FUEL LARGE |  | 6840023E16 |  | PHCJP217 |  |  | 47581.70 |  |  |  | 21288.70 |  |  |  | 14091 |  |  |  | 9344 |  |
| 42 |  | COOLER - IDG OIL |  | 340-403-102-0 |  | YB910707-0 |  |  | 48913.70 |  |  |  | 19041.70 |  |  |  | 21407 |  |  |  | 8421 |  |
| 43 |  | SENSOR-PT25 |  | RP236-00 |  | YC067661-E |  |  | 39820.70 |  |  |  | 39820.70 |  |  |  | 16949 |  |  |  | 16949 |  |
| 44 |  | HARNESS |  | 325-025-202-0 |  | YH237314 |  |  | 21288.70 |  |  |  | 21288.70 |  |  |  | 9344 |  |  |  | 9344 |  |
| 45 |  | HARNESS |  | 325-034-802-0 |  | YH240537-R |  |  | 48306.70 |  |  |  | 48306.70 |  |  |  | 21983 |  |  |  | 21983 |  |
| 46 |  | HARNESS |  | 325-035-003-0 |  | YH220668-8 |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 47 |  | HARNESS |  | 325-034-902-0 |  | YH216086-8 |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 48 |  | HARNESS |  | 325-025-702-0 |  | YH653639-2 |  |  | 21288.70 |  |  |  | 21288.70 |  |  |  | 9344 |  |  |  | 9344 |  |
| 49 |  | HARNESS |  | 325-025-803-0 |  | YH230201-6 |  |  | 44370.70 |  |  |  | 21288.70 |  |  |  | 19940 |  |  |  | 9344 |  |
| 50 |  | HARNESS |  | 325-027-701-0 |  | YH245278-7 |  |  | 51513.70 |  |  |  | 51513.70 |  |  |  | 23555 |  |  |  | 23555 |  |
| 51 |  | HARNESS |  | 325-025-401-0 |  | YH250435-U |  |  | 44642.30 |  |  |  | 44642.30 |  |  |  | 20381 |  |  |  | 20381 |  |
| 52 |  | SENSOR-T3 |  | 8TC19AANI |  | GDBD550C Photo taken |  |  | 45271.70 |  |  |  | 45271.70 |  |  |  | 24361 |  |  |  | 24361 |  |
| 53 |  | STATOR-ALTERNATOR |  | 87006-9 |  | HTL19023 Photo taken |  |  | 43310.70 |  |  |  | 15507.70 |  |  |  | 11673 |  |  |  | 6770 |  |
| 54 |  | ROTOR-ALTERNATOR |  | 85465-2 |  | HTLR732B |  |  | 45520.70 |  |  |  | 15507.70 |  |  |  | 11656 |  |  |  | 6770 |  |

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|  |  | **China Airlines** | | |  | **Engine Major Component List (LRU)** | | | | |  |  |  |  |  |  |

**Type: CFM56-7B     S/N: 874771**

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| **NO.** |  | **Nomenclature** |  | **Part Number** |  | **Serial Number** |  | **TSN** | |  |  | **TSO** | |  |  | **CSN** | |  |  | **CSO** | |  |
| 55 |  | UNIT - HYDROMECHANICAL(HMU) |  | 442369 |  | BECW2016 Photo taken |  |  | 37667.55 |  |  |  | 10473.55 |  |  |  | 16342 |  |  |  | 4579 |  |
| 56 |  | UNIT - ELECTRONIC ENGINE CONTROL |  | 1853M33P06 |  | LMDN5108 Photo taken |  |  | 27690.70 |  |  |  | 27690.70 |  |  |  | 11774 |  |  |  | 11774 |  |
| 57 |  | TRANSMITTER-FUEL FLOW |  | 1853M48P01 |  | GDB9614L Photo taken |  |  | 48913.70 |  |  |  | 48913.70 |  |  |  | 21407 |  |  |  | 21407 |  |
| 58 |  | SWITCH - FUEL FILTER DIFFERENTIALPRESS |  | QA07995 |  | RA8-3208 Photo taken |  |  | 613.30 |  |  |  | 613.30 |  |  |  | 272 |  |  |  | 272 |  |
| 59 |  | EXCITER - IGNITION |  | 10-631045-2 |  | UNJBY633 Photo taken |  |  | 37298.70 |  |  |  | 37298.70 |  |  |  | 10569 |  |  |  | 10569 |  |
| 60 |  | EXCITER - IGNITION |  | 10-631045-2 |  | UNJAK737 Photo taken |  |  | 42954.70 |  |  |  | 42954.70 |  |  |  | 11641 |  |  |  | 11641 |  |
| 61 |  | LEAD |  | 9059110-1 |  | UNJ11534 |  |  | 40084.70 |  |  |  | 15507.70 |  |  |  | 17077 |  |  |  | 6770 |  |
| 62 |  | LEAD |  | 9059110-1 |  | KG0392 |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 63 |  | VALVE - HPTACC |  | 3291186-6 |  | GRTG1697C Photo taken |  |  | 44427.70 |  |  |  | 15507.70 |  |  |  | 19946 |  |  |  | 6770 |  |
| 64 |  | VALVE - LPTACC |  | 340-402-003-0 |  | YR010371-U Photo taken |  |  | 44642.70 |  |  |  | 21560.70 |  |  |  | 20030 |  |  |  | 9434 |  |
| 65 |  | VALVE - TRANSIENT BLEED |  | 3291390-1 |  | GRTG4497 Photo taken |  |  | 46691.70 |  |  |  | 15507.70 |  |  |  | 20445 |  |  |  | 6770 |  |
| 66 |  | ACTUATOR - VARIABLE STATOR VANE |  | 1324M12P10 |  | APMMD735 Photo taken |  |  | 42785.70 |  |  |  | 16777.70 |  |  |  | 18753 |  |  |  | 6992 |  |
| 67 |  | ACTUATOR - VARIABLE STATOR VANE |  | 1211313-010 |  | APMML409 Photo taken |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 68 |  | ACTUATOR - VARIABLE BLLED VALVE |  | 1226400 |  | YU024968-A Photo taken |  |  | 39820.70. |  |  |  | 39820.70 |  |  |  | 16949 |  |  |  | 16949 |  |
| 69 |  | ACTUATOR - VARIABLE BLLED VALVE |  | 7074-300 |  | YU04861-3 Photo taken |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 70 |  | SENSOR-N1 SPEED |  | 320-862-401-0 |  | YJ187647-0 Photo taken |  |  | 39820.70 |  |  |  | 39820.70 |  |  |  | 16949 |  |  |  | 16949 |  |
| 71 |  | SENSOR-N2 SPEED |  | 320-549-004-0 |  | YJ192145-P |  |  | 47400.03 |  |  |  | 6011.39 |  |  |  | 15306 |  |  |  | 2635 |  |
| 72 |  | PROBE |  | TC296-04 |  | YC076456-BR Photo taken |  |  | 44481.30 |  |  |  | 5825.30 |  |  |  | 20138 |  |  |  | 2580 |  |
| 73 |  | PROBE |  | TC296-03 |  | YC494300-H Photo taken |  |  | 31133.70 |  |  |  | 31133.70 |  |  |  | 13253 |  |  |  | 13253 |  |
| 74 |  | PROBE |  | TC296-04 |  | YC077934-PR |  |  | 47641.70 |  |  |  | 47641.70 |  |  |  | 20803 |  |  |  | 20803 |  |
| 75 |  | PROBE |  | TC296-04 |  | YC076673-BR Photo taken |  |  | 49103.70 |  |  |  | 49103.70 |  |  |  | 22022 |  |  |  | 22022 |  |
| 76 |  | SENSOR |  | 144-186-000-011 |  | YV156641-F |  |  | 39820.70 |  |  |  | 39820.70 |  |  |  | 16949 |  |  |  | 16949 |  |
| 77 |  | SENSOR |  | 144-187-000-011 |  | YV160151-7 |  |  | 45271.70 |  |  |  | 45271.70 |  |  |  | 24361 |  |  |  | 24361 |  |
| 78 |  | OIL TANK |  | 41F5102 |  | YT012632-P Photo taken |  |  | 39820.70 |  |  |  | 39820.70 |  |  |  | 16949 |  |  |  | 16949 |  |
| 79 |  | LUBRICATIONUNIT |  | 41F1005 |  | YT005326-N Photo taken |  |  | 48938.70 |  |  |  | 15507.70 |  |  |  | 21856 |  |  |  | 6770 |  |
| 80 |  | HEATER-SERVO FUEL |  | 301-789-101-0 |  | YB000520-W Photo taken |  |  | 53912.70 |  |  |  | 15507.70 |  |  |  | 20768 |  |  |  | 6770 |  |
| 81 |  | EXCHANGER-MAIN OIL/FUEL HEAT |  | 11-841193-4 |  | YP027044-T Photo taken |  |  | 53912.70 |  |  |  | 15507.70 |  |  |  | 20768 |  |  |  | 6770 |  |

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|  |  | **China Airlines** | | |  | **Engine Major Component List (LRU)** | | | | |  |  |  |  |  |  |

**Type: CFM56-7B    S/N: 874771**

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| **NO.** |  | **Nomenclature** |  | **Part Number** |  | **Serial Number** |  | **TSN** | |  |  | **TSO** | |  |  | **CSN** | |  |  | **CSO** | |  |
| 82 |  | FILTER |  | 41F9003 |  | YT122212-C Photo taken |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 83 |  | TRANSMITTER - OIL SCAVENGE FILTER CLOG |  | QA07656ISS1 |  | RX1-5176 Photo taken |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 84 |  | SENSOR |  | 8TJ146CFA1 |  | YE012641-L Photo taken |  |  | 39820.70 |  |  |  | 39820.70 |  |  |  | 16949 |  |  |  | 16949 |  |
| 85 |  | SENSOR |  | APTE-8A-2000-7BARI |  | K-19731 Photo taken |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 86 |  | PROBE |  | RP238-00 |  | YC097870-R Photo taken |  |  | 39820.70 |  |  |  | 39820.70 |  |  |  | 16949 |  |  |  | 16949 |  |
| 87 |  | STARTER |  | 3505945-10 |  | GRTA2383C Photo taken |  |  | 6495.87 |  |  |  | 6495.87 |  |  |  | 2861 |  |  |  | 2861 |  |

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|  |  | China Airlines |  |  |  | Reviewed By |  | /s/ H.C. Chong |  | AUG 23 2017 |

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|  |  | **China Airlines** | | |  | **Engine Major Component List (QEC)** | | | | |  |  |  |  |  |  |

**Type: CFM56-7B    S/N: 874771**

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| **NO.** |  | **Nomenclature** |  | **Part Number** |  | **Serial Number** |  | **TSN** | |  |  | **TSO** | |  |  | **CSN** | |  |  | **CSO** | |  |
| 1 |  | GENERATOR-INTEGRATED DRIVE |  | 761574B |  | 2649  Photo taken |  |  | 36173.70 |  |  |  | 36173.70 |  |  |  | 15668 |  |  |  | 15668 |  |
| 2 |  | COOLER - IDG AIR/OIL |  | UA538551-3 |  | 0319 |  |  | 44650.70 |  |  |  | 15507.70 |  |  |  | 20035 |  |  |  | 6770 |  |
| 3 |  | RING-IDG QUICK ATTACH/DETACH |  | 762246 |  | 0695 |  |  | 48777.70 |  |  |  | 48777.70 |  |  |  | 21493 |  |  |  | 21493 |  |
| 4 |  | DETECTOR - ENGINE CORE AFTER FIRE |  | 902862 |  | 1513 |  |  | 44924.70 |  |  |  | 44924.70 |  |  |  | 24253 |  |  |  | 24253 |  |
| 5 |  | DETECTOR - ENGINE FAN LOWER FIRE |  | 902016-01 |  | 1933 |  |  | 47966.70 |  |  |  | 47966.70 |  |  |  | 20845 |  |  |  | 20845 |  |
| 6 |  | DETECTOR - ENGINE CORE RIGHT |  | 902018-01 |  | 1446  Photo taken |  |  | 44650.70 |  |  |  | 44650.70 |  |  |  | 20035 |  |  |  | 20035 |  |
| 7 |  | DETECTOR - ENGINE FAN UPPER F1RE |  | 902864 |  | 9642 |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 8 |  | PUMP - ENGINE DRIVE HYDRAULIC |  | 66087 |  | K0650  Photo taken |  |  | 43659.70 |  |  |  | 43659.70 |  |  |  | 23243 |  |  |  | 23243 |  |
| 9 |  | HOSE ASSY |  | S332A210-21 |  | 2941 |  |  | 41499.70 |  |  |  | 41499.70 |  |  |  | 17848 |  |  |  | 17848 |  |
| 10 |  | HOSE ASSY |  | 155016-20-11 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 11 |  | HOSE ASSY |  | 155006-06-23 |  | XXX |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 12 |  | VALVE - GROUND THERMAL ANTI - ICE SOLENOID |  | 320548-2 |  | 4028  Photo taken |  |  | 30455.89 |  |  |  | 10810.04 |  |  |  | 12837 |  |  |  | 4700 |  |
| 13 |  | VALVE - ENGINE COWL TAI |  | 3215618-4 |  | 402C  Photo taken |  |  | 43401.70 |  |  |  | 43401.70 |  |  |  | 19349 |  |  |  | 19349 |  |
| 14 |  | CHECK VALVE - BLEED AIR 5TH- STAGE |  | 3202222-l |  | 6362 8303 installed |  |  | 49175.59 |  |  |  | 19785.59 |  |  |  | 21381 |  |  |  | 8710 |  |
| 15 |  | REGULATOR- BLEED AIR |  | 107492-6 |  | 6182 |  |  | 41468.70 |  |  |  | 41468.70 |  |  |  | 18226 |  |  |  | 18226 |  |
| 16 |  | VALVE - PRESSURE REGULATING AND SHUTOFF |  | 3214552-6 |  | 4222  Photo taken |  |  | 45505.04 |  |  |  | 45505.04 |  |  |  | 23825 |  |  |  | 23825 |  |
| 17 |  | VALVE - HIGH STAGE |  | 3214446-4 |  | 7653  Photo taken |  |  | 39586.70 |  |  |  | 39586.70 |  |  |  | 17005 |  |  |  | 17005 |  |
| 18 |  | REGULATOR - HIGH STAGE |  | 107484-7 3172347-1 |  | 6640 59364 installed |  |  | 34211.70 |  |  |  | 34211.70 |  |  |  | 14182 |  |  |  | 14182 |  |
| 19 |  | STRUT |  | 332A2371-3 |  | 222-4  Photo taken |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 20 |  | VALVE |  | 3289562-5 |  | 14750  Photo taken |  |  | 12474.54 |  |  |  | 12474.54 |  |  |  | 5557 |  |  |  | 5557 |  |
| 14 |  | KIT - CFM56 QEC |  | 654A0001-8006 |  | 874771 |  |  | 48734.70 |  |  |  | 48734.70 |  |  |  | 21475 |  |  |  | 21475 |  |
| 15 |  | HARNESS |  | 325-026-701-0 |  | YH320424-F |  |  | 45271.70 |  |  |  | 15507.70 |  |  |  | 24361 |  |  |  | 6770 |  |
| 16 |  | HARNESS |  | 325-029-908-0 |  | YH315350H |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 17 |  | HARNESS |  | 325-026-901-0 |  | YH300-606-Y |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 18 |  | HARNESS |  | 325-026-801-0 |  | 7H326125-7 |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 19 |  | HARNESS |  | 325-035-501-0 |  | YH295617-2 |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 20 |  | HARNESS |  | 325-015-001-0 |  | YH305374-1 |  |  | 15507.70 |  |  |  | 15507.70 |  |  |  | 6770 |  |  |  | 6770 |  |
| 21 |  | MOUNT ASSY - ENGINE FWD |  | 310A2020-5 |  | 276309E |  |  | 44378.70 |  |  |  | 15507.70 |  |  |  | 19945 |  |  |  | 6770 |  |

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|  |  | **China Airlines** | | |  | **Engine Major Component List (QEC)** | | | | |  |  |  |  |  |  |

**Type: CFM56-7B    S/N: 874771**

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| **NO.** |  | **Nomenclature** |  | **Part Number** |  | **Serial Number** |  | **TSN** | |  |  | **TSO** | |  |  | **CSN** | |  |  | **CSO** | |  |
| 22 |  | LINK ASSY - LEFT THRUST |  | 310A2041-9 |  | CAL0001 |  |  | 46731.70 |  |  |  | 15507.70 |  |  |  | 20016 |  |  |  | 6770 |  |
| 23 |  | LINK ASSY - RIGIIT THRUST |  | 310A2041-10 |  | CAL891132 |  |  | 39820.70 |  |  |  | 15507.70 |  |  |  | 16949 |  |  |  | 6770 |  |
| 24 |  | MOUNT ASSY - ENGINE AFT |  | 310A2030-11 |  | B639 Photo taken |  |  | 48734.70 |  |  |  | 15507.70 |  |  |  | 21475 |  |  |  | 6770 |  |
| 25 |  | SENSOR - Tl2 |  | RP235-00 |  | F2276 Photo taken |  |  | 39820.70 |  |  |  | 39820.70 |  |  |  | 16949 |  |  |  | 16949 |  |
| 26 |  | PLUG - EXHAUST PRIMARY |  | 314A2620-1 |  | 0610 Photo taken |  |  | 48734.70 |  |  |  | 48734.70 |  |  |  | 21475 |  |  |  | 21475 |  |
| 27 |  | NOZZLE - EXHAUST PRIMARY |  | 314A2610-1 |  | 0610 Photo taken |  |  | 48734.70 |  |  |  | 48734.70 |  |  |  | 21475 |  |  |  | 21475 |  |
| 28 |  | VALVE - START |  | 3289630-2 |  | 5626 Photo taken |  |  | 40752.70 |  |  |  | 40752.70 |  |  |  | 18276 |  |  |  | 18276 |  |

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|  |  | E&M Quality Assurance Division |  |  |  | Prepared By |  | /s/ Jo Fj |  |  |
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|  |  | China Airlines |  |  |  | Reviewed By |  | /s/ H.C Chong |  | AUG 23 2017 |

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