



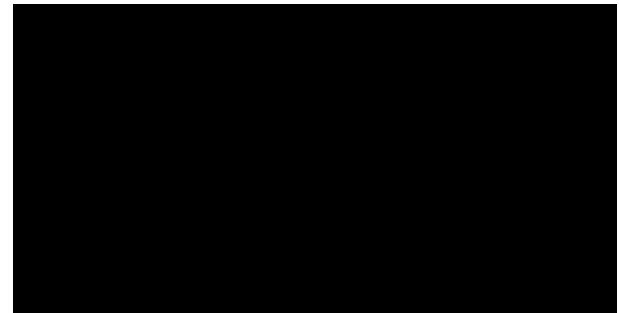
AAR AIRCRAFT TURBINE CENTER

LIFE LIMITED PART USAGE REPORT

CFM56-5 LPT STG 2 DISK P/N 336-001-909-0 S/N PC308001

AIRCRAFT ENGINE NUMBER	ENGINE MODEL	MODULE NUMBER	UNIT INSTALLED WITH		ENGINE TIME AT INSTALLATION		ENGINE TIME AT REMOVAL		ADDITIONAL USAGE		CURRENT LLP TOTAL TIME		
			HOURS	CYCLES	HOURS	CYCLES	HOURS	CYCLES	HOURS	CYCLES	HOURS	CYCLES	
1	575744	CFM56-5B6/P	LPT	0	0	DATE: 23148	Jan-16 19997	DATE: 33576	Oct-21 29802	10428	9805	10428	9805
2	575744	CFM56-5B6/P	LPT	10428	9805	DATE: 33576	Oct-21 29802	DATE: 33788	Jan-22 29997	212	195	10640	10000

POWER RATING	5B2/P	5B3	5B4	5B6/P
TOTAL CYCLES	0	0	0	10000
CYCLE LIMIT	25,000	25,000	25,000	25000
CYCLES REMAINING	15,000	15,000	15,000	15,000





Aircraft Turbine Center
LIFE-LIMITED PARTS PROFILE

ENGINE TYPE: CFM56-5B6/P
SERIAL NUMBER: 575744

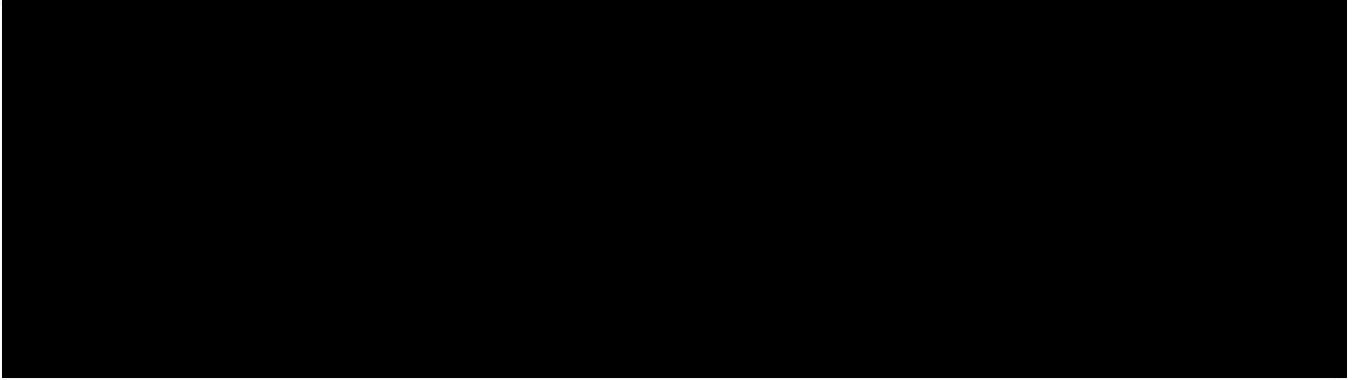
REPORT DATE: 4-Apr-22
HOURS/CYCLES UPDATED: 23-Nov-21

TSN:	33788.0
CSN:	29997
TSCR:	10640.0
CSCR:	10000
TSR:	10640.0
CSR:	10000

	PART NUMBER	SERIAL NUMBER	TOTAL TIME	TOTAL CYCLES			TIME LIMIT	CYCLE LIMIT			TIME REMAIN	CYCLES REMAINING		
				5B2	5B4	5B6/P		5B2	5B4	5B6/P		5B2	5B4	5B6/P
FAN ROTOR														
FAN DISK	338-001-504-0	BC061632	33788.0	0	0	29997	N/A	30000	30000	30000	N/A	3	3	3
BOOSTER SPOOL	338-001-906-0	BB962897	33788.0	0	0	29997	N/A	30000	30000	30000	N/A	3	3	3
FAN SHAFT	338-010-601-0	DC548436	33788.0	0	0	29997	N/A	30000	30000	30000	N/A	3	3	3
HPC ROTOR														
FRONT SHAFT	1386M56P03	NCU28185	10640.0	0	0	10000	N/A	20000	20000	20000	N/A	10000	10000	10000
STG 1-2 SPOOL	1558M31G07	FGB0A6EN	10640.0	0	0	10000	N/A	20000	20000	20000	N/A	10000	10000	10000
STG 3 DISK	2116M23P01	XAEVD139	10640.0	0	0	10000	N/A	20000	20000	20000	N/A	10000	10000	10000
STG 4-9 SPOOL	2048M20G04	GWN0WNMG	10640.0	0	0	10000	N/A	20000	20000	20000	N/A	10000	10000	10000
COMPR REAR AIRSEAL	2116M25P01	GFF5J3KP	10640.0	0	0	10000	N/A	20000	20000	20000	N/A	10000	10000	10000
HPT ROTOR														
FRONT SHAFT	2048M21P03	FCV02V54	10640.0	0	0	10000	N/A	20000	20000	20000	N/A	10000	10000	10000
FRONT AIRSEAL	2116M20P02	TMT3T905	10640.0	0	0	10000	N/A	20000	20000	20000	N/A	10000	10000	10000
DISK	1498M43P07	GWN0WN22	10640.0	0	0	10000	N/A	20000	20000	20000	N/A	10000	10000	10000
REAR SHAFT	1864M90P04	TMTD1589	10640.0	0	0	10000	N/A	20000	20000	20000	N/A	10000	10000	10000
LPT ROTOR														
STG 1 DISK	336-001-804-0	PC304348	10640.0	0	0	10000	N/A	25000	25000	25000	N/A	15000	15000	15000
STG 2 DISK	336-001-909-0	PC308001	10640.0	0	0	10000	N/A	25000	25000	25000	N/A	15000	15000	15000
STG 3 DISK	336-002-006-0	PC315039	10640.0	0	0	10000	N/A	25000	25000	25000	N/A	15000	15000	15000
STG 4 DISK	336-002-105-0	PC302608	10640.0	0	0	10000	N/A	25000	25000	25000	N/A	15000	15000	15000
LPT SHAFT	338-010-005-0	PC268135	10640.0	0	0	10000	N/A	25000	25000	25000	N/A	15000	15000	15000
ROTOR SUPPORT	340-301-702-0	DK266393	10640.0	0	0	10000	N/A	25000	25000	25000	N/A	15000	15000	15000
LPT CASE	338-117-455-0	DC503877	33788.0	0	0	29997	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LPT FRAME	338-171-703-0	LA113047	33788.0	0	0	29997	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

THE ABOVE DATA HAVE BEEN COMPILED FROM ENGINE RECORDS SUPPLIED BY THE PREVIOUS OWNER, REPAIR AGENCIES AND OPERATORS OF THE ENGINE.
ANY REPRESENTATIONS AND WARRANTIES WITH RESPECT TO THIS ENGINE WILL BE EXPRESSED IN A DEFINITIVE WRITTEN AGREEMENT.

**AMENDMENT NO. 24
TO
CFM56-5B/7B SURPLUS MATERIAL MANAGEMENT &
QEC & LRU INVENTORY MANAGEMENT SERVICES AGREEMENT**

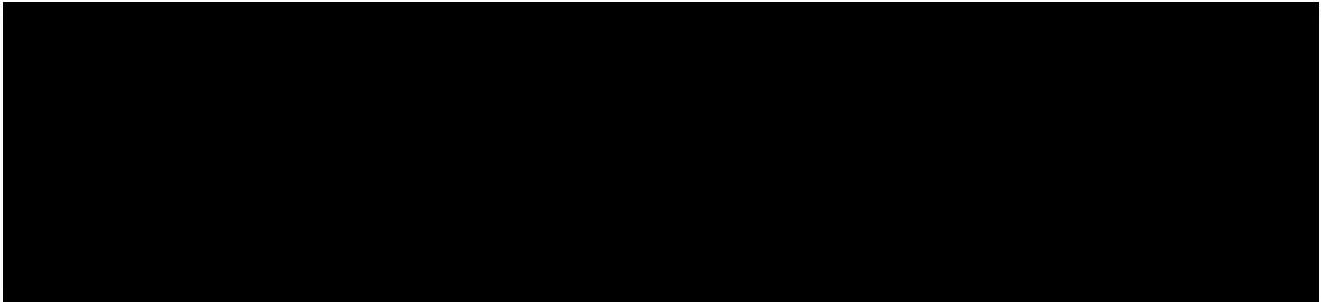


WHEREAS, the parties wish to amend the Agreement, as set forth herein.

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto, intending to be legally bound, do hereby agree as follows:

1. Terms used herein but not defined shall have their meanings as set forth in the Agreement.
2. Exhibit A. Exhibit A of the Agreement is hereby deleted in its entirety and replaced in full with Exhibit A to this Amendment.
3. Except as expressly amended above, all other terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed as of the day and year set forth above.



One (1) Module 03MM from CFM56-5B engine bearing manufacturer's serial number 779372

One (1) Module 21X (does not include Fan Blades, Spinner Cones, Platforms, shims, spacers or attaching hardware), one (1) Module 22X, from CFM56-5B engine bearing manufacturer's serial number 575484, excluding QEC

One (1) Module 21X (does not include Fan Blades, Spinner Cones, Platforms, shims, spacers or attaching hardware), one (1) Module 22X, from CFM56-5B engine bearing manufacturer's serial number 575843, excluding QEC

One (1) Module 02MM from CFM56-7B engine bearing manufacturer's serial number 892949

One (1) CFM International model CFM56-5B engine bearing manufacturer's serial number 779262, with full QEC

One (1) CFM International model CFM56-5B engine bearing manufacturer's serial number 697911, with full QEC

One (1) CFM International model CFM56-5B engine bearing manufacturer's serial number 575700, with partial QEC

One (1) CFM International model CFM56-5B engine bearing manufacturer's serial number 577765, with full QEC, but excluding Module 03MM

One (1) CFM International model CFM56-7B engine bearing manufacturer's serial number 875142, with full QEC, but excluding Module 03MM

One (1) CFM International model CFM56-5B engine bearing manufacturer's serial number 575744, with full QEC



CERTIFICATION STATEMENT

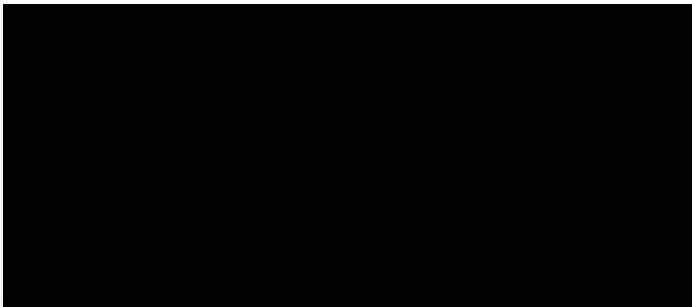


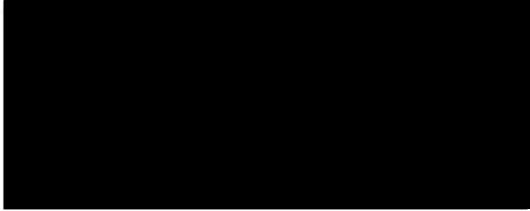
- Was not removed from an aircraft that has been subjected to any extreme heat or other form of extreme stress, e.g. major engine failure, fire, or involved in an incident or accident as defined by the relevant regulating authority;
- Has not been immersed in salt water or otherwise exposed to corrosive agents outside normal operation; and
- Was not obtained from nor operated by any Government, or any military sources.

Engine Type	Engine Serial No.	TSN	CSN
CFM56-5B	575744	33,788	29,997

Last Operator: ITA

EXECUTED THIS 5 / 10 / 2022
 Month Day Year





CERTIFICATION STATEMENT

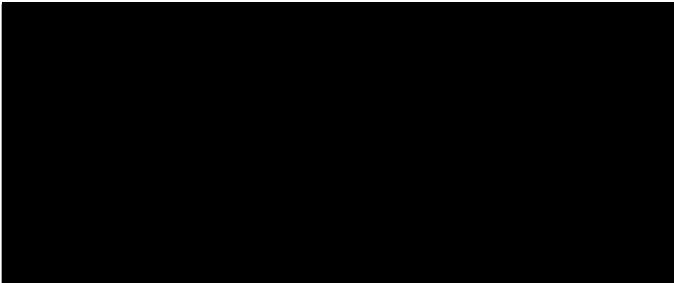


- Has not had any PMA parts or Non-Type Certificate Holder repaired parts installed other than those authorized by the Engine manufacturer.

Engine Type	Engine Serial No.	TSN	CSN
CFM56-5B	575744	33,788	29,997

Last Operator: ITA

EXECUTED THIS 5 / 10 / 2022
 Month Day Year



[REDACTED]

May 10, 2022

To Whom It May Concern

SUBJECT: Trace Letter
CFM56-5B/7B Engine Management Agreement - Contract No. 30679,
dated as of December 3, 2020 (the "Agreement")

[REDACTED]

1. [REDACTED] delivers to AAR certain equipment, including the following engine (the "Engine"):

MFR	MODEL	SERIAL NUMBER	TOTAL TIME SINCE NEW	TOTAL CYCLES SINCE NEW
CFM International	CFM56-5B	575744	33,788	29,997

2. AAR is authorized to offer the Engine and/or parts (hereinafter, "Surplus Material") from the Engine for sale to third parties, consistent with the terms of the Agreement.
3. At the time of sale of an Engine or an item of Surplus Material therefrom, in accordance with the terms of the Agreement, title to said Engine or item of Surplus Material will transfer from [REDACTED] AAR immediately prior to the physical removal of said Engine or item of Surplus Material by AAR for delivery and transfer of title to the third party.
4. In the event of any conflict between the provisions of this letter and the Agreement, the provisions of the Agreement shall prevail.

Sincerely,

[REDACTED]

**ENGINE RETURN RECEIPT
(ESN 575744)**



the terms of that Engine Program Agreement dated as of October 28, 2021 (as novated, assigned, amended, supplemented or otherwise modified from time to time, the "**Agreement**"), by and between Lessor and Lessee with the following Records [**Records list to be adjusted before signing to reflect exact list of Records provided at Delivery**]:

- (i) [EASA full maintenance release document (*i.e.*, EASA Form One plus Mini-Pack or SV report), including accessory listing;
- (ii) life limited parts status report, including B2B records (softcopies) for every life limited parts;
- (iii) AD status report (signed);
- (iv) Service Bulletin status report (signed);
- (v) thrust statement;
- (vi) ECM data;
- (vii) MPA or test cell run data documenting the Engine's ability to perform at its rated takeoff thrust;
- (viii) Full (per AMM) boroscope report with FH&FC including video;
- (ix) LDND list (signed) and accessory list signed (including softcopies of certification forms for components / LRU's);
- (x) ETOPS Statement;
- (xi) Missing Parts list;
- (xii) QEC and LRU Inventory List;
- (xiii) Removal installation history;

(xiv) a copy of the engine preservation tag (original to be shipped with Engine) and preservation documentation, including engine maintenance write-ups (performed at Engine's last removal);

(xv) a certificate from the last operator of the Engine stating that, during the term of operation, 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, or, if any of (a)-(d) occurred, describing such events in reasonable detail;

(xvi) status of Maintenance Planning Document (MPD) task cards;

(xvii) most recent oil consumption trend data report;

(xviii) fuel statement, oil statement, PMA statement, DER statement;

(xix) operator statement of thrust category at which the Engine was operated by each operator;

(xx) **OPEN/DEFERRED/CARRY FORWARD** items, documentation covering any Open items, Deferred Defects or Carry Forward items;

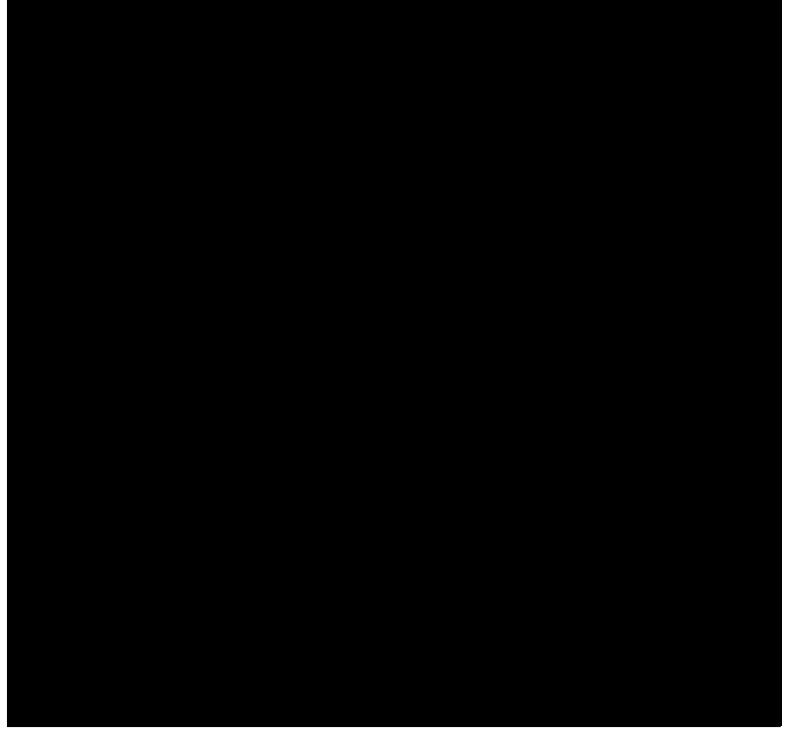
(xxi) logs of Flight Hours and Cycles;

(xxii) relevant defect or pilot reports;

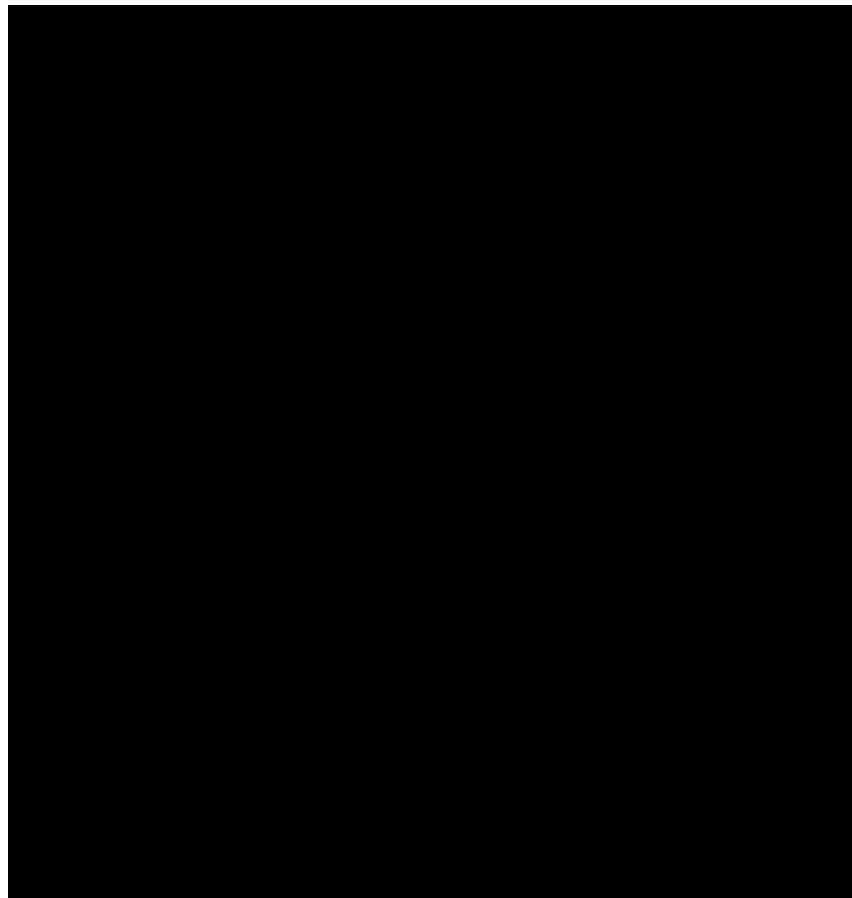
(xxiii) engine maintenance write-ups; and

(xxiv) AWB for all original Records].

Date: _____, 2022



Date: _____, 2022



[Signature Page - Engine Return Receipt
(ESN 575744)]

EX-21.1 3 ftai12312021exhibit211.htm EX-21.1

Exhibit 21.1**State of Incorporation/Formalization**

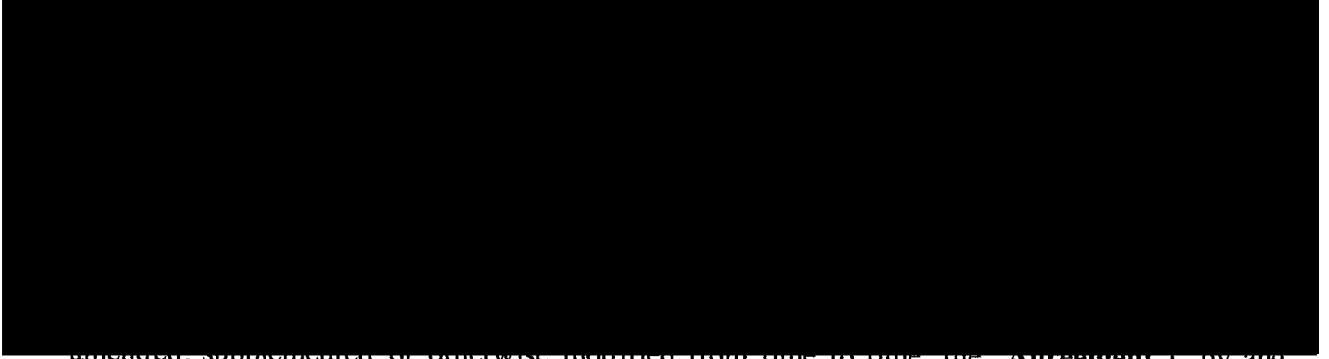
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State of Incorporation/Formalization

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Bermuda
Ireland
Delaware
Ireland
Malta
Bermuda
Bermuda
Bermuda
Malaysia
Bermuda

**ENGINE RETURN RECEIPT
(ESN 575744)**



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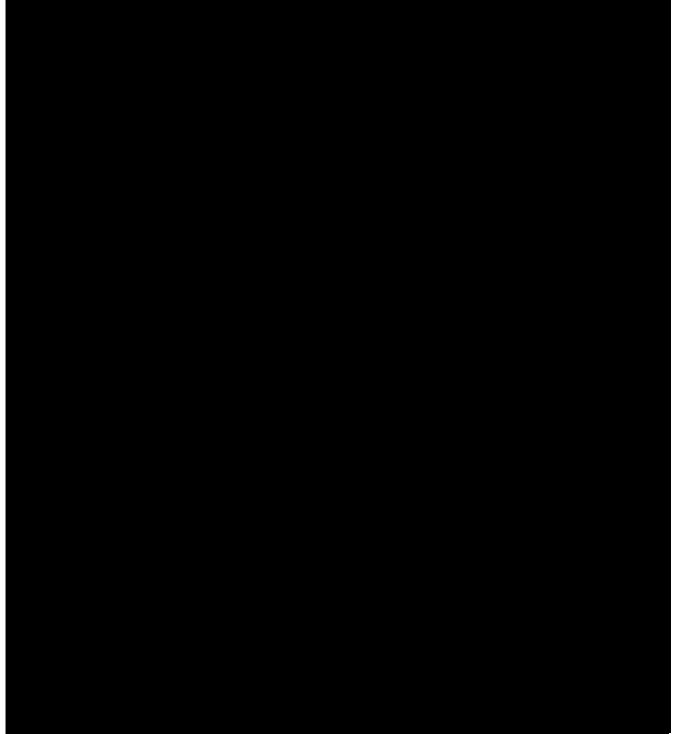
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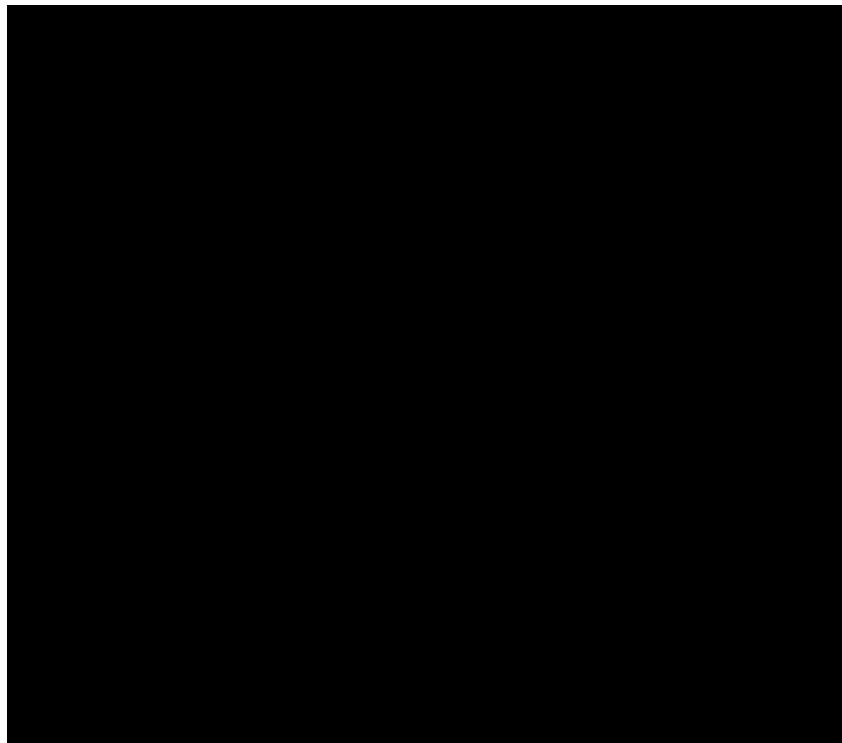
(xxiii) engine maintenance write-ups; and

(xxiv) AWB for all original Records].

Date: _____, 2022

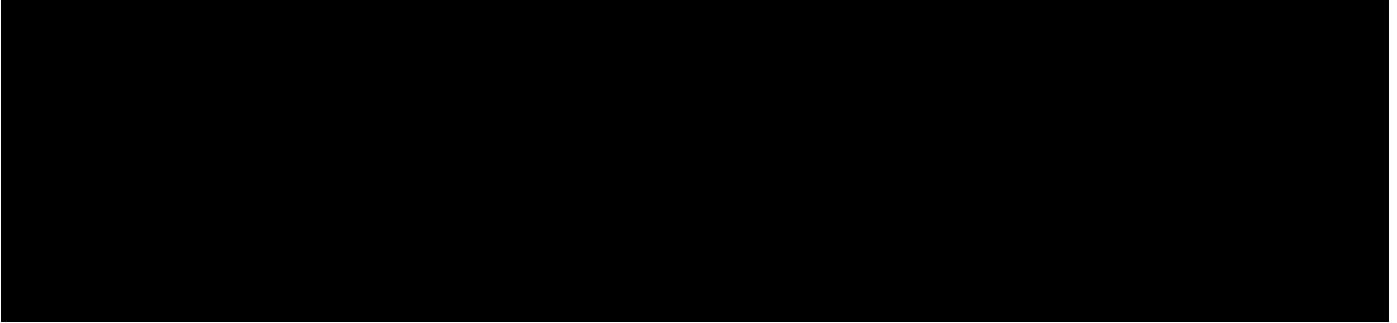


Date: _____, 2022



[Signature Page - Engine Return Receipt
(ESN 575744)]

BILL OF SALE



Buyer for and in consideration of the Purchase Price receipt of which is hereby acknowledged by Seller:

1. one (1) used Airbus model A319-112 aircraft bearing manufacturer's serial number 2074;
2. two (2) used CFM International, Inc. model CFM56-5B engines bearing manufacturer's serial numbers 575685 and 575744;
3. all equipment, accessories and Parts belonging to, installed in or appurtenant to such aircraft or engines to the extent that title thereto has been vested in Seller; and
4. the Aircraft Documentation; (referred to herein as the "**Equipment**").

The Equipment is sold in "*as-is and where-is*" condition.

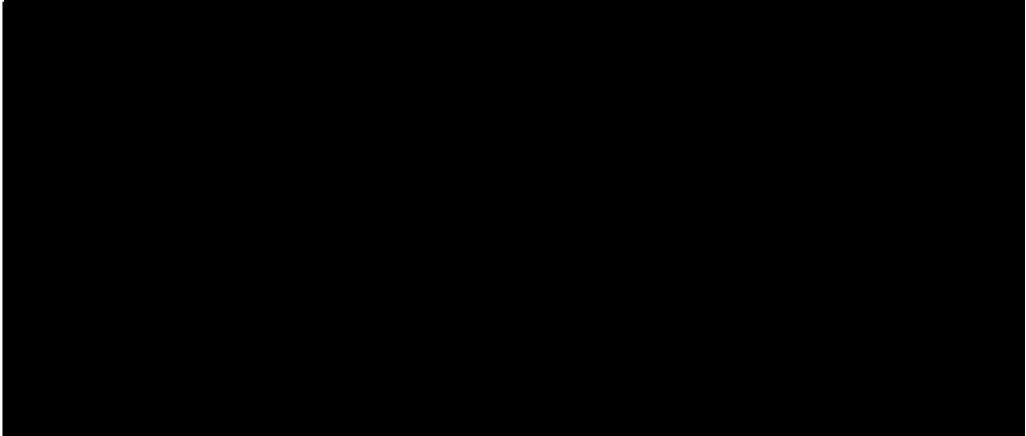
The Seller hereby warrants to the Buyer, its successors and assigns that it had good and lawful right to sell, deliver and transfer title to the Equipment, free and clear of all liens, claims, charges, encumbrances and rights of others and that Seller shall forever warrant and defend such title against any claims and demands, other than as specified in Clause 2.1 of the Purchase Agreement

This Bill of Sale shall be governed by and construed in accordance with the laws of New York, subject to mandatory law.

Unless otherwise defined herein or the context requires otherwise, terms and expressions defined in the Purchase Agreement have the same meanings when used in this Bill of Sale.

[Remainder of the Page Intentionally Left Blank]

IN WITNESS WHEREOF Seller has caused this Bill of Sale with respect to one Airbus Aircraft with MSN 2074 to be duly executed at 16:35 hours (New York time) this 2nd day of November, 2021 whilst the Aircraft was located at Orly Airport (ORY) in Orly, France



By:

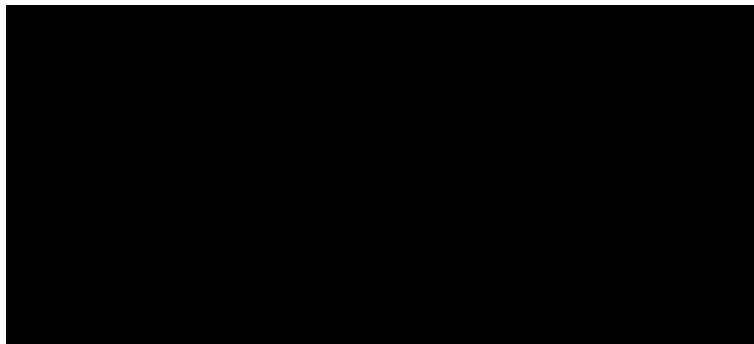
Title:

IN WITNESS WHEREOF Seller has caused this Bill of Sale with respect to one Airbus Aircraft with MSN 2074 to be duly executed at 16:35 hours (New York time) this 2nd day of November, 2021 whilst the Aircraft was located at Orly Airport (ORY) in Orly, France

AIRCRAFT PURCHASE COMPANY NO. 12 LIMITED (Seller)

By:

Title:

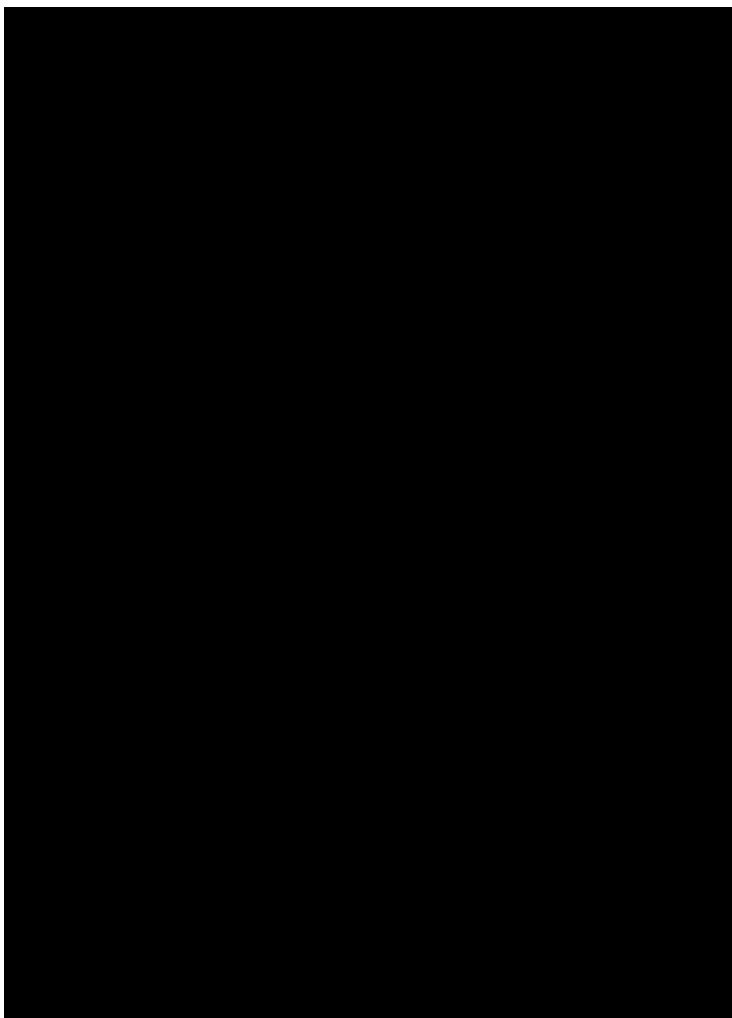


EX-21.1 3 ftai12312021exhibit211.htm EX-21.1

State of Incorporation/Formalization
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[REDACTED]

Incident / Accident Clearance Statement:

Date: **31/jan/2022**

Engine Model: CFM56-5B6/P
MFR S/N: 575744

This Letter is to confirm that with regard to the above mentioned **CFM56-5B6/P** Engine bearing manufacturer serial number **575744**, we hereby confirm that to the best of our knowledge the above mentioned Engine, together with its subparts and components, during its operation:

with [REDACTED] 15/oct/2021 until 12/jan/2022:

1. Neither the engine, nor any part installed have been:
 - Damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, or.
 - Subjected to severe stress or heat (such as in a major engine failure, accident or fire) or has been submersed in salt water,
 - Have not been subjected to extreme stress or over temperature, or exceeded the Manufacturer's Operational Limitations;
 - Has not been exposed to corrosive agents outside of those approved by the manufacture for the purposes of maintenance and/or preservation only; and
 - Were maintained in accordance with the standards and practices recommended by the manufacturers, as well as **ITA Airways** approved Maintenance Programs.

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

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

[REDACTED]

ENGINE TIMES at 12/jan/2022: TSN 33788 – CSN 29997

[REDACTED]

[REDACTED]

Fiumicino 21/feb/2022

OPERATOR STATEMENT

To Whom It May Concern

Engine P/N: CFM56-5B6/P
Engine S/N: 575744

Status @ 12/jan/2022:

Engine Time Since New: 33788
Engine Cycles Since New: 29997
Engine TSLSV: 10640
Engine CSLSV: 10000

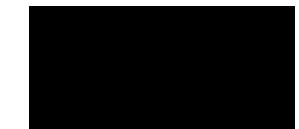
This Statement certifies that above Engine was operated by ITA Airways from **15/oct/2021** until **12/jan/2022** and confirms, to the best of my knowledge, that it has been operated at following thrust rate level:

- **23500 lbs. (CFM56-5B6/P)** from 15/oct/2021 to 12/jan/2022 (FH 212/FC 195)
- [REDACTED]

OPERATOR'S COMBINATION STATEMENT

This serves to confirm that during the lease term, operation, and redelivery of Engine model: CFM56-5B/6P serial number: 575744 by ITA Airways :

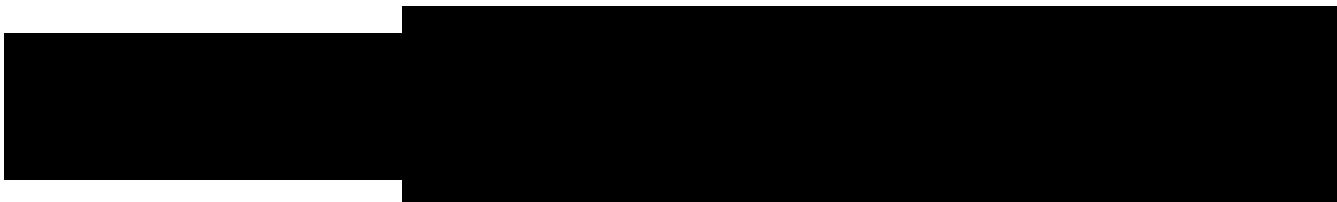
- 1) There are Open Maintenance items, Deferred Maintenance, MMEL items and/or Carry Forward items outstanding on the Engine and its QEC Kit at redelivery. Yes No
Ref. WOs 829142131, 912856421
- 2) Alert Service Bulletins/Service Bulletins and/or Manufacturer's All Operator Wires were accomplished or complied with. Yes No *If yes, please provide supporting documentation*
- 3) Engine, Accessory and/or QEC Kit components were replaced. Yes No
If yes, please provide supporting documentation
- 4) Unscheduled Maintenance and/or Inspections were performed during the lease term.
Yes No *Ref. WOs 109129025, 109129037, 109129038*
- 5) Scheduled Maintenance and/or Inspections were performed during the lease term.
Yes No *Ref. WOs 917562203, 917532302, 917453272, 917453081*
- 6) Fan Blade Lubrication was accomplished Yes No
If yes, please provide supporting documentation
- 7) Fan Blade Replacement was performed Yes No
If yes, please provide supporting documentation
- 8) The Engine was serviced with Oil MOBIL OIL JET 2 during the lease term
- 9) An Oil Analysis report was generated during the lease term. Yes No
Ref. Oil Trend provided
- 10) The Oil Consumption rate was (*Ref. Oil Trend provided*) during the lease term
- 11) The Engine was operated using CIS Fuels and/or Fuel Additives. Ref: CF6-80C2 SB 73-0355 R01/ CFM56 SB 73-0146R1 No N/A if not applicable Yes If yes, please list fuel type and duration.
- 12) (Only applicable for IAE engines) In accordance with IAE design policy and SB 72-A0615 Rev. 9 page 12 paragraph F, we herewith warrant and confirm that the Engine has not stayed shutdown more than six hours in India after engine shutdown for more than 0 times during the Operational Term.
Please check if this item is not applicable N/A
- 13) Was the fuel used during lease term ever contaminated with Fatty Acid Methyl Ester (FAME) Reference FAA SPECIAL AIRWORTHINESS INFORMATION BULLETIN: NE-09-25R1?
Yes No If yes, please advise amount of FAME and corrective action
- 14) Were any Non-OEM Approved Repairs performed on the Engine or its installed QEC?
Yes No *If yes, please provide supporting documentation*



Part Movement Traceability Report

Part Number	CFM56-5B6/P	Serial Number	575744	Inst./Rem.	Date	Reason	Thrust Rate level	Part No.	TSN	CSN	Part No.	Serial No.	TSN	CSN	AC Typ	AC MSN	TAH	TAC	EV NBR	OVH SHOP
INST	17.Dec.2003						23500 lbs.	CFM56-5B6/P	0	0	CFM56-5B6/P	575744	0	0	319	2127	0	0	---	----
REM	04.Oct.2012	CONVENIENCE					23500 lbs.	CFM56-5B6/P	17820	15099	CFM56-5B6/P	575744	17820	15099	319	2127	17820	15099	---	----
INST	04.Oct.2012						23500 lbs.	CFM56-5B6/P	17820	15099	CFM56-5B6/P	575744	17820	15099	319	2101	18019	15357		
REM	23.Jun.2015	US					23500 lbs.	CFM56-5B6/P	23148	19997	CFM56-5B6/P	575744	23148	19997	319	2101	23347	20255	278	IAI
INST	13.Jan.2016						23500 lbs.	CFM56-5B6/P	23148	19997	CFM56-5B6/P	575744	23148	19997	319	2074	24562	21512		
REM	12.Jan.2022	CONVENIENCE					23500 lbs.	CFM56-5B6/P	33788	29997	CFM56-5B6/P	575744	33788	29997	319	2074	35202	31512	---	----

Date : 31/Jan/2022



LLP Status

ITEM P/N	DESCRIPTION S/N	TOTAL LIFE TSN	USAGE - CYS								OTHER USAGE	LIMIT - CYS								OTHER USAGE								RESIDUAL LIFE - CYS								OTHER USAGE											
			585/p	582/3	584/3	585/3	586/3	582/p	584/p	586/p		585/p	582/3	584/3	585/3	586/3	582/p	584/p	586/p	585/p	582/3	584/3	585/3	586/3	582/p	584/p	586/p	585/p	582/3	584/3	585/3	586/3	582/p	584/p	586/p	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				
			CSN								TSI	0	0	0	0	0	0	0	0	CSI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A									
211	BOOSTER SPOOL BB962897	33788	29997	0	0	0	0	0	0	29997	0	0	0	0	0	0	0	0	30000	30000	30000	30000	30000	30000	30000	30000	30000	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	N/A	N/A	N/A	N/A
213	FAN DISK STG 1 BC061631	33788	29997	0	0	0	0	0	0	29997	0	0	0	0	0	0	0	0	30000	30000	30000	30000	30000	30000	30000	30000	30000	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	N/A	N/A	N/A	N/A
221	FAN SHAFT	33788	29997	0	0	0	0	0	0	29997	0	0	0	0	0	0	0	0	30000	30000	30000	30000	30000	30000	30000	30000	30000	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	N/A	N/A	N/A	N/A
338-010-601-0	DC548436	33788	29997	0	0	0	0	0	0	29997	0	0	0	0	0	0	0	0	30000	30000	30000	30000	30000	30000	30000	30000	30000	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	N/A	N/A	N/A	N/A
312	HPC SHAFT	1386M56P03	NCU28185	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	20000	20000	20000	20000	20000	20000	20000	20000	20000	1	1	1	1	1	1	1	1	10000	10000	10000	10000	10000	10000	10000	10000	N/A	N/A	N/A	N/A
313	SPPOOL STG 1 - 2	1558M31G07	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	20000	20000	20000	20000	20000	20000	20000	20000	20000	1	1	1	1	1	1	1	1	10000	10000	10000	10000	10000	10000	10000	10000	N/A	N/A	N/A	N/A	
314	HPC DISK STG 3	2116M23P01	XAEDV139	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	20000	20000	20000	20000	20000	20000	20000	20000	20000	1	1	1	1	1	1	1	1	10000	10000	10000	10000	10000	10000	10000	10000	N/A	N/A	N/A	N/A
315	SPPOOL STG 4 - 9	2048M20G04	GWNOWNWIMG	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	20000	20000	20000	20000	20000	20000	20000	20000	20000	1	1	1	1	1	1	1	1	10000	10000	10000	10000	10000	10000	10000	10000	N/A	N/A	N/A	N/A
316	CDP ROT AIR SEAL	2116M25P01	GFF513KP	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	20000	20000	20000	20000	20000	20000	20000	20000	20000	1	1	1	1	1	1	1	1	10000	10000	10000	10000	10000	10000	10000	10000	N/A	N/A	N/A	N/A
521	FRONT SHAFT	2048M21P03	FCV02V5A	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	20000	20000	20000	20000	20000	20000	20000	20000	20000	1	1	1	1	1	1	1	1	10000	10000	10000	10000	10000	10000	10000	10000	N/A	N/A	N/A	N/A
522	FRONT AIR SEAL	2116M20P02	TMT3T905	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	20000	20000	20000	20000	20000	20000	20000	20000	20000	1	1	1	1	1	1	1	1	10000	10000	10000	10000	10000	10000	10000	10000	N/A	N/A	N/A	N/A
525	HPT DISK	1498M43P07	GWNOWNW22	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	20000	20000	20000	20000	20000	20000	20000	20000	20000	1	1	1	1	1	1	1	1	10000	10000	10000	10000	10000	10000	10000	10000	N/A	N/A	N/A	N/A
526	HPT REAR SHAFT	1864M90P04	TMTD1589	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	20000	20000	20000	20000	20000	20000	20000	20000	20000	1	1	1	1	1	1	1	1	10000	10000	10000	10000	10000	10000	10000	10000	N/A	N/A	N/A	N/A
541	LPT CASE	338-117-455-0	DC503877	33788	29997	0	0	0	0	0	29997	0	0	0	0	0	0	0	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	1	1	1	1	1	1	1	1	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/A	N/A	N/A	N/A
542	LPT STG 1 DISK	336-001-804-0	PC304348	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	25000	25000	25000	25000	25000	25000	25000	25000	25000	1	1	1	1	1	1	1	1	15000	15000	15000	15000	15000	15000	15000	15000	N/A	N/A	N/A	N/A
543	LPT STG 2 DISK	336-001-909-0	PC308001	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	25000	25000	25000	25000	25000	25000	25000	25000	25000	1	1	1	1	1	1	1	1	15000	15000	15000	15000	15000	15000	15000	15000	N/A	N/A	N/A	N/A
544	LPT STG 3 DISK	336-002-006-0	PC315039	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	25000	25000	25000	25000	25000	25000	25000	25000	25000	1	1	1	1	1	1	1	1	15000	15000	15000	15000	15000	15000	15000	15000	N/A	N/A	N/A	N/A
545	LPT STG 4 DISK	336-002-105-0	PC302608	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	25000	25000	25000	25000	25000	25000	25000	25000	25000	1	1	1	1	1	1	1	1	15000	15000	15000	15000	15000	15000	15000	15000	N/A	N/A	N/A	N/A
546	LPT CONICAL SUPPT	340-301-702-0	DK266393	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	25000	25000	25000	25000	25000	25000	25000	25000	25000	1	1	1	1	1	1	1	1	15000	15000	15000	15000	15000	15000	15000	15000	N/A	N/A	N/A	N/A
551	LPT SHAFT	338-001-005-0	PC268135	10640	10000	0	0	0	0	0	10000	0	0	0	0	0	0	0	25000	25000	25000	25000	25000	25000	25000	25000	25000	1	1	1	1	1	1	1	1	15000	15000	15000	15000	15000	15000	15000	15000	N/A	N/A	N/A	N/A
561	TURBINE REAR FRAME	338-171-703-0	LA113047	33788	29997	0	0	0	0	0	29997	0	0	0	0	0	0	0	INSP	INSP	INSP	INSP	INSP	INSP	INSP	INSP	INSP	1	1	1	1	1	1	1	1	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/A	N/A	N/A	N/A

LLP Status

30 of 37



Date: 14/oct/2021

Incident/Accident Clearance Statement

To Whom It May Concern:

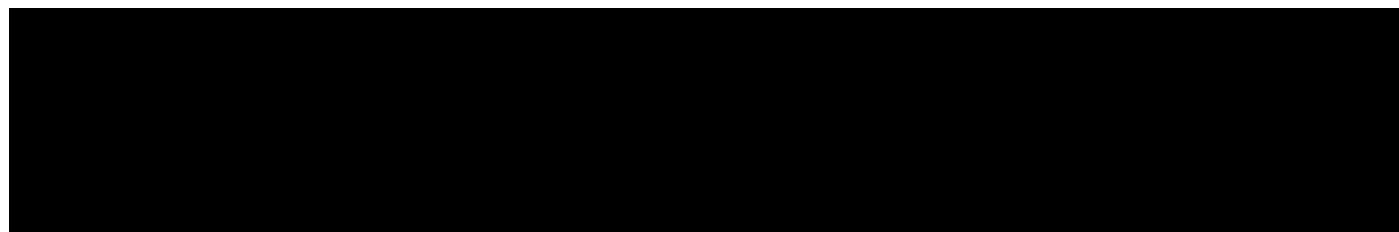
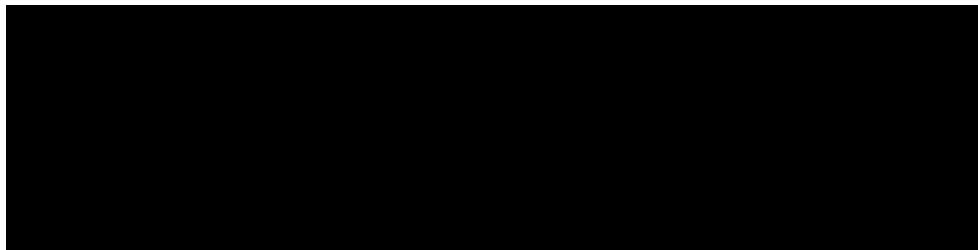
Engine serial number **575744**, details of which are specified below, has been operated by **ALITALIA** during the period from 17/dec/2003 to 14/oct/2021.

Configuration details as of date of this statement;

Description	Type/Part No.	Serial No.	TSN	CSN
Engine	CFM56-5B6/P	575744	33576	29802

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

1. Neither the engine, nor any part installed have been
 - a. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, or
 - b. subjected to severe stress or heat (such as in a major engine failure, accident, or fire) or has been submersed in salt water,unless its airworthiness status was re-established by an approved maintenance organization in accordance with the applicable airworthiness regulations and instructions of the type certificate holder and/or OEM of the part and supported by an authorized airworthiness release certificate.
2. No part has been installed on the engine which was obtained from a military source or was previously fitted to a state aircraft as deemed by Article 3 of the Chicago Convention.



IIP Status

ENGINE TYPE CFM56-5B6/P

SERIAL NUMBER 575744

INSTALLED ON A/C EI-IMD

TSN 33576

CSN 29802

TSLSV 10428

ISSUE DATE 6-Apr-202

STATUS @ 15-Oct-2021

MOST LIMITER (

32 of 37

UD Status

ANSWER

33 of 37

LIFE LIMITED PARTS FOR A CFM56-5B2/P ENGINE

ENGINE S/N: **575744**

OWNER/CUSTOMER:
DATE: NOV.30.2015
TIME LIMITS MANUAL: SM.9 REV 66.
ENGINE WORK RECORD NO. 2015E-668

TSN: 23148:00
CSN: 19,997
TSLSV: 00
CSLSV: 0

FIRST LIMITATION CYC.
FAN DISK. 10003 CYC.

DESCRIPTION	PART NO	SER NO.	TOTAL HOURS	TOTAL CYCLES	TOTAL CYCLES					CYCLES LIMIT					REMAINING CYCLES					REMARKS
					3B1	5B2/P	5B6/P	5B4/P	5C4	5B2/P	5B6/P	5B4/P	5C4	B not/P	5B2/P	5B6/P	5B4/P	5C4	B not/P	
FAN & BOOSTER MOD.	21X75744		23148:00	19,997																
FAN DISK	338-001-504-0	BC061631	23148:00	19,997	0	0	19997	-	-	30,000	30,000	30,000	-	-	10,003	10,003	10,003	-	-	
BOOSTER SPOOL	338-001-906-0	BB962897	23148:00	19,997	0	0	19997	-	-	30,000	30,000	30,000	-	-	10,003	10,003	10,003	-	-	
FAN SHAFT	338-010-601-0	DC548436	23148:00	19,997	0	0	19997	-	-	30,000	30,000	30,000	-	-	10,003	10,003	10,003	-	-	
HPC. ROTOR MOD.	31X75744		23148:00	19,997																
COMP. ROT. FRONT SHAFT	138GM56P03	NCU28185	NEW	NEW	0	0	0	0	0	20,000	20,000	20,000	-	-	20,000	20,000	20,000	-	-	
COMP. ROT. 1-2 SPOOL STG.	1558M31G07	FGB0A6EN	NEW	NEW	0	0	0	0	0	20,000	20,000	20,000	-	-	20,000	20,000	20,000	-	-	SB72-0655 C/W
COMP. ROT. DISK 3RD STG.	2116M23P01	XAEVD139	NEW	NEW	0	0	0	0	0	20,000	20,000	20,000	-	-	20,000	20,000	20,000	-	-	SB72-0654 C/W
COMP. ROT. SPOOL 4-9 STG.	2048M20G04	GWN0WNMG	NEW	NEW	0	0	0	0	0	20,000	20,000	20,000	-	-	20,000	20,000	20,000	-	-	SB72-0652 C/W
REAR COMP. (CDP) AIR SEAL	2116M25P01	GFF5J3KP	NEW	NEW	0	0	0	0	0	20,000	20,000	20,000	-	-	20,000	20,000	20,000	-	-	SB72-0652 C/W
HPT. ROTOR MOD.	52X75744		23148:00	19,997																
HPT. FRONT SHAFT	2048M21P03	FCV02V54	NEW	NEW	0	0	0	0	0	20,000	20,000	20,000	-	-	20,000	20,000	20,000	-	-	
HPT. FRONT AIR SEAL	2116M20P02	TMT3T905	NEW	NEW	0	0	0	0	0	20,000	20,000	20,000	-	-	20,000	20,000	20,000	-	-	SB72-0652 C/W
HPT. DISK	1498M43P07	GWN0WN22	NEW	NEW	0	0	0	0	0	20,000	20,000	20,000	-	-	20,000	20,000	20,000	-	-	SB72-0652 C/W
HPT. REAR SHAFT	1864M90P04	TMTD1589	NEW	NEW	0	0	0	0	0	20,000	20,000	20,000	-	-	20,000	20,000	20,000	-	-	SB72-0652 C/W
LPT. ROTOR MOD.			23148:00	19,997																
LPT DISK 1ST. STG.	336-001-804-0	PC304348	NEW	NEW	0	0	0	0	0	25,000	25,000	25,000	-	-	25,000	25,000	25,000	-	-	
LPT DISK 2ND STG.	336-001-909-0	PC308001	NEW	NEW	0	0	0	0	0	25,000	25,000	25,000	-	-	25,000	25,000	25,000	-	-	
LPT DISK 3RD STG.	336-002-006-0	PC315039	NEW	NEW	0	0	0	0	0	25,000	25,000	25,000	-	-	25,000	25,000	25,000	-	-	
LPT DISK 4TH STG.	336-002-105-0	PC302608	NEW	NEW	0	0	0	0	0	25,000	25,000	25,000	-	-	25,000	25,000	25,000	-	-	
CONICAL SUPPORT	340-301-702-0	DK266393	NEW	NEW	0	0	0	0	0	25,000	25,000	25,000	-	-	25,000	25,000	25,000	-	-	
LPT CASE	338-117-455-0	DC503877	23148:00	19,997	0	0	19,997	0	0	N/L	N/L	N/L	-	-	-	-	-	-	-	SB72-589 & 706 C/W
LPT SHAFT	338-010-005-0	PC268135	NEW	NEW	0	0	0	0	0	25,000	25,000	25,000	-	-	25,000	25,000	25,000	-	-	
LPT REAR FRAME	338-171-703-0	LA113047	23148:00	19,997	0	0	19,997	0	0	-	25000**	-	-	-	-	5,003	-	-	-	SB72-0521 C/W

Remark:

ENG.RECORD NO.2015E-668 DATED:30/11/2015 REPAIRED & TESTED AT ENG. TSN.:23148:00 CSN.:19997.LLP's REPLACED:HPC ROTOR LLP's,HPT ROTOR LLP's,LPT ROTOR LLP's,LPT SHAFT[NEW].
**NOTE: THIS IS LIMIT FOR INSPECTION ONLY.

DATE: **03 -01- 2016**

1. Approving Competent Authority / Country DIRECTION GENERALE DE L'AVIATION CIVILE FRANCE	2.	AUTHORISED RELEASE CERTIFICATE EASA FORM 1			3. Form Tracking Number 15-72546 / 1
4. Organisation Name and Address [REDACTED]			5. Work Order/Contract /Invoice P0786715011		
6. Item 1	7. Description DISK,LPT-STG 2	8. Part No 336-001-909-0	9. Qty 1	10. Serial No PC308001	11. Status / Work NEW
12. Remarks Box number 1693121					
<p>Additional checksum characters (last dash and letter or number) to serial number are used for Snecma needs only and they are not recorded on this document.</p> <p style="text-align: right;"></p>					
13a. Certifies that the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> approved design data and are in a condition for safe operation <input type="checkbox"/> non-approved design data specified in block 12			<p>14a. <input checked="" type="checkbox"/> Part 145 A-50 Release to Service <input type="checkbox"/> Other regulation specified in Block 12</p> <p>Certifies that unless otherwise specified in block 12 the work identified in block 11 and described in block 12 was accomplished in accordance with Part 145 and in respect to that work the items are considered ready for release to service.</p>		
[REDACTED]		[REDACTED]	14b. Authorised Signature [REDACTED]	14c. Certificate / Approval Ref. No [REDACTED]	
13d. Name [REDACTED]	13e. Date (dd mmm yyyy) 21 Jul 2015	14d. Name [REDACTED]	14e. Date (dd mmm yyyy)		
USER / INSTALLER RESPONSIBILITIES <p>This certificate does not automatically constitute authority to install the item(s).</p> <p>Where the user / installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1. It is essential that the user / installer ensures that his / her airworthiness authority accepts items from the airworthiness authority specified in block 1.</p> <p>Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user / installer before the aircraft may be flown.</p>					

Description / Descrizione IPT ROTOR DISK 2STG CFM56-5B2 ITEM 5		Part Number / Numero Categorico 336-001-909-0																																					
Certificate Ref. No. / Certificato N° 15-72546/1		Q.ty / Q.tz 1	Serial/Batch No. / N° di Serie/Lot PC308001																																				
Repair Order P0786715		Owner AZA																																					
Acceptance Task Stamp / Attestazione Task di accettazione 4048		 398503																																					
REMOVAL INFORMATION																																							
Part Number		Serial Number	Removal Workorder																																				
REMOVED FROM																																							
NHA Part Number or Aircraft Type		Position																																					
NHA Serial Number or Aircraft Name		Station																																					
REASON FOR REMOVAL		Completed by																																					
<table border="1"> <tr><td>11</td><td>12</td><td>13</td><td>21</td><td>22</td><td>30</td><td>31</td><td>32</td><td>33</td><td>34</td><td>35</td><td>36</td><td>99</td></tr> <tr><td>TBO</td><td>AEB/APPL</td><td>CONV</td><td>FLT SQUAWK</td><td>MAINT SQUAWK</td><td>OTHER REASON</td><td>NEW ARRIV</td><td>BACK FROM T.P.</td><td>NHA RF/OH</td><td>STORE LIMIT</td><td>STORE FAIL</td><td>TROUBLE SHOOT</td><td>ROBBED</td></tr> </table>														11	12	13	21	22	30	31	32	33	34	35	36	99	TBO	AEB/APPL	CONV	FLT SQUAWK	MAINT SQUAWK	OTHER REASON	NEW ARRIV	BACK FROM T.P.	NHA RF/OH	STORE LIMIT	STORE FAIL	TROUBLE SHOOT	ROBBED
11	12	13	21	22	30	31	32	33	34	35	36	99																											
TBO	AEB/APPL	CONV	FLT SQUAWK	MAINT SQUAWK	OTHER REASON	NEW ARRIV	BACK FROM T.P.	NHA RF/OH	STORE LIMIT	STORE FAIL	TROUBLE SHOOT	ROBBED																											
This copy is to be attached to the UNSICH/VCABLE sent after FIM/CVAI																																							
STORE INFORMATION																																							
Lable 398503		Track No.	Location APPOGGIOST01																																				
		Shelf Life 08.Jul.2065																																					

Mod AMO 008 Ed. 10/08 TRT (Transfer Record Tag)

Cartellino di movimentazione	
Step #1 – Logistica o Produzione	
Data Consegn	Firma Operatore di presa in carico
Step #2 – Produzione o Logistica <input checked="" type="checkbox"/> Reso efficiente ²	
Data Consegn	Firma Operatore di presa in carico/AWB ¹
Step #3 – Logistica o ADL (o Spedizioniere)	
Data Consegn	Firma Operatore di presa in carico
Attesta la consegna della parte dalla logistica all'area di lavoro interna o allo spedizioniere per la spedizione verso il subcontractor	
Alle consegna parte la logistica trattiene la copia gialla	
Ad ogni consegna della parte il cedente recupera la firma del ricevente, consegna la parte e trattiene la propria copia del TRT.	
La copia in possesso del cedente va immediatamente inviata via mail all'indirizzo [REDACTED] per certificare l'avvenuta cessione della parte.	
1. In caso di sbarco su scalo indicare il numero di AWB con cui la parte viene restituita 2. nel caso di materiale restituito al magazzino in condizione di efficienza barrare la casella	