



Complimentary Copy

Customer: Turbine Engine Solutions

JT8D-219

E/S/N: 726811

W/O: 1737

Engine Paperwork

ENG TT: 36,503.10 - ENG TC: 38,242

“...Aircraft & Engines Sales, Engine Stands, Engine Disassembly,
Borescope Inspection Services, NDT Inspection Services, Engine Preservation,
Engine Parts, Engine Transport Services...”



“...Aircraft & Engines Sales, Engine Stands, Engine Disassembly,
Borescope Inspection Services, NDT Inspection Services, Engine Preservation,
Engine Parts, Engine Transport Services...”



**“...Aircraft & Engines Sales, Engine Stands, Engine Disassembly,
Borescope Inspection Services, NDT Inspection Services, Engine Preservation,
Engine Parts, Engine Transport Services...”**



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: 1737/2017	
4. Organization Name and Address: Turbine Engine Solutions, Inc. 14080 SW 143 Court, Miami, FL 33186					
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
001	ENGINE	JT8D-219	1ea	726811	Repaired
12. Remarks: THE ABOVE ENGINE WAS INSPECTED, REPAIR AND TESTED PER P&W JT8D-200 E/M, PN 773128, REV. 104, DATED: 15/OCT/2017 FAA APPROVED DATA. THE ENGINE IS PRODUCED UNDER TYPE CERTIFICATE NO. E2EA. ALL THE WORK PERFORMED IS RECORDED AT THIS FACILITY UNDER WORK ORDER: 1737. ENGINE TOTAL TIME:36,503.10 - TOTAL CYCLES: 38,242, TSHSI: 0 - CSHSI: 0 Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part 145 and in respect to that work the component is considered ready for release to service under EASA Part 145 Approval No: EASA 145.6500.					
13a. Certifies the items identified above were manufactured in conformity to:		14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 12			
<input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.		Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:		14c. Approval/Certificate No.:	
				Q6GR293 Y	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14e. Date (dd/mm/yyyy):	
Sigifredo Osorio, QC Director				29/Jan/2018	
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					



US Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark	Serial No.		
	Make	Model	Series	
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	Address		_____	
	City		State	_____
	Zip		Country	_____

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	Pratt & Whitney	JT8D-219	726811
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name <u>Turbine Engine Solutions, Inc</u>		<input type="checkbox"/> U. S. Certificated Mechanic		<input type="checkbox"/> Manufacturer	
Address <u>14080 SW 143 Court</u>		<input type="checkbox"/> Foreign Certificated Mechanic		<input checked="" type="checkbox"/> Certificated Repair Station	
City <u>Miami</u> State <u>Florida</u>		<input type="checkbox"/> Certificated Maintenance Organization		Q6GR293Y Limited Powerplant	
Zip <u>33186</u> Country <u>USA</u>					

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <div style="display: inline-block; border: 1px solid black; border-radius: 50%; padding: 2px;"> T.E.S. Q.C. 10 </div>	Sigifredo Osorio, Q.C. Director / 29/Jan/2018
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. Q6GR293Y	Signature/Date of Authorized Individual <div style="display: inline-block; border: 1px solid black; border-radius: 50%; padding: 2px;"> T.E.S. Q.C. 10 </div>	Sigifredo Osorio, Q.C. Director / 29/Jan/2018
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

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

Nationality and Registration Mark

Date

Customer: Turbine Engine Solutions.
WO: 1737, JT8D-219, ESN: 726811
Engine Total Time: 36,503.10
Engine Total Cycles: 38,242

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

01. Performed Receiving, Torque Check- AD 2011-07-02 (ASB 6224 R6) and Video Borescope Inspections.

02. N-1 Compressor Module:

The module was partially disassembled at this shop visit. Module was cleaned, inspected and repaired as required.
Inlet Case was visually inspected and pressure checked.
Module was reassembled and approved for return to service.

03. Intermediate Case Module:

The module was not disassembled at this shop visit. Module was visually inspected and approved for return to service.

04. High Pressure Compressor Module:

The N-2 module was disassembled at this shop visit. Module was cleaned, inspected and repaired as required.
Rotor components reworked or replaced as necessary.
C-9 Disk was replaced with O/H Disk P/N: 789509-001, S/N: BENCAM4130, TT: 33,180:17 - TC: 16,678 from ESN: 717887.
Complied with AD 2003-16-05 IAW ASB 6435 R2. AD 2011-04-04 C/W on C-13.
Complied with AD 2006-17-07 IAW ASB 6430 R2 by incorporation of AD 2003-16-05.
Module was static balanced, reassembled and dynamically balanced. Module approved for return to service.

05. Diffuser Case Module:

The module was disassembled at this shop visit. Module was cleaned and inspected as required. All the Fuel Nozzles were flow tested.
Module was reassembled and approved for return to service.

06. Hot Section Module:

The module was disassembled at this shop visit. Module was cleaned, inspected and repaired as required.
Module was reassembled and approved for return to service.

07. High Pressure Turbine Module:

The module assembly was not disassembled. Module was cleaned and inspected as required. Module was dynamically check-balanced and approved for return to service.

08. Low Pressure Turbine Module:

The module assembly was not disassembled. Module was cleaned and inspected as required. All the Disks were inspected as assemblies with AD 2011-07-02 LPT to TEC bolt replacement as per ASB 6494R1 was complied with. Module was dynamically check balanced and approved for return to service.

09. Exhaust Case Module:

The module was not disassembled. Module was cleaned, inspected and repaired as required. Module was approved for return to service.

10. Main Accessory Gearbox Module:

The module assembly was not disassembled. The accessory gearbox assembly was cleaned, inspected and repaired as required.
Module was approved for return to service & functionally tested with the engine.

Additional Sheets Are Attached



NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

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

Nationality and Registration Mark

Date

Customer: Turbine Engine Solutions.
WO: 1737, JT8D-219, ESN: 726811
Engine Total Time: 36,503.10
Engine Total Cycles: 38,242

11. Accessories:

Fuel Pressurizing and Dump Valve was replaced with serviceable P/N: 766342, S/N: 6154461 from ESN: 728025.
Bleed Valve Control was replaced with serviceable P/N: 5000047-01, S/N: BSGCAK5381 from ESN: 709981.
Exciter Box was replaced with serviceable P/N: 10-353875-4, S/N: 089863 from W/O 1715.
Pressure Ratio Bleed Control Assembly was replaced with serviceable P/N: 790312, S/N: 6150260 from ESN: 726832.
All the accessories were functionally tested with the engine.
Refer to TES form TESI 1004 R1, WO:1737 for accessories installed.

12. The engine was reassembled and a test cell run was performed IAW P&W JT8D E/M, Ref. 72-00-00, Test No.3, O/H Acceptance and Performance Test. All engine parameters were acceptable and approved. Fuel & Oil system were preserved for 90 days plus, IAW: P&W JT8D E/M, Ref. 72-00-00, Servicing - 01.

13. A Post-Test Video Borescope Inspection and Torque Check per AD 2011-07-02 IAW ASB 6224 R6 was performed - TO BE RE-INSPECTED AT 1000 HOURS. AD 2005-21-01 complied with by the installation of two Dual Window Temperature Indicators installed - TO BE INSPECTED EVERY 65 HOURS OF OPERATION.

Note: a) All the work was performed in accordance with: PWA E/M: 773128, Rev: 104, 15/Oct/2017.

b) Refer to TESI form 1038 Rev.2, WO:1737, for complete engine AD Status.

c) Refer to TESI form 1039B Rev.0, WO:1737, for Disks & Shafts Cycles.

d) Original paperwork will be shipped with the engine. A copy is on file at Turbine Engine Solutions, Inc. under: WO:1737.

Additional Sheets Are Attached





ENGINE LIFE LIMITED COMPONENT RECORD

DATE: 15-Jan-2018	CUSTOMER: T. E. S.	WORK ORDER: 1737
ENGINE S/N: 726811	ENGINE MODEL: JT8D- 219	
ENGINE TOTAL TIME: 36,503.10	ENGINE TOTAL CYCLES: 38,242	

N-1 COMPRESSOR DISK

Stage	Part Number	Serial Number	Total Time		Life Limit		Life Remaining	
			Hours	Cycles	Hours	Cycles	Hours	Cycles
1st	5000501-01	BBDUAT1124	N/A	18,788	Unlimited	20,000	N/A	1,212
1½	800015	BBDUA12305	N/A	18,696	Unlimited	20,000	N/A	1,304
2nd	772402	BBDUA08433	N/A	18,696	Unlimited	20,000	N/A	1,304
3rd	772803	BBDUA09415	N/A	18,696	Unlimited	20,000	N/A	1,304
4th	777704	BBDUA12192	N/A	18,696	Unlimited	20,000	N/A	1,304
5th	802105	BBDUA11203	N/A	18,696	Unlimited	20,000	N/A	1,304
6th	772806	BBDUA09309	N/A	18,696	Unlimited	20,000	N/A	1,304

N-2 COMPRESSOR DISK

7th	815707-001	BENCAS6452	N/A	18,696	Unlimited	20,000	N/A	1,304
8th	851088-003	BENCAT6006	N/A	18,696	Unlimited	20,000	N/A	1,304
*9th	798509-001	BENCAM4130	N/A	16,678	Unlimited	20,000	N/A	3,322
10th	815710-002	BENCAT4650	N/A	18,696	Unlimited	20,000	N/A	1,304
11th	815711-002	BENCAT3784	N/A	18,696	Unlimited	20,000	N/A	1,304
12th	815712-002	BENCAT3228	N/A	18,696	Unlimited	20,000	N/A	1,304
13th	5005613-01	BENCAS9269	N/A	18,696	Unlimited	20,000	N/A	1,304

TURBINE DISK


T-1	856601	BKLBCY8319	N/A	18,696	Unlimited	20,000	N/A	1,304
T-2	778702	BLDLA34869	N/A	18,696	Unlimited	20,000	N/A	1,304
T-3	777603	BLDLC60190	N/A	18,696	Unlimited	20,000	N/A	1,304
T-4	800804	BLDLCW0073	N/A	18,696	Unlimited	20,000	N/A	1,304

TURBINE DRIVE SHAFT

T-1	5000947-01	BKLBD6886	N/A	18,696	Unlimited	20,000	N/A	1,304
T-2	820514-003	BLDLC33264	N/A	18,696	Unlimited	22,240	N/A	3,544
					Unlimited			

Manual P/N 773128, Rev. 104, 15/Oct/2017

References: (*) Denotes Disk replaced at this shop visit.
All times and cycles provided by the customer.


 Approved by: Sigifredo Osorio, Director Quality Control

15-Jan-2018
 Date



JT8D-200 SERIES AIRWORTHINESS DIRECTIVES STATUS

W/O: 1737 **DATE: 15-Jan-2018** **CUSTOMER: Turbine Engine Solutions**
MODEL: JT8D- 219 **ENG. S/N: 726811** **TOTAL TIME: 36,503.10** **TOTAL CYCLES: 38,242**

A.D. NUMBER	SERVICE BULLETIN	APPLICABILITY & SUBJECT	METHOD OF COMPLIANCE	NEXT DUE COMPLIANCE
80-15-51 Eff. 8/21/80	ASB 5154 R3	Applies to JT8D-209 Eight Stage Compressor Front Hub Inspection.	N/A TO ENGINE MODEL - 219	N/A
87-03-13 Eff. 2/16/87	SB 5618	Applies to JT8D-209, -217, -217A Fifth Stage Compressor Blade Replacement.	N/A TO ENGINE MODEL - 219	N/A
88-04-02 Eff. 3/04/88	SB 5711 R5 SB 5751 R3 ASB 5753 R4	Applies to JT8D-209, -217, -217A, -217C, -219 Inspection / Replacement of Front Compressor Drive Turbine Vane Anti-Rotation Pins.	SB 5751 PCW PER IAI AD STATUS DATED: 12/31/2007.	N/A
91-24-14 Eff. 1/21/92		Applies to JT8D-209, -217, -217A, -217C, -219 Inspection / Replacement of Unapproved No. 4 Bearing Seal Spacers.	PCW PER IAI AD STATUS DATED: 12/31/2007.	N/A
95-02-16 Eff. 2/21/95	ASB A6153 R1 ASB 6169	Applies to JT8D-209, -217, -217A, -217C, -219 Initial / Repetitive Inspection of No. 7 fuel nozzle, replacement with welded nozzle and steel "B" nuts on lines, low emissions fuel nozzles only.	N/A TO P/N:819061-01 & P/N:809137-01 INSTALLED DURING THIS SHOP VISIT	N/A
Supersedes 94-14-16				
96-15-06 Eff. 9/3/96		Applied to JT8D-209, -217, 217A, -217C, -219 Remove S/N identified fan hubs prior to further flight. Tie bolt hole fatigue cracks from manufacturing anomalies.	N/A TO C-1 DISK P/N: 5000501-01, S/N: BBDUAT1124.	N/A
97-17-04 R1 Eff. 4/22/2010	ASB 6272 R1	Applies to JT8D-209, -217, -217A, -217A, -217C, -219 Fan hub tie rod counterweight Hole. All P/N: 5000501-01 Hubs.	P/CW ON C-1 P/N:5000501-01, S/N:BBDUAT1124	CLOSED
Supersedes 97-02-11				
98-21-24		Applies to JT8D-1/-1A/-1B/-7A/-7B/-9A/-11/-15/-15A/-17I/-17R/-17AR 209/-217/-217A/-217C/-219 Engines which have comp. disk installed identified by P/N & S/N in Table 1 of AD	N/A TO P/N'S & S/N'S INSTALLED.	N/A
99-01-08 Eff. 1/05/99		Applies to JT8D-209, 217, -217A, -217C, -219 HPC disk removal for suspected cadmium embitterment.	N/A TO P/N'S & S/N'S INSTALLED.	N/A
99-10-11 Eff. 6/14/99	ASB 6241 R2	Applies to JT8D-209, 217, -217A, -217C, -219 Reduced interval for fan blade lock-up inspection.	N/A TO P/N:851621 INSTALLED DURING THIS SHOP VISIT	N/A
Supersedes 96-23-15				
2002-16-08 Eff. 9/20/02	ASB 6359 R3 SB 6291 R4	Applies to JT8D-209, -217, -217A, -217C, -219 Engines with C.C.O.C. P/N's 500023801, 797707, 807684 & 815830. Inspection Requirements.	N/A P/N:815556 INSTALLED DURING THIS SHOP VISIT	N/A
Supersedes 99-26-06				

Prepared By: Sigifredo Osorio / Director Quality Control



JT8D-200 SERIES AIRWORTHINESS DIRECTIVES STATUS

W/O: 1737

DATE: 15-Jan-2018


CUSTOMER: Turbine Engine Solutions

MODEL: JT8D- 219

ENG. S/N: 726811

TOTAL TIME: 36,503.10

TOTAL CYCLES: 38,242

A.D. NUMBER	SERVICE BULLETIN	APPLICABILITY & SUBJECT				METHOD OF COMPLIANCE	NEXT DUE COMPLIANCE
2002-21-17 Eff. 11/29/02	SB 6100 R2	Applies to JT8D-209, -217, -217A, -217C, -219 Installation of stops on fan exit.				PCW PER IAI/AD STATUS DATED: 12/31/2007.	N/A
2003-16-05 Eff.09/12/03	ASB 6435 R2	Applies to JT8D-209, -217, -217A, -217C, -219 Inspection of 7th JT8D-209, thru 12th stage HPC disks for corrosion.				PCW PER IAI/AD STATUS DATED: 12/31/2007.	
	SPOP 431	Disk	Part Number	Serial Number	Coating Type	Date of plate	
		N/A	815707-001	BENCAS6452	NI-CAD	July 6, 2017	
		N/A	851088-003	BENCAT6006	NI-CAD	July 29, 2017	
		N/A	798509-001	BENCAM4130	NI-CAD	December 9, 2016	
		N/A	815710-002	BENCAT4650	NI-CAD	June 26, 2017	
		N/A	815711-002	BENCAT3784	NI-CAD	August 8, 2017	
		N/A	815712-002	BENCAT3228	NI-CAD	August 8, 2017	
2004-26-04 Eff. 2/9/2005 Supersedes 99-22-14	ASB 6346 R4	Applies to JT8D-209, -217, -217A, -217C, -219 Improved HPT containment.				ASB 6346R4 PCW PER IAI/AD STATUS DATED: 12/31/2007.	N/A
2005-17-16 Eff. 9/30/2005	ASB 6442	Applies to JT8D-217, -217A, -217C, -219 Inspection of specific rotating parts overhauled by a specific vendor.				N/A TO S/N'S INSTALLED.	N/A
2005-21-01 Eff. 11/21/2005 Supersedes 97-19-13	ASB 5944 R5	Applies to JT8D-217, -217A, -217C, -219 No. 4-5 bearing compartment temperature tab installation. Should be inspected daily. Must be inspected every 65 operating hours max. per SB 5944 R5.				PCW - INSPECTED AT THIS SHOP VISIT.	INSPECT EVERY 65 OPERATING HOURS MAX.
2006-17-07 R1 Eff. 11/2/2006 Supersede 02-23-14	ASB 6430 R2	Applies to JT8D-217, -217A, -217C, -219 Inspection or replacement of HPC Front Hub, Disks, and Stage 8 - 9 Spacers.				CW AT THIS SHOP VISIT BY COMPLYING AD 2003-16-05	TERMINATED
2011-04-04 Eff. 3/22/2011 Supersedes 05-18-02		Applies to JT8D-209, -217, -217A, -217C, 219 Enhance inspection of selected critical life-limited parts: Hub (Disk), 1st Stage Comp., C-13, T-1, T-2, T-3 & T-4.				CW AT THIS SHOP VISIT ON C-1 & C-13	CW AT THE NEXT PIECE PART INSPECTION ON AFFECTED PARTS
2011-07-02 Eff. 4/28/2011 Supersedes 05-02-03	ASB 6224 R6 ASB 6494R1	Applies to JT8D-209, -217, -217A, -217C, -219 T-3 & T-4 Blade Shroud Inspection. T-4 Blade Refurbishment. LPT Case Bolts and Spacer Replacement.				CW AT THIS SHOP VISIT ASB 6224 R6 ASB 6494 R1	DUE AT 1000 HOURS DUE AT 39,242.98 TET CW AT THIS SHOP VISIT
2015-14-05 Eff. 8/20/2015		Applies to JT8D-217C, 219 Do not install any (LPT) shaft listed in paragraph (c) of this AD that exceeds the new life limit of 20,000 CSN				P/C/W IAW CAMM DISK SHEET 09-09-2016 SHAFT S/N:BLDLC33264 CSN 18,696	CW AT THE NEXT PIECE PART INSPECTION ON AFFECTED (LPT) SHAFT

Prepared By: Sigifredo Osorio / Director Quality Control






LPT SHAFT S/B 5019 & A/D 2005-14-05

Date: 13-Jan-2018	Customer: T. E. S	Work Order: 1737
ENG S/N: 7726811	ENG Total Time: 36,503.10	ENG Total Cycles: 38,242

Service Bulletin 5019 LPT P/N Reidentification Table

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

S/B 5019 LPT Shaft Rework

Rework Number	Shaft Number	Model JT8D-	Restriction Max Cycles	S/B	Actual total Cycles Since Last Rework	LPT Total Life REM Cycles
Original	N/A	N/A	12,000	5019	N/A	N/A
1	N/A	N/A	10,000	5019	N/A	N/A
2	820514-003	219	9,000	5019	18,696	3,544

A/D 2015-14-05 LPT Shaft Life

A/D Scenarios	A/D Compliance	Cycles Restriction		LPT Shaft Max Cycles	LPT Total Life Cycles
1	LPT Shaft 15,000 or fewer C/S/N	20,000 Cycles		Cannot Exceed 20,000	N/A
2	LPT Shaft more than 15,000 C/S/N	5,000 Cycles	Additional	Cannot Exceed 25,000	22,240
3	LPT Shaft to Piece Part Exposure	20,000 Cycles		Cannot Exceed 20,000	N/A

LOW PRESSURE TURBINE SHAFT

Shaft	P/N	S/N	T.T	T.C	Max T.T	Max T.C	Reaminging Cycles
T-2	820514-003	BLDLC33264	N/A	18,696	Unlimited	22,240	3,544 Cycles

Manual P/N 773128, Rev. 102, 15/Oct/2015

Note:

For the purpose S/B 5019 & a/d 2015-14-05 LPT Shaft P/N: 820514-003 Rework # 2 total cycles remaining are 3,544 Cys.




Approved by: Sigifredo Osorio, Quality Control Director

JAN 15 2018

Date





JT8D-200 ASB 6224 Rev. 6 INSPECTION FORM (For Reference Only)

W/O: 1737

S/N: 726811

CUSTOMER: Turbine Engine Solutions

Date: 29-Jul-2016

JT8D-200 3rd Stage LPT Blade Shroud Cross Notch Wear Mechanical Inspection Results

Airline	N/A	Aircraft S/N	N/A
Engine Position	N/A	Engine S/N	726811
Total Hours	36,503.11	Total Cycles	37,787
Engine Model	JT8D-219	Blade P/N	UNK
Hours Since New	UNK	Cycles Since New	UNK
Hours Since Refurbished	UNK	Cycles Since Refurbished	UNK

TORQUE SETTING* (Inch/Pounds)				TORQUE SETTING* (Inch/Pounds)			
Location	15	10	5	Location	15	10	5
1	T	T	T	8	T	T	T
2	T	T	T	9	T	T	T
3	T	T	T	10	T	T	T
4	T	T	T	11	T	T	T
5	T	T	T	12	T	T	T
6	T	T	T	13	T	T	T
7	T	T	T	14	T	T	T

T.E.S.
Q.C.
10

T.E.S.
Q.C.
10

* L = Loose (Blade Spread Apart)

T = Tight (Handle Ratchets, "T" Gauge Does Not Rotate)

Inspected By	Sigifredo Osorio / Q.C Director	Date Inspected	29-Jul-2016
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B513668

T.E.S.
Q.C.
10





JT8D-200 ASB 6224 Rev. 6 INSPECTION FORM (For Reference Only)

W/O: 1737 S/N: 726811 CUSTOMER: Turbine Engine Solutions

JT8D-200 4th Stage LPT Blade Shroud Cross Notch Wear Mechanical Inspection Results							
Airline		N/A		Aircraft S/N		N/A	
Engine Position		N/A		Engine S/N		725666	
Total Hours		35,461.20		Total Cycles		32,825	
Engine Model		JT8D-217C		Blade P/N		UNK	
Hours Since New		UNK		Cycles Since New		UNK	
Hours Since Refurbished		UNK		Cycles Since Refurbished		UNK	
TORQUE SETTING* (Inch/Pounds)				TORQUE SETTING* (Inch/Pounds)			
Location	15	10	5	Location	15	10	5
1	T	T	T	16	T	T	T
2	T	T	T	17	T	T	T
3	T	T	T	18	T	T	T
4	T	T	T	19	T	T	T
5	T	T	T	20	T	T	T
6	T	T	T	21	T	T	T
7	T	T	T	22	T	T	T
8	T	T	T	23	T	T	T
9	T	T	T	24	T	T	T
10	T	T	T	25	T	T	T
11	T	T	T	26	T	T	T
12	T	T	T	27	T	T	T
13	T	T	T	28	T	T	T
14	T	T	T	29	T	T	T
15	T	T	T				

* L = Loose (Blade Spread Apart)

T = Tight (Handle Ratchets, "T" Gauge Does Not Rotate)

Inspected by	Sigifredo Osorio / Q.C Director	Date Inspected	29-Jul-2016
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B513671A





JT8D-200 ASB 6224 Rev. 6 INSPECTION FORM (For Reference Only)

W/O: 1737 S/N: 726811 CUSTOMER: Turbine Engine Solutions

TABLE I — NOTCH GAUGE SELECTION

Engine Model	3rd Stage LPT Blade Tool Part Number	Minimum "T" End Length Dimension Inch (mm)	4th Stage LPT Blade Tool Part Number	Minimum "L" End Length Dimension Inch (mm)	Extension
-209	PWA 104225 (LD 303)	1.035 (26.29)	PWA 104227 (LD 405)	1.665 (42.29)	PWA 104223 (LD 3404 or LD 3405)
-217	PWA 104225 (LD 303)	1.035 (26.29)	PWA 104227 (LD 405)	1.665 (42.29)	PWA 104223 (LD 3404 or LD 3405)
-217A	PWA 104225 (LD 303)	1.035 (26.29)	PWA 104227 (LD 405)	1.665 (42.29)	PWA 104223 (LD 3404 or LD 3405)
-217C	No Inspection Required	Not Applicable	PWA 104226 (LD 403)	1.755 (44.58) 1.695 (43.05)	PWA 104223 (LD 3404 or LD 3405)
-219	Inspection Required Not Applicable	Not Applicable	PWA 104226 (LD 403)	1.755 (44.58) 1.695 (43.05)	PWA 104223 (LD 3404 or LD 3405)





JT8D-200 ASB 6224 Rev. 6 INSPECTION FORM (For Reference Only)

W/O: 1737 S/N: 726811 CUSTOMER: Turbine Engine Solutions

Part 1: JT8D-209, 217, 217A Engines

TABLE 1 — REINSPECTION INTERVAL FOR ALL 3RD STAGE BLADES			
NO. OF READINGS	TORQUE READINGS	LIMITS	INSP.
All	Greater than or equal to 15 lb-in (1.695 N.m)	Inspect again within 1000 hours	N/A
1 or more	Less than 15 lb-in (1.695 N.m) but Greater than or equal to 10 lb-in (1.130 N.m)	Inspect again within 500 hours	N/A
1 to 3	Less than 10 lb-in (1.130 N.m) but Greater than or equal to 5 lb-in (0.565 N.m)	Inspect again within 125 hours	N/A
4 or more	Less than 10 lb-in (1.130 N.m) but Greater than or equal to 5 lb-in (0.565 N.m)	Remove engine within 20 hours	N/A
1 or more	Less than 5 lb-in (0.565 N.m)	Remove engine within 20 hours	N/A

TABLE 2 — REINSPECTION INTERVAL FOR ALL 4TH STAGE BLADES			
NO. OF READINGS	TORQUE READINGS	LIMIT	INSP.
All	Greater than or equal to 15 lb-in (1.695 N.m)	Inspect again within 1,000 hours	N/A
1 or more	Less than 15 lb-in (1.695 N.m) but Greater than or equal to 10 lb-in (1.130 N.m)	Inspect again within 500 hours	N/A
1 to 6	Less than 10 lb-in (1.130 N.m) but Greater than or equal to 5 lb-in (0.565 N.m)	Inspect again within 125 hours	N/A
7 or more	Less than 10 lb-in (1.130 N.m) but Greater than or equal to 5 lb-in (0.565 N.m)	Remove engine within 20 hours	N/A
1 or more	Less than 5 lb-in (0.565 N.m)	Remove engine within 20 hours	N/A





JT8D-200 ASB 6224 Rev. 6 INSPECTION FORM (For Reference Only)

W/O: 1737 S/N: 726811 CUSTOMER: Turbine Engine Solutions

Part 2: JT8D-217C, -219 Engines

TABLE 3 — REINSPECTION INTERVAL FOR ALL 4TH STAGE BLADES			
NO. OF READINGS	TORQUE READINGS	LIMIT	INSP.
All	Greater than or equal to 15 lb-in (1.695 N.m)	Inspect again within 1,000 hours	
1 or more	Less than 15 lb-in (1.695 N.m) but Greater than or equal to 10 lb-in (1.130 N.m)	Inspect again within 500 hours	N/A
1 to 6	Less than 10 lb-in (1.130 N.m) but Greater than or equal to 5 lb-in (0.565 N.m)	Inspect again within 125 hours	N/A
7 or more	Less than 10 lb-in (1.130 N.m) but Greater than or equal to 5 lb-in (0.565 N.m)	Remove engine within 20 hours	N/A
1 or more	Less than 5 lb-in (0.565 N.m)	Remove engine within 20 hours	N/A





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

RECEIVING REPORT DATE:

SHIPPING REPORT DATE:

W/O:	1737	ENGINE S/N:	726811	JT8D-	219	CUSTOMER:	Turbine Engine Solutions
ENGINE CONFIGURATION				STAND INFORMATION			
Q.E.C. INSTALLED				SHIPPING		x	
Q.E.C. PARTIALLY INSTALLED		x		TOWING STAND			
Q.E.C. NOT INSTALLED				SERIAL NUMBER		AVJT8D03	
BASIC ENGINE				COLOR		Orange	
BARE ENGINE				PROPERTY OF		Customer	
				CONDITION		Serviceable	

BASIC ENGINE COMPONENTS

DESCRIPTION	PART NUMBER	SERIAL NUMBER	OVER	SHORT	DAMAGE	N/A
ENGINE DATA PLATE	JT8D-219	726811	x			
ENGINE SPEED DATA PLATE			x			
GEARBOX	779150	WH0066	x			
FUEL ANTI-ICE VALVE	320115	16956	x			
FUEL CONTROL	769606-15	F15433	x			
FUEL CONTROL BRACKET			x			
FUEL CONTROL LINKAGE POWER			x			
FUEL CONTROL LINKAGE SHUT OFF			x			
FUEL PUMP	384300	7994	x			
FUEL PRESSURE DIFFERENTIAL SWITCH			x			
FUEL PRESSURE SENSOR			x			
FUEL TEMPERATURE BULB			x			
FUEL HEATER	745608	AR823E	x			
FUEL OIL COOLER	749965	WH0105	x			
OIL TANK	565016	91-J-2	x			
OIL DRAIN VALVE			x			
MAIN OIL PUMP			x			
BLEED CONTROL VALVE	5000047-01	BSGCAK5381	x			
EDUCTOR VALVE			x			
P.R.B.C. PLUMBING			x			
PRESSURE RATIO BLEED CONTROL	790312	6150260	x			
2nd P. R. B. C. POST SB 5871	805373-001	6151113	x			
START BLEED CONTROL VALVE			x			
RIGHT INLET ANTI-ICE VALVE	320115	10579	x			
LEFT INLET ANTI-ICE VALVE	320115	A1119	x			
IGNITER 2 e/a			x			
IGNITER LEAD CABLE L.H.			x			
IGNITER LEAD CABLE R.H.			x			
IGNITION EXCITER R.H.			x			
IGNITION EXCITER L.H.			x			
IGNITION EXCITER SINGLE TYPE	10-353875-4	089863	x			
P & D VALVE	766342	6154461	x			
P. & D. VALVE TUBING			x			
PT7 MOISTURE TRAP			x			
EGT LEADS			x			
TAIL CONE			x			





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

Q.E.C. COMPONENTS

W/O:	1737	ENGINE S/N:	726811	JT8D-	219	CUSTOMER:	US Aviation Corp			
DESCRIPTION				PART NUMBER		SERIAL NUMBER	OVER	SHORT	DAMAGE	N/A
C.S.D. HEAT EXCHANGER								X		
C.S.D. UNIT								X		
ENGINE STARTER								X		
FILTER STARTER CONTROL VALVE								X		
FORWARD CONE BOLTS L.H.								X		
FORWARD CONE BOLTS R.H.								X		
FRONT VIBRATION PICK-UP								X		
FUEL FLOW TRANSMITTER								X		
GENERATOR ASSY.								X		
HYDRAULIC PUMP								X		
N-1 TACHOMETER								X		
N-2 TACHOMETER								X		
NOSE COWLING ANTI-ICE VALVE								X		
NOSE COWLING ASSY.								X		
NOSE DOME ASSY.								X		
OIL FILTER DIFFERENTIAL PRESS. SWITCH								X		
OIL LOW PRESSURE WARNING SWITCH								X		
OIL PRESSURE TRANSMITTER								X		
OIL QUANTITY TRANSMITTER								X		
OIL TEMPERATURE SENSOR								X		
PNEUMATIC CHECK VALVE								X		
REAR CONE BOLT								X		
REAR VIBRATION PICK-UP								X		
STARTER VALVE								X		
THERMOSTATIC REGULATOR VALVE								X		
THRUST REVERSER ASSY.								X		
13TH STAGE MANIFOLD SUPPLY DUCT								X		
13TH STAGE SADDLE DUCT								X		
8TH STAGE SADDLE DUCT								X		
ANTI-ICE VALVES TUBES								X		
C.S.D. FILTER ASSY.								X		
C.S.D. HEAT EXCHANGER PLUMBING								X		
C.S.D. PLUMBING								X		
ENGINE DRAIN MANIFOLD								X		
ENGINE ELECTRICAL HARNESS								X		
FIRE DETECTOR LOOP								X		
FIRE DETECTOR PANEL								X		
FUEL HEATER DUCT								X		
FUEL INLET TUBING								X		
GEARBOX BREATHER DUCT								X		

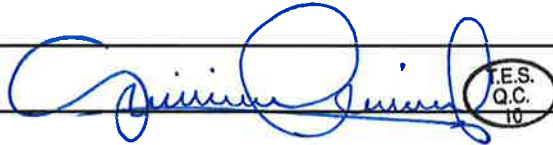


JT8D-200 SERIES O.S. & D. INVENTORY REPORT

Q.E.C. COMPONENTS

W/O:	1737	ENGINE S/N:	726811	JT8D-	219	CUSTOMER:	US Aviation Corp			
DESCRIPTION				PART NUMBER	SERIAL NUMBER	OVER	SHORT	DAMAGE	N/A	
GENERATOR COOLING DUCT						X				
GENERATOR ELECTRICAL HARNESS						X				
HYDRAULIC PLUMBING						X				
LEFT HYDRAULIC PANEL						X				
N-1 TACHOMETER CABLE						X				
NOSE COWLING ANTI-ICE DUCT						X				
RIGHT HYDRAULIC PANEL						X				
SADDLE DUCTS DOME CAPS						X				
STARTER ADAPTER						X				
STARTER DEFLECTOR						X				
STARTER INLET DUCT						X				
THRUST REV. ELECTRICAL HARNESS						X				
THRUST REVERSER CONTROL CABLE						X				
TRANSFORMER JUNCTION BOX						X				
TRUST REVERSER BELL CRANK						X				

LIST ANY OBVIOUS DAMAGE OR ABNORMAL CONDITION: N/A



INSPECTION ACCOMPLISH BY: Sigifredo Osorio / Q.C Director DATE: 30-Oct-2018

OUTGOING INSPECTION

1	VERIFY AND CHECK ALL THE ITEMS ABOVE.	
2	THE ENGINE IS MOUNTED ON A SUITABLE SHIPPING STAND.	
3	THE ENGINE IS PROPERLY FASTENED TO THE SHIPPING STAND.	
4	THE SHIPPING STAND IS FREE FROM DAMAGES.	
5	REMARKS:	
6	OUTGOING INSPECTION ACCOMPLISH BY: Jorge Carrasco / Production Manager	
	DATE:	





JT8D-200 BORESCOPE INSPECTION REPORT

DATE:29/Jan/2018 W/O:1737 ENGINE S/N:726811 JT8D-219 CUSTOMER:Turbine Engine Solution

INSPECTION TYPE: RECEIVING () BEFORE TEST () AFTER TEST (x)

VISUAL BORESCOPE VIDEO BORESCOPE ()

N-1 COMPRESSOR

INLET CASE AREA **72-23-00**

No visual discrepancies noted.	ACCEPT	REJECT
	<input checked="" type="checkbox"/> 	

C-1 BLADES **72-33-00**

No visual discrepancies noted.	ACCEPT	REJECT
	<input checked="" type="checkbox"/> 	

C-6 BLADES **72-33-00**

No visual discrepancies noted.	ACCEPT	REJECT
	<input checked="" type="checkbox"/> 	

N-2 COMPRESSOR

C-7 BLADES **72-36-00**

No visual discrepancies noted.	ACCEPT	REJECT
	<input checked="" type="checkbox"/> 	

C-13 BLADES **72-36-00**

No visual discrepancies noted.	ACCEPT	REJECT
	<input checked="" type="checkbox"/> 	

HOT SECTION

COMBUSTION CHAMBERS **72-41-00**

Normal wear within limits.	ACCEPT	REJECT
	<input checked="" type="checkbox"/> 	

1ST. STAGE NOZZLE GUIDE VANES **72-51-00**

Normal wear within limits.	ACCEPT	REJECT
	<input checked="" type="checkbox"/> 	





JT8D-200 BORESCOPE INSPECTION REPORT

DATE: 29/Jan/2018 W/O: 1737 ENGINE S/N: 726811 JT8D-219 CUSTOMER: Turbine Engine Solution

INSPECTION TYPE: RECEIVING () BEFORE TEST () AFTER TEST (x)

VISUAL BORESCOPE VIDEO BORESCOPE ()

HIGH PRESSURE TURBINE

T-1 BLADES **72-52-00**

Normal wear within limits.	ACCEPT	REJECT
		

LOW PRESURE TURBINE

2ST. STAGE NOZZLE GUIDE VANES **72-53-00**

Not inspected.	ACCEPT	REJECT
	N/A	N/A

T-2 BLADES & VANES **72-53-00**

Normal wear within limits.	ACCEPT	REJECT
	N/A	N/A

T-4 BLADES **72-53-00**

Normal wear within limits.	ACCEPT	REJECT
		

EXHAUST AREA

72-54-00

No visual discrepancies noted.	ACCEPT	REJECT
		

ADDITIONAL NOTES: **ACCEPT** **REJECT**

	N/A	N/A
--	-----	-----

Inspection Accomplished by: Sigifredo Osorio / Q.C Director

Date: 29-Jan-2018






TEST CELL RESULTS

W. O.: 5002112

MODEL: JT8D-219

ESN: 726811

DATE: 25-Jan-18

F. J. Turbine Power, Inc.

DATE TESTED: 25-Jan-18

FAA Approved Repair Station F7JR192Y

Form Q 009 - 1/5/04

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

ENGINE WORK CARD

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

TITLE:				
ENGINE TEST RESULTS - JT8D-200				
WORK ORDER		ENGINE MODEL		ENGINE SERIAL NUMBER
5002112		JT8D-219		726811
TEST SPECIFICATIONS:		MANUAL USED	<u>P/N 773128 REV.# 104</u>	TYPE OF TEST: <u>TEST# 3</u>
TEST LIMITS (CHECK ONE):		<input checked="" type="checkbox"/> HEAVY MAINTENANCE	<input type="checkbox"/> OVERHAUL	<input type="checkbox"/> OTHER: _____
ITEM	OPERATION AND REFERENCED PROCEDURE	ACCEPTED	REJECTED	DOES NOT APPLY
1	MAIN OIL PRESSURE	FJTP 21 INSD		
2	MAIN OIL TEMPERATURE.	FJTP 21 INSD		
3	OIL CONSUMPTION.	FJTP 21 INSD		
4	BREATHER PRESSURE	FJTP 21 INSD		
5	MAXIMUM EXHAUST GAS TEMPERATURE (EGT)	FJTP 21 INSD		
6	EXHAUST GAS TEMPERATURE (EGT) SPREAD.	FJTP 21 INSD		
7	FRONT VIBRATION LIMITS.	FJTP 21 INSD		
8	REAR VIBRATION LIMITS.	FJTP 21 INSD		
9	TURBINE COOLING PRESSURE.	FJTP 21 INSD		
10	MAXIMUM LOW COMPRESSOR SPEED.	FJTP 21 INSD		
11	MAXIMUM HIGH COMPRESSOR SPEED.	FJTP 21 INSD		
12	E.P.R. vs. THRUST RELATIONSHIP.	FJTP 21 INSD		
13	ACCELERATION TIME.	FJTP 21 INSD		
14	ANTI-SURGE BLEED CHECK.	FJTP 21 INSD		
15	AUTOMATIC RESERVE THRUST INCREMENT.	FJTP 21 INSD		
16	SPEED DATA PLATE. OBSERVED: R.P.M.: <u>10,896</u> PERCENT: <u>88.98</u> %	FJTP 21 INSD		
17	RE-STAMP OF DATA PLATE REQUIRED IF ENGINE QUALIFIES BASED ON WORK PERFORMED.	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
18	COMMENTS:	TAKE-OFF LIMIT	TAKE-OFF - ACTUAL	TAKE-OFF MARGIN
	RED LINE	<u>590</u> °C (OBSERVED)	<u>563</u> °C (OBSERVED)	<u>27</u> °C
	EHM (for Pt7/Pt2)	<u>545</u> °C (CORRECTED)	<u>539</u> °C (CORRECTED)	<u>6</u> °C
	CIT: <u>74</u> °F			

F. J. Turbine Power, Inc.

DATE TESTED: 25-Jan-2018

FAA Approved Repair Station F7JR192Y

Form Q 009 - 5-Jan-2004

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

ENGINE WORK CARD

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

TITLE: JET ENGINE TEST LOG									
WORK ORDER 5002112			ENGINE MODEL JT8D-219				ENGINE SERIAL NUMBER 726811		
CUSTOMER T.E.S.			TEST CELL No. 6	TEST START 14:25	TEST STOP 15:45	TEST HOURS 1 HR 20 MINS.			
TEST SPECIFICATIONS: MANUAL P/N: <u>773128</u> CURRENT MANUAL REV: <u>104</u> TYPE OF TEST: <u>TEST # 3</u>									
TEST LIMTS (CHECK ONE): <input checked="" type="checkbox"/> HEAVY MAINTENANCE <input type="checkbox"/> OVERHAUL <input type="checkbox"/> OTHER: _____									
N2 SPEED DATA PLATE: <u>89.65</u> % <u>10,978</u> RPM			WEATHER			BLEED VALVE CHECK			
FUEL PUMP	P/N: <u>384300</u>		TIME TAKEN: <u>14:30</u>		SCH ED MAX. (CHART): <u>76.8</u> <u>56.8</u> "HGA				
	S/N: <u>7994</u>		BAROMETER: <u>30.21</u>		SCH ED MIN. (CHART): <u>72.0</u> <u>52.1</u> "HGA				
FCU	P/N: <u>769606-15</u>		CIT OR OAT: <u>73</u> °F		OPENED AT: <u>72.5</u> <u>54.8</u> "HGA				
	S/N: <u>F15433</u>		DRY BULB TEMP: <u>73</u> °F		CLOSED AT: <u>76.2</u> <u>55.8</u> "HGA				
BELL MOUTH S/N: <u>TC015</u>			WET BULB TEMP: <u>67</u> °F			TRIM DATA			
TEST NOZZLE S/N: <u>TC016</u>			HUMIDITY: <u>56</u> %			PART POWER PT7 TARGET: <u>51.48</u> "HGA			
TEST NOZZLE AREA: <u>7.601</u> SQUARE FEET			DEW POINT: <u>58</u> °F			TAKE OFF POWER PT7 TARGET: <u>60.16</u> "HGA			
OIL CONSUMPTION: <u>0.02</u> GPH		AMOUNT OF OIL SERVICED: <u>6</u> GALLONS			IDLE N2 TRIMMED TO: <u>6620</u> RPM				
FUEL TYPE: JET A		OIL TYPE: <u>BP2380</u>			ACCELERATION TIME: <u>5</u> SEC.				
FUEL B.T.U. RATING: <u>18560</u>		SP. GR.: <u>0.805</u>		FUEL METER START: <u>220644</u>		FUEL METER STOP: <u>221668</u>		TOTAL FUEL USED: <u>1024</u> GLS	
OIL LEAKS:	<u>OK.-</u>	SPARK IGNITER CK - "A":	<u>OK.-</u>	FUEL HEAT VALVE:	<u>OK.-</u>	FUEL PRESSURE:	<u>OK.-</u>		
FUEL LEAKS:	<u>OK.-</u>	SPARK IGNITER CK - "B":	<u>OK.-</u>	COWL ANTI-ICE VALVE:	<u>N/A</u>	CSD DISCONNECT:	<u>N/A</u>		
AIR LEAKS:	<u>OK.-</u>	LH ANTI-ICE VALVE:	<u>OK.-</u>	FUEL PRESS TRANS:	<u>N/A</u>	OIL SCREEN:	<u>OK.-</u>		
OIL PRESSURE:	<u>OK.-</u>	RH ANTI-ICE VALVE:	<u>OK.-</u>	ENG OIL PRESS TRANS:	<u>N/A</u>	FUEL SCREENS:	<u>OK.-</u>		
SPEED DATA PLATE CHECK AT 1.65 EPR - N2 RPM <u>10896</u> @ <u>88.98</u> % RE-STAMP DATA PLATE: NO <input checked="" type="checkbox"/> YES <input type="checkbox"/>									
PRESERVED FUEL AND OIL SYSTEMS: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> DATE: <u>25-Jan-18</u>									
NOTES: <u>COAST DOWN TIME : N2 : 1:35 MINS. N1 : 1:55 MINS.</u>									

TESTED BY: [Signature]



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

INSPECTED BY: [Signature]



DATE: JAN, 25-18

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

MODEL: JT8D-219 S/N: 726811 WO: 5002112 CUST: T.E.S.
IDLE.
CIT 23 °C EGT 414 °C
73 °F 777 °F T7 TIME @ TEMP 0 THRUST 1223 LBS CORR. EPR 1.034

CORRECTED DATA

N1 % 26.89 N1 RPM 2,211
N2 % 54.07 N2 RPM 6,622

N1	2181
Fn	1171
N2	6534
EGT	396 °C
Wf	1022
TSFC	0.872

CORR. PT2 30.21 HGA
PT2 AVG (CELL) -0.10 "H2O
PT7 31.24 HGA

TIMER

MAIN OIL 44 PSIG MAIN FUEL 29 PSIG
BREATHER 0.2 "HG FUEL FLOW 1054 PPH
OIL IN 213 °F FUEL IN 75 °F
101 °C
OIL OUT 226 °F
CELL TEMP 73 °F BAROMETER 30.21 "HG

VIBRATION

COMP	0.1
TURB	0.7

CORR. Ps3/Pt2 1.382
CORR. Ps4/Pt2 0.998
PCP 23.1 PSIA
PS3 20.5 PSIA
PCP RATIO 1.561

1/25/2018

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

MODEL: JT8D-219 S/N: 726811 WO: 5002112 CUST: T.E.S. *PART POWER.*

CIT

23
74

 °C / °F EGT

500
932

 °C / °F T7 TIME @ TEMP

0

 THRUST

15533

 LBS CORR. EPR

1.708

CORRECTED DATA

N1 %

83.15

 N1 RPM

6,837

N2 %

90.82

 N2 RPM

11,123

N1	6739
Fn	16014
N2	10965
EGT	478 °C
Wf	7981
TSFC	0.498

CORR. PT2

30.15

 HGA
PT2 AVG (CELL)

-1.40

 "H2O
PT7

51.48

 HGA

TIMER

MAIN OIL

45

 PSIG MAIN FUEL

16

 PSIG
BREATHER

0.7

 "HG FUEL FLOW

8225

 PPH
OIL IN

186
86

 °F / °C FUEL IN

75

 °F
OIL OUT

278

 °F PS4

204.8

 PSIA PS3

167.6

 HGA
CELL TEMP

74

 °F BAROMETER

30.21

 "HG

VIBRATION

COMP	1.3
TURB	1.0

CORR. Ps3/Pt2

5.558

CORR. Ps4/Pt2

13.831

PCP

116.4

 PSIA
PS3

82.3

 PSIA
PCP RATIO

0.568

1/25/2018

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-219 S/N 726811 W.O. 5002112

CUSTOMER

T.E.S.

T7

COND

PARTPOWER

1. 948 F

2. 921 F

3. 892 F CALCULATED AVG.
932 F

4. 969 F

5. 953 F

6. 971 F

EGT SPREAD
EGT LO ~~865~~ EGT HI ~~971~~ EGT SPREAD ~~106~~
CHN216 CHN217

7. 865 F

8. 938 F

DATE 01/25/18

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

MODEL: JT8D-219 S/N: 726811 WO: 5002112 CUST: T.E.S.

IDLE

CIT 23 °C EGT 411 °C
74 °F 772 °F T7 TIME @ TEMP 0 THRUST 1241 LBS CORR. EPR 1.035

CORRECTED DATA

N1 % 26.89 N1 RPM 2,211

N1 2179

CORR. PT2 30.21 HGA

N2 % 54.21 N2 RPM 6,640

Fn 1229

PT2 AVG (CELL) -0.10 "H2O

EGT 392 °C

PT7 31.25 HGA

Wf 982

TSFC 0.799

TIMER

MAIN FUEL 29 PSIG

MAIN OIL 44 PSIG

FUEL FLOW 1014 PPH

BREATHER 0.2 "HG

FUEL IN 75 °F

OIL IN 225 °F

107 °C

OIL OUT 239 °F

PS4 14.8 PSIA

PS3 41.7 HGA

VIBRATION

COMP 0.1

TURB 0.7

CORR. Ps3/Pt2 1.382

CORR. Ps4/Pt2 0.998

PCP 23.2 PSIA

PS3 20.5 PSIA

PCP RATIO 1.568

CELL TEMP 74 °F

BAROMETER 30.21 "HG

1/25/2018

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

MODEL: JT8D-219 S/N: 726811 WO: 5002112 CUST: T.E.S. **TAKEOFF.**

CIT °C EGT °C
 °F °F T7 TIME @ TEMP THRUST LBS CORR. EPR

CORRECTED DATA

N1 % N1 RPM
 N2 % N2 RPM

TIMER

MAIN OIL PSIG
 BREATHER "HG
 OIL IN °F
 °C
 OIL OUT °F
 CELL TEMP °F

MAIN FUEL PSIG
 FUEL FLOW PPH
 FUEL IN °F
 PS4 PSIA
 PS3 HGA
 BAROMETER "HG

N1	<input type="text" value="7473"/>
Fn	<input type="text" value="21093"/>
N2	<input type="text" value="11511"/>
EGT	<input type="text" value="539"/> °C
Wf	<input type="text" value="10931"/>
TSFC	<input type="text" value="0.518"/>

CORR. PT2 HGA
 PT2 AVG (CELL) "H2O
 PT7 HGA

VIBRATION

COMP	<input type="text" value="1.0"/>
TURB	<input type="text" value="1.3"/>

CORR. Ps3/Pt2
 CORR. Ps4/Pt2
 PCP PSIA
 PS3 PSIA
 PCP RATIO

1/25/2018

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-219 S/N 726811 W.O. 5002112

CUSTOMER

T.E.S.

T7

COND

TAKEOFF

1. 1046 F

2. 1047 F

3. 997 F CALCULATED AVG.
1044 F

4. 1078 F

5. 1057 F

6. 1080 F

EGT SPREAD
EGT LO 986 ~~+~~ EGT HI 1080 ~~++~~ EGT SPREAD 94 ~~+~~
CHN216 CHN217

7. 986 F

8. 1057 F

DATE 01/25/18

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

MODEL: JT8D-219 S/N: 726811 WO: 5002112 CUST: T.E.S. *MAX. T/O.*

CIT °C °F EGT °C °F T7 TIME @ TEMP THRUST LBS CORR. EPR

CORRECTED DATA

N1 % N1 RPM

N1

CORR. PT2 HGA

N2 % N2 RPM

Fn

PT2 AVG (CELL) "H2O

N2

EGT °C

PT7 HGA

Wf

TSFC

TIMER

MAIN FUEL PSIG

MAIN OIL PSIG

FUEL FLOW PPH

BREATHER "HG

FUEL IN °F

OIL IN °F

°C

OIL OUT °F

PS4 PSIA

PS3 HGA

CELL TEMP °F

BAROMETER "HG

VIBRATION

COMP

TURB

CORR. Ps3/Pt2

CORR. Ps4/Pt2

PCP PSIA

PS3 PSIA

PCP RATIO

1/25/2018

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

MODEL: JT8D-219 S/N: 726811 WO: 5002112 CUST: T.E.S.
M. CONT.
 CIT

23
74

 °C / °F EGT

537
999

 °C / °F T7 TIME @ TEMP

0

 THRUST

18553

 LBS CORR. EPR

1.874

N1 % <table border="1" style="display: inline-table;"><tr><td>88.44</td></tr></table> N1 RPM <table border="1" style="display: inline-table;"><tr><td>7,272</td></tr></table> N2 % <table border="1" style="display: inline-table;"><tr><td>93.81</td></tr></table> N2 RPM <table border="1" style="display: inline-table;"><tr><td>11,490</td></tr></table> TIMER MAIN OIL <table border="1" style="display: inline-table;"><tr><td>45</td></tr></table> PSIG BREATHER <table border="1" style="display: inline-table;"><tr><td>0.8</td></tr></table> "HG OIL IN <table border="1" style="display: inline-table;"><tr><td>192</td></tr><tr><td>89</td></tr></table> °F / °C OIL OUT <table border="1" style="display: inline-table;"><tr><td>297</td></tr></table> °F CELL TEMP <table border="1" style="display: inline-table;"><tr><td>74</td></tr></table> °F	88.44	7,272	93.81	11,490	45	0.8	192	89	297	74	CORRECTED DATA <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>N1</td><td>7168</td></tr> <tr><td>Fn</td><td>19058</td></tr> <tr><td>N2</td><td>11326</td></tr> <tr><td>EGT</td><td>514</td></tr> <tr><td>Wf</td><td>9720</td></tr> <tr><td>TSFC</td><td>0.510</td></tr> </table> °C VIBRATION <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>COMP</td><td>1.1</td></tr> <tr><td>TURB</td><td>1.2</td></tr> </table>	N1	7168	Fn	19058	N2	11326	EGT	514	Wf	9720	TSFC	0.510	COMP	1.1	TURB	1.2	CORR. PT2 <table border="1" style="display: inline-table;"><tr><td>30.14</td></tr></table> HGA PT2 AVG (CELL) <table border="1" style="display: inline-table;"><tr><td>-1.80</td></tr></table> "H2O PT7 <table border="1" style="display: inline-table;"><tr><td>56.48</td></tr></table> HGA CORR. Ps3/Pt2 <table border="1" style="display: inline-table;"><tr><td>6.208</td></tr></table> CORR. Ps4/Pt2 <table border="1" style="display: inline-table;"><tr><td>15.976</td></tr></table> PCP <table border="1" style="display: inline-table;"><tr><td>132.4</td></tr></table> PSIA PS3 <table border="1" style="display: inline-table;"><tr><td>91.9</td></tr></table> PSIA PCP RATIO <table border="1" style="display: inline-table;"><tr><td>0.560</td></tr></table>	30.14	-1.80	56.48	6.208	15.976	132.4	91.9	0.560
88.44																																				
7,272																																				
93.81																																				
11,490																																				
45																																				
0.8																																				
192																																				
89																																				
297																																				
74																																				
N1	7168																																			
Fn	19058																																			
N2	11326																																			
EGT	514																																			
Wf	9720																																			
TSFC	0.510																																			
COMP	1.1																																			
TURB	1.2																																			
30.14																																				
-1.80																																				
56.48																																				
6.208																																				
15.976																																				
132.4																																				
91.9																																				
0.560																																				
MAIN FUEL <table border="1" style="display: inline-table;"><tr><td>11</td></tr></table> PSIG FUEL FLOW <table border="1" style="display: inline-table;"><tr><td>10015</td></tr></table> PPH FUEL IN <table border="1" style="display: inline-table;"><tr><td>75</td></tr></table> °F PS4 <table border="1" style="display: inline-table;"><tr><td>236.5</td></tr></table> PSIA PS3 <table border="1" style="display: inline-table;"><tr><td>187.1</td></tr></table> HGA BAROMETER <table border="1" style="display: inline-table;"><tr><td>30.21</td></tr></table> "HG	11	10015	75	236.5	187.1	30.21																														
11																																				
10015																																				
75																																				
236.5																																				
187.1																																				
30.21																																				

1/25/2018

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-219 S/N 726811 W.O. 5002112

CUSTOMER

T.E.S.

T7

COND

M.CONT.

1. 1000 F

2. 1011 F

3. 961 F CALCULATED AVG.
999 F

4. 1034 F

5. 998 F

6. 1043 F

EGT SPREAD
EGT LO ~~942~~ CHN216 EGT HI ~~1043~~ CHN217 EGT SPREAD ~~101~~

7. 942 F

8. 1003 F

DATE 01/25/18

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

MODEL: JT8D-219 **S/N:** 726811 **WO:** 5002112 **CUST:** T.E.S. *MAX. CR.*
CIT

23
74

 °C/°F **EGT**

504
940

 °C/°F **T7 TIME @ TEMP**

0

THRUST

16098

 LBS **CORR. EPR**

1.737

CORRECTED DATA

N1 %

84.25

N1 RPM

6,927

N2 %

91.63

N2 RPM

11,222

N1	6828
Fn	16576
N2	11062
EGT	483 °C
Wf	8209
TSFC	0.495

CORR. PT2

30.15

 HGA
PT2 AVG (CELL)

-1.40

 "H2O
PT7

52.36

 HGA

TIMER

MAIN OIL

45

 PSIG **MAIN FUEL**

15

 PSIG
BREATHER

1.0

 "HG **FUEL FLOW**

8459

 PPH
OIL IN

192
89

 °F/°C **FUEL IN**

75

 °F
OIL OUT

289

 °F **PS4**

211.4

 PSIA **PS3**

170.8

 HGA
CELL TEMP

74

 °F **BAROMETER**

30.21

 "HG

VIBRATION

COMP	1.2
TURB	1.2

CORR. Ps3/Pt2

5.667

CORR. Ps4/Pt2

14.278

PCP

118.8

 PSIA
PS3

83.9

 PSIA
PCP RATIO

0.562

1/25/2018

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-219 S/N 726811 W.O. 5002112

CUSTOMER

T.E.S.

T7

COND

MAX.CR.

1. 948 F

2. 932 F

3. 911 F CALCULATED AVG.
940 F

4. 980 F

5. 935 F

6. 996 F

EGT SPREAD
EGT LO ~~885~~ EGT HI ~~996~~ EGT SPREAD ~~111~~
CHN216 CHN217

7. 885 F

8. 935 F

DATE 01/25/18

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

MODEL: JT8D-219 S/N: 726811 WO: 5002112 CUST: T.E.S. *C. BAND.*

CIT

23
74

 °C / °F EGT

487
908

 °C / °F T7 TIME @ TEMP

0

 THRUST

14523

 LBS CORR. EPR

1.651

N1 %

81.25

 N1 RPM

6,681

N2 %

90.24

 N2 RPM

11,053

TIMER

MAIN OIL

45

 PSIG

MAIN FUEL

17

 PSIG

BREATHER

0.8

 "HG

FUEL FLOW

7602

 PPH

OIL IN

191
88

 °F / °C

FUEL IN

75

 °F

OIL OUT

279

 °F

PS4

194.4

 PSIA

PS3

158.4

 HGA

CELL TEMP

74

 °F

BAROMETER

30.21

 "HG

CORRECTED DATA

N1	6586
Fn	15011
N2	10896
EGT	465 °C
Wf	7376
TSFC	0.491

CORR. PT2

30.15

 HGA

PT2 AVG (CELL)

-1.30

 "H2O

PT7

49.78

 HGA

VIBRATION

COMP	1.5
TURB	1.0

CORR. Ps3/Pt2

5.254

CORR. Ps4/Pt2

13.128

PCP

110.2

 PSIA

PS3

77.8

 PSIA

PCP RATIO

0.567

1/25/2018

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

MODEL: JT8D-219 S/N: 726811 WO: 5002112 CUST: T.E.S. *IDLE.*

CIT

23
74

 °C / °F EGT

407
765

 °C / °F T7 TIME @ TEMP

0

 THRUST

1248

 LBS CORR. EPR

1.034

CORRECTED DATA

N1 %

26.75

 N1 RPM

2,200

N2 %

54.07

 N2 RPM

6,622

N1	2168
Fn	1236
N2	6527
EGT	388
Wf	982
TSFC	0.794

 °C

CORR. PT2

30.21

 HGA
PT2 AVG (CELL)

-0.10

 "H2O
PT7

31.23

 HGA

TIMER

MAIN OIL

44

 PSIG MAIN FUEL

29

 PSIG
BREATHER

0.2

 "HG FUEL FLOW

1014

 PPH
OIL IN

233
112

 °F / °C FUEL IN

75

 °F
OIL OUT

249

 °F PS4

14.8

 PSIA PS3

41.5

 HGA
CELL TEMP

74

 °F BAROMETER

30.21

 "HG

VIBRATION

COMP	0.2
TURB	0.7

CORR. Ps3/Pt2

1.375

CORR. Ps4/Pt2

0.998

PCP

23.1

 PSIA
PS3

20.4

 PSIA
PCP RATIO

1.561

1/25/2018

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

MODEL: JT8D-219 S/N: 726811 WO: 5002112 CUST: T.E.S.
REVERSE.
 CIT

23
74

 °C/°F EGT

566
1049

 °C/°F T7 TIME @ TEMP

0

 THRUST

20533

 LBS CORR. EPR

1.999

CORRECTED DATA

N1 % <table border="1" style="display: inline-table;"><tr><td>92.24</td></tr></table>	92.24	N1 RPM <table border="1" style="display: inline-table;"><tr><td>7,585</td></tr></table>	7,585	N1 <table border="1" style="display: inline-table;"><tr><td>7477</td></tr></table>	7477	Fn <table border="1" style="display: inline-table;"><tr><td>21026</td></tr></table>	21026	CORR. PT2 <table border="1" style="display: inline-table;"><tr><td>30.13</td></tr></table> HGA	30.13
92.24									
7,585									
7477									
21026									
30.13									
N2 % <table border="1" style="display: inline-table;"><tr><td>95.48</td></tr></table>	95.48	N2 RPM <table border="1" style="display: inline-table;"><tr><td>11,694</td></tr></table>	11,694	N2 <table border="1" style="display: inline-table;"><tr><td>11527</td></tr></table>	11527	EGT <table border="1" style="display: inline-table;"><tr><td>541</td></tr></table> °C	541	PT2 AVG (CELL) <table border="1" style="display: inline-table;"><tr><td>-1.80</td></tr></table> "H2O	-1.80
95.48									
11,694									
11527									
541									
-1.80									
TIMER		Wf <table border="1" style="display: inline-table;"><tr><td>11006</td></tr></table>	11006	TSFC <table border="1" style="display: inline-table;"><tr><td>0.523</td></tr></table>	0.523	PT7 <table border="1" style="display: inline-table;"><tr><td>60.24</td></tr></table> HGA	60.24		
11006									
0.523									
60.24									
MAIN OIL <table border="1" style="display: inline-table;"><tr><td>46</td></tr></table> PSIG	46	MAIN FUEL <table border="1" style="display: inline-table;"><tr><td>7</td></tr></table> PSIG	7	VIBRATION					
46									
7									
BREATHER <table border="1" style="display: inline-table;"><tr><td>0.9</td></tr></table> "HG	0.9	FUEL FLOW <table border="1" style="display: inline-table;"><tr><td>11339</td></tr></table> PPH	11339	COMP <table border="1" style="display: inline-table;"><tr><td>1.0</td></tr></table>	1.0	CORR. Ps3/Pt2 <table border="1" style="display: inline-table;"><tr><td>6.703</td></tr></table>		6.703	
0.9									
11339									
1.0									
6.703									
OIL IN <table border="1" style="display: inline-table;"><tr><td>187</td></tr><tr><td>86</td></tr></table> °F/°C	187	86	FUEL IN <table border="1" style="display: inline-table;"><tr><td>75</td></tr></table> °F	75	TURB <table border="1" style="display: inline-table;"><tr><td>1.5</td></tr></table>	1.5	CORR. Ps4/Pt2 <table border="1" style="display: inline-table;"><tr><td>17.480</td></tr></table>		17.480
187									
86									
75									
1.5									
17.480									
OIL OUT <table border="1" style="display: inline-table;"><tr><td>302</td></tr></table> °F	302	PS4 <table border="1" style="display: inline-table;"><tr><td>258.7</td></tr></table> PSIA	258.7	PS3 <table border="1" style="display: inline-table;"><tr><td>202.0</td></tr></table> HGA	202.0	PCP <table border="1" style="display: inline-table;"><tr><td>143.8</td></tr></table> PSIA		143.8	
302									
258.7									
202.0									
143.8									
CELL TEMP <table border="1" style="display: inline-table;"><tr><td>74</td></tr></table> °F	74	BAROMETER <table border="1" style="display: inline-table;"><tr><td>30.21</td></tr></table> "HG	30.21	PS3 <table border="1" style="display: inline-table;"><tr><td>99.2</td></tr></table> PSIA			99.2		
74									
30.21									
99.2									
			PCP RATIO <table border="1" style="display: inline-table;"><tr><td>0.556</td></tr></table>		0.556				
0.556									

1/25/2018

F.J. TURBINE POWER, INC FAA #F7JR192Y ENGINE TEST
MODEL JT8D-219 S/N 726811 W.O. 5002112 CUSTOMER

PAGE 27
T.E.S.

BLEED VALVE SCHEDULE

MIN LIMIT	72.0	CHN223	PS4	0.00	PSIG
MAX LIMIT	76.8	CHN224	PS3	6.20	PSIG
OPEN @	71.7	CHN225	PS3	42.8	HGA
CLOSED @	77.4	CHN226			

DATE 01/25/18

F.J. TURBINE POWER, INC FAA #F7JR192Y ENGINE TEST
MODEL JT8D-219 S/N 726811 W.O. 5002112 CUSTOMER

PAGE 27
T.E.S.

BLEED VALVE SCHEDULE

MIN LIMIT	72.0 CHN223	PS4 0.00 PSIG
MAX LIMIT	76.8 CHN224	PS3 5.60 PSIG
OPEN @	72.5 CHN225	PS3 41.5 HGA
CLOSED @	76.2 CHN226	

DATE 01/25/18

BLEED VALVE SCHEDULE

MIN LIMIT	52.1 CHN223	PS4 0.00 PSIG
MAX LIMIT	56.8 CHN224	PS3 6.30 PSIG
OPEN @	54.8 CHN225	PS3 43.0 HGA
CLOSED @	55.8 CHN226	

DATE 01/25/18

MODEL JT8D-219 S/N 726811 W.O. 5002112 CUSTOMER T.E.S.

ACCELERATION TIME CHECK

N2 RPM PERCENT 94.05

PERCENT RPM

0 10 20 30 40 50 60 70 80 90 100

TIME 5.0

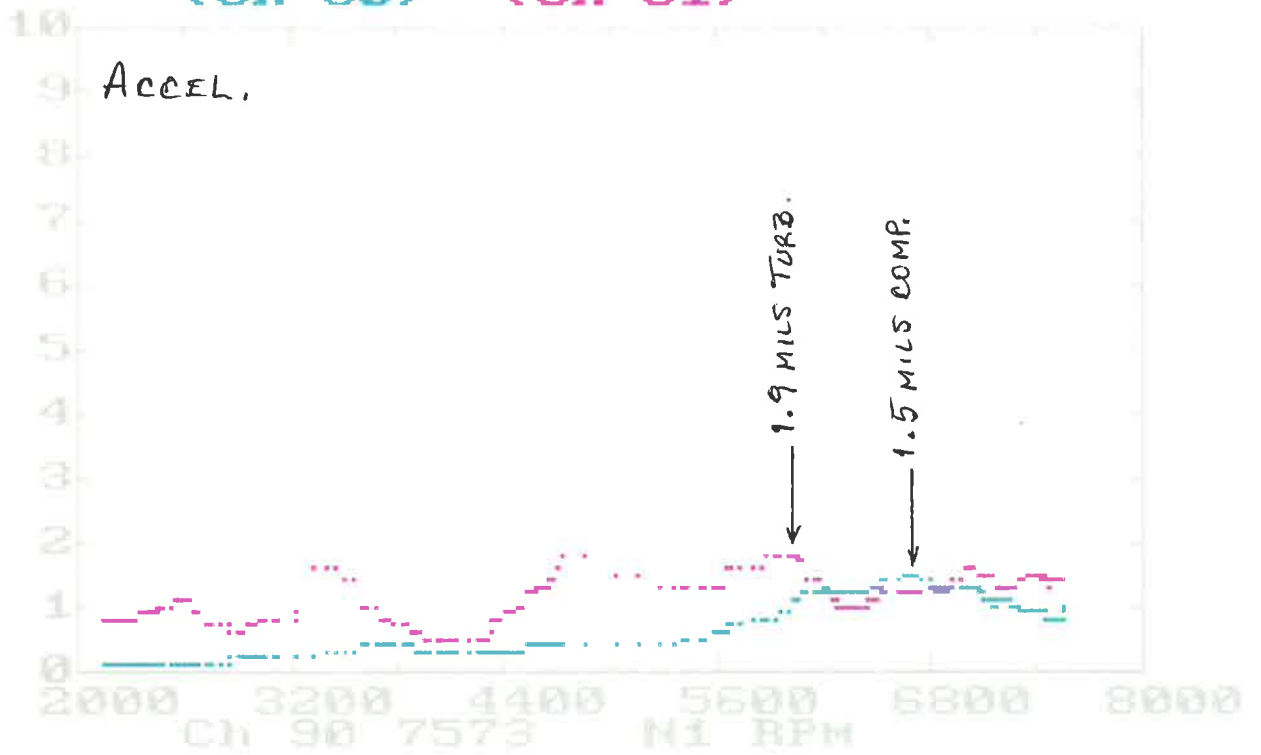
DATE 01/25/18

TIME OF DAY 15:21:38

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Program 'XYSCAT', run date 01-25-2018
(Ch 50) (Ch 51)

EMAS CHC SWE



Program 'XYSCAT', run date 01-25-2018
(Ch 50) (Ch 51)

EMAS CHC SWE

