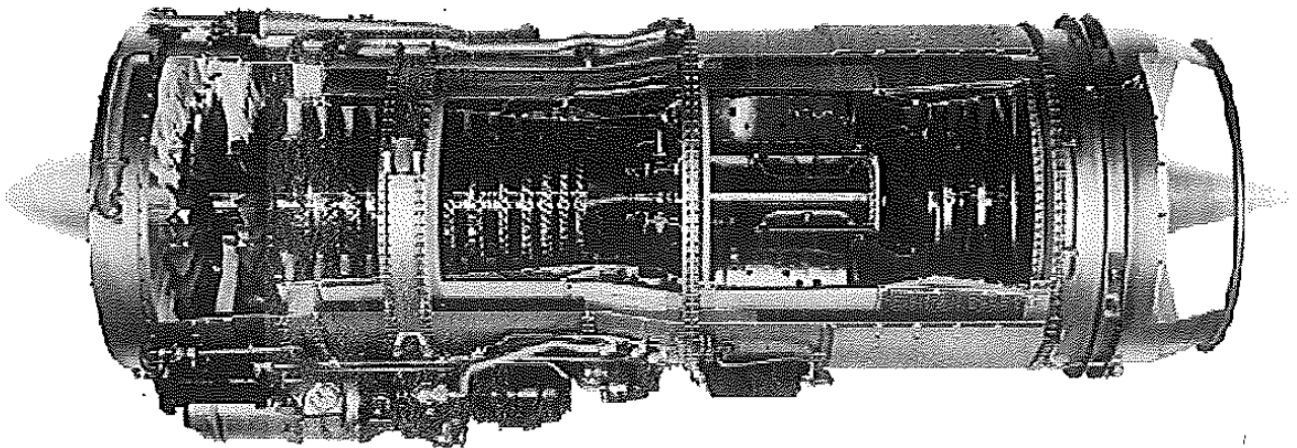


VIA EMAIL
6/11/18

ENGINE RECORDS MINI-PACK
ENGINE SERIAL NUMBER 717443
JT8D-217A



COMPLEMENTARY COPY
REFERENCE AEROLOCATE, LLC
WORK ORDER NUMBER 2017-449

“...Aircraft Sales & Lease, Parts & Engines, Delivery...”





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TECHNICAL DOCUMENTATION



ENGINE SUMMARY INFORMATION



ENGINE SUMMARY DATA:

Make:	Pratt & Whitney
Model:	JT8D-217A
Serial Number:	717443
Total Time since New:	45,139
Total Cycles since New:	26,427
First Hour Limiter:	N/A
Second Hour Limiter:	N/A
First Cycle Limiter:	T-3 Disk
Second Cycle Limiter:	C-1 Disk



F.A.A

FORM

337



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

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 <i>(As shown on registration certificate)</i>	Address <i>(As shown on registration certificate)</i>	
		Address _____	State _____
		City _____	Country _____
		Zip _____	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	<i>(As described in item 1 above)</i>	_____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	Pratt & Whitney	JT8D-217A	717443
<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 Name <u>JET ENGINE TECHNOLOGY, CORP.</u> Address <u>7001 N.W. 25th STREET</u> City <u>MIAMI</u> State <u>FLORIDA</u> Zip <u>33122</u> Country <u>UNITED STATES OF AMERICA</u>	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization	<input type="checkbox"/> Manufacturer C. Certificate No. <u>J9GR1140</u> Limited Powerplant, Airframe, & Accessories
--	--	---

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 <u>Manuel Ruiz – Lead Mechanic</u> <u>JUN-08-2017</u>
--	---

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	<input type="checkbox"/>	FAA Flt. Standards Inspector	<input type="checkbox"/>	Manufacturer	<input type="checkbox"/>	Maintenance Organization	<input type="checkbox"/>	Persons Approved by Canadian Department of Transport
	<input type="checkbox"/>	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	<input type="checkbox"/>	Inspection Authorization	Other <i>(Specify)</i>	

Certificate or Designation No. J9GR1140 Limited Powerplant, Airframe, & Accessories	Signature/Date of Authorized Individual <u>Lauren Quintanilla – Chief Inspector</u> <u>JUN-08-2017</u>
---	--

NOTICE

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

8. Description of Work Accomplished

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

Work Order: 2017-449

Model: JT8D-217A

Engine Serial Number: 717443

Nationality and Registration Mark

Date

E.T.T: 45,139

E.T.C: 26,427

Subject engine was received to comply with ASB 6435. The following is a summary of the work accomplished.

The **Fan Inlet Section** was disassembled, cleaned, inspected, and assembled. Installed a continued time inspected Inlet Case Assembly. All remaining parts were also continued time inspected. N°1 Bearing Configuration Post SB 6050.

The **Low Compressor Section** was disassembled, cleaned, inspected, repaired, assembled, and balanced. Installed an overhauled C-1 & C-4 Disk/Blade Assemblies, continued time inspected C-1.5, C-2, C-3, C-5 & C-6 Disk/Blade Assemblies, continued time repaired LPC Stators with repaired knife edges & LPC Ducts with rubber strip replaced. All remaining parts were continued time inspected.

The **Intermediate Case** was disassembled, cleaned, inspected, repaired, pressure checked and assembled. Installed a continued time inspected Intermediate Case Assembly, overhauled (2ea) 8th Stage Bleed Valves, continued time inspected N°2 and N°3 Carbon Seal Assemblies. All remaining parts were also continued time inspected. Engine Bleed Valve System Configuration is Pre 5871R3.

The **High Compressor Section** was disassembled, cleaned, inspected, repaired, assembled, and balanced. Installed overhauled C-7 through C-13 Disk/Blade Assemblies, an overhauled HPC Rear Hub, overhauled sets of HPC Tierods and HPC Tierods Nuts. All HPC Blades were installed in overhauled condition and with a 80/20 CAT A/B ratio mix. All remaining parts were continued time inspected.

The **Diffuser Section** was disassembled, cleaned, inspected, repaired, and assembled. Installed continued time inspected Diffuser Case Assembly, a set of (9ea) bench checked Fuel Nozzles, (1ea) overhauled 13th Stage Bleed Valve and a continued time inspected N°4 bearing Carbon Seal Assembly. N° 4 Bearing Area is Post 5989R3. Bleed Valve System Configuration is Pre SB 5871R3. All remaining parts were also continued time inspected.

The **Combustion Section** was disassembled, cleaned, inspected, repaired and assembled. Installed continued time inspected Outer Combustion Case Assembly, a continued time inspected set of (9ea) CAT 2A Combustion Chambers, a continued time inspected T-1 Outer Air Seal and a continued time Nozzle Case Assembly. All remaining parts were also continued time inspected.

The **High Pressure Turbine** was disassembled, cleaned, inspected, repaired, assembled, and balanced. Installed a continued time inspected HPT Shaft, an overhauled T-1 Disk with a continued time inspected set of T-1 Blades and a continued time inspected N°5 Carbon Seal Assembly. N° 5 Bearing Area is Post A6196R3. All remaining parts were also continued time inspected.

The **Low Pressure Turbine Section** was disassembled, cleaned, inspected, repaired, assembled and balanced. Installed a continued time repaired/modified LPT Shaft (2nd Rework), continued time inspected T-2, T-3 & T-4 Disk/Blade Assemblies, continued time inspected sets of LPT Vanes and an overhauled set of LPT Tierods. All other parts were continued time inspected.

The **Exhaust Case & Mixer** was replaced with a serviceable assembly. The assembly was partially disassembled, cleaned, inspected, repaired, assembled and installed Thermocouples Probes and EGT Harness were continuity checked and Pt7 Tubing was leak checked. All remaining parts were also continued time inspected.

The **Fan Turbine Section** was disassembled, cleaned, inspected, repaired, and assembled. Installed continued time inspected Combustion Chamber and Turbine Fan Ducts. All remaining parts were also continued time inspected.

The **Gearbox** was replaced with a continued time inspected unit. Assembly was cleaned, inspected, pressure checked and installed.

All **Main Line Bearings** were continued time inspected.

All pertinent **Airworthiness Directives** were reviewed and were found to be current at this visit. The following ones were accomplished this visit.

- 1. AD 99-10-11 (Installed an OVH set of C-1 Blades P/N 854021)
- 2. AD 2003-16-05 (Installed Ni-cad coated C-7 through C-12 Disks)
- 3. AD 2005-21-01 (Installed oil temperature indicators on N° 4 to No. 5 Scavenge Tube)
- 4. AD 2006-17-07R1 (Installed Ni-Cad coated C-8 Disk Hub and a Ni-Cad coated HPC 8-to-9 Spacer)
- 5. AD 2011-04-04 (Inspection of C-1, C-13 & T-1 Disks only. Remaining units not disassembled)
- 6. 2011-07-02 (Installation of LPT-to-Exhaust Case Bolts, Spacers, and Nuts)
- 7. EASA 2004-0004 (Installed a continued time inspected T-2 Shroud P/N 815027-01)

The following **Service Bulletins** were embodied at this visit:


- 1. 5019R14 (2nd Rework of LPT Shaft Oil Holes)
- 2. 5741R3 (Inspection of Combustion Chambers)
- 3. 5975R3 (Inspection of HPC Rear Hub)
- 4. A5944R6 (Installed oil temperature indicators on N° 4 to N° 5 Scavenge Tube)
- 5. 6193R3 (Installed an OVH set of C-1 Blades P/N 854021)
- 6. 6245R3 (Installed a continued time inspected T-2 Shroud P/N 815027-01)
- 7. 6427R2 & A6435R1 (Installed Ni-cad coated C-7 through C-12 Disks)
- 8. A6430R2 (Installed Ni-Cad coated C-8 Disk Hub and a Ni-Cad coated HPC 8-to-9 Spacer)
- 9. 6494R1 (Installation of LPT-to-Exhaust Case Bolts, Spacers, and Nuts)

Subject engine was repaired, tested and found to be serviceable in accordance with Pratt & Whitney Engine Manual 773128 Revision 103 Dated October 15, 2016. All pertinent details of the work performed above are on file at this repair station under Work Order #2017-449.

Actual EGT Margin: 20°C



F.A.A
FORM
8130-3

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: 2017-449	
4. Organization Name and Address  JET ENGINE TECHNOLOGY CORP. 7001 N.W. 25 TH STREET MIAMI, FLORIDA 33122 FAA CRS # J9GR1140		5. Work Order, Contract, or Invoice Number 717443-217A			
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial/Batch Number:	11. Status/Work:
1.	TURBO FAN ENGINE	JT8D-217A	1 EA	717443	REPAIRED
12. REMARKS The subject engine was disassembled, cleaned, inspected, repaired, assembled, and tested I.A.W. Pratt & Whitney JT8D-200 engine manual 773128 Revision 103 dated October 15, 2016. All pertinent details of the work performed are on file at Jet Engine Technology Corp. under work order # 2017-449. All Airworthiness Directives were reviewed and found to be current. The following A.D.'s were incorporated at this shop visit: 99-10-11, 2003-16-05, 2005-21-01, 2006-17-07R1, 2011-04-04 (C-1, C-13 & T-1 Disks only), 2011-07-02 (LPT-to-Exhaust Hardware) and EASA 2004-0004. The following Service Bulletins were embodied at this shop visit: 5019R14 (2 nd Rework), 5741R3, 5975R3, A5944R6, 6193R3, 6245R3, 6427R2, A6430R2 A6435R1. And 6494R1 Engine Total Time: 45,139 Engine Total Cycles: 26,427 (Time and Cycles supplied by customer) (Refer to form F.A.A. 337 for details) 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 Number EASA.145.6634.					
13a. Certifies the item identified above were manufactured in conformity to <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		14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished with Title 14, Code of Federal Regulations, part 43 and in respect to the work, the items are approved for return to service.			
13b. Authorized Signature:	N/A	13c. Approval Authorization No	14b. Authorized Signature:		
13d. Name (Type or Printed)	N/A	13e. Date (m/d/y)	14c. Approval/Certificate No: J9GR1140		
			14d. Name (Typed or Printed): Lauren Quintanilla		
			14e. Date (dd/mm/yyyy): 08-JUN-2017		
User/Installer Responsibilities					
It is important to understand that the existence of this Document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer performs works 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 parts/components/assemblies 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 regulation by the user/installer before the aircraft may be flown.					



L.L.P

STATUS



As Built Disk Sheet

Work Order: 2017-449
Date: JUN-13-2017 R1

Model: JT8D-217A
E.S.N: 717443

Engine T.T: 45,139
Engine T.C: 26,427

All data for the disks that were NOT changed has been provided by the Customer. All documentation for the disks that HAVE been changed are on file at Jet Engine Technology Corp. under this work order.

Disk Stage	Part Number	Serial Number	Hours Limit	Cycle Limit	Total Hours	Total Cycles	Hours Remaining	Cycles Remaining
Low Pressure Compressor								
C-1*	821501	BBDUAU8432	N/A	20,000	21,775	15,882	N/A	4,118
C-1.5	800115	BBDUA07713	N/A	20,000	10,482	9,010	N/A	10,990
C-2	772402	BBDUA08635	N/A	20,000	10,482	9,010	N/A	10,990
C-3	772803	BBDUA25069	N/A	20,000	6,783	6,441	N/A	13,559
C-4*	777704	BBDUA22422	N/A	20,000	15,874	14,616	N/A	5,384
C-5	802105	BBDUA29025	N/A	20,000	6,783	6,441	N/A	13,559
C-6	772806	BBDUA25970	N/A	20,000	6,783	6,441	N/A	13,559
High Pressure Compressor								
C-7*	5006007-021	BENACN0804	N/A	17,924	N/A	11,694	N/A	6,230
C-8*	851108-005	BENCAR5301	N/A	20,000	17,932	14,833	N/A	5,167
C-9	798509-001	BENCAN7313	N/A	20,000	18,429	12,988	N/A	7,012
C-10	772510-001	BENCAP1715	N/A	20,000	18,429	12,988	N/A	7,012
C-11	815711-001	BENCAS2624	N/A	20,000	10,482	9,010	N/A	10,990
C-12	815712-001	BENCAT1286	N/A	20,000	10,482	9,010	N/A	10,990
C-13	5005613-01	BENCAN0511	N/A	20,000	18,429	12,988	N/A	7,012
High Pressure Turbine								
T-1*	856701	BKLBCH0116	N/A	20,000	21,242	13,475	N/A	6,525
SHAFT*	5000947-01	BKLBDA6799	N/A	20,000	14,242	15,337	N/A	4,663
Low Pressure Turbine								
T-2	777622	BLDLA33332	N/A	20,000	24,136	15,573	N/A	4,427
T-3	777603	BLDLBH9435	N/A	20,000	24,320	15,892	N/A	4,108
T-4	800804	BLDLAH1662	N/A	20,000	24,136	15,573	N/A	4,427
SHAFT*	783320	BLDLCB7344	N/A	20,389	27,228	15,389	N/A	5,000
		SB 5019R14 (SECOND REWORK)	N/A	5,000	N/A	0	N/A	5,000

*Disk or Shaft was replaced at this shop visit

Reviewed By

Lauren Quintanilla, Chief Inspector



A.D STATUS



JET ENGINE TECHNOLOGY, CORP.

FAA REPAIR STATION N° J9GR1140

7001 N.W. 25TH STREET MIAMI, FLORIDA 33122
JT8D-200 AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: 2017-449

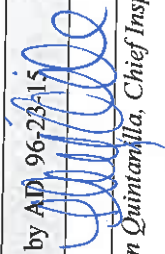
ENGINE MODEL: JT8D-217A ENGINE S/N: 717443

T.T: 45,139 T.C: 26,427

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

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- NA3 = Not Applicable Due to Part Numbers
- NA4 = Not Applicable Due to Part Serial Numbers

A.D. NUMBER EFF. DATE	PWA SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION		COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
			YES	NO	
80-15-51 21-AUG-1980	A5154 R3	Ultrasonic Inspect or FPI Inspect 8 th stage Disk P/N 690908, 701308, 717608, 717708, and 738308 for cracks. Applies to: JT8D-1, 1A, 1B, 5, 7, 7A, 7B, 9, 9A, 11, 15, 17, 17R, 209, and 209A.		X	NA1: to JT8D-217A
87-03-13 16-FEB-1987	5618	Replace 5 th Stage Compressor Blades P/N 778505. Applies to: JT8D-209, 217, and 217A.		X	NA3: Ref C-5 Disk P/N 802105 is Post SB5752R2.
88-04-02 04-MAR-1988	5711 R5 5751 R3 A5753 R4	Radiographic Isotope Inspect LPT Cases which do not incorporate New Anti-Rotation pins made of INCOL-901. Applies to: JT8D-209, 217, 217A, 217C, and 219.		X	NA3: to P/N 808158-002 installed.
91-24-14 21-JAN-1992		Inspect 4 1/2 Seal Spacer P/N 525961. Applies to: JT8D-1, 1A, 1B, 5, 7, 7A, 7B, 9, 9A, 11, 15, 15A, 17, 17A, 17R, 17AR, 209, 217, 217A, 217C, and 219.		X	PCW: Terminating action verified.
93-23-10	A6053R7	Superseded by AD 99-22-14			Superseded by AD 99-22-14
94-14-16		Superseded by AD 95-02-16			Superseded by AD 95-02-16
94-23-03		Superseded by AD 97-19-13			Superseded by AD 97-19-13
95-02-16 21-FEB-1995	A6153 R2 A6169 R6 A6170 R2 6240 A6310 R3 A6311 R2	Replace No. 7 Fuel Nozzle & Support Assemblies P/N 775485, 809137-1, 802965, and 5004308-02 with P/N 814358 or P/N 5004308-32 per A6311 R2. Replace aluminum pressure and scavenge oil tubes fittings with STEEL fittings per A 6170 R2. Applies All JT8D series engine models that have incorporated SB 5650-Low Emission Fuel Nozzles.		X	PCW: Terminating action verified. N°7 Position P/N 819061-01 installed at this shop visit.
96-12-19		Superseded by AD 96-23-15			Superseded by AD 96-23-15

REVIEWED BY:  Lauren Quintanilla, Chief Inspector

DATE: JUN-08-2017



JET ENGINE TECHNOLOGY, CORP.
FAA REPAIR STATION N° J9GR1140
 7001 N.W. 25TH STREET MIAMI, FLORIDA 33122
 JT8D-200 AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: 2017-449
 ENGINE MODEL: JT8D-217A ENGINE S/N: 717443 T.T: 45,139 T.C: 26,427

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- NA4 = Not Applicable Due to Part Serial Numbers

A.D. NUMBER EFF. DATE	PWA SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION		COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
			YES	NO	
96-15-06 03-SEP-1996		Remove from service all affected first stage fan hubs, P/N 5000501-01, identified by the following Serial Numbers must be replace with serviceable parts: T50693, T50823, T50827, R32926, R32960, and P66756.		X	NA3: to P/N 821501 installed.
96-23-15		Superseded by AD 99-10-11			Superseded by AD 99-10-11
97-02-11		Superseded by AD 97-17-04			Superseded by AD 97-17-04
97-17-04 R1 22-APR-2010	A6272 R3	To prevent fan hub failure due to tierod, counterweight, or bushed hole cracking, which could result in an uncontained engine failure for P/N 5000501-01 serial numbers listed I.A.W. A6272 R1.		X	NA3: to P/N 821501 installed.
97-19-13	A5944 R6	Applies to: JT8D-209, 217, 217A, 217C, and 219. Superseded by AD 2005-21-01			Superseded by AD 2005-21-01
98-21-24 16-NOV-1998		Inspection or replacement of Ni-cad coated C-3, C-4, and C-7 through C-12 compressor discs listed in Table 1 of the A.D. by P/N and S/N. Return affected disks to GE. Applies to: JT8D-1, 1A, 1B, 5, 7, 7A, 7B, 9, 9A, 11, 15, 15A, 17, 17A, 17R, 17AR, 209, 217, 217A, 217C, and 219.		X	NA3, NA4: to Part Numbers and Serial Numbers installed. Ref: Jet Engine Technology's LLP Status.

REVIEWED BY:

Lauren Quintanilla, Chief Inspector

JET-QA-AD200 R6 05-April-2016

DATE: JUN-08-2017



JET ENGINE TECHNOLOGY, CORP.

FAA REPAIR STATION N° J9GR1140

7001 N.W. 25TH STREET MIAMI, FLORIDA 33122
JT8D-200 AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: 2017-449 ENGINE MODEL: JT8D-217A ENGINE S/N: 717443 T.T: 45,139 T.C: 26,427

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A.D NUMBER EFF. DATE	PWA SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION		COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
			YES	NO	
99-01-08 05-JAN-1999		Remove and scrap C-7 through C-12 Disks (JT8D HPC) listed in Appendix 1 of AD by P/N and S/N with <500 TIS since Ni-cad plating or by schedule 2(a) (1) thru (4). Disks with >500 TIS since Ni-cad plating require no action. Applies to: JT8D-1, 1A, 1B, 5, 7, 7A, 7B, 9, 9A, 11, 15, 15A, 17, 17A, 17R, 17AR, 209, 217, 217A, 217C, and 219. Replace or modify the following C-1 Blades Part Numbers 798821, 798821-001, 808121, 808121-001, 809221, 811821, 851121, 851121-001, 5000021-02, 5000021-022, and 5000021-032 I.A.W. ASB 6193 R3.		X	NA3, NA4: to Part Numbers and Serial Numbers installed. Ref: Jet Engine Technology's LLP Status.
99-10-11 14-JUN-1999	6193 R3 6241 R2	C-1 Fan Blades with a letter "A" in a circle on the top of the root platform adjacent to the airfoil trailing edge, concave side have already complied with ASB 6193 R3. Accomplishment Instructions of PW ASB A6241 R2 constitutes terminating action to the inspections and maintenance actions of this AD. Applies to: JT8D-209, 217, 217A, 217C, and 219.		X	CW: Installed an OVH set of C-1 Blades P/N 854021 at this shop visit.
99-12-04		Superseded by AD 2000-21-07			Superseded by AD 2000-21-07
99-22-14		Superseded by AD 2004-26-04			Superseded by AD 2004-26-04
99-26-06		Superseded by AD 2002-16-08			Superseded by AD 2002-16-08
99-27-01		Superseded by AD 2005-02-03			Superseded by AD 2005-02-03

REVIEWED BY: *Lauren Quintanilla* DATE: JUN-08-2017

Lauren Quintanilla, Chief Inspector



JET ENGINE TECHNOLOGY, CORP.

FAA REPAIR STATION N° J9GR1140

7001 N.W. 25TH STREET MIAMI, FLORIDA 33122

JT8D-200 AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: 2017-449

ENGINE MODEL: JT8D-217A

ENGINE S/N: 717443

T.T: 45,139

T.C: 26,427

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- NA3 = Not Applicable Due to Part Numbers
- NA4 = Not Applicable Due to Part Serial Numbers

A.D. NUMBER EFF. DATE	PWA SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION		COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
			YES	NO	
2000-21-07		Superseded by AD 2002-13-09			Superseded by AD 2002-13-09
2002-13-09		Superseded by AD 2005-18-02			Superseded by AD 2005-18-02
2002-16-08 20-SEP-2002	A6359 R3	Inspect combustion chamber outer cases with the following part numbers 500023801, 797707, 807684, and 815830. Applies to: JT8D-209, 217, 217A, 217C, and 219.		X	NA3: P/N 815556 installed.
2002-21-17 29-NOV-2002	6100 R2 6102 R1	Install stops on the fan exit guide vane case in accordance with Service Bulletin 6100 R2. Or Install fan exit guide vane case, part number P/N 805919 or 815377 and fan duct assembly P/N 805918-01. Applies to: JT8D-209, 217, 217A, 217C, and 219.		X	PCW: Terminating action verified. Verified installation of stops at this shop visit.
2002-23-14		Superseded by AD 2006-17-07 R1			Superseded by AD 2006-17-07 R1
2003-16-05 12-SEP-2003	6427R2 A6430R2 A6435 R1	HPC disc corrosion inspection, stages C-7 through C-12. Owner/operators are responsible for tracking status and utilization. Applies to: JT8D-209, 217, 217A, 217C, and 219.	X		CW: C-7 Disk Ni-Cad on APR-04-2017 C-8 Disk Ni-Cad on DEC-19-2016 & R.F.P on APR-14-2017 C-9 Disk Ni-Cad on MAR-20-2017 C-10 Disk Ni-Cad on MAR-20-2017 C-11 Disk Ni-Cad on MAR-20-2017 C-12 Disk Ni-Cad on MAR-15-2017 Re-inspection is due within 9 years from removal of engine preservation.

REVIEWED BY:

Lauren Quiñanilla
Lauren Quiñanilla, Chief Inspector

JET-QA-AD200 R6 05-April-2016

DATE: JUN-08-2017



JET ENGINE TECHNOLOGY, CORP.

FAA REPAIR STATION N° J9GR1140

7001 N.W. 25TH STREET MIAMI, FLORIDA 33122
JT8D-200 AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: 2017-449

ENGINE MODEL: JT8D-217A ENGINE S/N: 717443

T.T: 45,139 T.C: 26,427

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

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

A.D NUMBER EFF. DATE	PWA SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION		COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
			YES	NO	
2004-26-04 09-FEB-2005	A6346 R4	Install the improved HPT containment hardware. Accomplishment Instructions of PW Alert Service Bulletin A6346 R3. Applies to: JT8D-209, 217, 217A, 217C, and 219.		X	PCW: Terminating action verified. Verified installation at this shop visit.
2005-02-03		Superseded by AD 2006-17-07 R1			Superseded by AD 2006-17-07 R1
2005-17-16 30-SEP-2005	A6442	The purpose of this A.D. to provide serial numbers of rotating parts overhauled by CADMAR that need to be overhauled or removed from service. Applies to: JT8D-1, 1A, 1B, 5, 7, 7A, 7B, 9, 9A, 11, 15, 15A, 17, 17A, 17R, 17AR, 209, 217, 217A, 217C, and 219.		X	NA3 & NA4: to Part Numbers and Serial Numbers installed. Ref: Jet Engine Technology's LLP Status.
2005-18-02		Superseded By AD 2011-04-04			Superseded By AD 2011-04-04
2005-21-01 21-NOV-2005	A5944R6	Install and or inspect two dual temperature indicators, part number (P/N) 810486 on the No. 4 and 5 bearing compartment scavenge oil tube. Inspect every 65 hours. Applies to: JT8D-209, 217, 217A, 217C, and 219.	X		CW: at this shop visit. Re-inspect within 65 hours (E.T.T: 45,204).
2006-17-07 R1 02-NOV-2006	A6430R2	Strip the protective coating, visually inspect for fretting wear, fluorescent magnetic particle inspect, re-identify and re-plate HPC front hubs and the stage 8-9 spacers, and replace if necessary in accordance with Service Bulletin A6430. Applies to: All Models		X	CW: on Ni-Cad C-8 Disk/Hub Ni-Cad coated HPC 8-to-9 Spacer P/N 821917 installed.
2011-04-04 22-MAR-2011		Perform enhanced inspection of selected life limited parts: C1 Hub, C13 Disk, HP Turbine (Rotor or Disk), T2 Disk, T3 Disk, & T4 Disk. Applies to: JT8D-209, 217, 217A, 217C, and 219.	X		CW: on C-1, C-13 & T-1 Disks only. Remaining units not disassembled.

REVIEWED BY:

Lauren Quintanilla, Chief Inspector

DATE: JUN-08-2017



JET ENGINE TECHNOLOGY, CORP.
FAA REPAIR STATION N° J9GR1140
 7001 N.W. 25TH STREET MIAMI, FLORIDA 33122
 JT8D-200 AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: 2017-449

ENGINE MODEL: JT8D-217A

ENGINE S/N: 717443

T.T: 45,139

T.C: 26,427

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

- CW = Complied with at this shop visit.
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- NA2 = Not Applicable Due to Engine Serial Number
- NA3 = Not Applicable Due to Part Numbers
- NA4 = Not Applicable Due to Part Serial Numbers

A.D. NUMBER EFF. DATE	PWA SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION		COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
			YES	NO	
2011-07-02 28-APR-2011	A6224R6	Perform torque inspection of 3rd and 4th stage LPT blades for shroud notch wear. Use the procedures described in Alert Service Bulletin JT8D A6224 R6. Applies to: JT8D-209, 217, 217A, 217C, and 219.	X		PCW: T-3 & T-4 Blades have <u>679 hours remaining</u> Ref Wings Air ESN 717443 AD Status dated JUN-23-2015
	6494RI	Replacement of all LPT-to-Exhaust Case Bolts with P/N MS9557-26, all LPT-to-Exhaust Case Nuts with P/N's 375095 or 490270 (Steel Tinidur), and installation of Sleeve Spacers P/N 822903. Applies to: JT8D-209, 217, 217A, 217C, and 219. The LPT Shafts with part numbers 783319 (-001, -003, -004), 783320 (-001, -003, -004), or 820514-001 (-003, -004, -005) have a new total operation cycle limit of 20,000. Remove from service any LPT Shaft at piece-part exposure that exceeds the new life limit. From the effective date of this AD: LPT Shaft that has less or equal to 15,000 CSN, remove from service before accumulating 20,000 CSN. LPT Shaft that has more than 15,000 CSN, remove it from service before it accumulates 5,000 additional cycles in service, or at the next piece-part exposure after accumulating 20,000 CSN, whichever occurs first. Applies to: JT8D- 217C and 219.		X	CW: Terminating action accomplished.
2015-14-05 25-AUG-2015	6504			X	CW: Installed a continued time repaired/modified LPT Shaft (2 nd Rework) P/N 783320 with a 20,389 cycle limiter. LPT shaft operated on a JT8D-219 after this AD effective date. Must be removed from service at next piece part accessibility after 20,000 CSN.

REVIEWED BY:

Lauren Quiñanilla
 Lauren Quiñanilla, Chief Inspector

JET-QA-AD200 R6 05-April-2016

DATE: JUN-13-2017 RI



JET ENGINE TECHNOLOGY, CORP.
FAA REPAIR STATION N° J9GR1140
 7001 N.W. 25TH STREET MIAMI, FLORIDA 33122
 JT8D-200 AIRWORTHINESS DIRECTIVE COMPLIANCE STATUS

WORK ORDER: 2017-449 ENGINE MODEL: JT8D-217A ENGINE S/N: 717443 T.T: 45,139 T.C: 26,427

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

- CW = Complied with at this shop visit.
- PCW = Previously Complied With -- Received with upgraded configuration
- ND = Not Disassembled per Customer Specifications
- NA1 = Not Applicable Due to Engine Model
- NA2 = Not Applicable Due to Engine Serial Number
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A.D. NUMBER EFF. DATE	PWA SERVICE BULLETIN	DESCRIPTION	REPETITIVE INSPECTION		COMPLIANCE, STATUS, NEXT INSPECTION, PART NUMBERS / SERIAL NUMBERS INST.
			YES	NO	
EASA AD 2004-0004 14-DEC-2014	6245R3	Inspection or replacement of T-2 Airseal in JT8D-200 engines that have accumulated more than 2,000 hours since the incorporation of the IBERIA Engineering Bulletin N° 72-8525 Applies to: All JT8D-200 engines modified according to IBERIA Engineering Bulletin 72-8525		X	CW: Terminating action accomplished. Installed a continued time inspected T-2 Shroud Post SB 6245R3 P/N 815027-01.

REVIEWED BY: _____
 DATE: JUN-08-2017

Lauren Quintanilla
 Lauren Quintanilla, Chief Inspector



TEST CELL DATA



TEST CELL RESULTS

W. O.: 5002077

MODEL: JT8D-217A

ESN: 717443

DATE: 5-Jun-17

F. J. Turbine Power, Inc.

DATE TESTED: 6-Jun-17

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
5002077		JT8D-217A		717443
TEST SPECIFICATIONS:		MANUAL USED	P/N 773128 REV.# 103	TYPE OF TEST: TEST # 3
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	FJT 21 INSP		
2	MAIN OIL TEMPERATURE.	FJT 21 INSP		
3	OIL CONSUMPTION.	FJT 21 INSP		
4	BREATHER PRESSURE	FJT 21 INSP		
5	MAXIMUM EXHAUST GAS TEMPERATURE (EGT)	FJT 21 INSP		
6	EXHAUST GAS TEMPERATURE (EGT) SPREAD.	FJT 21 INSP		
7	FRONT VIBRATION LIMITS.	FJT 21 INSP		
8	REAR VIBRATION LIMITS.	FJT 21 INSP		
9	TURBINE COOLING PRESSURE.	FJT 21 INSP		
10	MAXIMUM LOW COMPRESSOR SPEED.	FJT 21 INSP		
11	MAXIMUM HIGH COMPRESSOR SPEED.	FJT 21 INSP		
12	E.P.R. vs. THRUST RELATIONSHIP.	FJT 21 INSP		
13	ACCELERATION TIME.	FJT 21 INSP		
14	ANTI-SURGE BLEED CHECK.	FJT 21 INSP		
15	AUTOMATIC RESERVE THRUST INCREMENT.	FJT 21 INSP		
16	SPEED DATA PLATE. OBSERVED: R.P.M.: <u>10,885</u> PERCENT: <u>88.89</u> %	FJT 21 INSP		
17	RE-STAMP OF DATA PLATE REQUIRED IF ENGINE QUALIFIES BASED ON WORK PERFORMED.	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
18	COMMENTS:	TAKE-OFF LIMIT	TAKE-OFF - ACTUAL	TAKE-OFF MARGIN
	RED LINE	<u>590</u> °C (OBSERVED)	<u>553</u> °C (OBSERVED)	<u>37</u> °C
	EHM (for Pt7/Pt2)	<u>549</u> °C (CORRECTED)	<u>529</u> °C (CORRECTED)	<u>20</u> °C
	CIT: <u>74</u> °F			

F. J. Turbine Power, Inc.

DATE TESTED: 6-Jun-2017

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.

JET ENGINE TEST LOG										
WORK ORDER 5002077			ENGINE MODEL J78D-217A				ENGINE SERIAL NUMBER 717443			
CUSTOMER J.E.T.			TEST CELL No. 6	TEST START 8:40	TEST STOP 10:15	TEST HOURS 1 HR 35 MINS.				
TEST SPECIFICATIONS: MANUAL P/N: 773128 REVISION # 103 TYPE OF TEST: TEST # 3										
TEST LIMITS (CHECK ONE): <input checked="" type="checkbox"/> HEAVY MAINTENANCE <input type="checkbox"/> OVERHAUL <input type="checkbox"/> OTHER: _____										
N2 SPEED DATA PLATE:		%	RPM	WEATHER			BLEED VALVE CHECK			
FUEL PUMP	P/N:	384300		TIME TAKEN:	8:45		SCHED MAX. (CHART):	73.1 "HGA		
	S/N:	6132		BAROMETER:	30.01		SCHED MIN. (CHART):	67.5 "HGA		
FCU	P/N:	769606-8		CIT OR OAT:	76 °F		OPENED AT:	71.7 "HGA		
	S/N:	A1586		DRY BULB TEMP:	76 °F		CLOSED AT:	72.8 "HGA		
BELL MOUTH S/N:			TC015		WET BULB TEMP:		70 °F		TRIM DATA	
TEST NOZZLE S/N:			TC016		HUMIDITY:		96 %		PART POWER PT7 TARGET:	50.33 "HGA
TEST NOZZLE AREA:			7.601 SQUARE FEET		DEW POINT:		74 °F		TAKE OFF POWER PT7 TARGET:	58.17 "HGA
OIL CONSUMPTION:		0.02 GPH		AMOUNT OF OIL SERVICED:		6 GALLONS		IDLE N2 TRIMMED TO:	6650 RPM	
FUEL TYPE: JET A		OIL TYPE: BP2380		ACCELERATION TIME:			5.0 SEC.			
FUEL B.T.U. RATING:		18560		SP. GR.:		0.796		TOTAL FUEL USED:		946 GLS
FUEL METER START:		176413		FUEL METER STOP:		177359				
OIL LEAKS:	OK.-	SPARK IGNITER CK - "A":		OK.-	FUEL HEAT VALVE:		OK.-	FUEL PRESSURE:		OK.-
FUEL LEAKS:	OK.-	SPARK IGNITER CK - "B":		OK.-	COWL ANTI-ICE VALVE:		N/A	CSD DISCONNECT:		N/A
AIR LEAKS:	OK.-	LH ANTI-ICE VALVE:		OK.-	FUEL PRESS TRANS:		N/A	OIL SCREEN:		OK.-
OIL PRESSURE:	OK.-	RH ANTI-ICE VALVE:		OK.-	ENG OIL PRESS TRANS:		N/A	FUEL SCREENS:		OK.-
SPEED DATA PLATE CHECK AT 1.65 EPR - N2 RPM 10885 @ 88.89 % RE-STAMP DATA PLATE: NO <input type="checkbox"/> YES <input checked="" type="checkbox"/>										
PRESERVED FUEL AND OIL SYSTEMS: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> DATE: 6-Jun-17										
NOTES: COAST DOWN TIME : N2 : 1:48 MINS. N1 : 2:25 MINS.										

TESTED BY: *Paul B.*



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: *Elias Hernandez*



DATE: *JUNE, 6 -17*

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-217A S/N: 717443 WO: 5002077 CUST: J.E.T.
IDLE
CIT

24
76

 °C / °F EGT

392
737

 °C / °F T7 TIME @ TEMP

0

 THRUST

1127

 LBS CORR. EPR

1.033

<p>N1 % <table border="1" style="display: inline-table;"><tr><td>26.08</td></tr></table> N1 RPM <table border="1" style="display: inline-table;"><tr><td>2,145</td></tr></table></p> <p>N2 % <table border="1" style="display: inline-table;"><tr><td>54.54</td></tr></table> N2 RPM <table border="1" style="display: inline-table;"><tr><td>6,681</td></tr></table></p> <p>TIMER</p> <p>MAIN OIL <table border="1" style="display: inline-table;"><tr><td>43</td></tr></table> PSIG</p> <p>BREATHER <table border="1" style="display: inline-table;"><tr><td>0.1</td></tr></table> "HG</p> <p>OIL IN <table border="1" style="display: inline-table;"><tr><td>177</td></tr><tr><td>81</td></tr></table> °F / °C</p> <p>OIL OUT <table border="1" style="display: inline-table;"><tr><td>198</td></tr></table> °F</p> <p>CELL TEMP <table border="1" style="display: inline-table;"><tr><td>76</td></tr></table> °F</p>	26.08	2,145	54.54	6,681	43	0.1	177	81	198	76	<p>MAIN FUEL <table border="1" style="display: inline-table;"><tr><td>30</td></tr></table> PSIG</p> <p>FUEL FLOW <table border="1" style="display: inline-table;"><tr><td>963</td></tr></table> PPH</p> <p>FUEL IN <table border="1" style="display: inline-table;"><tr><td>78</td></tr></table> °F</p> <p>PS4 <table border="1" style="display: inline-table;"><tr><td>14.8</td></tr></table> PSIA PS3 <table border="1" style="display: inline-table;"><tr><td>40.9</td></tr></table> HGA</p> <p>BAROMETER <table border="1" style="display: inline-table;"><tr><td>30.01</td></tr></table> "HG</p>	30	963	78	14.8	40.9	30.01	<p align="center">CORRECTED DATA</p> <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr><td>N1</td><td>2110</td></tr> <tr><td>Fn</td><td>1124</td></tr> <tr><td>N2</td><td>6574</td></tr> <tr><td>EGT</td><td>371</td></tr> <tr><td>Wf</td><td>934</td></tr> <tr><td>TSFC</td><td>0.831</td></tr> </table> °C <p>VIBRATION</p> <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr><td>COMP</td><td>0.2</td></tr> <tr><td>TURB</td><td>0.3</td></tr> </table> <p>CORR. PT2 <table border="1" style="display: inline-table;"><tr><td>30.01</td></tr></table> HGA</p> <p>PT2 AVG (CELL) <table border="1" style="display: inline-table;"><tr><td>-0.10</td></tr></table> "H2O</p> <p>PT7 <table border="1" style="display: inline-table;"><tr><td>30.99</td></tr></table> HGA</p> <p>CORR. Ps3/Pt2 <table border="1" style="display: inline-table;"><tr><td>1.364</td></tr></table></p> <p>CORR. Ps4/Pt2 <table border="1" style="display: inline-table;"><tr><td>1.004</td></tr></table></p> <p>PCP <table border="1" style="display: inline-table;"><tr><td>21.6</td></tr></table> PSIA</p> <p>PS3 <table border="1" style="display: inline-table;"><tr><td>20.1</td></tr></table> PSIA</p> <p>PCP RATIO <table border="1" style="display: inline-table;"><tr><td>1.459</td></tr></table></p>	N1	2110	Fn	1124	N2	6574	EGT	371	Wf	934	TSFC	0.831	COMP	0.2	TURB	0.3	30.01	-0.10	30.99	1.364	1.004	21.6	20.1	1.459
26.08																																										
2,145																																										
54.54																																										
6,681																																										
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177																																										
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198																																										
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Wf	934																																									
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6/6/2017

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-217A S/N: 717443 WO: 5002077 CUST: J.E.T.
 IDLE.

CIT

24
75

 °C EGT

386
726

 °C T7 TIME @ TEMP

0

 THRUST

1133

 LBS CORR. EPR

1.033

CORRECTED DATA

N1 %

25.99

 N1 RPM

2,137

 N2 %

54.45

 N2 RPM

6,669

N1	2104
Fn	1131
N2	6568
EGT	366
Wf	935
TSFC	0.827

CORR. PT2

29.98

 HGA
 PT2 AVG (CELL)

-0.10

 "H2O
 PT7

30.96

 HGA

TIMER

MAIN OIL

42

 PSIG MAIN FUEL

30

 PSIG
 BREATHER

0.1

 "HG FUEL FLOW

963

 PPH
 OIL IN

200
93

 °F FUEL IN

79

 °F
 OIL OUT

219

 °F PS4

14.8

 PSIA PS3

40.9

 HGA
 CELL TEMP

75

 °F BAROMETER

29.99

 "HG

VIBRATION

COMP	0.2
TURB	0.2

CORR. Ps3/Pt2

1.365

 CORR. Ps4/Pt2

1.005

 PCP

21.9

 PSIA
 PS3

20.1

 PSIA
 PCP RATIO

1.480

6/6/2017

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-217A S/N: 717443 WO: 5002077 CUST: J.E.T. *PART POWER.*

CIT

23
74

 °C / °F EGT

498
929

 °C / °F T7 TIME @ TEMP

0

 THRUST

14717

 LBS CORR. EPR

1.682

CORRECTED DATA

N1 %

82.39

 N1 RPM

6,775

 N2 %

90.20

 N2 RPM

11,047

N1	6666
Fn	15313
N2	10890
EGT	477 °C
Wf	7585
TSFC	0.495

CORR. PT2

29.93

 HGA
 PT2 AVG (CELL)

-1.10

 "H2O
 PT7

50.33

 HGA

TIMER

MAIN OIL

47

 PSIG MAIN FUEL

21

 PSIG
 BREATHER

0.7

 "HG FUEL FLOW

7783

 PPH
 OIL IN

170
77

 °F / °C FUEL IN

78

 °F
 OIL OUT

257

 °F PS4

201.9

 PSIA PS3

167.2

 HGA
 CELL TEMP

74

 °F BAROMETER

29.99

 "HG

VIBRATION

COMP	1.5
TURB	2.7

CORR. Ps3/Pt2

5.579

 CORR. Ps4/Pt2

13.737

 PCP

109.4

 PSIA
 PS3

82

 PSIA
 PCP RATIO

0.544

6/6/2017

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-217A S/N 717443 W.O. 5002077

CUSTOMER

J.E.T.

T7

COND

PARTPOWER

1. 946 F

2. 890 F

3. 887 F CALCULATED AVG.
929 F

4. 951 F

5. 905 F

6. 941 F

EGT SPREAD
EGT LO 887 ~~+~~ EGT HI 971 ~~++~~ EGT SPREAD 84 ~~+~~
CHN216 CHN217

7. 940 F

8. 971 F

DATE 06/06/17

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-217A S/N: 717443 WO: 5002077 CUST: J.E.T.
 IDLE.

CIT

24
75

 °C / °F EGT

387
729

 °C / °F T7 TIME @ TEMP

0

 THRUST

1122

 LBS CORR. EPR

1.033

N1 %

25.89

 N1 RPM

2,129

N2 %

54.35

 N2 RPM

6,657

TIMER

MAIN OIL

42

 PSIG

MAIN FUEL

30

 PSIG

BREATHER

0.1

 "HG

FUEL FLOW

963

 PPH

OIL IN

216
102

 °F / °C

FUEL IN

78

 °F

OIL OUT

240

 °F

PS4

14.8

 PSIA

PS3

40.9

 HGA

CELL TEMP

75

 °F

BAROMETER

29.99

 "HG

CORRECTED DATA

N1	2096
Fn	1120
N2	6556
EGT	367 °C
Wf	935
TSFC	0.836

CORR. PT2

29.98

 HGA

PT2 AVG (CELL)

-0.10

 "H2O

PT7

30.96

 HGA

VIBRATION

COMP	0.2
TURB	0.2

CORR. Ps3/Pt2

1.365

CORR. Ps4/Pt2

1.005

PCP

22.5

 PSIA

PS3

20.1

 PSIA

PCP RATIO

1.520

6/6/2017

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-217A S/N: 717443 WO: 5002077 CUST: J.E.T. TAKEOFF.
 CIT

23	°C
74	°F

 EGT

553	°C
1027	°F

 T7 TIME @ TEMP

0

 THRUST

19251

 LBS CORR. EPR

1.945

CORRECTED DATA

N1 %

90.91

 N1 RPM

7,475

 N2 %

94.34

 N2 RPM

11,555

N1	7354
Fn	20053
N2	11390
EGT	529 °C
Wf	10143
TSFC	0.506

CORR. PT2

29.91

 HGA
 PT2 AVG (CELL)

-1.30

 "H2O
 PT7

58.17

 HGA

TIMER
 MAIN OIL

46

 PSIG MAIN FUEL

16

 PSIG
 BREATHER

0.7

 "HG FUEL FLOW

10404

 PPH
 OIL IN

196	°F
91	°C

 FUEL IN

78

 °F
 OIL OUT

317

 °F PS4

251.7

 PSIA PS3

200.7

 HGA
 CELL TEMP

74

 °F BAROMETER

29.99

 "HG

VIBRATION
 COMP

1.6

 TURB

1.9

CORR. Ps3/Pt2

6.691

 CORR. Ps4/Pt2

17.132

 PCP

141.8

 PSIA
 PS3

98.3

 PSIA
 PCP RATIO

0.563

6/6/2017

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-217A S/N 717443 W.O. 5002077

CUSTOMER

J.E.T.

COND

TAKEOFF

T7

1. 1056 F

2. 977 F

3. 969 F CALCULATED AVG.
1027 F

4. 1045 F

5. 992 F

6. 1059 F

EGT SPREAD
EGT LO ~~969~~ EGT HI ~~1084~~ EGT SPREAD ~~115~~
CHN216 CHN217

7. 1030 F

8. 1084 F

DATE 06/06/17

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-217A S/N: 717443 WO: 5002077 CUST: J.E.T.

MAX. T/O

CIT

23
74

 °C/°F EGT

563
1046

 °C/°F T7 TIME @ TEMP

0

 THRUST

20060

 LBS CORR. EPR

1.994

CORRECTED DATA

N1 %

92.34

 N1 RPM

7,593

N1	7485
Fn	20878
N2	11464
EGT	540 °C
Wf	10791
TSFC	0.517

CORR. PT2

29.89

 HGA

N2 %

94.96

 N2 RPM

11,630

PT2 AVG (CELL)

-1.50

 "H2O

TIMER

MAIN FUEL

14

 PSIG

PT7

59.61

 HGA

MAIN OIL

47

 PSIG

FUEL FLOW

11061

 PPH

VIBRATION

BREATHER

0.7

 "HG

FUEL IN

78

 °F

COMP	1.8
TURB	1.8

CORR. Ps3/Pt2

6.921

OIL IN

188
86

 °F/°C

PS4

260.5

 PSIA

PS3

207.7

 HGA

CORR. Ps4/Pt2

17.745

OIL OUT

310

 °F

PCP

146.1

 PSIA

CELL TEMP

74

 °F

BAROMETER

29.97

 "HG

PS3

101.6

 PSIA

PCP RATIO

0.561

6/6/2017

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-217A S/N: 717443 WO: 5002077 CUST: J.E.T. *M. CONT.*
 CIT

23	°C
74	°F

 EGT

527	°C
981	°F

 T7 TIME @ TEMP

0

 THRUST

17294

 LBS CORR. EPR

1.834

CORRECTED DATA

N1	7083
Fn	18046
N2	11218
EGT	504 °C
Wf	9024
TSFC	0.500

CORR. PT2

29.90

 HGA
 PT2 AVG (CELL)

-1.30

 "H2O
 PT7

54.84

 HGA

N1 %

87.39

 N1 RPM

7,186

N2 %

92.91

 N2 RPM

11,380

TIMER

MAIN OIL

46

 PSIG MAIN FUEL

18

 PSIG
 BREATHER

0.6

 "HG FUEL FLOW

9251

 PPH
 OIL IN

202	°F
94	°C

 FUEL IN

78

 °F

VIBRATION

COMP	2.0
TURB	1.6

CORR. Ps3/Pt2

6.238

CORR. Ps4/Pt2

15.792

OIL OUT

319

 °F PS4

231.9

 PSIA PS3

186.5

 HGA

PCP

131.7

 PSIA

PS3

91.6

 PSIA

CELL TEMP

74

 °F BAROMETER

29.97

 "HG

PCP RATIO

0.568

6/6/2017

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-217A S/N 717443 W.O. 5002077

CUSTOMER

J.E.T.

T7

COND

M. CONT.

1. 997 F

2. 927 F

3. 931 F CALCULATED AVG.
981 F

4. 1011 F

5. 936 F

6. 1021 F

EGT SPREAD
EGT LO ~~927~~ EGT HI ~~1031~~ EGT SPREAD 104
CHN216 CHN217

7. 990 F

8. 1031 F

DATE 06/06/17

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-217A S/N: 717443 WO: 5002077 CUST: J.E.T.
MAX. CR.
CIT

23
74

 °C / °F EGT

507
944

 °C / °F T7 TIME @ TEMP

0

 THRUST

15796

 LBS CORR. EPR

1.747

CORRECTED DATA

N1 %

84.72

 N1 RPM

6,966

N2 %

91.67

 N2 RPM

11,228

N1	6867
Fn	16505
N2	11068
EGT	484 °C
Wf	8158
TSFC	0.494

CORR. PT2

29.90

 HGA
PT2 AVG (CELL)

-1.30

 "H2O
PT7

52.25

 HGA

TIMER
MAIN OIL

46

 PSIG MAIN FUEL

19

 PSIG
BREATHER

0.6

 "HG FUEL FLOW

8364

 PPH
OIL IN

203
95

 °F / °C FUEL IN

78

 °F
OIL OUT

314

 °F PS4

215.7

 PSIA PS3

175.3

 HGA
CELL TEMP

74

 °F BAROMETER

29.97

 "HG

VIBRATION

COMP	1.7
TURB	2.3

CORR. Ps3/Pt2

5.856

CORR. Ps4/Pt2

14.687

PCP

123.0

 PSIA
PS3

86

 PSIA
PCP RATIO

0.569

6/6/2017

FJ TURBINE POWER, INC

FAA REPAIR STATION F7JR192Y

JT8D

Page 24

MODEL JT8D-217A S/N 717443 W.O. 5002077

CUSTOMER

J.E.T.

T7

COND

MAX.CR.

1. 954 F

2. 888 F

3. 891 F CALCULATED AVG.
944 F

4. 982 F

5. 898 F

6. 990 F

EGT SPREAD
EGT LO ~~888~~ EGT HI ~~990~~ EGT SPREAD ~~102~~
CHN216 CHN217

7. 955 F

8. 988 F

DATE 06/06/17

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-217A S/N: 717443 WO: 5002077 CUST: J.E.T.
C. BAND
CIT

23
74

 °C / °F EGT

486
907

 °C / °F T7 TIME @ TEMP

0

 THRUST

14240

 LBS CORR. EPR

1.652

CORRECTED DATA

N1 %

81.44

 N1 RPM

6,696

N2 %

90.15

 N2 RPM

11,042

N1	6600
Fn	14945
N2	10885
EGT	464 °C
Wf	7213
TSFC	0.483

CORR. PT2

29.91

 HGA
PT2 AVG (CELL)

-1.10

 "H2O
PT7

49.40

 HGA

TIMER

MAIN OIL

46

 PSIG MAIN FUEL

21

 PSIG
BREATHER

0.5

 "HG FUEL FLOW

7397

 PPH
OIL IN

202
94

 °F / °C FUEL IN

78

 °F
OIL OUT

304

 °F PS4

197.0

 PSIA PS3

161.5

 HGA
CELL TEMP

74

 °F BAROMETER

29.97

 "HG

VIBRATION

COMP	1.4
TURB	2.8

CORR. Ps3/Pt2

5.406

CORR. Ps4/Pt2

13.412

PCP

112.7

 PSIA
PS3

79.4

 PSIA
PCP RATIO

0.573

6/6/2017

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-217A S/N: 717443 WO: 5002077 CUST: J.E.T. *IDLE*

CIT

23
74

 °C/°F EGT

386
727

 °C/°F T7 TIME @ TEMP

0

 THRUST

1127

 LBS CORR. EPR

1.033

N1 %

25.89

 N1 RPM

2,129

 N2 %

54.31

 N2 RPM

6,652

CORRECTED DATA

N1	2098
F _n	1125
N2	6557
EGT	368 °C
W _f	902
TSFC	0.802

CORR. PT2

29.96

 HGA
 PT2 AVG (CELL)

-0.10

 "H2O
 PT7

30.94

 HGA

TIMER

MAIN OIL

42

 PSIG MAIN FUEL

29

 PSIG
 BREATHER

0.1

 "HG FUEL FLOW

927

 PPH
 OIL IN

223
106

 °F/°C FUEL IN

79

 °F
 OIL OUT

245

 °F PS4

14.8

 PSIA PS3

40.9

 HGA
 CELL TEMP

74

 °F BAROMETER

29.97

 "HG

VIBRATION

COMP	0.2
TURB	0.3

CORR. Ps3/Pt2

1.366

 CORR. Ps4/Pt2

1.006

 PCP

22.3

 PSIA
 PS3

20.1

 PSIA
 PCP RATIO

1.507

6/6/2017

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-217A S/N: 717443 WO: 5002077 CUST: J.E.T. *REVERSE*

CIT

23
74

 °C/°F EGT

554
1030

 °C/°F T7 TIME @ TEMP

0

 THRUST

19220

 LBS CORR. EPR

1.945

N1 %

90.63

 N1 RPM

7,452

 N2 %

94.15

 N2 RPM

11,531

CORRECTED DATA

N1	7346
Fn	20036
N2	11367
EGT	531 °C
Wf	10263
TSFC	0.512

CORR. PT2

29.89

 HGA
 PT2 AVG (CELL)

-1.40

 "H2O
 PT7

58.15

 HGA

TIMER

MAIN OIL

47

 PSIG MAIN FUEL

15

 PSIG
 BREATHER

0.8

 "HG FUEL FLOW

10520

 PPH
 OIL IN

174
78

 °F/°C FUEL IN

78

 °F
 OIL OUT

280

 °F PS4

250.9

 PSIA PS3

200.7

 HGA
 CELL TEMP

74

 °F BAROMETER

29.97

 "HG

VIBRATION

COMP	1.7
TURB	1.2

CORR. Ps3/Pt2

6.716

 CORR. Ps4/Pt2

17.089

 PCP

138.0

 PSIA
 PS3

98.6

 PSIA
 PCP RATIO

0.550

6/6/2017

BLEED VALVE SCHEDULE

MIN LIMIT	67.5	CHN223	PS4	0.10	PSIG
MAX LIMIT	73.1	CHN224	PS3	5.30	PSIG
OPEN @	71.7	CHN225	PS3	40.7	HGA
CLOSED @	72.8	CHN226			

DATE 06/06/17

MODEL JT8D-217A S/N 717443 W.O. 5002077 CUSTOMER J.E.T.

ACCELERATION TIME CHECK

N2 RPM PERCENT 93.62

PERCENT RPM

0 10 20 30 40 50 60 70 80 90 100

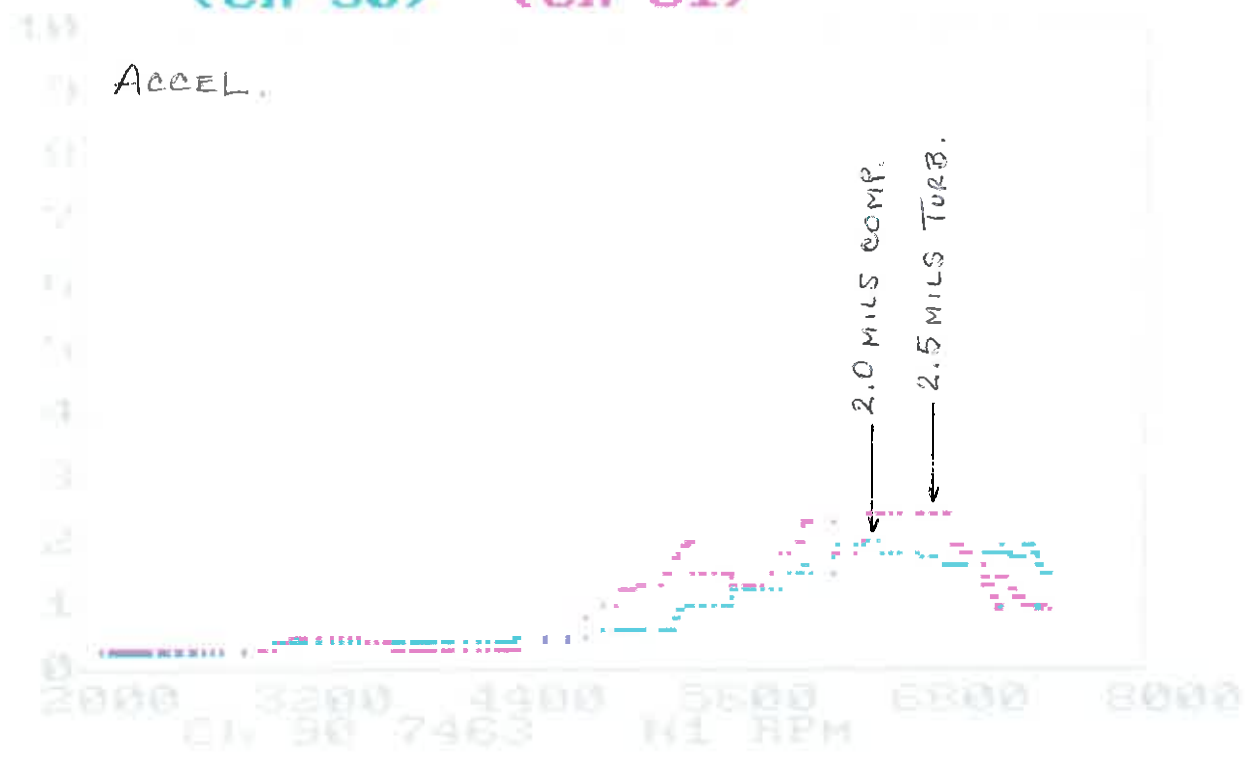
TIME 5.0

DATE 06/06/17

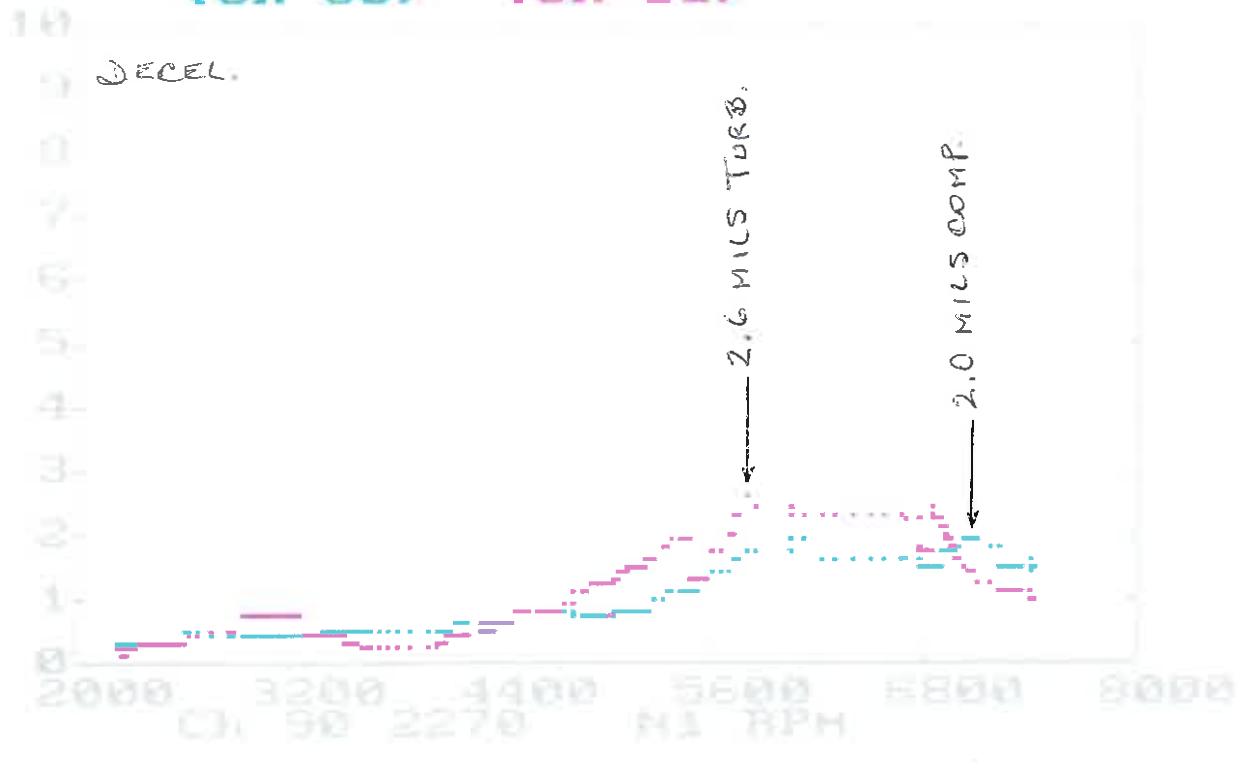
TIME OF DAY 10:02:11

PAGE 30

20000 20000 20000



20000 20000 20000





BORESCOPE REPORT



JET ENGINE TECHNOLOGY CORP.
FAA No. J9GR1140

JT8D-200 BORESCOPE INSPECTION REPORT

WORK ORDER:	2017-449	DATE:	06/08/2017	A/C S/N:	N/A
CUSTOMER:		ESN:	717443	A/C TYPE:	N/A
MODEL #:	JT8D-217A	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	BORESCOPE INSPECTION FOR GENERAL CONDITION				
REASON:	POST TEST CELL INSPECTION				
TECHNICIAN(S):	SEBASTIAN RUIZ				



ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
INLET CASE	INLET CASE AND DUCT AREA	NO DAMAGE NOTED DURING VISUAL INSPECTION.	06/08/2017	
INLET CASE	C-1 BLADES (34 EA)	NO DAMAGE NOTED DURING VISUAL INSPECTION.	06/08/2017	
INTERMEDIATE PORT (LH)	C-6 BLADES (60 EA)	NO DAMAGE NOTED DURING BORESCOPE INSPECTION.	06/08/2017	
INTERMEDIATE PORT (LH)	C-7 BLADES (60 EA)	NO DAMAGE NOTED DURING BORESCOPE INSPECTION.	06/08/2017	
IGNITER PORT/ DIFFUSER (LH)	C-13 BLADES (74 EA)	DAMAGE NOTED ON ONE BLADE DURING BORESCOPE INSPECTION WITH IN LIMITS I.A.W. P&W JT8D-200 EM 72-36-00 INSPECTION - 01.	06/08/2017	
IGNITER PORT/ DIFFUSER (LH)	COMBUSTION CHAMBER(S) AND FUEL NOZZLE(S)	NO DAMAGE NOTED DURING BORESCOPE INSPECTION.	06/08/2017	



JET ENGINE TECHNOLOGY CORP.
FAA No. J9GR1140

JT8D-200 BORESCOPE INSPECTION REPORT

WORK ORDER:	2017-449	DATE:	06/08/2017	A/C S/N:	N/A
CUSTOMER:		ESN:	717443	A/C TYPE:	N/A
MODEL #:	JT8D-217A	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	BORESCOPE INSPECTION FOR GENERAL CONDITION				
REASON:	POST TEST CELL INSPECTION				
TECHNICIAN(S):	SEBASTIAN RUIZ				

ACCESS:	AREA OF INSPECTION:	NOTES:	DATE:	C/W BY:
IGNITER PORT/ DIFFUSER (LH)	CC OUTLET DUCTS	NO DAMAGE NOTED DURING BORESCOPE INSPECTION.	06/08/2017	
IGNITER PORT/ DIFFUSER (LH)	N.G.V. (T-1 VANES)	NO DAMAGE NOTED DURING BORESCOPE INSPECTION.	06/08/2017	
IGNITER PORT/ DIFFUSER (LH)	T-1 BLADES 80 EA 217A	NO DAMAGE NOTED DURING BORESCOPE INSPECTION.	06/08/2017	
LPT BORESCOPE PORT (LH)	T-1 BLADES (REAR) 80 EA 217A	NO DAMAGE NOTED DURING BORESCOPE INSPECTION.	06/08/2017	
LPT BORESCOPE PORT (LH)	T-2 BLADES (78 EA)	NO DAMAGE NOTED DURING BORESCOPE INSPECTION.	06/08/2017	
EXHAUST CASE	T-4 BLADES (58 EA)	NO DAMAGE NOTED DURING VISUAL INSPECTION.	06/08/2017	
EXHAUST CASE	EXHAUST AREA AND OUTER FAN DUCTS	NO DAMAGE NOTED DURING VISUAL INSPECTION.	06/08/2017	

VISUAL AND BORESCOPE INSPECTIONS OF ENGINE WAS CARRIED OUT USING THE JT8D-200 ENGINE MANUAL P/N 773128.



JET ENGINE TECHNOLOGY CORP.
FAA No. J9GR1140

JT8D-200 BORESCOPE INSPECTION REPORT

WORK ORDER:	2017-449	DATE:	06/08/2017	A/C S/N:	N/A
CUSTOMER:		ESN:	717443	A/C TYPE:	N/A
MODEL #:	JT8D-217A	LOCATION:	AT JET ENGINE TECHNOLOGY		
WORK REQUEST:	BORESCOPE INSPECTION FOR GENERAL CONDITION				
REASON:	POST TEST CELL INSPECTION				
TECHNICIAN(S):	SEBASTIAN RUIZ				



ACCESSORY INVENTORY