

**AE3007A1/3 CAE311437**



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TSN:	14,227.38
CSN:	14,403
TSLSV:	7.41
CSLSV:	4
LIMIT / LIMITER:	5,597 / Various

Life Limited Components

Description	Part Number	Serial Number	Cycles Since New	Cycle Limit	Cycles Remaining
Fan Wheel	23092575	EN183141	4	20,000	19,996
Fan Blade Retainer	23062491	HK18328	14,403	20,000	5,597
Fan Drive Shaft	23065332	GV14988	14,403	35,000	20,597
1st Stage Comp Wheel	23065041	L144361	14,403	20,000	5,597
2nd Stage Comp Wheel	23050752	L183947	14,403	20,000	5,597
3rd Stage Comp Wheel	23065303	L138637	14,403	20,000	5,597
4th Stage Comp Wheel	23071259	L144993	14,403	20,000	5,597
5th Stage Comp Wheel	23071260	L184421	14,403	20,000	5,597
6th Stage Comp Wheel	23071396	L160000	14,403	20,000	5,597
7th Stage Comp Wheel	23071397	L181580	14,403	20,000	5,597
8th Stage Comp Wheel	23071263	L141638	14,403	20,000	5,597
9th Stage Comp Wheel	23071264	L134218	14,403	20,000	5,597
10th Stage Comp Wheel	23071265	L135100	14,403	20,000	5,597
11th Stage Comp Wheel	23066231	L135892	14,403	20,000	5,597
12th Stage Comp Wheel	23071267	L156297	14,403	20,000	5,597
13th Stage Comp Wheel	23084168	EN183167	4	30,000	29,996
14th Stage Comp Wheel	23071269	L159357	14,403	20,000	5,597
Comp Shaft Cone Assy	23073282	MM501359	9,919	20,000	10,081
1st Stage HPT Wheel	23069591	MM142788	14,403	35,000	20,597
2nd Stage HPT Wheel	23088818	EN183141	4	23,000	22,996
1st to 2nd Turb Spacer	23076778	TW515287	4,631	30,000	25,369
1st Stage LPT Wheel	23060111	WD179313	14,403	35,000	20,597
2nd Stage LPT Wheel	23058312	WD180682	14,403	35,000	20,597
3rd Stage LPT Wheel	23070046	WD179534	14,403	35,000	20,597
LPT Int Stg Spacer A	23054049	TW15941	14,403	35,000	20,597
LPT Int Stg Spacer B	23054049	TW15954	14,403	35,000	20,597
LPT Forward Shaft	23074538	GV244443	9,919	35,000	25,081

**LEGEND:** TSN - Time Since New; CSN - Cycles Since New; TSLSV - Time Since Last Shop Visit; CSLSV - Cycles Since Last Shop Visit

**NOTE:** ALL DATA COMPILED IN THE CREATION OF THIS STATUS REPORT ARE FOR REFERENCE ONLY AND IS NOT TO BE USED AS THE SOLE CRITERIA FOR MAINTAINING THE CONTINUED AIRWORTHINESS OF MAINTAINING THE CONTINUED AIRWORTHINESS OF THIS ENGINE. THE ENGINE LOGBOOK MUST BE USED FOR FINAL DETERMINATION.

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