

AE3007A1P CAE311134



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TSN:	32,894.00
CSN:	28,692
TSLSV:	6,244.00
CSLSV:	4,908
LIMIT / LIMITER:	6,308 / Various

Life Limited Components

Description	Part Number	Serial Number	Cycles Since New	Cycle Limit	Cycles Remaining
Fan Wheel	23058865	MW60367	9,425	20,000	10,575
Fan Blade Retainer	23062491	HK121575	9,425	20,000	10,575
Fan Drive Shaft	23065332	GV13704	28,692	35,000	6,308
1st Stage Comp Wheel	23084156	L349621	9,425	30,000	20,575
2nd Stage Comp Wheel	23084157	L331017	9,425	20,000	10,575
3rd Stage Comp Wheel	23084158	L343526	9,425	20,000	10,575
4th Stage Comp Wheel	23084159	L345021	9,425	20,000	10,575
5th Stage Comp Wheel	23084160	L348660	9,425	20,000	10,575
6th Stage Comp Wheel	23084161	L338517	9,425	30,000	20,575
7th Stage Comp Wheel	23084162	L326630	9,425	30,000	20,575
8th Stage Comp Wheel	23084163	L342675	9,425	30,000	20,575
9th Stage Comp Wheel	23084164	L347172	9,425	30,000	20,575
10th Stage Comp Wheel	23084165	L333604	9,425	30,000	20,575
11th Stage Comp Wheel	23084166	L341739	9,425	30,000	20,575
12th Stage Comp Wheel	23084167	L349241	9,425	30,000	20,575
13th Stage Comp Wheel	23084168	L342960	9,425	30,000	20,575
14th Stage Comp Wheel	23084169	L342251	9,425	30,000	20,575
Comp Shaft Cone Assy	23084170	L337619	4,908	30,000	25,092
1st Stage HPT Wheel	23088906	MW71193	4,908	35,000	30,092
2nd Stage HPT Wheel	23084520	MW63051	9,425	23,000	13,575
1st to 2nd Turb Spacer	23089137	SAC10056	4,908	30,000	25,092
1st Stage LPT Wheel	23060111	WD89122	28,692	35,000	6,308
2nd Stage LPT Wheel	23058312	WD80360	28,692	35,000	6,308
3rd Stage LPT Wheel	23070046	WD88132	28,692	35,000	6,308
LPT Int Stg Spacer A	23054049	TW14489	28,692	35,000	6,308
LPT Int Stg Spacer B	23054049	TW14560	28,692	35,000	6,308
LPT Forward Shaft	23067076	GV118641	28,692	35,000	6,308

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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