

AE3007A1P CAE310068



TSN:	15,120.00
CSN:	17,237
TSLSV:	0.00
CSLSV:	0
LIMIT / LIMITER:	2,763 / Various

LIFE LIMITED PARTS

Description	Part Number	Serial Number	Cycles Since New	Cycle Limit	Cycles Remaining
Fan Wheel	23058865	WY15518	17,237	20,000	2,763
Fan Blade Retainer	23062491	LJ1425	17,237	20,000	2,763
Fan Drive Shaft	23065332	GV13356	15,533	35,000	19,467
1st Stage Comp Wheel	23065041	L265550	7,931	20,000	12,069
2nd Stage Comp Wheel	23050752	L70071	17,237	20,000	2,763
3rd Stage Comp Wheel	23065303	L72078	17,237	20,000	2,763
4th Stage Comp Wheel	23050754	L61927	17,237	20,000	2,763
5th Stage Comp Wheel	23065605	L72647	17,237	20,000	2,763
6th Stage Comp Wheel	23062666	L58838	17,237	20,000	2,763
7th Stage Comp Wheel	23062667	L62183	17,237	20,000	2,763
8th Stage Comp Wheel	23061628	L60142	17,237	20,000	2,763
9th Stage Comp Wheel	23061629	L74016	17,237	20,000	2,763
10th Stage Comp Wheel	23061630	L60415	17,237	20,000	2,763
11th Stage Comp Wheel	23061631	L74331	17,237	20,000	2,763
12th Stage Comp Wheel	23061632	L60552	17,237	20,000	2,763
13th Stage Comp Wheel	23061633	L75530	17,237	20,000	2,763
14th Stage Comp Wheel	23061634	L70678	17,237	20,000	2,763
Comp Shaft Cone Assy	23073282	MM501071	7,931	20,000	12,069
1st Stage HPT Wheel	23069591	MM120239	13,066	35,000	21,934
2nd Stage HPT Wheel	23088818	MW69243	0	23,000	23,000
1st to 2nd Turb Spacer	23076778	TW510003	3,326	30,000	26,674
1st Stage LPT Wheel	23060111	WY13063	17,237	35,000	17,763
2nd Stage LPT Wheel	23058312	WD53645	17,237	35,000	17,763
3rd Stage LPT Wheel	23070046	WD160211	13,066	35,000	21,934
LPT Int Stg Spacer A	23054049	TW12372	17,237	35,000	17,763
LPT Int Stg Spacer B	23054049	TW12421	17,237	35,000	17,763
LPT Forward Shaft	23059694	GV71865	17,237	24,000	6,763

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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