MINI PACK

<table>
<thead>
<tr>
<th>ENGINE MODEL:</th>
<th>PW150</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUILD SPEC:</td>
<td>885</td>
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<tr>
<td>TM SN:</td>
<td>FA0977</td>
</tr>
<tr>
<td>TSN:</td>
<td>4,083.30</td>
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<tr>
<td>CSN:</td>
<td>4,264</td>
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<tr>
<td>TSO:</td>
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<td>CSO:</td>
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<tr>
<td>CSHSI:</td>
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</tr>
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</table>

| RGB SN:       | FA0977|
| TSN:          | 4,083.30|
| CSN:          | 4,264 |
| TSO:          | N/A   |
| CSO:          | N/A   |

**CONTENTS:**
- TMM – Transport Canada Form One - Dual EASA Release
- RGB – Transport Canada Form One - Dual EASA Release
- LLP Status
- Accessory Inventory
- Post Rental Inspection
- Logbook Entries
- Borescope Report
AUTHORIZED RELEASE CERTIFICATE
FORM ONE

This turbomachinery module has been inspected and repaired in accordance with the Bombardier maintenance requirements manual PSM 1-84-7, Part 1 of MRB Revision 12. The 600, 1200, 2400, 2500, 6000FH and visual interval tasks code inspections performed in accordance with Bombardier systems/powerplant maintenance program.

Performed detailed boroscope inspection of the cold and hot sections in accordance with the aircraft maintenance manual. The condition of the hardware was found acceptable with no requirement for additional boroscope monitoring, except for the part annotated below: Note: Customer must perform a recurrent boroscope inspection monitoring at the combustor panels area B at an interval not to exceed 600 hrs due to axial crack propagating from panels G to F measuring approximately 3.00 in long (refer to sub task 72-00-0-290-009 for combustion chamber liner inspection limits reference table).

This turbomachinery module received and released mated with reduction gearbox S/N RGM-FA0977.

Engine preserved for period exceeding 90 days in accordance with aircraft maintenance manual section 10-13-00, General engine preservation instructions.

No test performed this visit. Therefore, this engine is approved for return into service upon completion of a documented satisfactory ground run and leak check.

Module TSN: 4083.3 hrs CSN: 4264 TSO: N/A CSO: N/A

EASA APPROVAL CERTIFICATE No. 145.7191

1.4a. Signature

T.C.C.A. AMO No. 31-95
June 6, 2016

INSTALLER RESPONSIBILITIES

This certificate does not constitute authority to install.

Installers working in accordance with the national regulations of a country other than that specified in block 1 must ensure that their regulations recognize certifications from the country specified. Statements in blocks 13b or 14a do not constitute installation certification. In all cases, the technical record for the aircraft must contain an installation certification issued in accordance with the applicable national regulations before the aircraft may be flown.

April 7, 2009 (Previously Form 24-0078)
Export Classification: ECCN 9E991; ECL is NA

K-031 2014-02-20
### Authorized Release Certificate

**Form One**

**Item**

<table>
<thead>
<tr>
<th>1</th>
<th>7. Description</th>
<th>8. Part No.</th>
<th>9. Qty.</th>
<th>10. Serial Batch No.</th>
<th>11. Status / Work</th>
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<tr>
<td>1</td>
<td>REDUCTION GEARBOX MODULE, MODEL PW150A</td>
<td>3121630-01</td>
<td>1</td>
<td>RGM-FA0977 (MODULE OF PCE-FA0977)</td>
<td>Inspected</td>
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</table>

**Remarks**

This reduction gearbox module has been inspected and repaired in accordance with the Bombardier Maintenance Requirements Manual PSM 1-84-7, Part 1 of MRB Revision 12.

The 6000 FH and Visual Interval Tasks Code Inspections performed in accordance with Bombardier Systems/Powerplant Maintenance Program.

Performed Detailed Boroscope Inspection of the Reduction Gearbox in accordance with the Aircraft Maintenance Manual Section 72-10-280, Tasks Number 72-10-280-801 and 802 Instructions. The condition of the gear train hardware was found acceptable with no requirement for additional Boroscope Monitoring.

QTY 3 New Prop Shaft Self Lubricating Sleeves P/N 3122284-01 Installed.

This Reduction Gearbox Module Received and Released Mated with Turbomachinery S/N TM-FA0977.

Engine Preserved for Period Exceeding 90 Days in Accordance with Aircraft Maintenance Manual Section 10-13-00, General Engine Preservation Instructions.

No Test Performed This Visit. Therefore, this engine is approved for return into service upon completion of a documented satisfactory ground run and leak check.

**Module TSN:** 4083.3 hrs  **CSN:** 4264  **TSO:** N/A  **CSO:** N/A

**EASA Approval Certificate No. 145.7191**

Approved by:

- **Approved Organization:**
- **Organization Name:**
- **Name:**
- **Date:**

**Installer Responsibilities**

This certificate does not constitute authority to install. Installers working in accordance with the national regulations of a country other than that specified in block 1 must ensure that their regulations recognize certifications from the country specified. Statements in blocks 13a or 14a do not constitute installation certification. In all cases, the technical record for the aircraft must contain an installation certification issued in accordance with the applicable national regulations before the aircraft may be flown.

April 7, 2009 (Previously Form 24-0078)

Export Classification: ECCN 9E991; ECL is NA

K-031 2014-02-20
### PW150A ENGINE LCF EVALUATION FORM

**Engine Model**: PW150A

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<th>Description</th>
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<th>Total Time</th>
<th>Limits</th>
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<td>A0037H53</td>
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<tr>
<td>Rotor, Compressor, 2nd Stage</td>
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<td>A0037FRY</td>
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<td>Rotor, Compressor, 3rd Stage</td>
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<tr>
<td>Impeller, Centrifugal, HP</td>
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<td>A0036PDL</td>
<td>083,3</td>
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<tr>
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<tr>
<td>Cover, HP Turbine, Rear</td>
<td>3047993-01</td>
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<td>20 000</td>
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<tr>
<td>Disc, LP Turbine</td>
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<tr>
<td>Disc, Power Turbine, 1st Stage</td>
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<td>A0037XHM</td>
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<td>25 736</td>
</tr>
</tbody>
</table>

**EVALUATION OF LIFE ITEM COMPONENTS**

Refer to maintenance manual airworthiness limitation section for rotor components service life.

**Remarks:**

Checked by: Hugo Henrie  
Date: June 02, 2016

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PW 150A Series
ACCESSORY
CHECKLIST

ACCESSORIES IN
ACCESSORIES OUT ✓

ENGINE MODEL
PW150A

CUSTOMER
P&WC Leasing

WORK ORDER
RT-04912

ENGINE S/N: PCE-FA0977

<table>
<thead>
<tr>
<th>Units</th>
<th>Part Number</th>
<th>Serial Number</th>
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<th>TSO</th>
<th>Remarks</th>
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<td>3122400-17</td>
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<td>Fuel Control Unit</td>
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<td>Fuel Heater</td>
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<td>Cover Fuel Unit</td>
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<td>P2.2 Bleed Valve</td>
<td>3047683-08</td>
<td>1219</td>
<td>4083.3</td>
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<td>Fuel Nozzle Set</td>
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<td>VARIOUS</td>
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<td>Flow Divider</td>
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<td>18380611</td>
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<td>Oil Pump Pack</td>
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<tr>
<td>Interc. P2.7 Bleed Off</td>
<td>3047966-05</td>
<td>852</td>
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Remarks:

Checked by: Marcel Laurin
Final Inspection by: Nicolas Bazinet
Date: June 6, 2016

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Export Control Classification: P-ECCN 9E991
# PW150A Post Rental Inspection Checklist

## SECTION 2: POST RENTAL INSPECTION TASKS

<table>
<thead>
<tr>
<th>Task</th>
<th>Sign</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1 Verify and comply with engine and accessories airworthiness directives.</td>
<td></td>
</tr>
<tr>
<td>2.2 Verify all engines “Alert” SBs and SB’s code 1, 2 and 3. Contact Leaseco Maintenance Team if any outstanding.</td>
<td></td>
</tr>
<tr>
<td>2.3 Verify accessory “Alert” SBs and SB’s code 1, 2, 3 and 4. Contact Leaseco Maintenance Team if any outstanding.</td>
<td></td>
</tr>
<tr>
<td>2.4 Perform in accordance with the latest revisions of Leasco specification no. LGEN-001 and the Bombardier maintenance requirement manual PSM 1-84-7</td>
<td></td>
</tr>
<tr>
<td>- All airframe interface areas (matting faces, mounting pads, fittings and all other areas where aircraft equipment is attached) visually inspect with special attention to the threads and/or helicoil conditions.</td>
<td></td>
</tr>
<tr>
<td>- AC GEN chip detector inspection and functional test</td>
<td></td>
</tr>
<tr>
<td>- Turbomachine &amp; RGB chip detector inspection and functional check.</td>
<td></td>
</tr>
<tr>
<td>- Clean and inspect the p2.7 and p2.2 HBOV filter</td>
<td></td>
</tr>
<tr>
<td>- Test of ITT system (T6)</td>
<td></td>
</tr>
<tr>
<td>- Check igniter plugs for erosion.</td>
<td></td>
</tr>
<tr>
<td>- RGB borescope inspection if applicable.</td>
<td></td>
</tr>
<tr>
<td>- RGB Scavenge oil filter inspected/replaced</td>
<td></td>
</tr>
<tr>
<td>- Main oil filter inspected/replaced</td>
<td></td>
</tr>
<tr>
<td>- Fuel strainer inspected/replaced</td>
<td></td>
</tr>
<tr>
<td>- Fuel filter inspected/replaced</td>
<td></td>
</tr>
<tr>
<td>2.5 If installing a new oil and/or fuel filter(s), indicate the engine serial number and the actual TSN of the engine on the end of the oil and/or fuel filter(s) with a vibropeen.</td>
<td></td>
</tr>
<tr>
<td>2.6 If FOD is found and within EMM limits, blend in situ, otherwise, contact the Leaseco Maintenance Team.</td>
<td></td>
</tr>
<tr>
<td>2.7 Accomplish fuel nozzles maintenance if less than 10% life remaining and annotate logbook.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>2.8 Once engine is complete and serviceable, preserve engine as per engine maintenance manual for long-term storage unless otherwise instructed by Leaseco Maintenance Team.</td>
<td></td>
</tr>
</tbody>
</table>
Registre de maintenance
Maintenance Log

<table>
<thead>
<tr>
<th>Fabricant - Manufacturer: PRATT &amp; WITHNEY CANADA</th>
<th>Description: REDUCTION GEARBOX</th>
<th>Modèle - Model: PW150A</th>
<th>N° de série – Serial No.: RGM-FA0977</th>
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</thead>
<tbody>
<tr>
<td>Bon de travail - Work Order: RT-04912</td>
<td>TSN 4083.3</td>
<td>TSO N/A</td>
<td>Travail effectué- WorkPerformed: REPAIRED</td>
</tr>
<tr>
<td></td>
<td>CSN 4264</td>
<td>CSO N/A</td>
<td></td>
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</tbody>
</table>

THE FOLLOWING WORK WAS PERFORMED:

THIS REDUCTION GEARBOX MODULE HAS BEEN INSPECTED AND REPAIRED IN ACCORDANCE WITH THE BOMBARDIER MAINTENANCE REQUIREMENTS MANUAL PSM 1-34-7, PART 1 OF MRB REVISION 12

1) THE 6000 FH AND VISUAL INTERVAL TASKS CODE INSPECTIONS PERFORMED IN ACCORDANCE WITH BOMBARDIER SYSTEMS/POWERPLANT MAINTENANCE PROGRAM

2) PERFORMED DETAILED BORSOCPE INSPECTION OF THE REDUCTION GEARBOX IN ACCORDANCE WITH THE AIRCRAFT MAINTENANCE MANUAL SECTION 72-10-290, TASKS NUMBER 72-10-290-801 AND 802 INSTRUCTIONS. THE CONDITION OF THE GEAR TRAIN HARDWARE WAS FOUND ACCEPTABLE WITH NO REQUIREMENT FOR ADDITIONAL BORSOCPE MONITORING

3) QTY 3 NEW PROP SHAFT SELF LUBRICATING SLEEVES P/N 3122284-01 INSTALLED

4) NO CANADIAN AND EASA AIRWORTHINESS DIRECTIVE APPLIES TO THIS MODULE

5) THIS REDUCTION GEARBOX MODULE RECEIVED AND RELEASED MATED WITH TURBOMACHINERY S/N TM-FA0977

6) ENGINE PRESERVED FOR PERIOD EXCEEDING 90 DAYS IN ACCORDANCE WITH AIRCRAFT MAINTENANCE MANUAL SECTION 10-13-00, GENERAL ENGINE PRESERVATION INSTRUCTIONS

NO TEST PERFORMED THIS VISIT. THEREFORE, THIS ENGINE IS APPROVED FOR RETURN INTO SERVICE UPON COMPLETION OF A DOCUMENTED SATISFACTORY GROUND RUN AND LEAK CHECK

The above described maintenance has been performed in accordance with the applicable airworthiness requirements. Pertinent detail of work performed are retained in file at this agency under the work order listed above.

June 6, 2016

Date

Nicolas Bazinet, Vérificateur autorisé / Authorized Inspector
T.C.C.A. AMO No. 31-95 / EASA No. 145.7191
Registre de maintenance
Maintenance Log

Fabricant - Manufacturer:
PRATT & WITHNEY CANADA

Description:
TURBOMACHINERY MODULE

Modèle - Model:
PW150A

N° de série - Serial No.:
TM-FA0977

Bon de travail - Work Order:
RT-04912

TSN 4083.3
CSN 4264
TSO N/A
CSO N/A

Travail effectué - Work Performed:
REPAIRED

THE FOLLOWING WORK WAS PERFORMED:

THIS TURBOMACHINERY MODULE HAS BEEN INSPECTED AND REPAIRED IN ACCORDANCE WITH THE BOMBARDIER MAINTENANCE REQUIREMENTS MANUAL PSM 1-84-7, PART 1 OF MRS REVISION 12

1) THE 600, 1200, 2400, 2500, 6000 FH AND VISUAL INTERVAL TASKS CODE INSPECTIONS PERFORMED IN ACCORDANCE WITH BOMBARDIER SYSTEMS/POWERPLANT MAINTENANCE PROGRAM

2) SB35093, FUEL METERING UNIT LOCKING FEATURES INSPECTION COMPLIED WITH. NO DEFECT FOUND

3) PERFORMED DETAILED BOROSCOPE INSPECTION OF THE COLD AND HOT SECTIONS IN ACCORDANCE WITH THE AIRCRAFT MAINTENANCE MANUAL SECTION 72-00-00. TASKS NUMBER 72-00-00-290-801 TO 807 INSTRUCTIONS. THE CONDITION OF THE COLD AND HOT SECTIONS HARDWARE WAS FOUND ACCEPTABLE WITH NO REQUIREMENT FOR ADDITIONAL BOROSCOPE MONITORING, EXCEPT FOR THE PART ANNOTATED BELOW:

NOTE: CUSTOMER MUST PERFORM A RECURENT BOROSCOPE INSPECTION MONITORING AT THE COMBUSTOR PANELS AREA B AT AN INTERVAL NOT TO EXCEED 600 HRS DUE TO AXIAL CRACK PROPAGATING FROM PANELS G TO F MEASURING APPROXIMATELY 3.00 IN LONG (REFER TO SUB TASK 72-00-00-290-009 FOR COMBUSTION CHAMBER LINER INSPECTION LIMITS REFERENCE TABLE)

4) TO THIS DATE, ENGINE COMPLIES WITH ALL CANADIAN AND EASA AIRWORTHINESS DIRECTIVES – INSTALLER MUST ASSESS CURRENT AD’S FOR NEW PUBLICATION RELEASED PRIOR TO INSTALLATION:

5) THIS TURBOMACHINERY MODULE RECEIVED AND RELEASED MATED WITH REDUCTION GEARBOX S/N RGM-FA0977

6) ENGINE PRESERVED FOR PERIOD EXCEEDING 90 DAYS IN ACCORDANCE WITH AIRCRAFT MAINTENANCE MANUAL SECTION 10-13-00, GENERAL ENGINE PRESERVATION INSTRUCTIONS

NO TEST PERFORMED THIS VISIT. THEREFORE, THIS ENGINE IS APPROVED FOR RETURN INTO SERVICE UPON COMPLETION OF A DOCUMENTED SATISFACTORY GROUND RUN AND LEAK CHECK

The above described maintenance has been performed in accordance with the applicable airworthiness requirements. Pertinent detail of work performed are retained in file at this agency under the work order listed above

June 6, 2016
Date

Nicolas Bazinet
Vérificateur autorisé / Authorized Inspector
T.C.C.A. AMO No. 31-95 / EASA No. 145.7191
Borescope Inspection Report

Engine
PCE-FA0977

Pratt & Whitney Canada
PW150A
Background:

This report covers Koptair’s interpretation of the borescope inspection findings on the RGB gear train and cold/hot sections gas path components. The engine was borescope inspected in the facility of Koptair at Laval, Quebec on May 30, 2016. The inspection was requested by Willis Lease Finance Corporation.

This inspection was performed in accordance with the Bombardier maintenance manual PSM 1-84-2 chapter 72, section 72-00-00 - instructions and borescope inspection criteria.

Note that in addition to the pictorial references inserted in this report, the borescope inspection has been recorded on videos. Video files will be sent to Willis representative attention.

You can refer to the conclusion section at the end of this report for a complete assessment describing the condition of the RGB gear train and TM cold/hot sections gas path components. The results of the borescope inspection and subsequent performed actions described in this report are aimed as an aid to help determine engine condition as viewed by Koptair’s engineer at the time of the inspection.
Borescope inspection findings:

**Reduction Gearbox**

First stage reduction: input shaft and helical gears

- There was no signs of corrosion, frosting or spalling on the input shaft gear teeth
- There was no signs of corrosion, frosting or spalling on the L/H and R/H helical gears

Second stage reduction: pinion gears and bullgear

- There was no signs of corrosion, frosting or spalling on the pinion gears
- There was no signs of corrosion, frosting or spalling on the bull gear
Borescope inspection findings:

1\textsuperscript{st} stage LP Compressor Rotor

➤ There was no evidence of erosion or FOD at airfoils edge

2\textsuperscript{nd} stage LP Compressor Rotor

➤ There was no evidence of erosion or FOD at airfoils leading edge
Borescope inspection findings:

**3rd stage LP Compressor Rotor**

- There was no evidence of erosion or FOD at airfoils leading edge

**2nd stage Stator Grommets**

- The grommets were found in good condition
Borescope inspection findings:

**HP Compressor Impeller**

- There was no evidence of erosion or FOD at full and splitter vanes airfoils leading edge
The inner liner wall coating and louvers were found in good condition. The fuel nozzle cups were also found in good condition.

There was no signs of burnt or hot streak on the small exit duct heat shield.
The outer liner panels at area B were found with multiple axial and radial cracks less than 2.00 in., converging cracks with no evidence that material could break away and 1 hole less than 0.200 sq.in. The worst condition observed was the presence of an axial crack propagating from panel g to panel F measuring approximately 3.00 in long.
Borescope inspection findings:

**HP vane ring assembly and HP turbine blades**

→ The HP blades were found in good condition

→ The HP shroud segments were found with initial stage of erosion associated with grey discolored surface

→ The HP vane airfoils leading and trailing edges were found in good condition. Qty 4 axial cracks less than 0.500 in. have been found on the HP vane ring assembly propagating from the vane inner rim towards the HP vane airfoils leading edge
Borescope inspection findings:

**LP Turbine blades**

- The LP blades were found in good condition, there was no erosion at blades leading edge

**LP Turbine Vane**

- The LP vane airfoils leading and trailing edges were found in good condition
Borescope inspection findings:

The 1st and 2nd stages PT blades airfoil were found in good condition.
Conclusion:

REDUCTION GEARBOX:

The detailed borescope inspection of the reduction gearbox 1\textsuperscript{st} and 2\textsuperscript{nd} stages gear train revealed no deviation on the gear teeth.

COLD SECTION:

The LP compressor rotors as well as the 2\textsuperscript{nd} stage stator grommets were found in good condition.

There was no deviation observed on the HP impeller full and splitter vane airfoils.

HOT SECTION:

The outer liner panels at area B were found with multiple axial and radial cracks less than 2.00 in., converging cracks with no evidence that material could break away and 1 hole less than 0.200 sq.in. The worst condition is the presence of an axial crack propagating from panel g to panel F measuring approximately 3.00 in long.

The remainder hot section hardware was found in good condition.

OBSESSIONATION:

The overall condition of the reduction gearbox, cold and hot sections hardware was found acceptable with no requirement for additional borescope monitoring, except for the combustor panels at area ‘B’ that is subject to a subsequent borescope inspection monitoring at an interval not to exceed 600 hrs due to axial crack propagating from panel g to panel F measuring approximately 3.00 in long. Refer to Bombardier aircraft maintenance manual section 72-00-00, sub task 72-00-00-290-009 for combustion chamber liner inspection limits reference table.