

|                   |   |
|-------------------|---|
| <b>Work Order</b> | Pln. Engr. 0434   |
|                   | A/C Reg. A6DFR  |
|                   | Rev Date: 04-Aug-13 14:18:46<br>Date Raised : 09 Jun 13 |

|                                     |       |  |  |
|-------------------------------------|-------|--|--|
| <b>W/O Number :</b>                 | 19162 | <b>Aircraft Reg :</b>                        | <b>A6DFR</b>   |
| <b>Due Date :</b>                   |       | <b>Start Date :</b> 04 Aug 14                | <b>Completion Date :</b> <sup>05</sup> 08 Aug <sup>13</sup> 14 |
| <b>Planned MH :</b> 0               |       | <b>Actual MH :</b> 0.00                      | <b>Company :</b> ROYAL JET                                     |
| <b>Due at Aircraft Hours :</b> 0.00 |       | <b>Performed at Aircraft Hours :</b> 4499:40 |  |
| <b>Due at Aircraft Cycles :</b> 0   |       | <b>Performed at Aircraft Cycles :</b> 1669   |  |

|   |
|---|
| <b>Description :</b><br>ENGINE#1 INSTALLATION |
|---|

| <u>Code</u><br><u>Task Card</u>       | <u>Maintenance Description</u>   | <u>Position</u> | <u>Item MH</u> | <u>Actual MH</u> | <u>Completed</u> |
|---------------------------------------|--|-----------------|----------------|------------------|------------------|
| 1<br>737-SL-71-049 /<br>737-SL-71-049 | <b>P/N Description:</b> GE AIRCRAFT ENGINE CFM56-7-B27 SERIES<br><b>P/N:</b> CFM56-7-B27/B3 <b>P/N S/N:</b> <del>888148</del> 876170 | 1               | 0              |                  |                  |
| 2<br>SWCB73-71-015<br>SWCB73-71-020   | <b>P/N Description:</b> GE AIRCRAFT ENGINE CFM56-7-B27 SERIES<br><b>P/N:</b> CFM56-7-B27/B3 <b>P/N S/N:</b> <del>888148</del> 876170 | 1               | 0              |                  |                  |

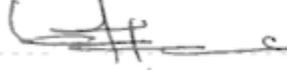
|   |                             |                                   |
|---|-----------------------------|-----------------------------------|
|  | <b>Technical Work Order</b> | Pln. Engr. 0434<br>A/C Reg. A6DFR |
|   |                             | Date Raised : 09 Jun 13           |
|   |                             |                                   |

**TWO PLANNING STATEMENT**

|   |  |
|---|--|
| <b>1 Aircraft Registration:</b> A6DFR   | <b>Aircraft Type:</b> B737-700               |
| A.M.S. Ref: <i>BBJ MS</i>   | <b>Station:</b> OMAA                         |
| AMS Revision Date: <i>APR. 13</i>   | <b>Check:</b> <i>ENGINE NO. INSTALLATION</i> |
| <b>Assurance:</b> I hereby certify that all mandatory, current scheduled and non-scheduled requirements due are included in this W/O to the latest revision / issue. FOR CMR : the paperwork issued in this W/O reflects the accurate current mandatory MODS status and scheduled maintenance status. |  |
| <b>Planning Engineer:</b>    | <b>Date:</b> <i>4.8.13</i>                   |

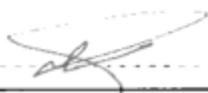
**CHECK CONTROLLER / LAE STATEMENT**

Item 2 to be filled in by Controlling LAE prior to the return of the TWO to tech records

|   |
|---|
| <b>2 Check Controller / LAE Final Clearance:</b>  |
| This W/O has been carried out and all task cards, work documents and NRCs are correctly stamped / closed and accounted for. In this respect, this W/O can be considered complied with and closed. |
| This W/O has been complied with using the following maintenance approval: Presidential Flight UAE GCAA EM/PFD/89 or Royal Jet UAE GCAA AMO/153/05 or Other ..... (detail as applicable).          |
| This W/O has been carried out referring to AMM revision.....  |
| <b>Check Supv:</b>  <b>U.T.C.:</b> <i>09:00</i> <b>Date:</b> <i>5/8/13</i>                                     |

**TWO COMPLIANCE UPDATE**

|  |   |                              |
|--|---|------------------------------|
| <b>3 Technical Records:</b>  | <b>Sign:</b>  | <b>Date:</b> <i>12/09/13</i> |
| Task Cards, NRCs and all other documents required, checked for correct completion and are all accounted for. |   |                              |

|   |   |                              |
|---|---|------------------------------|
| <b>4 Planning Engineer:</b>   | <b>Sign:</b>  | <b>Date:</b> <i>17/09/13</i> |
| Paper work checked and all significant items noted. Information passed on to development as required. |   |                              |

|   |   |                              |
|---|---|------------------------------|
| <b>5 Technical Records:</b>   | <b>Sign:</b>  | <b>Date:</b> <i>19.09.13</i> |
| TWO closed in TRAX, Compliances, updated. All NRCs entered. Component / MOD status updated as required. |   |                              |

1

WO



T/C



|  |               |            |                |          |               |            |               |
|--|---------------|------------|----------------|----------|---------------|------------|---------------|
| <b>Task Card<br/>Engineering Order</b> |               | A/C Type:  |                | Card No: | 737-SL-71-049 |            |               |
|  |               | A/C Reg:   |                | WO:      | 19162         |            |               |
|  |               | P/N:       | CFM56-7-B27/B3 | S/N:     | 888148-876170 |            |               |
| Input:                                 | Sequence      | Rev No     | 1              | Task     | MOD           | Origin Doc | SB            |
| Input Date:                            | Mahrs: 0.00   | Rev Date   | 16-Feb-11      | Trade    |               | Origin Ref | 737-SL-71-049 |
| Task Interval:                         | No. Men: 0.00 | Revised By | 1108           | Zone     |               | ATA Ref    | 71            |

**TITLE**  
**AFT ENGINE MOUNT THRUST LINK DESIGN  
IMPROVEMENT - INTRODUCTION OF  
ANTI-ROTATION WASHER**

|                                 |                            |                |
|---------------------------------|----------------------------|----------------|
| <u>Material/Tools</u>           | <u>Reference Documents</u> | <u>Access:</u> |
| 310A2040-7<br>G01912<br>NSBT-8N |                            |                |

| Work Step | Task Details   | Performed | Certified |
|-----------|--|-----------|-----------|
| 1         | Observe all cautions & warnings as specified in the relevant section of the AMM. |           |           |

|   |   |  |  |
|---|---|--|--|
| 2 | <p><b>CAUTION:</b> DO NOT REMOVE THE TWO THRUST LINKS AT THE SAME TIME. THE ENGINE CAN MOVE REARWARD AND DAMAGE ENGINE FAIRINGS. THE MOVEMENT WILL ALSO MAKE IT VERY DIFFICULT TO RE-INSTALL THE PAWL PINS.</p> <p>Remove the forward end of the <b>LEFT</b> thrust link [1] as per AMM Subtask 71-21-02-020-001-F00:</p> <p>A. Remove the LPT cooling air tube.</p> <p>B. Remove the nut [3] and end cap [2] at <b>forward end</b> of the thrust link [1]:</p> <p>i) PAWL PINS WITH A SPRING LOADED PAWL; Hold the spring-loaded pawl in while you remove the nut [3].</p> <p><b>NOTE:</b> You can use the thread protector, a metal or hard plastic tube, or another nut to hold the pawl in.</p> <p>ii) PAWL PINS WITH A COTTER PIN; Remove the cotter pin before you remove the nut [3].</p> <p>C. Remove the pawl pin [5] and washer [4] from the <b>forward end</b> of thrust link.</p> |  |  |
|---|---|--|--|

|                         |
|-------------------------|
| Completion Date: 5/8/13 |
| Defect Raised: Y (N)    |
| Signature: [Signature]  |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.

Print Date: 04-Aug-13

1

WO



T/C



|  |           |                |          |                          |
|--|-----------|----------------|----------|--------------------------|
| <b>Task Card<br/>Engineering Order</b> | A/C Type: |                | Card No: | 737-SL-71-049            |
|  | A/C Reg:  |                | WO:      | 19162                    |
|  | P/N:      | CFM56-7-B27/B3 | S/N:     | <del>888148</del> 876170 |

i) Remove the washer [6] if it is installed.  
a) The washer [6] is the recommended installation.

3 **Install the forward end of the LEFT thrust link [1] as per AMM Subtask 71-21-02-420-001-F00:**

A. Apply the D00006 Never-Seez NSBT-8N compound to the threads, shank and below the head of the pawl pins [5] and to the bushings and bores (Views A-A and B-B).

B. Install the pawl pin [5], washer [4] and washer [6] at the forward end of the thrust link:

i) The chamfered side of the washer [6] faces the spherical bearing

C. Install the end cap [2] and nut [3]:

i) Make sure the flat side of the end cap [2] is against the shoulder of the pin.

ii) PAWL PINS WITH A SPRING LOADED PAWL; Make sure the spring-loaded pawl is in the extended position after you install the nut [3].

D. Tighten the nut [3] or the head of the pawl pin [5] to 290-510 pound-inches (32.8-57.6 Newton meters).

**NOTE:** You can apply the torque to the nut or the head of the pin.

E. PAWL PINS WITH A COTTER PIN; Install the cotter pin.

F. Install the LPT cooling air tube.

4 **CAUTION: DO NOT REMOVE THE TWO THRUST LINKS AT THE SAME TIME. THE ENGINE CAN MOVE REARWARD AND DAMAGE ENGINE FAIRINGS. THE MOVEMENT WILL ALSO MAKE IT VERY DIFFICULT TO RE-INSTALL**

|                  |        |
|------------------|--------|
| Completion Date: | 5/8/13 |
| Defect Raised:   | Y (N)  |
| Signature:       |        |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.

Print Date: 04-Aug-13



|  |           |                |          |                          |
|--|-----------|----------------|----------|--------------------------|
| <b>Task Card<br/>Engineering Order</b> | A/C Type: |                | Card No: | 737-SL-71-049            |
|  | A/C Reg:  |                | WO:      | 19162                    |
|  | P/N:      | CFM56-7-B27/B3 | S/N:     | <del>888138</del> 876170 |

THE PAWL PINS.

Remove the forward end of the **RIGHT** thrust link [1] as per AMM Subtask 71-21-02-020-001-F00:

D. Disconnect the T3 sensor from the T3 sensor bracket and the T3 sensor bracket from the engine.

E. Remove the nut [3] and end cap [2] at **forward end** of the thrust link [1]:

i) PAWL PINS WITH A SPRING LOADED PAWL; Hold the spring-loaded pawl in while you remove the nut [3].

**NOTE:** You can use the thread protector, a metal or hard plastic tube, or another nut to hold the pawl in.

ii) PAWL PINS WITH A COTTER PIN; Remove the cotter pin before you remove the nut [3].

F. Remove the pawl pin [5] and washer [4] from the **forward end** of thrust link.

i) Remove the washer [6] if it is installed.

a) The washer [6] is the recommended installation.

5 Install the forward end of the **RIGHT** thrust link [1] as per AMM Subtask 71-21-02-420-001-F00:

A. Apply the D00006 Never-Seez NSBT-8N compound to the threads, shank and below the head of the pawl pins [5] and to the bushings and bores (Views A-A and B-B).

B. Install the pawl pin [5], washer [4] and washer [6] at the forward end of the thrust link:

i) The chamfered side of the washer [6] faces the spherical bearing

C. Install the end cap [2] and nut [3]:

#

A42

Completion Date : 05-28-13  
 Defect Raised : Y  
 Signature : [Signature] A42

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.



|   |           |                |          |               |
|---|-----------|----------------|----------|---------------|
| <b>Task Card<br/>Engineering Order</b>  | A/C Type: |                | Card No: | 737-SL-71-049 |
|   | A/C Reg:  |                | WO:      | 19162         |
|   | P/N:      | CFM56-7-B27/B3 | S/N:     | 888148-876170 |
| <p>i) Make sure the flat side of the end cap [2] is against the shoulder of the pin.</p> <p>ii) PAWL PINS WITH A SPRING LOADED PAWL; Make sure the spring-loaded pawl is in the extended position after you install the nut [3].</p> <p>D. Tighten the nut [3] or the head of the pawl pin [5] to 290-510 pound-inches (32.8-57.6 Newton meters).</p> <p><u>NOTE</u>: You can apply the torque to the nut or the head of the pin.</p> <p>E. PAWL PINS WITH A COTTER PIN; Install the cotter pin.</p> <p>F. Re-connect the T3 sensor bracket to the engine and the T3 sensor to the T3 sensor bracket.</p> |           |                |          |               |

|                          |
|--------------------------|
| Completion Date : 5/8/13 |
| Defect Raised : Y (N)    |
| Signature :              |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.

Print Date: 04-Aug-13



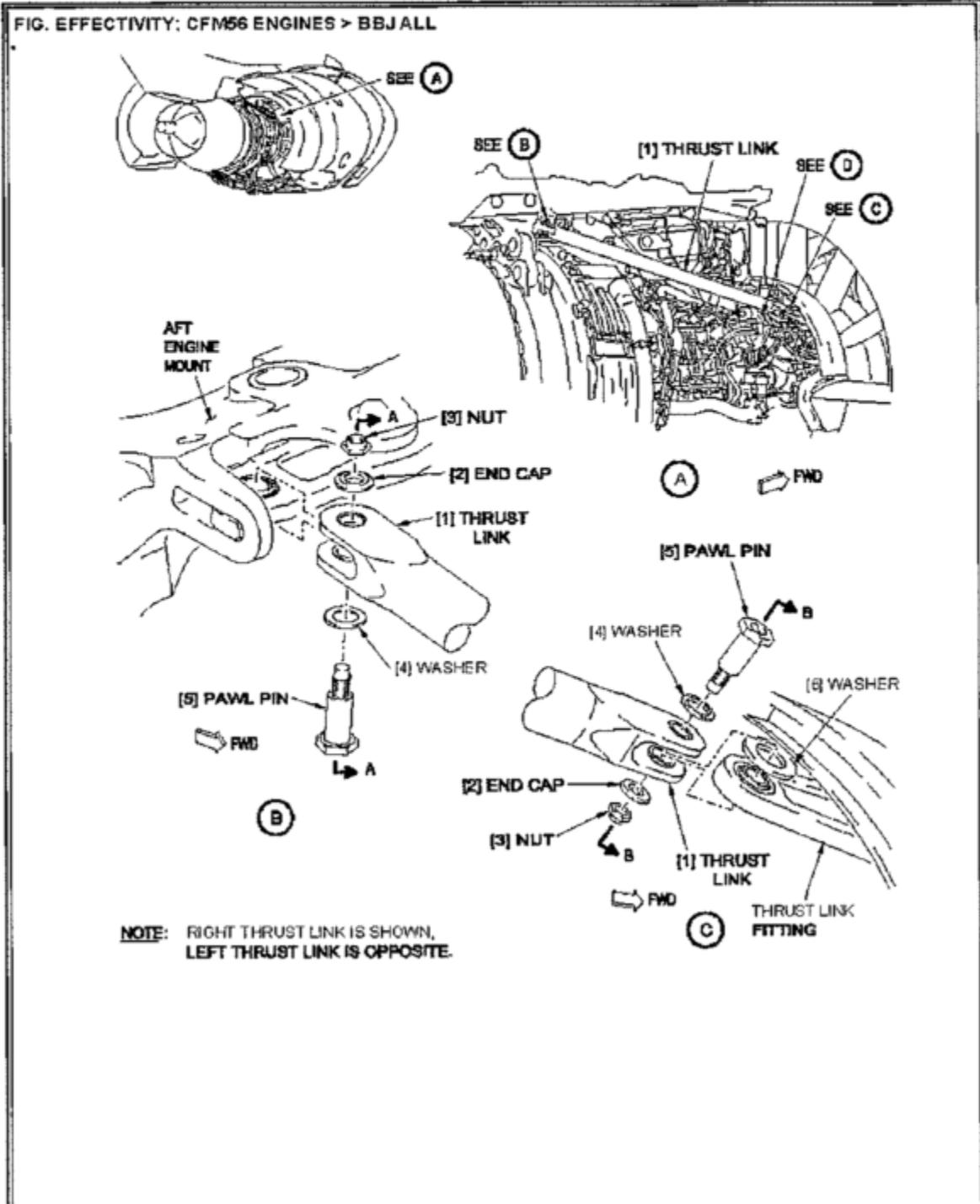
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|--|-----------|----------------|----------|---------------|
| <b>Task Card<br/>Engineering Order</b> | A/C Type: |                | Card No: | 737-SL-71-049 |
|  | A/C Reg:  |                | WD:      | 19162         |
|  | P/N:      | CFM56-7-B27/B3 | S/N:     | 889145 876170 |

737-6/7/8/9 AMM - BBJ - D633A101-BBJ  
 Rev 43 - Oct 15/2010  
 PMA Cust: Business Jet / VIP Customer(s)  
 (BBJ)



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 DO NOT USE AFTER:

71-21-02/401





|  |           |                |               |
|--|-----------|----------------|---------------|
| <b>Task Card<br/>Engineering Order</b> | A/C Type: | Card No:       | 737-SL-71-049 |
|  | A/C Reg:  | WO:            | 19152         |
|  | P/N:      | CFM56-7-B27/B3 | S/N:          |

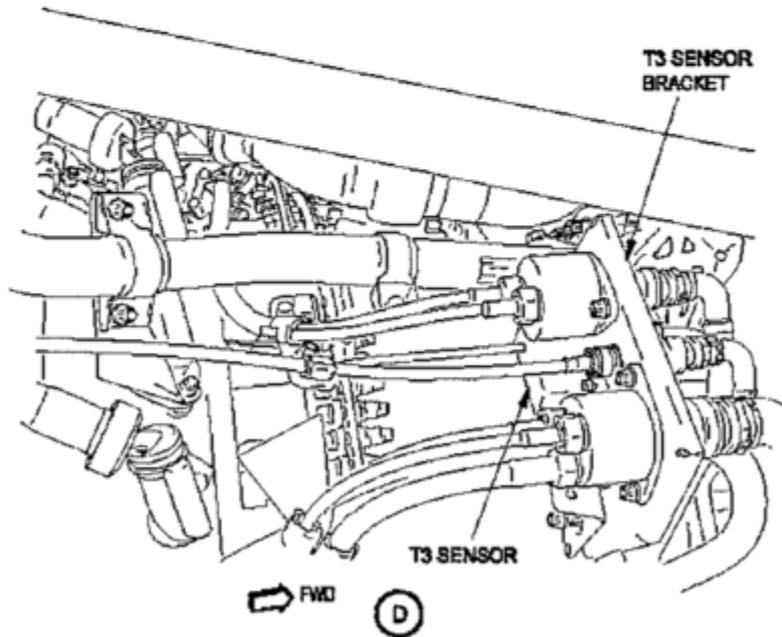
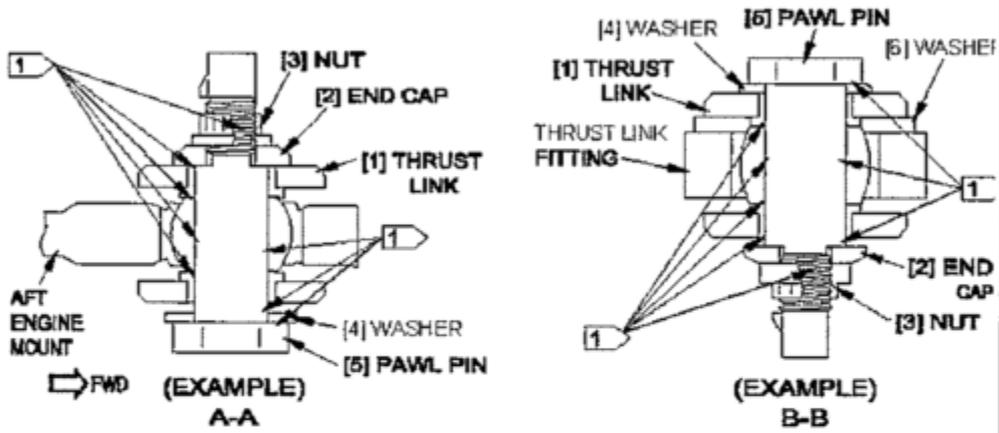
737-6/7/8/9 AMM - BBJ - D633A101-BBJ  
 Rev 43 - Oct 15/2010  
 PMA Cust: Business Jet / VIP Customer(s)  
 (BBJ)



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 DO NOT USE AFTER:

71-21-02/401

FIG. EFFECTIVITY: CFM56 ENGINES > BBJ ALL



1 APPLY ANTI-SEIZE COMPOUND AS INDICATED.



|  |           |                |               |
|--|-----------|----------------|---------------|
| <b>Task Card<br/>Engineering Order</b> | A/C Type: | Card No:       | 737-SL-71-049 |
|  | A/C Reg:  | WO:            | 19162         |
|  | P/N:      | CFM56-7-B27/B3 | S/N:          |

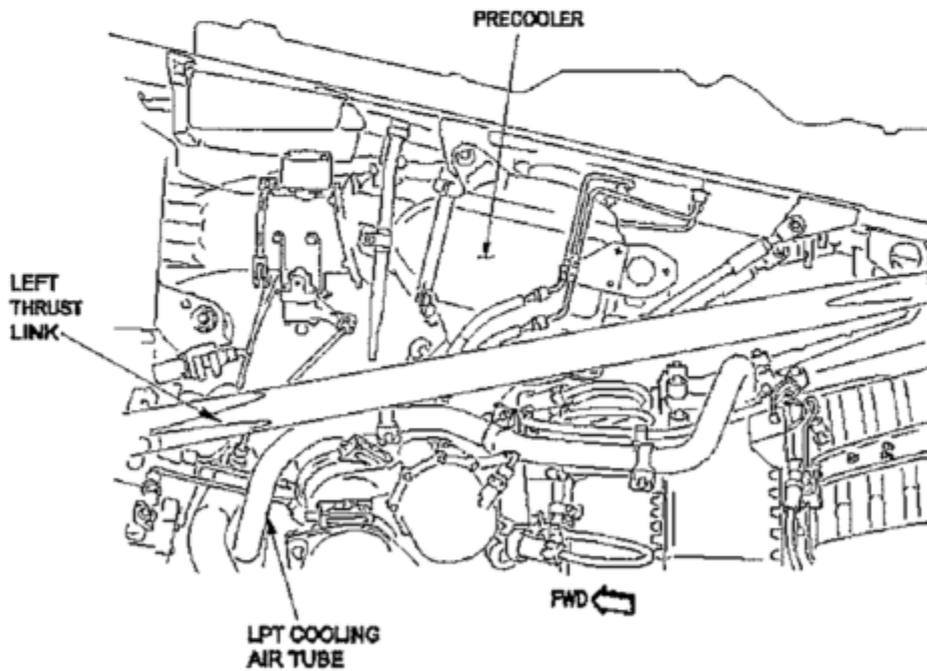
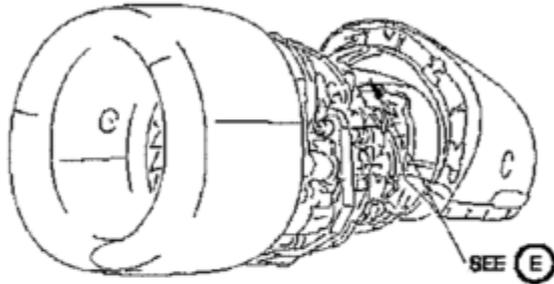
737-6/7/8/9 AMM - BBJ - D633A101-BBJ  
 Rev 43 - Oct 15/2010  
 PMA Cust: Business Jet / VIP Customer(s)  
 (BBJ)



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 DO NOT USE AFTER:

71-21-02/401

FIG. EFFECTIVITY: CFM56 ENGINES > BBJ ALL

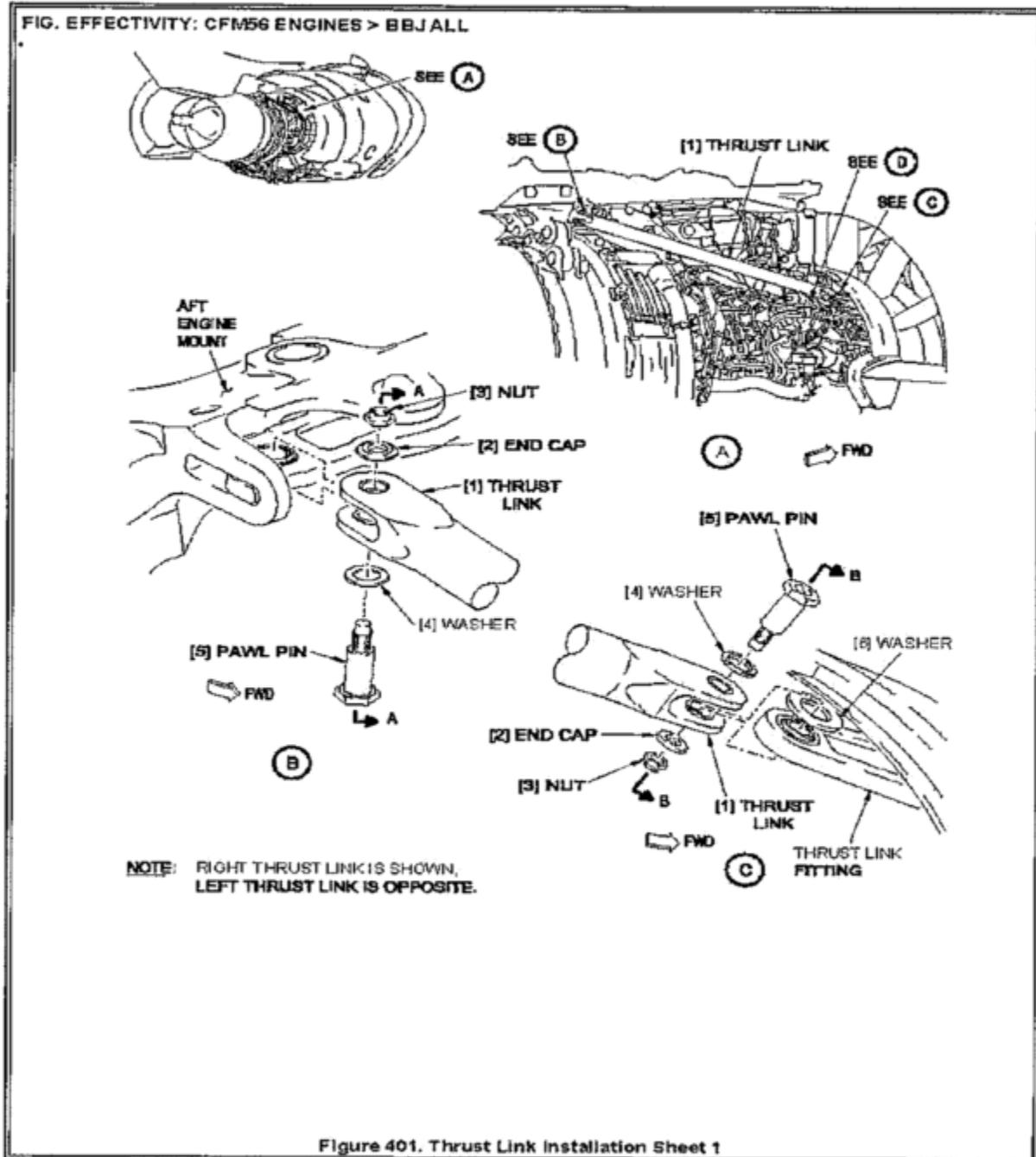


737-517/8/9 AMM - BB J - 0633A101-BB J  
Rev 43 - Oct 15/2010  
PMA Cust: Business Jet / VIP Customer(e)  
(BBJ)



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DO NOT USE AFTER:

71-21-02/401

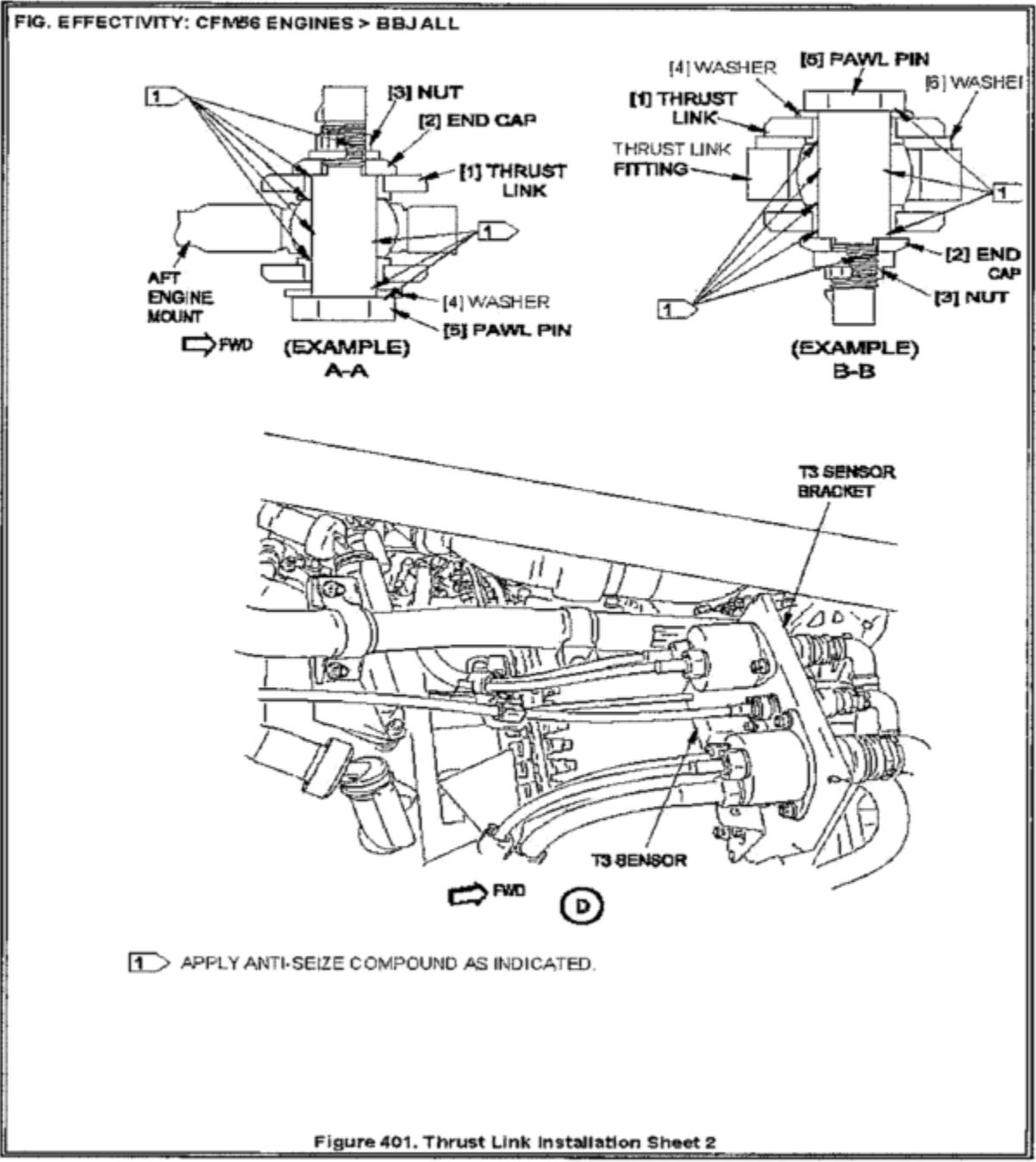


737-6/7/8/9 AMM - BB J - D633A101-BBJ  
Rev 43 - Oct 15/2018  
PMA Cust: Business Jet / VIP Customer(s)  
(BBJ)



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DO NOT USE AFTER:

71-21-02/401



W/O: 19162 Seq No. : 1

Task Card: 737-SL-71-049 PN: CFM56-7-B27/B3 SN: 888148

Description: AFT ENGINE MOUNT THRUST LINK DESIGN IMPROVEMENT – INTRODUCTION OF ANTI-ROTATION WASHER

Print Date: 08/04/2013

Image Attachment: 3 of 3

737-67/9/5 AMBA - BBJ - D633A101-BBJ  
Rev 43 - Oct 15/2010  
PMA Cust: Business Jet / VIP Customer(s)  
(BBJ)



Printed by PMA: 16 Feb 2011, 10:37:35  
DO NOT USE AFTER:

71-21-02/401

FIG. EFFECTIVITY: CFM56 ENGINES > BBJ ALL

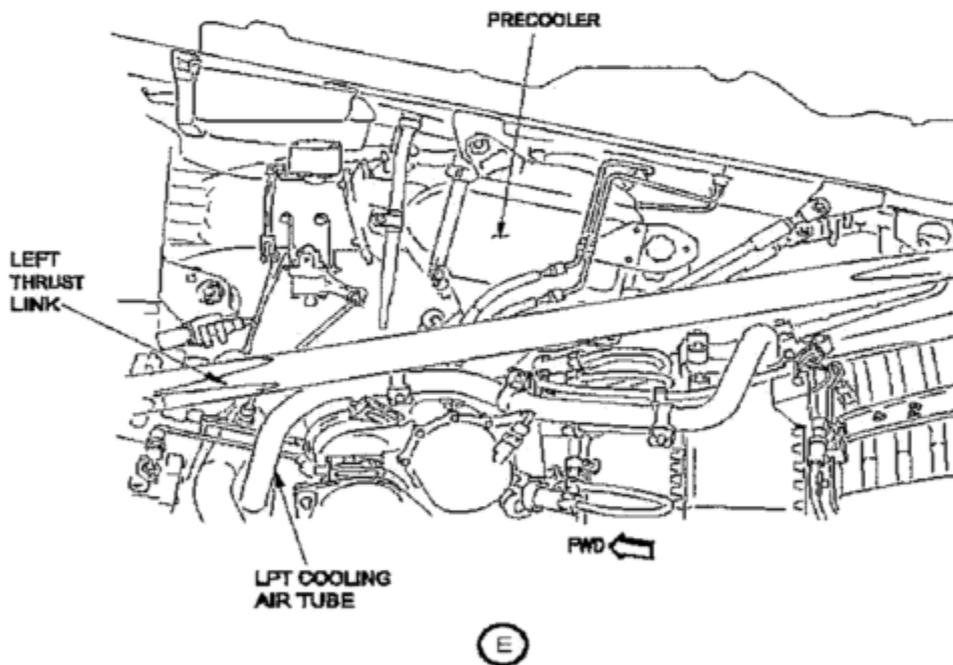
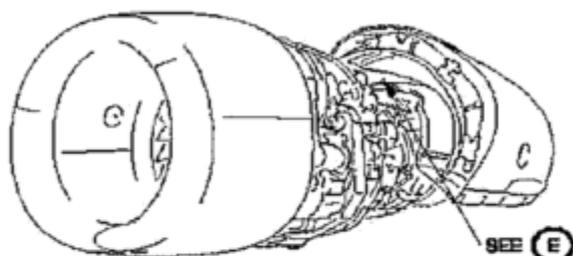


Figure 401. Thrust Link Installation Sheet 3

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Page 1 of 1

2

WO



T/C



|                                |                |                              |           |                        |    |              |               |
|--------------------------------|----------------|------------------------------|-----------|------------------------|----|--------------|---------------|
| Task Card<br>Special Work Card |                | A/C Type:                    |           | Card No: SWCB73-71-020 |    |              |               |
|                                |                | A/C Reg:                     |           | WO: 19162              |    |              |               |
|                                |                | P/N: CFM56-7-B27/B3          |           | S/N: 888148-876170     |    |              |               |
| Input :                        | Sequence :     | Rev No :                     | 0         | Task :                 | CC | Origin Doc : | SWC           |
| Input Date :                   | Mnhrs : 0.00   | Rev Date :                   | 31-Jul-13 | Trade :                |    | Origin Ref : | SWCB73-71-015 |
| Task Interval :                | No. Men : 0.00 | Revised By :                 | 1108      | Zone :                 |    | ATA Ref :    | 71            |
| TITLE                          |                | CFM56-7B ENGINE INSTALLATION |           |                        |    |              |               |

|                          |
|--------------------------|
| Completion Date : 5/8/13 |
| Defect Raised : Y (N)    |
| Signature :              |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.

Print Date: 04-Aug-13



|  |           |                |          |                |
|--|-----------|----------------|----------|----------------|
| <b>Task Card<br/>Special Work Card</b> | A/C Type: |                | Card No: | SWCB73-71-020  |
|  | A/C Reg:  |                | WO:      | 19162          |
|  | P/N:      | CFM56-7-B27/B3 | S/N:     | 888148 876 170 |

| Material/Tools   | Reference Documents | Access: |
|--|---------------------|---------|
| 362A2976P21<br>856A1616G02<br>856A2645G05<br>856A3700G02<br>A00160<br>ARINC 615 DATA LOADER<br>AS3208-06<br>B00676<br>C71020-91<br>C71022-6/PFD414<br>C71026-1/PFD415<br>C78019-15<br>C78020-14<br>C78023-1<br>COM-1532<br>COM-2462<br>CP1039<br>D00006<br>D00015<br>D00070<br>D00106<br>D00467<br>D00510<br>D00601<br>D00623<br>FB70077-100<br>FB70077-200<br>G00018<br>G00034<br>G00270<br>G02061<br>G02314<br>G02345<br>G50065<br>MOBIL JET II<br>SPL-1521<br>SPL-1829<br>SPL-2417<br>STD-1054<br>STD-1110<br>STD-1157<br>STD-13882<br>STD-163<br>STD-3906<br>STD-585 |                     |         |

|                  |                                       |  |                  |
|------------------|---------------------------------------|--|------------------|
| <b>Work Step</b> | ETOPs Similar System Maintenance Task | <b>Performed</b>   | <b>Certified</b> |
|                  | <b>Task Details</b>                   |  |                  |
|                  |                                       | Completion Date: 5/2/13 (N)<br>Defect Raised: 5/2/13 (N)<br>Signature: [Signature] |                  |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.

2

WO



T/C



|  |           |                |          |                |
|--|-----------|----------------|----------|----------------|
| <b>Task Card<br/>Special Work Card</b> | A/C Type: |                | Card No: | SWCB73-71-020  |
|  | A/C Reg:  |                | WO:      | 19162          |
|  | P/N:      | CFM56-7-B27/B3 | S/N:     | 888145 976 170 |

1 Observe all cautions and warnings as specified in the relevant section of the AMM.

2 **Prepare** the Airplane for the Installation of the Power Plant, as per AMM Task 71-00-02-400-801-F00, Paragraph G.

3 Record the inventory installed on the serviceable engine being prepared for installation:

| Part Description     | Part No | Serial No | Test Req'd. * |
|----------------------|---------|-----------|---------------|
| Inlet Cowl           |         |           | YES / NO      |
| TAI Valve            |         |           | YES / NO      |
| IDG                  |         |           | YES / NO      |
| Hydraulic Pump       |         |           | YES / NO      |
| QAD - Hydraulic Pump |         |           | YES / NO      |
| Primary Nozzle Assy  |         |           | YES / NO      |
| Fwd Plug Assy        |         |           | YES / NO      |
| Aft Plug Assy        |         |           | YES / NO      |
|                      |         |           | YES / NO      |
|                      |         |           | YES / NO      |
|                      |         |           | YES / NO      |

N/A

|                  |                 |
|------------------|-----------------|
| Completion Date: | 05-08-13        |
| Defect Raised:   | Y (IN)          |
| Signature:       | [Signature] A42 |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.

Print Date: 04-Aug-13



|  |           |                |          |               |
|--|-----------|----------------|----------|---------------|
| <b>Task Card<br/>Special Work Card</b> | A/C Type: |                | Card No: | SWCB73-71-020 |
|  | A/C Reg:  |                | WO:      | 19162         |
|  | P/N:      | CFM56-7-B27/B3 | S/N:     | 888146 876170 |

| Part Description | Part No | Serial No | Test Req'd. * |
|------------------|---------|-----------|---------------|
|                  |         |           | YES / NO      |

N/A

\* Reference 737-700/800 AMM Task 71-00-00-800-811-F00 (Power Plant Test Reference Table)

4 **Prepare for installation of a serviceable power plant as per B737 AMM task 71-00-02-400-801-F00, Paragraph F:**

- A. Make sure the configuration of the engine to be installed is compatible with the airplane and thrust reversers, as per AMM Subtask 71-00-02-210-010-F00.
- B. Make sure the Flight Management Computer MEDB Software, thrust reverser configuration, and the opposite engine EEC software are compatible with the new engine.
- C. Make sure that the configuration of the primary exhaust nozzle and the airplane strut are compatible, as per AMM Subtask 71-00-02-210-013-F00.
- D. Install the compression rod assembly on the 12 o'clock strut of the replacement engine, as per AMM Subtask 71-00-02-900-001-F00.
- E. Carry out Fluorescent Penetrant Inspection of the forward and aft mount bolts (if the same forward and aft mount bolts from the removal procedure

|                          |
|--------------------------|
| Completion Date : 5/9/13 |
| Defect Raised : (N)      |
| Signature : [Signature]  |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.



| Task Card<br>Special Work Card  | A/C Type: | Card No:       | SWCB73-71-020 |
|---|-----------|----------------|---------------|
|   | A/C Reg:  | WO:            | 19162         |
|   | P/N:      | CFM56-7-B27/B3 | S/N:          |
| are used again), as per AMM Subtask 71-00-02-230-001-F00.   |           |                |               |
| F. Carry out check of the self-locking feature of the four barrel nuts of the forward engine mount, as per AMM Subtask 71-00-02-210-003-F00.  |           |                |               |
| G. Carry out check of the self-locking feature of the four barrel nuts of the aft engine mount, as per AMM Subtask 71-00-02-210-004-F00.  |           |                |               |
| H. Carry out a check of the aft engine mount for the correct installation of the center link, as per AMM Subtask 71-00-02-212-001-F01   |           |                |               |
| I. Carry out a visual check for worn wires at the forward transponder of the upper engine Fire Detector, as per AMM Subtask 71-00-02-210-007-F00.   |           |                |               |
| J. Carry out a check of the Fuel Control Module, P5-2 and the installed HMU for the correct operation of the ENG VLV CLOSED light, as per AMM Subtask 71-00-02-210-008-F00.                           |           |                |               |
| 5 Install the Serviceable Engine, as per AMM Task 71-00-2-400-801-F00, Paragraph G.   |           |                |               |
| 6 Apply the final torque to the forward and aft engine mount bolts, as per AMM Task 71-00-02-400-801-F00, Subtask 1-00-02-420-006-F00 and as follows:   |           |                |               |
| a) Tighten the forward engine mount bolts to 1080-1320 pound-inches (122-149 Newton meters) (90-110 pounds-foot). Record Torque Wrench Info:<br><br>S/N: <u>SR3953</u> Calib. due date: <u>DEC.13</u> |           |                |               |
| b) Tighten the aft engine mount bolts to 1920-2340 pound-inches (217-264 Newton meters) (160-195 pounds-foot). Record Torque Wrench Info:   |           |                |               |

Completion Date : 5/8/13  
Defect Raised : Y (N)  
Signature : *[Signature]*

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.

Print Date: 04-Aug-13

2

WO



T/C



|                                |           |                |          |                |
|--------------------------------|-----------|----------------|----------|----------------|
| Task Card<br>Special Work Card | A/C Type: |                | Card No: | SWCB73-71-020  |
|                                | A/C Reg:  |                | WO:      | 19162          |
|                                | P/N:      | CFM56-7-B27/B3 | S/N:     | 888148-876 170 |

S/N: SR3953 Calib. due date: DEC 13

7 Carry out **duplicate inspection** of the installation of the forward and aft engine mount bolts.

| Inspector | Time | Date     | Signature |
|-----------|------|----------|-----------|
| #1        | 1200 | 04-08-13 |           |
| #2        | 1210 | 04-08-13 |           |

8 A. Connect **Fan Case Connections on the Left Side**, as per AMM Task 71-00-02-400-801-F00, Paragraph H.

B. Carry out **duplicate inspection** of the Fan Case Connections on the Left Side (refer to AMM Task 71-00-02-400-801-F00, Paragraph H):

| Inspector | Time | Date     | Signature |
|-----------|------|----------|-----------|
| #1        | 1300 | 04-08-13 |           |
| #2        | 1310 | 04-08-13 |           |

9 A. Connect **Fan Case Connections on the Right Side**, as per AMM Task 71-00-02-400-801-F00, Paragraph I.

B. Carry out **duplicate inspection** of the Fan Case Connections on the Right Side (refer to AMM Task 71-00-02-400-801-F00, Paragraph I):

| Inspector | Time | Date     | Signature |
|-----------|------|----------|-----------|
| #1        | 1310 | 04-08-13 |           |

|                  |        |
|------------------|--------|
| Completion Date: | 5/8/13 |
| Defect Raised:   | Y (N)  |
| Signature:       |        |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.

Print Date: 04-Aug-13



|  |                     |                               |                        |  |
|--|---------------------|-------------------------------|------------------------|--|
| <b>Task Card<br/>Special Work Card</b> | A/C Type:           |                               | Card No: SWCB73-71-020 |  |
|  | A/C Reg:            |                               | WO: 19162              |  |
|  | P/N: CFM56-7-B27/B3 | S/N: <del>888148</del> 876170 |                        |  |

|    |      |          |                    |  |  |
|----|------|----------|--------------------|--|--|
| #2 | 1320 | 04-08-13 | <i>[Signature]</i> |  |  |
|----|------|----------|--------------------|--|--|

10 A. Connect **Core Area Connections on the Left Side**, as per AMM Task 71-00-02-400-801-F00, Paragraph J.

B. Carry out **duplicate inspection** of the Core Area Connections on the Left Side (refer to AMM Task 71-00-02-400-801-F00, Paragraph J):

| Inspector | Time | Date     | Signature          |
|-----------|------|----------|--------------------|
| #1        | 1330 | 04/08/13 | <i>[Signature]</i> |
| #2        | 1340 | 04-08-13 | <i>[Signature]</i> |

11 A. Connect **Core Area Connections on the Right Side**, as per AMM Task 71-00-02-400-801-F00, Paragraph K.

B. Carry out **duplicate inspection** of the Core Area Connections on the Right Side (refer to AMM Task 71-00-02-400-801-F00, Paragraph K):

| Inspector | Time | Date     | Signature          |
|-----------|------|----------|--------------------|
| #1        | 1350 | 04/08/13 | <i>[Signature]</i> |
| #2        | 1400 | 04-08-13 | <i>[Signature]</i> |

12 Record information from the data plate (located on the fan case) of the **installed** engine on the following template:

|                               |
|-------------------------------|
| Completion Date: 5/8/13       |
| Defect Raised: Y (N)          |
| Signature: <i>[Signature]</i> |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.



|  |           |                |               |
|--|-----------|----------------|---------------|
| <b>Task Card</b><br><b>Special Work Card</b> | A/C Type: | Card No:       | SWCB73-71-020 |
|  | A/C Reg:  | WO:            | 19162         |
|  | P/N:      | CFM56-7-B27/B3 | S/N:          |

**CFM INTERNATIONAL**  
**TURBOREACTEUR CFM56 TURBOFAN**

N° C.T DGAC: DGACM4 E00055EN FAA TC N°

DGAC AGREEMENT DE PRODUCTION N°: PC108 FAA PRODUCTION C N°

N° D' ORDRE: 876170 SERIAL N°

RATED TO MODEL CONFIGURATION IDENTIFIED BELOW

| CONFIG.            | POUSSEE<br>DECOL.<br>(dan) | POUSSEE<br>MAX CONT<br>(dan) | TAKE OFF<br>THRUST<br>(lb) | MAX CONT<br>THRUST<br>(lb) | NI           | SERV BUL<br>TRIM   |
|--------------------|----------------------------|------------------------------|----------------------------|----------------------------|--------------|--------------------|
| -7B27/B3           | 121437                     | 11521                        | 27300                      | 25900                      | 0            | ORIG               |
| <del>7B27/B3</del> | <del>121437</del>          | <del>11521</del>             | <del>27300</del>           | <del>25900</del>           | <del>0</del> | <del>72-0106</del> |
|                    |                            |                              |                            |                            |              |                    |
|                    |                            |                              |                            |                            |              |                    |
|                    |                            |                              |                            |                            |              |                    |
|                    |                            |                              |                            |                            |              |                    |
|                    |                            |                              |                            |                            |              |                    |
|                    |                            |                              |                            |                            |              |                    |
|                    |                            |                              |                            |                            |              |                    |

INSP. CONTR:

MFD BY: GECO

FAB PAR: 07482

COMPLY

DATE: 10/9/99

13 Put the Airplane Back To Its Usual Condition, as per AMM Task 71-00-02-400-801-F00, Paragraph L:

A. Connect the opening actuators for the thrust reversers, as per AMM Subtask 71-00-02-860-012-F00.

B. Remove the SPL-2433 hold open equipment from the thrust reversers and the strut, as per AMM Subtask 71-00-02-080-008-F00.

C. If Engine 2 was installed, remove the G00270 Scotch Flatback Masking Tape 250 from the edges of the thrust reverser, as per AMM Subtask 71-00-02-420-015-F00.

D. Remove the **protective covers** or G00270 Scotch Flatback Masking Tape 250 from the fire seals on

|                                  |
|----------------------------------|
| Completion Date: <u>5/8/13</u>   |
| Defect Raised: <u>Y</u> <u>N</u> |
| Signature: <u>[Signature]</u>    |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.



|  |           |                |          |                 |
|--|-----------|----------------|----------|-----------------|
| <b>Task Card<br/>Special Work Card</b> | A/C Type: |                | Card No: | SWCB73-71-020   |
|  | A/C Reg:  |                | WO:      | 19162           |
|  | P/N:      | CFM56-7-B27/B3 | S/N:     | -888148-876 170 |

the top aft location on the thrust reverser inner surface, as per AMM Subtask 71-00-02-420-016-F00.

E. **De-preserve** the Engine (if the engine preservation procedure has been done), as per AMM Task 71-00-03-600-803-F00.

F. Carry out **Bleed Air Check Valve Inspection**, as per AMM Task 36-11-02-200-801. (Ref. AMM Task 71-00-02-400-801-F00, subtask 71-00-02-211-002-F00).

**Notes:**

(1) This task is applicable to engines with bleed air check valve P/N 3202222-1.

(2) Do this check of the valve if the engine has been stored more than 60 days with this valve. The check is not necessary if the valve is newly installed or overhauled during the engine removal.

G. **Replenish the Engine Oil**, as per AMM Task 12-13-11-600-801.

H. **Service the integrated drive generator (IDG) - Oil Fill**, as per AMM Task 12-13-21-600-801.

I. **Service the Starter - Oil Fill**, as per AMM Task 80-11-01-610-801-F00.

J. **Close the Thrust Reverser (Selection)**, as per AMM Task 78-31-00-010-804-F00.

K. **Install the Fan Cowl Panel (Selection)**, as per AMM Task 71-11-02-400-801-F00.

L. **Remove all objects** from the engine inlet and work area around the power plant, as per AMM Subtask 71-00-02-940-001-F00.

M. **Close the applicable circuit breakers** as per AMM Subtask 71-00-02-860-013-F00 (for engine 1) or

|                  |        |
|------------------|--------|
| Completion Date: | 3/8/13 |
| Defect Raised:   | Y (N)  |
| Signature:       |        |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.

Print Date: 04-Aug-13



|  |           |                |          |                 |
|--|-----------|----------------|----------|-----------------|
| <b>Task Card<br/>Special Work Card</b> | A/C Type: |                | Card No: | SWCB73-71-020   |
|  | A/C Reg:  |                | WO:      | 19162           |
|  | P/N:      | CFM56-7-B27/B3 | S/N:     | -888148-870 170 |

Subtask 71-00-02-860-014-F00 (for engine 2).

N. Remove the DO-NOT-OPERATE tags from the start levers, as per AMM Subtask 71-00-02-860-015-F00.

O. Remove the DO-NOT-OPERATE tag from the HYD PUMPS ENG switch on the pilot's overhead panel, P5, for the applicable power plant, as per AMM Subtask 71-00-02-860-016-F00.

P. Supply Electrical Power, TASK 24-22-00-860-811.

Q. **Reset the FMCS CDU**, as per AMM Subtask 71-00-02-860-017-F00.

R. Make sure the **engine thrust rating** shown on the IDENT/CONFIG screen is correct, as per AMM Subtask 71-00-02-210-001-F00. Get access to the IDENT/CONFIG screen for the other engine and make sure the engine thrust rating as shown on the screen is the same.

S. Make sure the **EEC software version** of the two engines are compatible. Refer to the task, EEC Software Load, TASK 73-21-60-470-801-F00.

**Notes:**

(1) Intermix of some EEC software versions is not permitted.

(2) Some EEC software versions must be installed on both engines at the same time.

(3) Some EEC software versions require concurrent changes to the airplane configuration.

T. Carry out Engine **Exceedance Page Check**, TASK 71-00-00-740-801-F00. If you find Exceedances, **reset** them.

U. Do a check of the **fan balance screws on the engine and in the AVM** to make sure they agree, as per AMM Subtask 71-00-02-210-002-F00.

|                   |                    |
|-------------------|--------------------|
| Completion Date : | 6/3/13             |
| Defect Raised :   | Y (N)              |
| Signature :       | <i>[Signature]</i> |

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.

Print Date: 04-Aug-13



|  |           |                |          |                |
|--|-----------|----------------|----------|----------------|
| <b>Task Card<br/>Special Work Card</b> | A/C Type: |                | Card No: | SWCB73-71-020  |
|  | A/C Reg:  |                | WO:      | 19162          |
|  | P/N:      | CFM56-7-B27/B3 | S/N:     | -888148-87E170 |

V. If the engine was replaced with a different engine, **erase the AAVM memory**, as per AMM Subtask 71-00-02-740-001-F00.

W. Do the tests that are listed in the **Power Plant Test** Reference Table (TASK 71-00-00-800-811-F00), as per AMM Subtask 71-00-02-710-001-F00.

Tests Performed: 19

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Completion Date : 6/8/13  
 Defect Raised : CYN  
 Signature :

Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service.

# AIRCRAFT TECHNICAL LOG BOOK

## THIS PAGE MUST BE FAXED AFTER COMPLETION OF EACH LEG

|                     |     |  |                               |  |                                |                                     |          |                           |                              |                      |         |                    |  |
|---------------------|-----|--|-------------------------------|--|--------------------------------|-------------------------------------|----------|---------------------------|------------------------------|----------------------|---------|--------------------|--|
| Date: 25/11/12      |     | A/C Type: <b>A6-200</b>  |                               | Flight Times   |                                | Fuel Uplift Record                  |          | Units                     |                              | Fuel Onboard / Units |         |                    |  |
| Flt No              | Leg | From   | To                            | Off Block  | Take Off                       | Landing                             | On Block | Flt Hours                 | Min                          | Elapsed              | Uplift  | Arrival:           |  |
| Commander Arriving: |     | ETOPS FLIGHT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |                               | Purpose of Flight (tick as appropriate)                          |                                | Brought Forward                     |          | Adjust                    |                              | T. Uplift            |         | Arr. after POS G*: |  |
| Number of Defects:  |     | <input type="checkbox"/> Rev   | <input type="checkbox"/> Test | <input type="checkbox"/> Trng                                    | <input type="checkbox"/> Ferry | <input type="checkbox"/> Pos F / G* | TOTAL    |                           | Fuelling Complete Sign/Auth: |                      | Uplift: |                    |  |
| Item:               |     | DEFECT / SYMPTOM   |                               | Raised By: <input type="checkbox"/> P <input type="checkbox"/> M |                                | Date:                               |          | Fueling Adjust Sign/Auth: |                              | Total:               |         | Total:             |  |
| Pos:                |     | P/N Off:   |                               | S/N Off:   |                                | P/N On:                             |          | S/N On:                   |                              | ADD Ref:             |         | GRN:               |  |
| ATA:                |     | Raised By: <input type="checkbox"/> P <input checked="" type="checkbox"/> M      |                               | Date:  |                                | ADD Ref:                            |          | GRN:                      |                              | Date:                |         | Time: (UTC)        |  |
| Item:               |     | Rectification / Action Taken   |                               | Name:  |                                | Signature:                          |          | Stamp / Auth:             |                              | Date:                |         | Time: (UTC)        |  |
| Pos:                |     | P/N Off:   |                               | S/N Off:   |                                | P/N On:                             |          | S/N On:                   |                              | ADD Ref:             |         | GRN:               |  |
| ATA:                |     | Raised By: <input type="checkbox"/> P <input type="checkbox"/> M                 |                               | Date:  |                                | ADD Ref:                            |          | GRN:                      |                              | Date:                |         | Time: (UTC)        |  |
| Item:               |     | Rectification / Action Taken   |                               | Name:  |                                | Signature:                          |          | Stamp / Auth:             |                              | Date:                |         | Time: (UTC)        |  |

|          |  |         |  |             |  |             |  |
|----------|--|---------|--|-------------|--|-------------|--|
| Start:   |  | Finish: |  | Fluid Type: |  | Sig / Auth: |  |
| DE-ACING |  |         |  |             |  |             |  |

|   |           |
|---|-----------|
| OIL REPLENISHMENTS LITRES / U.S. QUARTS |           |
| Engine                                  | Hydraulic |
| 1 2 A B                                 | APU       |
| 1 2                                     | IDG       |
| 1 2                                     | Auth      |

|                              |       |                                  |          |       |
|------------------------------|-------|----------------------------------|----------|-------|
| MAINTENANCE LINE CHECK       |       |                                  |          |       |
| Check Type                   | Date  | Time                             | Initials | Auth  |
| Daily BBJ                    |       |                                  |          |       |
| Pre Flt BBJ                  |       |                                  |          |       |
| Transit BBJ                  |       |                                  |          |       |
| Night Stop BBJ               |       |                                  |          |       |
| ETOPS                        | Stamp | Auto Land                        | Stamp    | Stamp |
| <input type="checkbox"/> YES |       | <input type="checkbox"/> CAT II  |          |       |
| <input type="checkbox"/> NO  |       | <input type="checkbox"/> CAT III |          |       |

|  |              |
|--|--------------|
| CERTIFICATE OF RELEASE TO SERVICE  |              |
| CARJAS Approval No:  |              |
| Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered fit for release to service. |              |
| LAE Name:  |              |
| Sig:   | Time: (UTC): |
| Auth/Stamp:  | Date:        |
| COMMANDER ACCEPTANCE   |              |
| I hereby certify that appropriate fluid quantities are onboard and the aircraft is fit for the intended flight. Pre-flight is completed.   |              |
| Name:  | Sig:         |
| Time: (UTC)  | Date:        |

**1**

ROYAL IRT  C13C (U)CI

AC TYPE

**SERVICEABLE PART LABEL**

PART NUMBER

ATA-

KEY WORD & DESCRIPTION

SERIAL NUMBER

GRN-NUMBER

CONDITION:

NEW  OVHL  REP  MOD  TESTED  OTHER

SHELF LIFE  EXP. DATE  CALIB. DUE

|     |     |     |
|-----|-----|-----|
| TSN | TSO | TSR |
| CSN | CSO | CSR |

DRAWN BUT NOT USED

SIGN DATE DATE STAMP

STORES INSPECTOR'S SIGNATURE, DATE & STAMP

SEE REVERSE SIDE FOR CERTIFICATION

**2 UNSERVICEABLE PART REMOVAL DETAILS**

TYPE OF REMOVAL  
 S: SCHEDULED  
 U: UNSCHEDULED

ACCIDENT / INCIDENT / SAFETY

REPORT  TICK IF REQD.

DEFECT NOTED DURING:

INSPECTION  RUN-UP  
 IN FLIGHT  OTHER

REMOVED DD MM YY  
ON DATE 21/4/16 08/11/13

REASON FOR REMOVAL

AGB/TSB MCD METALLIC FLAKES  
FOUND

APPROVED SIGNATORY

APPROVED STAMP OR LICENCE NO.

**3** DESPATCH TO \* / OS REPAIR / WORKSHOP SIGNATURE

\* DELETE AS NECESSARY

TOP COPY (WHITE) WORK PACK, BLUE & HARD COPIES COMPONENTS.

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