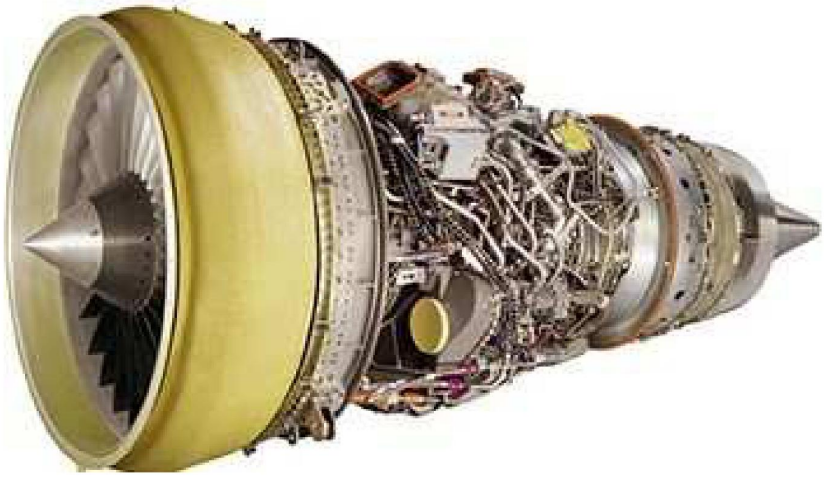
BORESCOPE INSPECTION REPORT

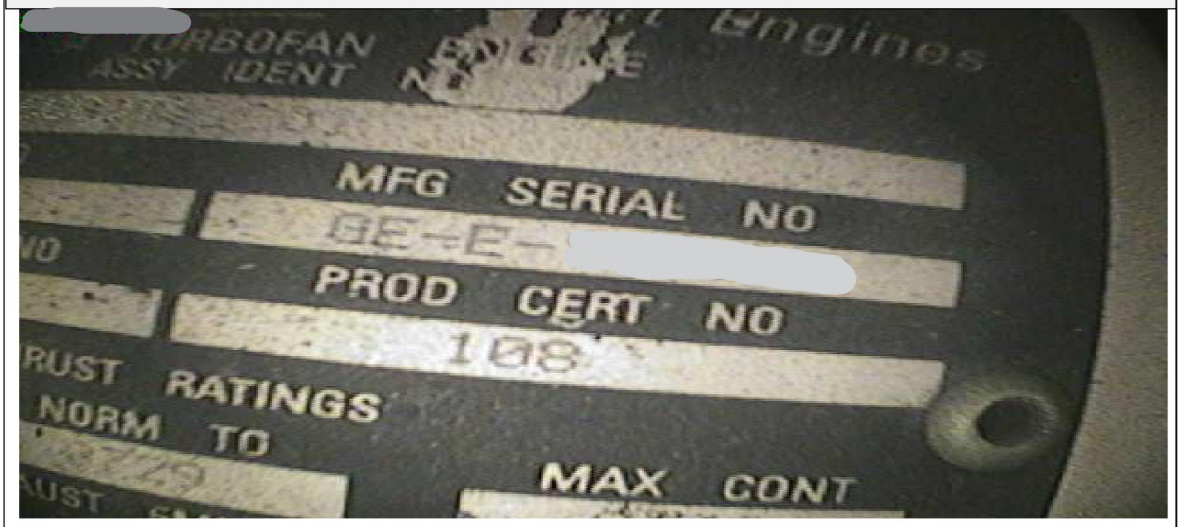
ENGINE TYPE CF34-3B1



ENGINE S/N:	[redacted]
CUSTOMER:	[redacted]
CUSTOMER WORKORDER:	
ADVANTAGE WORKORDER:	Wp-661
TSN:	30262
CSN:	23722
DATE OF INSPECTION:	22/23 FEB 2022
LOCATION:	[redacted]
POSITION:	Installed on N400FR Pos 2
TECHNICAL DOC:	AMM Rev 60

EASA approval no SE.145.0147 FAA approval no 4T8Y227D

ENGINE ID PLATE



FAN BLADES

No discrepancies noted

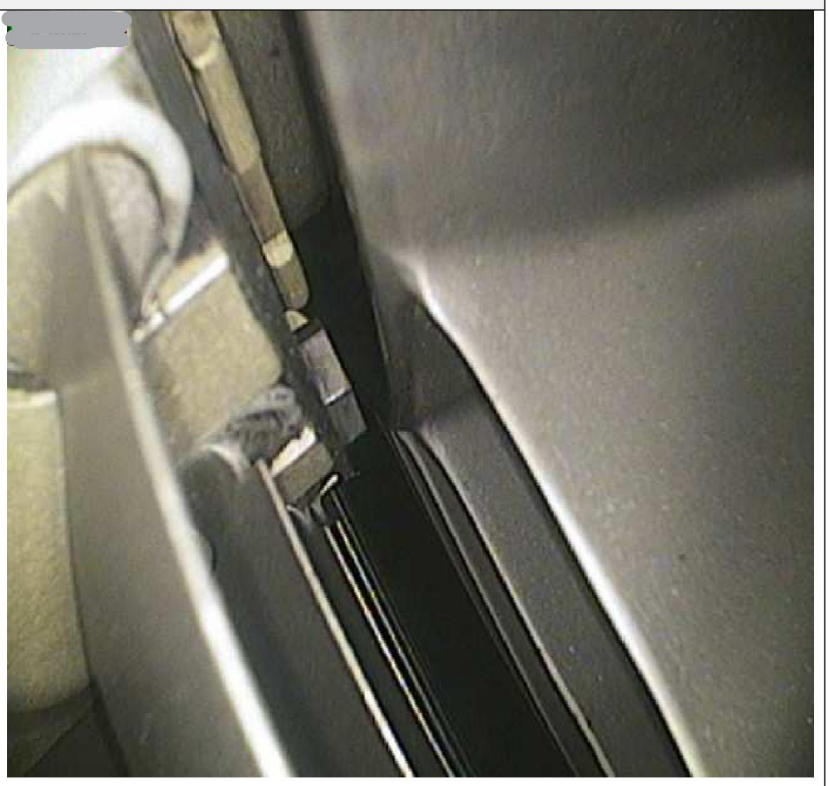
SERVICEABLE

HIGH PRESSURE COMPRESSOR STG 1 BLISK

No discrepancies noted.

No wear noticed on blade radius

SERVICEABLE



HIGH PRESSURE COMPRESSOR STG 2

No discrepancies noted.

SERVICEABLE

HIGH PRESSURE COMPRESSOR STG 3	
No discrepancies noted. SERVICEABLE	
HIGH PRESSURE COMPRESSOR STG 4	
No discrepancies noted. SERVICEABLE	

HIGH PRESSURE COMPRESSOR STG 6	
No discrepancies noted. SERVICEABLE	

HIGH PRESSURE COMPRESSOR STG 7	
No discrepancies noted. SERVICEABLE	

HIGH PRESSURE COMPRESSOR STG 8	
No discrepancies noted. SERVICEABLE	
HIGH PRESSURE COMPRESSOR STG 9	
No access	

HIGH PRESSURE COMPRESSOR STG 10

No discrepancies noted.

SERVICEABLE

HIGH PRESSURE COMPRESSOR STG 11

No discrepancies noted.

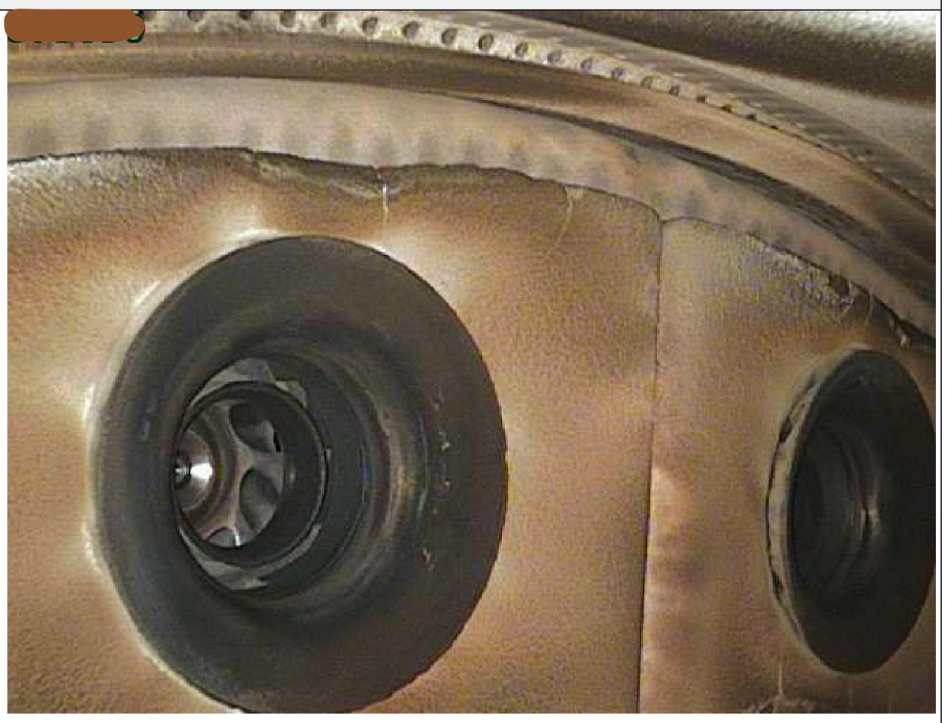
SERVICEABLE

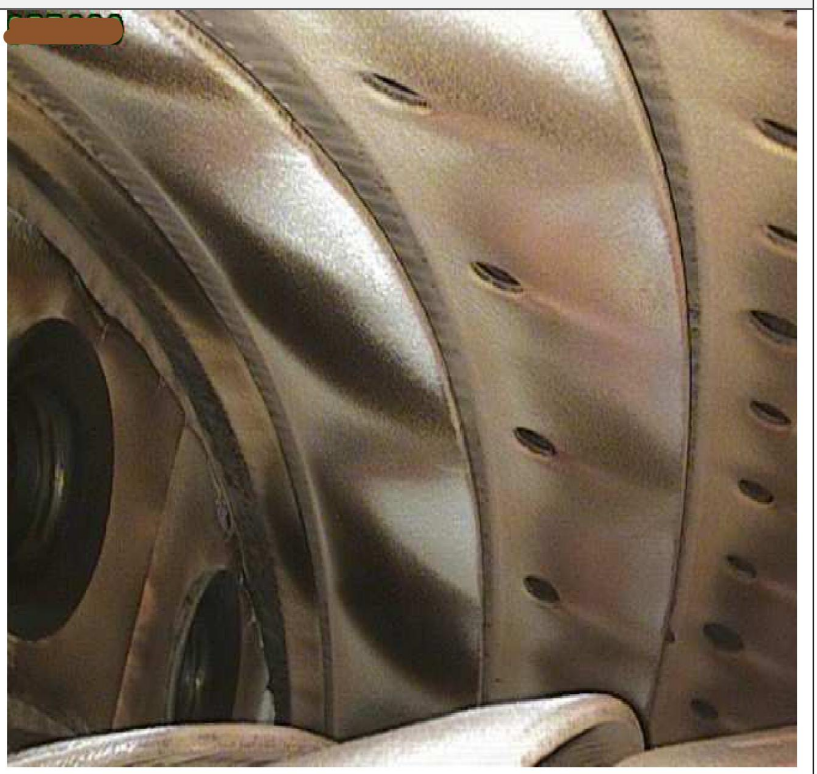
HIGH PRESSURE COMPRESSOR STG 12	
Dent on traling edge SERVICEABLE	

HIGH PRESSURE COMPRESSOR STG 12	
Max depth on TE dent is 0,51m SERVICEABLE, measured to 0,44mm	

HIGH PRESSURE COMPRESSOR STG 13	
No discrepancies noted. SERVICEABLE	

FUEL NOZZLE	
Minor Carbone build up SERVICEABLE, any amount	

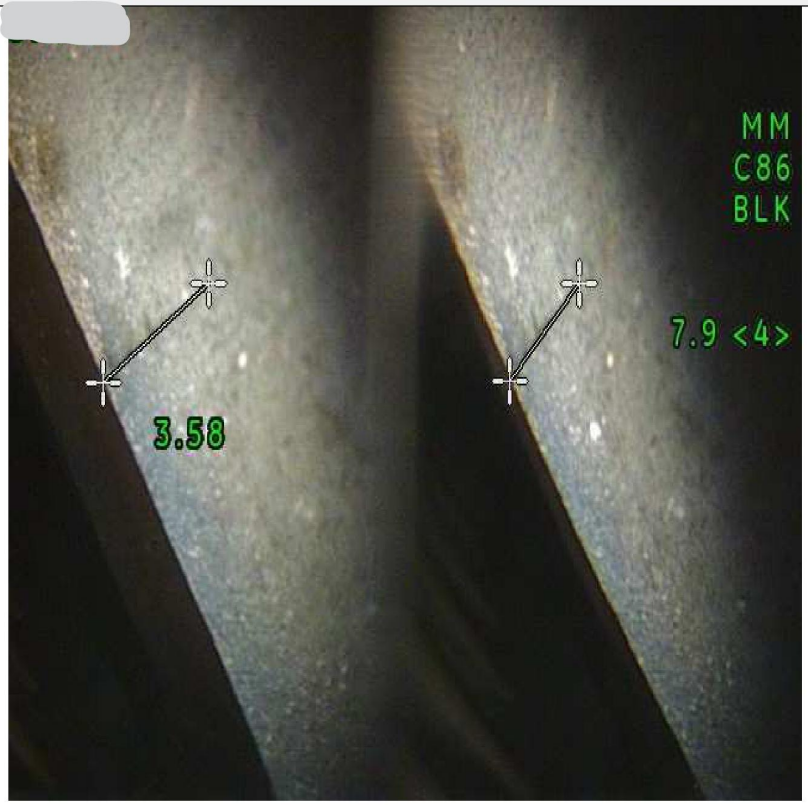
FUEL NOZZLE DOME	
Minor wear of baffle and radial cracks SERVICEABLE , radial cracks, no limit to numbers and length.	

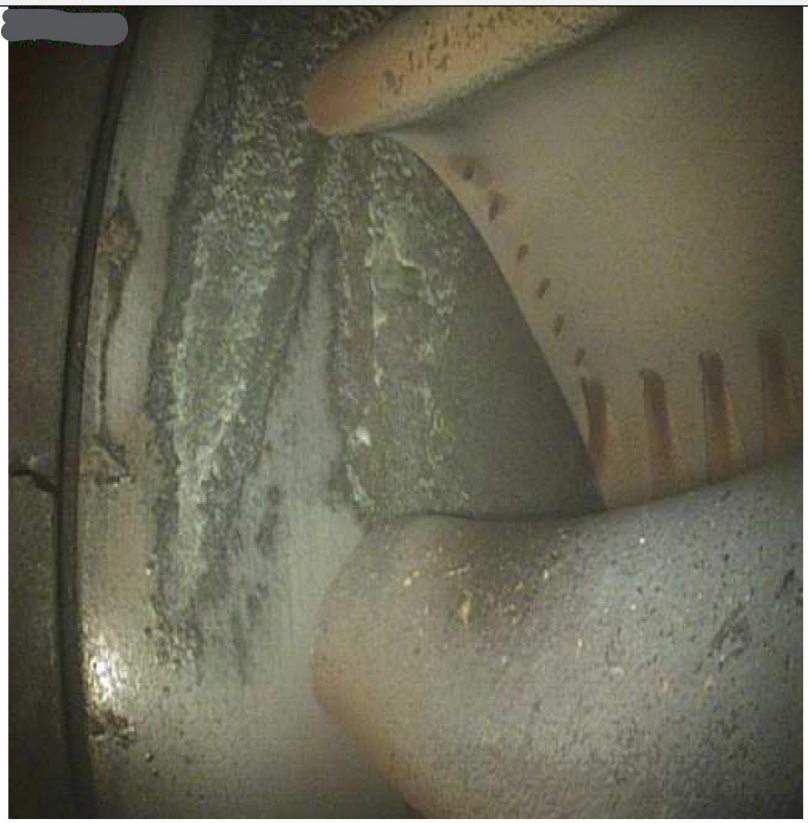
COMBUSTION LINER	
Only a few short cracks on inner liners fond SERVICEABLE.	

COMBUSTION LINER	
Axial crack on inner liner panel 4 SERVICEABLE. Less than 50,4mm long	

HPT NGV LE STG1	
Erosion and sulfidation on 25% of NGV SERVICEABLE, no limit	

HPT NGV LE STG1	
NGV with no erosion or sulfidation SERVICEABLE	
HPT NGV TE STG1	
Crack ngv convex side , length 7,6mm to cooling hole Max length 31,75mm, reduced interval 600FH with crack length over 25mm SERVICEABLE	

HPT NGV TE STG1	
TE cracks, all lest than 10mm. max length is 25,4mm above 19mm increased BSI interval SERVICEABLE	
HPT NGV TE STG1	
LE crack, less than 19mm. SERVICEABLE.	

HPT STG 1 SHROUD	
Rub and wear on surface SERVICEABLE, any amount.	
HPT STG 1 BLADES	
TBC missing on LE SERVICEABLE, any ammount	

HPT STG 1 BLADES	
Minor tip cracks and some sulfidation on blade tip,max length 2,54mm SERVICEABLE	

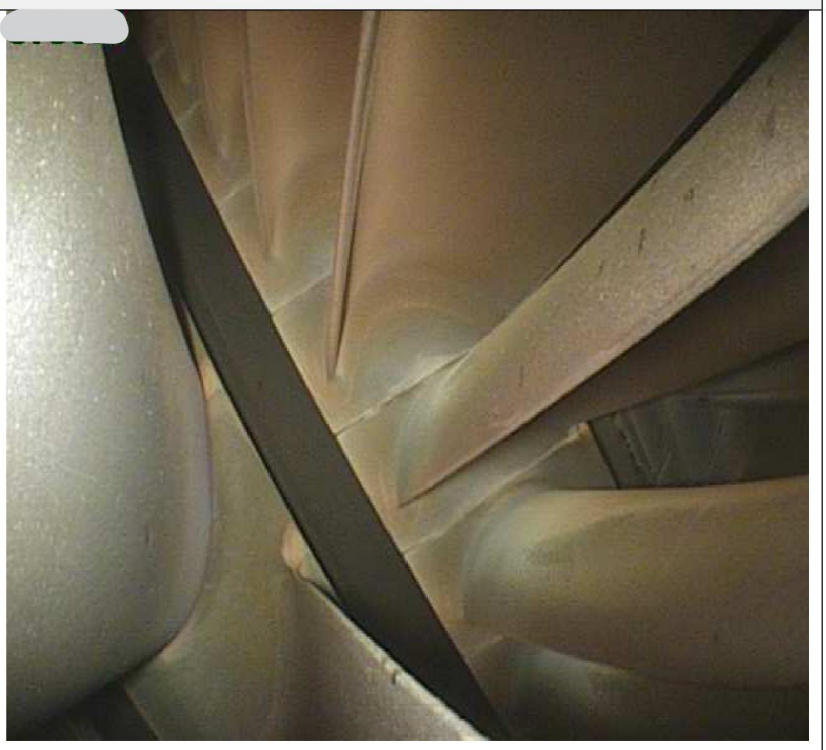
HPT STG 1 BLADE	
No discrepancies noted. SERVICEABLE	

HPT STG 2 SHROUD	
TBC missing on LE SERVICEABLE, any amount	

HPT STG 2 BLADE	
No discrepancies noted. SERVICEABLE.	

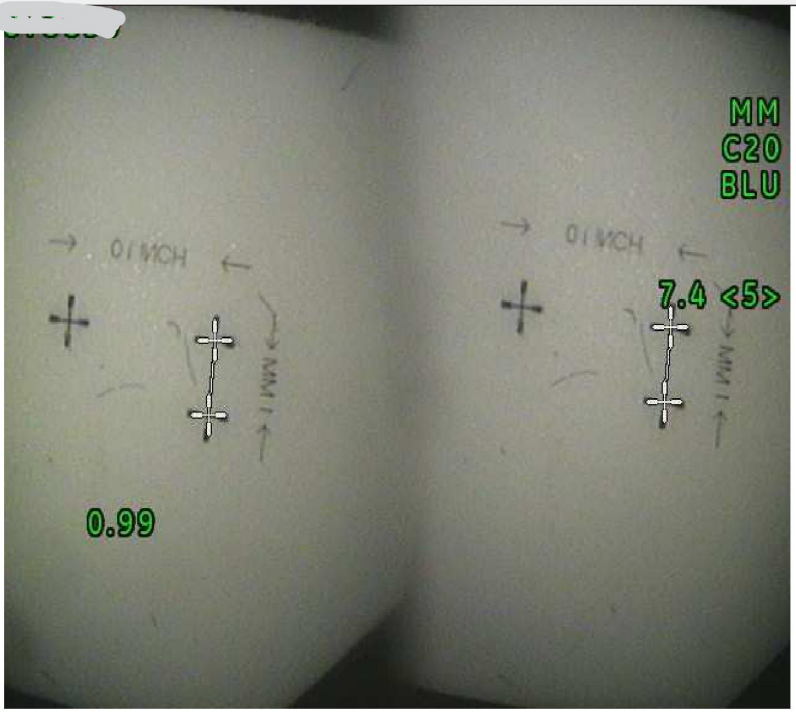
LPT STG 3	
No discrepancies noted. SERVICEABLE	

LPT STG 4 NGV	
No discrepancies noted. SERVICEABLE	

LPT STG 4 BLADES	
No discrepancies noted. SERVICEABLE.	

LPT STG 5 BLADES	
No discrepancies noted. SERVICEABLE,	

LPT STG 6 BLADES	
No discrepancies noted. SERVICEABLE.	

VER2600E	
Nominal length 1,00mm	

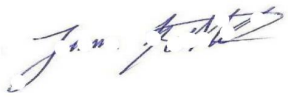
GENERAL / OTHER COMMENTS:

The complete video borescope and more pictures with higher resolution are recorded and stored in digital storage and can be send to customer by mail if requested.

(Please request within 2 months, data will be removed 2 months after date of inspection.)

BORESCOPE INSPECTION & REPORT PERFORMED BY:

INSPECTOR: Jonas Söderqvist

SIGNATURE: 

STAMP: ATS005

DATE: 23 FEB 2022

NOTICE:

This report does not constitute a release to service according to part 145.A.50.

The content in this report is based on attentive borescope inspection and review within the capabilities of the inspection equipment used (as recommended by the OEM) and in accordance with the technical documentation stated in this report.

It is exclusive of any damage not detectable without further disassembly of the engine. It is believed to be a true representation of the engine condition at the specific time of inspection and prior to any further operation of the engine.

This report is submitted in confidence to the customer only and is without responsibility to others to whom it may be shown.

EASA approval SE.145.0147

FAA approval no 4T8Y227D