



Engine Evaluation/ Condition Report

2988 West Walnut Hill Lane
DFW Airport, TX 75261

Work Order Number:
00047094

Customer Account Name: Underwriters Salvage Company	Evaluation Date: 03-Mar-2026	Aircraft Tail Number: N772XJ	Aircraft Serial Number: 0272
Reason For Evaluation: Borescope Evaluation	OEM: Rolls-Royce	Engine S/N: CAE330568	Engine Model: AE3007C1
Engine Time Since New (TSN): 15871.8	Engine Cycles Since New (CSN): 8055	Aircraft Total Time: Unknown	Aircraft Total Cycles: Unknown

Work Scope: Perform Borescope Evaluation with reference to the Rolls-Royce AE3007C MM CSP34012, Rev. 100 (dated: 20/OCT/2025) and Customer P.O. Requirements.

Bypass Vane	IGV
 <p style="font-size: small;">DCIM/100I PLEX (012) 5122 ZOOM X1.0 BRT 3 WIDER 2 2026/02/25 11:53</p>	
1st Stage HPC Blade	14th Stage HPC Blade
 <p style="font-size: small;">DCIM/100I PLEX (034) 5100 ZOOM X1.0 BRT 3 WIDER 2 2026/02/25 12:11</p>	

Evaluation Completed By: Casey McGuffee	Given the nature of borescope instrumentation it is often not possible to make observations and examine all areas of an individual engine as part of an evaluation. Based on this limitation, StandardAero cannot and does not warrant its findings for borescope evaluations (pre-purchase and otherwise) against the possibility that hidden damage may exist that was not observable and reported by our technician at the time of the evaluation.	Page 2
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HPT1 Vane minor erosion - Serviceable



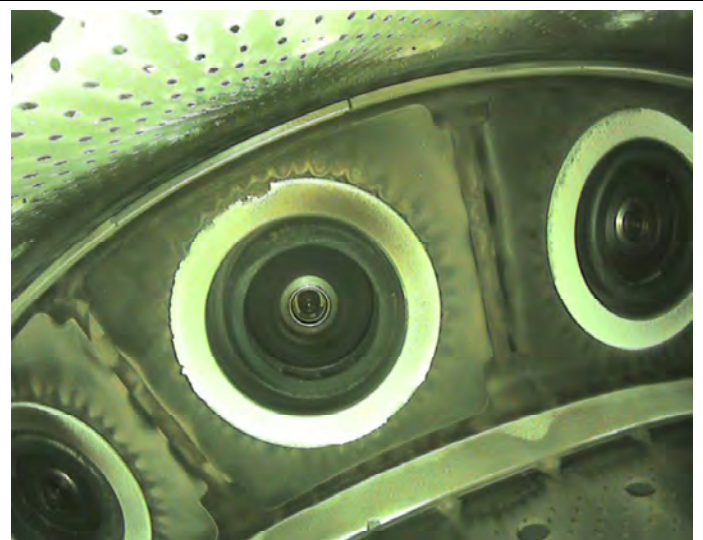
HPT1 Blade tip erosion - Serviceable



Combustion Liner Mounting Bracket



Fuel Nozzle





Engine Evaluation/ Condition Report

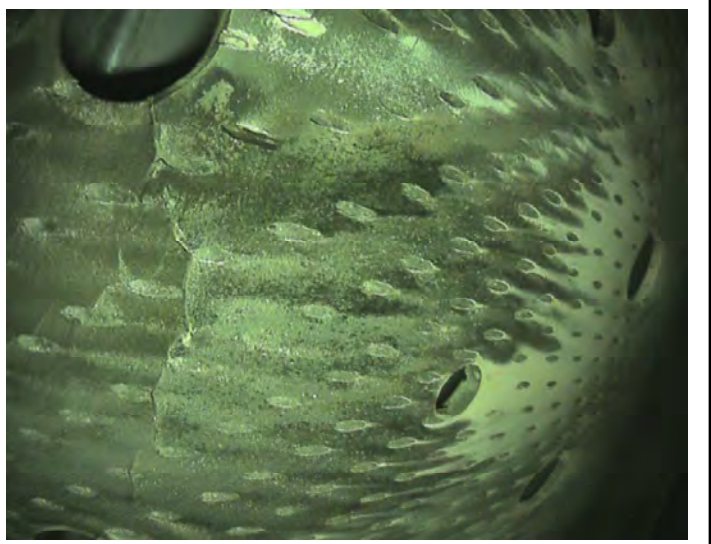
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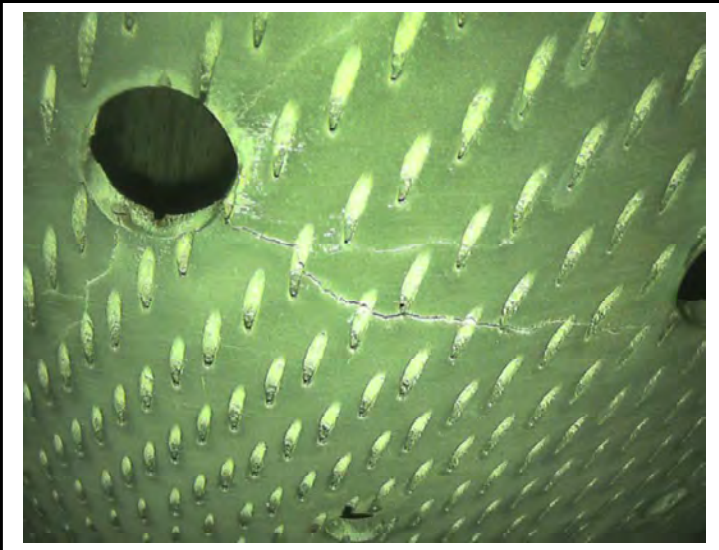
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Fuel Nozzle	Outer Liner Crack - Serviceable
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Outer Liner Crack - Serviceable

Outer Liner Crack - Serviceable



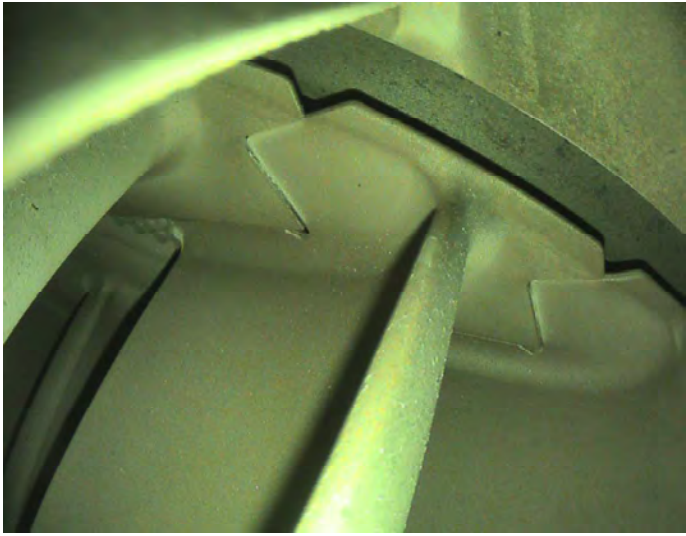
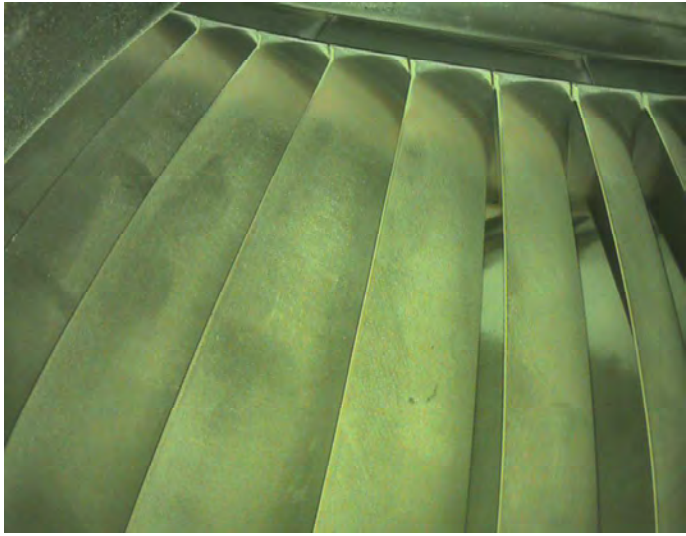


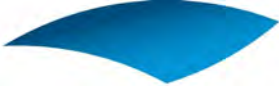
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LPT1 Blade	LPT3 Blade
	
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Areas Evaluated During Borescope Evaluation

Fan inlet & Compressor Section

- Fan Blades
- Fan Spinner
- Fan Bypass Vanes
- Core Fan Vanes
- Fan Case
- 1st and 14th stage compressor blades

Combustion Section

- Fuel nozzles
- Combustion liner
- Combustion liner mounting brackets

Turbine Section

- 1st stage HPT vane
- 1st stage HPT blades
- 2nd stage HPT vane
- 2nd stage HPT blades
- 1st stage LPT blades
- 3rd stage LPT blades
- RTBS struts

Engine Evaluation Findings


Complied with borescope evaluation of above areas and found:

- Fan blade FOD beyond serviceable limits
- Cracks in outer combustion chamber liner at 12 o'clock within serviceable limits
- Stage 1 HPT blade tip erosion within serviceable limits
- Minor fuel nozzle ring erosion loss within serviceable limits

Note: This aircraft was involved in an incident. The engine is not approved for return to service.

Evaluation Completed By: Casey McGuffee

Given the nature of borescope instrumentation it is often not possible to make observations and examine all areas of an individual engine as part of an evaluation. Based on this limitation, StandardAero cannot and does not warrant its findings for borescope evaluations (pre-purchase and otherwise) against the possibility that hidden damage may exist that was not observable and reported by our technician at the time of the evaluation.

		Engine Log Book Entry 2988 West Walnut Hill Lane DFW Airport, TX 75261		^{1.} Work Order Number: 00047094	^{2.} Date: 02-Mar-2026
^{3.} Aircraft Type: CITATION X (750)		^{4.} Aircraft Registration Number: N772XJ	^{5.} Aircraft Serial Number: 0272	^{6.} Aircraft Total Time: UNKNOWN	
^{7.} Engine S/N: CAE330568		^{8.} Engine Model: AE3007C1	^{9.} Engine Position: 2	^{10.} Aircraft Total Landings: UNKNOWN	
^{11.} Engine Time Since New (TSN): 15871.8		^{12.} Engine Cycles Since New (CSN): 8055	^{13.} Time Since Overhaul (TSO): N/A	^{14.} Cycles Since Overhaul (CSO): N/A	

^{15.} **Work Performed:** Performed engine borescope inspection. See borescope report for details and inspection findings. Complied with 180-Day engine preservation on 02/24/2026 (re-preservation due: 08/24/2026). All maintenance performed with reference to Rolls-Royce AE3007C MM CSP34012, Rev. 100 (dated: 20/OCT/2025) and other data and methods acceptable to the administrator.

This certifies that the work requested by the customer and described on the work order listed above was accomplished and inspected with reference to instructions for continued airworthiness, other data acceptable to the FAA and current FAA regulations, and with respect to the work performed, is approved for return to service. Pertinent details of this repair are on file at this FAA Certificated Repair Station.

FAA CRS #YRRR491L

Signature 

Daniel Schmiesing for StandardAero Business Aviation Services, LLC
 Revision 1, dated 03-Mar-2026

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