GE90-94B TECHNICAL STATUS SUMMARY

Asset A | Buyer-circulation technical version

Engine model	General Electric GE90-94B
Document basis	Historical records contained in the supplied documentation
Circulation status	Technical-data-only version for prospective-buyer review
Status qualification	Current condition and operating totals require confirmation from signed, up-to-date records

CURRENT PHYSICAL AND SALE STATUS

Preservation	Seller advises that the engine was preserved through 2023; supporting records remain subject to verification.
Current region	Middle East.
Current configuration	On-wing; removal from wing is required before collection.
Sale condition	AS-IS, WHERE-IS.
Delivery basis	Buyer must provide stand. Engine is in the Middle East and must be removed from wing.

DOCUMENTED UTILIZATION

Latest documented totals	56,577 hours and 10,237 cycles.
Since last shop visit	10,849 hours and 1,815 cycles.
Last documented operation	Six hours and 42 minutes and one cycle were accumulated during a short 2017 operating period; no later operation is stated in the supplied documentation.

MAINTENANCE EVENT AND WORKSCOPE

- Major maintenance event recorded in 2012-2013, with overhaul-level workscope.
- Removal followed an HPT stage 1 blade mid-chord burnout with material loss and consequential impact damage.
- Combustor dome deflectors and liners showed cracking and material loss; HPT stage 2 nozzles showed significant cracking.
- HPC and HPT rotor received overhaul-level work. HPT stage 1 and stage 2 nozzles, HPT rotor, turbine center frame, turbine rear frame, fan mid shaft, accessory gearbox and selected frames/bearings were overhauled or inspected as applicable.

PERFORMANCE / INSPECTION

Shop test	The supplied documentation reports a successful test with 44 deg C EGT margin and 145 rpm N2 margin.
2017 borescope action	Full borescope inspection completed; two stage 7 HPC trailing-edge blades were blended and reported satisfactory for continued service.

LLP AND COMPLIANCE POSITION

- Historic LLP sheet indicates 4,763 cycles remaining on the limiting 15,000-cycle components at the stated engine total.
- Historic AD status indicates the HPC stage 8-10 spool had accumulated 1,815 cycles and was not then due for the 12,500-cycle inspection threshold.
- Recurring next-shop-visit inspection requirements and a FADEC software update were identified in the historic compliance status.

BUYER DUE-DILIGENCE ITEMS

- Obtain current signed engine status and reconcile TSN, CSN, TSLSV and CSLSV.
- Obtain current LLP status with full back-to-birth trace and latest Chapter 05/AD limits.
- Confirm current AD/SB/modification status, including FADEC configuration and next-shop-visit actions.
- Perform a fresh video borescope inspection and verify preservation/storage history and current physical configuration.

Reliance: This summary presents the principal technical-status information from the supplied documentation for buyer review. It is not an airworthiness release, current status report or substitute for a complete records audit, physical inspection, fresh borescope inspection, title review or OEM/MRO determination.