



AST® Services

We keep your engines flying
in Asia Pacific

The fastest way to repair your engine is on-site or even better on-wing. At Lufthansa Technik Shenzhen, our Airline Support Team (AST®) is ready to support you!

Do you need an emergency repair due to an AOG situation? Do you want to schedule a maintenance event at your own premises or in your home region? Surgical repair solutions with minimum work scopes are just one example of the benefits our AST® experts can offer you. As a vital part of the Mobile Engine Services portfolio, our AST® services help to avoid costly shop visits as well as additional spare engine and shipping expenses.

The AST® experts at Lufthansa Technik Shenzhen offer a large portfolio of services for the CFM56 and the V2500 engine in the Asia Pacific region, including:

CFM56:

- Bearing No. 3 Front Seal (270°) Replacement
- HPT Blade Replacement
- HPT Stg. 1 NGV Replacement
- LPT Stg. 1 NGV Replacement

V2500:

- Angle and Main Gearbox Replacement
- Bearing No. 5 Oil Coking

Customer advantages

No expenses for engine shipping

No expenses for spare engine

No engine change

No shop visit

Tailor-made smart work scoping

Decrease of costs-per-flight-hour

Visual inspection of remainder engine in accordance with special procedure O10 requirements

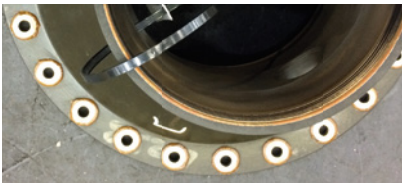
Integration of service TAT into scheduled aircraft downtime

Project shop visit minimizes work scope creeps

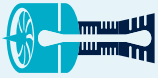
Inspection of exposed interfaces for in-service wear and tear



Lufthansa Technik



Bearing No. 3 Front Seal (270°) Replacement



Fan Module - CFM56

Necessary due to:
Oil leakage

Procedure

(on-wing, on-site, repair station)

- Removal of spinner, fan blades, LPC, 2BU and Bearing No. 3 Front Seal
- Installation of serviceable Bearing No. 3 Front Seal
- Leak check
- Installation of 2BU, LPC, fan blades and spinner



HPT Blade Replacement



Core Module - CFM56

Necessary due to:
Cracks on HPT Blades found during MPD required borescope inspection

Procedure

(on-site, repair station)

- Removal of LPT major module
- Removal of LPT Stg. 1 NGVs (module X53)
- Replacement of damaged HPT Blades
- Re-installation of LPT Stg. 1 NGVs (module X53) and LPT major module



HPT Stg. 1 NGV Replacement



Core Module - CFM56

Necessary due to:
Cracks on HPT Stg. 1 NGVs found during MPD required borescope inspection

Procedure

(on-site, repair station)

- Removal of LPT major module
- Removal of LPT Stg. 1 NGVs (module X53) and HPT rotor module
- Removal of HPT NGV module and replacement of HPT NGVs
- Installation of serviceable HPT NGV Module
- Re-installation of HPT rotor module, LPT Stg. 1 NGVs and LPT major module



LPT Stg. 1 NGV Replacement



LPT Module - CFM56

Necessary due to:
Cracks on LPT Stg. 1 NGVs found during MPD required borescope inspection

Procedure

(on-site, repair station)

- Removal of LPT major module
- Removal of LPT Stg. 1 NGVs
- Replacement of damaged LPT Stg. 1 NGVs
- Re-installation of LPT Stg. 1 NGVs and LPT major module



Angle and Main Gearbox Replacement



Fan Module - V2500

Necessary due to:
Cracks, metal chips, and other damages to Main Gearbox

Procedure

(on-wing, on-site, repair station)

- Lowering of the Main Gearbox
- Removal of PTO shaft cover and pull shaft
- Replacement of Angle Gearbox
- Removal of accessories to get access to gearbox links
- Replacement of Main Gearbox
- Installation of PTO shaft



Bearing No. 5 Oil Coking



LPT Module - V2500

Necessary due to:
Oil leakage at Bearing No. 5 Compartment

Procedure

(on-wing, on-site, repair station)

- Removal of Bearing No. 5 Rear Cover
- Change of tubes in accordance with SB72-0660
- Cleaning of Bearing No. 5 area
- Re-installation of Bearing No. 5 Rear Cover

Contact

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