

## **End of Lease Engine Preparation Checklist**

The lessee's challenge during end of lease handover is to have "All" and we really do mean "All" information that the lessor may require to hand.

Consider that there are some months to prepare this information – conversely consider the pain of last-minute hunting (and potentially failing to find the required information).

We have previously discussed the cost of poor preparation and the impact it can have on the Operators Cash flow.

### **Document Required During Lease Purchase / Return**

#### **Note**

- 1/ Lack of care during the acceptance of an aircraft will for sure come back and bite hard during the lease return process - The Lessor will almost certainly find even the smallest of issue.
- 2/ However, this in no way obligates the lessor to necessarily "share" potential issues (not talking airworthiness here) to the next Lessee – Not a level playing field!

- Latest Engine Certificate available
- Current Operator LLP Status (always potential issues with Life Limited Parts (LLP) particularly if the Engine has been through 1 or more shop visits)
- Life Limited Parts Back-to-Birth (mandatory for the ones replaced during the lease) – see also Note "2" above
- EASA Form 1 – FAA 8130-3 with Dual release for "non" new parts for every component installed during the lease
- AD Status – of course mandatory but should be available back to birth (b2b) as Dirty Finger Print (DFP) task card
- SB / Modification Status – As AD above – Also DFP required
- Latest Engine Test report or On-Wing Power Assurance
- Latest Bore scope Report and Video
- Last 6 months of Engine Condition Monitoring
- QEC/Accessory List
- Missing Part List

- Engine Installation/Removal History
- Shop Visit reports and Mini Packs
- Engine Logbook (EASA Requires as well as APU Logbook)
- Incident/Accident Clearance Statement
- Previous operators' statements (AD/LLP/ICS)
- Manufacturer data for example - Engine Data Submittal (EDS), Vital Statistics Log (VSL), Industry Item List ILL.
- Validate Other OEM status (if applicable) – State
- On-Wing Maintenance (Review the Maintenance Schedule Engine Tasks – Last done/Next Due, Water Wash, Bore scope Inspections, Fan Blades Lubrication) - All to be in accordance with the Aircraft Maintenance Program Requirements (AMP)
- Shop Maintenance (Check which shop the airline is using for Off)
- Wing maintenance and if they have a customized Work scope Planning Guide (WPG)
- Review all technical log entries recorded against the engine in the last six months of operation and the action that was taken to clear them – inspect “Carry Forward” or “Open Items” sheet
- Verify Preservation Status if applicable
- Picture of the Engine Data Plate
- Verify & Validate - List of open OEM concessions
- Warranties - Identify assignable warranties available from the manufacturer or maintenance provider

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