NOTICE OF FILING

This document was lodged electronically in the FEDERAL COURT OF AUSTRALIA (FCA) on 22/07/2020 6:55:50 PM AEST and has been accepted for filing under the Court's Rules. Details of filing follow and important additional information about these are set out below.

Details of Filing

Document Lodged:	Affidavit - Form 59 - Rule 29.02(1)
File Number:	NSD714/2020
File Title:	WELLS FARGO TRUST COMPANY, NATIONAL ASSOCIATION (AS OWNER TRUSTEE) & ANOR v VB LEASECO PTY LTD (ADMINISTRATORS APPOINTED) ACN 134 268 741 & ORS
Registry:	NEW SOUTH WALES REGISTRY - FEDERAL COURT OF AUSTRALIA

Dated: 22/07/2020 6:55:52 PM AEST Registrar

Important Information

As required by the Court's Rules, this Notice has been inserted as the first page of the document which has been accepted for electronic filing. It is now taken to be part of that document for the purposes of the proceeding in the Court and contains important information for all parties to that proceeding. It must be included in the document served on each of those parties.

The date and time of lodgment also shown above are the date and time that the document was received by the Court. Under the Court's Rules the date of filing of the document is the day it was lodged (if that is a business day for the Registry which accepts it and the document was received by 4.30 pm local time at that Registry) or otherwise the next working day for that Registry.

Form 59
Rule 29.02(1)

Affidavit

No. 714 of 2020

Federal Court of Australia

District Registry: NSW

Division: General

Wells Fargo Trust Company, National Association (as owner trustee) and others named in schedule 1

Applicants

VB Leaseco Pty Ltd (Administrators Appointed) ACN 134 268 741 and others named in schedule 1

Respondents

Affidavit of:	**Derych Warner**
Address:	60 East Sir Francis Drake Boulevard, Suite 209, Larkspur, California, USA
Occupation:	Senior Manager, Customer Liaison
Date:	22 July 2020

Contents

I, **Derych Warner** of, 60 East Sir Francis Drake Boulevard, Suite 209, Larkspur, California, USA, Senior Vice President and General Counsel, being duly sworn make oath and say as follows:

Introduction

1 I hold the title of Senior Manager, Customer Liaison of the second applicant, Willis Lease Finance Corporation (**Willis**).

Filed on behalf of (name & role of party) Applicants
Prepared by (name of person/lawyer) Noel McCoy
Law firm (if applicable) **Norton Rose Fulbright Australia**
Tel +61 2 9330 8000 Fax
Email noel.mccoy@nortonrosefulbright.com Ref 4015052
Address for service (include state and postcode) Level 5, 60 Martin Place, Sydney, NSW 2000 Email: noel.mccoy@nortonrosefulbright.com

2 I make this affidavit from my own knowledge except where otherwise indicated. Where I make this affidavit from facts outside my personal knowledge, I am informed by the source stated and believe those facts to be true.

3 I am authorised to make this affidavit on behalf of the applicants.

4 Exhibited to me at the time of swearing this affidavit is a bundle of documents marked "Exhibit DW-1" (**Exhibit DW-1**).

5 I hold a Bachelor of Science-Professional Aeronautics and Aviation Safety Certificate qualifications from Embry Riddle Aeronautical University (Florida, USA). I have also been awarded a Federal Aviation Administration Airframe and Powerplant Certificate by Spartan College of Aeronautics and Technology (Oklahoma, USA). I have been employed at Willis for 15 years and presently have the responsibility of managing Willis' Lease Return Records Department. The fundamental function of this position is to maintain the integrity of Willis' assets by ensuring the procurement and review of all technical documentation is performed to Willis' standards and in accordance with its customer lease agreements. A resume of my roles and experience at Willis is at page 1 of Exhibit DW-1.

Status of records

6 It is usual practice for Willis to create a Records Open Item List document at the commencement of the lease return process in order to identify all records required.

7 At pages 2 to 9 of Exhibit DW-1 is a copy of a Records Open Item List (**ROIL**) which I have created for the engines leased to the first and second respondents (**Virgin Australia**) that are the subject of this case. The ROIL is utilized to gauge the record's retrieval progress, engage in reciprocating discourse, and provide continual transparency in respect to outstanding records for all parties involved.

8 The ROIL identifies the status of records provided by Virgin Australia as at the date of swearing this affidavit in respect of aircraft engines with serial numbers 888473, 894902, 896999, 897193 (**Engines**) leased by Willis to Virgin Australia.

9 My colleague, Declan Kinnane, sent a copy of the ROIL to Darren Dunbier of Virgin Australia on 17 July 2020 (**17 July Email**). At pages 10 to 14 of Exhibit DW-1 is a copy of the email attaching a copy of the ROIL.

10 I have been informed that on 19 July 2020, Ian Bolton of Deloitte responded to the 17 July Email. At pages 15 to 19 of Exhibit DW-1 is a copy of that email.

11 There are two classes of records described in the ROIL being "Operator Records" and "lease inspection records from engine shop." I describe these two categories of documents in the following paragraphs.

Operator Records (or Part 121 Records)

12 "Operator Records" are documents that must be prepared and maintained by the airline operating the relevant aircraft or engine. The Operator of the aircraft or engine is regulated under part 121 of Title 14 of the US Code of Federal Regulations, and accordingly, within the industry the "Operator Records" are sometimes known as "Part 121 Records". The preparation of records is addressed in US Code of Federal Regulations Part 121 in particular Subpart V - Records and Reports). I understand that Australian airlines, including Virgin Australia, operate under equivalent local requirements to those stipulated under 14 CFR §121.

13 Operator Records are essential documents without which an aircraft engine such as the Engines cannot be put into service. Subsequent airline customers of Willis considering the leasing of aircraft engines will want to review these pertinent records before inducting the engine into its fleet. It is standard procedure in the airline industry, and Willis' standard procedure, to provide a new lessee airline with records to demonstrate the full "traceability" of the aircraft engine so that the new lessee airline's Quality Department can be satisfied that it complies with its own safety requirements.

14 As such, the absence of Operator Records would impact dramatically on the value of the Engines and significantly affect the marketability. The absence of Operator Records would critically affect the value of the Engine for use as spare parts, because it would prevent a subsequent purchaser of a part being able to trace the history to determine, for example, whether it was part of an engine that had been in an incident.

15 For the purpose of the present case (although I do not ordinarily draw that distinction), it is useful to divide the Operator Records themselves into two subsets, being:

(a) Historical Operator Records (also designated as Lease Term Operational Records);

(b) End of Lease Operator Records (also designated as Operator Cease of Operation/Redelivery Records.

16 Examples of the Historical Operator Records include:

(a) the "Engine Installation Work Order" documents (completed at the time the engines were installed on the airframes);

(b) AD/SB Compliance Task Cards;

(c) Technical Log Pages / Pilot Reports; and

(d) Schedule Maintenance Records.

17 Each of those Historical Operator Records was created during the use of the Engines by Virgin.

18 Since 8 July 2020, the vast majority of the Historical Operator Records have been provided by Virgin Australia to Willis (and accordingly are described as "Closed" in the ROIL). One example of an outstanding Historical Operator Record is the Hydro Mechanical Unit (HMU) installation work order for Engine 896999 (item 36 on the ROIL) that I explain further below.

19 The "End of Lease Operator Records" are the documents currently outstanding.

20 It is standard industry practice that at the end of a lease when an operator returns an engine, the operator reviews its own records in respect of the use of the engines, in order to prepare the End of Lease Operator Records including but not limited to:

(a) History Statement (referred to on the ROIL as Statement- Install/Removal History) identifies aircraft registration and serial number, installed position(s), all thrust(s) operated, and Total Aircraft Time (TAT) and Total Aircraft Cycles (TAC) at installation(s) and removal(s) of the Engine;

(b) Non-Incident Statement (referred to in the ROIL as Statement – Non-Incident) indicates that an occurrence associated with the operation of an aircraft, which affects or could affect the safety of operations (such as exposure to fire, severe heat, severe stress, exposure to salt water) has not occurred;

(c) Combination Statement (referred to in the ROIL as Statement – Combination) A compilation of questions of significant technical relevance, validated by the

operator, which confirms specific technical obligations were monitored and maintained throughout the lease term. As these questions commonly are not identified on other operator-generated documentation, or not readily available for retrieval, the statement summarizes the information in collective form. It provides a summary of essential technical statements that are commonly required by lessees for induction into their fleet. ;

(d) Life Limited Part Status (referred to in the ROIL as LLP Status) which indicates the status of engine components described as cycle limited parts within the engine that must be replaced at pre-determined intervals or number of cycles (being one take-off and landing). It is a safety requirement that an LLP cannot be used beyond the number of prescribed cycles and must be discarded. The utility (and therefore commercial value) of the engine is affected if any of the LLP are approaching replacement date, because replacement requires the whole engine to be taken off wing and disassembled. For that reason, it is essential for Willis to review the LLP Status documents at the conclusion of a lease;

(e) Airworthiness Directive Status (referred to in the ROIL as AD Status) which indicates the status of tasks required or regulated by the US Federal Aviation Administration or other regulatory authorities, such as inspection or parts replacement that must be accomplished at pre-determined intervals;

21 I refer to the affidavit of Salvatore Algeri sworn on 17 July 2020 and filed in this proceeding. In paragraph 36 of Mr Algeri's affidavit he refers to "Non Incident Statements, History & Combination Statements, and LLP & AD status statements and certifications" which he calls Status Statements. I believe that the Status Statements are the statements I have described in the previous paragraph as End of Lease Operator Records. It is only the operator who can complete the "Status Statements" after reviewing its own internal history of the usage of the engine.

22 The ROIL refers to "Template provided for Virgin Australia Airlines Signature". This is a reference to a template version of each of the End of Lease Operator Records. A copy of the End of Lease Operator Records templates provided to Virgin Australia for each of the Engines is at pages 20 to 70 of Exhibit DW-1.

23 The template documents were provided by Willis to assist Virgin Australia and expedite completion of the relevant records. Nevertheless, the appropriate member of the Virgin Australia staff could only sign the templates once they are satisfied of the accuracy of the material stated in the template.

24 Where the ROIL identifies the status of certain End of Lease Operator Records as "PENDING" and the row in the document referring to that End of Lease Operator Record is highlighted in orange colour, the document is in a form ready to be signed off by Virgin Australia.

25 Where the ROIL identifies the status of certain End of Lease Operator Records as "FINDING" and the row in the document referring to that End of Lease Operator Record is highlighted in pink colour, the relevant End of Lease Operator Record needs amendment or clarification to address the issue (or "finding") raised by Willis as set out in the column of the document headed "Willis Lease Comments."

26 I make the other following observations about the comments about Operator Records in the ROIL:

(a) The term disc sheet and LLP status are different expressions of the same set of documents, both terms refer to the documents for the life limited parts;

(b) The reference to "ID Plug for engine conversion" is the piece of hardware used to change the thrust of an engine from 24,000 lbs to 26,000 lbs. The comments in the ROIL pertaining to the "ID Plug" indicate that the operator (Virgin) has used its own ID Plug and Willis seeks the return of Willis' ID Plug provided at the time of leasing the engine.

(c) To the best of my understanding Tiger, although part of the Virgin Australia group of companies is a separate operator for regulatory purposes operating under a different air operating certificate. For that reason, Willis requires End of Lease Operator Records from Tiger as a separate operator (and in the case of Engine 896999) Willis requires the documents from both Virgin and Tiger.

(d) In respect of the Engine records for Engine 896999 Item 36 Component Replaced - Certificates includes a longer description than for the other Engines. That is because following Willis' review of the records provided on 8 July 2020 it was identified that Virgin had replaced the Hydro Mechanical Unit ("HMU"). The comment raised by Willis is seeking:

(i) the current "dual release" certificates for the HMU at time of installation on Willis' asset; and

(ii) the "WO" or work order for the installation of the HMU completed at the time Virgin replaced that part.

27 In all of my experience of aircraft engine leasing:

(a) I have always been able to obtain the Operator Records, including End of Lease Operator Records. I am not aware of Willis being unable to obtain Operator Records from any airline at the end of lease. This has been the case, even though I am aware that engines have previously been returned following a default by the airline (including where the airline has entered into bankruptcy or insolvency) and possession and redelivery is sought;

(b) It is industry practice that, at the end of an aircraft lease, for the operator to provide the Operator Records (including End of Lease Operator Records or "Status Statements");

(c) It is industry practice that the relevant person who "signs off" or certifies the End of Lease Operator Records or "Status Statements" is an engineer or holding a Quality Assurance position with suitable qualifications, training and experience to do so;

(d) In the case of Virgin Australia, I would accept End of Lease Operator Records or "Status Statements" if signed by Darren Dunbier having reviewed his professional background that he provides in his affidavit;

(e) I would not ordinarily expect an airline's "manager", CEO, or member of the board of directors to sign off on the End of Lease Operator Records. As such, I would not expect Mr Algeri or any of the administrators would be able to or should sign off or certify those End of Lease Operator Records or "Status Statements" as he describes them.

Lease inspection records from engine shop (or Part 145 Records)

28 The second suite of records described in the ROIL are identified as "lease inspection records from an engine shop." These records are completed at the end of a lease by an FAA accredited "repair station" often times referred to in the industry as a "maintenance and repair organization or maintenance, repair, overhaul (MRO), which are regulated under part 145 of Title 14 of the US Code of Federal Regulations (14 CFR §145). For that reason the records are sometimes described in the industry as "Part 145 Records or Shop Records".

29 I believe these are the documents which Mr Algeri describes in paragraph 36 his affidavit as the documents "*issued upon the 'engineering shop' assessment* of *an engine following the end of lease inspection*."

30 To issue the documents, the repair station or engineering shop conducts diverse inspections and a full inventory of the aircraft engine's components. If a part is cracked, dented, damaged or otherwise deemed unserviceable the repair station will undertake the necessary repair or replacement. In my experience, all of this is done at the airline's cost before returning the engines.

31 I would not expect (or accept) the airline or its directors or officers, and in this case, the administrators, to be issuing these documents.

32 In my experience, it is industry practice for the airline to ensure that the documents are obtained from an "engineering shop" and issued, including with the FAA Form 8130-3 and EASA Form 1 serviceable tags (referred to in the industry as "dual release").

33 In my experience, Willis' customers (from a multitude of countries throughout the world) will accept an FAA Form 8130-3 and EASA Form 1. It is my experience that the standards imposed by FAA and EASA are recognised by airlines around the world.

34 It is Willis' standard practice to provide the FAA and EASA dual release to its customers at the time of providing the leased Engines. It is the standard practice for Willis to insist on being provided with a FAA and EASA dual release upon return of an engine. By contrast the Australian CASA equivalent forms do not have the same wide recognition among airline lessees around the world.

35 In my experience lessee airlines provide the FAA and EASA dual release to Willis at the completion of a lease by performing one of the following:

(a) directly employing staff who are qualified to provide the FAA and EASA releases and have appropriate facilities;

(b) sending the Engines to a dual release qualified engineering shop; or

(c) sending the Engine to Willis and paying Willis to undertake the process of providing FAA and EASA releases (at a facility referred to as WERC or Willis Engine Repair Centre)

36 In circumstances where Willis is asked to provide the dual release at the Willis WERC facility, Willis ordinarily charge customers approximately USD$45,000 to undertake the inspection. However, if problems are identified and repairs are required, the costs can escalate, depending on level of rectification necessary.

37 Additionally, it may also be necessary for Willis' technical personnel to make enquiries of an airline if during the inventory inspection it is discovered that certain components have been changed or installed and were not accounted for in the Operator Records provided. In those circumstances it is expected that the operator provide adequate documentation and trace as outlined in the Lease Agreement regarding "Replacement Parts".

38 For that reason it is difficult to estimate the cost or time involved in providing a dual release.

Sworn by the deponent
at Larkspur, California, United States of America on 22 July 2020
Before me:

Signature of deponent

Signature of witness
Ben Fisher, solicitor

This document was signed and witnessed over audio visual link in accordance with clause 2 of Schedule 1 to the *Electronic Transactions Regulation 2017*.

Schedule 1

No. 714 of 2020

Federal Court of Australia
District Registry: New South Wales
Division: General

Applicants

Second Applicant:	**Willis Lease Finance Corporation**

Respondents

Second Respondent:	**Virgin Australia Airlines Pty Ltd (Administrators Appointed) ACN 090 670 965**
Third Respondent:	**Vaughan Neil Strawbridge, John Lethbridge Greig, Salvatore Algeri & Richard John Hughes (in their capacity as voluntary administrators of the First and Second Respondents)**

Date: 22 July 2020

Exhibit Certificate

No. NSD 714 of 2020

Federal Court of Australia

District Registry: New South Wales

Division: General

Wells Fargo Trust Company, National Association (as owner trustee) and others named in schedule 1

Applicants

VB Leaseco Pty Ltd (Administrators Appointed) ACN 134 268 741 and others named in schedule 1

Respondents

EXHIBIT "DW-1"

This is the exhibit marked "**DW-1**" referred to in the affidavit of **Derych Warner** sworn before me on 22 July 2020.

Ben Fisher
Solicitor
Level 5, 60 Martin Place
Sydney NSW 2000

20 July 2020

Derych Christopher Warner
Corporate Office Address:
4700 Lyons Technology Parkway
Coconut Creek, FL 33073
dwarner@willislease.com | D: +1 (858) 812-9763 | M: +1 (858) 337-8311

Occupation: Senior Manager, Customer Liaison

WLFC Hire Date: January 3, 2005

Direct Experience with Technical Records: 15 years

Education:
Arizona State University
Master of Arts-Curriculum and Instruction

Embry Riddle Aeronautical University
Bachelor of Science-Professional Aeronautics
Aviation Safety Certificate

Spartan College of Aeronautics and Technology
Federal Aviation Administration Airframe and Powerplant Certificate

Throughout my tenure with Willis Lease Finance Corporation and 15 years' experience with engine, aircraft and APU leasing/technical records, I have held positions as Technical Records Auditor, Sr. Technical Records Auditor, Manager, Customer Liaison, and Senior Manager, Customer Liaison. I presently have the responsibility of managing the Lease Return Records Department. The fundamental function of this position is to maintain the integrity of WLFC assets by ensuring the procurement and review of all technical documentation is performed to WLFC standards and in accordance with the Lease Agreements.

My duties have consisted of but not limited to:

- Conduct technical record audits on engine models JT8D-200, V2500, RB211, PW2000/4000, CF6-80, CF34, CFM3/5/7, PW100, AE3007, Leap 1A, GE90, GEnx and an assortment of APU models
- Perform pre-purchase engine records review for acquisition assessment
- Manage the Technical Records Lease Return Coordination Department
- Perform onsite Part 121 & 145 technical record audits
- Point of contact for Airline and Maintenance Facility technical record queries
- Perform lease return technical documentation procurement and review for the WLFC and managed engine portfolios
- Point of contact for discrepancy resolution of technical documentation with airline and MRO during the lease return process
- Interpret lease agreements to determine lessee's contractual obligations in respect to technical and records return conditions and ensure fulfillment

Willis Lease Finance Corporation
Power to Spare – Worldwide®

RECORDS OPEN ITEMS LIST

ESN:	888473
HEAD LESSEE:	VB LeaseCo Pty Ltd
SUBLESSEE:	Virgin Australia Airlines Pty Ltd
Operator:	Tigerair Australia
REVISION:	2
Last updated	17/07/2020

NOTE THAT THERE ARE FOUR TABS TO THIS DOCUMENT

OPERATOR RECORDS: Tigerair Australia				
Item #	**Documents**	**Status**	**Willis Lease Comments**	**Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd& Tigerair Comments**
1	Statement - Non Incident	PENDING	Template provided for Tigerair Signature	**Completed (awaiting header info and signature approval)**
2	Statement - Combination	PENDING	Template provided for Tigerair Signature	**Completed (awaiting header info and signature approval)**
3	Statement - Install/Removal History	PENDING	Template provided for Tigerair Signature	**Completed (awaiting header info and signature approval)**
4	Statement - Commercial Traceability	PENDING	Template provided for VB LeaseCo Pty Ltd Signature	**Completed (awaiting header info and signature approval)**
5	Statement AMO (Approved Maintenance Organization Statement)	PENDING	Template provided for Tigerair Signature	
6	LLP Status	**FINDING**	Template provided for Tigerair signature as the Disc sheet you provided is missing the following: Missing Thrust Rating Usage breakdowns Missing Mixed Model Remaining Cycles Missing LPT Case details	**Disc Sheet Supplied**
7	AD Status	PENDING	The "detailed print document" you provided is not acceptable to WLFC, therefore we have drafted an AD Status Template for Tigerair Signature	**Within Detail print supplied**
20	Components Replaced- Certificates	OPEN	Authorized Release Certificates and Installation WO's for each part replaced during the lease	
9	Engine Conversion Documents	**FINDING**	**Note:**Willis ID Plug was removed and VA ID Plug was installed.	**B24 to B26 WO168912 and SMAL 11919**
11	Engine Removal Work Order	OPEN		**Not performed yet**
12	Preservation work order & tag at final removal	OPEN		**Not performed yet**
13	ECM Data	**CLOSED**	data received	**Supplied**
10	Engine Installation Work Order	**CLOSED**	*document received*	**WO 168912 Supplied**
8	SB / ASB / AOW Status	**CLOSED**		Within Detail print supplied
14	Daily Oil Consumption logs	**CLOSED**	*document received*	**Supplied**
15	Engine Work Order Summary	**CLOSED**	Tech Logs/ Default / Pilot Reports	**Defect report summary Supplied**
16	Scheduled Maintenance Records	**CLOSED**	Last Done/Next Due Report.	**Within Detail print supplied**
17	Unscheduled Maintenance Records	**CLOSED**	*document received*	**Maintenance Logs Supplied**
18	Fan Blade Mapping	**CLOSED**	not applicable	**N/A**
19	Daily Logs of Eng Flt Hours & Cycles	**CLOSED**	*document received*	**888473 Engine Utilization Report**

LEASE RETURN INSPECTION RECORDS FROM ENGINE SHOP (WERC)				
Item #	**Documents**	**Status**	**Willis Lease Comments**	**Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd& Tigerair Comments**
21	FAA/EASA Dual Release Certificate	OPEN	Post Lease Inspection	**Not performed yet**
22	OEM EHM redelivery report	OPEN	Post Lease Inspection	**Not performed yet**
23	Borescope Report	OPEN	Post Lease Inspection	**Not performed yet**

24	Borescope Video	OPEN	Post Lease Inspection	**Not performed yet**
25	C Check / MPD Tasks sign off	OPEN	Post Lease Inspection	**Not performed yet**
26	Preservation tag	OPEN	Post Lease Inspection	**Not performed yet**

Status	Meaning/ Definition
OPEN	Document Item has not been provided for review
FINDING	Document Item provided has findings needing amendment or further clarification to the finding.
PENDING	Document Item has been promised in draft form or is in review.
CLOSED	Document Item has been reviewed and accepted, or is Not Applicable (N/A).
RE-OPEN	Document Item requires adjustment due to finding discovered or brought forwards after acceptance.

Willis Lease Finance Corporation
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RECORDS OPEN ITEMS LIST

ESN:	894902
HEAD LESSEE:	VB LeaseCo Pty Ltd
SUBLESSEE:	Virgin Australia Airlines Pty Ltd
Operator:	Virgin Australia Airlines Pty Ltd
REVISION:	2
Last updated	17/07/2020

NOTE THAT THERE ARE FOUR TABS TO THIS DOCUMENT

OPERATOR RECORDS: Virgin Australia Airlines Pty Ltd				
Item #	**Documents**	**Status**	**Willis Lease Comments**	**Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd Comments**
1	Statement - Non Incident	PENDING	Template provided for Virgin Australia Airlines Pty Ltd Signature	Completed (awaiting header info and signature approval)
2	Statement - Combination	PENDING	Template provided for Virgin Australia Airlines Pty Ltd Signature	Completed (awaiting header info and signature approval)
3	Statement- Install/Removal History	PENDING	Template provided for Virgin Australia Airlines Pty Ltd	Completed (awaiting header info and signature approval)
4	Statement- Commercial Traceability	PENDING	Template provided for VB LeaseCo Pty Ltd Signature	Completed (awaiting header info and signature approval)
5	LLP Status	**FINDING**	Template provided for Virgin signature as the Disc sheet you provided is missing the following: Missing Thrust Rating Usage breakdowns Missing Mixed Model Remaining Cycles Missing LPT Case details	**Disc Sheet Supplied**
6	AD Status	PENDING	The "detailed print document" you provided is not acceptable to WLFC, therefore we have drafted an AD Status Template for VAA Signature	**Within Detail print supplied**
20	Components Replaced- Certificates	OPEN	Authorized Release Certificates and Installation WO's for each part replaced during the lease	
10	Engine Removal Work Order	OPEN		**Not performed yet**
11	Preservation Work order & tag at final removal	OPEN		**Not performed yet**
12	ECM Data	**CLOSED**	data received	**Supplied**
7	SB / ASB / AOW Status	**CLOSED**	Copies of any Work order SB's (If any accomplished)	**Within Detail print supplied**
8	Engine Conversion Documents	**CLOSED**	N/A	**N/A**
9	Engine Installation Work Order	**CLOSED**	*document received*	**WO 167740 Supplied**
13	Daily Oil Consumption logs	**CLOSED**	*document received*	**Supplied**
14	Engine Work Order Summary	**CLOSED**	Tech Logs/ Default / Pilot Reports	**Defect report summary Supplied**
15	Scheduled Maintenance Records	**CLOSED**	Last Done/Next Due Report.	**Within Detail print supplied**
16	Unscheduled Maintenance Records	**CLOSED**	copies of any defect Work orders accomplished during the operational period	**Maintenance Logs Supplied**
17	Fan Blade Mapping	**CLOSED**	If accomplished during their operational period	**N/A**
18	Daily Logs of Eng Flt Hours & Cycles	**CLOSED**		**894902 Engine Utilization Report**
19	Daily Logs of Eng Flt Hours & Cycles	**CLOSED**	*document received*	**888473 Engine Utilization Report**

LEASE RETURN INSPECTION RECORDS FROM ENGINE SHOP (WERC)				
Item #	**Documents**	**Status**	**Willis Lease Comments**	**Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd& Tigerair Comments**
21	FAA/EASA Dual Release Certificate	OPEN	Post Lease Inspection	**Not performed yet**
22	OEM EHM redelivery report	OPEN	Post Lease Inspection	**Not performed yet**
23	Borescope Report	OPEN	Post Lease Inspection	**Not performed yet**
24	Borescope Video	OPEN	Post Lease Inspection	**Not performed yet**
25	C Check / MPD Tasks sign off	OPEN	Post Lease Inspection	**Not performed yet**
26	Preservation tag	OPEN	Post Lease Inspection	**Not performed yet**

Status	Meaning/ Definition
OPEN	Document Item has not been provided for review
FINDING	Document Item provided has findings needing amendment or further clarification to the finding.
PENDING	Document Item has been promised in draft form or is in review.
CLOSED	Document Item has been reviewed and accepted, or is Not Applicable (N/A).
RE-OPEN	Document Item requires adjustment due to finding discovered or brought forwards after acceptance.

Willis Lease Finance Corporation
Power to Spare – Worldwide®

RECORDS OPEN ITEMS LIST

ESN: 896999
HEAD LESSEE: VB LeaseCo Pty Ltd
SUBLESSEE: Virgin Australia Airlines Pty Ltd
Operators: Tigerair Australia & Virgin Australia Airlines
REVISION: 2
Last updated: 17/07/2020

NOTE THAT THERE ARE FOUR TABS TO THIS DOCUMENT

1st OPERATOR RECORDS: Tigerair Australia				
Item #	**Documents**	**Status**	**Willis Lease Comments**	**Tigerair Comments**
1	Statement - Non Incident	PENDING	Template provided for Tigerair Signature	**Completed (awaiting header info and signature approval)**
2	Statement - Combination	PENDING	Template provided for Tigerair Signature	**Completed (awaiting header info and signature approval)**
3	Statement - Install/Removal History	PENDING	Template provided for Tigerair Signature	**Completed (awaiting header info and signature approval)**
4	Statement - Commercial Traceability	PENDING	Template provided for VB LeaseCo Pty Ltd Signature	**See Virgin Australia Installation**
5	LLP Status	FINDING	LLP Status Required for this period of operation. Template provided for Tigerair signature	**See Virgin Australia Installation**
8	Engine Conversion Documents	FINDING	**Note:**Willis ID Plug was removed and VA ID Plug SN:F0301 was installed.	**N/A**
41	AMO Statement	PENDING	Template provided for Tigerair Signature	
6	AD Status	CLOSED	Refer to Virgin Australia AD Status for final Airworthiness Status.	See Virgin Australia Installation
7	SB / ASB / AOW Status	CLOSED	None performed during this period if ops.	See Virgin Australia Installation
9	Engine Installation Work Order	CLOSED	Rcvd	WO 155370 Supplied
10	Engine Removal Work Order	CLOSED	Rcvd	WO 170707 Supplied
11	Preservation Work Order & tag at final removal	CLOSED	N/A	N/A
12	ECM Data	CLOSED	Rcvd	See Virgin Australia Installation
13	Daily Oil Consumption logs	CLOSED	Rcvd	See Virgin Australia Installation
14	Engine Work Order Summary	CLOSED	Rcvd	Defect report summary Supplied
15	Scheduled Maintenance Records	CLOSED	Rcvd	See Virgin Australia Installation
16	Unscheduled Maintenance Records	CLOSED	Rcvd	Maintenance Logs Supplied
17	Fan Blade Mapping	CLOSED	N/A	N/A
18	Daily Logs of Eng Flt Hours & Cycles	CLOSED	Rcvd	See Virgin Australia Installation

2nd OPERATOR RECORDS: Virgin Australia Airlines				
Item #	**Documents**	**Status**	**Willis Lease Comments**	**Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd Comments**
19	Statement - Non Incident	PENDING	Template provided for Virgin Australia Airlines Signature	**Completed (awaiting header info and signature approval)**
20	Statement - Combination	PENDING	Template provided for Virgin Australia Airlines Signature	**Completed (awaiting header info and signature approval)**
21	Statement - Install/Removal History	PENDING	Template provided for Virgin Australia Airlines Signature	**Completed (awaiting header info and signature approval)**
22	LLP Status	FINDING	Template provided for Virgin signature as the Disc sheet you provided is missing the following: Missing Thrust Rating Usage breakdowns Missing Mixed Model Remaining Cycles Missing LPT Case details	**Disc Sheet Supplied**
23	AD Status	PENDING	The "detailed print document" you provided is not acceptable to WLFC, therefore we have drafted an AD Status Template for VAA Signature	**Within Detail print supplied**

36	Components Replaced- Certificates	OPEN	Authorized Release Certificates and Installation WO's for each part replaced during the lease HMU P/N 1853M56P14 S/N BECW0406 is currently installed as per VAA documentation, please provide dual release certificate and installation WO for review	
27	Engine Removal Work Order	OPEN		Not performed yet
28	Preservation Work order & tag at final removal	OPEN		Not performed yet
29	ECM Data	CLOSED	data received	Supplied
24	SB / ASB / AOW Status	CLOSED	Rcvd	Within Detail print supplied
25	Engine Conversion Documents	CLOSED	Not performed	N/A
26	Engine Installation Work Order	CLOSED	Rcvd	WO 174713 Supplied
30	Daily Oil Consumption logs	CLOSED	Rcvd	Supplied
31	Engine Work Order Summary	CLOSED	Rcvd	Defect report summary Supplied
32	Scheduled Maintenance Records	CLOSED	Rcvd	Within Detail print supplied
33	Unscheduled Maintenance Records	CLOSED	Rcvd	Maintenance Logs Supplied
34	Fan Blade Mapping	CLOSED	Not performed	N/A
35	Daily Logs of Eng Flt Hours & Cycles	CLOSED	Rcvd	896999 Engine Utilization Report

LEASE RETURN INSPECTION RECORDS FROM ENGINE SHOP (WERC)

Item #	Documents	Status	Willis Lease Comments	Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd& Tigerair Comments
37	FAA/EASA Dual Release Certificate	OPEN	Post Lease Inspection	Not performed yet
38	OEM EHM redelivery report	OPEN	Post Lease Inspection	Not performed yet
39	Borescope Report	OPEN	Post Lease Inspection	Not performed yet
40	C Check / MPD Tasks sign off	OPEN	Post Lease Inspection	Not performed yet
41	Preservation tag	OPEN	Post Lease Inspection	Not performed yet

Status	Meaning/ Definition
OPEN	Document Item has not been provided for review
FINDING	Document Item provided has findings needing amendment or further clarification to the finding.
PENDING	Document Item has been promised in draft form or is in review.
CLOSED	Document Item has been reviewed and accepted, or is Not Applicable (N/A)
RE-OPEN	Document Item requires adjustment due to finding discovered or brought forwards after acceptance.

Willis Lease Finance Corporation
Power to Spare – Worldwide®

RECORDS OPEN ITEMS LIST

ESN:	897193
HEAD LESSEE:	VB LeaseCo Pty Ltd
SUBLESSEE:	Virgin Australia Airlines Pty Ltd
Operator:	Virgin Australia Airlines Pty Ltd
REVISION:	2
Last updated:	17/07/2020

NOTE THAT THERE ARE FOUR TABS TO THIS DOCUMENT

OPERATOR RECORDS: Virgin Australia Airlines Pty Ltd				
Item #	**Documents**	**Status**	**Willis Lease Comments**	**Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd Comments**
1	Statement - Non Incident	PENDING	Template provided for Virgin Australia Airlines Signature	**Completed (awaiting header info and signature approval)**
2	Statement - Combination	PENDING	Template provided for Virgin Australia Airlines Signature - Oil Consumption reported on Statement says .24 Qt/Hr. Please amend to .14 Qt/Hr. as depicted on Oil Consumption Chart	**Completed (awaiting header info and signature approval)**
3	Statement- Install/Removal History	PENDING	Template provided for Virgin Australia Airlines Signature	**Completed (awaiting header info and signature approval)**
4	Commercial Trace Statement	PENDING	Template provided for VB LeaseCo Pty Ltd Signature	**Completed (awaiting header info and signature approval)**
5	LLP Status	FINDING	Template provided for Virgin signature as the Disc sheet you provided is missing the following: Missing Thrust Rating Usage breakdowns Missing Mixed Model Remaining Cycles Missing LPT Case details	**Disc Sheet Supplied**
6	AD Status	PENDING	The "detailed print document" you provided is not acceptable to WLFC, therefore we have drafted an AD Status Template for VAA Signature	**Within Detail print supplied**
19	Components Replaced- Certificates	OPEN	Authorized Release Certificates and Installation WO's for each part replaced during the lease	
10	Engine Removal Work Order	OPEN	pending final engine removal	**93864 & 167090**
11	Preservation Work order & tag at final removal	OPEN		**Not performed yet**
12	ECM Data	CLOSED	data received	**Supplied**
7	SB / ASB / AOW Status	CLOSED	Copies of any Work order SB's (If any accomplished)	**Within Detail print supplied**
8	Engine Conversion Documents	CLOSED	If accomplished	**B24 to B26 WO165548 and SMAL 13777**
9	Engine Installation Work Order	CLOSED		**141143 & 167880 & 165548**
13	Daily Oil Consumption logs	CLOSED		**Supplied**
14	Engine Work Order Summary	CLOSED	Tech Logs/ Default / Pilot Reports	**Defect report summary Supplied**
15	Scheduled Maintenance Records	CLOSED	Last Done/Next Due Report.	**Within Detail print supplied**
16	Unscheduled Maintenance Records	CLOSED	copies of any defect Work orders accomplished during the operational period	**Maintenance Logs Supplied**
17	Fan Blade Mapping	CLOSED	If accomplished during their operational period	**N/A**
18	Daily Logs of Eng Flt Hours & Cycles	CLOSED		**897193 Engine Utilization Report**

LEASE RETURN INSPECTION RECORDS FROM ENGINE SHOP (WERC)

Item #	Documents	Status	Willis Lease Comments	Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd& Tigerair Comments
19	FAA/EASA Dual Release Certificate	OPEN	Post Lease Inspection	Not performed yet
20	OEM EHM redelivery report	OPEN	Post Lease Inspection	Not performed yet
21	Borescope Report	OPEN	Post Lease Inspection	Not performed yet
22	C Check / MPD Tasks sign off	OPEN	Post Lease Inspection	Not performed yet
23	Preservation tag	OPEN	Post Lease Inspection	Not performed yet

Status	Meaning/ Definition
OPEN	Document Item has not been provided for review
FINDING	Document Item provided has findings needing amendment or further clarification to the finding.
PENDING	Document Item has been promised in draft form or is in review.
CLOSED	Document Item has been reviewed and accepted, or is Not Applicable (N/A)
RE-OPEN	Document Item requires adjustment due to finding discovered or brought forwards after acceptance

Lee, Veronica

From: Declan Kinnane <dkinnane@willislease.com>
Sent: Friday, 17 July 2020 8:22 PM
To: Darren Dunbier; Chan, Gordon; Boulton, Ian; Garry Failler
Cc: Sparks, Grant; Algeri, Sal; Mohammed, Mukhtader; Steve Chirico; Noel Rogers; Ramazan Uzuner; John Courtney; Susan Jackson; Derych Warner; Bob Matson; Ed O'Loughlin; Vito Labrecque; Brian R. Hole; Dean Poulakidas; Craig W. Welsh; Tucker, Graeme; McCoy, Orla; Glavac, Mikhail; Simon Andersen; Andrew Symons
Subject: RE: Return of WLFC assets from Virgin Australia.
Attachments: WLFC RECORDS OPEN ITEMS list for ESN's 888473, 894902, 896999, 897193 rev2.xlsx

Hi Darren,

Please refer to the attached updated open items list after our review of the latest batch of ECM data that you provided today. This particular item is therefore closed for all four ESN's.

At your earliest convenience could you please provide an update on the signed redelivery statements & status's, as they have yet to be uploaded to your data room for review?

Kind regards,

Declan

Declan Kinnane, Project Manager – Aircraft Technical Services
dkinnane@willislease.com | M: +353 861302328
Willis Lease Finance Corporation – Power to Spare Worldwide®

From: Declan Kinnane <dkinnane@willislease.com>
Sent: 16 July 2020 11:01
To: Darren Dunbier <Darren.Dunbier@virginaustralia.com>; Chan, Gordon <gordchan@deloitte.com.au>; Boulton, Ian <iboulton@deloitte.com.au>; Garry Failler <gfailler@willislease.com>
Cc: Sparks, Grant <gsparks@deloitte.com.au>; Algeri, Sal <saalgeri@deloitte.com.au>; Mohammed, Mukhtader <mukmohammed@deloitte.com.au>; Steve Chirico <schirico@willislease.com>; Noel Rogers <nrogers@willislease.com>; Ramazan Uzuner <ruzuner@willislease.com>; John Courtney <jcourtney@willislease.com>; Susan Jackson <sjackson@willislease.com>; Derych Warner <dwarner@willislease.com>; Bob Matson <bmatson@willislease.com>; Ed O'Loughlin <eoloughlin@willislease.com>; Vito Labrecque <vlabrecque@willislease.com>; Brian R. Hole <bhole@willislease.com>; Dean Poulakidas <dpoulakidas@willislease.com>; Craig W. Welsh <cwelsh@willislease.com>; Tucker, Graeme <gtucker@claytonutz.com>; McCoy, Orla <omccoy@claytonutz.com>; Glavac, Mikhail <mglavac@claytonutz.com>; Simon Andersen <Simon.Andersen@virginaustralia.com>; Andrew

Symons <Andrew.Symons@virginaustralia.com>
Subject: RE: Return of WLFC assets from Virgin Australia.

Hi Darren,

I hope that this mail finds you well.

Firstly, I would like to thank you and the VAA technical team for your assistance so far in gathering the technical records for our assets that are currently on lease with you.
As you can see from the attached open items listing, we have still quite a lot of items that require your attention and action at this time.
It has also come to our attention that you are currently obtaining signing authority on behalf of Tigerair and VAA for the redelivery statements and status's which are detailed on the attached file.
I'm sure you have already seen my previous correspondence where I provided you with statement & status templates for your signature, but I have reattached the subject email again for your convenience.

Also, thank you for the additional ECM data that you provided today for ESN 888473 which is currently under review. We will standby for further notifications of any additional records uploaded to your data room.

Please do let me know if you have any questions at this time.

Kind regards,

Declan

Declan Kinnane, Project Manager – Aircraft Technical Services
dkinnane@willislease.com | M: +353 861302328
Willis Lease Finance Corporation – Power to Spare Worldwide®

From: Declan Kinnane <dkinnane@willislease.com>
Sent: 13 July 2020 09:55
To: Chan, Gordon <gordchan@deloitte.com.au>; Boulton, Ian <iboulton@deloitte.com.au>; Garry Failler <gfailler@willislease.com>
Cc: Sparks, Grant <gsparks@deloitte.com.au>; Algeri, Sal <saalgeri@deloitte.com.au>; Mohammed, Mukhtader <mukmohammed@deloitte.com.au>; Darren Dunbier <Darren.Dunbier@virginaustralia.com>; Steve Chirico <schirico@willislease.com>; Noel Rogers <nrogers@willislease.com>; Ramazan Uzuner <ruzuner@willislease.com>; John Courtney <jcourtney@willislease.com>; Susan Jackson <sjackson@willislease.com>; Derych Warner <dwarner@willislease.com>; Bob Matson <bmatson@willislease.com>; Ed O'Loughlin <eoloughlin@willislease.com>; Vito Labrecque <vlabrecque@willislease.com>; Brian R. Hole <bhole@willislease.com>; Dean Poulakidas <dpoulakidas@willislease.com>; Craig W. Welsh <cwelsh@willislease.com>; Tucker, Graeme <gtucker@claytonutz.com>; McCoy, Orla <omccoy@claytonutz.com>; Glavac, Mikhail <mglavac@claytonutz.com>; Simon Andersen <Simon.Andersen@virginaustralia.com>; Andrew

Symons <Andrew.Symons@virginaustralia.com>
Subject: RE: Return of WLFC assets from Virgin Australia.

Hi Gordan,

Thank you for your recent mail.

We will be in touch with you shortly to address the points that you have made on your latest correspondence.
In the meantime when any additional technical documentation becomes available, please do let me know when it has been uploaded to your secured data room for review.

We appreciate your continued support with the records open items list.

Kind regards,

Declan Kinnane, Project Manager – Aircraft Technical Services
dkinnane@willislease.com | M: +353 861302328
Willis Lease Finance Corporation – Power to Spare Worldwide®

From: Chan, Gordon <gordchan@deloitte.com.au>
Sent: 13 July 2020 06:57
To: Declan Kinnane <dkinnane@willislease.com>; Boulton, Ian <iboulton@deloitte.com.au>; Garry Failler <gfailler@willislease.com>
Cc: Sparks, Grant <gsparks@deloitte.com.au>; Algeri, Sal <saalgeri@deloitte.com.au>; Mohammed, Mukhtader <mukmohammed@deloitte.com.au>; Darren Dunbier <Darren.Dunbier@virginaustralia.com>; Steve Chirico <schirico@willislease.com>; Noel Rogers <nrogers@willislease.com>; Ramazan Uzuner <ruzuner@willislease.com>; John Courtney <jcourtney@willislease.com>; Susan Jackson <sjackson@willislease.com>; Derych Warner <dwarner@willislease.com>; Bob Matson <bmatson@willislease.com>; Ed O'Loughlin <eoloughlin@willislease.com>; Vito Labrecque <vlabrecque@willislease.com>; Brian R. Hole <bhole@willislease.com>; Dean Poulakidas <dpoulakidas@willislease.com>; Craig W. Welsh <cwelsh@willislease.com>; Tucker, Graeme <gtucker@claytonutz.com>; McCoy, Orla <omccoy@claytonutz.com>; Glavac, Mikhail <mglavac@claytonutz.com>; Simon Andersen <Simon.Andersen@virginaustralia.com>; Andrew Symons <Andrew.Symons@virginaustralia.com>
Subject: RE:Return of WLFC assets from Virgin Australia.

Good afternoon Declan

Thank you for the below information.

Your email has highlighted a potential misunderstanding – the provision of information to you in response to your requests, will not be, and under Australian law as it presently stands is not required to be, in accordance with the redelivery conditions contained in the relevant lease document(s).

We have undertaken our best endeavours to provide you with your requested information as a gesture of goodwill. However, signed/certified documents are outside of the limit of what the Administrators are willing or legally obliged to provide at the present time.

In addition, we are happy to offer our assistance to arrange for engine shop inspections, however it will be at your request and at your cost.

Our offer remains open to arrange for a call to agree a way forward.

We appreciate your understanding of the above, and will come back to you with the balance of information requested shortly.

Regards

Gordon

Gordon Chan
Director | Restructuring Services
Deloitte Financial Advisory
Eclipse Tower, 60 Station Street, Parramatta NSW 2150
D: +61 2 9840 7983 | M: +61 416 296 607
gordchan@deloitte.com.au | www.deloitte.com.au

Deloitte.

From: Declan Kinnane <dkinnane@willislease.com>
Sent: Friday, 10 July 2020 6:18 PM
To: Chan, Gordon <gordchan@deloitte.com.au>; Boulton, Ian <iboulton@deloitte.com.au>; Garry Failler <gfailler@willislease.com>
Cc: Sparks, Grant <gsparks@deloitte.com.au>; Algeri, Sal <saalgeri@deloitte.com.au>; Mohammed, Mukhtader <mukmohammed@deloitte.com.au>; Darren Dunbier <Darren.Dunbier@virginaustralia.com>; Steve Chirico <schirico@willislease.com>; Noel Rogers <nrogers@willislease.com>; Ramazan Uzuner <ruzuner@willislease.com>; John Courtney <jcourtney@willislease.com>; Susan Jackson <sjackson@willislease.com>; Derych Warner <dwarner@willislease.com>; Bob Matson <bmatson@willislease.com>; Ed O'Loughlin <eoloughlin@willislease.com>; Vito Labrecque <vlabrecque@willislease.com>; Brian R. Hole <bhole@willislease.com>; Dean Poulakidas <dpoulakidas@willislease.com>; Craig W. Welsh <cwelsh@willislease.com>; Tucker, Graeme <gtucker@claytonutz.com>; McCoy, Orla <omccoy@claytonutz.com>; Glavac, Mikhail <mglavac@claytonutz.com>; Simon Andersen <Simon.Andersen@virginaustralia.com>; Andrew Symons <Andrew.Symons@virginaustralia.com>
Subject: [EXT]RE: Return of WLFC assets from Virgin Australia.

Hi Gordan,

Thank you for the below update. We will standby for your team to gather the required documentation for the remaining open items.

Also, in relation to your comment below on the operators “TRAX” system issue. We have already assisted you in providing you with LLP status templates for the relevant operator to sign. These templates already include mixed model remaining cycle calculations, historical thrust rating usage & tracking of the LPT case.
Regardless of whether the operators system is not tracking each relevant thrust rating or any particular LLP appropriately, one of the redelivery conditions is that the operator must provide a signed LLP status including all of the items discussed above.
Please refer to the attached email which includes the templates for signature.

Please do let me know once any additional paperwork has been uploaded to your secured data room for review.

Kind regards,

Declan Kinnane, Project Manager – Aircraft Technical Services
dkinnane@willislease.com | M: +353 861302328
Willis Lease Finance Corporation – Power to Spare Worldwide®

Lee, Veronica

From: Derych Warner <dwarner@willislease.com>
Sent: Wednesday, 22 July 2020 12:17 PM
To: Derych Warner
Subject: FW: Virgin Australia Airlines

Begin forwarded message:

Derych Warner, Senior Manager, Customer Liaison
dwarner@willislease.com | D: +1 (858) 812-9763 | M: +1 (858) 337-8311 | IP: 29763
Willis Lease Finance Corporation – Power to Spare Worldwide®

From: "Boulton, Ian" <iboulton@deloitte.com.au>
Date: 19 July 2020 at 14:13:01 IST
To: Declan Kinnane <DKinnane@willislease.com>, Garry Failler <gfailler@willislease.com>
Cc: "Chan, Gordon" <gordchan@deloitte.com.au>, "Sparks, Grant" <gsparks@deloitte.com.au>, "Algeri, Sal" <saalgeri@deloitte.com.au>, "McCoy, Orla" <omccoy@claytonutz.com>, "Glavac, Mikhail" <mglavac@claytonutz.com>, "Tucker, Graeme" <gtucker@claytonutz.com>, "Gardner, Tom" <tgardner@claytonutz.com>, Darren Dunbier <Darren.Dunbier@virginaustralia.com>, Andrew Symons <Andrew.Symons@virginaustralia.com>, Dean Poulakidas <dpoulakidas@willislease.com>
Subject: RE: Virgin Australia Airlines

Good evening Garry and Declan

We understand from Declan's email of 8.25pm on 17 July 2020 (Sydney time), that Willis now accepts that it has received all relevant Engine Records, other than *signed* redelivery statements and status statements (Statements). While we appreciate your desire to have access to the full suite of Engine Records (and other property) without incurring any costs, and while we have endeavoured to facilitate your requests, the commencement of the proceedings by Willis, and the clear impasse in relation to the scope of the Administrators' obligation to "give possession" of Willis' property, means that it is not appropriate for the Administrators to expose themselves, and the lessee companies, to any potential risk by providing signed Statements at this time. Provision of the signed Statements, and the appropriate limitation of liability and release language which should be incorporated into any such Statements, are matters which can, and should, be dealt with by the Court.

Noting that there have been multiple exchanges of correspondence in relation to the location and status of Willis' leased property, the intention of this email is to summarise in one place the present position, as well as the previous correspondence, relating to the four Engines and the ancillary equipment, being the complete Engine Stands and Cradles and the Engine Records.

Engines

The Engine status and location remains per the previous advice, summarised in the below table:

Reg No	MSN	Manufacturer	Aircraft type	Aircraft owner	Engine	Engine type	Operator	Activity	Parking location	Parking date
VH-VOT	33801	The Boeing Company	737 NG 800	Bocomm Leasing	896999	CFM56-7B24/3	Virgin Australia Airlines Pty Ltd	Parking	Melbourne airport	2 April 2020
VH-VUT	36608	The Boeing Company	737 NG 800	DAE Capital	897193	CFM56-7B24/3	Virgin Australia Airlines Pty Ltd	Parking	Adelaide airport	6 April 2020
VH-VOY	33996	The Boeing Company	737 NG 800	Bocomm Leasing	888473	CFM56-7B26/3	Tiger Airways Australia Pty Ltd	Parking	Melbourne airport	2 April 2020
VH-VUA	33997	The Boeing Company	737 NG 800	Bocomm Leasing	894902	CFM56-7B24/3	Virgin Australia Airlines Pty Ltd	Parking	Melbourne airport	7 April 2020

I confirm that no aircraft has been used or relocated during the administration to date, and that the only use of the engines during the Administration period has been for the purposes of maintenance in accordance with the aircraft MPD. I attach photographs from May of this year of the 3 aircraft referred to above which have been parked at Melbourne Airport. These photographs were taken to provide the relevant lessor of the aircraft evidence that maintenance is being undertaken on those aircraft. I do not have a photograph of VUT in Adelaide. Should you desire, arrangements can be made for inspections of those engines by Willis or Willis' delegates.

I confirm that per the previous advice of Gordon Chan, insurance coverage over the four Engines has been maintained by the Administrators, per the attached letter from Arthur J. Gallagher Limited.

Also, as previously relayed to you, we have been in contact with both Bocomm Leasing and DAE Capital to provide a notification of a potential upcoming engine removal from their aircraft, relating to the Willis engines. In addition, Virgin Australia has, in anticipation of engine removals once the impasse as to the costs allocation of the exercise has been resolved by the Court, begun undertaking the planning for the process of removal, preparation and transport of the Engines.

We remain open to having full and frank discussions with Willis on how to proceed with removing the Engines from the above aircraft, preparing the engines for transport in appropriate stands and having the Engines transported to the location of Willis' choosing – be it through the use of Virgin Tech or a CASA approved provider under the supervision of Virgin Tech. This is with the firm caveat that any costs involved in undertaking the engine removal, preparation for transport, and transport is borne by Willis.

Engine Stands and Cradles

The Engine Stands and Cradles remain at the locations previously advised:

Engine	Engine stand location

896999	Melbourne airport
897193	Delta, Atlanta
888473	Delta, Atlanta
894902	Melbourne airport

I attach again for your records and satisfaction, the photographs of your Engine Stands and Cradles provided to us by Delta TechOps and/or Virgin Tech respectively.

Engine Records

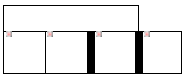
Per your original request and direction, and Declan's subsequent request and clarification thereof, all Engine Records have been uploaded to the Ansarada Secure Data Room. Willis received access to the first batch of Engine Records via the Secure Data Room on 8 July 2020, and access to the subsequent batch of Engine Records was provided on 15 July 2020.

The Administrators' position is, as stated above, that the Statements will not be signed by Andy Symons, Darren Dunbier, Robin Furber or any other Virgin team member until the issues in the proceedings have been determined, or appropriate legal advice has been received that the signing and certification of such Statements does not impose any ongoing or future liability, risk or obligation on the behalf of the Administrators. Your Australian solicitors should be able to advise you of the aspects of Australian insolvency law which make this position adopted by the Administrators a prudent, and entirely conventional, one.

Again, we remain open to dialogue with Willis to resolve the impasse in a commercially reasonable manner (noting, of course, that Willis is dealing with companies in insolvent external administration), so please do not hesitate to reach out to Gordon Chan or myself should you wish to discuss the above, or any other matter relating to your Engines.

Regards

Ian Boulton
Deloitte Financial Advisory Pty Ltd
Deloitte
Level 23, Riverside Centre, 123 Eagle Street, Brisbane QLD 4000
Tel/Direct: (07) 3308 1428 | Fax: (07) 3308 7002



Reg No	MSN	Manufacturer	Aircraft type	Aircraft owner	Engine	Engine type	Operator	Activity	Parking location	Parking date
VH-VOT	33801	The Boeing Company	737 NG 800	Bocomm Leasing	896999	CFM 56-7B24/3	Virgin Australia Airlines Pty Ltd	Parking	Melbourne airport	2 April 2020
VH-VUT	36608	The Boeing Company	737 NG 800	DAE Capital	897193	CFM 56-7B24/3	Virgin Australia Airlines Pty Ltd	Parking	Adelaide airport	6 April 2020
VH-VOY	33996	The Boeing Company	737 NG 800	Bocomm Leasing	888473	CFM 56-7B26/3	Tiger Airways Australia Pty Ltd	Parking	Melbourne airport	2 April 2020
VH-VUA	33997	The Boeing Company	737 NG 800	Bocomm Leasing	894902	CFM 56-7B24/3	Virgin Australia Airlines Pty Ltd	Parking	Melbourne airport	7 April 2020

To be printed on Tigerair Australia letterhead

ENGINE CERTIFICATION

This statement certifies that Engine CFM56-7B26 serial number 888473, has not been involved in an incident or accident, major failure, or fire, nor has the Engine or the parts installed thereon, been immersed in salt water or exposed to corrosive agents outside normal operation, been subjected to extreme stress or heat nor been obtained from any Government, Military or Unapproved Source while Leased and/or Operated by Tigerair Australia, and in the case of a part installed on the engine while Leased and/or Operated by Tigerair Australia, has not been subjected to, or removed from an engine that has been involved in an incident or accident, major failure, or fire, or has been subjected to extreme stress or heat nor been obtained from any Government, Military or Unapproved Source.

No Non-OEM Approved Repairs were performed on the Engine or its installed QEC
No Non-OEM approved PMA parts were installed and/or or incorporated on the Engine or its installed QEC

Engine status at time of Delivery to Tigerair Australia:

Engine Total Time: 49,263.58 Engine Total Cycles: 41,644 Date: August 28th, 2019

Engine status at time of Cease of operation & Redelivery to Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd:

Engine Total Time: 50,975.10 Engine Total Cycles: 42,633 Date: 1 July 2020

Company: _____

Signature: _____

Name: _____

Title: _____

Date: _____

(Note - This document should be certified by an authorized person in QA or Engineering)

ESN: 888473

Model/Type(Mark):	**CFM56-7B24**	**Data at Date:**	**8 July 2020**
Current Power Rating:	**7B26**	**TSN:**	**50,975.10**
		CSN:	**42,633**

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	**SB Ref/Related Info**	**Title**	**Effective Date**	**Supersedure**	**Tracked Component**	**Status**		**Status**		
98-14-51 DGAC 98-259(B)R1	72-132, 72-130	Check the AGB and TGB magnetic chip detectors for abnormal magnetic particles	01 Oct 98	Supersedes: T98-14-51		N/A		N/A		SB 72-0130R1 N/A & 72-0132 N/A to ESN 888473 AGB Installed p/n 340-046-509-0 s/n WQ3945
T98-14-51	72-132, 72-130	Check the AGB and TGB magnetic chip detectors (MCD) for abnormal magnetic particles.	02 Jul 98	Superseded By: 98-14-51 DGAC 98-259(B)R1		N/A		N/A		Superseded by AD 98-14-51
T98-18-51		To prevent an uncommanded engine acceleration event inspect for the presence of engine EEC fault messages for both engines	28 Aug 98	Superseded By: 98-21-23 DGAC 98-350(B)R2		N/A		N/A		Superseded by AD 98-21-23
98-19-20 DGAC 98-162(B)R1	73-016R2	To prevent failure of the HMU overspeed governor (OSG) spool shaft valve inspect the HMU p/n 1853M56P04 (Allied Signal p/n 442008) and 1853M56P05 (Allied Signal p/n 442026)	07 Oct 98			N/A		N/A		SB 73-0016R2 N/A to HMU p/n 1853M56P15 (p/n 442652) s/n BAMW5239MFR installed
98-21-11 (Airframe)		To prevent failure of the APU or engine fire detection system to detect a fire in a timely manner, replace affected fire detectors having serial numbers noted in AD	21 Oct 98			N/A		N/A		N/A to Fire Detectors installed: LWR - p/n S332T100-30 s/n 3194 RH - p/n 902018-01 s/n 5577 LH - p/n 902862 s/n 5165 UPR - p/n S332T100-44 s/n 1251
98-21-23 DGAC 98-350(B)R2	73-A024, AOW 98/CFM56/312R1	To prevent an uncommanded engine acceleration event inspect for the presence of engine EEC fault messages for both engines.	02 Nov 98	Supersedes: T98-18-51		N/A		N/A		N/A to ECU software p/n 2044M25P19 (7.B.W2F3) installed
2000-12-01 DGAC 2000-294-IMP(B)		To prevent critical life limited rotating engine part failure	11 Dec 00	Supersedes: 99-08-16 Superseded By: 2002-13-03 DGAC 2002-390-IMP(B)		N/A		N/A		Superseded by AD 2002-13-03
2001-02-12 DGAC 2001-057(B)	75-0005	To prevent air leakage from incorrectly torqued fittings of the PS3 pressure line	14 Feb 01			N/A		N/A		N/A to ESN 888473

Airworthiness Directive Status Report

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	**SB Ref/Related Info**	**Title**	**Effective Date**	**Supersedure**	**Tracked Component**	**Status**		**Status**		
2001-11-05 DGAC 2001-240(B)		To prevent #4 Bearing failures. Applicable to installed P/N 305-355-717-0 only.	11 Jun 01			N/A		N/A		N/A to ESN 888473 and #4 Roller Bearing p/n 335-352-303-0 s/n DE834272 installed
2002-13-03 DGAC 2002-390-IMP(B)		To prevent critical life-limited rotating engine part failure.	01 Aug 02	Supersedes: 2000-12-01 DGAC 2000-294-IMP(B)		Complied With	Date: 30 Jul 15 ETT: 40,482.00 ETC: 35,619	Perform at next piece-part exposure		The following LLPs were installed new at MTU W/O 53.322.400 on 30/Jul/2015: - Spool Booster - p/n 340-000-816-0 s/n PA801721 Shaft CPRSR Rotor - p/n 1386M56P03 s/n NCU22941 Spool Assy CPRSR Stg 1&2 - p/n 1558M31G07 s/n GWN0WDJF Disk STG 3 - p/n 2116M23P01 s/n XAEDU678 Spool Compressor Rotor 4-9 - p/n 2048M20G04 s/n GWN0W9CG Seal Rotating Air Rear - p/n 2116M25P01 s/n GFF5J1N6 Shaft HPT Rotor Front - p/n 2048M21P03 s/n XAEEJ269 Seal Rotating Air HPT Front - p/n 2116M20P02 s/n TMT3T789 Disk HPT Rotor - p/n 1498M43P07 s/n GWN0WA13 Shaft HPT Rear - p/n 1864M90P04 s/n TMTA9132 Disk LPT STG 1 - p/n 336-001-804-0 s/n PC154978 Disk LPT STG 2 - p/n 336-001-909-0 s/n PA753350 Disk LPT STG 3 - p/n 336-002-006-0 s/n PC187016 Disk LPT STG 4 - p/n 336-002-105-0 s/n PC223622 Support RTR LPT - p/n 340-301-702-0 s/n DH768444 Shaft LPT - p/n 340-074-723-0 s/n PC176110 Inspect at next piece-part exposure
2002-14-21 (Airframe)	Boeing 737-73A1011R2	To prevent major fuel leakage due to excessive wear of the quick-disconnect coupling on the fuel hose	21 Aug 02	Supersedes: 99-03-08		N/A		N/A		N/A due to Fuel Supply Hose p/n AE713733-1 s/n T0971 (with B-Nut Connectors) installed
2002-16-18 DGAC 2002-470(B)	72-0241R1	To aid in containment of the LPT rotor in the event of LPT shaft failure	18 Sep 02			N/A		N/A		N/A to STG 2 and STG 3 Nozzle Segments Installed. STG 2 Nozzles Installed p/n 338-109-107-0 9ea p/n 338-109-207-0 8ea p/n 338-109-307-0 1ea STG 3 Nozzles Installed p/n 338-109-704-0 20ea p/n 338-109-804-0 1ea
2003-03-01 (Airframe)	Boeing ASB 737-71A1462R1	To prevent increased structural loads on the aft engine mount	13 Feb 03	Superseded By: 2011-18-10 (Airframe)		N/A		N/A		Superseded by AD 2011-18-10
2003-03-01 (Airframe) Part 1	Boeing ASB 737-71A1462R1	To prevent increased structural loads on the aft engine mount (Inspection and correction of aft engine mounts)	13 Feb 03	Superseded By: 2011-18-10 (Airframe) Part 1		N/A		N/A		Superseded by AD 2011-18-10

Airworthiness Directive Status Report

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	SB Ref/Related Info	Title	Effective Date	Supersedure	Tracked Component	Status		Status		
2003-03-01 (Airframe) Part 2	Boeing ASB 737-71A1462R1	To prevent increased structural loads on the aft engine mount (Mark the hanger fitting and center link)	13 Feb 03	Superseded By: 2011-18-10 (Airframe) Part 2		N/A		N/A		Superseded by AD 2011-18-10
2006-26-01		To prevent the loss of engine thrust that could result in loss of control during takeoff or landing. Do not install certain Western Filter or PTI Technologies fuel filter p/ns.	17 Jan 07			Complied With	Date: 10 Jul 19 ETT: 49,263.58 ETC: 41,644	Review at each fuel filter replacement		C/W at GEES Dallas WO#10926K P/C/W by JES WO# JER4603 Note: Can be accomplished In-Shop or On-Wing
2008-03-09 EASA AD 2007-0104	72-0579R8 (rev date: 1-25-2012)	To prevent failure of the TRF from low-cycle fatigue cracks (LPT rear frame inspection limits)	10 Mar 08		LPT Rotor - LPT Rear Frame 340-166-206-0	Complied With	Date: 16 Jul 18 ETT: 48,750.15 ETC: 41,332 PTT: 48,750.15 PTC: 41,332	Open	ETC: 46,032 PTC: 46,032	C/W by Southwest Airlines LPT Rear Frame p/n 340-166-206-0 s/n LA086164 installed Perform repetitive inspection every 4,700 cycles. If cracks are found, refer to Fig 803 of the AD for re-inspection intervals
2009-11-02		To prevent cracking of the HPC 4-9 spools that Propulsion Technology LLC improperly repaired and returned to service	23 Jun 09		HPC Rotor - HPC Stg 4-9 Spool	N/A		N/A		N/A to HPC STG 4-9 Spool p/n 2048M20G04 s/n GWN0W9CG installed
2010-01-05 EASA AD 2009-0009	72-0579R8 , 72-0558R4	To prevent failure of the LPT rear frame from low-cycle fatigue cracks	18 Feb 10		LPT Rotor - LPT Rear Frame	N/A		N/A		N/A to LPT Rear Frame p/n 340-166-206-0 s/n LA086164 installed
2010-13-09 EASA AD 2009-0270	CFM56-5B SB 72-0733R1, CFM56-7B SB 72-0743R1	To prevent uncontained failure of the LPT stage 3 disk, replace suspect disks p/n 336-002-006-0 having serial numbers referenced in AD	26 Jul 10		LPT Rotor - LPT Stg 3 Disk 336-002-006-0	N/A		N/A		N/A based on ESN 888473 and LPT STG 3 Disk p/n 2116M23P01 s/n PC187016 installed
2011-18-10 (Airframe)	Boeing ASB 737-71A1462R3	To prevent increased structural loads on the aft engine mount	07 Nov 11	Supersedes: 2003-03-01		Complied With	Date: 10 Sep 19 ETT: 49,294.83 ETC: 41,649	Inspect at each engine installation		C/W @ Virgin Australia W/O 168912 AFT Mount p/n 310A2030-17 s/n MRBK3091 installed Inspect Center Link Assembly of Aft Engine Mount for proper installation at each engine installation
2011-18-10 (Airframe) Part 1	Boeing ASB 737-71A1462R3	To prevent increased structural loads on the aft engine mount (Inspection and correction of aft engine mounts)	07 Nov 11	Supersedes: 2003-03-01		Complied With	Date: 10 Sep 19 ETT: 49,294.83 ETC: 41,649	Inspect at each engine installation		C/W @ Virgin Australia W/O 168912 AFT Mount p/n 310A2030-17 s/n MRBK3091 installed Inspect Center Link Assembly of Aft Engine Mount for proper installation at each engine installation
2011-18-10 (Airframe) Part 2	Boeing ASB 737-71A1462R3	To prevent increased structural loads on the aft engine mount (Mark the hanger fitting and center link)	07 Nov 11	Supersedes: 2003-03-01		Complied With	Date: 31 Jul 15 ETT: 40,482.00 ETC: 35,619	Terminated		C/W by MTU Maintenance WO# 5332240088 AFT Mount p/n 310A2030-17 s/n UNK installed AFT Mount is marked properly

Airworthiness Directive Status Report

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	**SB Ref/Related Info**	**Title**	**Effective Date**	**Supersedure**	**Tracked Component**	**Status**		**Status**		
2012-05-02 (Airframe)	Boeing SB 737-78-1082	To detect and correct heat damage to the inner wall of the thrust reversers	10 May 12			N/A		N/A		N/A due to Thrust Reverser is NOT provided Operator is responsible for compliance
2013-08-01 (Airframe)	Boeing SB 737-78-1086R1	To detect and correct damage to the fire seals, perform one-time general visual inspection of the left and right thrust reverser halves	10 Jun 13			N/A		N/A		Thrust Reverser Halves are NOT provided Operator is responsible for compliance
2013-26-01 EASA AD 2012-0209	CFM56-3 SB 72-1129R3, CFM56-7B 72-0564R5, CFM56-7B SB 72-0879R1	To prevent loss of engine oil while in flight, perform repeat inspection of AGB handcranking pad cover and/or replace AGB with an improved AGB	03 Feb 14			Complied With	Date: 31 Jul 15 ETT: 40,482.00 ETC: 35,619	Terminated		C/W SB 72-879 @ MTU Maintenance WO# 5332240088 AGB p/n 340-046-509-0 s/n WQ3945 installed
2013-26-01 EASA AD 2012-0209 par(f)	CFM56-3 SB 72-1129R2, CFM56-7B 72-0564R5, CFM56-7B SB 72-0879R1	To prevent loss of engine oil while in flight, perform repeat inspection of AGB handcranking pad cover	03 Feb 14			Complied With	Date: 31 Jul 15 ETT: 40,482.00 ETC: 35,619	Terminated		C/W SB 72-879 @ MTU Maintenance WO# 5332240088 AGB p/n 340-046-509-0 s/n WQ3945 installed
2013-26-01 EASA AD 2012-0209 par(g)	CFM56-3 SB 72-1129R2, CFM56-7B 72-0564R5, CFM56-7B SB 72-0879R1	To prevent loss of engine oil while in flight, replace AGB with an improved AGB (Terminating Action)	03 Feb 14			Complied With	Date: 31 Jul 15 ETT: 40,482.00 ETC: 35,619	Terminated		C/W SB 72-879 @ MTU Maintenance WO# 5332240088 AGB p/n 340-046-509-0 s/n WQ3945 installed
EASA AD 2014-0130	CFM56-5B TR 05-0223, CFM56-7B TR 05-0163	Time Limits - Engine Stationary Parts - Life Limits / Mandatory Inspections	03 Jun 14			Complied With	Date: 31 Jul 15 ETT: 40,482.00 ETC: 35,619	Terminated		C/W @ MTU Maintenance WO# 5332240088 LPT Frame Assy installed p/n 340-166-206-0 s/n LA086164
2015-04-02 EASA AD 2014-0261	SB 73-0203 SB 73-0204 EASA AD 2014-0261	EEC Software update to 7.B.W	31 Mar 15			Complied With	Date: 31 Jul 15 ETT: 40,482.00 ETC: 35,619	Terminated		C/W @ MTU Maintenance WO# 5332240088 ECU Software installed p/n 2044M25P19
2015-18-04 EASA AD 2015-0133	CFM56-7B SB 72-0964 CFM56-7B SB 72-0965 AOW 15-CFM56-730 - States that 100% of affected gearshafts have been located and removed from service.	Accessory Gearbox Gearshaft - Inspection / replacement of affected 41-tooth AGB gearshaft P/N 335-303-002-0 and 73-tooth AGB gearshaft P/N 335-302-902-0 installed on CFM56-7B engines. Note: From effective date do not install any affected gearshafts identified in appendix 1 & 2 of EASA AD 2015-0133 on any CFM56-3 or CFM56-7B engine.	22 Jul 15			N/A		N/A		N/A to AGB p/n 340-046-509-0 s/n WQ3945 installed N/A to 41-tooth gearshaft s/n UN20659 installed N/A to 73-tooth gearshaft s/n UN10655 installed

Airworthiness Directive Status Report

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	SB Ref/Related Info	Title	Effective Date	Supersedure	Tracked Component	Status		Status		
2018-0071	72-1019 R1 72-1024	Engine - Fan Blades – Inspection	02 Apr 18	Superseded By: 2018-0093-E		N/A		N/A		N/A Superseded by AD 2018-0093-E
2018-0093-E	72-1033 EASA Emergency AD 2018-0093-E AMOC (1 & 2) FAA AD 2018-09-51-E FAA AD 2018-09-51-E (AMOC 1, 2 & 3) FAA AD 22018-09-10	Engine - Fan Blades - Inspection	20 Apr 18	Supersedes: 2018-0071 Superseded By: 2018-0109		N/A		N/A		N/A superseded by AD 2018-0109
2018-0109	72-1033 R1 FAA AD 2018-10-11	Engine - Fan Blades - Inspection	18 May 18	Supersedes: 2018-0093-E Superseded By: 2018-0211		N/A		N/A		N/A - Superseded by 2018-0211
2018-0211	SB 72-1033 R2	Engine - Fan Blades – Inspection	05 Oct 18	Supersedes: 2018-0109 Superseded By: 2019-0018		N/A		N/A		N/A – AD Superseded by 2019-0018
2018-09-10	EASA AD 2018-0093-E FAA AD 2018-09-51-E AMOC to FAA AD 2018-09-10 SB 72-1033	Engine - Fan Blades - Inspection	14 May 18	Superseded By: 2018-10-11		N/A		N/A		N/A - Superseded by FAA AD 2018-10-11
2018-09-51-E	FAA EAD 2018-09-51-E AMOC (1, 2 & 3) EASA EAD 2018-0093 EASA 2018-0093-E AMOC (1 & 2) SB 72-1033	Engine - Fan Blades - Inspection	20 Apr 18			Complied With	Date: 04 Apr 19 ETT: 49,263.58 ETC: 41,644	Terminated		ESN 888473 >30,000 Flight Cycles Fan Blade PN: 340-001-036-0 & 340-001-037-0- Installed C/W by Southwest per SB72-1033
2018-09-51	FAA AD 2018-10-11 FAA EAD 2018-09-51-E EASA AD 2018-0109 SB 72-1033 R1	Engine - Fan Blades - Inspection	07 Jun 18			Complied With	Date: 04 Apr 19 ETT: 49,263.58 ETC: 41,644	Terminated		SB 72-1019 C/W by Southwest in accordance with Work Instruction No. 772-21-21 SB 72-1033 C/W by Southwest
2018-10-11	72-1033 R1 EASA AD 2018-0109	Engine - Fan Blades - Inspection	01 Jun 18	Supersedes: 2018-09-10 Superseded By: 2018-18-01		N/A		N/A		N/A - Replaced by AD 2018-18-01
2018-18-01	EASA AD 2018-0211 SB 72-1033 R2	Engine - Fan Blades - Inspection	16 Oct 18	Supersedes: 2018-10-11 Superseded By: 2018-26-01		N/A		N/A		Superseded by FAA AD 2018-26-01
2018-26-01	72-1033 R3	ATA 72 - Engine - Fan Blades - Inspection	10 Jan 19	Supersedes: 2018-18-01		Complied With	Date: 29 Apr 19 ETT: 49,263.58 ETC: 41,644	Open	ETC: 43,244	C/W At JES Wo.B16809 Fan Blade PN: 340-001-036-0 & PN 340-001-037-0- Installed
2019-0018	Refer to FAA AD 2018-26-01 Refer to SB 72-1033 R3	Engine - Fan Blades – Inspection	13 Feb 19	Supersedes: 2018-0211		Complied With	Date: 29 Apr 19 ETT: 49,263.58 ETC: 41,644	Open	ETC: 43,244	C/W At JES Wo.B16809 Fan Blade PN: 340-001-036-0 & PN 340-001-037-0- Installed
2019-0146	72-1074 R1 (-5B) 72-0794 R1 (-5C) 72-1042 R1 (-7B)	ATA 72 – Engine – Rotating Air High Pressure Turbine Front Seal – Replacement	28 Jun 19	Superseded By: 2019-0150		N/A		N/A		Superseded by AD 2019-0150

Airworthiness Directive Status Report

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	**SB Ref/Related Info**	**Title**	**Effective Date**	**Supersedure**	**Tracked Component**	**Status**		**Status**		
2019-0150	72-1074 R1 (CFM56-5B) 72-0794 R1 (CFM56-5C) 72-1042 R1 (CFM56-7B)	Engine - Rotating Air High Pressure Turbine Front Seal - Replacement	05 Jul 19	Supersedes: 2019-0146 Superseded By: 2020-0007		N/A		N/A		Superseded by AD 2020-0007
2019-12-05	72-1042 R1 (-7B) 72-0794 R1 (-5C) 72-1074 R1 (-5B)	ATA 72 – Engine – Rotating Air High Pressure Turbine Front Seal – Replacement	05 Jul 19			N/A		N/A		N/A to HPT Front Air Seal p/n 2116M20P02 currently installed
2020-0007	72-1074 R2 (CFM56-5B) 72-1042 R2 (CFM56-7B) 72-0794 R2 (CFM56-5C) *AD 2019-0146 | R0* is linked to SB 72-0794 | R1	Engine – Rotating Air High Pressure Turbine Front Seal – Replacement	29 Jan 20	Supersedes: 2019-0150		N/A		N/A		N/A to HPT Front Air Seal p/n 2116M20P02 currently installed
2020-0044	72-0952 R1 (CFM56-5B) 72-0796 R1 (CFM56-5C) 72-1054 R1 (CFM56-7B)	Engine - High-Pressure Turbine Inner Stationary Seal – Inspection	17 Mar 20			N/A		N/A		N/A to p/n 1808M56G01 s/n TRIT3212 currently fitted.

Name: _____

Company: _____

Title: _____

Signature: _____

Date: _____

Approved Maintenance Organization Statement

This statement certifies that Virgin Australia & Virgintech are an EASA and/or FAA approved Aircraft Maintenance Organization and is responsible for the Base and Line Maintenance and record keeping for Tigerair Australia.

Virgin Australia & Virgintech technical documentation is therefore considered to be the equivalent of Tigerair Australia technical documentation generated with respect to such Maintenance and records keeping performed for Boeing aircraft engine CFM56-7B26/3 serial number 888473 covering the following period of the Engine's operation and storage.

Engine status at time of Delivery to Tigerair Australia:

Engine Total Time: 49,263.58 Engine Total Cycles: 41,644 Date: August 28th, 2019

Engine status at time of Cease of operation & Redelivery to Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd:

Engine Total Time: 50,975.10 Engine Total Cycles: 42,633 Date: 1 July 2020

Signature: _____

Name: Click or tap here to enter text.

Title: Click or tap here to enter text.

Company: Click or tap here to enter text.

Date: Click or tap to enter a date.

Please insert Operator's logo

OPERATOR'S COMBINATION STATEMENT

This serves to confirm that during the lease term, operation and redelivery of Engine model CFM56-7B26 serial number 888473 by Tigerair Australia:

1) Engine was removed in Serviceable Condition**:** Yes ☒ No ☐
If No, please provide all documentation associated with troubleshooting/work accomplished at removal

2) The engine and its installed QEC/EBU were delivered in ETOPS configuration and re-delivered in the same modification standard and compliance as when delivered? Yes ☒ No ☐ *If No, please provide supporting documentation*

3) The engine was operated and maintained at an ETOPS Level in accordance with the current OEM manual revision Yes ☒ No ☐ N/A ☐ *If Not an ETOPS Certified Operator mark N/A*

4) Were any Fan Blades replaced during the lease term Yes ☐ No ☒
If yes, please provide supporting documentation

5) Unscheduled Maintenance and/or Inspections were performed during the lease term: Yes ☒ No ☐
If yes, please provide supporting documentation

6) Were any Engine Operating Limitations reached and/or exceeded during lease term? Yes ☐ No ☒
If yes, please provide supporting documentation

7) Did the Engine experience any Abnormal Occurrences during lease term, which includes any exposure to radiation where the engine and/or aircraft it was installed on required decontamination?
Yes ☐ No ☒ *If yes, please provide supporting documentation*

8) Was the Engine ever reported to be operating in an Enhanced Procedures Zone (EPZ) or subject to Volcanic Ash Ingestion during lease term? Yes ☐ No ☒
If yes, please provide rectification documentation

9) Were any Non-OEM Approved Repairs performed on the Engine or its installed QEC?
Yes ☐ No ☒ *If yes, please provide supporting documentation*

10) Were any Non-OEM approved PMA parts installed and/or or incorporated on the Engine or its installed QEC? Yes ☐ No ☒ *If yes, please provide supporting documentation*

11) Were any Non-Type Certificate Holder part(s) or Non-Type Certificate Holder repaired part(s) designated a "Critical Influencing Part" by the respective Engine Type Certificate Holder's "Instructions for Continued Airworthiness" installed on the Engine?
Yes ☐ No ☒ *If Yes provide details and supporting documentation*

12) The Engine was serviced with the following Oil Type(s): Mobil Jet II during the lease term

13) An Oil Analysis report was generated during the lease term. Yes ☐ No ☒
If yes, please provide supporting documentation

14) The Oil Consumption rate was : 0.25 ☒ Quarts/hr ☐ Pints/hr ☐ Liters/hr during the lease term

OPERATOR'S COMBINATION STATEMENT cont'd

15) The Engine was operated using TS-1 Fuels and/or Fuel Additives, this includes but not limited to Kathon FP 1.5 biocide treatment. Yes ☐ No ☒ *If yes, please list fuel and/or additive type and duration/amount*

16) The engine was operated and maintained in accordance with the Engine and Aircraft manufacturer's practices, procedures and approved data and in accordance with the AMM.
Yes ☒ No ☐ *If No provide details and supporting documentation for any Deviations from the Manufacturer's approved data*

Engine status at time of Delivery to Tigerair Australia:

Engine Total Time: 49,263.58 Engine Total Cycles: 41,644 Date: August 28th, 2019

Engine status at time of Cease of Operation & Redelivery to Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd:

Engine Total Time: 50975.10 Engine Total Cycles: 42633 Date: 1 July 2020

Signature: _____

Name: Click or tap here to enter text.

Company: Click or tap here to enter text.

Title: Click or tap here to enter text.

Date: Click or tap to enter a date.

(Note - This document should be certified by an authorized person in QA or Engineering)

To be printed on VB LeaseCo Pty Ltd letterhead

ENGINE COMMERCIAL TRACEABILITY STATEMENT

This statement certifies that Engine Model CFM56-7B26 serial number 888473 had the below status at the time of Lease Commencement to Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd. ESN 888473 was operated by Tigerair Australia and is being redelivered by Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd to Willis Engine Structured Trust III with the following Engine Redelivery status.

Engine status at time of Delivery to Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd:

Engine Total Time: 49,263.58 Engine Total Cycles: 41,644 Date: August 28th, 2019

Engine status at time of Redelivery to Willis Engine Structured Trust III:

Engine Total Time: 50975.10 Engine Total Cycles: 42633 Date: 1 July 2020

Company: _____

Signature: _____

Name: _____

Title: _____

Date: _____

To be printed on Tigerair Australia letterhead

CERTIFICATION OF OPERATOR INSTALLATION AND REMOVAL HISTORY

To Whom It May Concern:

This is to certify that CFM56-7B26, ESN 888473, while operated by Tigerair Australia had the following installation and removal history:

A/C Reg	Pos	TAT	TAC	Engine TSN	Engine CSN	Thrust Rating	Date	Install/Removal
VH-VOY	2	55,216.31	19,891	49,263.58	41,644	7B26	September 11th 2019	Installation
VH-VOY	2	56,928.03	20,880	50,975.10	42,633	7B26	**TBD**	Cease of operation

* As referenced in the Lease Agreement, the above times are noted in decimals

Company: _____

Signature: _____

Name: _____

Title: _____

Date: _____

(Note - This document should be certified by an authorized person in QA or Engineering)

ESN: 888473

General Engine info

Model and type of engine	CFM56-7B24
Current power rating of engine	7B26
Engine at date:	8-Jul-2020
Current TSN of engine:	50,975.10
Current CSN of engine:	42,633

Limiting Part Information

Power Rating	Limiting Part	Cycles Remaining
7B26	LPT Rotor [LPT Rear Frame]	3,399
7B22	LPT Rotor [LPT Rear Frame]	3,399
7B24	LPT Rotor [LPT Rear Frame]	3,399
7B27	LPT Rotor [LPT Rear Frame]	3,399
7B27/3B1	LPT Rotor [LPT Rear Frame]	3,399
3C - Cat A	Fan Rotor [Fan Shaft]	11,359
3C - Cat B	Fan Rotor [Fan Shaft]	11,359

Module Name	Name	Part Number	Serial No	Total Hours	Total Cycles	Cycles Used 7B26	Cycles Used 7B22	Cycles Used 7B24	Cycles Used 7B27	Cycles Limit 7B26	Cycles Limit 7B22	Cycles Limit 7B24	Cycles Limit 7B27	Cycles Remaining 7B26	Cycles Remaining 7B22	Cycles Remaining 7B24	Cycles Remaining 7B27
Fan Rotor	Fan Disk	340-000-490-0	DD654837	32,511.10	21,404	4,073	7,689	9,642	0	30,000	30,000	30,000	30,000	8,596	8,596	8,596	8,596
Fan Rotor	Fan Booster Spool	340-000-816-0	PA801721	10,493.10	7,014	989	1,895	4,130	0	23,600	23,600	23,600	23,600	16,586	16,586	16,586	16,586
Fan Rotor	Fan Shaft	335-006-414-0	DB688355	23,634.10	18,641	989	1,895	4,130	0	30,000	30,000	30,000	30,000	11,359	11,359	11,359	11,359
HPC Rotor	HPC Stg 1-2 Spool	1558M31G07	GWN0WDJF	10,493.10	7,014	989	1,895	4,130	0	20,000	20,000	20,000	20,000	12,986	12,986	12,986	12,986
HPC Rotor	HPC Stg 3 Disk	2116M23P01	XAEDU678	10,493.10	7,014	989	1,895	4,130	0	20,000	20,000	20,000	20,000	12,986	12,986	12,986	12,986
HPC Rotor	HPC Stg 4-9 Spool	2048M20G04	GWN0W9CG	10,493.10	7,014	989	1,895	4,130	0	20,000	20,000	20,000	20,000	12,986	12,986	12,986	12,986
HPC Rotor	HPC Fwd Shaft	1386M56P03	NCU02941	10,493.10	7,014	989	1,895	4,130	0	20,000	20,000	20,000	20,000	12,986	12,986	12,986	12,986
HPC Rotor	HPC CDP Seal	2116M25P01	GFF5J1N6	10,493.10	7,014	989	1,895	4,130	0	20,000	20,000	20,000	20,000	12,986	12,986	12,986	12,986
HPT Rotor	HPT Disk	1498M43P07	GWN0WA13	10,493.10	7,014	989	1,895	4,130	0	20,000	20,000	20,000	20,000	12,986	12,986	12,986	12,986
HPT Rotor	HPT Front Airseal	2116M20P02	TMT37789	10,493.10	7,014	989	1,895	4,130	0	20,000	20,000	20,000	20,000	12,986	12,986	12,986	12,986
HPT Rotor	HPT Front Shaft	2048M21P03	XAEEJ269	10,493.10	7,014	989	1,895	4,130	0	20,000	20,000	20,000	20,000	12,986	12,986	12,986	12,986
HPT Rotor	HPT Rear Shaft	1864M90P04	TMTA9132	10,493.10	7,014	989	1,895	4,130	0	20,000	20,000	20,000	20,000	12,986	12,986	12,986	12,986
LPT Rotor	LPT Stg 1 Disk	336-001-804-0	PC154978	10,493.10	7,014	989	1,895	4,130	0	25,000	25,000	25,000	25,000	17,986	17,986	17,986	17,986
LPT Rotor	LPT Stg 2 Disk	336-001-909-0	PA753350	10,493.10	7,014	989	1,895	4,130	0	25,000	25,000	25,000	25,000	17,986	17,986	17,986	17,986
LPT Rotor	LPT Stg 3 Disk	336-002-006-0	PC187016	10,493.10	7,014	989	1,895	4,130	0	25,000	25,000	25,000	25,000	17,986	17,986	17,986	17,986
LPT Rotor	LPT Stg 4 Disk	336-002-105-0	PC223622	10,493.10	7,014	989	1,895	4,130	0	25,000	25,000	25,000	25,000	17,986	17,986	17,986	17,986
LPT Rotor	LPT Rotor Support	340-301-702-0	DH768444	10,493.10	7,014	989	1,895	4,130	0	25,000	25,000	25,000	25,000	17,986	17,986	17,986	17,986
LPT Rotor	LPT Shaft	340-074-723-0	PC176110	10,493.10	7,014	989	1,895	4,130	0	25,000	25,000	25,000	25,000	17,986	17,986	17,986	17,986
LPT Rotor	LPT Rear Frame	340-166-206-0	LA086164	50,975.10	42,633	989	37,514	4,130	0	46,032	46,032	46,032	46,032	3,399	3,399	3,399	3,399
LPT Rotor	LPT Case	338-117-455-0	DC722577	39,025.10	26,533	989	1,895	4,130	0	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L

Module Name	Name	Part Number	Serial No	Total Hours	Total Cycles	Cycles Used 7B27/3B1	Cycles Used 3C - Cat A	Cycles Used 3C - Cat B	Cycles Limit 7B27/3B1	Cycles Limit 3C - Cat A	Cycles Limit 3C - Cat B	Cycles Remaining 7B27/3B1	Cycles Remaining 3C - Cat A	Cycles Remaining 3C - Cat B
Fan Rotor	Fan Disk	340-000-490-0	DD654837	32,511.10	21,404	0	0	0	30,000	N/A	N/A	8,596	N/A	N/A
Fan Rotor	Fan Booster Spool	340-000-816-0	PA801721	10,493.10	7,014	0	0	0	22,900	N/A	N/A	16,094	N/A	N/A
Fan Rotor	Fan Shaft	335-006-414-0	DB688355	23,634.10	18,641	0	4,947	6,680	30,000	30,000	30,000	11,359	11,359	11,359
HPC Rotor	HPC Stg 1-2 Spool	1558M31G07	GWN0WDJF	10,493.10	7,014	0	0	0	20,000	N/A	N/A	12,986	N/A	N/A
HPC Rotor	HPC Stg 3 Disk	2116M23P01	XAEDU678	10,493.10	7,014	0	0	0	20,000	N/A	N/A	12,986	N/A	N/A
HPC Rotor	HPC Stg 4-9 Spool	2048M20G04	GWN0W9CG	10,493.10	7,014	0	0	0	20,000	N/A	N/A	12,986	N/A	N/A
HPC Rotor	HPC Fwd Shaft	1386M56P03	NCU02941	10,493.10	7,014	0	0	0	20,000	N/A	N/A	12,986	N/A	N/A
HPC Rotor	HPC CDP Seal	2116M25P01	GFF5J1N6	10,493.10	7,014	0	0	0	20,000	N/A	N/A	12,986	N/A	N/A
HPT Rotor	HPT Disk	1498M43P07	GWN0WA13	10,493.10	7,014	0	0	0	20,000	N/A	N/A	12,986	N/A	N/A
HPT Rotor	HPT Front Airseal	2116M20P02	TMT37789	10,493.10	7,014	0	0	0	20,000	N/A	N/A	12,986	N/A	N/A
HPT Rotor	HPT Front Shaft	2048M21P03	XAEEJ269	10,493.10	7,014	0	0	0	20,000	N/A	N/A	12,986	N/A	N/A
HPT Rotor	HPT Rear Shaft	1864M90P04	TMTA9132	10,493.10	7,014	0	0	0	20,000	N/A	N/A	12,986	N/A	N/A
LPT Rotor	LPT Stg 1 Disk	336-001-804-0	PC154978	10,493.10	7,014	0	0	0	25,000	N/A	N/A	17,986	N/A	N/A
LPT Rotor	LPT Stg 2 Disk	336-001-909-0	PA753350	10,493.10	7,014	0	0	0	25,000	N/A	N/A	17,986	N/A	N/A
LPT Rotor	LPT Stg 3 Disk	336-002-006-0	PC187016	10,493.10	7,014	0	0	0	25,000	N/A	N/A	17,986	N/A	N/A
LPT Rotor	LPT Stg 4 Disk	336-002-105-0	PC223622	10,493.10	7,014	0	0	0	25,000	N/A	N/A	17,986	N/A	N/A
LPT Rotor	LPT Rotor Support	340-301-702-0	DH768444	10,493.10	7,014	0	0	0	25,000	N/A	N/A	17,986	N/A	N/A
LPT Rotor	LPT Shaft	340-074-723-0	PC176110	10,493.10	7,014	0	0	0	25,000	N/A	N/A	17,986	N/A	N/A
LPT Rotor	LPT Rear Frame	340-166-206-0	LA086164	50,975.10	42,633	0	0	0	46,032	N/A	N/A	3,399	N/A	N/A
LPT Rotor	LPT Case	338-117-455-0	DC722577	39,025.10	26,533	19,519	0	0	N/L	N/A	N/A	N/L	N/A	N/A

Name: Company: Date

Authorising Signature: Title:

To be printed on Virgin Australia Airlines letterhead

CERTIFICATION OF OPERATOR INSTALLATION AND REMOVAL HISTORY

To Whom It May Concern:

This is to certify that CFM56-7B26/3, ESN 894902, while operated by Virgin Australia Airlines had the following installation and removal history:

A/C Reg	Pos	TAT	TAC	Engine TSN	Engine CSN	Thrust Rating	Date	Install/Removal
VH-VUT	1	28,773.83	17,712	14,396.37	5,096	7B26/3	October 4th 2019	Installation
VH-VUT	1	30,086.92	18,479	15,709.45	5,863	7B26/3	TBD	Cease of operation

*** As referenced in the Lease Agreement, the above times are noted in decimals**

Company: _____

Signature: _____

Name: _____

Title: _____

Date: _____

(Note - This document should be certified by an authorized person in QA or Engineering)

ESN: 894902

General Engine info	
Model and type of engine	CFM56-7B27/3
Current power rating of engine	7B26/3
Engine at date:	2-Jul-2020
Current TSN of engine:	15,709.45
Current CSN of engine:	5,863

Limiting Part Information		
Power Rating	Limiting Part	Cycles Remaining
7B20/3	multiple	14,137
7B24/3	multiple	14,137
7B26/3	multiple	14,137
7B27/3	multiple	14,137

LLP Parts

Module Name	Name	Part Number	Serial No	Total Hours	Total Cycles	Cycles Used 7B20/3	Cycles Used 7B24/3	Cycles Used 7B26/3	Cycles Used 7B27/3	Cycles Limit 7B20/3	Cycles Limit 7B24/3	Cycles Limit 7B26/3	Cycles Limit 7B27/3	Cycles Remaining 7B20/3	Cycles Remaining 7B24/3	Cycles Remaining 7B26/3	Cycles Remaining 7B27/3
Fan Rotor	Fan Disk	340-000-420-0	DD763554	15,709.45	5,863	827	157	4,467	412	30,000	30,000	30,000	30,000	24,137	24,137	24,137	24,137
Fan Rotor	Fan Booster Spool	340-000-816-0	DD975803	15,709.45	5,863	827	157	4,467	412	22,900	22,900	22,900	22,900	17,037	17,037	17,037	17,037
Fan Rotor	Fan Shaft	335-006-414-0	DD935411	15,709.45	5,863	827	157	4,467	412	30,000	30,000	30,000	30,000	24,137	24,137	24,137	24,137
HPC Rotor	HPC Stg 1-2 Spool	1558M31G07	GWN0FTCL	15,709.45	5,863	827	157	4,467	412	20,000	20,000	20,000	20,000	14,137	14,137	14,137	14,137
HPC Rotor	HPC Stg 3 Disk	2116M23P01	XAEK4025	15,709.45	5,863	827	157	4,467	412	20,000	20,000	20,000	20,000	14,137	14,137	14,137	14,137
HPC Rotor	HPC Stg 4-9 Spool	2048M20G03	GWN0FWRR	15,709.45	5,863	827	157	4,467	412	20,000	20,000	20,000	20,000	14,137	14,137	14,137	14,137
HPC Rotor	HPC Fwd Shaft	1386M56P03	GWN0FT4A	15,709.45	5,863	827	157	4,467	412	20,000	20,000	20,000	20,000	14,137	14,137	14,137	14,137
HPC Rotor	HPC CDP Seal	2116M25P01	GFF5DTAM	15,709.45	5,863	827	157	4,467	412	20,000	20,000	20,000	20,000	14,137	14,137	14,137	14,137
HPT Rotor	HPT Disk	1498M43P07	GWN0FRH4	15,709.45	5,863	827	157	4,467	412	20,000	20,000	20,000	20,000	14,137	14,137	14,137	14,137
HPT Rotor	HPT Front Airseal	2116M20P02	GWN0FTC0	15,709.45	5,863	827	157	4,467	412	20,000	20,000	20,000	20,000	14,137	14,137	14,137	14,137
HPT Rotor	HPT Front Shaft	2048M21P03	XAEK5016	15,709.45	5,863	827	157	4,467	412	20,000	20,000	20,000	20,000	14,137	14,137	14,137	14,137
HPT Rotor	HPT Rear Shaft	1864M90P04	TMT4N171	15,709.45	5,863	827	157	4,467	412	20,000	20,000	20,000	20,000	14,137	14,137	14,137	14,137
LPT Rotor	LPT Stg 1 Disk	336-001-804-0	BD021355	15,709.45	5,863	827	157	4,467	412	25,000	25,000	25,000	25,000	19,137	19,137	19,137	19,137
LPT Rotor	LPT Stg 2 Disk	336-001-909-0	BC998705	15,709.45	5,863	827	157	4,467	412	25,000	25,000	25,000	25,000	19,137	19,137	19,137	19,137
LPT Rotor	LPT Stg 3 Disk	336-002-006-0	DD655880	15,709.45	5,863	827	157	4,467	412	25,000	25,000	25,000	25,000	19,137	19,137	19,137	19,137
LPT Rotor	LPT Stg 4 Disk	336-002-105-0	DD935724	15,709.45	5,863	827	157	4,467	412	25,000	25,000	25,000	25,000	19,137	19,137	19,137	19,137
LPT Rotor	LPT Rotor Support	338-077-502-0	BC979758	15,709.45	5,863	827	157	4,467	412	25,000	25,000	25,000	25,000	19,137	19,137	19,137	19,137
LPT Rotor	LPT Shaft	340-074-723-0	DD570630	15,709.45	5,863	827	157	4,467	412	25,000	25,000	25,000	25,000	19,137	19,137	19,137	19,137
LPT Rotor	LPT Rear Frame	340-166-210-0	LA156132	15,709.45	5,863	827	157	4,467	412	25,000	25,000	25,000	25,000	19,137	19,137	19,137	19,137
LPT Rotor	LPT Case	338-117-407-0	DC722804	15,709.45	5,863	827	157	4,467	412	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L

Company

Signature

Name

Title

Date

ESN: 894902

General Engine info	
Model and type of engine	CFM56-7B27/3
Current power rating of engine	7B26/3
Engine at date:	2-Jul-2020
Current TSN of engine:	15,709.45
Current CSN of engine:	5,863

Limiting Part Information		
Power Rating	Limiting Part	Cycles Remaining
7B20/3	multiple	14,137
7B24/3	multiple	14,137
7B26/3	multiple	14,137
7B27/3	multiple	14,137

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ENGINE CERTIFICATION

This statement certifies that Engine CFM56-7B26/3 serial number 894902, has not been involved in an incident or accident, major failure, or fire, nor has the Engine or the parts installed thereon, been immersed in salt water or exposed to corrosive agents outside normal operation, been subjected to extreme stress or heat nor been obtained from any Government, Military or Unapproved Source while Leased and/or Operated by Virgin Australia Airlines Pty Ltd, and in the case of a part installed on the engine while Leased and/or Operated by Virgin Australia Airlines Pty Ltd, has not been subjected to, or removed from an engine that has been involved in an incident or accident, major failure, or fire, or has been subjected to extreme stress or heat nor been obtained from any Government, Military or Unapproved Source.

No Non-OEM Approved Repairs were performed on the Engine or its installed QEC
No Non-OEM approved PMA parts were installed and/or or incorporated on the Engine or its installed QEC

Engine status at time of Delivery to Virgin Australia Airlines Pty Ltd:

Engine Total Time: 14,396.37 Engine Total Cycles: 5,096 Date: September 13th, 2019

Engine status at time of Cease of operation & Redelivery to VB LeaseCo Pty Ltd:

Engine Total Time: 15709.45 Engine Total Cycles: 5863 Date: 2 July 2020

Company: _____

Signature: _____

Name: _____

Title: _____

Date: _____

(Note - This document should be certified by an authorized person in QA or Engineering)

ESN: 894902

Model/Type(Mark):	**CFM56-7B27/3**	**Data at Date:**	**02 July 2020**
Current Power Rating:	**7B26/3**	**TSN:**	**15,709.45**
		CSN:	**5,863**

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	**SB Ref/Related Info**	**Title**	**Effective Date**	**Supersedure**	**Tracked Component**	**Status**		**Status**		
98-14-51 DGAC 98-259(B)R1	72-132, 72-130	Check the AGB and TGB magnetic chip detectors for abnormal magnetic particles	01 Oct 98	Supersedes: T98-14-51		N/A		N/A		N/A to ESN 894902 & AGB PN: 340-046-504-0, SN: WZ1099 installed
T98-14-51	72-132, 72-130	Check the AGB and TGB magnetic chip detectors (MCD) for abnormal magnetic particles.	02 Jul 98	Superseded By: 98-14-51 DGAC 98-259(B)R1		N/A		N/A		N/A - Superseded by AD 98-14-51
T98-18-51		To prevent an uncommanded engine acceleration event inspect for the presence of engine EEC fault messages for both engines	28 Aug 98	Superseded By: 98-21-23 DGAC 98-350(B)R2		N/A		N/A		N/A - Superseded by AD 98-21-23
98-19-20 DGAC 98-162(B)R1	73-016R2	To prevent failure of the HMU overspeed governor (OSG) spool shaft valve inspect the HMU p/n 1853M56P04 (Allied Signal p/n 442008) and 1853M56P05 (Allied Signal p/n 442026)	07 Oct 98			N/A		N/A		N/A to HMU PN: 442653, SN: BECW5465 installed
98-21-11 (Airframe)		To prevent failure of the APU or engine fire detection system to detect a fire in a timely manner, replace affected fire detectors having serial numbers noted in AD	21 Oct 98			N/A		N/A		N/A to Fire Detectors: Left Core PN: 902862, SN: 7027; Right Core PN: 902018-01, SN: 6931; Upper Fan PN: 902864, SN: 6458; Lower Fan PN: 902016-01, SN: 6751 installed.
98-21-23 DGAC 98-350(B)R2	73-A024, AOW 98/CFM56/312R1	To prevent an uncommanded engine acceleration event inspect for the presence of engine EEC fault messages for both engines.	02 Nov 98	Supersedes: T98-18-51		N/A		N/A		N/A to EEC Software PN: 2044M25P19, Version 7.B.W2F3 (7E6A) installed
2000-12-01 DGAC 2000-294-IMP(B)		To prevent critical life limited rotating engine part failure	11 Dec 00	Supersedes: 99-08-16 Superseded By: 2002-13-03 DGAC 2002-390-IMP(B)		N/A		N/A		N/A - Superseded by AD 2002-13-03
2001-02-12 DGAC 2001-057(B)	75-0005	To prevent air leakage from incorrectly torqued fittings of the PS3 pressure line	14 Feb 01			N/A		N/A		N/A to ESN 894902

Airworthiness Directive Status Report

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	**SB Ref/Related Info**	**Title**	**Effective Date**	**Supersedure**	**Tracked Component**	**Status**		**Status**		
2010-13-09 EASA AD 2009-0270	CFM56-5B SB 72-0733R1, CFM56-7B SB 72-0743R1	To prevent uncontained failure of the LPT stage 3 disk, replace suspect disks p/n 336-002-006-0 having serial numbers referenced in AD	26 Jul 10		LPT Rotor - LPT Stg 3 Disk 336-002-006-0	N/A		N/A		N/A to LPT Stg. 3 Disk PN: 336-002-006-0, SN: DD655880 installed
2011-18-10 (Airframe)	Boeing ASB 737-71A1462R3	To prevent increased structural loads on the aft engine mount	07 Nov 11	Supersedes: 2003-03-01		Complied With	Date: 04 Oct 19 ETT: 14,396.37 ETC: 5,096	Open		C/W @ Virgin Australia W/O 168912 Aft Mount PN: 310A2031-25, SN: B5826Y installed Inspect Center Link Assembly of Engine Aft Mount for proper installation at each engine installation
2011-18-10 (Airframe) Part 2	Boeing ASB 737-71A1462R3	To prevent increased structural loads on the aft engine mount (Mark the hanger fitting and center link)	07 Nov 11	Supersedes: 2003-03-01		Complied With	Date: 05 May 17 ETT: 10,765.95 ETC: 3,817	Terminated		C/W by KLM on WO #7B/0313401 Aft Mount PN: 310A2031-25, SN: B5826Y installed Inspect Center Link Assembly of Engine Aft Mount for proper installation at each engine installation
2011-18-10 (Airframe) Part 1	Boeing ASB 737-71A1462R3	To prevent increased structural loads on the aft engine mount (Inspection and correction of aft engine mounts)	07 Nov 11	Supersedes: 2003-03-01		Complied With	Date: 04 Oct 19 ETT: 14,396.37 ETC: 5,096	Open		C/W @ Virgin Australia W/O 168912 Aft Mount PN: 310A2031-25, SN: B5826Y installed Inspect Center Link Assembly of Aft Engine Mount for proper installation at each engine installation
2012-05-02 (Airframe)	Boeing SB 737-78-1082	To detect and correct heat damage to the inner wall of the thrust reversers	10 May 12			N/A		N/A		N/A - Thrust Reverser not provided Operator responsible for compliance
2013-08-01 (Airframe)	Boeing SB 737-78-1086R1	To detect and correct damage to the fire seals, perform one-time general visual inspection of the left and right thrust reverser halves	10 Jun 13			N/A		N/A		N/A - Thrust Reverser not provided Operator responsible for compliance
2013-26-01 EASA AD 2012-0209	CFM56-3 SB 72-1129R3, CFM56-7B 72-0564R5, CFM56-7B SB 72-0879R1	To prevent loss of engine oil while in flight, perform repeat inspection of AGB handcranking pad cover and/or replace AGB with an improved AGB	03 Feb 14			Complied With	Date: 13 Apr 18 ETT: 12,069.50 ETC: 4,327	Open		C/W by WAML WO# WP10119 AGB PN: 340-046-504-0, SN: WZ1099 installed After any maintenance that involves the removal and re-installation of the AGB handracking cover, perform an independent inspection to verify re-installation of the AGB handcracking pad cover Terminating action to the inspection requirement of par(f): Replace the AGB with an AGB that is not listed in par(c). (Install AGB PN 340-046-508-0 or PN 340-046-509-0 IAW SB 72-0564R3 or SB 72-0879R1)

Airworthiness Directive Status Report

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	SB Ref/Related Info	Title	Effective Date	Supersedure	Tracked Component	Status		Status		
2013-26-01 EASA AD 2012-0209 par(f)	CFM56-3 SB 72-1129R2, CFM56-7B 72-0564R5, CFM56-7B SB 72-0879R1	To prevent loss of engine oil while in flight, perform repeat inspection of AGB handcranking pad cover	03 Feb 14			Complied With	Date: 13 Apr 18 ETT: 12,069.50 ETC: 4,327	Open		C/W by WAML WO# WP10119 AGB PN: 340-046-504-0, SN: WZ1099 installed After any maintenance that involves the removal and re-installation of the AGB handcranking cover, perform an independent inspection to verify re-installation of the AGB handcranking pad cover
2013-26-01 EASA AD 2012-0209 par(g)	CFM56-3 SB 72-1129R2, CFM56-7B 72-0564R5, CFM56-7B SB 72-0879R1	To prevent loss of engine oil while in flight, replace AGB with an improved AGB (Terminating Action)	03 Feb 14			Not yet Accomplished		Open		AGB PN: 340-046-504-0, SN: WZ1099 installed Terminating action to the inspection requirement of par(f): Replace the AGB with an AGB that is not listed in par(c). (Install AGB PN 340-046-508-0 or PN 340-046-509-0 IAW SB 72-0564R3 or SB 72-0879R1) NOTE: Reference SBs for industry support claims. Must be submitted within one year of compliance and by December 31, 2016
EASA AD 2014-0130	CFM56-5B TR 05-0223, CFM56-7B TR 05-0163	Time Limits - Engine Stationary Parts - Life Limits / Mandatory Inspections	03 Jun 14			Complied With	Date: 14 Oct 15 ETT: 8,520.00 ETC: 2,840 PTT: 8,520.00 PTC: 2,840	Open		C/W by KLM on WO #7B/0205013 LPT Rear Frame PN: 340-166-210-0, SN: LA156132 installed Engine / LLP has operated at a model configuration (thrust rating) with a life limit. Remaining life is currently calculated per TR 05-0163. Reference LLP Status for life remaining If engine / LLP operates at a model configuration (thrust rating) without a life limit or on condition limit, remaining life must be calculated per TR 05-0163 or later approved revision Review at each thrust rating change
EASA AD 2014-0130	CFM56-5B TR 05-0223, CFM56-7B TR 05-0163	Time Limits - Engine Stationary Parts - Life Limits / Mandatory Inspections	03 Jun 14			Complied With	Date: 14 Oct 15 ETT: 8,520.00 ETC: 2,840 PTT: 8,520.00 PTC: 2,840	Open		C/W by KLM on WO #7B/0205013 LPT Case PN: 338-117-407-0, SN: DC722804 installed Engine / LLP has not operated at a model configuration (thrust rating) with a life limit or on condition limit. Calculation of remaining life is not required If engine / LLP operates at a model configuration (thrust rating) with a life limit or on condition limit, remaining life must be calculated per TR 05-0163 or later approved revision Review at each thrust rating change
2015-04-02 EASA AD 2014-0261	SB 73-0203 SB 73-0204 EASA AD 2014-0261	EEC Software update to 7.B.W	31 Mar 15			Complied With	Date: 26 Jun 19 ETT: 14,396.37 ETC: 5,096	Terminated		C/W - EEC P/N: 2042M67P04 S/N FFFB4986 w/ software P/N 2044M25P19, 7E6A (7.B.W2F3) installed

Airworthiness Directive Status Report

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	SB Ref/Related Info	Title	Effective Date	Supersedure	Tracked Component	Status		Status		
2015-18-04 EASA AD 2015-0133	CFM56-7B SB 72-0964 CFM56-7B SB 72-0965 AOW 15-CFM56-730 - States that 100% of affected gearshafts have been located and removed from service.	Accessory Gearbox Gearshaft - Inspection / replacement of affected 41-tooth AGB gearshaft P/N 335-303-002-0 and 73-tooth AGB gearshaft P/N 335-302-902-0 installed on CFM56-7B engines. Note: From effective date do not install any affected gearshafts identified in appendix 1 & 2 of EASA AD 2015-0133 on any CFM56-3 or CFM56-7B engine.	22 Jul 15			N/A		N/A		N/A to ESN 894902; AGB PN: 340-046-504-0, SN: WZ1099; 41-Tooth Gearshaft PN: 335-303-002-0, SN: EB495982 & 73-Tooth Gearshaft PN: 335-302-902-0, SN: EB491294 installed
2018-0071	72-1019 R1 72-1024	Engine - Fan Blades – Inspection	02 Apr 18	Superseded By: 2018-0093-E		N/A		N/A		N/A - Superseded by AD 2018-0093-E.
2018-0093-E	72-1033 EASA Emergency AD 2018-0093-E AMOC (1 & 2) FAA AD 2018-09-51-E FAA AD 2018-09-51-E (AMOC 1, 2 & 3) FAA AD 22018-09-10	Engine - Fan Blades - Inspection	20 Apr 18	Supersedes: 2018-0071 Superseded By: 2018-0109		N/A		N/A		N/A - Superseded by AD 2018-0109
2018-0109	72-1033 R1 FAA AD 2018-10-11	Engine - Fan Blades - Inspection	18 May 18	Supersedes: 2018-0093-E Superseded By: 2018-0211		N/A		N/A		N/A - Superseded by AD 2018-0211
2018-0211	SB 72-1033 R2	Engine - Fan Blades – Inspection	05 Oct 18	Supersedes: 2018-0109 Superseded By: 2019-0018		N/A		N/A		N/A - Superseded by AD 2019-0018
2018-09-10	EASA AD 2018-0093-E FAA AD 2018-09-51-E AMOC to FAA AD 2018-09-10 SB 72-1033	Engine - Fan Blades - Inspection	14 May 18	Superseded By: 2018-10-11		N/A		N/A		N/A - Superseded by FAA AD 2018-10-11
2018-09-51-E	FAA EAD 2018-09-51-E AMOC (1, 2 & 3) EASA EAD 2018-0093 EASA 2018-0093-E AMOC (1 & 2) SB 72-1033	Engine - Fan Blades - Inspection	20 Apr 18			N/A		N/A		N/A - Engine has not operated more than 30,000 Flight Cycles at issuance of AD 2018-09-51-E
2018-09-51	FAA AD 2018-10-11 FAA EAD 2018-09-51-E EASA AD 2018-0109 SB 72-1033 R1	Engine - Fan Blades - Inspection	07 Jun 18			N/A		N/A		N/A - Engine has not operated more than 30,000 Flight Cycles

Airworthiness Directive Status Report

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	SB Ref/Related Info	Title	Effective Date	Supersedure	Tracked Component	Status		Status		
2001-11-05 DGAC 2001-240(B)		To prevent #4 Bearing failures. Applicable to installed P/N 305-355-717-0 only.	11 Jun 01			N/A		N/A		N/A to ESN 894902 & #4 Roller Bearing PN: 305-355-718-0, SN: DD567100 installed
2002-13-03 DGAC 2002-390-IMP(B)		To prevent critical life-limited rotating engine part failure.	01 Aug 02	Supersedes: 2000-12-01 DGAC 2000-294-IMP(B)		Not yet Accomplished		Open		Inspect at next piece-part exposure
2002-14-21 (Airframe)	Boeing 737-73A1011R2	To prevent major fuel leakage due to excessive wear of the quick-disconnect coupling on the fuel hose	21 Aug 02	Supersedes: 99-03-08		N/A		N/A		N/A - Fuel Supply Hose PN: AE713733-1 (with B-nut connectors) installed
2002-16-18 DGAC 2002-470(B)	72-0241R1	To aid in containment of the LPT rotor in the event of LPT shaft failure	18 Sep 02			N/A		N/A		N/A per EDS dated 9/18/2007
2003-03-01 (Airframe)	Boeing ASB 737-71A1462R1	To prevent increased structural loads on the aft engine mount	13 Feb 03	Superseded By: 2011-18-10 (Airframe)		N/A		N/A		N/A - Superseded by AD 2011-18-10
2003-03-01 (Airframe) Part 1	Boeing ASB 737-71A1462R1	To prevent increased structural loads on the aft engine mount (Inspection and correction of aft engine mounts)	13 Feb 03	Superseded By: 2011-18-10 (Airframe) Part 1		N/A		N/A		N/A - Superseded by AD 2011-18-10
2003-03-01 (Airframe) Part 2	Boeing ASB 737-71A1462R1	To prevent increased structural loads on the aft engine mount (Mark the hanger fitting and center link)	13 Feb 03	Superseded By: 2011-18-10 (Airframe) Part 2		N/A		N/A		N/A - Superseded by AD 2011-18-10
2006-26-01		To prevent the loss of engine thrust that could result in loss of control during takeoff or landing. Do not install certain Western Filter or PTI Technologies fuel filter p/ns.	17 Jan 07			Complied With	Date: 18 Jul 19 ETT: 14,396.37 ETC: 5,096	Open		C/W by WAML WO# WP10366 Fuel Filter P/N CA01962B installed At each fuel filter replacement, ensure that PMA fuel filters are NOT used Note: Can be accomplished In-Shop or On-Wing
2008-03-09 EASA AD 2007-0104	72-0579R8 (rev date: 1-25-2012)	To prevent failure of the TRF from low-cycle fatigue cracks (LPT rear frame inspection limits)	10 Mar 08		LPT Rotor - LPT Rear Frame 340-166-210-0	N/A		N/A		N/A to engine model
2009-11-02		To prevent cracking of the HPC 4-9 spools that Propulsion Technology LLC improperly repaired and returned to service	23 Jun 09		HPC Rotor - HPC Stg 4-9 Spool	N/A		N/A		N/A to HPC Stg. 4-9 Spool PN: 2048M20G03, SN: GWN0FWRR installed
2010-01-05 EASA AD 2009-0009	72-0579R8 , 72-0558R4	To prevent failure of the LPT rear frame from low-cycle fatigue cracks	18 Feb 10		LPT Rotor - LPT Rear Frame	N/A		N/A		N/A to LPT Rear Frame PN: 340-166-210-0, SN: LA156132 installed

Airworthiness Directive Status Report

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	SB Ref/Related Info	Title	Effective Date	Supersedure	Tracked Component	Status		Status		
2018-10-11	72-1033 R1 EASA AD 2018-0109	Engine - Fan Blades - Inspection	01 Jun 18	Supersedes: 2018-09-10 Superseded By: 2018-18-01		N/A		N/A		N/A - Replaced by AD 2018-18-01
2018-18-01	EASA AD 2018-0211 SB 72-1033 R2	Engine - Fan Blades - Inspection	16 Oct 18	Supersedes: 2018-10-11 Superseded By: 2018-26-01		N/A		N/A		N/A - Superseded by AD 2018-26-01
2018-26-01	72-1033 R3	ATA 72 - Engine - Fan Blades - Inspection	10 Jan 19	Supersedes: 2018-18-01		Complied With	Date: 12 Jul 19 ETT: 14,396.33 ETC: 5,096	Open	ETC: 17,000	CW @ WAML WO# WP10366 Fan Blade PN installed: 20 x 340-001-026-0 (original from eng manufacture) 02 x 340-001-027-0 02 x 340-001-036-0 C/W SB 72-1033 at WAML WO# WP10366 dated 7/12/2019 on fan blades P/N 340-001-027-0 S/N BB083064-C, P/N 340-001-027-0 S/N BB074609-K. Fan blades installed overhauled at Transavia dated 5/21/2007. TSN/CSN: UNK Fan Blades P/N 340-001-036-0 S/N PC384132-L, P/N 340-001-036-0 S/N PC331389-F installed NEW at Transavia dated 7/30/2016.
2019-0018	Refer to FAA AD 2018-26-01 Refer to SB 72-1033 R3	Engine - Fan Blades – Inspection	13 Feb 19	Supersedes: 2018-0211		Complied With	Date: 12 Jul 19 ETT: 14,396.33 ETC: 5,096	Open	ETC: 6,696	CW @ WAML WO# WP10366 Fan Blade PN installed: 20 x 340-001-026-0 (original from eng manufacture) 02 x 340-001-027-0 02 x 340-001-036-0 C/W SB 72-1033 at WAML WO# WP10366 dated 7/12/2019 on fan blades P/N 340-001-027-0 S/N BB083064-C, P/N 340-001-027-0 S/N BB074609-K. Fan blades installed overhauled at Transavia dated 5/21/2007. TSN/CSN: UNK Fan Blades P/N 340-001-036-0 S/N PC384132-L, P/N 340-001-036-0 S/N PC331389-F installed NEW at Transavia dated 7/30/2016.
2019-0146	72-1074 R1 (-5B) 72-0794 R1 (-5C) 72-1042 R1 (-7B)	ATA 72 – Engine – Rotating Air High Pressure Turbine Front Seal – Replacement	28 Jun 19	Superseded By: 2019-0150		N/A		N/A		N/A - Superseded by AD 2019-0150
2019-0150	72-1074 R1 (CFM56-5B) 72-0794 R1 (CFM56-5C) 72-1042 R1 (CFM56-7B)	Engine - Rotating Air High Pressure Turbine Front Seal - Replacement	05 Jul 19	Supersedes: 2019-0146 Superseded By: 2020-0007		N/A		N/A		N/A - Superseded By AD 2020-0007
2019-12-05	72-1042 R1 (-7B) 72-0794 R1 (-5C) 72-1074 R1 (-5B)	ATA 72 – Engine – Rotating Air High Pressure Turbine Front Seal – Replacement	05 Jul 19			N/A		N/A		N/A to Rotating Air High Pressure Turbine Front Seal P/N 2116M20P02 S/N GWN0FTC0 installed

Airworthiness Directive Status Report

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	**SB Ref/Related Info**	**Title**	**Effective Date**	**Supersedure**	**Tracked Component**	**Status**		**Status**		
2020-0007	72-1074 R2 (CFM56-5B) 72-1042 R2 (CFM56-7B) 72-0794 R2 (CFM56-5C) *AD 2019-0146 | R0* is linked to SB 72-0794 | R1	Engine – Rotating Air High Pressure Turbine Front Seal – Replacement	29 Jan 20	Supersedes: 2019-0150		N/A		N/A		N/A to Rotating Air High Pressure Turbine Front Seal P/N 2116M20P02 S/N GWN0FTC0 installed
2020-0044	72-0952 R1 (CFM56-5B) 72-0796 R1 (CFM56-5C) 72-1054 R1 (CFM56-7B)	Engine - High-Pressure Turbine Inner Stationary Seal – Inspection	17 Mar 20			N/A		N/A		N/A to HPT Inner Stationary Seal P/N 1808M56G01 S/N ALFNB100

Name: _____

Company: _____

Title: _____

Signature: _____

Date: _____

Please insert Virgin Australia Airlines logo

OPERATOR'S COMBINATION STATEMENT

This serves to confirm that during the lease term, operation and redelivery of Engine model CFM56-7B26/3 serial number 894902 by Virgin Australia Airlines:

1) Engine was removed in Serviceable Condition**:** Yes ☒ No ☐
If No, please provide all documentation associated with troubleshooting/work accomplished at removal

2) The engine and its installed QEC/EBU were delivered in ETOPS configuration and re-delivered in the same modification standard and compliance as when delivered? Yes ☒ No ☐ *If No, please provide supporting documentation*

3) The engine was operated and maintained at an ETOPS Level in accordance with the current OEM manual revision Yes ☒ No ☐ N/A ☐ *If Not an ETOPS Certified Operator mark N/A*

4) Were any Fan Blades replaced during the lease term Yes ☐ No ☒
If yes, please provide supporting documentation

5) Unscheduled Maintenance and/or Inspections were performed during the lease term: Yes ☒ No ☐
If yes, please provide supporting documentation

6) Were any Engine Operating Limitations reached and/or exceeded during lease term? Yes ☐ No ☒
If yes, please provide supporting documentation

7) Did the Engine experience any Abnormal Occurrences during lease term, which includes any exposure to radiation where the engine and/or aircraft it was installed on required decontamination?
Yes ☐ No ☒ *If yes, please provide supporting documentation*

8) Was the Engine ever reported to be operating in an Enhanced Procedures Zone (EPZ) or subject to Volcanic Ash Ingestion during lease term? Yes ☐ No ☒
If yes, please provide rectification documentation

9) Were any Non-OEM Approved Repairs performed on the Engine or its installed QEC?
Yes ☐ No ☒ *If yes, please provide supporting documentation*

10) Were any Non-OEM approved PMA parts installed and/or or incorporated on the Engine or its installed QEC? Yes ☐ No ☒ *If yes, please provide supporting documentation*

11) Were any Non-Type Certificate Holder part(s) or Non-Type Certificate Holder repaired part(s) designated a "Critical Influencing Part" by the respective Engine Type Certificate Holder's "Instructions for Continued Airworthiness" installed on the Engine?
Yes ☐ No ☒ *If Yes provide details and supporting documentation*

12) The Engine was serviced with the following Oil Type(s): Mobil Jet II during the lease term

13) An Oil Analysis report was generated during the lease term. Yes ☐ No ☒
If yes, please provide supporting documentation

14) The Oil Consumption rate was : 0.24 ☒ Quarts/hr ☐ Pints/hr ☐ Liters/hr during the lease term

OPERATOR'S COMBINATION STATEMENT cont'd

15) The Engine was operated using TS-1 Fuels and/or Fuel Additives, this includes but not limited to Kathon FP 1.5 biocide treatment. Yes ☐ No ☒ *If yes, please list fuel and/or additive type and duration/amount*

16) The engine was operated and maintained in accordance with the Engine and Aircraft manufacturer's practices, procedures and approved data and in accordance with the AMM.
Yes ☒ No ☐ *If No provide details and supporting documentation for any Deviations from the Manufacturer's approved data*

Engine status at time of Delivery to Virgin Australia Airlines Pty Ltd:

Engine Total Time: 14,396.37 Engine Total Cycles: 5,096 Date: September 13th, 2019

Engine status at time of Cease of operation & Redelivery to VB LeaseCo Pty Ltd:

Engine Total Time: 15709.45 Engine Total Cycles: 5863 Date: 2 July 2020

Signature: _____

Name: Click or tap here to enter text.

Company: Click or tap here to enter text.

Title: Click or tap here to enter text.

Date: Click or tap to enter a date.

(Note - This document should be certified by an authorized person in QA or Engineering)

To be printed on VB LeaseCo Pty Ltd letterhead

ENGINE COMMERCIAL TRACEABILITY STATEMENT

This statement certifies that Engine Model CFM56-7B26/3 serial number 894902 had the below status at the time of Lease Commencement to Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd. ESN 894902 was operated by Virgin Australia Airlines Pty Ltd and is being redelivered by VB LeaseCo Pty Ltd to Willis Engine Structured Trust III with the following Engine Redelivery status.

Engine status at time of Delivery to VB LeaseCo Pty Ltd:

Engine Total Time: 14,396.37 Engine Total Cycles: 5,096 Date: September 13th, 2019

Engine status at time of Redelivery to Willis Engine Structured Trust III:

Engine Total Time: 15,709.45 Engine Total Cycles: 5863 Date: 2 July 2020

Company: _____

Signature: _____

Name: _____

Title: _____

Date: _____

To be printed on Virgin Australia Airlines letterhead

ENGINE CERTIFICATION

This statement certifies that Engine CFM56-7B26/3 serial number 896999, has not been involved in an incident or accident, major failure, or fire, nor has the Engine or the parts installed thereon, been immersed in salt water or exposed to corrosive agents outside normal operation, been subjected to extreme stress or heat nor been obtained from any Government, Military or Unapproved Source while Leased and/or Operated by Virgin Australia Airlines Pty Ltd, and in the case of a part installed on the engine while Leased and/or Operated by Virgin Australia Airlines Pty Ltd, has not been subjected to, or removed from an engine that has been involved in an incident or accident, major failure, or fire, or has been subjected to extreme stress or heat nor been obtained from any Government, Military or Unapproved Source.

No Non-OEM Approved Repairs were performed on the Engine or its installed QEC
No Non-OEM approved PMA parts were installed and/or or incorporated on the Engine or its installed QEC

Engine status at time of Delivery to Virgin Australia Airlines Pty Ltd:

Engine Total Time: 19,251.53 Engine Total Cycles: 8,413 Date: June 14th, 2019

Engine status at time of Cease of Operation & redelivery to VB LeaseCo Pty Ltd:

Engine Total Time: 21823.62 Engine Total Cycles: 9801 Date: 2 July 2020

Company: _____

Signature: _____

Name: _____

Title: _____

Date: _____

(Note - This document should be certified by an authorized person in QA or Engineering)

Airworthiness Directive Status Report

ESN: 896999

Model/Type(Mark):	**CFM56-7B24/3**	**Data at Date:**	**08 Jul 2020**
Current Power Rating:	**7B26/3**	**TSN:**	**21,823.62**
Current Location:	**VH-VOT/Engine 2**	**CSN:**	**9,801**

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	**SB Ref/Related Info**	**Title**	**Effective Date**	**Supersedure**	**Tracked Component**	**Status**		**Status**		
98-14-51 DGAC 98-259(B)R1	72-132, 72-130	Check the AGB and TGB magnetic chip detectors for abnormal magnetic particles	01 Oct 98	Supersedes: T98-14-51		N/A		N/A		N/A to AGB Starter Gearshaft p/n 340-154-301-0, s/n EB596819 installed per EDS dated 3/24/09
T98-14-51	72-132, 72-130	Check the AGB and TGB magnetic chip detectors (MCD) for abnormal magnetic particles.	02 Jul 98	Superseded By: 98-14-51 DGAC 98-259(B)R1		N/A		N/A		N/A - Superseded by AD 98-14-51
T98-18-51		To prevent an uncommanded engine acceleration event inspect for the presence of engine EEC fault messages for both engines	28 Aug 98	Superseded By: 98-21-23 DGAC 98-350(B)R2		N/A		N/A		N/A - Superseded by AD 98-21-23
98-19-20 DGAC 98-162(B)R1	73-016R2	To prevent failure of the HMU overspeed governor (OSG) spool shaft valve inspect the HMU p/n 1853M56P04 (Allied Signal p/n 442008) and 1853M56P05 (Allied Signal p/n 442026)	07 Oct 98			N/A		N/A		N/A to HMU p/n 1853M56P14 s/n BECW0406 installed
98-21-11 (Airframe)		To prevent failure of the APU or engine fire detection system to detect a fire in a timely manner, replace affected fire detectors having serial numbers noted in AD	21 Oct 98			N/A		N/A		N/A to Fire Detectors installed
98-21-23 DGAC 98-350(B)R2	73-A024, AOW 98/CFM56/312R1	To prevent an uncommanded engine acceleration event inspect for the presence of engine EEC fault messages for both engines.	02 Nov 98	Supersedes: T98-18-51		N/A		N/A		N/A to EEC Software p/n 1853M78P39, Version 7.B.W2F2 (7BA5) installed, as per Delta Tech Ops WO #96761-01 installed 13th April 2015.
2000-12-01 DGAC 2000-294-IMP(B)		To prevent critical life limited rotating engine part failure	11 Dec 00	Supersedes: 99-08-16 Superseded By: 2002-13-03 DGAC 2002-390-IMP(B)		N/A		N/A		N/A - Superseded by AD 2002-13-03
2001-02-12 DGAC 2001-057(B)	75-0005	To prevent air leakage from incorrectly torqued fittings of the PS3 pressure line	14 Feb 01			N/A		N/A		N/A to ESN 896999

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	SB Ref/Related Info	Title	Effective Date	Supersedure	Tracked Component	Status		Status		
2001-11-05 DGAC 2001-240(B)		To prevent #4 Bearing failures. Applicable to installed P/N 305-355-717-0 only.	11 Jun 01			N/A		N/A		N/A to ESN 896999 and #4 Roller Bearing p/n 340-167-902-0, s/n DD336148 installed
2002-13-03 DGAC 2002-390-IMP(B)		To prevent critical life-limited rotating engine part failure.	01 Aug 02	Supersedes: 2000-12-01 DGAC 2000-294-IMP(B)		Not yet Accomplished		Open		Inspect at next piece part exposure
2002-14-21 (Airframe)	Boeing 737-73A1011R2	To prevent major fuel leakage due to excessive wear of the quick-disconnect coupling on the fuel hose	21 Aug 02	Supersedes: 99-03-08		N/A		N/A		N/A due to Fuel Supply Hose p/n AE713733-1 (with B-nut connectors) installed
2002-16-18 DGAC 2002-470(B)	72-0241R1	To aid in containment of the LPT rotor in the event of LPT shaft failure	18 Sep 02			N/A		N/A		N/A to LPT Stg 2 Nozzle Segment p/n 338-109-109-0 and p/n 338-109-309-0 and LPT Stg 3 p/n 338-109-704-0 and p/n 338-109-804-0 installed
2003-03-01 (Airframe)	Boeing ASB 737-71A1462R1	To prevent increased structural loads on the aft engine mount	13 Feb 03	Superseded By: 2011-18-10 (Airframe)		N/A		N/A		N/A - Superseded by AD 2011-18-10
2003-03-01 (Airframe) Part 1	Boeing ASB 737-71A1462R1	To prevent increased structural loads on the aft engine mount (Inspection and correction of aft engine mounts)	13 Feb 03	Superseded By: 2011-18-10 (Airframe) Part 1		N/A		N/A		N/A - Superseded by AD 2011-18-10
2003-03-01 (Airframe) Part 2	Boeing ASB 737-71A1462R1	To prevent increased structural loads on the aft engine mount (Mark the hanger fitting and center link)	13 Feb 03	Superseded By: 2011-18-10 (Airframe) Part 2		N/A		N/A		N/A - Superseded by AD 2011-18-10
2006-26-01		To prevent the loss of engine thrust that could result in loss of control during takeoff or landing. Do not install certain Western Filter or PTI Technologies fuel filter p/ns.	17 Jan 07			Complied With	Date: 12 Mar 20 ETT: 21,716.28 ETC: 9,747	Open		C/W at VOZ refer to Maintenance Log# MV755035
2008-03-09 EASA AD 2007-0104	72-0579R8 (rev date: 1-25-2012)	To prevent failure of the TRF from low-cycle fatigue cracks (LPT rear frame inspection limits)	10 Mar 08		LPT Rotor - LPT Rear Frame	N/A		N/A		N/A to LPT Rear Frame p/n 340-166-211-0 s/n DE049945 installed
2009-11-02		To prevent cracking of the HPC 4-9 spools that Propulsion Technology LLC improperly repaired and returned to service	23 Jun 09		HPC Rotor - HPC Stg 4-9 Spool	N/A		N/A		N/A to HPC Stg 4-9 Spool p/n 2048M20G03 s/n GWN0K7KE installed
2010-01-05 EASA AD 2009-0009	72-0579R8 , 72-0558R4	To prevent failure of the LPT rear frame from low-cycle fatigue cracks	18 Feb 10		LPT Rotor - LPT Rear Frame	N/A		N/A		N/A to LPT Rear Frame p/n 340-166-211-0 s/n DE049945 installed

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	SB Ref/Related Info	Title	Effective Date	Supersedure	Tracked Component	Status		Status		
2010-13-09 EASA AD 2009-0270	CFM56-5B SB 72-0733R1, CFM56-7B SB 72-0743R1	To prevent uncontained failure of the LPT stage 3 disk, replace suspect disks p/n 336-002-006-0 having serial numbers referenced in AD	26 Jul 10		LPT Rotor - LPT Stg 3 Disk 336-002-006-0	N/A		N/A		N/A to ESN 896999 and LPT Stg 3 Disk p/n 336-002-006-0 s/n PA212682 installed
2011-18-10 (Airframe)	Boeing ASB 737-71A1462R3	To prevent increased structural loads on the aft engine mount	07 Nov 11	Supersedes: 2003-03-01		Complied With	Date: 08 Feb 20 ETT: 21,439.75 ETC: 9,601	Open		C/W at engine installation per VA WO174713 Aft Mount p/n 310A2030-17 s/n B6095 installed Inspect center link assy of aft engine mount for proper installation at each engine installation.
2011-18-10 (Airframe) Part 2	Boeing ASB 737-71A1462R3	To prevent increased structural loads on the aft engine mount (Mark the hanger fitting and center link)	07 Nov 11	Supersedes: 2003-03-01		Complied With	Date: 26 Mar 09	Terminated		C/W - Verified during QEC installation at Boeing. Mount is properly marked.
2011-18-10 (Airframe) Part 1	Boeing ASB 737-71A1462R3	To prevent increased structural loads on the aft engine mount (Inspection and correction of aft engine mounts)	07 Nov 11	Supersedes: 2003-03-01		Complied With	**Date: 08 Feb 20** **ETT: 21,439.75** **ETC: 9,601**	Open		C/W at engine installation per VA WO174713 Aft Mount p/n 310A2030-17 s/n B6095 installed Inspect center link assy of aft engine mount for proper installation at each engine installation.
2012-05-02 (Airframe)	Boeing SB 737-78-1082	To detect and correct heat damage to the inner wall of the thrust reversers	10 May 12			N/A		N/A		N/A due to Thrust Reverser is NOT provided
2013-08-01 (Airframe)	Boeing SB 737-78-1086R1	To detect and correct damage to the fire seals, perform one-time general visual inspection of the left and right thrust reverser halves	10 Jun 13			N/A		N/A		N/A due to Thrust reverser halves are NOT provided
2013-26-01 EASA AD 2012-0209	CFM56-3 SB 72-1129R3, CFM56-7B 72-0564R5, CFM56-7B SB 72-0879R1	To prevent loss of engine oil while in flight, perform repeat inspection of AGB handcranking pad cover and/or replace AGB with an improved AGB	03 Feb 14			N/A		N/A		N/A to AGB installed PN: 340-046-509-0 SN: WQ1059 - Installed
2013-26-01 EASA AD 2012-0209 par(g)	CFM56-3 SB 72-1129R2, CFM56-7B 72-0564R5, CFM56-7B SB 72-0879R1	To prevent loss of engine oil while in flight, replace AGB with an improved AGB (Terminating Action)	03 Feb 14			Complied With	Date: 31 Jan 18 ETT: 15,827.28 ETC: 6,194	Terminated		SB 72-0879 R5 C/W at StandardAero WO# YM351722 AGB PN: 340-046-509-0 SN: WQ1059 - Installed
2013-26-01 EASA AD 2012-0209 par(f)	CFM56-3 SB 72-1129R2, CFM56-7B 72-0564R5, CFM56-7B SB 72-0879R1	To prevent loss of engine oil while in flight, perform repeat inspection of AGB handcranking pad cover	03 Feb 14			N/A		N/A		N/A to AGB installed PN: 340-046-509-0 SN: WQ1059 - Installed
EASA AD 2014-0130	CFM56-5B TR 05-0223, CFM56-7B TR 05-0163	Time Limits - Engine Stationary Parts - Life Limits / Mandatory Inspections	03 Jun 14			Open		Open		If engine / LLP operates at a model configuration (thrust rating without a life limit or on-condition limit, remaining life must b calculated per TR 05-0223 or later approved revision.

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	SB Ref/Related Info	Title	Effective Date	Supersedure	Tracked Component	Status		Status		
2015-04-02 EASA AD 2014-0261	SB 73-0203 SB 73-0204 EASA AD 2014-0261	EEC Software update to 7.B.W	31 Mar 15			Complied With	Date: 13 Apr 15 ETT: 7,478.15 ETC: 3,161	Terminated		C/W on EEC Software p/n 1853M78P37 (Version 7.B.WF2) installed at Delta Tech Ops WO# 96761-01
2015-18-04 EASA AD 2015-0133	CFM56-7B SB 72-0964 CFM56-7B SB 72-0965 AOW 15-CFM56-730 - States that 100% of affected gearshafts have been located and removed from service.	Accessory Gearbox Gearshaft - Inspection / replacement of affected 41-tooth AGB gearshaft P/N 335-303-002-0 and 73-tooth AGB gearshaft P/N 335-302-902-0 installed on CFM56-7B engines. Note: From effective date do not install any affected gearshafts identified in appendix 1 & 2 of EASA AD 2015-0133 on any CFM56-3 or CFM56-7B engine.	22 Jul 15			N/A		N/A		N/A to ESN 896999, AGB PN: 340-046-509-0 SN: WQ1059 - Installed
2018-0071	72-1019 R1 72-1024	Engine - Fan Blades – Inspection	02 Apr 18	Superseded By: 2018-0093-E		N/A		N/A		N/A - Superseded by AD 2018-0093-E
2018-0093-E	72-1033 EASA Emergency AD 2018-0093-E AMOC (1 & 2) FAA AD 2018-09-51-E FAA AD 2018-09-51-E (AMOC 1, 2 & 3) FAA AD 22018-09-10	Engine - Fan Blades - Inspection	20 Apr 18	Supersedes: 2018-0071 Superseded By: 2018-0109		N/A		N/A		N/A - Superseded by AD 2018-0109
2018-0109	72-1033 R1 FAA AD 2018-10-11	Engine - Fan Blades - Inspection	18 May 18	Supersedes: 2018-0093-E Superseded By: 2018-0211		N/A		N/A		N/A - Superseded by AD 2018-0211
2018-0211	SB 72-1033 R2	Engine - Fan Blades – Inspection	05 Oct 18	Supersedes: 2018-0109 Superseded By: 2019-0018		N/A		N/A		N/A - Superseded by AD 2019-0018
2018-09-10	EASA AD 2018-0093-E FAA AD 2018-09-51-E AMOC to FAA AD 2018-09-10 SB 72-1033	Engine - Fan Blades - Inspection	14 May 18	Superseded By: 2018-10-11		N/A		N/A		N/A - Superseded by AD 2018-10-11
2018-09-51-E	FAA EAD 2018-09-51-E AMOC (1, 2 & 3) EASA EAD 2018-0093 EASA 2018-0093-E AMOC (1 & 2) SB 72-1033	Engine - Fan Blades - Inspection	20 Apr 18			N/A		N/A		N/A - Engine has not operated more than 30,000 Flight Cycles at issuance of AD 2018-09-51-E

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	SB Ref/Related Info	Title	Effective Date	Supersedure	Tracked Component	Status		Status		
2018-09-51	FAA AD 2018-10-11 FAA EAD 2018-09-51-E EASA AD 2018-0109 SB 72-1033 R1	Engine - Fan Blades - Inspection	07 Jun 18			N/A		N/A		N/A - Engine has not operated more than 30,000 Flight Cycles
2018-10-11	72-1033 R1 EASA AD 2018-0109	Engine - Fan Blades - Inspection	01 Jun 18	Supersedes: 2018-09-10 Superseded By: 2018-18-01		N/A		N/A		N/A - Superseded by AD 2018-18-01
2018-18-01	EASA AD 2018-0211 SB 72-1033 R2	Engine - Fan Blades - Inspection	16 Oct 18	Supersedes: 2018-10-11 Superseded By: 2018-26-01		N/A		N/A		N/A - Superseded by AD 2018-26-01
2018-26-01	72-1033 R3	ATA 72 - Engine - Fan Blades - Inspection	10 Jan 19	Supersedes: 2018-18-01		Complied With	Date: 10 Jun 19 ETT: 19,251.53 ETC: 8,413	Open	ETC: 10,013	1. Fan blades replaced with overhauled parts at JES WO# JER4592 and C/W SB 72-1033. TSN/CSN: UNK - 11 x P/N 340-001-036-0, - 01 x P/N 340-001-037-0, - 06 x P/N 340-001-038-0, - 01 x P/N 340-001-039-0 Repeat inspection every 1,600 engine flight cycles after initial inspection due to UNK CSN 2. Fan blades replaced with NEW parts at JES WO# JER4592 - 05 x P/N 340-001-036 S/Ns PC787949, PC816478, PC805087, PC777480, PC816383. USI required at 17,000 engine flight cycles.
2019-0018	Refer to FAA AD 2018-26-01 Refer to SB 72-1033 R3	Engine - Fan Blades – Inspection	13 Feb 19	Supersedes: 2018-0211		Complied With	Date: 10 Jun 19 ETT: 19,251.53 ETC: 8,413	Open	ETC: 10,013	1. Fan blades replaced with overhauled parts at JES WO# JER4592 and C/W SB 72-1033. TSN/CSN: UNK - 11 x P/N 340-001-036-0, - 01 x P/N 340-001-037-0, - 06 x P/N 340-001-038-0, - 01 x P/N 340-001-039-0 Repeat inspection every 1,600 engine flight cycles after initial inspection due to UNK CSN 2. Fan blades replaced with NEW parts at JES WO# JER4592 - 05 x P/N 340-001-036 S/Ns PC787949, PC816478, PC805087, PC777480, PC816383. USI required at 17,000 engine flight cycles.
2019-0146	72-1074 R1 (-5B) 72-0794 R1 (-5C) 72-1042 R1 (-7B)	ATA 72 – Engine – Rotating Air High Pressure Turbine Front Seal – Replacement	28 Jun 19	Superseded By: 2019-0150		N/A		N/A		N/A - Superseded by AD 2019-0150

Requirements						Last Accomplishment Data		Next Due Data		Method of Compliance
AD Ref	SB Ref/Related Info	Title	Effective Date	Supersedure	Tracked Component	Status		Status		
2019-0150	72-1074 R1 (CFM56-5B) 72-0794 R1 (CFM56-5C) 72-1042 R1 (CFM56-7B)	Engine - Rotating Air High Pressure Turbine Front Seal - Replacement	05 Jul 19	Supersedes: 2019-0146 Superseded By: 2020-0007		N/A		N/A		N/A - Superseded by AD 2020-0007
2019-12-05	72-1042 R1 (-7B) 72-0794 R1 (-5C) 72-1074 R1 (-5B)	ATA 72 – Engine – Rotating Air High Pressure Turbine Front Seal – Replacement	05 Jul 19			N/A		N/A		N/A to Rotating Air High Pressure Turbine Front Seal P/N 2116M20P02 S/N XAEK9112 installed
2020-0007	72-1074 R2 (CFM56-5B) 72-1042 R2 (CFM56-7B) 72-0794 R2 (CFM56-5C) *AD 2019-0146 | R0* is linked to SB 72-0794 | R1	Engine – Rotating Air High Pressure Turbine Front Seal – Replacement	29 Jan 20	Supersedes: 2019-0150		N/A		N/A		N/A to Rotating Air High Pressure Turbine Front Seal P/N 2116M20P02 S/N XAEK9112 installed
2020-0044	72-0952 R1 (CFM56-5B) 72-0796 R1 (CFM56-5C) 72-1054 R1 (CFM56-7B)	Engine - High-Pressure Turbine Inner Stationary Seal – Inspection	17 Mar 20			N/A		N/A		N/A to SEAL-STATIONARY HPT INR STATOR P/N 1808M56G01 S/N ALFPB784 installed, S/N not listed in Table 1 of SB.

Signature

Name

Title

Company

Date

Please insert Virgin Australia Airlines logo

OPERATOR'S COMBINATION STATEMENT

This serves to confirm that during the lease term, operation and redelivery of Engine model CFM56-7B26/3 serial number 896999 by Virgin Australia Airlines:

1) Engine was removed in Serviceable Condition**:** Yes ☒ No ☐
If No, please provide all documentation associated with troubleshooting/work accomplished at removal

2) The engine and its installed QEC/EBU were delivered in ETOPS configuration and re-delivered in the same modification standard and compliance as when delivered? Yes ☒ No ☐ *If No, please provide supporting documentation*

3) The engine was operated and maintained at an ETOPS Level in accordance with the current OEM manual revision Yes ☒ No ☐ N/A ☐ *If Not an ETOPS Certified Operator mark N/A*

4) Were any Fan Blades replaced during the lease term Yes ☒ No ☐
If yes, please provide supporting documentation

5) Unscheduled Maintenance and/or Inspections were performed during the lease term: Yes ☒ No ☐
If yes, please provide supporting documentation

6) Were any Engine Operating Limitations reached and/or exceeded during lease term? Yes ☐ No ☒
If yes, please provide supporting documentation

7) Did the Engine experience any Abnormal Occurrences during lease term, which includes any exposure to radiation where the engine and/or aircraft it was installed on required decontamination?
Yes ☐ No ☒ *If yes, please provide supporting documentation*

8) Was the Engine ever reported to be operating in an Enhanced Procedures Zone (EPZ) or subject to Volcanic Ash Ingestion during lease term? Yes ☐ No ☒
If yes, please provide rectification documentation

9) Were any Non-OEM Approved Repairs performed on the Engine or its installed QEC?
Yes ☐ No ☒ *If yes, please provide supporting documentation*

10) Were any Non-OEM approved PMA parts installed and/or or incorporated on the Engine or its installed QEC? Yes ☐ No ☒ *If yes, please provide supporting documentation*

11) Were any Non-Type Certificate Holder part(s) or Non-Type Certificate Holder repaired part(s) designated a "Critical Influencing Part" by the respective Engine Type Certificate Holder's "Instructions for Continued Airworthiness" installed on the Engine?
Yes ☐ No ☒ *If Yes provide details and supporting documentation*

12) The Engine was serviced with the following Oil Type(s): Mobil Jet II during the lease term

13) An Oil Analysis report was generated during the lease term. Yes ☐ No ☒
If yes, please provide supporting documentation

14) The Oil Consumption rate was : 0.26 ☒ Quarts/hr ☐ Pints/hr ☐ Liters/hr during the lease term

OPERATOR'S COMBINATION STATEMENT cont'd

15) The Engine was operated using TS-1 Fuels and/or Fuel Additives, this includes but not limited to Kathon FP 1.5 biocide treatment. Yes ☐ No ☒ *If yes, please list fuel and/or additive type and duration/amount*

16) The engine was operated and maintained in accordance with the Engine and Aircraft manufacturer's practices, procedures and approved data and in accordance with the AMM.
Yes ☒ No ☐ *If No provide details and supporting documentation for any Deviations from the Manufacturer's approved data*

Engine status at time of Delivery to Virgin Australia Airlines Pty Ltd:

Engine Total Time: 19,251.53 Engine Total Cycles: 8,413 Date: June 14th, 2019

Engine status at time of Cease of Operation & redelivery to VB LeaseCo Pty Ltd:

Engine Total Time: 21,823.62 Engine Total Cycles: 9801 Date: 2 July 2020

Signature: _____

Name: Click or tap here to enter text.

Company: Click or tap here to enter text.

Title: Click or tap here to enter text.

Date: Click or tap to enter a date.

(Note - This document should be certified by an authorized person in QA or Engineering)

To be printed on Virgin Australia Airlines letterhead

CERTIFICATION OF OPERATOR INSTALLATION AND REMOVAL HISTORY

To Whom It May Concern:

This is to certify that CFM56-7B26/3, ESN 896999, while operated by Virgin Australia Airlines had the following installation and removal history:

A/C Reg	Pos	TAT	TAC	Engine TSN	Engine CSN	Thrust Rating	Date	Install/Removal
VH-VOT	2	50,793.07	29,989	21,439.75	9,601	7B26/3	Feb 8th 2020	Installation
VH-VOT	2	51,176.56	30,189	21,823.62	9,801	7B26/3	TBD	Cease of Operation

* As referenced in the Lease Agreement, the above times are noted in decimals

Company: _____

Signature: _____

Name: _____

Title: _____

Date: _____

(Note - This document should be certified by an authorized person in QA or Engineering)

ESN: 896999

General Engine info	
Model and type of engine	CFM56-7B24/3
Current power rating of engine	7B26/3
Engine at date:	8-Jul-2020
Current TSN of engine:	21,823.62
Current CSN of engine:	9,801

Limiting Part Information		
Power Rating	Limiting Part	Cycles Remaining
7B22	Multiple	10,199
7B22/3	Multiple	10,199
7B24/3	Multiple	10,199
7B26/3	Multiple	10,199
7B27/3	Multiple	10,199

LLP Parts

Module Name	Name	Part Number	Serial No	Total Hours	Total Cycles	Cycles Used 7B22	Cycles Used 7B22/3	Cycles Used 7B24/3	Cycles Used 7B26/3	Cycles Used 7B27/3	Cycles Limit 7B22	Cycles Limit 7B22/3	Cycles Limit 7B24/3	Cycles Limit 7B26/3	Cycles Limit 7B27/3	Cycles Remaining 7B22	Cycles Remaining 7B22/3	Cycles Remaining 7B24/3	Cycles Remaining 7B26/3	Cycles Remaining 7B27/3
Fan Rotor	Fan Disk	340-000-490-0	PA430320	20,447.09	12,642	11,254	0	0	1,388	0	30,000	30,000	30,000	30,000	30,000	17,358	17,358	17,358	17,358	17,558
Fan Rotor	Fan Booster Spool	340-000-816-0	PA190226	21,823.62	9,801	0	0	3,071	5,322	1,408	23,600	22,900	22,900	22,900	22,900	13,499	13,099	13,099	13,099	13,299
Fan Rotor	Fan Shaft	335-006-414-0	DE172585	21,823.62	9,801	0	0	3,071	5,322	1,408	30,000	30,000	30,000	30,000	30,000	20,199	20,199	20,199	20,199	20,399
HPC Rotor	HPC Stg 1-2 Spool	1558M31G07	GWN0K7KL	21,823.62	9,801	0	0	3,071	5,322	1,408	20,000	20,000	20,000	20,000	20,000	10,199	10,199	10,199	10,199	10,399
HPC Rotor	HPC Stg 3 Disk	2116M23P01	XAEL5977	21,823.62	9,801	0	0	3,071	5,322	1,408	20,000	20,000	20,000	20,000	20,000	10,199	10,199	10,199	10,199	10,399
HPC Rotor	HPC Stg 4-9 Spool	2048M20G03	GWN0K7KE	21,823.62	9,801	0	0	3,071	5,322	1,408	20,000	20,000	20,000	20,000	20,000	10,199	10,199	10,199	10,199	10,399
HPC Rotor	HPC Fwd Shaft	1386M56P03	GWN0K8HA	21,823.62	9,801	0	0	3,071	5,322	1,408	20,000	20,000	20,000	20,000	20,000	10,199	10,199	10,199	10,199	10,399
HPC Rotor	HPC CDP Seal	2116M25P01	GFF5EHE3	21,823.62	9,801	0	0	3,071	5,322	1,408	20,000	20,000	20,000	20,000	20,000	10,199	10,199	10,199	10,199	10,399
HPT Rotor	HPT Disk	1498M43P07	GWN0K92A	21,823.62	9,801	0	0	3,071	5,322	1,408	20,000	20,000	20,000	20,000	20,000	10,199	10,199	10,199	10,199	10,399
HPT Rotor	HPT Front Airseal	2116M20P02	XAEK9112	21,823.62	9,801	0	0	3,071	5,322	1,408	20,000	20,000	20,000	20,000	20,000	10,199	10,199	10,199	10,199	10,399
HPT Rotor	HPT Front Shaft	2048M21P03	XAEM7104	21,823.62	9,801	0	0	3,071	5,322	1,408	20,000	20,000	20,000	20,000	20,000	10,199	10,199	10,199	10,199	10,399
HPT Rotor	HPT Rear Shaft	1864M90P04	TMT6P314	21,823.62	9,801	0	0	3,071	5,322	1,408	20,000	20,000	20,000	20,000	20,000	10,199	10,199	10,199	10,199	10,399
LPT Rotor	LPT Stg 1 Disk	336-001-804-0	DE458706	21,823.62	9,801	0	0	3,071	5,322	1,408	25,000	25,000	25,000	25,000	25,000	15,199	15,199	15,199	15,199	15,399
LPT Rotor	LPT Stg 2 Disk	336-001-909-0	DE660520	21,823.62	9,801	0	0	3,071	5,322	1,408	25,000	25,000	25,000	25,000	25,000	15,199	15,199	15,199	15,199	15,399
LPT Rotor	LPT Stg 3 Disk	336-002-006-0	PA212682	21,823.62	9,801	0	0	3,071	5,322	1,408	25,000	25,000	25,000	25,000	25,000	15,199	15,199	15,199	15,199	15,399
LPT Rotor	LPT Stg 4 Disk	336-002-105-0	PA190295	21,823.62	9,801	0	0	3,071	5,322	1,408	25,000	25,000	25,000	25,000	25,000	15,199	15,199	15,199	15,199	15,399
LPT Rotor	LPT Rotor Support	338-077-502-0	DE693570	21,823.62	9,801	0	0	3,071	5,322	1,408	25,000	25,000	25,000	25,000	25,000	15,199	15,199	15,199	15,199	15,399
LPT Rotor	LPT Shaft	340-074-723-0	DE654848	21,823.62	9,801	0	0	3,071	5,322	1,408	25,000	25,000	25,000	25,000	25,000	15,199	15,199	15,199	15,199	15,399
LPT Rotor	LPT Rear Frame	340-166-211-0	DE049945	21,823.62	9,801	0	0	3,071	5,322	1,408	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L
LPT Rotor	LPT Case	338-117-407-0	DE476479	21,823.62	9,801	0	0	3,071	5,322	1,408	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L

Signature: _____

Name: _____

Title: _____

Company: _____

Date: _____

To be printed on Tigerair Australia letterhead

ENGINE CERTIFICATION

This statement certifies that Engine CFM56-7B26/3 serial number 896999, has not been involved in an incident or accident, major failure, or fire, nor has the Engine or the parts installed thereon, been immersed in salt water or exposed to corrosive agents outside normal operation, been subjected to extreme stress or heat nor been obtained from any Government, Military or Unapproved Source while Leased and/or Operated by Tigerair Australia, and in the case of a part installed on the engine while Leased and/or Operated by Tigerair Australia, has not been subjected to, or removed from an engine that has been involved in an incident or accident, major failure, or fire, or has been subjected to extreme stress or heat nor been obtained from any Government, Military or Unapproved Source.

No Non-OEM Approved Repairs were performed on the Engine or its installed QEC
No Non-OEM approved PMA parts were installed and/or or incorporated on the Engine or its installed QEC

Engine status at time of Delivery to Tigerair Australia:

Engine Total Time: 19,251.53 Engine Total Cycles: 8,413 Date: June 14th, 2019

Engine status at time of Redelivery to Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd:

Engine Total Time: 21,439.75 Engine Total Cycles: 9,601 Date: February 5th, 2020

Company: _____

Signature: _____

Name: _____

Title: _____

Date: _____

(Note - This document should be certified by an authorized person in QA or Engineering)

Approved Maintenance Organization Statement

This statement certifies that Virgin Australia & Virgintech are an EASA and/or FAA approved Aircraft Maintenance Organization and is responsible for the Base and Line Maintenance and record keeping for Tigerair Australia.

Virgin Australia & Virgintech technical documentation is therefore considered to be the equivalent of Tigerair Australia technical documentation generated with respect to such Maintenance and records keeping performed for Boeing aircraft engine CFM56-7B26/3 serial number 896999 covering the following period of the Engine's operation and storage.

Engine status at time of Delivery to Tigerair Australia :

Engine Total Time: 19,251.53 Engine Total Cycles: 8,413 Date: July 4th, 2019

Engine status at time of Redelivery to Virgin Australia:

Engine Total Time: 21,439.75 Engine Total Cycles: 9,601 Date: February 8, 2020

Signature: _____

Name: Click or tap here to enter text.

Title: Click or tap here to enter text.

Company: Click or tap here to enter text.

Date: Click or tap to enter a date.

Please insert Tigerair Australia logo

OPERATOR'S COMBINATION STATEMENT

This serves to confirm that during the lease term, operation and redelivery of Engine model CFM56-7B26/3 serial number 896999 by Tigerair Australia:

1) Engine was removed in Serviceable Condition**:** Yes ☒ No ☐
If No, please provide all documentation associated with troubleshooting/work accomplished at removal

2) The engine and its installed QEC/EBU were delivered in ETOPS configuration and re-delivered in the same modification standard and compliance as when delivered? Yes ☒ No ☐ *If No, please provide supporting documentation*

3) The engine was operated and maintained at an ETOPS Level in accordance with the current OEM manual revision Yes ☒ No ☐ N/A ☐ *If Not an ETOPS Certified Operator mark N/A*

4) Were any Fan Blades replaced during the lease term Yes ☐ No ☒
If yes, please provide supporting documentation

5) Unscheduled Maintenance and/or Inspections were performed during the lease term: Yes ☒ No ☐
If yes, please provide supporting documentation

6) Were any Engine Operating Limitations reached and/or exceeded during lease term? Yes ☐ No ☒
If yes, please provide supporting documentation

7) Did the Engine experience any Abnormal Occurrences during lease term, which includes any exposure to radiation where the engine and/or aircraft it was installed on required decontamination?
Yes ☐ No ☒ *If yes, please provide supporting documentation*

8) Was the Engine ever reported to be operating in an Enhanced Procedures Zone (EPZ) or subject to Volcanic Ash Ingestion during lease term? Yes ☐ No ☒
If yes, please provide rectification documentation

9) Were any Non-OEM Approved Repairs performed on the Engine or its installed QEC?
Yes ☐ No ☒ *If yes, please provide supporting documentation*

10) Were any Non-OEM approved PMA parts installed and/or or incorporated on the Engine or its installed QEC? Yes ☐ No ☒ *If yes, please provide supporting documentation*

11) Were any Non-Type Certificate Holder part(s) or Non-Type Certificate Holder repaired part(s) designated a "Critical Influencing Part" by the respective Engine Type Certificate Holder's "Instructions for Continued Airworthiness" installed on the Engine?
Yes ☐ No ☒ *If Yes provide details and supporting documentation*

12) The Engine was serviced with the following Oil Type(s): Mobil Jet II during the lease term

13) An Oil Analysis report was generated during the lease term. Yes ☐ No ☒
If yes, please provide supporting documentation

14) The Oil Consumption rate was : 0.26 ☒ Quarts/hr ☐ Pints/hr ☐ Liters/hr during the lease term

OPERATOR'S COMBINATION STATEMENT cont'd

15) The Engine was operated using TS-1 Fuels and/or Fuel Additives, this includes but not limited to Kathon FP 1.5 biocide treatment. Yes ☐ No ☒ *If yes, please list fuel and/or additive type and duration/amount*

16) The engine was operated and maintained in accordance with the Engine and Aircraft manufacturer's practices, procedures and approved data and in accordance with the AMM.
Yes ☒ No ☐ *If No provide details and supporting documentation for any Deviations from the Manufacturer's approved data*

Engine status at time of Delivery to Tigerair Australia:

Engine Total Time: 19,251.53 Engine Total Cycles: 8,413 Date: June 14th, 2019

Engine status at time of Redelivery to Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd:

Engine Total Time: 21,439.75 Engine Total Cycles: 9,601 Date: February 5th, 2020

Signature: _____

Name: Click or tap here to enter text.

Company: Click or tap here to enter text.

Title: Click or tap here to enter text.

Date: Click or tap to enter a date.

(Note - This document should be certified by an authorized person in QA or Engineering)

To be printed on VB LeaseCo Pty Ltd letterhead

ENGINE COMMERCIAL TRACEABILITY STATEMENT

This statement certifies that Engine Model CFM56-7B26/3 serial number 896999 had the below status at the time of Lease Commencement to Virgin Australia Airlines Pty Ltd/VB LeaseCo Pty Ltd. ESN 896999 was operated by Tigerair Australia & Virgin Australia Airlines Pty Ltd and is being redelivered by VB LeaseCo Pty Ltd to Willis Engine Structured Trust III with the following Engine Redelivery status.

Engine status at time of Delivery to VB LeaseCo Pty Ltd:

Engine Total Time: 19,251.53 Engine Total Cycles: 8,413 Date: June 14th, 2019

Engine status at time of Redelivery to Willis Engine Structured Trust III:

Engine Total Time: 21823.62 Engine Total Cycles: 9801 Date: 2 July 2020

Company: _____

Signature: _____

Name: _____

Title: _____

Date: _____

To be printed on Tigerair Australia letterhead

CERTIFICATION OF OPERATOR INSTALLATION AND REMOVAL HISTORY

To Whom It May Concern:

This is to certify that CFM56-7B26/3, ESN 896999, while operated by Tigerair Australia had the following installation and removal history:

A/C Reg	Pos	TAT	TAC	Engine TSN	Engine CSN	Thrust Rating	Date	Install/Removal
VH-VUB	1	51,302.47	21,454	19,251.53	8,413	7B26/3	July 4th 2019	Installation
VH-VUB	1	53,490.68	22,642	21,439.75	9,601	7B26/3	Feb 5th, 2020	Removed for Lease Return

* As referenced in the Lease Agreement, the above times are noted in decimals

Company: _____

Signature: _____

Name: _____

Title: _____

Date: _____

(Note - This document should be certified by an authorized person in QA or Engineering)

ESN: 896999

General Engine info	
Model and type of engine	CFM56-7B24/3
Current power rating of engine	7B26/3
Engine at date:	5-Feb-2020
Current TSN of engine:	21,439.75
Current CSN of engine:	9,601

Limiting Part Information		
Power Rating	Limiting Part	Cycles Remaining
7B22	Multiple	10,399
7B22/3	Multiple	10,399
7B24/3	Multiple	10,399
7B26/3	Multiple	10,399
7B27/3	Multiple	10,399

LLP Parts

Module Name	Name	Part Number	Serial No	Total Hours	Total Cycles	Cycles Used 7B22	Cycles Used 7B22/3	Cycles Used 7B24/3	Cycles Used 7B26/3	Cycles Used 7B27/3	Cycles Limit 7B22	Cycles Limit 7B22/3	Cycles Limit 7B24/3	Cycles Limit 7B26/3	Cycles Limit 7B27/3	Cycles Remaining 7B22	Cycles Remaining 7B22/3	Cycles Remaining 7B24/3	Cycles Remaining 7B26/3	Cycles Remaining 7B27/3
Fan Rotor	Fan Disk	340-000-490-0	PA430320	20,063.22	12,442	11,254	0	0	1,188	0	30,000	30,000	30,000	30,000	30,000	17,558	17,558	17,558	17,558	17,558
Fan Rotor	Fan Booster Spool	340-000-816-0	PA190226	21,439.75	9,601	0	0	3,071	5,122	1,408	23,600	22,900	22,900	22,900	22,900	13,705	13,299	13,299	13,299	13,299
Fan Rotor	Fan Shaft	335-006-414-0	DE172585	21,439.75	9,601	0	0	3,071	5,122	1,408	30,000	30,000	30,000	30,000	30,000	20,399	20,399	20,399	20,399	20,399
HPC Rotor	HPC Stg 1-2 Spool	1558M31G07	GWN0K7KL	21,439.75	9,601	0	0	3,071	5,122	1,408	20,000	20,000	20,000	20,000	20,000	10,399	10,399	10,399	10,399	10,399
HPC Rotor	HPC Stg 3 Disk	2116M23P01	XAEL5977	21,439.75	9,601	0	0	3,071	5,122	1,408	20,000	20,000	20,000	20,000	20,000	10,399	10,399	10,399	10,399	10,399
HPC Rotor	HPC Stg 4-9 Spool	2048M20G03	GWN0K7KE	21,439.75	9,601	0	0	3,071	5,122	1,408	20,000	20,000	20,000	20,000	20,000	10,399	10,399	10,399	10,399	10,399
HPC Rotor	HPC Fwd Shaft	1386M56P03	GWN0K8HA	21,439.75	9,601	0	0	3,071	5,122	1,408	20,000	20,000	20,000	20,000	20,000	10,399	10,399	10,399	10,399	10,399
HPC Rotor	HPC CDP Seal	2116M25P01	GFF5EHE3	21,439.75	9,601	0	0	3,071	5,122	1,408	20,000	20,000	20,000	20,000	20,000	10,399	10,399	10,399	10,399	10,399
HPT Rotor	HPT Disk	1498M43P07	GWN0K92A	21,439.75	9,601	0	0	3,071	5,122	1,408	20,000	20,000	20,000	20,000	20,000	10,399	10,399	10,399	10,399	10,399
HPT Rotor	HPT Front Airseal	2116M20P02	XAEK9112	21,439.75	9,601	0	0	3,071	5,122	1,408	20,000	20,000	20,000	20,000	20,000	10,399	10,399	10,399	10,399	10,399
HPT Rotor	HPT Front Shaft	2048M21P03	XAEM7104	21,439.75	9,601	0	0	3,071	5,122	1,408	20,000	20,000	20,000	20,000	20,000	10,399	10,399	10,399	10,399	10,399
HPT Rotor	HPT Rear Shaft	1864M90P04	TMT6P314	21,439.75	9,601	0	0	3,071	5,122	1,408	20,000	20,000	20,000	20,000	20,000	10,399	10,399	10,399	10,399	10,399
LPT Rotor	LPT Stg 1 Disk	336-001-804-0	DE458706	21,439.75	9,601	0	0	3,071	5,122	1,408	25,000	25,000	25,000	25,000	25,000	15,399	15,399	15,399	15,399	15,399
LPT Rotor	LPT Stg 2 Disk	336-001-909-0	DE660520	21,439.75	9,601	0	0	3,071	5,122	1,408	25,000	25,000	25,000	25,000	25,000	15,399	15,399	15,399	15,399	15,399
LPT Rotor	LPT Stg 3 Disk	336-002-006-0	PA212682	21,439.75	9,601	0	0	3,071	5,122	1,408	25,000	25,000	25,000	25,000	25,000	15,399	15,399	15,399	15,399	15,399
LPT Rotor	LPT Stg 4 Disk	336-002-105-0	PA190295	21,439.75	9,601	0	0	3,071	5,122	1,408	25,000	25,000	25,000	25,000	25,000	15,399	15,399	15,399	15,399	15,399
LPT Rotor	LPT Rotor Support	338-077-502-0	DE693570	21,439.75	9,601	0	0	3,071	5,122	1,408	25,000	25,000	25,000	25,000	25,000	15,399	15,399	15,399	15,399	15,399
LPT Rotor	LPT Shaft	340-074-723-0	DE654848	21,439.75	9,601	0	0	3,071	5,122	1,408	25,000	25,000	25,000	25,000	25,000	15,399	15,399	15,399	15,399	15,399
LPT Rotor	LPT Rear Frame	340-166-211-0	DE049945	21,439.75	9,601	0	0	3,071	5,122	1,408	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L
LPT Rotor	LPT Case	338-117-407-0	DE476479	21,439.75	9,601	0	0	3,071	5,122	1,408	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L	N/L

Signature: _____

Name: _____

Title: _____

Company: _____

Date: _____