

StandardAero has more experience helping business jet operators develop comprehensive maintenance plans than any other Independent engine MRO provider in the world.

We are dedicated to developing a maintenance plan that works for your specific operation, keeping your CFM56-7B's on-condition and your BBJ in the air.

StandardAero's LUTE Inspection addresses:

- Outstanding Airworthiness Directives
- Relevant service bulletins
- Module-by-module needs assessment
- Performance enhancements
- Keeping the engine dry and clean with proactive seal replacement
- Corrosion abatement
- Cabin noise
- Depth of engine entry
- Operators risk tolerance
- Budget
- Downtime
- Engine cosmetics

Let us customize a plan that works for you.



STANDARD AERO'S CFM56-7B LOW UTILIZATION TURBINE ENGINE (LUTE) INSPECTION



**StandardAero is a GE
Designated Fulfillment Center
for CFM56-7B Engines**

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**Helping You Avoid
Unscheduled Downtime**



Through 100 years of experience in aircraft and engine MRO, we've learned that performing the minimum inspections defined by the OEM manual will not keep your aircraft problem-free. This is a common misconception when it comes to engine maintenance, especially for low-utilization BBJ / 737NG operators.

That's why StandardAero created a **Low Utilization Turbine Engine (LUTE) Inspection** — to save you from unscheduled CFM56-7B maintenance events in London, Newark or Hong Kong, or wherever your business takes you.



Circumventing the Unexpected

Because CFM International has not developed a calendar inspection plan for the BBJ engine, operators need to have a maintenance plan in place to maintain departure readiness and continued reliability of their CFM56-7B engines.

Whether your BBJ / 737NG is head of state, a VIP charter, or flying that extremely discerning owner, you simply can't afford any unexpected engine issues.

As a CFM International authorized MRO provider for the CFM56-7B, StandardAero is prepared to handle all of your engine service needs.

What Makes Your BBJ Operation so Unique?

While most airline 737NGs fly short-haul legs, the BBJ is truly a global aircraft. The average BBJ operator will potentially subject their engines to diverse environmental conditions from salt, air and sand storms to below freezing temperatures.

At StandardAero, we know it's important to consider the effects of these conditions including lengthy calendar time between:

Engine cycles and engine washes – allowing ambient conditions like humidity, airborne pollutants and salts to react negatively upon internal engine parts;

Operations – increasing the negative impact that ozone, heat, light and chemicals have on rubber and polymer seals;

Engine shop visits – reducing the odds of BBJ operators receiving the latest OEM upgrades, leaving the operator with substandard engines.

Our global sales team is ready to show you how the CFM56-7B LUTE Inspection can provide protection and peace of mind.

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