OMS
AERO GROUP

MINIPACK
331-350C
P-842

TSN/CSN: 4557/ 3656

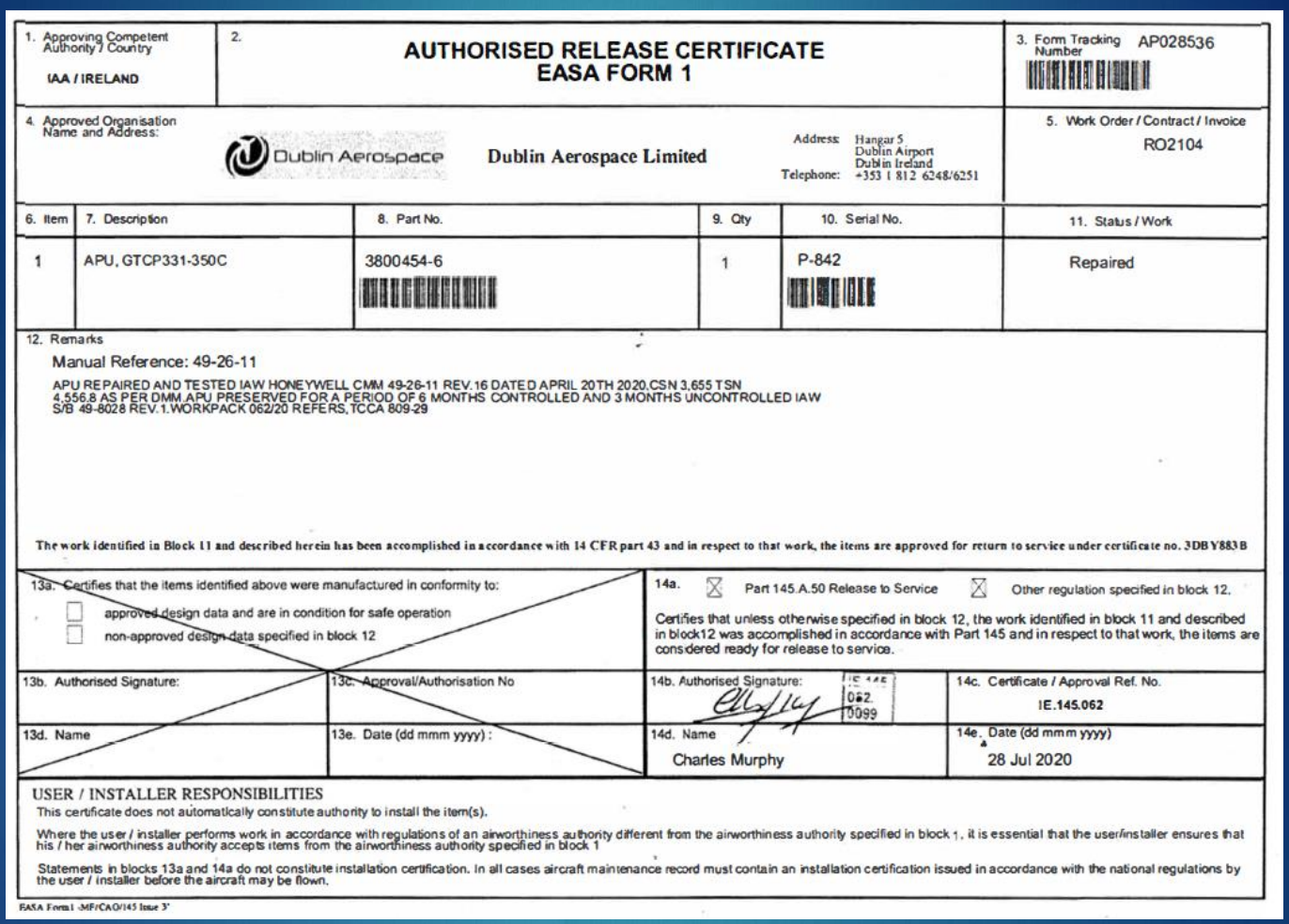
TSLSV/CSLSV: 0 / 0

APU SHIPPED TO AEROTEC FOR EASA AD 2023-0057 AND 2023-0158 ACCOMPLISHMENT WITH TEST & CERTIFICATION

ALL DOCUMENT LINK: P-842

OMS
AERO GROUP

LAST SHOP VISIT



AUTHORISED RELEASE CERTIFICATE
EASA FORM 1

1. Approving Competent Authority / Country: IAA / IRELAND
2.
3. Form Tracking Number: AP028536
4. Approved Organisation Name and Address: Dublin Aerospace Limited — Address: Hangar 5, Dublin Airport, Dublin Ireland — Telephone: +353 1 812 6248/6251
5. Work Order / Contract / Invoice: RO2104

6. Item	7. Description	8. Part No.	9. Qty	10. Serial No.	11. Status / Work
1	APU, GTCP331-350C	3800454-6	1	P-842	Repaired

12. Remarks

Manual Reference: 49-26-11

APU REPAIRED AND TESTED IAW HONEYWELL CMM 49-26-11 REV.16 DATED APRIL 20TH 2020.CSN 3,655 TSN 4,556.8 AS PER DMM.APU PRESERVED FOR A PERIOD OF 6 MONTHS CONTROLLED AND 3 MONTHS UNCONTROLLED IAW S/B 49-6028 REV.1.WORKPACK 062/20 REFERS.TCCA 809-29

The work identified in Block 11 and described herein has been accomplished in accordance with 14 CFR part 43 and in respect to that work, the items are approved for return to service under certificate no. 3DBY883B

13a. Certifies that the items identified above were manufactured in conformity to:
- ☐ approved design data and are in condition for safe operation
- ☐ non-approved design data specified in block 12

14a. ☒ Part 145.A.50 Release to Service ☒ Other regulation specified in block 12.

Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block12 was accomplished in accordance with Part 145 and in respect to that work, the items are considered ready for release to service.

13b. Authorised Signature:	13c. Approval/Authorisation No	14b. Authorised Signature:	14c. Certificate / Approval Ref. No.
		IE.145.062	IE.145.062
13d. Name	13e. Date (dd mmm yyyy) :	14d. Name: Charles Murphy	14e. Date (dd mmm yyyy): 28 Jul 2020

USER / INSTALLER RESPONSIBILITIES

This certificate does not automatically constitute authority to install the item(s).

Where the user / installer performs work in accordance with regulations of an airworthiness authority different from the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his / her airworthiness authority accepts items from the airworthiness authority specified in block 1

Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance record must contain an installation certification issued in accordance with the national regulations by the user / installer before the aircraft may be flown.

EASA Form 1 -MF/CAO/145 Issue 3

OMS AERO GROUP

Dublin Aerospace	**Incoming Inspection Report** **331-350C** **S/N:P-842** **Date: 25/07/2020**

Customer:	**Date Received:** 06/07/2020	**Customer Repair Order No.:** RO2104
Part No.: 3800454-6	**Serial No.:** P-842	**Work Order No.:** AP028536
TSN / CSN: 4,556.2 / 3,650	**TSO / CSO:** Unknown	**TSLSV / CSLSV:** Unknown

1 General Condition of APU upon Receipt:

Is there damage evident externally on the APU?	No
Is there visible damage or wear to the Load Compressor Section?	No
Is there visible damage or wear to the Engine Compressor Section?	No
Is there visible damage or wear to the Turbine Section?	Yes
Is there visible damage or wear to the Gearbox?	No
When the APU is rotated is there any dragging, snagging or noise?	No
Is there evidence of an oil leakage?	No
Is there any metallic debris in the main oil filter?	No
Is there any metallic debris evident on the Magnetic Chip Detectors?	No
Are any additional parts supplied or any significant parts missing?	Yes

2 General Comments on Incoming Inspection:

The APU was received by Dublin Aerospace in a wooden shipping container. The logbook was not received. Only parts with significant findings are detailed in this report.

3 Engine Compressor Section:

3.1 1st Stage Engine Compressor Impeller: There is no visible damage to the impeller blades.

4 Turbine Section:

4.1 Combustion Chamber: There is no visible damage to the combustion chamber.

4.2 1st Stage Turbine Stator: There is no visible damage to the turbine stator vanes. Sand deposits are present on the leading edges of the vanes.

4.3 1st Stage Turbine Rotor: There is heat erosion and minor material loss on a number of the blade tips.

4.4 3rd Stage Turbine Rotor: There is no visible damage to the turbine blades.

5 Load Compressor Section:

5.1 Inlet Guide Vanes: There is no visible damage to the IGVs.

5.2 Load Compressor Impeller: There is no visible damage to the impeller blades.

OMS AERO GROUP

Dublin Aerospace	**Incoming Inspection Report** **331-350C** **S/N:P-842** **Date: 25/07/2020**

6 Gearbox:

6.1 Gearbox Assembly: There is no visible damage to the gearbox assembly.

7 LRU's:

7.1 Surge Control Valve: The unit was found to be unserviceable during APU test.

7.2 Load Control Valve: The unit was not received with the APU.

7.3 Starter Motor: The terminal insulation boot was not received with the APU.

8 Digital Images:

Picture 1: 1st Stage Engine Compressor Impeller


Picture 2: 1st Stage Turbine Stator Vanes

Picture 3: 1st Stage Turbine Stator Vanes


Picture 4: 1st Stage Turbine Rotor Blades

Dublin Aerospace	Incoming Inspection Report 331-350C S/N:P-842 Date: 25/07/2020

Picture 5: 1st Stage Turbine Rotor Blades

Picture 6: 1st Stage Turbine Rotor Blades

Picture 7: 3rd Stage Turbine Rotor Blades

Picture 8: Load Compressor Impeller

9 Conclusions:

Heat erosion and minor material loss are present on some of the 1st stage turbine rotor blades. All wear is within AMM limits.

The load control valve and starter motor terminal insulation boot were not received with the APU.

The surge control valve was found to be faulty during APU test.

Load control valve and surge control valve have been supplied by the customer and the APU has passed all performance tests.

10 Recommended Workscope:

Dublin Aerospace recommends the missing parts are replaced and the APU is certified and returned to the customer.

OMS AERO GROUP

BSI REPORT

1.Approving Competent Authority/Country	2. AUTHORISED RELEASE CERTIFICATE EASA FORM 1	3. Form Tracking Number
EASA		CL1370 E

4. Approved Organisation Name and Address:	5. Work Order/Contract/Invoice
APMS Aviation Limited. Hangar K4, Cotswold Airport, Gloucestershire, GL7 6BA United Kingdom	PO 1753

6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.	11. Status / Work
One	Honeywell APU	3800454-6 , GTCP 331-350C	One	P-842	Inspected/Tested

12. Remarks

NOTE: Borescope Inspection Plugs / Blanks are not Removed or Reinstalled by APMS

Complete gas path borescope inspection performed I.A.W. the procedures defined in the Airbus A330 AMM Rev. 81 dated 01 Jan 2022, chapter 49-20-00, tasks 49-20-00-290-809-A02, 49-20-00-290-810-A & 49-20-00-290-811-A.

APU found acceptable to the Borescope inspection limits of the above referenced technical data without restriction.

APU running times : TSN 4,556.8 hrs CSN 3,655 cy

13a. Certifies that the items identified above were manufactured in conformity to. ☐ approved design data and are in condition for safe operation ☐ non-approved data specified in block 12		14a. ■ Part-145.A.50 Release to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12 was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.	
13b. Authorised Signature	13c. Approval/Authorisation Number	14b. Authorised Signature	14c. Certificate/Approval Number EASA.UK.145.01272
13d.Name	13e. Date (d/m/y)	14d. Name Chris Loosmore	14e. Date (dd/mmm/yyyy) 10-NOV-2022

USER / INSTALLER RESPONSIBILITIES

This certificate does not automatically constitute authority to install the item(s)

Where the user / installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user / installer ensures that his / her airworthiness authority accepts items from the airworthiness authority specified in block 1.

Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records shall contain an installation certification issued in accordance with the national regulations by the user / installer before the aircraft may be flown.

EASA Form 1 — MF/CAO/145 Issue 3

OMS
AERO GROUP

APMS AVIATION
Global Borescope Services

Borescope Inspection Report

Ref : CL1370-P842-10NOV202

A.P.U. Type : Honeywell GTCP 331-350C

A.P.U. Serial No. : P 842

APMS Aviation Ltd
Hangar K4, Cotswold Airport, Gloucestershire, GL7 6BA, United Kingdom.
www.apmsaviation.com

Contents

The complete video borescope findings are recorded and available on the USB Card supplied or by download via the file transfer link if provided.

Section 1

General Information

A.P.U. Type : Honeywell GTCP 331-350C

Aircraft : Airbus A330 **Reg/MSN/ : Not installed.**

APU S/N	P-842
Rating	n/a
TSN	4,556.8
TSLSV	n/a
CSN	3,655
CSLSV	n/a

Inspection Details:

Date : 10-11-2022

Purchase Order number: PO 1753

Reason For Inspection : Pre-sale condition review.

Technical Reference Data Used:

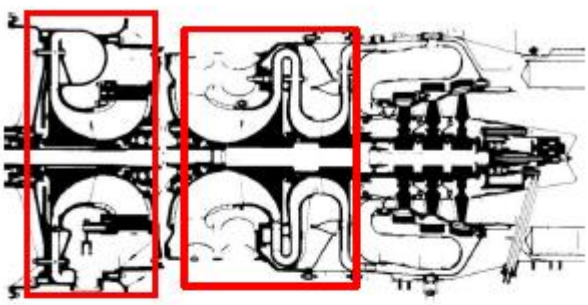
Publication Name	Revision Number	Revision Date
Airbus A330 AMM	81	01 Jan 2022

Borescope Inspection Procedures Contained in ATA Section(s):
49-20-00

Report Reference : CL1370-P-842-10NOV2022-SKYA

Section 2

- **Load Compressor & IGVs.**
- **Power Section Compressor St1.**
- **Power Section Compressor St2.**



Inspection Findings :

Inlet Guide Vanes: "IGV inspection not required according AMM"
Observed condition:
No significant defects noted.

Load Compressor Impeller (11 Blades):
No significant defects noted.

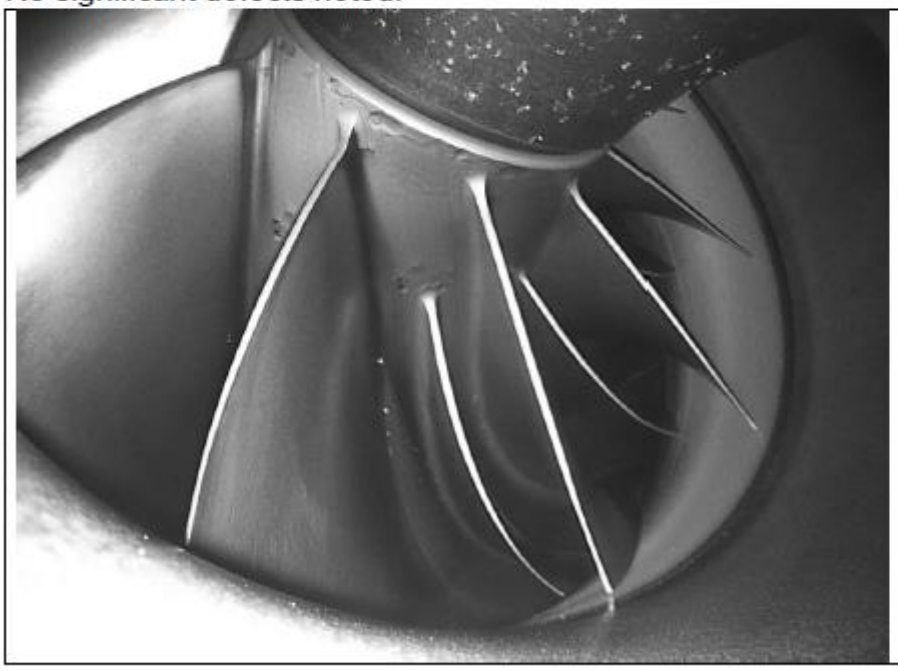


Photo included for info only.

Report Reference : CL1370-P-842-10NOV2022-SKYA

Power Section Impeller Stg.1 (17 Blades):
No significant defects noted.

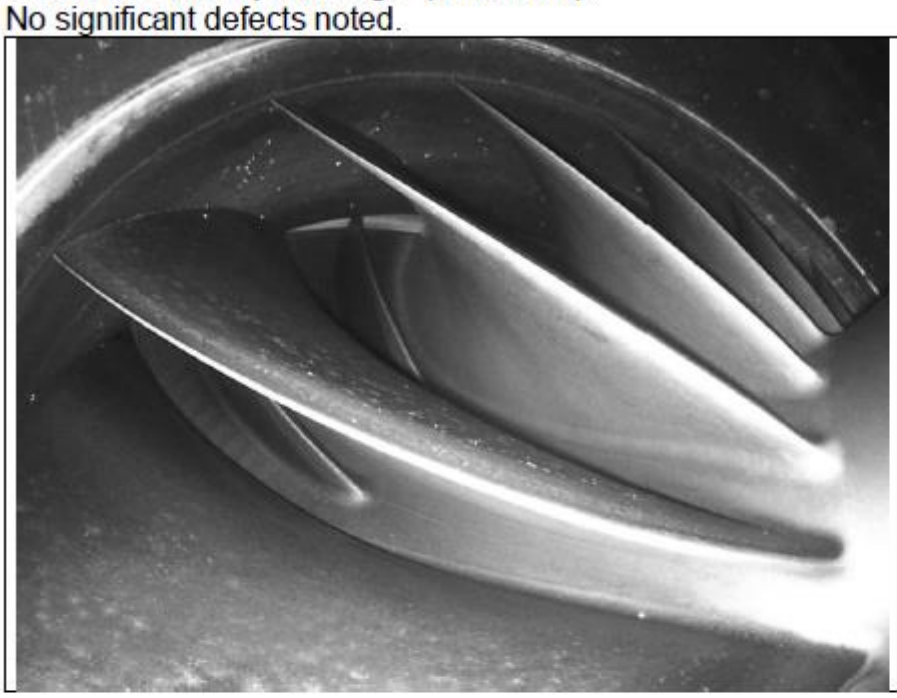


Photo included for info only.

Power Section Impeller Stg.2 (21 Blades):
No significant defects noted.

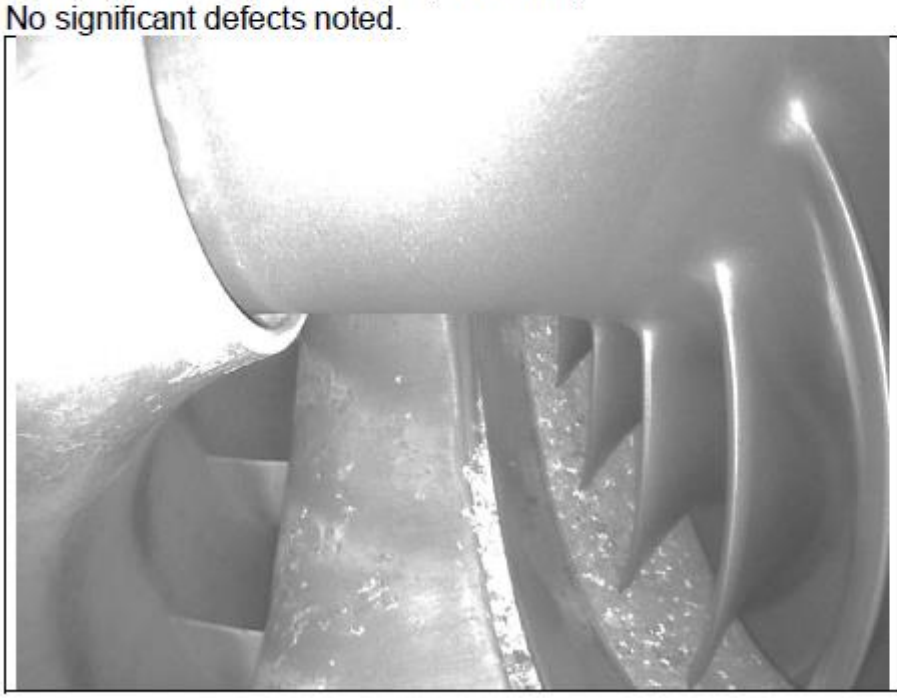
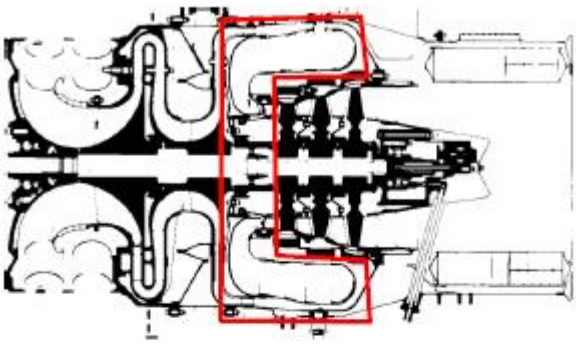


Photo included for info only.

Section 3

- **Combustor**
- **First Stage Turbine Nozzle Guide Vanes**



Inspection Findings :

Combustor :
Minor coating loss noted. All within Reference Data normal service limits.

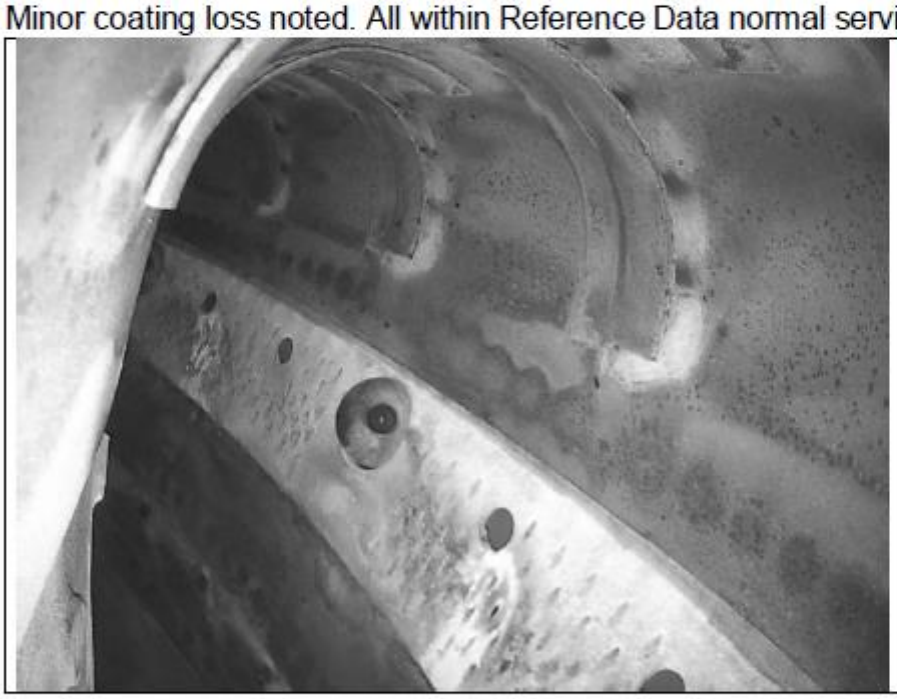


Photo included for info only.

Report Reference : CL1370-P-842-10NOV2022-SKYA

First Stage Turbine Nozzle :
Minor coating loss noted. All within Reference Data normal service limits.

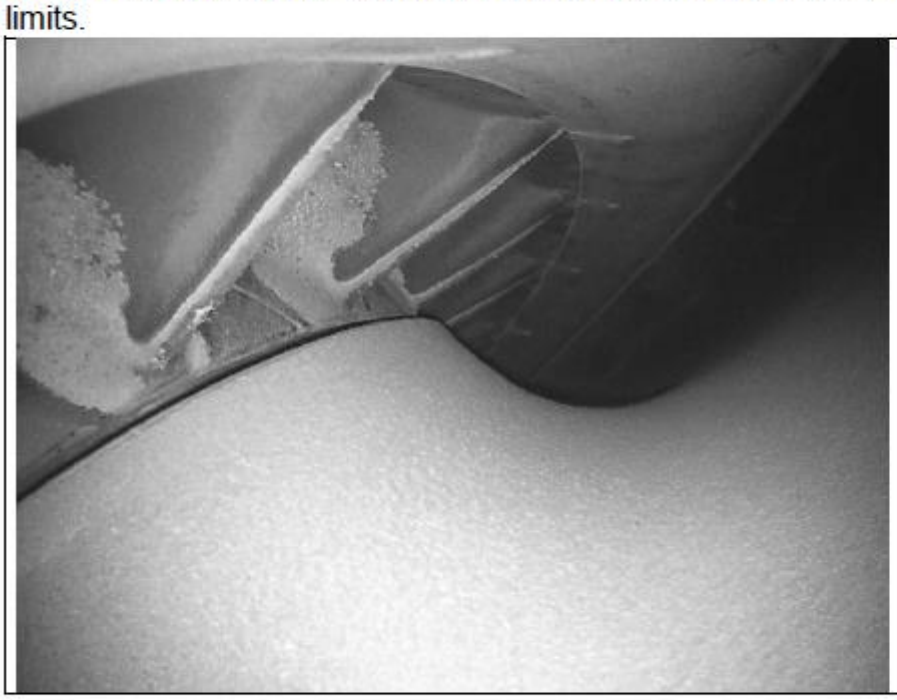
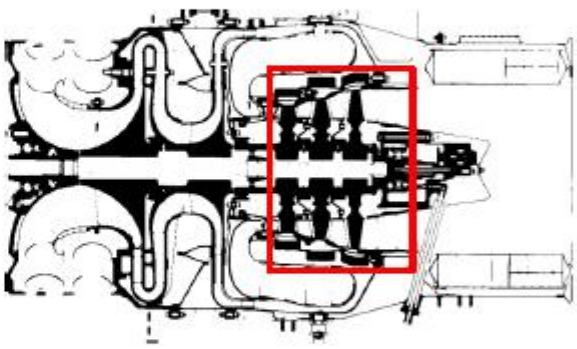


Photo included for info only.

General Observations – Combustion Section :
No significant defects noted.

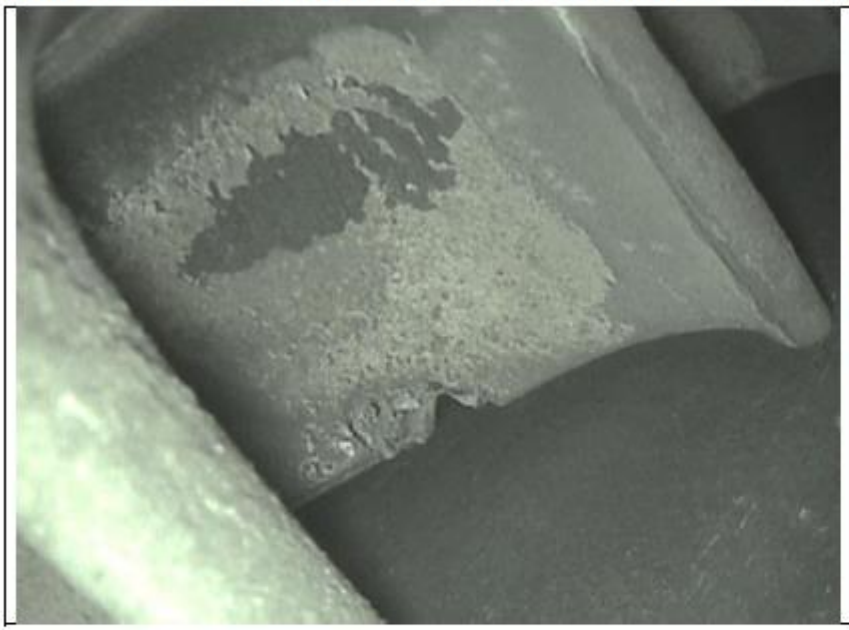
Section 4

- **First Stage Turbine Blades**
- **Third Stage Turbine Nozzle Vanes**
- **Third Stage Turbine Blades**
- **Turbine Bearing Support Assembly**



Inspection Findings :

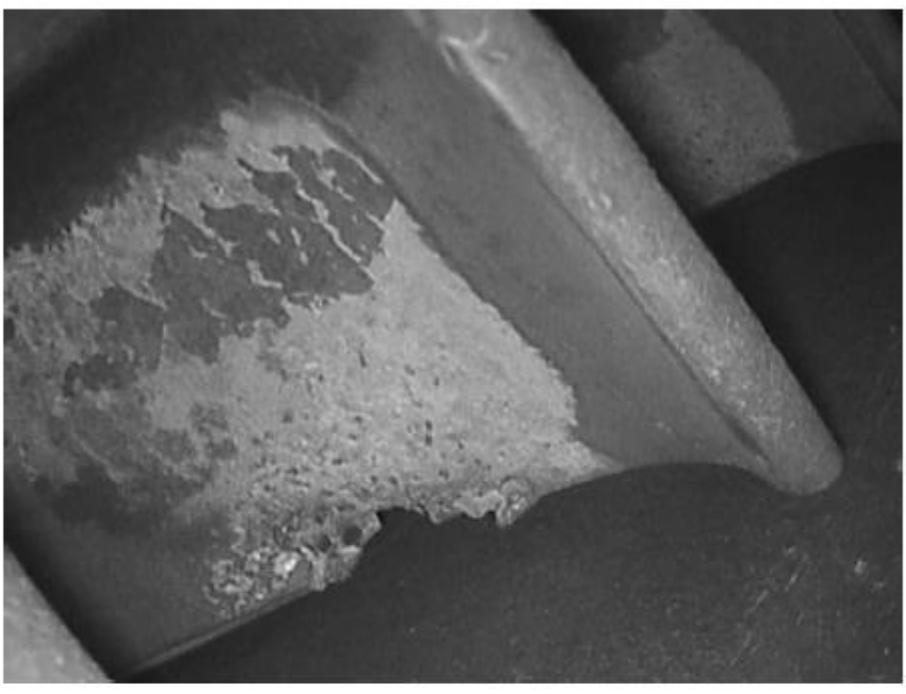
First Stage Turbine Blades :
Minor defects noted. All within Reference Data normal service limits.



As can be seen opposite and below. Two blades exhibit erosion in the tip mid span area.

Both areas of erosion are in the tip area and can be considered acceptable.

Report Reference : CL1370-P-842-10NOV2022-SKYA



Third Stage Turbine Vanes :
No significant defects noted.

Third Stage Turbine Blades :
No significant defects noted.

View included for info only.

Turbine Bearing Support Assembly : No significant defects noted.

General Observations – Turbine Section :
No significant defects noted.

OMS AERO GROUP

Report Reference : CL1370-P-842-10NOV2022-SKYA

Section 5

General Comments :

All inspected components found to be in an acceptable general condition.

No significant mechanical defects were noted.

Recommendations:

None.

Inspection Performed and Report Prepared by :

Inspector: Chris Loosmore

Date : 11th November 2022

IMPORTANT NOTICE

The content of this report is based on attentive inspection and review within the capabilities of the inspection equipment used (as recommended by the OEM) and in accordance with documentation and procedures noted in Section 1. It is exclusive of any damage not detectable without removal and disassembly of the unit. It is believed to be a true representation of the engine condition at the specific time of inspection and prior to any further operation. This report is submitted in confidence to the above named client and is without responsibility to others to whom it may be shown.

OMS AERO GROUP

TEST REPORT

GTCP331-350C perf.log **********

APU Part No. 3800454-6	Model No. GTCP331-350C	Engine Serial #	P-842	Date	20 Jul 2020
ECU Part No. 3888394-210102	ECU Serial No. 361	Work Order	AP028536	ATA No.	49-26-11
SPU Part No. 1152464-265	SPU Serial No. 1152464-01089	Work Scope	REPAIR	Rev No.	16
SCU Part No. 115466-250	SCU Serial No. 115466-01128	Repair Limit	Medium	TR No.	49-27
Airflow Measuring Section No.		Comment	TEST AFTER REPAIR		

Performance Summary **********

ITEM	UNITS		RECORD
TOTAL NUMBER OF STARTS	NO.		5
TOTAL OPERATING TIME	HOUR		00:43:56.99
NO LOAD BLEED DUCT PRESSURE	PSIG	4.0 PSIG MAX WHEN POSITION = 82 DEGREE NOT APPLICABLE WHEN IGV POSITION = 50 DEGREE	0.8
CORRECTED DISCHARGE FLOW AT SCV CRACKPOINT	PPM	110.5 PPM	122.4
AUTOMATIC START	SEC	70 SEC MAX	50.0
STARTER CUT OUT	SEC	40 SEC MAX	35.4

PRE-TEST LRU FAULTS OBSERVED PARAGRAPH 2.B.(2)(c) and (d)	NONE	
RECORD ECS-OFFSET calculated ECS IGV offset Adjustment 3.A.(2)(L)	6.9	degree
POST-TEST LRU FAULTS OBSERVED: (paragraph 3.A.(9)(e))	NONE	
ENTER ECS_OFFSET (calculated ECS IGV offset Adjustment) into DMM (per paragraph 3.A.(10))	COMPLETED	
INITIALIZATION OF DMM PROPERLY COMPLETED	COMPLETED	
UNIT STATUS	ACCEPT	
FUEL SYSTEM PRESERVED	YES	

REMARKS:

Technician (Sign/Date): Bucin Baysan 20/7/2020

Supervisor (Sign/Date): J Rafke 20/7/2020

OMS AERO GROUP

GTCP331-350C perf.log

APU Part No. 3800454-6 Model No. GTCP331-350C Engine Serial # P-842 Date 20 Jul 2020

DESCRIPTION	UNITS	Prelim	Bleed Valve	Surge Valve	No Load	ECS	MES
Barometer	psia	14.776	14.775	14.774	14.772	14.775	14.776
Inlet	psia	14.85	14.84	14.84	14.84	14.84	14.84
Compressor Discharge	bar	0.01	0.01	0.01	0.01	0.01	0.01
Bleed	psia	14.86	15.58	54.02	14.73	52.94	55.02
Orifice Inlet	psia	14.79	15.58	51.37	14.78	50.35	53.65
Orifice Differential	in H2O	-0.03	-0.04	30.29	-0.03	29.71	17.52
Gearcase	psia	14.78	14.86	14.86	14.87	14.88	14.88
Oil	psig	0.2	61.4	61.5	61.5	61.4	61.3
PS9-1 Exhaust Static	psia	14.77	14.51	14.42	14.50	14.42	14.49
Gearbox	ips	-0.005	0.100	0.075	0.095	0.075	0.075
Turbine	ips	0.000	0.195	0.176	0.199	0.188	0.182
Cooling Fan	ips	-0.017	0.361	0.380	0.329	0.370	0.388
Eng Speed 1	rpm	1	41720	41724	41724	41720	41714
Eng Speed 2	rpm	1	41727	41709	41730	41723	41707
Eng Speed	rpm	1	41736	41729	41744	41742	41723
Bellmouth 1	deg F	71.0	69.0	72.6	69.1	74.0	76.8
Bellmouth 2	deg F	70.1	68.8	72.1	69.4	73.9	76.3
Bellmouth 3	deg F	72.4	70.9	73.6	70.1	75.8	77.0
Bellmouth 4	deg F	180030.2	159214.5	164313.5	122688.0	175176.9	137086.9
Bellmouth 5	deg F	71.1	76.9	77.2	76.3	80.2	81.1
Bellmouth 6	deg F	70.3	69.7	73.1	68.5	74.7	75.0
Bellmouth 7	deg F	73.2	70.5	72.6	69.1	74.6	76.3
Bellmouth 8	deg F	71.9	70.5	72.6	71.3	74.2	78.9
Bellmouth Avg	deg F	71.4	70.9	73.4	70.5	75.4	77.4
EGT 1	deg F	439.5	680.7	959.3	668.3	946.3	944.2
EGT 2	deg F	475.1	678.0	915.7	665.2	904.0	902.4
EGT Unit Avg	deg F	457.3	679.6	937.5	666.8	925.2	923.3
EGT Unit Spread	deg F	35.3	2.7	43.6	3.1	42.3	41.7
EGT 6501	deg F	447.0	716.4	921.5	665.3	911.3	909.8
EGT 6502	deg F	454.1	715.8	973.8	683.0	959.4	959.4
EGT 6503	deg F	456.9	722.6	987.6	693.2	985.8	949.5
EGT 6504	deg F	449.0	728.0	979.9	703.1	967.7	958.1
EGT 6505	deg F	477.4	716.6	974.3	683.6	958.1	963.4
EGT 6506	deg F	454.1	718.3	971.2	689.9	957.3	958.7
EGT 6507	deg F	470.4	691.9	948.5	656.8	939.5	943.3
EGT 6508	deg F	466.9	664.8	962.1	640.4	946.3	947.2
EGT 6509	deg F	427.4	689.0	933.0	667.6	924.3	920.2
EGT 6510	deg F	342.8	699.4	999.4	687.5	990.3	986.0
EGT 6511	deg F	443.0	763.3	1024.2	747.5	1011.1	1011.8
EGT 6512	deg F	452.7	699.4	968.1	684.2	953.6	951.3
EGT 6521	deg F	0.0	0.0	0.0	0.0	0.0	0.0
EGT 6522	deg F	0.0	0.0	0.0	0.0	0.0	0.0
EGT 6523	deg F	0.0	0.0	0.0	0.0	0.0	0.0
EGT 6524	deg F	0.0	0.0	0.0	0.0	0.0	0.0
EGT Lab Avg	deg F	445.1	710.5	970.3	683.5	958.7	954.9
CDT	deg F	180030.2	180030.2	180030.2	180030.2	180030.2	180030.2
LCOT	deg F	143.8	279.7	369.9	264.9	367.9	374.0
LCIT	deg F	101.7	68.6	89.2	56.1	95.7	96.8
Oil	deg F	163.4	164.4	165.7	162.8	166.8	168.2
APU Bleed 1	deg F	170.9	308.6	376.1	278.0	375.4	381.6
APU Bleed 2	deg F	180.1	323.0	376.8	278.6	375.1	381.0
APU Bleed 3	deg F	165.6	305.4	377.0	275.7	374.8	381.4
APU Bleed 4	deg F	175.0	320.6	373.9	279.1	371.8	379.2
APU Bleed Avg	deg F	172.9	314.4	375.9	277.8	374.2	380.8

OMS

AERO GROUP

GTCP331-350C perf.log

APU Part No. 3800454-6 Model No. GTCP331-350C Engine Serial # P-842 Date 20 Jul 2020

DESCRIPTION	UNITS	Prelim	Bleed Valve	Surge Valve	No Load	ECS	MES
Surge Ctrl Valve 131	deg	20.4	20.3	89.9	20.3	89.9	71.1
IGV 130	deg	81.6	81.6	10.0	81.6	14.9	17.8
T2 110	deg F	82.4	68.1	90.0	56.8	97.0	96.8
P2 112	psia	14.3	14.2	14.1	14.2	14.1	14.1
PT 166	psia	14.4	15.2	55.6	15.1	54.7	55.8
PT 166	psia	14.4	15.2	55.6	15.1	54.7	55.8
DP 165	psid	0.1	2.2	10.3	2.1	9.9	8.8
T5 175	deg F	477.4	678.7	960.8	668.6	948.1	946.4
Fuel Control	amp	5.0	6.5	7.7	6.5	7.6	7.6
*** Corrected Performance ***							
WBCOR	ppm	-31.02	-31.47	323.24	-31.77	317.52	224.15
WBCDNA	ppm	0.0	0.0	122.4	0.0	122.2	93.6
PBCOR	psia	10.93	11.61	50.10	10.71	49.20	45.51
TBCOR	deg F	202.4	344.6	403.6	308.3	399.7	406.6
EGTCOR	deg F	-999.0	-999.0	-999.0	-999.0	-999.0	1039.3
Date		20 Jul 2020	20 Jul 2020	20 Jul 2020	20 Jul 2020	20 Jul 2020	20 Jul 2020
Time of Day	h:m:s	11:46:46.00	11:23:43.00	11:25:59.00	11:21:09.00	11:29:52.00	11:33:09.00
Digital Data Point No.		Prelim	Bld Vlv	Surge Vlv	1001	1000	1002

OMS AERO GROUP

ACCESSORY REPORT

Dublin Aerospace

GTCP331-350(C) DATD 16064
WORKSHOP REPORT
Revision2

December 2018

APU S/N : P-842
Work Order No. : AP028536

LRU SUMMARY STATUS

ITEM	PART NO.	SERIAL NO.	STATUS	CODE
COMPRESSOR	3804007-14	05/0996/0976	TEST CELL RUN ONLY	
POWER SECTION	NPN	USN	TEST CELL RUN ONLY	
OIL PUMP	3881000-6	0996	TEST CELL RUN ONLY	
SURGE VALVE	3290476S	1200	REPAIRED	
LOAD VALVE	976977-4	1803	REPAIRED	
FAN	3616960-2	P600	TEST CELL RUN ONLY	
IGV ACTUATOR	A649823	0967	TEST CELL RUN ONLY	
OIL TEMP. CONTROL	158935-3	6180	TEST CELL RUN ONLY	
DMM	304643-2	GE 3046	TEST CELL RUN ONLY	
IGNITION UNIT	3876959	05021805787	TEST CELL RUN ONLY	
GEARBOX	3305028-6	0976	TEST CELL RUN ONLY	
FCU	3883240-6	22579	TEST CELL RUN ONLY	
SHUTOFF VALVE	N/A	N/A		
OIL COOLER	1604242	1080	TEST CELL RUN ONLY	
FLOW DIVIDER	3883297-9	29317C	TEST CELL RUN ONLY	
STARTER	3888217-4	0505791000444	TEST CELL RUN ONLY	

REPORT PREPARED BY :	DATE :	APPROVED BY :	DATE :
J. Roche	21/7/20	J. Roche	21/7/20

OMS AERO GROUP

AD STATUS

Dublin Aerospace

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AIRWORTHINESS DIRECTIVE RECORD

AD NUMBER	SB NUMBER	DESCRIPTION	COMMENTS	EMBODIED THIS VISIT	FOUND EMBODIED	N/A
			NIL			

REPORT PREPARED BY :	DATE :	APPROVED BY :	DATE :
J Ryder	21/7/20	J Ryder	21/7/20

LLP STATUS

Honeywell

COMPONENT MAINTENANCE MANUAL
GTCP331-350[C]

ROTATING COMPONENTS/LIFE LIMITED COMPONENTS/CHECK INTERVAL

1. General

NOTE: There are no life limited components on the GTCP331-350[C] APU.

NIS

PLUSULTRA
LINEAS AÉREAS

To: Whom it may concern
From : PLUS ULTRA LÍNEAS AÉREAS, S.A.
Equipment : PNR 3800454-6 SN P-842
Aircraft: Airbus A340-313, MSN 215, Tail Number EC-MFB

SUBJECT: **Non-Incident/Accident Statement**

This is to certify that, to the best of our knowledge, the following statements are true for the equipment referenced above during its period of operation with PLUS ULTRA.

- The equipment has not been involved in any accident, incident, major failure or fire.
- The equipment has not been subjected to extreme heat or other form of extreme stress.
- The equipment has not been subjected to military or government use, and no parts installed have been obtained from any military, government or unapproved source.
- The TSN and CSN at the time of phase-out –
  - TSN 4,556.2
  - CSN 3,650

Signature:

Name: Alejandro Casado

Title: CAMO Technical Manager

Date: 18th Feb 2020