



**A319**

***Engine Condition Monitoring***

***Weekly Report***

***ECM-LWA-Y23/W39-MSN2954***

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Via Osteria Grande 57  
37066 – Sommacampagna – Verona - Italy

## ECM WEEKLY REPORT

A/C Type	A/C MSN	Pos	Engine S/n	Engine Type	Last Data Date	Last Flight Date	Cr. ΔEgt	Cr. ΔN2	Cr. ΔFF	Cr. N1 Vibs	Cr. N2 Vibs	Cr. Oil Tp.	Cr. Oil Press	To.EGT	To.N1	To.N2	Oil consumpt.	CFM Alert	
A319-112	2954	1	577849	CFM56-5B6/P	2023-09-16	2023-09-29	OK	OK	OK	OW	OW	OK	OK	OK	OK	OK	OK	OK	YES
		2	577850	CFM54-5B6/P	2023-09-16	2023-09-29	OK	OK	OK	OK	OK	OW	OK	OK	OK	OK	OK	OK	OK

### Summary / Analysis / Recommendations:

ESN 577849 and ESN 577850 have been checked for primary parameters shifts from baselines and for secondary parameters limits as per approved maintenance manuals. Engine Oil Consumption reveals no shift from average values and no sudden shifts; the AMM Limits are respected.

#### ESN577849 (Cr. N1 Vibs):

2023-09-21: EO77-009R00 (WC2011) signed by not fully performed (Fan Trim Balance with the EVMU) LWY informed on 2023\_09\_21 email h 15:53;

2023-08-30: Issued EO77-008R00 (Unbalance Data Acquisition) and EO77-009R00 (Fan Trim Balance with the EVMU) to lower the N1 Vibs further; CFM informed;

2023-08-25: EO77-007R00 (WC1997) fully performed on 2023-07-22 (just partially performed on 2023-07-14); after few days, N1 Vibs start to recover; issued EO77-008R00 (WC2010) and EO77-009R00 (WC2011) to acquire data in flight and to perform another Fan trim balance since the N1 vibs can be lowered, especially during takeoff; CFM informed;

2023-07-21: Wait to EO77-007R00 (WC1997) to be performed, CFM informed;

2023-07-12: CFM (Imen) has asked to be informed when EO77-007R00 (WC1997) will be performed;

2023-07-06: Planned for 20023-07-07 EO77-007R00 (WC1997) to perform Fan Trim Balance;

2023-06-16: Issued EO77-007R00 (WC1997) to perform Fan Trim Balance with the EVMU (One shot method) after acquisition of the unbalance data during flight (WC1996, WC-EO-77-006) since the trend recovery is not so evident and the N1 vibs remain high especially during takeoff (4,0 A/c units).

2023-05-29: Performed WC-EO-77-003 (Fan Trim Balance with the EVMU (One shot method) after acquisition of the unbalance data during flight (WC1992, WC-EO-77-002). Waiting more data to check the N1 Vibrations.

2023-04-18: Performed EO71-031R00 (WLB#01 ESN577849 Balance Weight Mapping): four screws are in the wrong positions; now a full set of P07 weights had been installed; check if N1 vibs trend recovers

2023-04-03: Issued EO71-031R00 to perform WLB#01 ESN577849 Balance Weight Mapping to check if after the fan blade remapping a full set of P07 weights had been installed or not; due date: 15/04/2023

2023-03-17: WC-EO-72-019R00 performed (ESN577849 Fan Blades Remapping as a consequence of Foreign Object Damage (FOD)); Check if the N1 Vibs trend stabilize after more data reading after accomplishment of WC-EO-72-019R00 since all the rotor had been rebalanced.

#### ESN577849 (Cr. N2 Vibs):

2023-04-18: Performed EO71-031R00 (WLB#01 ESN577849 Balance Weight Mapping): four screws are in the wrong positions; now a full set of P07 weights had been installed; check if also N2 vibs trend recovers (together with N1 Vibs trend);

2023-03-08: WC-EO-72-016R00 performed; due to no findings on all the points of TSM Task 77-00-00-810-865-A, MCDU has been configured to read the alternate Vibration Sensor output; to be checked if the trend stabilize after more data reading;

2023-03-06: No news on WC-EO-72-016R00

2023-02-16: Higher than normal Cruise N2 Vibs; Issued WC-EO-72-016R00 to TS as per TSM Task 77-00-00-810-865-A "Core Vibrations Higher than or Equal to 4.2 Units (1.68 Ips), and Less than 5.4 Units (2.16 Ips) on Engine 1 or 2"

#### ESN577850 (Cr. Oil Tp.):

2023-09-15: (email 11:30) Asked Mr.Abdulrahman in order to proceed with the TSM TASK 79-00-00-810-835-A;

2023-03-31: (email 12:50) Asked Mr.Abdulrahman in order to proceed with the TSM TASK 79-00-00-810-835-A;

2023-03-31: Mr.Essam sent the PFR: no evidence of SENSOR-TEMP, RIGHT WING TK OUTER CHANNEL A (30QJ2);

2023-03-20: LWA kindly asked Mr.Essam to provide PFR; Waiting for the PFR;

2023-03-17: No news from LWY; asked again LWA (email dated 17/03/2023 12:29);

2023-03-08: Again pushed to have PFR;

2023-03-06: No news from LWY

# ECM WEEKLY REPORT

## Summary/ Analysis / Recommendations:

2023-02-23: TS Done but no PFR Message found ;asked LWY via email to have the last PFR; waiting for those PFR to reissue another TS;

2023-02-16: Planned within February 19th, 2023 the WC-EO-79-005R00 (WC1975) to TS as per TSM Task 79-00-00-810-835-A FUEL LEVEL SENSING R OUT TEMP SENSOR 30QJ2" due to SENSOR-TEMP, RIGHT WING TK OUTER CHANNEL A (30QJ2) suspected

2023-02-03: Planned for February 12th, 2023 the WC-EO-79-005R00 (WC1975) to TS as per TSM Task 79-00-00-810-835-A FUEL LEVEL SENSING R OUT TEMP SENSOR 30QJ2" due to SENSOR-TEMP, RIGHT WING TK OUTER CHANNEL A (30QJ2) suspected

2023-01-11: Issued WC-EO-79-005R00 to TS as per TSM Task 79-00-00-810-835-A FUEL LEVEL SENSING R OUT TEMP SENSOR 30QJ2" due to SENSOR-TEMP, RIGHT WING TK OUTER CHANNEL A (30QJ2) suspected

2023-01-11: Oil Temp trend unstable, on watch for further data

Prepared by: Francesco De Negri



Checked by: Francesco De Negri









