



***A319***

***Engine Condition Monitoring***

***Weekly Report***

***ECM-LWA-Y24/W37-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	2024-09-07	2024-09-13	OK	OK	OK	OW	OK	OK	OK	OK	OK	OK	OK	OK
		2	577850	CFM54-5B6/P	2024-09-07	2024-09-13	OK	OK	OK	OK	OK	OW	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):**

2024-09-03: LWA answered on 2024/09/11 (h15:14) reporting the following: "I would like to inform you that, After thoroughly reviewing the PFR and flight crew reports by, we did not find any messages or indications of vibration in Engine 01, particularly during the take-off phase. Additionally, no verbal or written reports have been received in the aircraft logbook from any captain concerning this issue.

We have completed part of the work order, including the specified detailed inspection and fan blade lubrication, no any defect found. The inspection of the vibration sensors is pending and will be conducted shortly. We will provide you with the results as soon as they are available."

Waiting for WC-EO-72-020 planned on September 14th, 2024.

CFM Portal updated (<https://mycfmportal.com/fmx/tail-profile/5A-WLB/cnrs/20240827015>)

2024-09-06: pushed LWA to Review PFR and flight crew reports to confirm tactile vibration (email 06/09/2024 h10:29). Waiting answer.

WC-EO-72-020 planned on September 14th, 2024.

2024-08-30 (email 10:10): CFM opens a new CNR 20240827015 recommending to perform again the T/S (TSM TASK 77-00-00-810-863-A "Fan Vibrations Higher than or Equal to 4 Units and less than 6 Units on Engine 1 or 2") and if N1 Vibration persists, open a CSC Case for further recommendations. WC-EO-72-020 issued to perform AMM Task 72-00-00-200-006-A Inspection/Check of Foreign Object Damage (FOD) (Bird Strike Included) and TSM TASK 77-00-00-810-863-A as suggested by CFM through CNR 20240827015.

In the meantime, asked LWA to Review PFR and flight crew reports to confirm tactile vibration (email 30/08/2024 h17:51). Waiting answer.

2024-08-22: Item reopened due to N1 vib increase again; asked CFM on 2024-08-21h 18:23 to share our intention to perform Fan Trim Balance with the EVMU (Vectorial method IAW AMM 77-32-34-750-001-A01) after a new Unbalance Acquisition on the ground (AMM77-32-34-860-043-A). Waiting answer.

**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;

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

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Summary/ Analysis / Recommendations:

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Checked by: Francesco De Negri









