



***A319***

***Engine Condition Monitoring***

***Weekly Report***

***ECM-LWA-Y24/W38-MSN2954***

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## ECM WEEKLY REPORT

| A/C Type | A/C MSN | Pos | Engine S/n | Engine Type | Last Data Date | Monitoring 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 | 2024-09-14     | 2024-09-20      | OK       | OK      | OK      | OW          | OK          | OK          | OK            | OK     | OK    | OK    | OK            | OK        |
|          |         | 2   | 577850     | CFM54-5B6/P | 2024-09-14     | 2024-09-20      | 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):

2024-09-20: WC-EO-72-020 accomplished on September 11th, 2024:

1) Performed "DETAILED INSPECTION AND RELUBRICATION OF FAN BLADE DOVETAILS, MIDSPAN SHROUDS, SPACERS, PLATFORMS AND FAN DISK DOVETAIL SLOTS" IAW AMM 722100-210-804;  
 2) Performed "Inspection/Check of Foreign Object Damage (FOD) (Bird Strike Included)" IAW AMM Task 72-00-00-200-006-A and TSM TASK 77-00-00-810-863-A; No damage found on the spinner front/rear cone, on the fan blades, on the abradable material, on the acoustical panels due to interference with blade tip, on the splitter fairing/booster IGV, on the OGV/seals of the OGV inner shroud, on the T12 sensor, on the LPT Stg4 blades (no shingling), on the wiring/connectors/receptacles between EVMU and both sensors.

Continuity test between EVMU and both sensors satisfactory.

#### #1 bearing vibs sensor resistance values:

Between PINS 1 and 2: 10GΩ; (Ok, must be more than 20MΩ)

Between PINS 1 and 3: 10GΩ; (Ok, must be more than 20MΩ)

Between PIN 1 and Connector Body: 10GΩ; (Ok, must be more than 20MΩ)

Between PIN 2 and Connector Body: 10GΩ; (Ok, must be more than 20MΩ)

Between PIN 3 and Connector Body: 10GΩ (Ok, must be more than 20MΩ)

#### TRF vibs sensor resistance values:

Between PINS 1 and 2: not indicated, values hidden in the task, but task indicated as OK (must be more than 20MΩ)

Between PINS 1 and 3: not indicated, values hidden in the task, but task indicated as OK (must be more than 20MΩ)

Between PIN 2 and Connector Body: not indicated, values hidden in the task, but task indicated as OK (must be more than 20MΩ)

Between PIN 3 and Connector Body: not indicated, values hidden in the task, but task indicated as OK (must be more than 20MΩ).

Finally, operational test of the Engine Vibration Monitoring Unit EVMU through the Centralized Fault Display System (CFDS) (Ref. AMM 77-32-34-710-040) was Passed.

Informed CFM through email (20/09/2024, h 16:59) and submit for closure the CNR 20240827015 on Fleet Monitor X .

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.

# ECM WEEKLY REPORT

Summary/ Analysis / Recommendations:

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Checked by: Francesco De Negri









