



A319

***Engine Condition Monitoring
Weekly Report***

ECM-LWA-Y25/W52-MSN2905

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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	Monitoring Date	Cr. ΔEgt	Cr. ΔN2	Cr. ΔFF	Cr. N1 Vibs	Cr. N2 Vibs	Cr. Oil Temp.	Cr. Oil Press	To.EGT	To.N1	To.N2	Oil consumpt.	CFM Alert
A319-112	2905	1	577787	CFM56-5B6/P	2025-12-21	2025-12-24	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
		2	577829	CFM54-5B6/P	2025-12-21	2025-12-24	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK

Summary/ Analysis / Recommendations:

ESN 577787 and ESN 577829 have been checked for primary parameters shifts from baselines and for secondary parameters limits as per approved maintenance manuals.

2025_12_24: New limits to be set into the graphs!

CFM answer dated December 9th, 2025

Dear Customer,

With reference to your below request, please find hereafter our Customer Support specialist final answer :

We reviewed the available vibration trends (flight data stopped flowing to us after december 1st) and we do see the N2 vibration shift on both engines at any flight phase and on both sensors. We searched a link with operating condition (engine speed, altitude, mach number) without success. The performance data (EGT) do not shift. As the problem appeared on both engines at same time we do not believe on engine issues.

There is a known update with EVMU unit conversion in diagnostics and we believe that you are in front of this. See fleet highlites article attached. We do not recommend any troubleshooting task as vibration are not felt by the crew and you are far from the troubleshooting level of 4.2 units.

Best Regards,

For any correspondence, please keep [CSC/CFM/2025-11/03470-A] in the object of your reply.

2025_11_28: Asked CFM about the TS to be done on both engines due to N2 vibs increase;

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Summary/ Analysis / Recommendations:

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Checked by: Francesco De Negri









