



Danish Engine Trend Analyzing

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www.deta-trend.com

ECTM[®] REPORT



2nd part 2015

Containing trend data until 19/04/2015
WebECTM Release No. 3.2.2 – Build 21



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Preface

The content of this quarterly Engine Condition Trend Monitoring (ECTM[®]) report (observation and recommendation) are based on the information provided by the operator.

This report only contains a part of the trend for the listed engines. For a complete print of the trend please contact deta@deta-trend.com

The trend analysis in this report has been performed by personnel that has attended and successfully completed Pratt & Whitney Canada ECTM courses.

Yours truly,

DANISH ENGINE TREND ANALYZING



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22/04/2015



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22/04/2015

EXAMPLE

██████████ position 1
PCE-██████████:

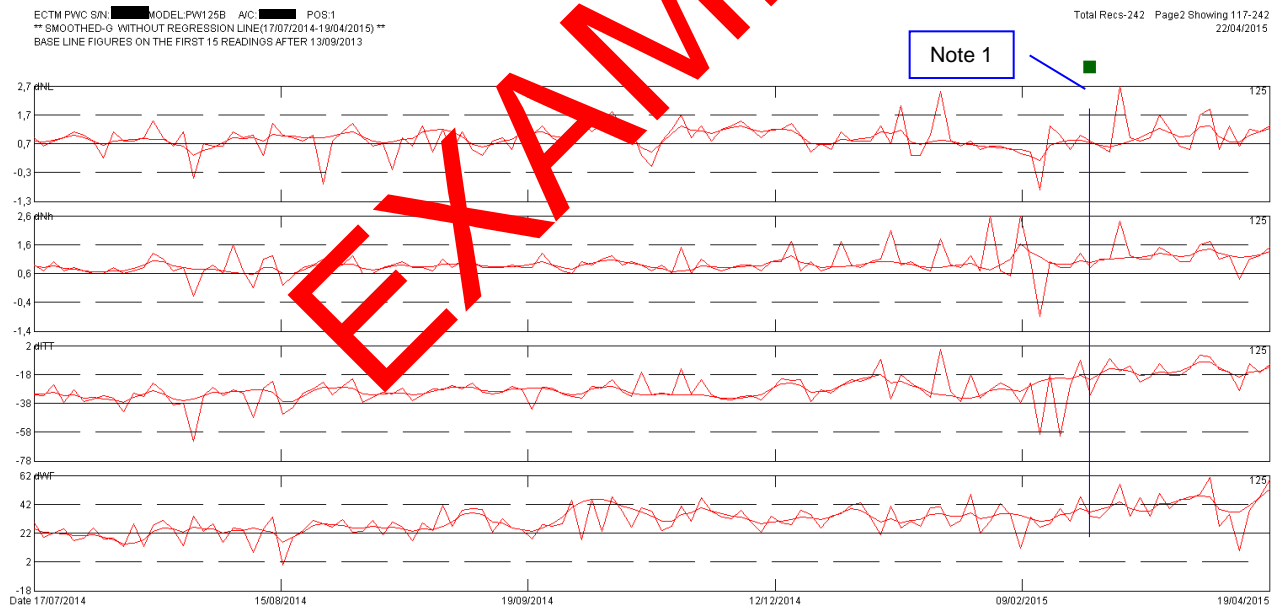
Note 1: Around 09/03/2015 all graphs makes step changes increasing. At this point NL is slightly above the baseline, NH is 0,6% above the baseline, ITT is 22°C above the baseline and WF is 20 pounds above the baseline.
This looks like a cold section problem or bleed air leak, but could also be maintenance performed or an engine change that we were not informed about.

Recommendations:

If no maintenance or engine changes were performed around the date described we recommend that the following troubleshooting is done:

- Perform a compressor recovery wash.
- Check the bleed air and air cond. valves for proper operation and closure.
- Check the bleed air system for leaks.
- Check the impeller for FOD.
- Check the diffuser pipes for cracking or pipes partially obstructed by remains from bird strike
- Perform a power assurance check

Please inform DETA of any results of the troubleshooting.



position 2
PCE-:

There was an increasing development on the NH graph for almost 6 months. Operator was informed of this in ECTM notification 124193-MAR-121114. NH is at this point almost 2% above the baseline and seems to be increasing.
Operator was in ECTM notification informed of a possible NH indication problem.

Note 1: Operator informed that NH indicator was replaced on 06/02/2015 and again on 13/02/2015 due to a defective part. NH graph seems to stabilize after this.

Note 2: Around 17/03/2015 all graphs except NL makes step changes decreasing. NH is at this point around 1% below the baseline, ITT is 15°C below the baseline and WF is 17 pounds below the baseline.
This could be maintenance performed or an engine change that we were not informed about.

Recommendations:

Please inform if there has been any engine changes or if any maintenance has been performed around the date described in note 2 above and report back to DATA.

