CALL FOR ARMS...EXPERTS

Input	Tags Detected CAM	Recall
DURING CRZ FL381 MULTIPLE EVENTS OF ENG NO.2 N1 VIB ADVISORY OCCURED MAX 6.1 UNIT N2 MAX 0.3 N3 MAX 1.1 UNITS NO AIRFRAME VIBRATION SEE HISTORYREF TSM 77-00-00-810-805 NO.2 MCD INSPECT C/OUT PER MM 79-00-00-200-805 FND PARTICLES REF NDT REPORT S/N 10-13 FLAUES AND CHIPS FOUND REQUIRED NO.2 ENG CHANGE.	http://data.airbus.com/id/scheme/workAction/Change http://data.airbus.com/id/scheme/descItem/Vibration	40%
Engine number 1 with high vibration.For engine 1 change. PAL delay code: 41 .	http://data.airbus.com/id/scheme/descItem/Vibration http://data.airbus.com/id/scheme/workAction/Change	100%
PK-GPD ex GA885 arrive with AML trouble Eng no 1 vibration (fluctuate)3-6,1 unit, so plan tow HGR for rectification and run up"Towing clearance not approved by ATC(can be approved after 16:00). Info PK-GPK (HGR in 10:35) weekly check + add job, and replacement M/W no: 5 performed A/C released (15:00 UTC). A/C tow to E31, d/t clearance approved after PK-GPD tow to HGR first. A/C on spot. BD chk performed. Pax boarding. A/C block off"MCC decide change A/C with MSN 1028 PK-GPK	http://data.airbus.com/id/scheme/descAction/Block http://data.airbus.com/id/scheme/descItem/Vibration http://data.airbus.com/id/scheme/workAction/Change	50%
Vibration on Engine 2 after fan blades lubrication (5.7)Changed a/c to MSN 0196/A340. Okay after performing another engine run - Normal. Okay after performing another engine run - Normal. PAL delay code: 46.	http://data.airbus.com/id/scheme/workAction/Lubrication http://data.airbus.com/id/scheme/descItem/Vibration http://data.airbus.com/id/scheme/workAction/Change	100%
"HIGH N1 VIBRATIONS ON ENGINE #2 (air turnback)-- reported high N1 vibrations via ACARS-- return to ORD and safe landing performed-- found debris in tailpipe-- no recent history of vibration on this engine-- location, transport and change of spare engine resulted in this cancellation-=> reason for sudden high vibrations yet unclrear, awaiting shop report"	http://data.airbus.com/id/scheme/descItem/Vibration http://data.airbus.com/id/scheme/workAction/Change	33%
STALL MESSAGE DURING CLIMB FOLOWED BY TGT EXCEEDANCE AND HIGH N3 VIBRATIONS. ENG #2 IFSD AND RETURN TO LAGOS.BOROSCOPE INSPECTION : ALL VISIBLE HPC R1 ENGINE CHANGE.BLADES DAMAGED.	http://data.airbus.com/id/scheme/descAction/Damage http://data.airbus.com/id/scheme/descItem/Vibration http://data.airbus.com/id/scheme/workAction/Change	50%
Eng2 N1 Vibration pickup by AIRMAN resulting in awtg for firav A/C.A/C changed.	http://data.airbus.com/id/scheme/descItem/Vibration http://data.airbus.com/id/scheme/workAction/Change	50%
After take-off, shows EIU1 fault warning, autothrottle failed, left engine vibration has no indication, other parameters are normal, the crew have no confidence in performing the flight because of occurrence of this condition for the first time, return to Singapore.Reset the circuit breaker, then the warning disappears.Exchange EIVMU 1# and EIVMU 2#, then ground run-in check normal, aircraft released.	http://data.airbus.com/id/scheme/descAction/Fault http://data.airbus.com/id/scheme/descAction/Fail http://data.airbus.com/id/scheme/descItem/Vibration http://data.airbus.com/id/scheme/descAction/Indication http://data.airbus.com/id/scheme/descAction/Disappear	72%
UNCOMMANDED AILERON VIBRATION WITH HYDRAULIC POWER ON. SECOND A/C CHANGED TO D-AIKK.SUBSEQUENT TO A/C CHANGE LH0598/22	http://data.airbus.com/id/scheme/descItem/Vibration http://data.airbus.com/id/scheme/workAction/Change	100%
UNCOMMANDED AILERON VIBRATION WITH HYDRAULIC POWER ON. A/C CHANGED TO D-AIKF.TROUBLESHOOTING PERFORMED. ELECTRO HYDRAULIC SERVO VALVE AT L/H OUTBOARD AILERON 10CS1 CHANGED. OPS TEST PERFORMED. NO OSCILLATION + NO LEAK PRESENT. TEST OK.	http://data.airbus.com/id/scheme/workItem/Servo http://data.airbus.com/id/scheme/descItem/Vibration http://data.airbus.com/id/scheme/workAction/Change http://data.airbus.com/id/scheme/workAction/Test	80%