

เฉลยแบบทดสอบ OIL CONSUMPTION MONITORING

1. Regarding “Oil Consumption Monitoring (OCM)”, which of the following statement is correct ?

- a. Oil Consumption Monitoring (OCM) is mandatory for Non-ETOP (ETOP = Extended-range Twin-engine Operational Performance Standard) aircraft.
- b. Oil Consumption Monitoring (OCM) is applicable to gas turbine engine only.
- c. Oil Consumption Monitoring (OCM) could detect bearing defects and fuel contamination.
- d. Oil Consumption Monitoring (OCM) and Engine Trend Monitoring could detect defects in the engine gas path.

2. Which of the following statement is correct ?

- a. Oil Consumption Monitoring (OCM) is accountable for preventive and predictive maintenance.
- b. Oil Consumption Monitoring (OCM) is accountable for only preventive maintenance.
- c. Oil Consumption Monitoring (OCM) is accountable for only predictive maintenance.
- d. Oil Consumption Monitoring (OCM) is accountable for corrective maintenance.

3. Which of the following is a part of “Aircraft Reliability Program” ?

- a. System Rate Monitoring
- b. Components Reliability Monitoring
- c. Engine Trend Monitoring and Oil Consumption Monitoring
- d. All of the above a, b, c and d are in “Aircraft Reliability Program”.

4. Short Term Oil Consumption Monitoring is

- a. To record oil quantity serviced on flying hours and report by yearly scale.
- b. To record oil quantity serviced on flying hours and report by monthly scale.
- c. To record oil quantity serviced on flying hours and report by weekly scale.
- d. To record oil quantity serviced on flying hours and report by daily scale.

5. Long Term Oil Consumption Monitoring is

- a. To record oil quantity serviced on flying hours and rolling average every 6 months.
- b. To record oil quantity serviced on flying hours and rolling average every 9 months.
- c. To record oil quantity serviced on flying hours and rolling average every 3 months.
- d. To record oil quantity serviced on flying hours and rolling average every 12 months.

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