


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2009-0175</b></p> <p><b>Date: 13 August 2009</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>Dassault Aviation</p>	<p><b>Type/Model designation(s) :</b></p> <p>Mystère-Falcon 20 series aeroplanes</p>
<p>TCDS Number : DGAC France TC No.103 TER</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 72</b>	<b>Engine - 1st Stage Low Pressure Turbine (LPT1) Blades / Vibration Monitoring</b>
<b>Manufacturer(s):</b>	Dassault Aviation (Previously Avions Marcel Dassault-Bréguet Aviation)
<b>Applicability:</b>	<p>Mystère-Falcon 20 series aeroplanes fitted with Honeywell TFE731-5()R-2C turbofan engines.</p> <p>The parentheses appearing in the engine model number indicates the presence or absence of an additional letter - A or B - that varies the basic engine model.</p>
<b>Reason:</b>	<p>Several instances of shifted LPT1 blades were discovered after troubleshooting reports of high vibration, short N1 roll-down time, or abnormal engine noise on Honeywell TFE731-5()R-2C turbofan engines.</p> <p>The shifting of LPT1 blade(s) could result in high stress loading of the LPT1 disc which could lead to an uncontained LPT1 disc rim separation. Because of the engine/aircraft configuration of the Mystère-falcon 20 series aeroplanes, the released parts could penetrate the tail fuel tanks.</p> <p>The engine manufacturer has confirmed that early detection of LPT1 blade shifting can be achieved by monitoring the engine vibrations. As a consequence and until a redesigned LPT1 disk assembly is implemented to eliminate the need for this recurring vibration survey, this AD requires repetitive on-wing vibration inspections and applicable corrective actions when vibratory levels exceed the design tolerances.</p>

Effective Date:	27 August 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated:</p> <p>(1) At the next scheduled A-check or within 330 Flight Hours (FH), whichever occurs first after the effective date of this AD, do an on-wing engine vibration survey in accordance with the accomplishment instructions of Honeywell Service Bulletin TFE731-72-3750 revision 0 (the service bulletin).</p> <p>If the vibratory levels are above the limits defined in the applicable engine maintenance manual - see table 4 of the service bulletin - before further flight, use the normal troubleshooting procedures to determine the source(s) of the vibration(s) and do all applicable corrective actions to restore the acceptable vibratory levels.</p> <p>(2) Thereafter, at intervals not to exceed 630 FH, do an on-wing engine vibration survey in accordance with the accomplishment instructions of the service bulletin and when vibratory levels are found above the limits defined in the applicable engine maintenance manual, before further flight, do all applicable corrective actions to restore the acceptable vibratory levels.</p>
Ref. Publications:	<p>Honeywell International Inc. Service Bulletin TFE731-72-3750 revision 0, dated 29 August 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>This AD was posted on 06 July 2009 as PAD 09-088 for consultation until 05 August 2009. No comments were received during the consultation period.</li> <li>Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>For any question concerning the technical contents of the requirements in this AD, please contact your Dassault Falcon Technical Assistance: <ul style="list-style-type: none"> <li>For Europe, Middle East and Africa based operators: Hot Line: (33) 1 47 11 37 37 / Fax: (33) 1 47 11 89 49</li> <li>For USA, Canada and Mexico based operators: Help Desk: (1) 800-2FALCON (2325266) / Fax: (1) 201 541 4740</li> <li>All other areas: Help Desk: (1) 201 541 4747 / Fax: (1) 201 541 4740</li> </ul> </li> </ol>