


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 09-088</p> <p>Date: 06 July 2009</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Type Approval Holder's Name : Dassault Aviation	Type/Model designation(s) : Mystère-Falcon 20 series aeroplanes
TCDS Number : DGAC France TC No.103 TER	
Foreign AD : Not applicable	
Supersedure : None	
ATA 72	Engine - 1st Stage Low Pressure Turbine (LPT1) Blades / Vibration Monitoring
Manufacturer(s):	Dassault Aviation (Previously Avions Marcel Dassault-Bréguet Aviation)
Applicability:	<p>Mystère-Falcon 20 series aeroplanes, serial numbers 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>
Reason:	<p>Several instances of shifted LPT1 blades were discovered as a result of troubleshooting a report of high vibration, short N1 roll-down time, or abnormal engine noise on Honeywell TFE731-5()R-2C turbofan engines. The shifting of LPT1 blade(s) can result in high stress loading of the LPT1 disc and lead to the possibility of an uncontained LPT1 disc rim separation.</p> <p>The engine manufacturer's analysis indicates that LPT1 blade shifting can be early detected by monitoring the engine vibrations.</p> <p>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:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless previously accomplished:</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>
<p>Ref. Publications:</p>	<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>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 05 August 2009. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical contents of the requirements in this PAD, please contact your Dassault Falcon Technical Assistance: <ul style="list-style-type: none"> • For Europe, Middle East and Africa based operators: Hot Line: (33) 1 47 11 37 37 / Fax: (33) 1 47 11 89 49 • For USA, Canada and Mexico based operators: Help Desk: (1) 800-2FALCON (2325266) / Fax: (1) 201 541 4740 • All other areas: Help Desk: (1) 201 541 4747 / Fax: (1) 201 541 4740