August 18, 2010

To: Channel Partners, Maintenance and Flight Operations of Honeywell Propulsion Engines

Subject: TFE731-20/-40/-60 Engine Front Frame Recent In-Service Findings of Corrosion

Reason

The purpose of this letter is to provide further information on recent in-service findings of corrosion on TFE731-20/-40/-60 engine aluminum front frame flanges with composite bypass ducts. **TFE731-60 engines produced after 1999 and TFE731-50 engines are not affected by this condition.**

Discussion

TFE731-20/-40/-60 engine models have been in service for 15 years and have logged nearly 8 million hours of operation. Recently, Honeywell has learned of corrosion on several aluminum front frame flanges.

Honeywell continues to analyze the front frame flanges to determine extent of the corrosion within the affected engine population. Service Bulletins are anticipated to be released by the end of the year to address this issue. **No action is required at this time.**

Bombardier Learjet, Gulfstream and Dassault have been notified of the issue. Honeywell will provide its next communication to channel partners, maintenance and flight operations in September 2010 as the investigation progresses.

Please contact your local Customer Support Manager or Field Service Engineer if you have any further questions. For 24/7 technical support please call the Global Technical Operations Center at 1-800-601-3099 (U.S.) / 1-602-365-3099 (Int'l), Press Option 5 or Email: AeroTechSupport@Honeywell.com
Frequently Asked Questions

Question: What engine configurations may be impacted by this notice?

Answer: The engine models listed below that have composite bypass ducts may be impacted. Engines with aluminum bypass ducts are not affected.
- TFE731-20 Learjet 40/45
- TFE731-40 Gulfstream 100/150
- TFE731-40 Dassault Falcon 50EX and Falcon 50-40 Retrofit
- TFE731-60 Dassault Falcon 900EX produced before 1999

Question: Where is the corrosion?

Answer: Corrosion may be visible on front frame flanges that are not anodized or painted (untreated) at the interface with the composite bypass duct. No action is required at this time and Honeywell will provide an update in September 2010 as the results from engine testing become available.

Question: Why is the front frame flange corroding?

Answer: The front frame aft flange is corroding because the flange is not anodized during the manufacturing process.

Question: What testing is Honeywell performing?

Answer: Front frame flanges with field corrosion are being used for engine load testing. Honeywell is working with the FAA (Long Beach ACO) on test plans and results. A test update will be provided in September 2010.

Question: Will the inspection require downtime for my aircraft?

Answer: No action is required at this time and Honeywell will provide additional updates in September 2010 as the results from engine testing become available.

Question: What will this cost me?

Answer: Honeywell is currently in discussions with Learjet, Gulfstream and Dassault Aviation on the plans and costs for this service bulletin and will provide an update in September 2010.

Question: When will the Service Bulletins be released?

Answer: Service Bulletin release will be based on the engine testing of the front frame flange. We expect to release the TFE731-20 in October 2010 and the TFE731-40/-60 by the end of the year unless engine test results drive a different Service Bulletin release date.