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Operating Information Letter

PLEASE DISTRIBUTE TO ALL AFFECTED
FLIGHT CREW MEMBERS & MAINTENANCE PERSONNEL

OPERATING INFORMATION

OI LT101-03
January 30, 2009

TO: All Owners/Operators, Airframe Manufacturers, Distributors, Sales and Service Organizations, and Field Service Representatives

APPLICATIONS: All LT101 Engines

PURPOSE: To provide information which specifies the intent of the non-emergency engine shutdown procedure and maintenance actions to be taken if these shutdown procedures cannot be followed.

DISCUSSION: The LT101 engine shutdown procedure is provided in the Aircraft Flight Manual (AFM) for a non-emergency engine shutdown. The shutdown procedure consists of following steps. The first step requires that the power level be set to idle for a minimum of 2 minutes prior to shutdown. This second step after shutdown is that the engine is to be motored using the starter motor for 10 seconds. These steps provide a means to stabilize the engine component temperatures to idle conditions prior to shutdown and ensure temperature stabilization of the engine. If the procedure is not followed based upon experience seen in development and fielded engines, coke build up in the No 2 and No 3 bearing oil jets and sump area will occur. Coke build up in these locations may result in the loss of oil flow to the bearings which will lead to a bearing failure.

RECOMMENDATIONS: Honeywell is aware that in some cases the engine shutdown procedure cannot be followed for various reasons. If your aircraft engine operation will not allow you to follow the Aircraft Flight Manual engine shutdown procedure, Honeywell recommends the following actions:

- Note in the aircraft logbook each instance when you cannot follow the two minute idle stabilization period prior to shutdown and 10 second motoring of the engine, with the starter, after engine shutdown.
- After the three occurrences, where one cannot follow the two minute idle stabilization period prior to shutdown and 10 second engine motoring with the starter after engine shutdown, perform a No. 2 and 3 Bearing Package Oil Jets (Delta P Check) inspection per the applicable engine maintenance manual.

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- Report the occurrences and results of the pressure test results to:

Honeywell International Inc.

Engines RM&SS, 102-206

Attn: William Kellogg

william.kellogg@honeywell.com

402 S 36th St

Phoenix, Arizona 85034

USA

- This data will be used to assist in possible modification of the above recommendations.