

Fall 2006 CTOTF
Tempe, Arizona
Pratt & Whitney FT8 Special Session Submitted Questions
August 30, 2006
9:30 a.m. – 12:00 p.m.

1. Describe what Process Analyst will provide to the operator? What is required to use this feature?
2. When will the new Interactive Technical publication be available?
3. What improvements have been made on the igniter design since last report?
4. What has been learned from the tests utilizing different front engine struts for the NIV (non integral vibration) problem?
5. What has been learned or gained from installation of the new collector box seals? Has this significantly reduced NIV issues in engines with this problem?
6. Does the new Citect 6.0 automatically back up alarm history data?
7. Has the Bleed Detection modification been installed on any customer engines in the FT8 fleet? Has there been any feedback from existing customers who use it?
8. Has the Damped Bearing fix for NIV proved to be successful in the engine which is being used for evaluation? Have there been any levels of NIV measured in this engine below the trip or alarm point?
9. It appears that there are a number of exhaust case strut support cracks appearing in the FT8, why is occurring? Has there been any DOD in the PT from this problem?
10. Have there been any problems with the new 2320 HMI computers and software upgrade to date. What type of Citect support is offered with this upgrade purchase?
11. What is the current lead time for Power Turbine repairs? Are there currently any rotatable PT's available from Pratt?
12. Does PWPS have a engine exchange program?
13. Can TE1601/TE1602 be moved from the engine compartment to outside the enclosure without effecting CAB operation drastically?
14. What design improvements are being seen in the latest FT8 design?
15. Some operator's have experienced #7 Power Turbine bearing failures. Can you speak to possible root causes and ways to prevent this?