



SERVICE INFORMATION LETTER

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Subject PT6A-140/A/AG Time Between Overhaul and Hot Section Inspection Interval

Applicability PT6A-140, PT6A-140A & PT6A-140AG

Reference PT6A-140 Maintenance Manual P/N 3075742
PT6A-140A Maintenance Manual P/N 3077182
PT6A-140AG Maintenance Manual P/N 3079582

Since the entry into service of the PT6A-140 in December 2012 and PT6A-140AG in March 2015, Pratt & Whitney Canada Corp. (P&WC) have delivered close to 500 engines, accumulating over 500,000 flight hours. The reliability of the PT6A-140 series has proven to be excellent with no Basic InFlight ShutDown (BIFSD). Additionally, P&WC have evaluated a number of engines at overhaul, including some that were operated to Option B Time Between Overhaul (TBO) at 6,000 hours. The condition of all engines at overhaul is representative of very good service experience and reliability, with no significant findings.

Based on demonstrated reliability and substantiated condition of engines at overhaul, P&WC is pleased to announce an increase of the basic industry TBO interval applicable to PT6A-140, PT6A-140A and PT6A-140AG from 3,600 hours to 4,000 hours. The Hot Section Inspection (HSI) recommended interval is also increased from 1,800 hours to 2,000 hours (no change to HSI based on Engine Condition Trend Monitoring). The PT6A-140 and PT6A-140AG Maintenance Manuals were revised to reflect this change, the PT6A-140A

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| Export Control Classification | | | |
| | | | (X) if Applicable |
| Contains no Technical Data | | | (X) |
| Not Subject to the EAR pursuant to 15 CFR 734.7(a)(1) or Not Subject to the ITAR pursuant to 22 CFR 120.11 (NSR) | | | () |
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manual will be updated in an upcoming revision. Please note that this recommendation is subject to approval from each operator's Airworthiness Authority.

Additionally, P&WC is now offering a TBO harmonization for operators with mixed fleet of PT6A-114/A and PT6A-140 engines. As such, operators with a valid P&WC-recommended TBO extension for PT6A-114/A may apply this recommendation to PT6A-140 engines in their fleet. Based on the current service experience of the PT6A-140, TBO harmonization will be limited to 6,000 hours. For example, an operator with a P&WC-recommended TBO of 5,600 hours for PT6A-114/A engines may apply this TBO for their PT6A-140 engines. However, an operator with an 8,000 hours P&WC-recommended TBO for PT6A-114/A engines would limit their PT6A-140 engine TBO to 6,000 hours. Nevertheless, additional extension will be possible through sampling under Option A TBO.

Until the EMM is revised, operators wanting to benefit from the TBO harmonization may apply to P&WC using the forms in Figure 1 and Figure 2 of this Service Information Letter. Noting, there are key requirements in order to benefit from the TBO harmonization:

- Factory built engines or engines overhauled/repared at a P&WC service center or a P&WC Designated Overhaul Facility (DOF).
- Engines that incorporate only P&WC parts originally supplied by P&WC or its authorized distributors or components repaired in accordance with P&WC approved repair process.
- Engines that are operated within the limitations of the relevant aircraft operating manuals and are maintained in accordance with the appropriate P&WC Instructions for Continued Airworthiness.
- An active Flight Data Acquisition Storage and Transmission (FAST) system with automatic data upload (cellular network) on all PT6A-140 powered aircraft.

P&WC would like to take this opportunity to highlight the benefits of engine health monitoring. On the PT6A-140 series, it is made possible by the FAST system. In addition to Engine Condition Trend Monitoring (ECTM), the FAST system allows exceedance as well as turbine blades creep monitoring. Moreover, with the data transmission capability of the FAST system, data can be uploaded automatically after each flight using regular cellular network, allowing quick preventive maintenance recommendations while reducing workload for mechanics. ECTM allows for early detection of engine performance changes, which can be beneficial in scheduling the required corrective or preventive maintenance and consequently, reducing unscheduled maintenance, thus reduce operating cost.

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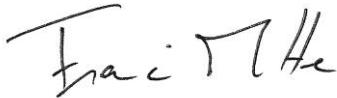
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For further information, please contact your local P&WC Field Support Representative or the P&WC Customer Help Desk, Tel +1 450-647-8000 or +1-800-268-8000. We can also be reached at cfirst@pwc.ca, or our website www.pwc.ca.

Yours truly,

PRATT & WHITNEY CANADA CORP.



Francis Marotte
Customer Manager
PT6A Customer Engineering

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Figure 1 - PT6A-140 Time Between Overhaul Harmonization Request Form

Company Name _____ Telephone _____

Company Address _____

Company Contact _____ Title _____

Email _____ Telephone _____

Maintenance Facility _____ (If other than operator)

Contact Name _____ Title _____

Email _____ Telephone _____

| | | |
|--|---|-----------|
| 1. The engines are factory built engines or engines overhauled/repared at a P&WC service center or a P&WC Designated Overhaul Facility (DOF). | <p align="center">Conforms</p> <p align="center">YES NO</p> <p align="center">() ()</p> | Comments: |
| 2. The engines incorporate only P&WC parts originally supplied by P&WC or its authorized distributors or components repaired in accordance with P&WC approved repair process. | <p align="center">Conforms</p> <p align="center">YES NO</p> <p align="center">() ()</p> | Comments: |
| 3. Engines are operated within the limitations of the relevant aircraft operating manuals and are maintained in accordance with the appropriate P&WC Instructions for Continued Airworthiness. | <p align="center">Conforms</p> <p align="center">YES NO</p> <p align="center">() ()</p> | Comments: |
| 4. PT6A-140 powered aircraft have the FAST system installed and functional. Automatic data upload feature is enabled with an active Data Analysis Center (DAC) subscription. | <p align="center">Conforms</p> <p align="center">YES NO</p> <p align="center">() ()</p> | Comments: |
| 5. Aircraft powered by PT6A-114/A engines are operated under similar missions as PT6A-140 powered aircraft. Moreover, maintenance is consistent across all engine models | <p align="center">Conforms</p> <p align="center">YES NO</p> <p align="center">() ()</p> | Comments: |
| 6. Latest PT6A-114/A TBO recommendation from P&WC. | TBO: _____ STP Letter: _____ | |
| 7. Engine internal wash interval. | Compressor: _____ Turbine: _____ | Comments: |
| 8. Fuel nozzle inspection interval. | Interval: _____ Concurrent borescope inspection () Yes | Comments: |

I hereby attest that the information provided herein is exact to the best of my knowledge and that I may be requested to provide additional data to support the harmonization of Time Between Overhaul.

Completed by:

Name (printed)

Signature

Date (DD/MM/YYYY)

Return completed form to: pt6atboevaluation@pwc.ca

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Figure 2 - Fleet Information (all engine models)

| Engine Model | Serial Number | TTSN | TTSO | Time Date* | TTSO at induction into the fleet | Date of entry in service or last overhaul | Shop where the last overhaul was performed |
|--------------|---------------|------|------|------------|----------------------------------|---|--|
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*** Date on which the engine times were recorded.**

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