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P&WC 11524 (2021-07) MRO Information Management (9290)

S.I.L. NO.
PT6C-018 R1

SERVICE INFORMATION LETTER

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Subject: **PT6C Time Between Overhaul Evaluation (TBO)/ Escalation Recommendation**

Applicability: **PT6C series Engines**

Note: there are significant changes introduced to this SIL through revision 1 and change bars have not been added.

Purpose:

Pratt & Whitney Canada Corp. (P&WC) can provide, upon request and after evaluation, recommendations for extended Time Between Overhaul (TBO) intervals. Procedures and requirements are further detailed in the applicable Service Bulletin (SB) or P&WC Engine Maintenance Manual (EMM) covering the "Operating Time Between Overhauls and Hot Section Inspection Frequency (TBO/HSI)". Relevant SBs and EMMs are referenced within Appendix C.

This Service Information Letter (SIL) is issued to advise all operators of the various options for PT6C engines, with process guidelines to assist operators for submitting applications for TBO escalation.

The ability to increase the TBO on PT6C engines is a testament to their reliability and to the maintenance benefits to our operators. The current P&WC process reflects latest industry best practices in requiring multiple samples for higher TBO extensions. Escalation of TBO's can also help operators plan for business efficiency.

P&WC is happy to announce that the TBO escalation process has migrated to the My P&WC Power (MPP) customer portal, whereby a new "Engineering Service" is available to the Operator to submit, receive and review TBO escalation submissions. P&WC encourages Operators to register on our customer portal as soon as possible, in order to establish an immediate two-way communication channel.

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Additionally, for maintenance scheduling purposes, the applicable SB or EMM may provide allowances for TBO/HSI contingency extensions. For interval extensions beyond this allowance, the operator may submit a request to P&WC for evaluation. Additional information for submitting TBO/HSI maintenance scheduling contingency extensions will be made available through a new P&WC SIL GEN TBC (to be released). Noting these contingency extensions will be beyond published intervals, the P&WC recommendation will typically be issued in the form of a Maintenance Deviation (DAA) Letter, which may incur a fee per P&WC SIL GEN-122.

Introduction:

The intent of this SIL is to describe in general the TBO escalation process and to offer guidelines to assist operators in taking full advantage of the process.

PT6C engines are required to undergo periodic inspection in accordance with a pre-established schedule in order to ensure airworthiness and safety, TBO and HSI intervals represent the two major scheduled inspections.

TBO escalation options available through MPP, refer to specific EMM or TBO SB for engine model eligibility:

- Option A – Fleet TBO escalation by sampling

Access to MPP Customer Portal for TBO Escalation

Operators will need to have a P&WC customer account with the online platform MyP&WCPower (<https://customer.pwc.ca/>).

Log into the customer portal, all of the TBO escalation forms are available through the menu bar selection “Services” and under “Engineering Services” the new feature is titled “TBO/HSI Contingency Extension and Escalation Request”. The various options are available by selecting the “New Request” button.

If operator requires assistance with My P&WC Power portal access or required further information, please contact your local P&WC Field Support Manager (FSM) or P&WC Customer first Centre (CFirst)

Customer First Centre (CFirst):

Email: CFirst@pwc.ca

Telephone: 1 450 647-8000

1 800 268-8000

(international access code) + 8000 268-8000

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Fee for Fleet TBO Extension Recommendation (Option A):

The fee to review a sample engine inspection report and provide a TBO escalation recommendation is \$10,000 USD per required sample engine. Sample engines must be inspected at a P&WC Service Centre or P&WC Designated Overhaul Facility (DOF).

There will be no fee for transfer of Option A extension between Operators, per applicable TBO/HSI SB or EMM. There will be no fee for sample evaluations that are unsuccessful or rejected.

NOTE: P&WC Service Centre or DOF may also charge additional labour hours for the TBO review process.

Payment for Evaluation Fee

Applicants for a TBO extension can pay the associated fee directly through their My P&WC Power portal account. Alternately, payment may be made via a Purchase Order addressed to P&WC (Attention: Manager, PT6C Customer Engineering).

For additional information, please contact your local Field Support Manager (FSM).

Respectfully,



Riccardo Tan J.W
PT6 Turboshaft Customer Engineer

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Appendix List:

- A. Guidelines for Option A – Fleet TBO escalation by sampling
 - A1. Fleet TBO Sample Request Form
 - A2. Fleet Data List
- B. List of SBs and EMMs publishing TBO requirements

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APPENDIX A
Guidelines for Option A – Fleet TBO escalation by sampling

For an Option A fleet escalation request, this is to be submitted by the Operator before the sample engine is inducted for overhaul. The respective Overhaul Shop will automatically receive advice after Operator submission and then following engine induction, the Overhaul Shop will be able to provide summary and condition report documents to support the submission.

Sample engine eligibility:

Identify a sample engine from the Operator fleet that is due for scheduled overhaul that is representative of the mission profile, operating environment and maintenance practices.

Ensure the engine meets the sample engine eligibility criteria, refer EMM or TBO SB as applicable. Escalation of an operator's TBO requires one or two sample engines meeting the following criteria:

- Sample engine has been operated by the current operator for the majority of the TBO interval (not less than 90% of the current operator's P&WC-recommended TBO interval).
- Sample engine did not have a major repair since the last overhaul (major repair may be defined as a repair in accordance with the P&WC Overhaul Manual (OHM)).
- Engine time since new (TSN) or time since overhaul is within 150 flight hours from the operator's current P&WC-recommended TBO interval. The sample engine may accumulate hours beyond the current interval.
- Engine operation and maintenance has been in full compliance with applicable Instructions for Continued Airworthiness (ICAs), including Aircraft Pilot Operating Handbook, Aircraft Maintenance Manual, P&WC EMM and SBs.
- Engines must have incorporated only new P&WC parts originally supplied by P&WC or parts shall have been repaired in accordance with P&WC approved repair processes.

Maintenance Scheduling Extension:

For a twin engine aircraft where the two engines have identical hours, the sample engine should be removed and a spare or rental engine installed. Operators may also elect to use the maintenance scheduling extension process for the opposite engine (twin application), whilst the escalation request is being evaluated. Additional information for submitting TBO/HSI maintenance scheduling contingency extensions will become available through P&WC SIL GEN-TBC (to be released).

MPP Customer Portal Option A Submission

From the TBO/HSI Contingency Extensions and Escalation Request screen, select "New Request" and "Option A". This is the Option A TBO escalation request submission form, there is header contact information and four (4) tabs that are required to provide the necessary details for the submission. This process is equivalent to the prior manual EMM or TBO SB form submission process.

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-
- Header contact information. Verify that the account is correct, if necessary, the details may be edited.
 - Basic Details tab. These requirements are equivalent to the details specified on the Option A Fleet TBO Evaluation Sample Request Form (refer Appendix A1). Enter the information for the requestor company (this contact will be addressee for the issued escalation letter), maintenance facility for engine overhaul induction and the respective sample engine details. There are two (2) questions that relate to the operation and maintenance history for the sample engine.
NOTE: the P&WC recommendation for a TBO escalation is provided to the owner of the engine.
 - Fleet Data tab. These requirements are equivalent to the information specified on the Fleet Data List Form (refer Appendix A2). The fleet data may be entered manually. Alternatively, a template file may be downloaded, when prepared in this format, it will enable uploading and auto-population of this form.
 - Supporting Documents tab. Should additional supporting information be required, this may be attached to the submission using this tab.
 - Acknowledgements tab. Final step for the submission is to complete the declaration, this is equivalent to signing the respective request forms.

Following successful submission, an automatically generated email will be issued to the Operator to acknowledge receipt and the Overhaul Facility to advise that a sample engine will be inducted for TBO evaluation. P&WC will also receive confirmation and the task will be registered for processing. The Operator may then dispatch the engine for overhaul induction, advising that this engine is a sample for TBO evaluation purposes.

Sample Engine Evaluation:

The Overhaul Facility identified in the submission will also receive an automatic email notification.

NOTE: For the purposes of this SIL, "Overhaul Facility" refers to any recognised P&WC Service Centre or P&WC Designated Overhaul Facility (DOF).

The evaluation consists of two stages, following engine disassembly:

- 1 - The first portion consists of a visual ("dirty") examination of the components prior to cleaning to assess whether the hardware appears capable of an additional 500 hours of operation.
- 2 - Following satisfactory completion of this phase, the second portion consists of a detailed ("clean") examination of the components to the requirements of the P&WC Overhaul Manual (OHM).

Following completion of these "Dirty" and "Clean" inspections, the overhaul facility will provide reports to P&WC by email. These reports are to be sent to pwchelo@pwc.ca

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P&WC Review of the Sample engine report:

Once these reports are received, the evaluation will continue until a resolution has been identified. The Operator and Overhaul Facility will receive confirmation for the outcome of the evaluation. Should additional information be required for the evaluation, P&WC will either contact the Overhaul Facility or the Operator directly.

After successful completion of the required number of samples (refer to the respective EMM or SB for details) P&WC will issue a letter to the operator stating that a TBO escalation is recommended for the customer's fleet. Please note, P&WC's TBO recommendation is subject to approval by the local airworthiness authority.

Should this evaluation be the first sample of more than one engine sample, following successful completion, P&WC will issue a letter to the operator stating that this engine is an acceptable representative sample for the TBO escalation and a subsequent sample is required in order to issue the P&WC TBO recommendation letter.

If the evaluation is successful, within the Customer Portal where the submission was made, the Operator may complete the payment using their customer account and download a copy of the issued P&WC letter.

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APPENDIX A1
Option A Fleet TBO Evaluation Sample Request Form

TBO Evaluation Sample Request Form

P&WC 11147 (2009-08) CUSTOMER ENGINEERING (9911)

REQUESTING PARTY DATA

Operating Company Name _____

Company Address _____
Telephone Number _____
Fax Number _____

Company Contact Name _____
Title _____
Telephone Number _____
Facsimile Number _____
Email Address _____

Maintenance Facility Name _____ (if other than owner)
Contact Name _____
Title _____
Telephone Number _____
Facsimile Number _____
Email Address _____

SAMPLE ENGINE DATA

* Engine Model * Engine Serial Number PCE- _____
* Total Time Since New _____ hours
* Total Time Since Overhaul _____ hours
* Current Operator TBO _____ hours

* Was this sample engine operated by the requesting party for the totality of the specified TBO period? Yes No
If not, please provide the total hours accumulated by the requesting party during this last TBO period. _____ hours

* Did this engine undergo major repair (requiring removal from the aircraft) during this last TBO period? Yes No
If yes, please provide details of the repair performed _____

1. Reason for removal _____
2. Total time (since new or since overhaul as applicable) of sample engine at time of major repair _____ hours
3. List of major parts replaced by the repair agency who performed the repair.

If this sample does not meet the minimum eligibility criteria (as listed in the applicable TBO SB), please explain why you believe that the engine should still be considered as an eligible sample for the TBO evaluation process. Include attachments as necessary.

I understand that the same engine submitted for the purpose of TBO evaluation must meet minimum eligibility criteria for it to be considered as an acceptable sample.

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 sample engine's eligibility to this program.

Completed By (please print): _____ Date: _____ (YYYY-MM-DD)

Signature: _____

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APPENDIX B
List of PT6C SBs and EMMs publishing TBO escalation requirements

List of PT6C TBO SBs:

Nil

List of PT6C P&WC Engine Maintenance Manuals, containing TBO procedures in Chapter 05-20-00:

PN 3045082	PT6C-67A
PN 3045332	PT6C-67C/67C1
PN 3056642	PT6C-67D
PN 3072872	PT6C-67E

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