

| Component | Inspection | Interval |
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| | Engine operating frequently or continually in salt-laden (coastal, island and sea surveillance) or severe to extreme polluted or sandy/dusty environments. | 1800 hrs or 6 years, whichever comes first (Ref. Notes 1, 2 and 4) |
| | Engine operating occasionally or rarely in salt-laden (coastal, island and sea surveillance) or severe to extreme polluted or sandy/dusty environments. | 12 years (Ref. Notes 3 and 4) |
| | NOTE: 1. For maintenance scheduling purposes, the FCU may be operated for an additional 6 months or 200 flight hours, whichever comes first. This may also be used as a one-off scheduling allowance for the first inspection from 31 July 2023. | |
| | NOTE: 2. If the FCU has exceeded 1800 flight hours or 6 years since new or last FCU overhaul or last drive body inspection, the operator may schedule the FCU shop visit within the following calendar transition period (from 31 July 2023): (a) If the interval was exceeded after 31 July 2017 (within 6 years), P&WC recommend to comply within 24 months. (b) If the interval was exceeded prior to 31 July 2017 and after 31 July 2011 (between 6 to 12 years), P&WC recommend to comply within 18 months. (c) If the interval was exceeded prior to 31 July 2011 (more than 12 years), P&WC recommend to comply within 12 months. | |
| | NOTE: 3. If the FCU has exceeded 12 years since new or since last overhaul or drive body inspection, the operator may schedule the FCU shop visit within the following calendar transition period (from 31 July 2023): (a) If the interval is less than 22 years (last performed after July 2001), P&WC recommend to comply within 36 months (prior to July 2026). (b) If the interval is greater than 22 years (last performed prior to July 2001), P&WC recommend to comply within 12 months (prior to July 2024). | |
| | NOTE: 4. To determine the operating frequency in harsh environments, refer guidance in Para. 5. or Chapter 71-00-00, POWER PLANT - CLEANING. | |
| | (b) Remove FCU and send for overhaul. | See NOTE |
| | NOTE: 1 For PT6A - 135/135A engines Ref. SB1803. NOTE: 2 For PT6A - 114/114A engines Ref. SB1703. | |

Export Classification: Outside US (EAR): Contains 10-25% 9E991, US (EAR): 9E991, Outside US (ITAR): NSR, US (ITAR): NSR, EIPA (ECL): NSR, DPA (CGD): NSR

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FIGURE 2. MAINTENANCE SCHEDULING FOR FCU (REF: PRATT & WHITNEY CANADA, PT6A-114 MAINTENANCE MANUAL P/N 3043512 REVISION 46).