

TIC-B300-21-0027 ATTACHMENT

The following are changes (related to Inspections) of the new revision PT6A-60A EMM 56.0.

NO.	1	2				
Highlights	<p>72.00.00 Engine 72-00-00 ENGINE, TURBOPROP - INSPECTION</p> <p>The engines ON fuel nozzle in-situ cleaning program inspection note has been revised to delete instruction of fuel quality and new operators in periodic inspection table.</p>	<p>72.00.00 Engine 72-00-00 ENGINE, TURBOPROP - INSPECTION</p> <p>The unscheduled inspection procedure has been revised to add notes for light overhaul worksopes and for reference of SIL Gen-135.</p>				
Previous (Rev. 55)	<table border="1" style="width: 100%;"> <tr> <td style="width: 70%;">(a) Engines ON fuel nozzle in-situ cleaning program (Ref. 71-00-00, POWER PLANT - CLEANING, Internal Washing).</td> <td style="width: 30%;">See NOTE</td> </tr> <tr> <td colspan="2">NOTE: Where fuel quality is not sure, and for operators new to PT6A operation, inspection is recommended at 400 hours initially, with extension based on the operators experience and rejection rate, not more than 200 hours.</td> </tr> </table>	(a) Engines ON fuel nozzle in-situ cleaning program (Ref. 71-00-00, POWER PLANT - CLEANING, Internal Washing).	See NOTE	NOTE: Where fuel quality is not sure, and for operators new to PT6A operation, inspection is recommended at 400 hours initially, with extension based on the operators experience and rejection rate, not more than 200 hours.		<p>12. Unscheduled Inspection</p> <p>NOTE: 1. If complete engine or accessory gearbox assembly is sent to an overhaul shop for repair, it is recommended to incorporate SB13321 at this time if not previously incorporated.</p> <p>NOTE: 2. P&WC recommends the operator to contact the overhaul facility when an engine module is to be shipped for light overhaul or repair to conform the engine testing requirements.</p> <p>A. General</p> <p>(1) Unscheduled inspection is done when the engine is subjected to unusual stress or operating conditions, or exceeds operating limitations or gives unsatisfactory performance/handling.</p>
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New (Rev. 56)	<table border="1" style="width: 100%;"> <tr> <td style="width: 70%;">(a) Engines ON fuel nozzle in-situ cleaning program (Ref. 71-00-00, POWER PLANT - CLEANING, Internal Washing).</td> <td style="width: 30%;">See NOTE</td> </tr> <tr> <td colspan="2">NOTE: Inspection is recommended at 400 hours initially, with extension based on the operators experience and rejection rate, not more than 200 hours.</td> </tr> </table>	(a) Engines ON fuel nozzle in-situ cleaning program (Ref. 71-00-00, POWER PLANT - CLEANING, Internal Washing).	See NOTE	NOTE: Inspection is recommended at 400 hours initially, with extension based on the operators experience and rejection rate, not more than 200 hours.		<p>12. Unscheduled Inspection</p> <p>NOTE: 1. If complete engine or accessory gearbox assembly is sent to an overhaul shop for repair, it is recommended to incorporate SB13321 at this time if not previously incorporated.</p> <p>NOTE: 2. P&WC recommends the operator to contact the overhaul facility when an engine module is to be shipped for light overhaul or repair to conform the engine testing requirements.</p> <p>NOTE: 3. The light overhaul worksopes do not apply if the engine has gone through abnormal conditions, such as but not limited to, excessive "G" forces, abnormal temperatures that cause major material distress, exposure to chemical agents or thermal shock. This can possibly include events such as aircraft contact with the ground outside of the intended landing site, engine separation from the airframe, rotor burst, external fire or any other situation in which the aircraft receives damage that affects the structural strength, performance or flight characteristics and major repairs are necessary or replacement/repair of a major component or combination of components. In such cases, an assessment of the circumstances and the product condition is necessary to establish (if any) additional inspection, test or repairs that are necessary to make sure continued airworthiness.</p> <p>NOTE: 4. The operator may be requested to provide additional information, per SIL GEN-135, in order to determine the appropriate maintenance recommendations (workslope) and/or supplement existing Instructions for Continued Airworthiness. For this purpose an additional fee may apply.</p> <p>A. General</p> <p>(1) Unscheduled inspection is done when the engine is subjected to unusual stress or operating conditions, or exceeds operating limitations or gives unsatisfactory performance/handling.</p>
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Remarks	<p>Nil changes on recommended hours. Amendment of NOTE is noted.</p>	<p>Information noted.</p>				

Other changes for this EMM new revision include addition of SB in SB list and change in maintenance practice procedure. All information noted.