



GO BEYOND

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

S.I.L. NO.
PT6A-041 R7

SERVICE INFORMATION LETTER

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Subject: **TBO Escalation Options and Process**

Applicability: **PT6A Engines**

Note: there are significant changes introduced to this SIL through revision 7 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)" for the various PT6A engine models. Relevant SBs and EMMs are referenced within Appendix F.

This Service Information Letter (SIL) is issued to advise all operators of the various options for PT6A engines, with process guidelines to assist operators for submitting applications for TBO escalation.

The ability to increase the TBO on PT6A 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.

Depending on the respective engine models/groups involved in the request, there may also be various options for escalating the TBO intervals (fleet or engine specific), to harmonize the interval between models or transfer the recommendation.

THIS SERVICE INFORMATION LETTER IS CANCELLED.

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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.

PT6A 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
- TBO Harmonisation of a mixed fleet
- Option B – Engine Specific TBO escalation
- Option C – Engine Specific Progressive Maintenance Program (PT6A-67D only).
- TBO Transfer of TBO interval recommendations

Access to MPP Customer Portal for TBO Escalation

Operators will need to have a P&WC customer account with the online platform MyP&WC Power (<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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Respectfully,



Nathan Carins
Associate Director
PT6A Service Engineering
Customer Service

Appendix List:

- A. Guidelines for Option A – Fleet TBO escalation by sampling
 - A1. Fleet TBO Sample Request Form
 - A2. Fleet Data List
- B. Guidelines for Option B – Engine Specific TBO Escalation
 - B1. Option B Operator Qualification Application and Checklist
 - B2. Option B Engine Qualification Application and Checklist
 - B3. Option B Annual Report
- C. Guidelines for Option C – Engine Specific Progressive Maintenance Program (PT6A-67D only)
- D. Guidelines for TBO Transfer Requests
- E. Guidelines for Option A Fleet TBO Harmonisation
 - E1. TBO Harmonisation Request Form
- F. List of PT6A 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 (more than 50% 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 250 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 pt6atboevaluation@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. Refer to PT6A-SIL107 for more information regarding TBO escalation charges.

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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 A2
Option A Fleet TBO Evaluation Sample Request Form

List other engines in the fleet for which the TBO extension requested would be applicable
(Subject to the compliance with this SB).

Engine Model	S/N	TTSN	TTSO	Time * Date	TTSO at induction into the fleet	Date of entry in service or last overhaul	Shop where the last overhaul was carried out
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

* Date on which the engine times were recorded.

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APPENDIX B
Guidelines for Option B – Engine Specific TBO escalation

An Option B engine-specific escalation request evaluates an individual engine, based on a full evaluation of their configuration, condition and operation. The Operator is also evaluated for applicability against eligibility criteria. Registration in this program is recommended as early as possible after new or overhaul. Please refer to the respective P&WC TBO SB or EMM for details of eligibility, initial and on-going configuration and maintenance requirements.

MPP Customer Portal Option B Submission

From the TBO/HSI Contingency Extensions and Escalation Request screen, select “New Request” and “Option B”.

This is the Option B TBO escalation request submission form, there is header contact information and five (5) 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.

- 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 header details specified on the Option B Engine Qualification Application & Checklist Form (refer Appendix B2). Enter the information for the requestor company (this contact will be addressee for the issued escalation letter), line maintenance facility and the respective engine information.
NOTE: the P&WC recommendation for a TBO escalation is provided to the owner of the engine.
- Operator Checklist. Enter the information related to PT6A Maintenance Experience and Operator Mission Profile, Quality Assurance, Maintenance, Facility, Publications, Personnel and Tooling. These requirements are equivalent to the details specified on the Option B Operator Qualification Application & Checklist Form (refer Appendix B1). This Checklist will advise where additional supporting documentation is required.
- Engine Checklist. There are questions relating to the engine eligibility, configuration, current lifing history, exceedance monitor status, accessory records and mid-life inspection status. These requirements are equivalent to the details specified on the Option B Engine Qualification Application & Checklist Form (refer Appendix B2).

The Engine Checklist includes the FSM Approval Status, requesting if the FSM has been consulted during the submission process. This is an important step to ensure connection with the local FSM and they may provide support for the submission. P&WC Service Engineering may contact the FSM for assistance with the evaluation.

- Supporting Documents tab. Additional supporting information is required to substantiate the entries on the Operator Qualification Checklist, 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.

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The P&WC TBO SB or EMM refers to completion of the checklists by qualified Part 145, Part 135 or Part 121 Inspectors or equivalent. Alternatively, the list may be completed by other operator personnel and submitted to the local FSM for review and approval. In order to complete the declaration, the Operator is to ensure compliance with this and other eligibility criteria in the respective P&WC TBO SB or EMM.

Following successful submission, an automatically generated email will be issued to the Operator to acknowledge receipt. P&WC Service Engineering and the FSM will also receive confirmation and the task will be registered for processing.

P&WC Review of the Application and Checklists:

Once the complete submission is received and validated against SB requirements, the evaluation will continue until a resolution has been identified. The Operator will receive confirmation for the outcome of the evaluation. Should additional information be required for the evaluation, P&WC will either contact the Operator directly or the FSM.

After successful completion of the evaluation, P&WC will issue a letter to the operator stating that a TBO escalation is recommended for the individual engine serial number. Please note, P&WC's TBO recommendation is subject to approval by the local airworthiness authority.

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. Refer to PT6A-SIL107 for more information regarding TBO escalation charges.

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APPENDIX B1
Option B Operator Qualification Application and Checklist

TURBOPROP ENGINE
ENGINE OPERATING TIME BETWEEN OVERHAULS AND HOT SECTION INSPECTION
FREQUENCY

Option B Operator Qualification Application and Checklist

Company Name _____ Telephone _____
Company Address _____ Fax _____
_____ Email _____

Company Contact _____ Title _____
Email _____ Telephone _____
_____ Fax _____

Maintenance Facility _____ (if other than operator)
Contact Name _____ Title _____
e-mail _____ Telephone _____
Fax _____

PT6A Maintenance Experience **Current Experience:** **Yes** **No** **Operating Certificate**
Start-up Operator () () Part 91 or equivalent ()
Existing Operator () () Yrs: _____ Part 121 or equivalent ()
P&WC Experience () () Yrs: _____ Part 135 or equivalent ()
PT6A Experience () () Yrs: _____ Other: _____
Operating Certificate () ()

Operator Mission Profile Average hours / month _____
Average cycle-to-hour ratio _____

Quality Assurance (Part 121 / 135 only)	Q.A. Program in place	In-House	Contract
		Yes No	Yes No
		() ()	() ()

Maintenance Tracking

Manual system	() ()	() ()
Computer software	() ()	() ()
ECTM capability	() ()	() ()

Please provide a brief summary of the maintenance tracking system and ECTM in place: _____

Facility	Maintenance hangar sufficient for applicable aircraft installation	Yes	No	Yes	No
		()	()	()	()
	Segregated and secure parts area	()	()	()	()

Publications

Illustrated Parts Catalog(s):

Current Illustrated Parts Catalog	() ()	() ()
Subscription to revisions up-to-date	() ()	() ()

Engine Maintenance Manual(s):

Current Maintenance Manual	() ()	() ()
Subscription to revisions up-to-date	() ()	() ()

Service Bulletins (SB):

Complete SB set for applicable engine	() ()	() ()
Subscription to SB's up-to-date	() ()	() ()

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Option B Operator Qualification Checklist

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APPENDIX B1
Option B Operator Qualification Application and Checklist

Personnel	Minimum Personnel:	In-House		Contract		
		Yes	No	Yes	No	
	Director of Maintenance	()	()	()	()	(Attach resume)
	Chief Inspector	()	()	()	()	(Attach resume)
	Experienced PT6A Mechanic(s)	()	()	()	()	
	Chief Pilot	()	()	()	()	
Personnel Training	Pilot recurrent training up-to-date # Mechanics with PT6A factory training # Mechanics scheduled	In-House		Contract		
		()	()	()	()	
						(Attach names / dates)
						(Attach names / dates)
Tooling	Specialized engine tooling Ground support equipment Hot Section and mid-life inspection ECTM (tools to download files) Compressor / Turbine Wash Fuel Nozzle Inspection Propeller Balancing Cockpit instrumentation calibration Borescope inspection	Yes	No	Yes	No	
		()	()	()	()	
		()	()	()	()	
		()	()	()	()	
		()	()	()	()	
		()	()	()	()	
		()	()	()	()	
		()	()	()	()	
		()	()	()	()	
		()	()	()	()	
						(Attach list)
						(Attach list)
						(Attach list)
						(Attach list)
						(Attach list)
						(Attach list)
						(Attach specifications)

Acknowledgment
I hereby acknowledge that as an operator I must have maintenance capability to support a TBO extension and must meet minimum eligibility criteria as determined by P&WC. I hereby attest the information provided herein is exact to the best of my knowledge and that P&WC may request additional data. I acknowledge that the TBO recommendation requires additional maintenance actions at mid-life in accordance with the applicable service bulletin or the TBO extension may become void. I grant P&WC all rights to independently verify all submitted information and acknowledge this application is subject to P&WC's written approval. I acknowledge failure in the future to operate and maintain engines in accordance with the applicable Pilots Operating Handbook (POH), applicable Maintenance Manuals (Aircraft and Engine), applicable Airworthiness Directives, and the applicable P&WC Service Bulletin's, may render the TBO recommendation null and void. I agree to provide an annual report (Ref. Figure 4. Yearly Operator Report) of engines operated on Option B.

Director of Maintenance

Name (printed) Signature Date

Aircraft Owner

Name (printed) Signature Date

Chief Pilot

Name (printed) Signature Date

P&WC Field Support Manager

Name (printed) Signature Date

Option B Operator Qualification Checklist

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APPENDIX B2
Option B Engine Qualification Application and Checklist

Option B Engine Qualification Application and Checklist		
Company Name _____	Telephone _____	
Company Address _____	Fax _____	
_____	Email _____	

Company Contact _____	Title _____	
Email _____	Telephone _____	
	Fax _____	
Maintenance Facility _____	(If other than operator)	
Contact Name _____	Title _____	
Email _____	Telephone _____	
Fax _____		
Engine Data:		
Application for TBO extension under Option B requires inspector's initials in each inspector's signature block, or alternatively, an on-site engine review by a P&WC Field Service Representative.		
Engine Model: _____	Engine Serial Number: _____	
EIS <input type="checkbox"/>	Date of entry into service or last overhaul	
TTSN <input type="checkbox"/>	Total Time Since New	
TCSN <input type="checkbox"/>	Total Cycle Since New	
TTSO <input type="checkbox"/>	Total Time Since Overhaul	
TCSO <input type="checkbox"/>	Total Cycles Since Overhaul	
TTSHSI <input type="checkbox"/>	Total Time Since Hot Section Inspection	
TCSHSI <input type="checkbox"/>	Total Cycles Since Hot Section Inspection	
General Considerations for Eligibility:		
The applicant's Director of Maintenance, Chief Inspector or other qualified inspector shall initial for conformity with the following statements:		
	Conforms <u>Yes</u> <u>No</u>	Inspector's <u>Initials</u>
1. The above mentioned engine has been built with new P&WC recommended components, components refurbished by P&WC owned shops, or components refurbished by P&WC authorized shops per P&WC standards.	() ()	<input style="width: 50px; height: 20px;" type="text"/>
2. The above mentioned engine is a P&WC factory built engine or an engine overhauled/repared by a P&WC service center or a P&WC Distributor and Designated Overhaul Facility (DOOF)	() ()	<input style="width: 50px; height: 20px;" type="text"/>
3. If the above mentioned engine was put in storage or was unused for an extended period of time since its last overhaul (or since new if not previously overhauled), there must be documented evidence (logbook entry) that the engine was preserved per the engine maintenance manual or alternative methods found to be acceptable to P&WC.	() ()	<input style="width: 50px; height: 20px;" type="text"/>

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APPENDIX B2
Option B Engine Qualification Application and Checklist

Engine Assembly and Component Records:

Initial for conformity of availability of assembly and component records

	Conforms		Inspector's Initials
	Yes	No	
Module time and cycles since new, since last overhaul and since HSI	()	()	[]
Accessories time since new and since overhaul	()	()	[]
Total cycles of life limited rotors (Ref P&WC SB/EMM for ROTOR COMPONENTS - SERVICE LIFE)	()	()	[]

The Following components have a durability service life.

Initial for conformity with the respective SB/EMM.

	TTSN _____	Conforms		
		Yes	No	
The mainline ball bearing No. 1	TTSN _____	()	()	[]
The mainline ball bearing No. 4	TTSN _____	()	()	[]
The compressor turbine blades	TTSN _____	()	()	[]
The 1 st stage power turbine blades	TTSN _____	()	()	[]
The 2 nd stage power turbine blades (If applicable)	TTSN _____	()	()	[]
The RGB 1 st stage Sun and Planet Gears	TTSN _____	()	()	[]
Aircraft must be equipped with an approved exceedance monitor		()	()	[]
Aircraft signed up for ECTM services with a P&WC approved Designated Analysis Center (DAC).		()	()	[]

Service Bulletin and Accessory configuration records

Refer to Applicable TBO SB/EMM and confirm compliance for incorporation against the recommended Service bulletin Configuration Records list.

List the SB's Complied with	
List the SB's not Complied with	

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APPENDIX B2
Option B Engine Qualification Application and Checklist

Refer to Applicable TBO SB/EMM to confirm the Requirements of Accessories for applicable parts listed.
Please insert "N/A" if not applicable.

Part Name	Mid-Life Requirement	TSO	Action Completed (yes / No)
Propeller Governor	Shop / On-Wing Functionality Check		() ()
Fuel Heater	Inspect per EMM		() ()
Fuel Pump	Shop Functionality Check		() ()
Fuel Control Unit	Inspect per EMM		() ()
Flow Divider	Shop Functionality Check		() ()
Fuel Nozzles	Overhaul		() ()
Bleed Off Valve	Shop / On-Wing Functionality Check		() ()
T5 Harness	Inspect per EMM		() ()
T5 Thermocouple	Inspect per EMM		() ()
T1 Thermocouple	Inspect per EMM		() ()
Start Control	Shop Functionality Check		() ()
Automatic Fuel Dump Valve	Shop Functionality Check		() ()
Overspeed Governor	On-Wing Functionality Check		() ()
Ignition Exciter	Inspect per EMM		() ()
Chip Detector	Inspect per EMM		() ()
T2 Compensator	Clean and recalibrate		() ()
Governor Free Turbine	Shop Functionality Check		() ()
Torque Limiter	On-Wing Functionality Check		() ()

Inspector Initials: _____

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APPENDIX B2
Option B Engine Qualification Application and Checklist

Mid-life Inspection Status	Yes	No	
Mid Life Inspection Completed?	()	()	<input type="checkbox"/>
DECLARATION			
I acknowledge the engine submitted for the purpose of TBO evaluation must meet minimum eligibility criteria as determined by P&WC. I hereby attest the information provided herein is exact to the best of my knowledge based upon as inspection of engine records and that P&WC may request additional data. I acknowledge the TBO recommendation requires additional maintenance actions at mid-life in accordance with SB/M or the TBO recommendation may become void. I grant P&WC all rights to independently verify all submitted information and acknowledge this application is subject to P&WC written approval. I acknowledge that failure in the future to operate and maintain engines in accordance to the applicable Pilots Operating Handbook (POH), applicable Maintenance Manuals, applicable Airworthiness Directives and P&WC SB/M may render the TBO recommendation null and void. I acknowledge this is a guide and the text in SB/M will govern in all cases. I agree to provide an annual report (Yearly Operator Report) of engines on Option B.			
Director of Maintenance			
_____	_____	_____	
Name (printed)	Signature	Date	
Inspector Completing Checklist			
_____	_____	_____	
Name (printed)	Signature	Date	
Aircraft Owner			
_____	_____	_____	
Name (printed)	Signature	Date	

Option B TBO Application and Engine Qualification Checklist

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**APPENDIX B3
Option B Annual Report**

Option B Annual Report	
<p>This form is to be completed yearly by PT6A operators registered in the 'Engine Specific TBO Extension Option B' to support the yearly operation and maintenance requirements of the program.</p>	
OPERATOR DATA	
<p>Name (owner of engine): _____ Maintenance Facility (if other than owner): _____</p>	
ENGINE DATA	
<p>Engine Model: _____ Engine S/N: _____ TSN: _____ TSO: _____ Current TBO Interval: _____</p>	
<p>A) ECTM Use of ECTM program: <input type="checkbox"/> Yes Data review by trained/qualified technicians: <input type="checkbox"/> Yes Frequency of reviewed: _____ Last time/TSN completed: _____</p>	
<p>B) ENGINE WASH Interval for compressor wash: _____ Last time/TSN completed: _____ Interval for turbine wash: _____ Last time/TSN completed: _____</p>	
<p>C) FUEL NOZZLES INSPECTION Interval for nozzles inspection: _____ Last time/TSN completed: _____ Concurrent borescope inspection of hot section: <input type="checkbox"/> Yes</p>	
<p>D) COMPRESSOR BLADES INSPECTION Interval for blades inspection: _____ Last time/TSN completed: _____</p>	
<p>E) CONTROL AND POWER ADJUSTMENTS/CHECKS Interval for adjustments/checks: _____ Last time/TSN completed: _____</p>	
<p>F) PROPELLER Interval for propeller balance: _____ Last time/TSN completed: _____</p>	
<p>G) ENGINE INSTRUMENTATION (ITT, NG, Tq) Interval for gauges calibration: _____ Last time/TSN completed: _____</p>	
<p>H) MISSION CONSISTENCY Mission that the engine is used for and area of operation have remained as specified at induction of TBO extension? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>	
<p>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 yearly requirements of Option B TBO Extension. Completed by: _____ Date: _____</p>	
<p>Please return report to: Pratt & Whitney Canada Attn: Manager Serv. Engineering – Small Turboprops (01PD4) 100 Marle-Victorin Longueuil, Quebec Canada, J4G1A1 Email: pt6atboevaluation@pwc.ca</p>	

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APPENDIX C
Guidelines for Option C – Engine Specific Progressive Maintenance Program (PT6A-67D only)

For an Option C engine-specific progressive maintenance program request, there are specific eligibility criteria, on-going maintenance requirements and intermediate shop visits listed in P&WC SB 14003, for PT6A-67D models only. To request an Option C TBO Transfer, the operator/owner can apply using this process to submit a TBO Option C request form to P&WC.

MPP Customer Portal TBO Option C Request Submission

From the TBO/HSI Contingency Extensions and Escalation Request screen, select “*New Request*” and “*Option C*”.

The MPP process for submission of the Option C request form is aligned to that for Option B submission. For guidance on the MPP interface and required steps, please refer to Appendix B.

Should you require additional information or guidance, please contact your local FSM.

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APPENDIX D
Guidelines for TBO Transfer

P&WC escalation recommendations are only transferable between operators under conditions listed within the respective P&WC TBO SB or EMM, as applicable. To request a TBO Transfer between operators or from one TBO extension option to another, the operator/owner can apply using this process to submit a TBO Transfer form to P&WC.

MPP Customer Portal TBO Transfer Request Submission

TBO/HSI Contingency Extensions and Escalation Request screen, select “*New Request*” and “*TBO Transfer*”.

This is the TBO Transfer request submission form, there is header contact information and four (4) tabs that are required to provide the necessary details for the submission.

- Header contact information. Verify that the account is correct, if necessary, the details may be edited.
- Basic Details tab. Enter the information for the engine family and models related to the transfer. Should there be a mixed engine model fleet, there is a provision at the bottom to provide additional details. Insert information related to the previous operator and the new operator. There are two (2) questions for each that relate to the latest P&WC recommended TBO interval and the corresponding escalation letter reference number.
- Fleet Data tab. These requirements are equivalent to the information specified on the Fleet Data List Form (refer Appendix A2) that an operator would submit for Option A fleet TBO escalation. 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.
IMPORTANT: In processing a TBO Transfer request, it is important for P&WC to validate that there has been no change in the mission profile, operating environment, maintenance practices and quality assurance processes. Request this information be provided on company letterhead to substantiate the transfer and attached as a supporting document.
- 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. P&WC will also receive confirmation and the task will be registered for processing.

After successful completion of the evaluation, P&WC will issue a letter to the operator stating that a TBO transfer is recommended. Please note, P&WC’s TBO recommendation is subject to approval by the local airworthiness authority. Within the Customer Portal where the submission was made, the Operator may download a copy of the issued P&WC letter.

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APPENDIX E
Guidelines for Fleet TBO Harmonisation

Applicable engine models that permit harmonization between Operator mixed fleets are identified within P&WC SIL PT6A-233 and SIL PT6A-259. This process is used to submit a fleet harmonization request to P&WC.

MPP Customer Portal Harmonization Request Submission

TBO/HSI Contingency Extensions and Escalation Request screen, select “*New Request*” and “*TBO Harmonization*”.

This is the TBO Harmonization request submission form, there is header contact information and five (5) tabs that are required to provide the necessary details for the submission. This process is equivalent to the prior manual form submission process.

- 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 TBO Harmonization Request Form (refer Appendix E1). Enter the information for the requestor company (this contact will be addressee for the issued escalation letter) and the line maintenance facility. There are two (2) questions that relate to the latest P&WC recommended TBO interval and the corresponding escalation letter reference number.
- Harmonization Form tab. There are a series of questions related to the fleet operation, maintenance, current exceedance monitor installations, data analysis centre subscription and mission, to ensure consistency across the operator mixed fleet. There are an additional two (2) questions that relate to engine wash and fuel nozzle servicing intervals. Additional information refer TBO Harmonization Request Form, Appendix E1.
- Fleet Data tab. These requirements are equivalent to the information specified on the Fleet Data List Form (refer Appendix A2) that an operator would submit for Option A fleet TBO escalation. 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. P&WC will also receive confirmation and the task will be registered for processing.

After successful completion of the evaluation, P&WC will issue a letter to the operator stating that a TBO harmonization is recommended. Please note, P&WC’s TBO recommendation is subject to approval by the local airworthiness authority. Within the Customer Portal where the submission was made, the Operator may download a copy of the issued P&WC letter.

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**APPENDIX E1
TBO Harmonisation Request Form**

PT6A - 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).	Conforms YES NO () ()	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.	Conforms YES NO () ()	Comments:
3. The 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.	Conforms YES NO () ()	Comments:
4. For fleet operated under extended TBO, does aircraft have any exceedance monitor installed and functional.	Conforms YES NO () ()	Comments:
5. Active Data Analysis Center (DAC) Subscription.	Conforms YES NO () ()	Comments:
6. All Aircrafts are operated under similar mission. Moreover, maintenance is consistent across all engine models.	Conforms YES NO () ()	Comments:
7. Latest TBO recommendation from P&WC.	TBO: _____ STP Letter: _____	
8. Engine internal wash interval.	Compressor: _____ Turbine: _____	Comments:
9. 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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APPENDIX F
List of PT6A SBs and EMMs publishing TBO escalation requirements

List of PT6A TBO SBs:

SB 1003	PT6A-6/-6A/-6B/-25/-25A/-25C/-34B
SB 1303	PT6A-34AG
SB 1403	PT6A-34/-35/-36
SB 3003	PT6A-38/-41/-42/-42A
SB 3303	PT6A-45A/-45B/-45R
SB 4003	PT6A-50
SB 1703	PT6A-114/-114A
SB 1803	PT6A-6C/20/-20/-20A/-20B/-21/-27/-28/-135/-135A
SB 12003	PT6A-11/-110/-112/-121
SB 12103	PT6A-11AG/-15AG
SB 13003	PT6A-65AR/-65B/-65R
SB 13203	PT6A-60AG/-65AG
SB 13303	PT6A-52/-60A/-61/-62
SB 14003	PT6A-67D/-67R/-67R
SB 14303	PT6A-67AF/-67F
SB 14503	PT6A-67AG
SB 14603	PT6A-64/-66/-66A/-66B/-66D/-67/-67A/-67B/-67P/-67T

List of PT6A P&WC Engine Maintenance Manuals, containing TBO procedures in Chapter 05-20-00:

PN 3075742	PT6A-140
PN 3077182	PT6A-140A
PN 3079582	PT6A-140AG
PN 3135622	PT6A-65SC

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