

Airworthiness Directive Schedule

Engines

Pratt and Whitney PT6 Series

29 February 2024

- Notes:** 1. This AD schedule is applicable to Pratt & Whitney PT6 series engines manufactured under Transport Canada Type Certificate (TC) Numbers:

Engine:	Transport Canada TC Numbers:	Engine:	Transport Canada TC Numbers:
PT6A-11	E-13	PT6A-112	E-15
PT6A-15AG	E-6	PT6A-114/A	E-15
PT6A-20	E-6	PT6A-135A	E-15
PT6A-21	E-6	PT6A-140/A/AG	E-15
PT6A-27	E-6	PT6B-36	E-20
PT6A-28	E-6	PT6B-36A	E-20
PT6A-34 series	E-6	PT6B-36B	E-20
PT6A-41AG	E-6	PT6B-37A	E-20
PT6A-42	E-12	PT6C-67C	E-32
PT6A-52	E-12	PT6T-3 series	E-10
PT6A-60A	E-12		
PT6A-60AG	E-12		
PT6A-65AG	E-12		
PT6A-65AR	E-12		
PT6A-65B	E-12		
PT6A-65R	E-12		
PT6A-67 series	E-21		

2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these engines. State of Design ADs applicable to these engines can be obtained directly from the TC website at:
https://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/AD_as.aspx
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

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<p>The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.</p>		
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DCA/PT6/2 Cancelled - Purpose Fulfilled

(Transport Canada AD CF-69-17R1 refers)

DCA/PT6/3A Fuel Control Drive Coupling - Modification

Applicability: All PT6A-6, -6A, -6B, -20, -27, -28, -34, PT6B-9 with S/N listed in SB 1165

Requirement: United Aircraft of Canada SB 1165

Compliance: At next overhaul, unless already accomplished

Effective Date: 30 June 1976

DCA/PT6/4C Cancelled – Transport Canada AD CF-78-03 refers

Effective date: 29 January 2015

DCA/PT6/5 Reduction Gearbox - Modification and Inspection

Applicability: All PT6A-6, -6A, -6B, -6/C20, -20, -20A, -20B series turbo-prop engines incorporating an unmodified power turbine shaft housing assembly P/N 3010548

Requirement: FAA AD 75-11-04.

(FAA AD 75-11-04 refers)

Compliance: As detailed

Effective Date: 1 August 1975

DCA/PT6/6 Cancelled - Purpose Fulfilled**DCA/PT6/7 Fuel Control Unit - Modification**

Applicability: All model PT6T-3 and PT6T-6 fitted with Aviation Electric Ltd. AFCU P/L 2524381-5, 3244712-1 and -2, 3244717-1 through to -5, 3244721-1 through to -5, 3244735-1 through to -7 and 3244737-1 through to -7.

Requirement: Replace by-pass valve diaphragm per Pratt & Whitney Canada ASB 5153 dated 21 December 1977 or later Transport Canada approved revisions.

(Transport Canada AD CF-78-15 refers)

Compliance: Within the next 50 hours TIS, unless previously accomplished.

Effective Date: 15 September 1978

DCA/PT6/8A P3 Air Filter - Modification

Applicability: All PT6T-3 and PT6T-6 series engines.

Requirement: Install insulated air pressure tube assembly incorporating filter housing per Pratt and Whitney of Canada SB 5124 or SB 5206.

(Transport Canada AD CF-83-04 refers)

Compliance: Not later than next power section removal unless already accomplished.

Effective Date: DCA/PT6/8 - 12 January 1979
DCA/PT6/8A - 24 June 1983

DCA/PT6/9 No. 2 Bearing Cover Assembly - Modification

- Applicability:** PT6A-6, -6A, -6B, -20, -20A, -20B, -6/C20 and PT6B-9 engines with S/N prior to PCE-22659
- Requirement:** Modify per Pratt and Whitney of Canada SB 1188.
(Transport Canada AD CF-78-14 refers)
- Compliance:** Not later than next overhaul
- Effective Date:** 12 January 1979

DCA/PT6/10 Propeller Control Linkage - Inspection

- Applicability:** All PT6A-6A, -6B, -6/C20 and -C20 engines
- Requirement:** Inspect and re-rig as necessary per FAA AD 80-04-02 amendment 39-3693.
(FAA AD 80-04-02 refers)
- Compliance:** Within next 10 hours TIS and thereafter whenever propeller reversing interconnect linkage is disconnected
- Effective Date:** 29 February 1980

DCA/PT6/11 Cancelled - Purpose Fulfilled

(Transport Canada AD CF-80-14R1 refers)

DCA/PT6/12 Compressor Hubs – Replacement

- Applicability:** Model PT6A-42 engines S/N 93001 through to 93804
- Requirement:** To prevent hub and possible engine failure, remove from service first stage compressor hub P/N 3030356 per Pratt & Whitney Canada SB 3002 revision 12, dated 9 November 1983 or later Transport Canada approved revisions.
(Transport Canada AD CF-83-28 and FAA AD 86-10-05 refer)
- Compliance:** Prior to 5000 total cycles in service
- Effective Date:** 1 August 1986

DCA/PT6/13A Gas Generator Case - Inspection

- Applicability:** Model PT6T-3, -3B and -6 engines not incorporating: gas generator case P/N 3112048-01 identified by P&WC SB 5249; or superseding parts incorporating the intent of SB 5249; or stiffening plates P/N 3102444-01; or repair per Part 2B of SB 5239R1.
- Requirement:** To detect possible cracks in gas generator case longitudinal seam weld, inspect per P&WC SB 5239R1, Part 2A. Repair cracks per SB 5239R1 Part 2B, before further flight.
(Transport Canada AD CF-87-14R2 refers)
- Compliance:** Prior to 1200 hours TTIS, or within next 100 hours TIS whichever is the later, and thereafter at intervals not exceeding 600 hours TIS.
- Effective Date:** DCA/PT6/13 - 19 February 1988
DCA/PT6/13A - 11 June 1993

DCA/PT6/14 P3 Air Filter Assembly - Removal

Applicability: PT6A-6, PT6A-6/C20, PT6A-20, PT6A-20A, PT6A-21, PT6A-27, PT6A-28, PT6A-34, PT6A-34B and PT6A-36 engines installed on Beech Models 65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, 99, 100, 99A, B90, C90, C90A, E90, H90, A99, A99A, B99 and C99

Requirement: To prevent excessive engine acceleration time that could result in an aircraft's inability to safely perform an aborted landing (go-around), remove from service. If in stalled, the P3 filter assembly.

Note: The engine compressor delivery air line assembly can be returned to an approved configuration without a P3 filter. For information refer to the applicable PWC Maintenance Manual and Parts Catalogue.

(FAA AD 92-15-11 refers)

Compliance: By 1 April 1993

Effective Date: 2 October 1992

DCA/PT6/15 Cancelled – Purpose Fulfilled

Effective Date: 31 July 2008

DCA/ PT6/16A Exhaust Ducts - Inspection

Applicability: Model PT6A-6, PT6A-6A, PT6A-6B, PT6A-11, PT6A-11AG, PT6A-15AG, PT6A-20, PT6A-20A, PT6A-20B, PT6A-21, PT6A-25, PT6A-25A, PT6A-25C, PT6A-27, PT6A-28, PT6A-34, PT6A-34AG, PT6A-34B, PT6A-36, PT6A-110, PT6A-112, PT6A-135, PT6A-135A engines

Requirement: In order to minimize the possibility of an in-flight shutdown due to a cracked exhaust duct, accomplish the following:-

A. Review the maintenance records to determine whether the subject exhaust ducts were modified or repaired. If the exhaust ducts have not yet been subject to a shop visit for repair, no further action is required by this directive.

B. Inspect the exhaust duct in accordance with P&WC SB 1610 R2 dated 1 October 2002 for PT6A-6, PT6A-6A, PT6A-6B, PT6A-20, PT6A-20A, PT6A-20B, PT6A-21, PT6A-25, PT6A-25A, PT6A-25C, PT6A-27, PT6A-28, PT6A-34, PT6A-34AG, PT6A-34B, PT6A-36, PT6A-135, PT6A-135A engines, or SB 12173 R1 dated 19 July 2002 for PT6A-11, PT6A-11AG, PT6A-15AG, PT6A-110, and PT6A-112 engines, per the following instructions:

C. If the welds are found acceptable as specified in the applicable SB referenced in paragraph B above, perform an internal examination of the weld at the next overhaul. For instructions on how to carry out the internal examination of the weld, refer to the applicable engine overhaul manual. Once this internal examination is satisfactorily completed, no further action is required by this directive.

D. If the welds are not found to be acceptable as specified in the applicable SB referenced in paragraph B above, inspect the exhaust ducts in accordance with the following instructions:

1. Using 5X magnification, visually inspect the forward area of the exhaust duct from the propeller reduction gearbox mounting flange to 2 inches aft for any crack indications around the entire circumference of the duct.
2. If no cracks are found, the exhaust duct may remain in service.
3. If cracking is found, the following limitations shall be applied to assess suitability for continued service. A maximum of 3 cracks is allowed. The total length of all cracks shall not exceed 2 inches. No individual crack may

exceed 1 inch. Cracks must be separated by a minimum of 6L (where L is the length of the longest crack) or 3 inches, whichever is the more stringent criteria.

4. Cracks shall be marked with a suitable metal marking pencil (ref: P&WC Engine Maintenance Manual) on the duct, and the length, location and duct hours, TSO recorded. Operation may continue until the limits stated above are reached or the crack growth rate exceeds 0.015 inch/hour.

E. Ducts that exhibit cracks exceeding the limitation stated in part D.3 above must be replaced with a serviceable one before further flight. Replacement of an affected duct with an exhaust duct that has acceptable welds as per paragraph B above, constitutes terminating action to this directive.
(Transport Canada AD CF-2002-47 refers)

Compliance: Within 150 hours TIS or next scheduled shop visit whichever occurs first, unless already accomplished per DCA/PT6/16.

Note: Engines that are in full compliance with P&WC SBs 1610, 1610R1 or 12173 are deemed to be in compliance with this directive.

Effective Date: DCA/PT6/16 12 March 2003
DCA/PT6/16A 25 September 2003

DCA/PT6/17 Compressor Bleed Off Valve - Inspection

Applicability: Models PT6A-25C and PT6A-114A which incorporate P&WC SB 1510; and all engines converted to Model PT6A-114A which incorporate P&WC SB 1510. These engines may be installed on, but not limited to Cessna 208 aircraft.

Requirement: To prevent failure of the compressor bleed off valve (BOV) cotter pin and possible failure of the engine to accelerate from a low power condition, accomplish the following:-

Inspect the compressor BOV convergent-divergent orifice (for signs of blockage), cover/guide shaft, cotter pin and diaphragm for signs of wear per P&WC SB 1574, rev 1. Any BOV found unserviceable must be replaced with a serviceable one before further flight.

Note: A 600 hour repetitive inspection schedule for the subject BOV is specified in the applicable maintenance manual.
(Transport Canada AD CF-99-23 refers)

Compliance: Within next 150 hours TIS or before 30 November 1999, whichever is the sooner.

Effective Date: 22 October 1999

DCA/PT6/18 Woodward Fuel Control Unit - Inspection

Applicability: Models PT6A-64, PT6A-65AG, PT6A-65B, PT6A-66A, PT6A-67AG and PT6A-67B

Requirement: To prevent in-flight shutdown due to a bearing failure in the governing section of the fuel control unit, inspect per P&WC ASB A13341R1 (Woodward SB 60073-73-1) or A14305R1 (Woodward SB 60054-73-8 or 60068-73-5). If the FCU P/N and S/N are not listed in the applicable SB, no further action is required. If the FCU is listed, conduct the inspection and disposition per the applicable P&WC ASB.
(Transport Canada AD CF-2002-04 refers)

Compliance: Within 200 hours TIS, unless already accomplished.

Effective Date: 30 May 2002

DCA/PT6/19 Propeller Governor - Replacement

- Applicability:** Model PT6A-60A and PT6A-65B fitted with Woodward propeller governor assemblies P/N 8210-212H.
- Requirement:** To prevent an asymmetric thrust situation from occurring during the landing roll, replace Woodward propeller governor units P/N 8210-212H installed on the above engines with a P/N 8210-310 governor per P&WC SB 13354.
(Transport Canada AD CF-2002-02 refers)
- Compliance:** By 31 October 2002
- Effective Date:** 30 May 2002

DCA/PT6/20 High Pressure Oil Leak – Rework

- Applicability:** Model PT6A-38, PT6A-41, PT6A-45 and PT6A-45A engines
- Requirement:** To reduce the possibility of an external high pressure oil leak, accomplish the instructions in Pratt & Whitney Canada SB 3099 revision 1, dated 24 October 1977 or later Transport Canada approved revisions.
(Transport Canada AD CF-78-05 refers)
- Compliance:** Within the next 50 hours TIS unless previously accomplished.
- Effective Date:** 27 May 2010

DCA/PT6/21 FCU Bypass Valve Diaphragm – Replacement

- Applicability:** Model PT6A-38, PT6A-41 and PT6A-45A engines fitted with a fuel control unit Aviation Electric P/N 3244723-3 through to -10, 3244738-5, 3244738-6, 3244752-6 through to -10, and 3244755-7 through to -11.
- Requirement:** To prevent rupture of the bypass valve diaphragm in the fuel control unit, replace diaphragm P/N 2526477 with a diaphragm P/N 343451 per the instructions in paragraph 2 of Pratt & Whitney Canada SB 3103, dated 5 January 1978 or later Transport Canada approved revisions.
(Transport Canada AD CF-78-16 refers)
- Compliance:** Within the next 100 hours TIS unless previously accomplished.
- Effective Date:** 27 May 2010

DCA/PT6/22 First Stage Sun Gears – Inspection and Replacement

- Applicability:** Model PT6A-15AG, -27, -28, -34, -34AG, -34B and -36 series turboprop engines fitted with a TAATI manufactured first stage reduction sun gear P/N E3024765, S/N PC5-091 through to PC5-176.
- Note:** Affected first stage reduction sun gears were manufactured under a part manufacturer approval (PMA) by Timken Alcor Aerospace Technologies, Inc. (TAATI) as replacement parts. Affected engines that have had maintenance done to the power section module since 3 February 2010 may have had the first stage reduction gear replaced with affected TAATI parts.
- Requirement:** To prevent failure of the sun gear shaft which could result in an in-flight engine shut down, possible uncontained engine failure, aircraft damage and serious injuries, accomplish the following:
1. Review the aircraft records and determine if a TAATI PMA first stage reduction sun gear P/N E3024765, S/N PC5-091 through to PC5-176 is fitted to the aircraft engine/s. Replace affected first stage reduction sun gears and the interacting planet gears in the propeller reduction gearbox assembly before further flight.

2. TAATI PMA first stage reduction sun gear P/N E3024765, S/N PC5-091 through to PC5-176 shall not be fitted to any engine or power section module.
(FAA AD 2011-20-51 refers)

- Compliance:**
1. Within the next 15 hours TIS or by 4 October 2011 whichever occurs sooner, unless already accomplished.
 2. From 20 September 2011.

Effective Date: 20 September 2011

DCA/PT6/23 First Stage Sun Gears and Planet Gear Sets – Replacement

Applicability: Model PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135 and -135A series turboprop engines that have had maintenance accomplished since 22 December 2008 on the power section module which included replacement of the first stage sun gear or planet gears, and

Fitted with any of the following Timken Alcor Aerospace Technologies, Inc. (TAATI) Part Manufacturer Approval (PMA) first stage sun gear or planet gear sets:

First stage sun gear P/N E3028456, all S/N,
First stage sun gear P/N E3037304, all S/N,
Planet gear sets P/N E3101455-02, all S/N,
Planet gear sets P/N E3101525-02, all S/N.

Requirement: To prevent failure of the first stage sun gear or planet gears in the propeller reduction gearbox assembly which could result in an inflight loss of engine power, accomplish the corrective actions specified in FAA AD 2012-09-10.

(FAA AD 2012-09-10 refers)

Compliance: Within the next 40 hours TIS unless previously accomplished.

Effective Date: 25 May 2012

DCA/PT6/24 Second Stage Power Turbine Disk – Inspection and Replacement

Applicability: Model PT6C-67C engines not embodied with P&WC ASB 41056.

Requirement: To prevent failure of the second stage power turbine disk, accomplish the requirements in Transport Canada AD CF-2012-24.

Note: P&WC SB 41056 revision 4 dated 1 April 2012 and P&WC ASB A41060 revision 2 dated 10 February 2012 or later Transport Canada approved revisions of these documents are acceptable to comply with the requirements of this AD.

(Transport Canada AD CF-2012-24 refers)

Compliance: At the compliance times specified in Transport Canada AD CF-2012-24.

Effective Date: 27 September 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

CF-2013-21R1 Compressor Turbine Blades – Inspection

Effective Date: CF-2013-21 - 15 August 2013
CF-2013-21R1 – 13 November 2013

CF-2013-33R1 Cancelled – CF-2014-33 refers

Effective Date: 16 October 2014

CF-2014-33 Power Turbine Containment Ring – Inspection

Effective Date: 16 October 2014

FAA AD 2011-25-12 First Stage Reduction Sun Gears – Inspection

Note: This AD mandates the replacement of certain part manufacturer approval (PMA) Timken Alcor Aerospace Technologies, Inc. (TAATI) first stage reduction sun gears, and/or the interacting planetary gear sets installed in the propeller reduction gearbox assembly.

Effective Date: 28 December 2011

FAA AD 2014-17-08 Compressor Turbine Blades – Inspection

Note 1: FAA AD 2014-17-08 is applicable to PT6A-114 and PT6A-114A turboprop engines fitted with part manufacturer approval (PMA) compressor turbine blades. This AD mandates the installation of P&WC single crystal compressor turbine blades P/N 3072791-01 or 3072791-02.

Note 2: This AD is related to Transport Canada AD CF-2013-21R1.

Effective Date: 8 October 2014

CF-78-03 Power Turbine & 2nd Stage Pinion Shaft – Modifications

Note: Transport Canada AD CF-78-03 supersedes DCA/PT6/4C. The applicability of DCA/PT6/4C did not align with the applicability of Transport Canada AD. The Canadian AD is applicable to all PT6A-6, PT6A-6A, PT6A-6B, PT6A-6/C20, PT6A-20, PT6A-20A, PT6A-20B, PT6A-21, PT6A-27, PT6A-28, PT6A-34 and PT6B-9 series engines. No action required for those engines already in compliance with the terminating actions specified in superseded AD DCA/PT6/4C.

Effective date: 28 February 1978

CF-2015-01R2 Engine Torque Indication – Inspection

Applicability: PT6B-37A engines, fitted with pre-SB 39117 configuration Reduction Gearbox (RGB).

Effective Date: CF-2015-01 - 3 February 2015
CF-2015-01R1 - 2 December 2016
CF-2015-01R2 - 29 October 2020

CF-2015-23 Fuel Control Unit – Inspection

Effective Date: 6 August 2015

DCA/PT6/25A SOAR 98 Engine Escalation Program

Applicability: All PT6A series engines maintained in accordance with the SOAR 98 Engine Escalation Program.

Note 1: DCA/PT6/25A revised to clarify the AD requirements and introduce Notes 2, 3 and 4.

Requirement: To prevent a reduction of the level of operational safety from that provided by the manufacturer, accomplish the following:

1. Within the next 30 days from 31 May 2018 (the effective date of DCA/PT6/25), review the aircraft records and determine if the engine is maintained in accordance with the SOAR 98 Engine Escalation Program.

If the aircraft has an engine maintained in accordance with the SOAR 98 Engine Escalation Program, then notify the CAA by emailing:

airworthinessdirectives@caa.govt.nz

In the email notification please provide the aircraft registration, the engine model, the engine S/N, the engine hours TSN and the engine hours TSO.

2. For aircraft on air operation:

At the next scheduled 100 hour maintenance inspection, or within the next 30 days from 31 May 2018 (the effective date of DCA/PT6/25), whichever is the later, review the engine maintenance records and accomplish all required maintenance to ensure compliance with the engine manufacturer requirements, or accomplish all required maintenance in accordance with escalation procedures approved under rule 91.603(d), other than the SOAR 98 Engine Escalation Program.

3. For aircraft on operation under Part 91 and
For aircraft on agricultural operation under Part 137:

Within the next six months after 31 May 2018 (the effective date of DCA/PT6/25), review the engine maintenance records and accomplish all required maintenance to ensure compliance with the engine manufacturer requirements, or accomplish all required maintenance in accordance with escalation procedures approved under rule 91.603(d), other than the SOAR 98 Engine Escalation Program.

4. For affected uninstalled engines:

Prior to the installation of an affected engine into any aircraft, review the engine maintenance records and accomplish all required maintenance to ensure compliance with the engine manufacturer requirements, or accomplish all required maintenance in accordance with escalation procedures approved under rule 91.603(d), other than the SOAR 98 Engine Escalation Program.

Note 2: Rule 91.603(c) requires the operator of an aircraft to comply with the manufacturer's recommended overhaul intervals.

Note 3: Per rule 91.603(d) products and components may be operated beyond the manufacturer's recommended TBO, if the operator complies with TBO escalation procedures that are detailed in a maintenance programme that is approved under Part 115, or 119, or 91.607.

Note 4: Per rule 1 *air operation* means an adventure aviation operation under Part 115, an air transport operation (ATO) under Part 119, or a commercial transport operation (CTO) under Part 119.

Compliance: Refer to the requirements section of the AD.

Effective Date: DCA/PT6/25 - 31 May 2018
DCA/PT6/25A - 28 June 2018

CF-2019-05 Fuel Control Unit Galvanic Corrosion – Inspection**Applicability:** PT6B-37A engines, S/N PCE-PU0289 and earlier engines.**Effective Date:** 28 February 2019**CF-87-17R1 Third Stage Stator Vane – Inspection****Applicability:** PT6B-36A engines, S/N 36043 through to S/N 36112 inclusive including those engines embodied with Pratt & Whitney Canada Service Bulletin No. 11022.**Compliance:** Before issue of a New Zealand Certificate of Airworthiness, or at the next RA inspection after the effective date of this AD, whichever is the sooner, unless previously accomplished and thereafter (if applicable) at intervals not exceeding the times specified in the Transport Canada Airworthiness Directive.**Effective Date:** 30 May 2019**CF-88-01R1 Gas Generator Case – Inspection****Applicability:** PT6B-36 and PT6B-36A engines not embodied with:A gas generator case P/N 3112048-01 identified in P&WC SB 11041; orSuperseding parts incorporating the intent of SB 11041, or

Stiffening plates P/N 3102444-01.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next RA inspection after the effective date of this AD, whichever is the sooner, unless previously accomplished and thereafter (if applicable) at intervals not exceeding the times specified in the Transport Canada Airworthiness Directive.**Effective Date:** 30 May 2019**CF-2003-16 Review of Critical Part Life Limits****Applicability:** All PT6B-36A and PT6B-36B engines.**Compliance:** Before issue of a New Zealand Certificate of Airworthiness, or at the next RA inspection after the effective date of this AD, whichever is the sooner, unless previously accomplished and thereafter (if applicable) at intervals not exceeding the times specified in the Transport Canada Airworthiness Directive.**Effective Date:** 30 May 2019**CF-2019-30R1 Compressor Turbine Blades - Inspection****Applicability:** All PT6A-34, -34B, -34AG, -114, and -114A engines.**Note:** CF-2019-30R1 revised to expand the background information and to clarify the affected P&WC compressor turbine blade part numbers.**Effective Date:** CF-2019-30 - 2 Septemebr 2019
CF-2019-30R1 - 30 January 2020*** CF-2024-05 Second Stage Power Turbine (PT2) Blades - Inspection****Applicability:** All PT6A-64, PT6A-66, PT6A-66A, PT6A-66B, PT6A-66D, PT6A-66T, PT6A-67, PT6A-67A, PT6A-67AF, PT6A-67AG, PT6A-67B, PT6A-67D, PT6A-67F, PT6A-67P, PT6A-67R, PT6A-67RM, PT6A-67T, PT6A-68, PT6A-68B, PT6A-68C, PT6A-68D, PT6A-68T, PT6E-67XP and PT6E-66XT engine models.**Effective Date:** 17 February 2024