



EMERGENCY AIRWORTHINESS DIRECTIVE

This Airworthiness Directive (AD) is issued pursuant to Canadian Aviation Regulation (CAR) 521.427. No person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in their legal custody and control, unless the requirements of CAR 605.84 pertaining to ADs are met. Standard 625 - Aircraft Equipment and Maintenance Standards Appendix H provides information concerning alternative means of compliance (AMOC) with ADs.

Number:

CF-2026-35

Effective Date:

July 16, 2026

ATA:

72

Type Certificate:

E-36

Subject:

Engine – Exhaust – Turbine Exhaust Frame (TEF) Cracks

Replacement:

Supersedes AD CF-2026-23, issued 29 May 2026.

Applicability:

Pratt & Whitney Canada (P&WC) Models PW210A, PW210A1, and PW210S engines, all serial numbers.

Compliance:

As indicated below, unless already accomplished.

Background:

Operators reported circumferential cracks at the TEF external surface. Investigation revealed that the cracks originated from a wall of the TEF which was found under the minimum required thickness. Subsequent crack initiation and growth were associated with thermal stress linked to engine starts. Failure of the TEF could lead to a loss of axial containment and subsequent release of parts and damage to the helicopter.

P&WC published Alert Service Bulletin (ASB) PW210-72-A57186 to require an initial and repetitive general visual inspection (GVI) of the TEF.

To mitigate this unsafe condition, AD CF-2026-23 mandated compliance with the above-mentioned ASB requirements.

Recent lifing analysis performed by P&WC found that TEFs made from IN625 introduced by Service Bulletin (SB) PW210-72-57123 had less durability to this failure mode than the ones previously made of Waspaloy.

This AD, CF-2026-35 supersedes the requirements of AD CF-2026-23 and mandates the accomplishment of ASB PW210-72-A57186, Revision 3, dated 2 July 2026 to account for different inspection thresholds depending on TEF material.

This AD is considered an interim action, and further AD action may follow.

Corrective Actions:

For the purpose of this AD, the following definition applies:

P&WC ASB: PW210-72-A57186, Revision 3, dated 2 July 2026, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Part I – Initial GVI

- A. For pre-SB57123 engines which have a TEF that has accumulated 7000 cycles since new (CSN) or more as of the effective date of this AD, within 5 hours air time or 20 engine starts, whichever occurs first, perform a GVI of the TEF, in accordance with Paragraph A. of the Accomplishment Instructions of the P&WC ASB.
- B. For post-SB57123 engines which have a TEF that has accumulated 4000 CSN or more as of the effective date of this AD, within 5 hours air time or 20 engine starts, whichever occurs first, perform a GVI of the TEF, in accordance with Paragraph A. of the Accomplishment Instructions of the P&WC ASB.
- C. For pre-SB57123 engines which have a TEF that has accumulated more than 2000 hours air time and less than 7000 CSN as of the effective date of this AD, within 50 hours air time or 200 engine starts, whichever occurs first, perform a GVI of the TEF, in accordance with Paragraph A. of the Accomplishment Instructions of the P&WC ASB
- D. For post-SB57123 engines which have a TEF that has accumulated more than 2000 hours air time and less than 4000 CSN as of the effective date of this AD, within 50 hours air time or 200 engine starts, whichever occurs first, perform a GVI of the TEF, in accordance with Paragraph A. of the Accomplishment Instructions of the P&WC ASB
- E. If the combined length of crack(s) exceeds 9.5 inches, before further flight, replace the part. Otherwise, proceed to Part II of this AD.

Part II – Repetitive Inspection and Part Replacement

Following the completion of Part I of this AD, repeat the GVI of the TEF, in accordance with Paragraph A. of the Accomplishment Instructions of the P&WC ASB or replace the part, as applicable. After each GVI:

- A. If no cracks are found, repeat the GVI within 200 engine starts.
- B. If the combined length of crack(s) is less than 9.5 inches, repeat the GVI within 20 engine starts.
- C. If the combined length of crack(s) exceeds 9.5 inches, before further flight, replace the part.

Inspections already performed in accordance with AD CF-2026-23, issued 29 May 2026, prior to the effective date of this AD, also meet the requirements of this AD.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young
Chief, Continuing Airworthiness
Issued on 15 July 2026

Contact:

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