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## No. CF-96-24

### AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to Canadian Aviation Regulation (CAR) 593. Pursuant to CAR 605.84 and the further details of CAR Standard 625, Appendix H, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with CAR 605.84 and the above- referenced Standard.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

### CF-96-24 PRATT & WHITNEY CANADA

Applies to all Pratt & Whitney Canada (P&WC) PT6A Series engines manufactured after 1 January 1995 or which have had their bleed off valve (BOV) changed after 1 January 1995, and which are installed in single-engine aircraft including, but not necessarily limited to, Air Tractor AT, Ayres Turbo Thrush Commander, Cessna Caravan, Argo Aircraft G169B, Embraer EMB-312 Tucano, Frakes AF-CAT, Pilatus PC-6, PC-7, PC-9 and PC-12, Schweizer A6-CAT, Socata TBM-700 and Beech T-34C.

Compliance is required as indicated, unless already accomplished.

There have been two recent incidents involving malfunction of the compressor BOV resulting in engine power reduction. The investigation revealed broken cotter pins. The debris from each pin interfered with movement of the BOV piston which has resulted in the valve remaining in the closed position. In each incident, the BOVs were from a batch produced since January 1995.

To ensure the safety of the aircraft, within 100 flight hours after the effective date of this directive, or before 2 April 1997, whichever occurs first, inspect the BOV to determine if the supplier's code "8070" is on the BOV cover.

- (a) If the BOV supplier's code "8070" is not on the cover, or the BOV has been reidentified to "RE71" (adjacent to the part number), no further action is required by this directive.
- (b) For BOVs with supplier's code "8070" on the BOV cover, inspect the BOV in accordance with P&WC Service Bulletin (SB) 1538 Revision 2 dated 28 November 1996, SB 3344 dated 28 November 1996, SB 4204 dated 2 December 1996, SB 12134 dated 28 November 1996, SB 13287 dated 25 November 1996 or SB 14251 dated 28 November 1996 as referenced by P&WC Service Information Letter PT6A-031 dated 27 November 1996. If the BOV shows any wear indications on the cotter pin or if any movement of the guide shaft pin is apparent (as described in the applicable service bulletins), before further flight modify the BOV or replace it with a serviceable BOV according to the above applicable service bulletins or their later revisions, or superseding service bulletins, or subsequent bulletins that meet the intent of the above P&WC bulletins and which are "DOT Approved".

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Aircraft Certification, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This directive becomes effective 5 December 1996.

Pursuant to CAR 202.51 the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address. To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.

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