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Pratt & Whitney Canada

Une société de United Technologies / A United Technologies Company

DAA2017-218-PW210S-BM0117
CRM: PWC-76966-G4M5

23rd March 2017

Thai Aviation Services Ltd.
601 Moo 1 Tumbon Pakphoon
Nakhon Si Thammarat District
Nakhon Si Thammarat Province, 80000, Thailand

Attention: Daryl Dixon - Maintenance Manager

Subject: Deviation Letter, PW210S S/N BM0117 (TTSN: 523.3 hrs)
Oil Consumption Above Limit.

Pratt & Whitney Canada (P&WC) understands that the subject engine is reported to be exhibiting oil consumption above the limit per Engine Maintenance Manual.

An engineering evaluation had determined that the engine, in this regard, continues to comply with its certification basis and is in a serviceable condition for continued operation, subject to the following maintenance actions:

1. Service oil level to MAX COLD before first engine operation of the day. Ensure engine had been shut down for a minimum of four hours prior to servicing.
2. Inspect oil level between 10 to 20 minutes after shutdown between consecutive flights. No oil servicing is required if oil level remains above MIN HOT.
3. If oil level is found below MIN HOT, carry out oil servicing to MAX HOT prior to next engine operation. Record the amount of oil required.

NOTE: Do not service oil level after last engine shut down of the day.

4. Record Total Flight Hours for the day.
5. Service oil level to MAX COLD before first engine operation on the following day. Ensure engine had been shut down for a minimum of four hours prior to servicing. Record amount of oil required to service level to MAX COLD.
6. Calculate oil consumption per following formula

$$\text{Oil consumption} = \frac{[(\text{Amount of oil required from step 6}) + (\text{Amount of oil required from step 3})]}{\text{Total Flight Hours from step 5}}$$

7. If oil consumption is found below 0.200 L/ hour. Engine may remain in service repeating step 2 to 7.
8. If oil consumption is found above 0.200 L/hour, carry out troubleshooting per existing instruction in the EMM prior to continued operation.

Please retain a copy of this letter in the engine logbook.

Should you require further clarification on this subject, do not hesitate to contact your local Field Service Representative or the undersigned.

Thank you,

PRATT & WHITNEY CANADA Corp



Riccardo Tan
Turboshaft Customer Engineer
Email: riccardo.tan@pwc.ca



Gerry Whitty
Deputy Chief Engineer
Customer Support
DAA #81, DAO 93-Q-01

This Deviation Letter constitutes Transport Canada approved data. P&WC acknowledges the final authority of the local regulatory agency in the application of this data. Applicable engine Airworthiness Limitations and Airworthiness Directives shall take precedence.

Export Control Classification:

This document contains no technical data controlled by the Canadian Export Control List or controlled more restrictively than ECCN 9E991 by the United States Department of Commerce.

CC: darly_d@tasl.co.th , Cfirst@pwc.ca, David.Yakin@pwc.ca, COPS and TRAC