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**Pratt & Whitney Canada**  
Une société de United Technologies / A United Technologies Company

**DAA2017-858-PW210S-BM0125**  
**CRM: PWC-92324-R6B7**

**12<sup>th</sup> December 2017**

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

**Attention:** Daryl Dixon - Maintenance Manager

**Subject:** Deviation Letter, PW210S S/N BM0125 (TTSN: 866.20 hrs)  
Air Inlet Screen rubber gasket crack.

Pratt & Whitney Canada (P&WC) understands that the subject engine was found with a single crack on its air inlet screen rubber gasket during scheduled inspection. This condition exceeds Engine Maintenance Manual acceptance criteria.

An engineering evaluation of the information provided had determined that the engine, in this regard, continues to comply with its certification basis and is in a serviceable condition for continued operation up to TTSN: 966.20 hrs subject to the following maintenance action:

1. Visual inspection of affected area at intervals not to exceed 25 flight hours for evidence of crack growth.
2. If existing crack length propagates to twice the original length recorded at TSN: 866.20 hours, or if additional cracks developed, replace the air inlet screen.

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  
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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.

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