

PT6A & JT15D

TURBINE ENGINES SERIES

EXCLUDING HBC AND CESSNA CARAVAN INSTALLATIONS



ENHANCED WARRANTY FOR NEW ENGINES



Pratt & Whitney Canada
A United Technologies Company

ENGINE MODEL	EFFECTIVE SERIAL NUMBER
PT6A-135A	Excluding engines installed by Hawker Beechcraft Corporation and Cessna Caravan
PT6A-21	Excluding engines installed by Hawker Beechcraft Corporation
PT6A-34	Installed by Rocket Engineering / JetProp
PT6A-35	Installed by Rocket Engineering / JetProp
PT6A-42	Excluding engines installed by Hawker Beechcraft Corporation
PT6A-42A	RM0001 and subsequent excluding engines installed in Cessna Caravan
PT6A-52	Excluding engines installed by Hawker Beechcraft Corporation
PT6A-60A	95798 and subsequent
PT6A-61	Installed by Blackhawk Modifications
PT6A-64	111104 and subsequent
PT6A-66A	RP0001 and subsequent
PT6A-66D	RV0001 and subsequent
PT6A-67B	110001 and subsequent
PT6A-67P	RY0001 and subsequent
JT15D-5	100380 and subsequent
JT15D-5D	500001 and subsequent
JT15D-5R	JG0001 and subsequent

PT6A & JT15D

TURBINE ENGINES SERIES

EXCLUDING HBC AND CESSNA CARAVAN INSTALLATIONS

For engines operated in non-military aircraft used for commercial, corporate or private transportation service

PRATT & WHITNEY CANADA CORP. ENHANCED WARRANTY FOR NEW ENGINES

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WELCOME TO OUR GLOBAL FAMILY

We are pleased to introduce the Pratt & Whitney Canada Corp. (“P&WC”) Enhanced Warranty for New Engines and Service Policies (the “Policy”) for selected PT6A and JT15D Engine models (the “Engine”) operated in commercial, corporate, or private transportation service, featuring:

warranty coverage for 2500 Engine operating hours or 5 years, from the date of shipment from P&WC’s facilities, whichever occurs first, including a no charge exchange program for specific Engine accessories; and

renewable credit allowance coverage on Primary Parts (as described in Annex 1 of the Policy); and

commercial support in the event of a premature Engine overhaul, required as a result of an Engine Chargeable Event (as further described in the Policy).

The Policy detailed in this booklet reflect the high level of confidence we have in our products and P&WC’s continuing commitment to you, our customer.

As with most advanced technology products, P&WC Engines must be operated and maintained properly to ensure a long and reliable life. This Policy, together with the P&WC Maintenance and Overhaul Manuals, Service Bulletins, and Aircraft Flight manual, explain the proper operation and engine maintenance required to ensure your Engine’s proper performance and the validity of our coverage.

Your local P&WC Field Support Representative, together with any of the overhaul facilities designated by P&WC Warranty Administration, are also important players to ensure continued satisfaction with your Engine. For additional information on the P&WC Worldwide Support Network, please consult our Customer Support brochure and International Support Facilities booklet, or contact the P&WC Customer First Centre at 450 647-8000 (long distance and international), or 1 800 268-8000 (Canada and USA), or International Access Code (“IAC”) 8000 268-8000 (where facilities exist). You can also visit the P&WC website at www.pwc.ca.

**THANK YOU FOR DEMONSTRATING YOUR CONFIDENCE IN P&WC,
OUR PRODUCTS, AND SERVICES.**

BASIC COVERAGE PERIOD

P&WC warrants that the new Engine will be free from Defects⁽¹⁾ in material and/or manufacturing workmanship, and is covered for **2500 Engine operating hours or 5 years** from the date of shipment of the Engine from P&WC's facilities⁽²⁾, whichever occurs first, during which time P&WC will:

at its option, repair or replace any Engine parts found to be defective (as defined below), including resultant damage to the Engine. Replacement parts may be new⁽³⁾ or serviceable. When P&WC supplies a replacement part, or issues credit towards the acquisition of a new part, the removed part becomes the property of P&WC.

pay reasonable removal and reinstallation labour for the Engine or Engine parts, and reasonable transportation charges (excluding insurance, duties, brokerage fees, and taxes) to and from the facility designated by P&WC Warranty Administration.

exchange the following major Engine accessories at no charge, in accordance with the terms and conditions of the latest revision of P&WC Service Information Letter ("SIL") PT6A-030 or JT15D-014 as applicable, if replaced during the Basic Coverage Period:

fuel control, fuel pump, propeller governor, ignition exciter/exciter box, anti-icing valve, oil to fuel heater, flow divider and dump valve, bleed valve, engine electronic control, hydromechanical unit, fuel cooled oil cooler

(1) A Defect means the breakage or failure of a part which is determined to P&WC's satisfaction to be due to defects in material and/or manufacturing workmanship. Such event will be considered by P&WC to be "engine chargeable", subject to the Warranty and Service Policies. Removal of a part from service because of hourly, cyclic or other limitations on its continued use will not, in the absence of breakage or failure verifiable by non-destructive inspection, constitute a Defect.

(2) As applicable, no operating time used by the Aircraft manufacturer for normal aircraft acceptance flight-testing shall be deducted, as long as it has not exceeded fifty (50) hours. If applicable, no storage time at the Aircraft manufacturer prior to first use in service shall be deducted from the coverage benefiting subsequent owners, as long as this period does not exceed twenty-four (24) months.

(3) A part will be considered new if and only if it is accompanied by either the P&WC Manufacturer's Release Certificate, or Canadian Department of Transport Certificate of Airworthiness (as applicable), or P&WC's Supplier's Release Certificate for that specific part and has not been subjected to running time (e.g. a part which has been subjected to engine test time and which must be subsequently re-inspected and tagged as serviceable will not be considered as new).

ADDITIONAL COVERAGE – SERVICE POLICIES

Following the expiration of the Basic Coverage Period, P&WC offers the **Primary Parts Service Policy** (“PPSP”) and the **Extended Engine Service Policy** (“EESP”).

The PPSP offers support in the cost of repairing or replacing engine Primary Parts damaged within their class life due to a Defect in material and/or manufacturing workmanship. A class life refers to the life assigned to an engine Primary Part by P&WC for the sole purpose of calculating the pro-rated credit allowance under the PPSP. Additionally, if a specific engine Primary Part within its class life requires repair or replacement due to P&WC imposed hourly, cyclic, or other limitations⁽⁴⁾ on that Primary Part’s continued use in normal operation, P&WC will provide a pro-rated credit allowance on the repair or the replacement cost of a new Primary Part.

A complete list of Primary Parts per Engine model and their class lives, per Engine model, is published in Annex 1 to this Policy.

The EESP was created to assist in the case of extensive damage to the Engine resulting from an engine chargeable event and where P&WC Warranty Administration determines, at its discretion, that a premature overhaul is required. In such an event, P&WC will, at its discretion, either limit the cost of the overhaul to be performed at a facility designated by P&WC Warranty Administration pursuant to the Limited Cost Overhaul (“LCO”) mechanism described below, or exchange the Engine with a like-value engine.

This LCO is calculated based on Engine operating hours and cycles since new or last overhaul, as well as the Engine’s age, and environmental, operational and maintenance conditions. The rates for calculating the LCO are communicated through the publication of a P&WC SIL.

P&WC reserves the right to cancel or change the EESP at any time. Shop visits required as a result of such an event which occurs prior to such change shall not be affected.

(4) Please note that the unused cycles (stub life) of an LCF part removed at the operator’s request prior to reaching the service limit will not be eligible for pro-rated credit allowance under the PPSP.

COMMERCIAL SUPPORT PROGRAMS

P&WC may also provide commercial assistance for certain Airworthiness Directives (ADs) or product improvements through Commercial Support Programs. These programs will be published through Commercial Support Program Notifications (CSPNs).

Commercial Support Programs cannot be combined with the Primary Parts Service Policy as outlined above.

The terms and conditions of this Policy apply to the above Commercial Support Programs.

WHAT IS NOT COVERED

COSTS OF NORMAL SCHEDULED MAINTENANCE SERVICES

routine line maintenance and adjustment costs; or
Hot Section Inspection (HSI) and refurbishment costs; or
Engine overhaul or major refurbishment costs; and
any other costs related to Engine maintenance not specifically covered under this Policy.

NORMAL DETERIORATION

normal wear and tear and deterioration (note: a worn part capable of continued operation which, because it has been accessed, must be restored using repair schemes fully described in the applicable P&WC Engine Maintenance and/or Overhaul Manuals, is considered normal); and
no warranty coverage is provided for the overhaul life of assemblies, service live limits of parts, and/or operating time limits.

UNSUPPORTED PARTS

P&WC reserves the right to exclude Policy coverage (i) for the following parts, and (ii) for subsequent Engine repairs or damages directly attributable to the use of the following parts which:

are not originally supplied by P&WC or its authorized distributors and accompanied by the P&WC Manufacturer's Release Certificate or Canadian Department of Transport Certificate of Airworthiness, as applicable; or
are not identified in the applicable P&WC Illustrated Parts Catalogue ("IPC") and accompanied by the Supplier's Release Certificate; or
are not repaired in accordance with P&WC approved repair processes; or
are not traceable, e.g. insufficient supporting documentation; and
have been involved in an accident and for other part or Engine failure attributable to that part.

FACTORS BEYOND P&WC'S CONTROL

improper storage, usage, maintenance or operation of an Engine, part or accessory (e.g. non-compliance with P&WC's written instructions, including without limitation, the applicable P&WC Engine Maintenance and Overhaul Manuals and P&WC Service Bulletins, or with the Aircraft Flight Manuals and airworthiness regulations);

any work performed on Engines without due cause, such as pre-purchase inspections, or scheduled maintenance performed at other than P&WC recommended intervals;

accidents, collisions, propeller strikes, fire, flood, lightning strike, theft, explosion, riot, war, rebellion, seizure or any other belligerent acts, foreign object damage (FOD), erosion, corrosion, sulphidation or any other damage due to the operating environment;

alteration to, modification of, or tampering with any Engine, part or accessory after delivery by P&WC, other than strictly in accordance with the applicable P&WC manuals and this Policy;

use of stolen parts, or use of a part or Engine from which P&WC's name, part number, identification mark or serial number has been removed or defaced;

workmanship performed by a facility other than P&WC-owned manufacturing facilities;

repair or overhaul of a defective part or Engine at a facility other than a facility designated by P&WC Warranty Administration;

unused cycles (stub life) of an LCF part removed at the operator's request prior to reaching the service limit;

Engines operated by a military, para-military or government service unless it is determined, at the sole discretion of P&WC, that the Engine has not been used in operations or on flight missions which compromise Engine or parts life or reliability when compared to typical commercial, corporate, or private transportation operations;

insurance, duties, brokerage fees, and taxes;

any other factor beyond P&WC's control which is not specifically listed herein.

In addition, as all of the above are considered to be factors beyond P&WC's reasonable control, no pro-rata credit per the PPSP will be awarded on Primary Parts repaired or exchanged following access to the Engine due to any of the above.

OWNER / OPERATOR RESPONSIBILITIES

The coverage provided herein is subject to the following conditions:

MAINTENANCE

The Engine must be operated and maintained in accordance with P&WC's written instructions (including, without limitation, the applicable P&WC Engine Maintenance and Overhaul Manuals and P&WC Service Bulletins), as well as the Aircraft Flight Manual and airworthiness regulations.

MAINTENANCE RECORDS

Adequate records of Engine operation and maintenance must be kept. Upon request, P&WC is entitled to have access to such records.

FOR WARRANTY SERVICE

P&WC must be notified of any Defect within thirty (30) days of discovery, and any claim must be submitted within one hundred and eighty (180) days after such discovery.

Any claim, which may include the return of defective parts, must be made through the P&WC source of supply (identified in the applicable P&WC IPC), or the P&WC designated facility or distributor which will furnish or has furnished the replacement parts.

For any warranty work (including, without limitation, disassembly), the Engine must be sent to a facility designated by P&WC Warranty Administration, in accordance with P&WC's written instructions. Any work performed at a facility other than a facility designated by P&WC Warranty Administration, without prior written authorization from P&WC Warranty Administration, will be at the claimant's expense.

LIMITATION OF P&WC'S LIABILITY

THIS IS THE ONLY WARRANTY APPLICABLE TO THE SELECTED PT6A AND JT15D ENGINES IDENTIFIED ON THE TITLE PAGE OF THIS DOCUMENT (EXCLUDING HBC AND CESSNA CARAVAN INSTALLATIONS), AND OPERATED IN NON-MILITARY AIRCRAFT USED IN COMMERCIAL, CORPORATE, OR PRIVATE TRANSPORTATION SERVICE, AND IS GIVEN AND ACCEPTED IN PLACE OF ALL OTHER EXPRESS, IMPLIED OR STATUTORY TERMS, REPRESENTATIONS, WARRANTIES OR CONDITIONS, IN CONTRACT OR IN TORT, INCLUDING WITHOUT LIMITATION, ANY WARRANTY OR CONDITION OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE AND ALL SUCH OTHER TERMS, REPRESENTATIONS, WARRANTIES OR CONDITIONS ARE HEREBY EXPRESSLY DISCLAIMED. THE ONLY REMEDY FOR BREACH OF THIS WARRANTY IS AS SET OUT HEREIN. FOR GREATER CERTAINTY, IN NO EVENT SHALL P&WC BE RESPONSIBLE FOR ANY SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF OR IN CONNECTION WITH EITHER A BREACH OF THIS WARRANTY OR ANY TORTIOUS OR NEGLIGENT ACT OR OMISSION BY P&WC. SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES INCLUDE, WITHOUT LIMITATION, ECONOMIC LOSS, LOSS OR DAMAGE TO ANY PROPERTY OR PERSON OR ANY OTHER EXEMPLARY, PUNITIVE OR SIMILAR DAMAGES, AS WELL AS EXPENSES INCURRED EXTERNAL TO THE ENGINE AS A RESULT OF AN ENGINE OR PART DEFECT. NO VARIATION OR EXTENSION OF THIS WARRANTY OR REMEDIES SHALL BE BINDING UNLESS IN WRITING AND SIGNED BY A DULY AUTHORIZED REPRESENTATIVE OF P&WC.

YOUR ACCEPTANCE OF THIS ENHANCED WARRANTY FOR NEW ENGINES AND SERVICE POLICIES OR THE MAKING OF ANY CLAIM OR RECEIPT OF ANY BENEFIT HEREUNDER, CONSTITUTES YOUR ACCEPTANCE OF ALL THE FOREGOING TERMS, CONDITIONS AND LIMITATIONS.

THIS WARRANTY IS GOVERNED BY THE LAWS OF THE PROVINCE OF ONTARIO, CANADA.

ANNEX I – PRIMARY PARTS

Primary Parts covered by the **Primary Parts Service Policy** are listed below. The pro-rated credit allowance for the repair or replacement of Primary Parts damaged during their specified class life due to a Defect (as defined in the Warranty) in material and/or manufacturing workmanship is calculated in accordance with the following formula:

$$A = P (1 - T/H)$$

where:

A = credit allowance;

T = operating hours (or cycles if class life is specified in cycles) on removed or damaged part;

P = current acquisition price at the time of repair or new replacement (net of all discounts)

H = class life of removed or damaged part.

In the case of resultant damage to a Primary Part, the part causing the damage must also be a Primary Part within its class life.

When a Primary Part is repaired, the class life continues. When a Primary Part is replaced with a new Part, the new Primary Part class life commences from zero.

When pro-rata credit is issued against the embodiment of a new Primary Part, the removed part becomes the property of P&WC.

“**TBO**” means the P&WC-published Time Between Overhaul. Refer to the appropriate engine model Service Bulletin entitled “Operating Time Between Overhaul And Hot Section Inspection Frequency” for the applicable operating hours.

“**SB**” means the P&WC published Service Bulletin. Refer to the appropriate Service Bulletin entitled “Rotor Components – Service Life” for the applicable cycle life.

“**Class Life**” is expressed in hours unless “SB” is indicated.

Group A = PT6A-34 (in Rocket Engineering / JetProp modifications)

Group B = PT6A-135A, PT6A-21 (SN 25845 and on), PT6A-35 (in Rocket Engineering / JetProp modifications),
PT6A-52, PT6A-60A (SN 95798 and on), PT6A-61 (SN HA0001 and on)

Group C = PT6A-42 (SN 94371 and on), PT6A-42A

Group D = PT6A-64 (SN 111104 and on), PT6A-66D

Group E = PT6A-66A, PT6A-67B, PT6A-67P

Group F = JT15D-5D

PRIMARY PARTS	A	B	C	D	E	F
Adapter Assembly – Fuel Nozzle	TBO	TBO	TBO	TBO	TBO	TBO
Air Seal – and Associated Stator (all)						TBO
Baffle Assmely – Turine Interstage, includes Housing and Seal	TBO	TBO	TBO	TBO	TBO	TBO
Bearing – all Ball and Roller	TBO	TBO	TBO	TBO	TBO	TBO
Blade – Compressor Rotor Assembly (all stages)	TBO	TBO	TBO	TBO		
Blade – High Turbine Rotor						TBO
Blade – Low Compressor (all)						TBO
Blade – No. 2 and 3 Low Turbine						TBO
Blade – Power Turbine and Compressor Turbine	TBO	TBO	TBO	TBO	TBO	
Bolt -CT and PT Disc	TBO	TBO	TBO	TBO	TBO	
Bus Bar – T5 Thermocouple / Probes	TBO	TBO	5000	TBO	TBO	
Carrier – 1st and 2nd Stage Reduction Gear	TBO	TBO	TBO	TBO	TBO	
Case – Gas Generator	5000	TBO	TBO	5000	5000	TBO
Case – Intermediate						TBO
Case – Low Compressor						TBO
Case – Reduction Gearbox Front and Rear	5000	TBO	TBO	5000	5000	
Case Assembly – Compressor Inlet	5000	TBO	TBO	5000	5000	
Compressor Stator (all)						TBO
Cone Balancing – Compressor Inlet						TBO
Coupling – 2nd Stage Reduction Gear Flexible	TBO	TBO	TBO	TBO	TBO	
Coupling – Power Turbine Shaft	TBO	TBO	TBO	TBO	TBO	
Cover – Oil Tank						TBO
Cover Assembly – Bleed Air		TBO (1)				
Diaphragm Assembly – Accessory Gearbox	5000	TBO	TBO	5000	5000	
Disc – Compressor Rotor (all stages)	SB	SB	SB			
Disc – Compressor Turbine and Power Turbine	5000	SB	SB	SB	TBO	
Disc – High Turbine						SB
Disc – Low Turbine No. 2 and No. 3						SB
Duct – By-pass						TBO
Duct – Combustion Chamber Exit, Large and Small						TBO
Duct – Inner By-pass, Front and Rear						TBO

PRIMARY PARTS	A	B	C	D	E	F
Duct – Turbine Exhaust						TBO
Duct Assembly – Combustion Chamber Exit, Inner and Outer	TBO	TBO	TBO	TBO	TBO	
Duct Assembly – Exhaust	TBO	TBO	TBO	TBO	TBO	
Gear – (all)	TBO					TBO
Gear – Front Accessory Drive Bevel	TBO	TBO	TBO	TBO	TBO	
Gear – Gearbox Accessory Drive	TBO	TBO	TBO	TBO	TBO	
Gear – Oil Pump (Pressure and Scavenge)	TBO	TBO	TBO	TBO	TBO	
Gear – RGB Accessory Drive	TBO	TBO	TBO	TBO	TBO	
Gear Ring – 1st and 2nd Stage Reduction	TBO	TBO	TBO	TBO	TBO	
Gear Set – 1st and 2nd Stage Reduction	TBO	TBO	TBO	TBO	TBO	
Gear Sun – 1st and 2nd Stage Reduction	TBO	TBO	TBO	TBO	TBO	
Gearshaft – Accessory Gearbox	TBO	TBO	TBO	TBO	TBO	
Harness – T4 or T5 Wiring	TBO	TBO	5000	TBO	TBO	
Harness – Thermocouple – T6 and T1						TBO
Housing – Bleed Valve			TBO			
Housing – Compressor Impeller	TBO	TBO	TBO	TBO	TBO	
Housing – Compressor Turbine Shroud	TBO	TBO	TBO	5000	5000	
Housing – Fuel Inlet and Shut-off Valve						TBO
Housing – Gearbox Drive Bearing						TBO
Housing – Impeller						TBO
Housing – No. 1 Bearing, Inner and Outer		TBO (1)	TBO	TBO	TBO	
Housing – Oil Filter						TBO
Housing and Cover – Accessory Gearbox						TBO
Housing and Cover – No. 1 and No. 4 Bearing	TBO					
Housing and/or Sleeve – Propeller Oil Transfer	TBO	TBO	TBO	TBO	TBO	
Housing Assembly – Accessory Gearbox	5000	TBO	TBO	5000	5000	
Housing Assembly – Oil Pump (cast)	TBO	TBO	TBO	TBO	TBO	
Housing Assembly – Power Turbine Shaft	TBO	TBO	TBO	TBO	TBO	
Housing Assembly – Power Turbine Stator	TBO	TBO	TBO	TBO	TBO	
Impeller – Centrifugal Breather, Air Separator						TBO
Impeller – Compressor	TBO	SB	SB	SB	SB	SB
Liner – Combustion Chamber						TBO
Liner Assembly – Combustion Chamber	TBO	TBO	TBO	TBO	TBO	
Mount – Rear						TBO
Nozzle Assembly – Fuel Metering	TBO	TBO	TBO	TBO	TBO	TBO
Pin – Combustion Chamber Liner Support						TBO
Piston – Fuel and Shut-off Valve						TBO
Piston and Cylinder – Torquemeter	TBO	TBO	TBO	TBO	TBO	
Pump – Oil						TBO

PRIMARY PARTS	A	B	C	D	E	F
Ring – Power Turbine Case Sealing	TBO	TBO	TBO	TBO	TBO	
Rotor – Compressor (all stages)		SB	SB		SB	
Rotor – Compressor, Hub and Blades – IBR		SB (1)	SB	SB	SB	
Rotor – Fan and Low Compressor						SB
Seal – Labyrinth (Stator and Rotor)	TBO	TBO	TBO	TBO	TBO	
Seal Ring – Metallic						TBO
Segment – Compressor Turbine Shroud	TBO	TBO	TBO	TBO	TBO	
Shaft – Accessory Gearbox Drive						TBO
Shaft – Accessory Gearbox Input Coupling	TBO	TBO	TBO	TBO	TBO	
Shaft – Compressor Inlet Cone						TBO
Shaft – High and Low Compressor						TBO
Shaft – High and Low Turbine						TBO
Shaft – Oil Pump						TBO
Shaft – Power Turbine	TBO	TBO	TBO	TBO	TBO	
Shaft – Propeller	TBO	TBO	TBO	TBO	TBO	
Shaft – Tachometer Generator Drive						TBO
Shaft Stub – Compressor Rotor				SB	SB	
Sheath – Fuel Nozzle	TBO	TBO	TBO	TBO	TBO	TBO
Shield – Heat Compressor Turbine Housing	TBO	TBO	TBO			
Shroud Segment – Turbine						TBO
Spacer – Compressor Interstage	TBO	TBO	TBO			
Spacer and Sleeve Assembly – Compressor Interstage	TBO	TBO	TBO			
Stator Assembly – Compressor / Vane & Shroud, all Stages	TBO	TBO	TBO	TBO	TBO	
Stubshaft – Compressor No. 1 Bearing				SB	SB	
Stubshaft – Compressor No. 2 Bearing	TBO	TBO	TBO	TBO	TBO	
Support – Low Turbine Stator						TBO
Support and Adapter Set – Compressor No. 1 Bearing	TBO	TBO (2)				
Support Assembly – Compressor Turbine Vane	TBO	TBO	TBO	TBO	TBO	
Thermocouple – T6						TBO
Tie Rods – Compressor Rotor	TBO	TBO	TBO	TBO	TBO	
Turbine Stator (all)						TBO
Vane Ring – Compressor Turbine	TBO	TBO	5000	TBO	TBO	
Vane Ring – Power Turbine	TBO	TBO	TBO	TBO	TBO	

(1) PT6A-60A only

(2) PT6A-21 only

This warranty document replaces the Turbine Engine Warranty
and Service Policy issued August 1988 for
selected PT6A and JT15D Turbine Engines
identified on the title page of this document

Issue date: May 1997

Effective revision date: October 1997

Current revised date: November 2011

With advance written notification to P&WC, this Policy is transferable to subsequent owners (refer to the Reply Card at the back of this document).

IF YOU HAVE ANY QUESTIONS

or require assistance regarding this Policy, please call or write to:

MANAGER, WARRANTY ADMINISTRATION (01RD4)

Pratt & Whitney Canada Corp.
1000 Marie-Victorin
Longueuil, Quebec
Canada J4G 1A1

TELEPHONE 1 450 647-8180
FAX 1 450 647-2831
Email warranty@pwc.ca

or contact

P&WC CUSTOMER FIRST CENTRE

USA & CANADA 1 800 268-8000
INTERNATIONAL 1 450 647-8000, or
IAC 8000 268-8000 (where facilities exist)

WWW.PWC.CA

**THIS WARRANTY DOCUMENT IS FOR PT6A & JT15D TURBINE ENGINES SERIES
INSTALLED IN HAWKER BEECHCRAFT AIRCRAFT**

REVISED DATE: NOVEMBER 2011



Pratt & Whitney Canada

A United Technologies Company