

IMPORTANT SERVICE NOTICE**NUMBER:** SN-014**REVISION:** A**DATE:** 10/15/2009**SUBJECT:** Special Airworthiness Information Bulletin Pratt and Whitney Canada**SUMMARY**

QUEST AIRCRAFT RECOMMENDS THAT EACH OPERATOR EXAMINE THIS SERVICE NOTICE IMMEDIATELY.

CONCURRENT REQUIREMENTS

None

BACKGROUND

This Service Notice is attached to Pratt and Whitney Canada Service Information Letter (S.I.L. NO. GEN-091) See attached Service Notice for more information.

ACTION

See attached Service Notice for more information.

EFFECTIVITY

All KODIAK 100 Series Aircraft until Rescinded.

COMPLIANCE

Follow the recommendations of Pratt and Whitney Document S.I.L. NO. GEN-091

INDUSTRY SUPPORT INFORMATION

See attached Service Notice for more information.

MANPOWER

N/A

COMPLETION

N/A

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SERVICE INFORMATION LETTER

Subject : Jet Fuel Quality

Applicability : All P&WC Engines

Due to the importance of jet fuel quality in the operation of aircraft engines, Pratt & Whitney Canada's (P&WC) position remains that no level of contamination of jet fuel that would impact engine performance and durability is acceptable

Jet fuel transported in multi-product pipelines typically constitutes between 10-30% of the total throughput which includes gas, oil/diesel and gasoline. Jet fuel has been transported in this manner for many years and quality incidents are reported as rare.

Local national policies for the increased use of renewable fuels are increasing pressure to include bio-components within road-transport fuels. The most common bio-components today are bio-esters, also known as Fatty Acid Methyl Esters (FAME). In theory, FAME can adhere to pipeline walls as the bio-diesel passes and then detach from the wall into the following grade, which can be jet fuel.

FAME contamination of jet fuel is a complex issue, and operators have recently requested that P&WC participates in a test program to determine an acceptable level of FAME contamination in jet fuel.

Based on test results presented earlier this year by Shell, an engine Original Equipment Manufacturer (OEM) team comprised of Pratt & Whitney, General Electric, Rolls Royce and Honeywell has agreed to accept less than 5 ppm FAME contamination in jet fuel. P&WC follows the recommendations of the engine OEM team.

The OEM team will continue to work with International Air Transport Association (IATA) to determine if 100 ppm FAME is a safe level of contamination. FAME contamination will be evaluated as if it were a new fuel additive seeking approval. The test program will be based on the additive approval protocol, written by Pratt & Whitney on behalf of the engine manufacturers, as an ASTM (American Society of Testing and Materials) Standard Practice.

Yours truly,

PRATT & WHITNEY CANADA CORP.

Gerry Whitty
Chief Engineer
Customer Support

This service bulletin is valid until superseded or cancelled by revision

ISSUED: 21 July, 2008

REVISED:

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