

ALERT COMMERCIAL SERVICE LETTER


Rolls-Royce®

Enhanced Awareness of Outer Combustion Cracks (OCC)

1. General

This Commercial Service Letter (CSL) has been released by Rolls-Royce to address some recent events where operators have discovered cracks at various locations in the Outer Combustion Case (OCC) area. Rolls-Royce would like to heighten the operator's awareness of detecting these cracks.

Each M250® Operations and Maintenance Manual (OMM) has a pre flight and post flight inspection. Rolls-Royce has incorporated recent revisions to bring attention to the OCC. (Ref. FIG. 1, FIG. 2, and the applicable OMM inspection section).

The regular schedule inspection tables have been revised to move the inspection of the OCC from the 300 hour Table to the 150 hour Table for a more detailed inspection. (Ref. FIG. 2 and the applicable OMM, applicable section).

Through more rigorous visual inspections and the leak tech check inspection (Ref. applicable OMM), the cracks have been found in the OCC at different locations and were able to be addressed before causing a disruption to the operator.

If you have any questions, please contact the Rolls-Royce M250 Customer Support Group at:

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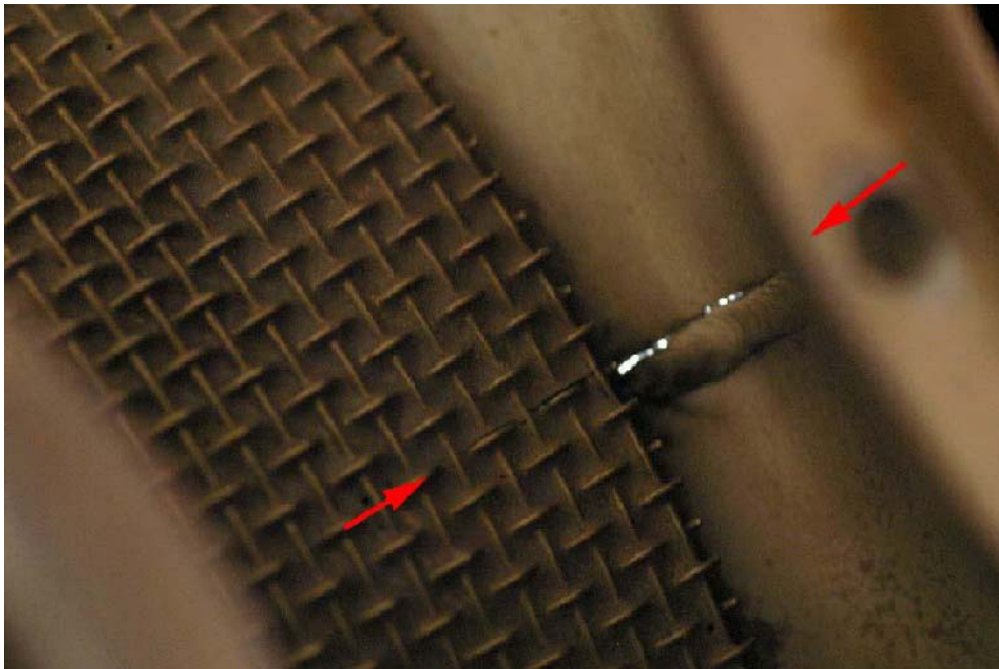
March 4, 2013 Initial Issue	M250-C18 Series	CSL-A-251	M250-C40B	CSL-A-5139
	M250-C20 Series	CSL-A-1268	M250-C47 Series	CSL-A-6143
	M250-C28 Series	CSL-A-2203	M250-B15G	TP CSL-A-179
	M250-C30 Series	CSL-A-3234	M250-B17 Series	TP CSL-A-1218
	M250-C20R Series	CSL-A-4142	M250-B17F Series	TP CSL-A-2134

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Outer Combustion Case (Sheet Metal and Weld Seams) - Inspection
FIG. 1



Outer Combustion Case - Crack
FIG. 2

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