2026 ROLLS-ROYCE FIRST NETWORK

M250/RR300 DIRECTORY



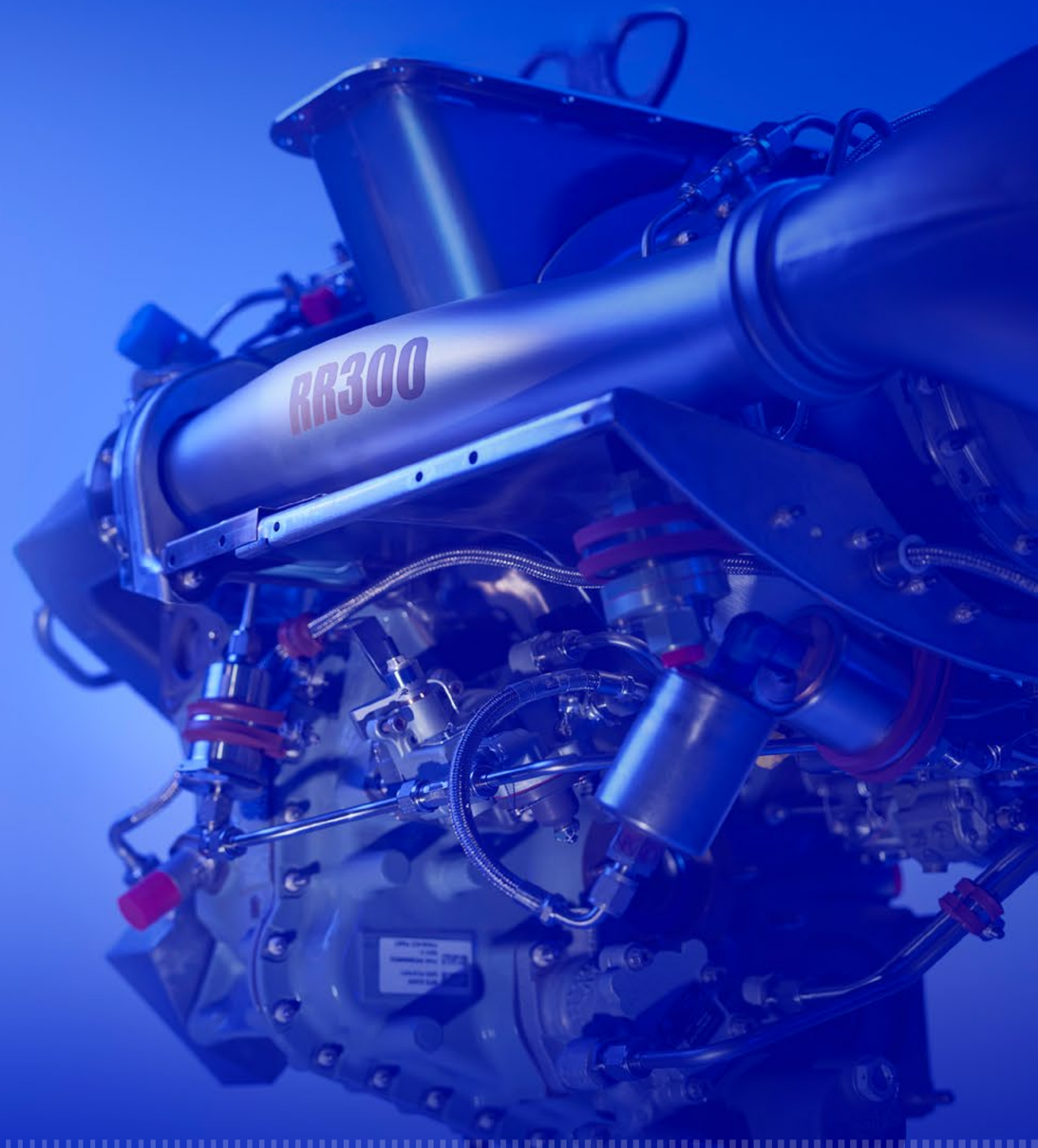


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ROLLS-ROYCE FIRST NETWORK

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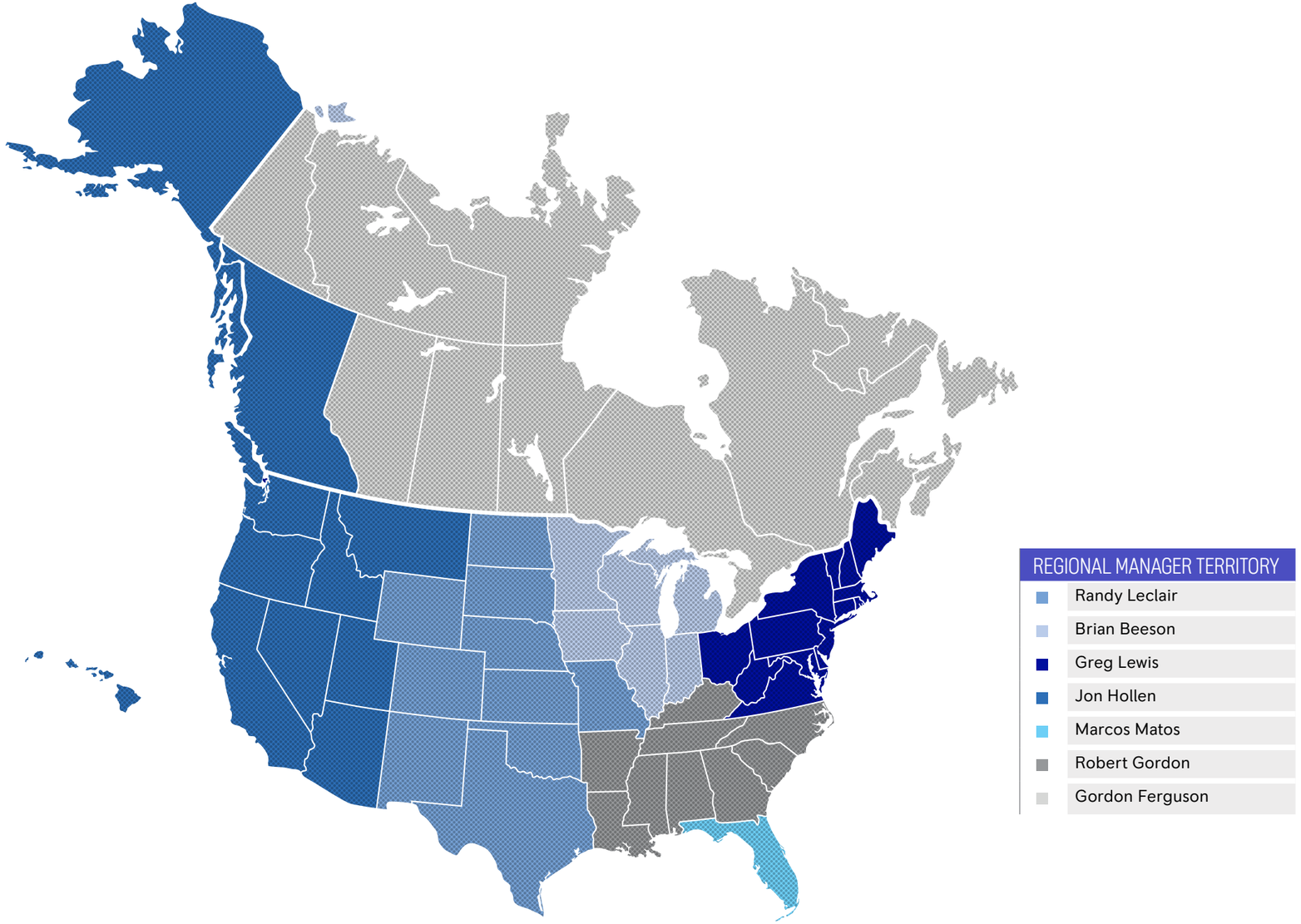
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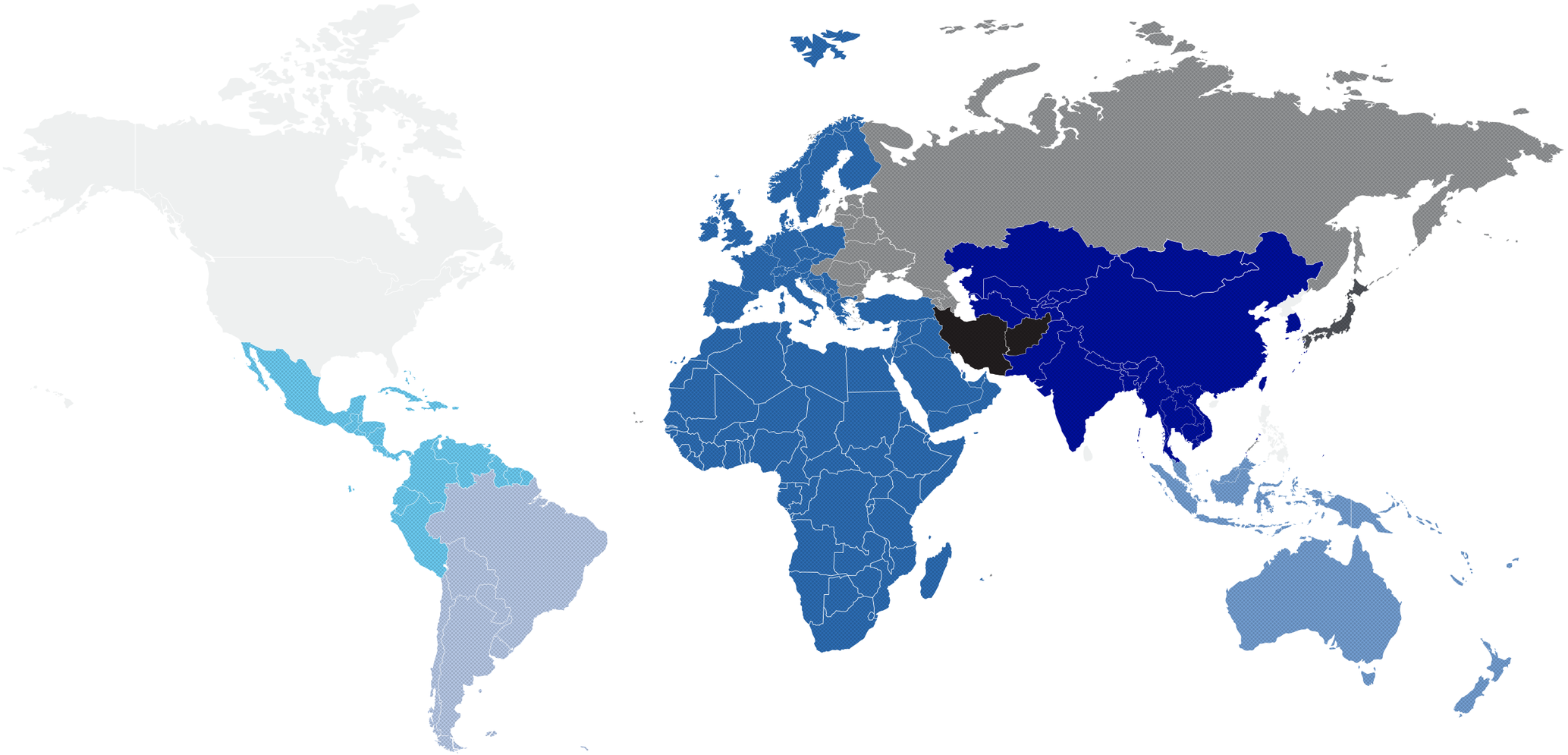
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2026 US & CANADA REGIONAL MANAGER TEAM MAP



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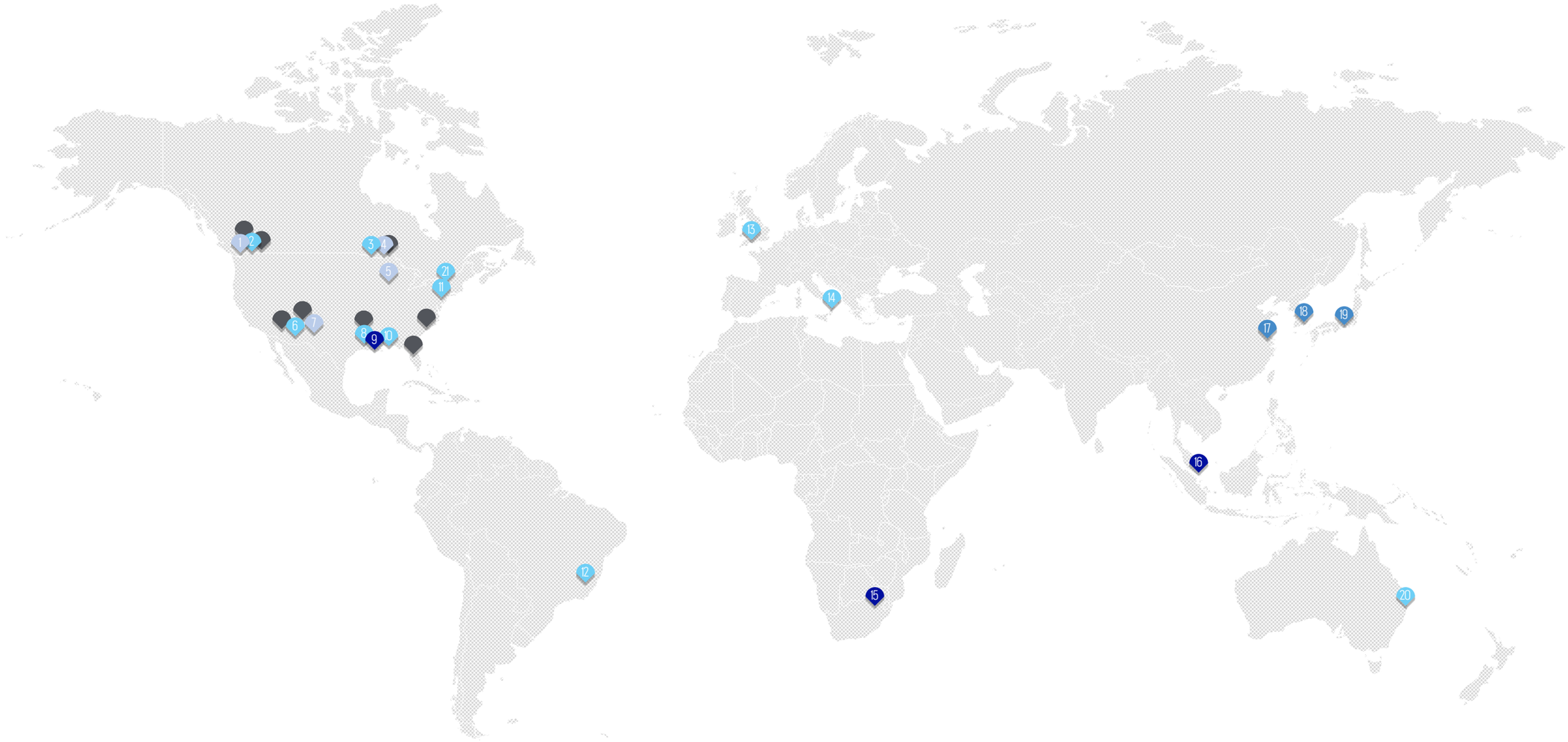
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NETWORK MAPS

M250 & RR300 GLOBAL MAINTENANCE & REPAIR NETWORK

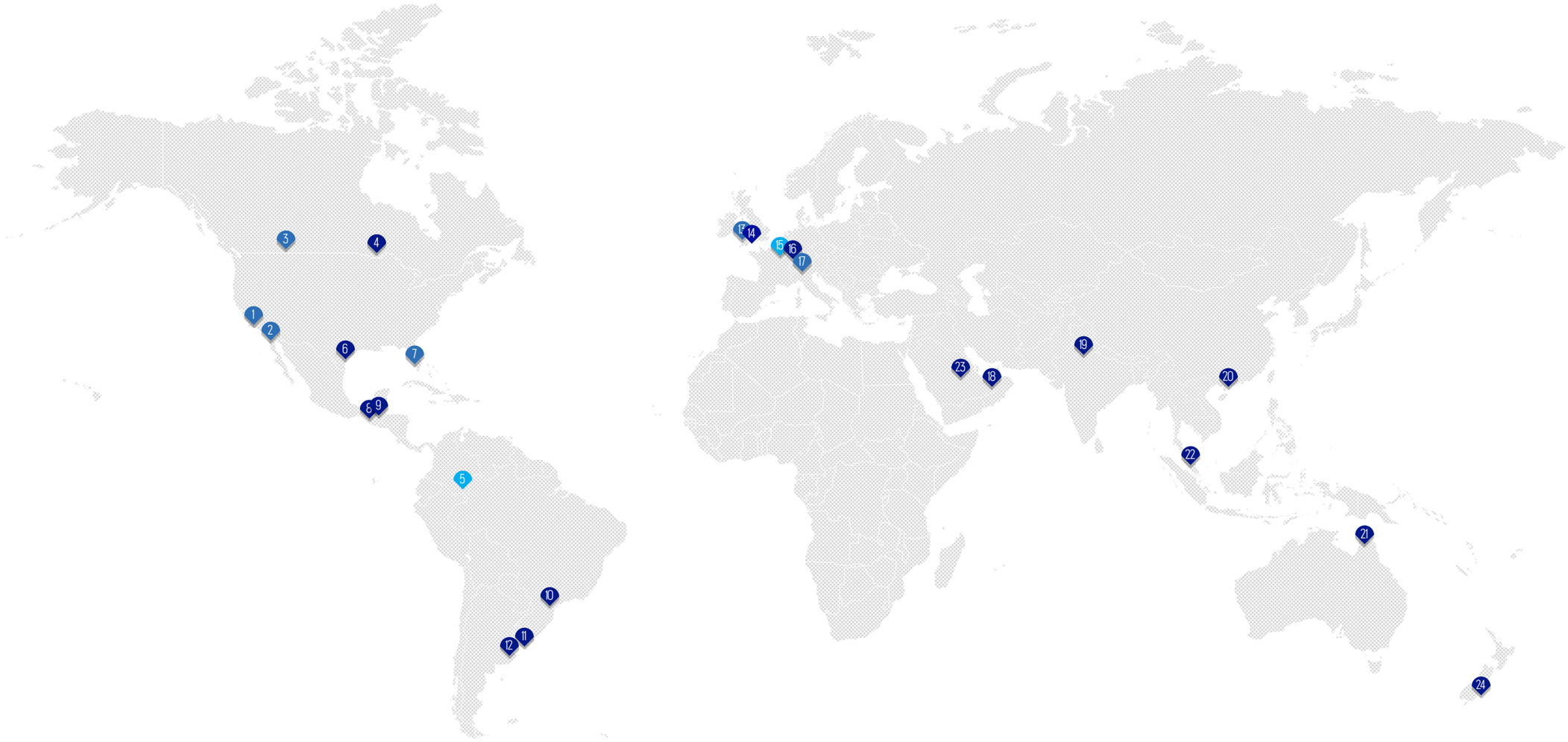


SERVICE CENTERS

- **AMROC**
  Authorized Maintenance, Repair, and Overhaul Center
- **ARF**
  Authorized Repair Facility
- **AMOF**
  Authorized Military Overhaul Facility
- **AMC**
  Authorized Maintenance Center
- Branch Locations

1. H-S Tool and Parts
2. Airborne Engines
3. Standard Aero
4. Cadorath
5. AvidAir International
6. H.E.R.O.S.
7. MASCO Service
8. Arrow Aviation
9. PHI Aviation
10. Cadorath Lafayette
11. Keystone Turbine Services
12. IAS- Indústria De Aviação E Serviços
13. H + S Aviation
14. Essential Turbines - Malta
15. National Airways Corporation
16. Standard Aero Asia
17. Air Asia Company
18. Hanwha Aerospace
19. Mitsubishi Heavy Industries
20. Asia Pacific Aerospace
21. Essential Turbines

M250 & RR300 AUTHORIZED SERVICE CENTER NETWORK



SERVICE CENTERS

- **RR300** Authorized Service Center (ASC)
- **M250** Authorized Service Center (ASC)
- **M250 & RR300** Authorized Service Center (ASC)

1. Rotorcraft Support
2. Robinson Helicopter Company
3. Genesis Helicopter Services
4. Prairie Air Inc
5. Helicentro S.A.S
6. Higgins Leasing, Inc
7. Florida Suncoast Helicopters
8. Avesa
9. Serviavia , S.A
10. HBR Aviacao
11. Helisul Taxi Aereo
12. Helipower
13. Heli Air Limited
14. HQ Aviation
15. Motorflug Baden-Baden GmbH
16. Rotortec AG
17. Valair AG
18. EDIC Horizon LLC
19. Trans Bharat Aviation Private Ltd
20. H&P General Aviation Service Co., Ltd.
21. Helibiz Pty Ltd.
22. Galaxy Aerospace
23. Middle East Propulsion Company Limited
24. Mt. Hutt

ROLLS-ROYCE M250 FIRST NETWORK – INDEX

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Authorized Maintenance Repair and Overhaul Centers (AMROC)		
Essential Turbines- Malta	Hal-Far, Malta	22
Airborne Engines LTD	Delta, Canada	23
Arrow Aviation	Broussard, LA, USA	24
Asia Pacific Aerospace Pty. Ltd	Queensland, Australia	25
Cadorath Aerospace Lafayette	Broussard, Louisiana, USA	26
Essential Turbines, Inc	Dorval,Quebec, Canada	27
H.E.R.O.S.	Chandler, Arizona, USA	28
Vector	Fareham, Hampshire, UK	29
Indústria De Aviação E Serviços	Sao Jose' de Lapa, Brasil	30
Keystone Turbine Services	Coatesville, Pennsylvania, USA	31
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Authorized Maintenance Centers (AMC)		
National Airways Corporation Pty. Ltd.	Germiston, Gauteng, Republic of South Africa	35
PHI Aviation, LLC	Lafayette, Louisiana , USA	36
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Authorized Military Overhaul Facilities (AMOF)		
Air Asia Company, Limited	Tainan, Taiwan, Republic of China	40
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Authorized Repair Facilities (ARF)		
AvidAir International	Grain Valley, Missouri, USA	45
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AUTHORIZED SERVICE CENTERS (ASC) M250

The following independently-owned facilities have been approved by Rolls-Royce as M250 Authorized Support Centers (ASCs), providing Customers with the convenience of regional operation and maintenance support through direct association with an Authorized Maintenance Repair & Overhaul Center (AMROC) or Authorized Maintenance Center (AMC)

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AUTHORIZED MAINTENANCE, REPAIR & OVERHAUL CENTERS (AMROC)

AUTHORIZED MAINTENANCE, REPAIR & OVERHAUL CENTERS (AMROC)

The following independently-owned facilities have been approved by Rolls-Royce as Authorized Maintenance Repair & Overhaul Centers to provide a full-range of services to global operators of M250/RR300 powered helicopter and fixed-wing aircraft, including:

- **Specialized major and critical component repair capabilities**
- **Repair and maintenance services**
- **Complete overhaul capabilities**
- **TotalCare® programs**
- **Unit exchange of engines, components and accessories**
- **Warranty administration**

These Authorized Maintenance Repair & Overhaul Centers operate test cells for diagnostic and acceptance testing and ensure that operators around the world are able to keep their M250 fleet active and flying with minimum down time.

ESSENTIAL TURBINES- MALTA



ESSENTIAL TURBINES
MALTA

Essential Turbines- Malta

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Silvana Calleja
GM / Operations Director

Capabilities

Aeromaritime Mediterranean Ltd (dba Essential Turbines Malta) established in Malta in 1979, is one of the leading repair and overhaul facilities strategically located in the Mediterranean between Europe, North Africa and the Middle East.

The company is part of the Essential Turbines group.

Over the years Aeromaritime Mediterranean Ltd. has built its reputation through its exceptionally experienced workforce, providing quality service, on-time performance and competitive rates to numerous satisfied customers.

We offer the following services and support for all of your M250 Engine requirements:

- Complete Overhaul Repair and Test capabilities for all M250 Series Engines and accessories
- Correlated Test Cell facilities to ensure all customers requirements
- 24- Hour AOG Support
- Over the Counter Sale of Parts
- Professional Technical Support by our experienced engineers
- On Site Field Support by expert technicians
- Extensive rental and unit exchange of engines, modules, components and accessories
- Part 147 and Approved Rolls Royce M250 Engine Training Programs
- TotalCare® and Warranty Administration
- Honeywell AWARS for Fuel Control Units and Power Turbine Governors

Key Personnel

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AIRBORNE ENGINES LTD.



Capabilities

Founded in 1991, Airborne Engines Ltd. is a Transport Canada–approved AMO specializing in the maintenance, repair, and overhaul of Rolls-Royce M250 and RR300 engines and modules. With more than three decades dedicated exclusively to turbine engine support, we provide operators across Canada and worldwide with dependable solutions built on technical depth and consistent performance.

Our AS9110C and ISO 9001:2015 certified Quality Management System, OEM-trained personnel, and long-standing operational history reflect our commitment to quality and reliability. Airborne Engines has been recognized within the Rolls-Royce FIRST Network as a multi-year recipient of Quality and Service awards, acknowledging our workmanship, consistency, and customer support.

Extensive in-house repair capability, supported by our Design Approval Representative (DAR), allows us to restore components, develop approved repairs, and reduce operator maintenance costs while maintaining full OEM and regulatory compliance.

Airborne Engines Advantages:
- AS9110C and ISO 9001:2015 certified
- Multi-year Rolls-Royce FIRST Network Quality Award recipient
- Comprehensive in-house repair and component recovery capability
- Precision CNC machining
- Plasma and thermal spray processes
- GTAW and resistance welding
- In-house NDT (MPI, LPI, Ultrasonic)
- Accessory MRO support (Fuel Nozzles, Bleed Valves, Check Valves etc.)
- Engine/module rentals, exchanges & performance management
- Field support and fleet maintenance planning
- International approvals supporting global operators

Airborne Engines delivers trusted technical expertise and dependable engine solutions that keep operators mission-ready with confidence.

Key Personnel

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Airborne Engines Ltd

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Max Rundle
Director of Sales

ARROW AVIATION



Capabilities

Arrow Aviation is a full service rotorcraft maintenance facility located in Southern Louisiana with a certified heliport designator (16LA). Arrow is an FAA 145 repair station with EASA, MOLIT, and ANAC approval and is an approved Cayman Island AMO. In an effort to continually improve quality, we are also certified in the ISO9001:2008 AS9110B standard. In addition to a Rolls-Royce AMC; Arrow holds Service Center certificates from: Airbus, Leonardo, Bell, and Sikorsky. The Engine shop at Arrow has over 45 years of combined experience with FAA licensed airframe and power plant mechanics.

Arrow Aviation provides full service maintenance, repair and overhaul of the M250 series engines. To minimize down time, we provide engines and modules to be utilized while our customer's engine is being overhauled or repaired. We have the only fully correlated test cell available for contract in the Gulf South. Arrow also has non-destructive testing on-site and offers field service repair and support. TotalCare and warranty support are included in our MRO service.

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ASIA PACIFIC AEROSPACE PTY. LTD (APA)



Capabilities

Asia Pacific Aerospace Pty Ltd (APA) is one of the world's leading Gas Turbine Maintenance, Repair and Overhaul (MRO) service providers in the Australasia region.

APA is a Rolls-Royce M250 and RR300 Authorized Maintenance, Repair, and Overhaul Center (AMROC) that offers reliable, customer focused services from our staff of specialised engineers. We offer world-class Gas Turbine MRO services from urgent AOG to scheduled maintenance programs for the Rolls-Royce M250 and RR300 series engines

- Our gas turbine engine MRO operations is a one-stop maintenance, overhaul and repair shop for small to medium gas turbine engines complete with;
- 24/7 customer support,
- field support for M250 and RR300 engines
- Correlated engine test cell, interchangeable between M250 and RR300 series
- fuel component and accessory repair, testing and overhaul,
- specialised welding and thermal spray part restoration,
- spares and logistics support, and
- engines, modules and accessories available for rentals, exchanges or outright purchase.

Customer Support Service
The world of aviation moves at speed and time-critical responses impact on the commercial performance of our clients. Our approach is built on proactive customer support, management and above all, a high level of Safety, Skill and Service.

APA specialists offer support 365 days a year to serve their customers. APA makes sure customers are optimally supplied with the services, parts and support required to satisfy the customer requirements.

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CADORATH AEROSPACE LAFAYETTE



Capabilities

Strategically located in the Gulf of Mexico region, Cadorath Lafayette is an FAA-04YR3024, EASA 145 approved Rolls-Royce M250 Authorized Maintenance, Repair & Overhaul Center. Cadorath's staff is trained and trusted to help their customers reduce costs and increase productivity and are ready to respond to ever-changing customer and regulatory demands.

We offer the following M250/RR300 In-House Engine& Piece Part capabilities:

- M250/RR300 Engine/Module Repair/Overhaul
- Dedicated Engine Test Cell
- Exchange Assets (Engine, Modules, Parts & Accessories)
- Extensive Field Service Support
- Cadorath's extensive offering of in-house processes:
- Conventional machining
- CNC machining
- CMM Inspection
- GTAW welding
- Turbine nozzle flow and adjust
- Plasma and thermal coatings
- Vacuum furnace brazing
- NDT inspection
- Liquid Penetrant and Magnetic Particle Inspection
- Ultrasonic Inspection

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Larry Barkley
Director of Operations

ESSENTIAL TURBINES INC.



ESSENTIAL TURBINES

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Alton Johnson
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Capabilities

Essential Turbines, a proud member of the FIRST Network Family, is celebrating over 30+ years of dedicated and committed service and support. In addition to the M250, the RR300 is now on our list of growing engine capabilities.

We are driven to support customers operating all over the world and providing cost effective solutions to an ever challenging financial environment. We have global presence and are hoping to prove ourselves and support you with your M250/RR300 needs.

- M250/RR300 Engine MRO Capabilities
- Dedicated RR Engine Test Cells
- Rental Engines & Modules
- Exchange Assets (Engine, Modules, & Accessories)
- EASA, FAA, Mexico AFAC, Transport Canada Engine MRO Approved
- EASA, FAA, Transport Canada Engine Training Approved
- Technical Field Service Representatives Stationed & Deployed Globally
- “Customer First-Asset Management Program”-Ask us!
- Customized Solutions to Unique and Everyday Challenges

Key Personnel

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H.E.R.O.S.



Capabilities

Established in 1988, H.E.R.O.S. Inc, an Authorized Maintenance Repair and Overhaul Center for the Rolls-Royce FIRST Network offers operators from all sectors the unique opportunity to enjoy one-on-one, customized, quality overhaul and repair services for the Rolls-Royce M250 Series and RR300 engines and accessories. Strategically located in Chandler, Arizona, our 19,500sq. ft. facility, along with over 100+ years of experience from our team provides top level service and quality across all our departments to end users.

Key Personnel

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H.E.R.O.S.
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A PAG Company

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Raffi Kajberouni

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VECTOR AEROSPACE INTERNATIONAL LIMITED (VAIL)



VECTOR AEROSPACE
A StandardAero Company

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Capabilities

Vector Aerospace International Limited (VAIL) is Europe's largest turboprop and turboshaft engine overhaul organisation, with the Rolls-Royce M250 engine having been an integral part of the business since 1971.

Vector Aerospace International Limited's Team 250 is focused on producing a high quality product that will provide customers with the highest level of reliability and performance at a competitive price. Specialised build techniques and component repair processes have been developed in-house to help drive down direct operating costs.

Team 250 offers a comprehensive range of support services on all Rolls-Royce M250 variants, including all the associated accessories. Team 250 can also offer in-field support, an extensive pool of rental and exchange engines, modules and accessories, CAA-approved training programmes, 24/7 AOG support and a same-day service for minor repairs and HMI's through its FAST TRACK Unit.

Key Personnel

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Simon Kemp

IAS - INTERNATIONAL AVIATION SERVICES



Capabilities

IAS has a global network of general aviation and military customers using aircraft and helicopters equipped with Rolls Royce M250 series and RR300 engines.

Repair and overhaul services for engines, modules, parts, components and accessories are performed with excellence and customer satisfaction, focused on maintaining high levels of safety and technical quality.

Our goal is to reduce the complexity, costs and TAT with over 20 years of relevant work experience in defense, government, corporate and air lines.

IAS provides 24/7 engineering support included AOG, field support and various models of modules, engines and accessories for sale, rent or lease on demand.

We are FAA, EASA, ANAC Brazil certified in addition to specific certifications in the countries where we have commercial relations.

- In Shop Repair and Maintenance Services
- Complete Overhaul Capabilities
- Customer Training
- Engine Test and Prognostics
- Field Repair
- Minor and Major Component Repair Capabilities
- New & Used Parts and Engines
- Overhaul and Repair of specific Rolls-Royce M250 detailed components
- Rental Engines and Modules
- TotalCare® Program Support
- Troubleshooting and Diagnostics
- Warranty Administration, including extended warranty sales
- Unit exchange of Engines, Modules, Components, and Accessories
- 24 hour 7 Days a week Aircraft on the Ground (AOG) Support

Key Personnel

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KEYSTONE TURBINE SERVICES

AMROC



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Capabilities

Keystone Turbine Services is a fully certified Authorized Maintenance Repair & Overhaul Center (AMROC) serving the entire Rolls-Royce M250 & RR300 series of gas turbine engines. Located in our state of the art 40,000 sq. ft. facility across from Chester County Airport in Coatesville, PA. We offer the following advantages:

- FAA/JAA/EASA Part 145 Repair Station BMHR895B
- Dedicated customer support
- On-site non-destructive testing (NDT)
- Two fully correlated M250 & RR300 Engine test cells (including B17C & F Series Turboprop engines)
- Specialized plasma and wire spray services
- Complex machining and welding operations
- Exchange engines, modules and accessories
- Spare parts support
- Honeywell AWARS for Field Control Unit & Power Turbine Governor Accessories
- Extensive field service support
- Component balancing
- Rental engine, module and component support
- TotalCare and warranty support

As a gas turbine engine industry leader for over 49 years, KeystoneTurbine Services understands what it's like to own and operate a helicopter.

You deserve the very best in 24/7 service and support for your M250 and RR300 engine. Let Keystone Turbine Services put its expertise to work for you.

Key Personnel

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Capabilities

StandardAero provides industry-leading customer service and optimal engineering solutions to meet your M250 repair and overhaul needs. Since 1967, we have been building better engines as the world's largest Authorized Maintenance, Repair and Overhaul Center (AMROC). With this history and experience comes understanding the requirements to owning, operating, maintaining a helicopter, and becoming the best. That is why StandardAero is the trusted service partner.

A Commitment to Customer Satisfaction
As a multiple year recipient of the Rolls-Royce FIRST Network's Customer Satisfaction award, StandardAero offers the highest levels of workmanship, work progress communication, timeliness of delivery, invoicing accuracy, and issue resolution. Our global network of service centers and customer service professionals contribute to our first-class rating of 99% on a customer's likelihood to recommend our services.

Engine Optimization
Our innovative engineering capabilities have allowed us to develop the Custom Build and Optimum Build Engine. These build procedures provide increased shaft horsepower margins, cooler operating temperatures, reduced heat distress, and less fuel consumption that are appropriate for your mission. Simply put, we provide an optimal engine for your best results.

StandardAero. Lifetime Commitment
StandardAero's best-in-class engine services are also complemented by a full suite of helicopter support capabilities, including maintenance, repair and overhaul of dynamic components, airframe/structures repair, full service avionics and in house STC development by our world-class engineering department.

Key Personnel

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Cory Waldmo
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Richmond
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Accessory Locations

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Accel Aviation Accessories
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Broomfield, CO
International Governor Service
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LLC 7290 W 118th PL
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Phone: +1 (303) 464-0043

Primary Rolls-Royce
Regional Manager: Gordon Ferguson

AUTHORIZED MAINTENANCE CENTERS (AMC)

AUTHORIZED MAINTENANCE CENTERS (AMC)

The following independently-owned facilities have been approved by Rolls-Royce as Authorized Maintenance Centers (AMC) to provide a full-range of services to global operators of M250/RR300 powered helicopter and fixedwing aircraft, including:

- **Repair and maintenance services**
- **Complete overhaul capabilities**
- **TotalCare programs**
- **Unit exchange of engines, components and accessories**
- **Basic book and minor component repair capabilities**
- **Warranty administration**

These Authorized Maintenance Centers operate engine test cells for diagnostic and acceptance testing, and ensure that operators around the world are able to keep their M250 & RR300 fleet active and flying with the minimum of down time.

NATIONAL AIRWAYS CORPORATION PTY. LTD.



National Airways Corporation Pty. Ltd.

P.O. Box 18016
Rand Airport
Germiston 1419
Gauteng
South Africa
Phone: +27 11 87 353-3446
Website: www.nac.co.za



Marc Post
Technical Manager

Capabilities

From its main facility at Rand Airport, Gemiston, National Airways Corporation provides full maintenance services for Rolls-Royce M250 & RR300 engines, including overhaul, repair, spare parts, accessory overhaul, field service, warranty administration, technical publications and 24-hour service.

National Airways also offers new engines and modules, rental and exchange engines, modules and accessories.

Key Personnel

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General Manager Helicopter Maintenance
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Marc Post
Technical Manager
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Email: marc.post@nac.co.za

Lindie O'Reilly
Administration Manager
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Email: lindie.oreilly@nac.co.za

Shipping address:
Hangar 39
Rand Airport
Germiston 1419
Republic of South Africa

Primary Rolls-Royce Regional Manager:
Simon Kemp

PHI AVIATION



PETROLEUM HELICOPTERS, INC.

PHI MRO Services.

Division of PHI Aviation, LLC
2001 SE Evangeline Thruway
Lafaeytte, LA 70508 USA
Phone: 1-844—4ASKPHI
Email: mroservices@phihelico.com
Website: www.phimro.com



Don Roy

Engine Shop Manager
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Email: droy@phihelico.com

Capabilities

Founded in 1949, PHI provides a wide range of services to customers around the world. PHI MRO Services, a division of, PHI Aviation, is a 200,000sqft MRO with Part 145 Certification from the FAA. With quality, customer service, and efficiency at the forefront of everything we do, PHI is AS9110 certified ensuring the best possible service for our customers. In addition to being a Rolls-Royce AMC; PHI is a Sikorsky Service Center and provides a wide range of services to operators across different aircraft models including Airbus, Bell, Leonardo, and Sikorsky aircraft.

PHI provides customers with best-in-class service with maintenance, repair, and overhaul services for the M250 series engines.

- 6,500+ SQFT Engine Shop
- 2 Test Cells
- Onsite NDT
- Mobile Service Team
- Average tenure of 30+ years

Customer Support
PHI provides the gold standard in customer service, quality, and safety. With dedicated team members ready to support operations around the world at our engine facility or at our customers facility with our mobile service team able to support field operations.

Key Personnel

Joe Schrader
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Wendell Dunaway
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Sales Inquiries
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1-844-4-ASKPHI

Primary Rolls-Royce Regional Manager:
Rob Gordon

STANDARDAERO ASIA

AMC



StandardAero

StandardAero (Singapore)

100 Seletar Aerospace View
Singapore 797507
Phone: +65 6715 2100
Email: helicopters@StandardAero.com
Website: www.StandardAero.com/heli



Hongweng Goh

General Manager
Email: Hongweng.Goh@StandardAero.com
Phone: +1 (65) 53805366
Mobile +1 (65) 67152100

Capabilities

Our extensive capabilities for the M250 engine include complete overhaul of all M250 engine variants, a correlated test cell in compliance with Rolls-Royce to meet customer's requirements, professional technical support, 24/7 AOG support, a large pool of rental and exchange units, approved Rolls-Royce M250 engine training and on-site field support by our experienced technicians.

Overview
StandardAero has a state of the art facility at the Singapore Seletar Aerospace Park, and is a market leader with over 40 years performing maintenance, repair and overhaul for the M250 engine. As the region's largest Authorized Maintenance Center (AMC), we understand the requirements of owning, operating, maintaining a helicopter, and becoming the best. That is why StandardAero is the trusted service partner.

A Commitment to Customer Satisfaction
As a multiple year recipient of the Rolls-Royce FIRST Network's Customer Satisfaction award, StandardAero offers the highest levels of workmanship, work progress communication, timeliness of delivery, invoicing accuracy, and issue resolution. Our global network of service centers and customer service professionals contribute to our first-class rating of 99% on a customer's likelihood to recommend our services.

StandardAero. Lifetime Commitment.
StandardAero's best-in-class engine services are also complemented by a full suite of helicopter support capabilities, including maintenance, repair and overhaul of dynamic components, airframe/structures repair, full service avionics and in house STC development by our world-class engineering department.

Key Personnel

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Mobile: +44 (0) 7885 260166

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Lewis Ho
Regional Sales Manager
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Accessory Locations

Fort Myers
Accel Aviation Accessories
11900 Lacy Lane, Fort Myers, FL 33966, USA
Phone: +1 (888) 686-4880

Broomfield
International Governor Service, LLC
7290 W 118th Pl
Broomfield, CO 80020

Michael Lewis
Senior Operations Manager
+1 (303) 464-0043

Regional Manager:
Jinyu "Michael" Cai

AUTHORIZED MILITARY OVERHAUL FACILITIES (AMOF)

AUTHORIZED MILITARY OVERHAUL FACILITIES (AMOF)

The following independently-owned facilities have beenapproved by Rolls-Royce as Authorized Military Overhaul Facilities (AMOF) to provide a full-range of services to indigenous military and para-military operators of M250 powered helicopter and fixed-wing aircraft, including:

- **Repair and maintenance services**
- **Complete overhaul capabilities**
- **TotalCare® programs**
- **Unit exchange of engines, components and accessories**
- **Warranty administration**

These Authorized Military Overhaul Facilities operate engine test cells for diagnostic and acceptance testing, and ensure that local operators are able to keep their M250 fleet active and flying with the minimum of down time.

AIR ASIA COMPANY LIMITED



AIR ASIA
Company Limited

Air Asia Company Limited

No.1050, Jichang Rd.
Rende Dist., Tainan City 71755, Taiwan, R.O.C.
Phone: +866-6-268-1911 Ext.2345
Website: www.airasia.com.tw



S.L. Tsai
Vice President Helicopter
Email: vsp.tsai@airasia.com.tw

Capabilities

Air Asia is capable of complete overhaul/repair and test of Rolls-Royce M250 series I, II, III and IV engines and modules.

We also offer overhaul/repair services for and bench testing of Rolls-Royce M250 accessories, including:

- Fuel control units
- Power turbine governors
- Fuel pump
- Bleed valve
- Fuel nozzle
- Anti-icing valve

Air Asia provides spare parts and customer support services, including customer training.

Key Personnel

W.S. Lee
Chariman of the Board
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J.L. Li
Director Quality Assurance
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Elizabeth Wang
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J.Y. Fu
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C.K. Chen
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Eason Liou
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Email: eason.liou@airasia.com.tw

Primary Rolls-Royce Regional Manager:
Jinyu “Michael” Cai

HANWHA AEROSPACE CO. LTD



Capabilities

Hanwha Techwin has provided M250/T63/T703 repair and overhaul services since 1979. Our capabilities include complete in-house engine/module overhaul, engine modification, component repair, accessory bench test and repair, application of CEBs, spare part provisioning and technical support/consultation.

Hanwha Techwin is an approved M250 Repair Station accredited by the FAA and Korea Civil Aviation Bureau, and is ISO9001 certified.

With its accumulated experience and proven capabilities, Hanwha has provided world-class maintenance service to various customers in the world.

M250 operators can depend on Hanwha to satisfy any repair service required and benefit from the wide range of outstanding services provided.

Key Personnel

Customer Support:

Hail Chang
General Manager-Aero MRO
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Primary Rolls-Royce Regional Manager:
Jinyu “Michael” Cai

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Fax: +82 552602167
Website: www.hanwhatechwin.com

MITSUBISHI HEAVY INDUSTRIES AERO ENGINES, LTD



MITSUBISHI HEAVY INDUSTRIES AERO ENGINES

Mitsubishi Heavy Industries Aero Engines, Ltd.

1200, Higashi-Tanaka, Komaki City,
Aichi pref, 485-0826, Japan
Phone: +81-568-79-2418
Website: https://www.mhi.com/group/mhiael/



Atsushi Tsuchihashi - Manager
Komaki Business Development Section
Defense and System Department

Capabilities

Mitsubishi Heavy Industries Aero Engines, Ltd. (MHIAEL) is one of the Mitsubishi Heavy Industries, Ltd., group companies. Located near Nagoya, Japan, MHIAEL provides full MRO services for military use of Rolls-Royce M250-B17, C20 engines, including overhaul, repair, parts support, and technical field service.

Key Personnel

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Primary Rolls-Royce Regional Manager:
Rege Hall

AUTHORIZED REPAIR FACILITIES
(ARF)

AUTHORIZED MILITARY OVERHAUL FACILITIES (ARF)

The following independently-owned facilities have been approved by Rolls-Royce as Authorized Repair Facilities (ARF) for the overhaul and repair of specific Rolls-Royce M250 & RR300 detailed piece parts.

AVIDAIR INTERNATIONAL



Capabilities

AvidAir International, is a Rolls-Royce Authorized Repair Facility (ARF) specializing in the M250, Series I and II Compressor Case overhaul utilizing the AvidAir patented Carbon Fiber Composite Lining Technology. AvidAir is strategically located at the center of North America in state of Missouri.

Since 1994, AvidAir has built its reputation through its exceptionally experienced personnel utilizing innovative Compressor Case focused Repair Development Technology. AvidAir now occupies a newly reconstructed, state of the art, Compressor Case specific, 6500 square foot overhaul facility where we are strictly dedicated to our quality product, quality service and leading edge performance at the most competitive rates to Engine Overhaul Facilities, Fleet Operators and Militaries around the globe.

- FAA Part 145 Repair Station XV7R835J
- EASA Approved 145.5677
- AS9110C Compliant
- Extensive In-House Repair Capabilities
- In-House Repair Development
- Precision CNC equipped
- EDM equipped
- GTAW & Spot Welding
- Plasma / thermo-spray
- EDM Machining
- 24 Hour AOG Support
- Extensive exchange pool

Key Personnel

Craig Rookstool
CEO / GM Customer Support
craig@avidair.com

Adam Moline
Quality Manager / Customer Support
adam@avidair.com

Steven Fritz
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steven@avidair.com

Raemee Knepper
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Primary Rolls-Royce Regional Manager:
Randy LeClair

AvidAir International

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Phone 816-246-4527
Fax 816-246-5341
Email: service@avidair.com
Website: www.avidair.com



Craig Rookstool
Chief Executive Officer

CADORATH AEROSPACE



Capabilities

Cadorath is a DOT 86-91, EASA 145, ISO 9001-2008, DAO# 15-C-01, Controlled Goods certified Rolls-Royce M250 Authorized Repair Facility with a 60,000+ Sq. ft. climate controlled workshop, located in Winnipeg, Canada.

Servicing the M250 family of operators and engine shops for over 30 years, Cadorath's staff is trained and trusted to help their customers reduce costs and increase productivity and are ready to respond to ever-changing customer and regulatory demands.

Cadorath's extensive offering of in-house processes:
- Design Approval Organization DAO# 15-C-01
- Repair development
- NDT liquid penetrant and MPI
- GTAW welding
- Conventional and CNC machining
- Automated shot peening
- Full painting capabilities
- Plasma, thermal, HVOF and wire spray coatings

In house plating processes including:
- Hard Chrome plating
- Sulphamate nickel
- Electroless nickel
- Silver
- Copper
- Cadmium and more
- Extensive exchange pool
- Quick turn center for AOG and rush items!

For the highest level of integrity, solutions and satisfaction, contact Cadorath today.

Key Personnel

Larry Barkley
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Primary Rolls-Royce Regional Manager:
Gordon Ferguson

CADORATH

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Website: www.cadorath.com



Larry Barkley
Director of Operations

H-S TOOL & PARTS, INC.



H-S TOOL & PARTS INC.

H-S Tool & Parts, Inc.
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Phone: +1 (604) 273-4743
Fax: +1 (604) 273-0924
Email: service@hsrework.com
Website: www.hsrework.com



Kyle Bower
Director of Operations

Capabilities

H-S Tool & Parts Inc. has been providing unsurpassed quality for the repair and overhaul services of Rolls-Royce M250 series engine components since 1974. As a Rolls-Royce Authorized Repair Facility (ARF), we provide a wide range of in-house capabilities and comprehensive services, including:

- Non-destructive testing (FPI, MPI)
- Specialized plasma, wire and thermal spray
- TIG welding including exotic alloys
- Sulphamate nickel, electroless nickel plating
- Cadmium plating, Silver plating
- Hard chromium plating
- Full machining and grinding
- Repair development

A worldwide exchange program offering an extensive range of rotable parts allows our customers reduced downtime in support of their operations.

Key Personnel

Pamela Tranelis
Chief Operating Officer
Email : ptranelis@hsrework.com

Kyle Bower
Director of Operations
Email: kbower@hsrework.com

Primary Rolls-Royce Regional Manager:
Jon Holien

MASCO

ARF



MASCO
AVIONICS + INSTRUMENTS + ACCESSORIES

Masco
850 S. Dooley Street
Grapevine, TX 76051
Office +1 (817)481-8205
Cell + 1 (817)713-6686
Email: cobysisco@mascoservice.com



Coby Sisco
General Manager
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Office +1 (817)481-8205
Cell + 1 (817)713-6686
Email: cobysisco@mascoservice.com

Capabilities

Masco Service Corporation was founded in 1968. We are a Rolls-Royce Authorized Repair Facility (ARF) specializing in starter generator repair. Masco is an authorized Service Center/Channel Partner for Honeywell Aerospace, Skurka, Safran and Thales for starter generators. We use OEM supported best practices, factory trained technicians and are reliability focused on increasing operators MTBR. Our commitment to continuous improvement shows in performance results, management systems and planning. Masco has a robust engineering department and an innovative procurement team with strong technical and management background. Reliability and Customer service are our number one priority. We have 24/7 AOG customer support to keep aircraft off the ground and in the air.

Certifications:
FAA Part 21
FAA 145
EASA
ISO9001/ASA9100D

Key Personnel

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Geoffrey Ross
Production Manager
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Email: geoffreyross@mascoservice.com

Primary Rolls-Royce Regional Manager:
Randy LeClair

TOTALCARE® & AFTERMARKET SERVICES

M250 TOTALCARE®

Engine Coverage Summary				
TotalCare®			**Limited Warranty**	**Extended Warranty**
TotalCare OneK 0 to 1000 Hours	TotalCare OneK+ 0 to 1750/2000 Hours	TotalCare Unlimited	24 Calendar Months 0 to 1000 Hours 0 to 3000 Cycles	12 Calendar Months

Continually evolving to meet our customers' requirements

Choice of flexible CareServices for your engines

M250 TOTALCARE®



What is Covered:

Covers the costs of material and in-shop labor to repair (or replace at Rolls- Royce's sole option) any engine which has failed or malfunctioned during the warranty period as a result of a defect in material or workmanship under normal use and service or as a result of a nonconformity of the engine at the time of delivery to the Purchaser with the engine specifications in effect at the time of manufacture by Rolls-Royce.

Warranty Period:

The term expires upon the first occurrence of any of the following events:

One thousand (1,000) hours of operation
(as defined in the engine Operations and Maintenance Manual)

- Three thousand (3,000) cycles (as defined in the engine Operations and Maintenance Manual)
- Twenty-Four (24) calendar months from the date of delivery to the Purchaser
- Forty-Eight (48) calendar months from the date of delivery of the engine to the Aircraft Manufacturer

M250 TOTALCARE® ROLLS-ROYCE EXTENDED LIMITED WARRANTY



What is Covered:

Covers the costs of material and in-shop labor to repair (or replace at Rolls- Royce's sole option) any engine which has failed or malfunctioned during the warranty period as a result of a defect in material or workmanship under normal use and service or as a result of a nonconformity of the engine at the time of delivery to the Purchaser with the engine specifications in effect at the time of manufacture by Rolls-Royce.

Warranty Period:

The term expires:

- Twelve (12) calendar months from the date of the Limited Warranty expiration

To purchase your extended warranty please contact the Warranty Administrator at Model250Warranty@Rolls-Royce.com with your purchase order number

TOTALCARE® ONEK & TOTALCARE® ONEK+



TotalCare® OneK

Engine maintenance (off-wing) plan for an engine between zero (0) and 1,000 Engine Flying Hours

- Reduced cost over TotalCare®
- Covers the first 1000 hours

TotalCare® OneK+

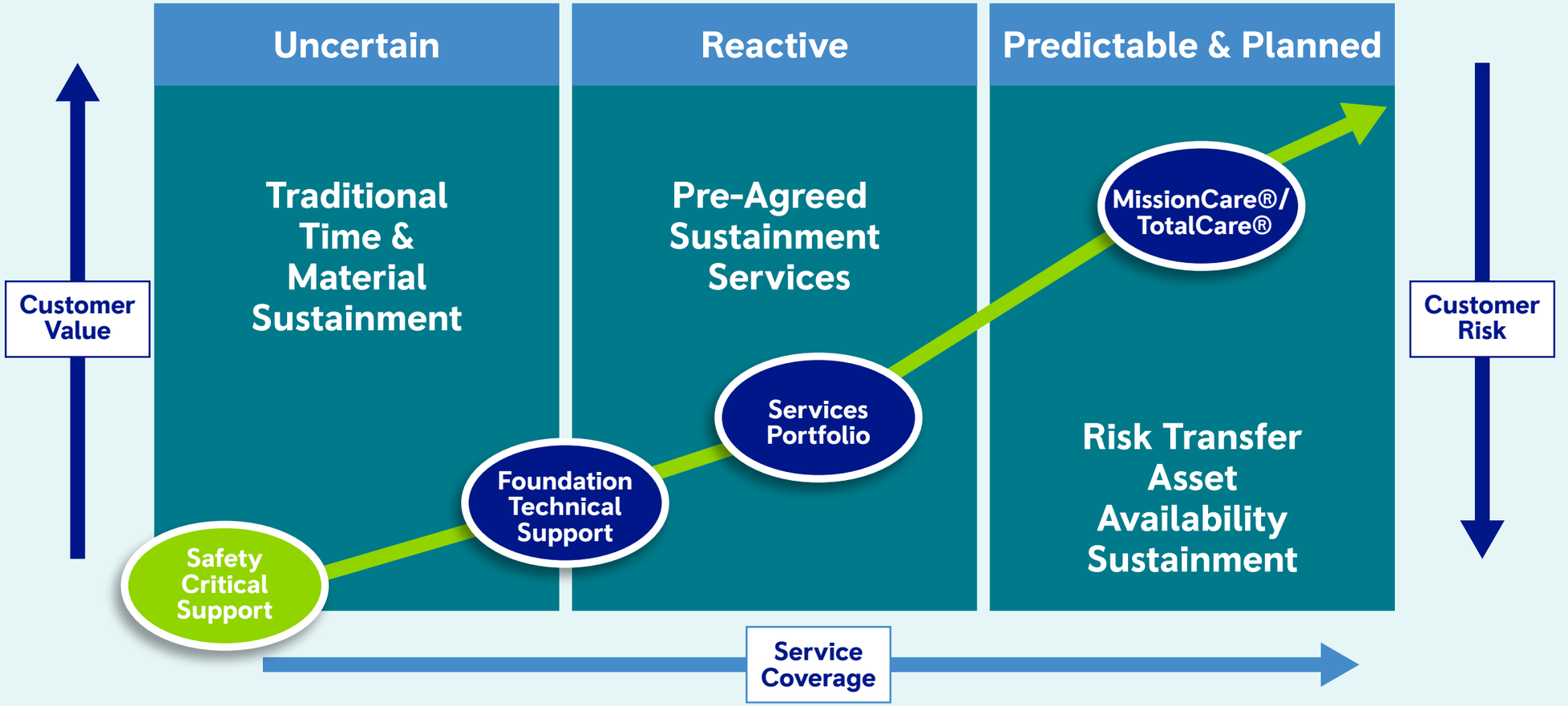
Engine maintenance (off-wing) plan for an engine between zero (0) Engine Flying Hours and up to (1750/2000 Engine Flying Hours) but not including the first scheduled HMI/PMI

- Reduced cost over TotalCare®
- Covers the first 17500/2000 hours

Services Included:

- Unscheduled Events
- Line Replaceable Units
- Alert & Mandatory Service Bulletins
- Training
- Technical Publications
- Transportation/Shipping
- Foundation Technical Service (FTS)
- Consumables
- F-FSR

TOTALCARE® ONEK & TOTALCARE® ONEK+



TOTALCARE®



Benefits

Fixed Cost Engine Maintenance - Secured cost of operating and maintaining your Rolls-Royce engines via a $/engine flying hour payment mechanism. Provides predictable costs over the life of the agreement and covers all aspects of engine maintenance and management. Allows accurate budgeting.

Reduced Management Burden - Fully integrated service - you concentrate on running your business, while we take care of your engines.

Enhanced Aircraft Resale Value - fully transferable with the aircraft, therefore increasing its residual value

Transfer of Financial Risk - Covers: Engine parts and labor for scheduled and unscheduled for qualified events, including Life Limited Parts, and parts and labor for mandatory bulletins.

Services Included:

- Scheduled & Unscheduled Events
- Life Limited Parts
- Line Replaceable Units
- Alert & Mandatory Service Bulletins
- Training
- Technical Publications
- Transportation/Shipping
- Foundation Technical Service (FTS)
- Consumables
- F-FSR

TOTALCARE®

Time & Material

CUSTOMER
Technical publications
Planning activities
Logistics
Provisioning

ROLLS-ROYCE
Customer support



Risk Transfer

CUSTOMER
Information sharing
Joint planning
Budgeting



TotalCare®

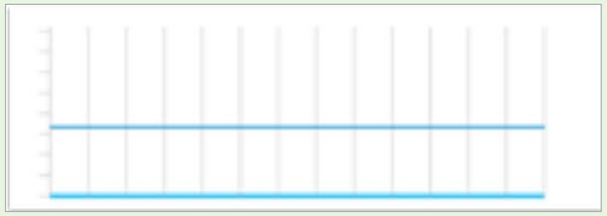
ROLLS-ROYCE
Technical publications
Planning activities
Logistics/Provisioning
Customer support



Time & Material Cost Line

Costs are unpredictable
Customer bears reliability & maintenance risks
Reactive maintenance

Compared to Time & Material arrangements, **TotalCare®** offers customers great value with budgeting predictability



TotalCare® Field Cost Line

Make budgeting simple
OEM bears reliability & maintenance risks
Preventative action minimizes AOG risk

SERVICES COVERAGE SUMMARY

	F-FSR	FTS	Transferable	Unscheduled Event(s)	LRUs	Technical Publications	Training	Service Bulletin Incor-poration	Consumables	Transportation/Shipping	Workscope Creation	Mgmt. of Engines/LRUs through the Mx. Facility	Scheduled Event(s)	Life Limited Parts	FSR	ODA
TOTALCARE	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▫	▫
TOTALCARE ONEK+	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪			▫	▫
TOTALCARE ONEK	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪			▫	▫
WARRANTY	LIMITED	LIMITED	▪	▪												
EXTENDED WARRANTY	LIMITED	LIMITED	▪	▪												
FSR		▫				▫	▫									▫
F-FSR		PRE REQ				▫	▫									▫
FTS	▫					▫	▫									▫
ODA	▫	PRE REQ				▫	▫									
NO SERVICE CONTRACT	ICA	ICA														

▪ INCLUDED SERVICE ▫ OPTIONAL ADDITIONAL SERVICE PRE REQ: PRE REQUISITE ICA: INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

ROLLS-ROYCE FIRST NETWORK

CUSTOMER TRAINING

ROLLS-ROYCE CUSTOMER TRAINING



Capabilities

Rolls-Royce Customer Training provides operators, regulatory agencies, authorized service centers and original equipment manufacturers (OEMs) with M250 maintenance training by integrating advanced computerized training courseware for the M250 series engines into all of our programs. This training media, in conjunction with traditional lecture presentations and hands-on activities, will provide you with extensive knowledge and background on the M250 product. Courses are offered at our Indianapolis Customer Training Center or, by special arrangement, at the customer's facility.

The standard course formats are two-day Engine Familiarization, five-day Engine Maintenance and ten-day Engine Heavy Maintenance. The Familiarization Course will introduce the student to all M250 engine variants with emphasis on engine construction, operation and applications. The five-day Maintenance Course provides detailed description and operation information applicable to field maintenance activities as outlined in the appropriate Operation and Maintenance Manual. Students with a desire to develop an in-depth knowledge of the design features unique to the M250 engine may consider attending a Heavy Maintenance Course. The heavy maintenance program covers all topics discussed in the five-day course and accommodates extensive student-instructor interaction to develop a level of understanding that will significantly enhance troubleshooting skills. Additionally, significant insight will be provided into the engine configuration through teardown and assembly of the modules into major sub-components using specific Overhaul Manual excerpts. Both the maintenance and heavy maintenance courses provide exposure to relevant inspection techniques, special tooling, engine-specific procedures and maintenance publications in classroom and laboratory environments.

Properly trained personnel are required to maintain the performance and service reliability of the M250 engine. It has been demonstrated that these training courses provide knowledge and skills that normally require years of experience to acquire. Trained technicians maintaining the M250 product contribute significantly to decreased downtime and can make a positive impact on direct operating costs for the operator.

Rolls-Royce encourages operators to take advantage of the services provided by the customer Training Center and looks forward to the enrollment of your personnel.

Rolls-Royce Regional Customer Training Center - Indianapolis
7715 North Perimeter Road
Indianapolis, Indiana 46241-3600

Central Phone: +1 (317) 230-7282
Fax: +1 (317) 230-4444
Class Scheduling: +1 (317) 230-2586

Rolls-Royce Training Website:
Visit https://rollsroycetraining.wufoo.com/forms/m1uxeqj309w1bh1/ or CLICK HERE

M250 2026 CLASS SCHEDULE

Course/Code	Days	Objectives	Topics of discussion	2027 available dates
All Series M250 Engine Familiarization GL1000	2	Upon completion of this course each student will be able to identify variants of the M250 engine, and the sub-components thereof. Additionally, students will become familiar with the engines operating principles, servicing requirements and limitations.	• Principles of turbine engine operation • Variant identification • Component identification and materials • Engine module design principles • Engine systems and operation • Introduction to maintenance publications	• January 26-27, 2027 • May 18-19, 2027 • November 9-10, 2027
M250 Series II/IV Heavy Maintenance GL1001, GL1003 and GL1005	**10**	Upon completion of this course each student will be familiar with line maintenance activities covered in the M250 Maintenance Course. Additionally, students will participate in disassembly of the modules beyond field maintenance levels to accommodate in-depth understanding of design features unique to the M250 engine. Abbreviated overhaul disassembly/reassembly procedures will be utilized to develop student confidence and abilities. Extensive student-instructor interaction is encouraged to develop a level of understanding that will significantly enhance troubleshooting skills. Students attending the Heavy Maintenance Course will be provided an opportunity to tour the manufacturing and production assembly areas unless plant operations at the time of the course preclude this activity.	• See 'M250 Maintenance' items Remove and replace: • All engine modules • Subcomponents required for field maintenance procedures • Disassemble major module subcomponents	Series II • June 14-25, 2027 Series IV • March 8-19, 2027 • April 5-16, 2027 • December 6-17, 2027
M250-C40, C47B/M, C30R/3 Engine Maintenance	5	Upon completion of this course each student will be familiar with line maintenance activities outlined in the appropriate Operation and Maintenance Manual for the engine variant designated by the student. Exposure to relevant inspection techniques, special tooling, engine-specific procedures and maintenance publications will be provided in classroom and laboratory environments.	• Principles of turbine engine operation • Engine module design principles • Component identification and materials • Engine systems and operation • M250 maintenance publications • Relevant M250 service bulletins and service letters Remove and replace: • All engine modules and accessories • Subcomponents required for field maintenance procedures	• February 22-26, 2027 • September 20-24, 2027
M250-C30G2, C30M, C30P, C30S, C30U and T703 Engine Maintenance	5	Upon completion of this course each student will be familiar with line maintenance activities outlined in the appropriate Operation and Maintenance Manual for the engine variant designated by the student. Exposure to relevant inspection techniques, special tooling, engine-specific procedures and maintenance publications will be provided in classroom and laboratory environments.	• Principles of turbine engine operation • Engine module design principles • Component identification and materials • Engine systems and operation • M250 maintenance publications • Relevant M250 service bulletins and service letters Remove and replace: • All engine modules and accessories • Subcomponents required for field maintenance procedures	• August 2-6, 2027
All M250 Series II/T63 Engine Maintenance GL1006	5	Upon completion of this course each student will be familiar with line maintenance activities outlined in the appropriate Operation and Maintenance Manual for the engine variant designated by the student. Exposure to relevant inspection techniques, special tooling, engine-specific procedures and maintenance publications will be provided in classroom and laboratory environments.	• Principles of turbine engine operation • Engine module design principles • Component identification and materials • Engine systems and operation • M250 maintenance publications • Relevant M250 service bulletins and service letters	• February 1-5, 2027 • July 19-23, 2027 • October 4-8, 2027

RR300 2026 CLASS SCHEDULE

Course/Code	Days	Objectives	Topics of discussion	2026 available dates
RR300 Engine Maintenance	5	This course is delivered in a blended format with classroom lecture, computer-aided instruction, and task-driven laboratory sessions to provide students with 'hands-on' experience on the engine. In short order the students will develop the foundation of knowledge and skills necessary to inspect, maintain and determine serviceability of the engine at the line maintenance level. Topics include safety, warnings, and precautions, engine and engine system servicing, routine maintenance & inspection, principle component replacement and introductory-level trouble-shooting.	Upon completion of the course, the student will be able to… · Recall the safety precautions observed working on or near the engine and identify locations of principle components · Describe the normal function of the engine sections and of each major system · Recall procedures for carrying out significant tasks associated with routine servicing of the engine and its systems · Recall and perform procedures for replacement of principle components using approved technical data.	· July 27-31, 2026 · November 2-6, 2026
RR300 Engine Maintenance for Service Centers GL4889	-	This course is primarily task-driven to provide student's 'hands-on' experiences necessary to establish Service Center capability for engine repair. Topics include safety, warnings, and precautions, component inspections and principle component replacement. Service Center training includes additional days subsequent to attending the Engine Maintenance course. The stated cost is inclusive of the additional days of attendance. NOTE: We cannot accept students into this program whose employers have not entered into an agreement with the Rolls-Royce Aftermarket Support organization as a Service Center for the RR300.	Upon completion of the course, the student will be able to… · Recall the safety precautions observed working on or near the engine and identify locations of principle components · Describe the level of disassembly appropriate to Service Center level maintenance · Recall procedures for carrying out significant tasks associated with Service Center repair capabilities · Recall and perform procedures for replacement of principle component using approved technical data	Contact Registrar: +1 (317) 230-2586 Michelle Codarmaz-Booth e: michelle.codarmaz-booth@Rolls-Royce.com
M250/RR300 Vibration Analysis 12888	-	This interactive e-learning course is designed to provide background information, demonstrations and basic troubleshooting procedures which will enable students to perform vibration analysis on M250 and RR300 engines. The knowledge provided in this course is designed to supplement the information available to the technician in the applicable maintenance manuals.	Upon completion of the course, the student will be able to: · Understand the importance of the vibration testing procedures · Prepare for the vibration test · Execute the vibration test · Interpret data gathered during the vibration test · Indicate vibration limitations · Implement basic vibration test troubleshooting procedures · Extrapolate vibration test data.	Free On-line training
RR300 Fuel System Training 13413	-	This interactive e-learning course is designed to provide background information, demonstrations and system details of the RR300 fuel control system. The knowledge provided in this course is designed to supplement the information available to the technician in the applicable maintenance manuals.	Upon completion of the course, the student will be able to… · Describe the importance of the fuel control system in RR300 engine operation · Describe the system components and their function · Relate which components operate based on N1 or N2 reference · Describe the flow sequence through the system · Relate critical system adjustments for engine start characteristics · Locate primary components within the system schematic	Free On-line training
RR300 Lubrication System Training 13720	-	This interactive e-learning course is designed to provide background information, demonstrations and system details of the RR300 engine lubrication system. The knowledge provided in this course is designed to supplement the information available to the technician in the applicable maintenance manuals.	Upon completion of the course, the student will be able to… · Describe the importance of the lubrication system in RR300 engine operation · Describe the system components and their function · Relate which components are engine versus airframe-related · Describe the flow sequence through the system · Locate components within the system schematic	Free On-line training
RR300 Gas Path Cleaning 13650	-	This interactive e-learning course is designed to provide background information and task demonstrations which will aid RR300 engine maintainers who are performing the Gas Path Cleaning task. The knowledge provided in this course is designed to supplement the information available to the technician in the applicable maintenance manuals.	Upon completion of the course, the student will be able to… · Describe why this task is required · Describe when this task is required · Properly perform Gas Path Cleaning tasks.	Free On-line training

ROLLS-ROYCE FIRST NETWORK

M250 APPROVED SUPPLIERS

M250 APPROVED SUPPLIERS

Rolls-Royce has entered into formal aftermarket customer support agreements with two key suppliers. The approved suppliers and their support network details are enclosed for your attention.

HONEYWELL

Contact	Phone	Email
Jason Rivera Oquendo - Customer Support Program Manager	+1 (602) 436-0349	Jason.Rivera@Honeywell.com

Authorized Warranty & Repair Stations (AWARS)	AWARS Main POC	Address	Location of Facility
Essential Turbines-Malta	Jean Paul Gauci Sales & Business Development Manager Phone: +356 79657830 jgauci@essentialturbines.com	7 Industrial Estate, Hal Far BBG 3000, Malta	Malta
H+S Aviation Limited	Jamie Howison +44 7889034973 Jamie.Howison@StandardAero.com	Airport Service Road, Portsmouth, Hampshire, PO3 5PJ, England	Portsmouth, England
Industria De Aviacao E Servicos Ias	Elizeu Alcantara + 55 3136236304 e.alcantara@ias.ind.br	Av Marconi Issa, N°300, Bairro Perobas – São José Da Lapa – Mg CEP 33350-000	Brazil, S. America
International Governor Services Inc	Michael W Lewis General Manager StandardAero Component Repair Services Office: +1.303.464.0043 Mobile: +1.720.618.6896 Michael.Lewis2@StandardAero.com	7290 West 118th Place, Broomfield, CO 80020, USA	Broomfield, CO USA
Keystone Turbine Services, Llc	Tim Kline (Accessories Manager) 610-883-4594 / 484-886-7370 tkline@kts-aero.com	885 Fox Chase, Coatesville, PA 19320, USA	Coatesville, PA USA
Standard (Winnipeg)	Neena Gill (VP & General Manager) Mobile: +(204) 318-7606 Neena.Gill@StandardAero.com	570 Flight Road., Winnipeg, Manitoba, Canada R3H 0T7	Winnipeg, Canada

Honeywell

TRIUMPH ENGINE CONTROL SYSTEMS, LLC



Capabilities

Operators worldwide have relied on TECS products and services for over eighty years. With our total approach to customer service, you can continue to count on TECS, its products and its people.

Our West Hartford, CT facility is ISO 9001/AS9100 approved and offers world-class design, engineering, manufacturing and aftermarket customer service support. TECS customer support organization provides a number of important product services including technical publications, field technical engineering support, and our Part 145 electronics repair station.

TECS maintains an authorized network of maintenance facilities across the globe that are capable of repairing and overhauling hydromechanical assemblies and pumps. Our network partners have hydromechanical and electronic control units available for exchange while offering AOG support.

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ENGINE DESIGNATIONS AND APPLICATIONS

M250 ENGINE DESIGNATIONS AND APPLICATIONS

This document provides a reference guide of all active M250 engine types, along with the intended application of each engine. A quick reference chart is included. This chart as well as all information in this document is only for general reference and is not intended to be used as an official guide.

For greater specific detail differences, refer to Commercial Engine Bulletins which define some of the conversions from one model to another, or research the appropriate Illustrated Parts Catalog to determine the distinct individual engine parts make-up.

M250 ENGINE DESIGNATIONS AND APPLICATION

Engine	Description	Applications
	Series I turboshaft engines	
T63-A-5A	Military engine, exhaust upward turboshaft.	Bell OH-58A Kiowa,
T63-A-700	Honeywell (Bendix) fuel system, Takeoff - 317 shp at 1380°F.	MDHI (Hughes) OH-6 Cayuse
250-C18	M250-C18. Takeoff - 317 shp at 1380° F.	Bell 206A JetRanger, Bell TH-57 SeaRanger, Fairchild -Hiller / FH1100, MDHI (Hughes) MD 500 / 500C
250-C18A	M250-C18 with modification for drainage as required for installation in the MD 500 commercial helicopter. Honeywell (Bendix) fuel system. Takeoff - 317 shp at 1380°F	MDHI (Hughes) MD 500 / 500C
250-C18B	M250-C18 with water-alcohol augmentation. Honeywell (Bendix) fuel system. Takeoff - 317 shp at 1380°F.	Bell 206A JetRanger
250-C18C	M250-C18B with modification for drainage as required for inclined mounting as used in the MD 500. Honeywell (Bendix) fuel system. Takeoff - 317 shp at 1380°F.	MDHI (Hughes) MD 500 / 500C
	Series II turboshaft engines	
250-C20	M250-C20 is essentially an uprated 250-C18 incorporating higher air flow, larger power turbine, larger compressor, increased temperatures, and Triumph (CECO) fuel system Honeywell (Bendix) fuel system may be retrofitted). Offers significant increase in power output over the 250-C18 engines. Takeoff - 400 shp at 1460°F.	AgustaWestland A109 / A109A, Bell 206B JetRanger, MDHI (Hughes) MD 500C, Eurocopter BO 105C
250-C20B	M250-C20B is similar to the 250-C20. Incorporates improved compressor and turbine airflow with increased temperatures and Honeywell (Bendix) fuel control system. Also includes an increased life compressor and turbine. Takeoff - 420 shp at 1490° F	Agusta Westland A109A / A109A MkII, Bell 206B-3 JetRanger III, Bell 206L LongRanger I, Bell TH-57B SeaRanger, Bell (Soloy) 47/47G, Eurocopter BO 105CBS, Hiller(Soloy) UH-12, MDHI MD500D / 500E, PZL Kania, RFB Fantrainer 400, Rogerson - Hiller RH1100
T63-A-720	Military engine that is similar to the 250-C20B Honeywell (Bendix) fuel system. Takeoff - 420 shp at 1490°F	Bell OH-58C Kiowa
250-C20F	M250 that is the same as the 250-C20B except gearbox housing modified to accommodate front mounting of the engine in the Eurocopter AS355. Honeywell (Bendix) fuel system. Takeoff - 420 shp at 1490°F.	Eurocopter AS355E / 355F TwinStar / Twin Squirrel
250-C20J	M250 that is the same as the 250-C20B except for the incorporation of 6000 HZ PTO and torquemeter gears to lessen the acoustical resonance response in the Bell 206. Bendix fuel system. Takeoff - 420 shp at 1490°F.	Bell 206B-3 JetRanger III, Bell 206L TH-57B/C SeaRanger, TH-67 Creek
250-C20R	M250 with new compressor and modification to make engine compatible with new compressor. Incorporates gearbox mount as used on 250-C20F and electronic N2 over-speed system. Multiengine configuration. Honeywell (Bendix) fuel system. Takeoff - 450 shp at 1423°F.	Eurocopter AS355E / 355F TwinStar / Twin Squirrel, Bell 206LT TwinRanger, Bell (Tridair) 206L Gemini ST
250-C20R/1	M250 same as 250-C20R except that it incorporates 250-C20B type accessory gearbox housing and other miscellaneous changes. Multi-engine configuration. Honeywell (Bendix) fuel system. Takeoff - 450 shp at 1423°F.	AgustaWestland A109A, MkII+ / A109C / A109C Max.
	NOTE: Italian military A109 aircraft equipped with 250-C20R/1 engines incorporate a larger diameter scroll.	
250-C20R/2	M250 same as 250-C20R/1except deletes N2 overspeed electronic system and wiring harness. Single multiengine configuration. Honeywell (Bendix) fuel system. Takeoff - 450 shp at 1423°F.	Bell 206B-3 JetRanger III, Bell 206L LongRanger I, Kamov Ka-226, MDHI MD500D / 500E, MDHI MD520N, PZL SW-4
	NOTE: All MD520N and some MD 500E helicopters are equipped with a Jet Inducer suction fuel pump.	
250-C20R/4	M250 same as 250-C20R/2 except for 6000 hz power train gears as used in 250-C20J engines. Single engine configuration. Honeywell (Bendix) fuel system. Takeoff - 450 shp at 1423°F.	Bell 206B-3 JetRanger III, Bell 206L LongRanger I

M250 ENGINE DESIGNATIONS AND APPLICATION

Engine	Description	Applications
	Series III turboshaft engines	
250-C28B	Series III turboshaft utilizes a single stage centrifugal compressor with a water and snow air inlet separator as part of configuration. Single engine configuration. Honeywell (Bendix) fuel system. Takeoff - 500 shp at 1370°F.	Bell 206L-1 LongRanger II
250-C28C	Similar to 250-C28B except air inlet separator is deleted. Electronic N2 overspeed system. Multi-engine configuration. Honeywell (Bendix) fuel system. Takeoff - 500 shp at 1350°F.	Eurocopter BO 105LS
	Series IV turboshaft engines	
250-C30	Series IV turboshaft engines are a growth version of the 250-C28 with larger diameter compressor and turbine. Honeywell (Bendix) fuel system and jet inducted suction fuel pump. Multi-engine configurations incorporate an electronic N2 overspeed system, dual ignition, and oil cooler blower drive off front of gearbox. Takeoff - 650 shp at 1368°F.	Cessna (Soloy) 337 Skymaster, MDHI MD530F, Sikorsky S-76A, RFB FanTrainer 600
250-C30G	M250 derivative of the 250-C30 with a power output speed of 9518 RPM. Jet inducted suction fuel pump, electronic N2 overspeed system, and Honeywell (Bendix) fuel system. It provides the same power and fuel consumption ratings as the 250-C30S. Takeoff - 650 shp at 1368°F	Bell 222 STC
250-C30G/2	M250 variant of the 250-C30S in response to features requested by Bell Helicopter. First 250 engine to incorporate output shaft flange with the engine. Output shaft speed is increased to 9545 rpm. Take off - 650 shp at 1414°F.	Bell 230
250-C30M	M250 same as the 250-C30 except mounting envelope for Eurocopter AS350. Jet inducted suction fuel pump, single ignition, and Honeywell (\Bendix) fuel system. Takeoff - 650 shp at 1337°F.	Eurocopter AS350D AllStar STC
250-C30P	M250 variant of the 250-C30 in response to features requested by Bell helicopter. Standard fuel pump, single ignition and Honeywell (Bendix) fuel system. Takeoff - 650 shp at 1337°F.	Bell 206L-3 LongRanger III, Bell 206L- 4 LongRanger IV Calstar BO-105LS STC
T703-AD-700	Military variant of the 250-C30 installed with a digital supervisory electronic control, jet inducted suction fuel pump and single ignition. Intermediate - 650 shp at 1337°F.	Bell OH-58D Kiowa Warrior
250-C30R/3	M250 growth version of the 250-C30R with a larger compressor. A FADEC system is installed consisting of a hydromechanical fuel control and electronic control unit. Intermediate - 650 shp at 1475°F.	Bell OH-58D Kiowa Warrior
250-C30R/3M	M250 variant of the 250-C30R/3. Includes compressor bleed valve and accumulator. Intermediate - 650 shp at 1475°F	MDHI AH/MH-6 Mission Enhanced Little Bird (MELB)
250-C30S	Same as the 250-C30 with an approximate +5% performance margin ratings for use in the Sikorsky S-76A. It has a single engine 2.5 minute OEI rating. Takeoff - 650 shp at 1368°F.	Sikorsky S-76A MK II
250-C30U	M250 variant of the 250-C30R(T703-AD-700) intended for use in the Bell 406 Combat Scout. Has 5 minute takeoff rating and a reduced turbine TBO and life limits. Takeoff - 650 shp at 1337°F.	Bell 406CS Combat Scout
250-C40B	M250 growth version of the 250-C30G/2 with a larger compressor FADEC system installed. Designed for multi-engine configurations. The output shaft speed is9598 rpm. It has a single engine 2 minute and30 second OEI rating. Take Off - 715 shp at 1435°F.	Bell 430

M250 ENGINE DESIGNATIONS AND APPLICATION

Engine	Description	Applications
	Series IV turboshaft engines	
250-C47B	M250 growth version of the 250-C30P with a larger compressor. A FADEC system is installed consisting of a hydromechanical fuel control and electronic control unit. A combined engine filter assembly is also installed. Take off - 650 shp at 1435°F.	Bell 407 & Bell 407 GX
250-C47 B/8	Model 250 growth version of the 250-C47B with enhanced performance VIP components installed. Take-off-650 shp at 1245*F.	Bell GXP
250-C47M	M250 variant of the 250-C47B in response to features requested by MDHI. FADEC system installed. Take off - 650 shp at 1435°F.	MDHI MD600N
250-C47E/4	Similar to C47B/8 but includes Dual Channel FADEC and is for commercial use.	Bell GXI
	Series I turboprop engines	
250-B15A	M250 turboprop variant of the 250-C18. Incorporates propeller reduction gearbox and Honeywell (Bendix) turboprop fuel system. Take-off - 317 shp at 1380°F	Agusta (Siai Marchetti) SM1019
250-B15G	M250 turboprop engine which is the same as the 250-B15A but incorporates Woodward prop governor, Beta prop control, and Honeywell (Bendix) turboprop fuel system. Takeoff - 317 shp at 1380°F.	Agusta (Siai Marchetti) SM1019
	Series II turboprop engines	
250-B17	M250 turboprop variant of the 250-C20 engine equipped with a propeller reduction gearbox and fully coordinated turboprop controls. Incorporates Woodward prop governor, Beta prop control and Honeywell (Bendix) turboprop fuel system. Offers a significant increase in power output over the 250-B15A and 250-B15G engines. Takeoff - 400 shp at 1460°F.	Cessna (American Jet Industries) 402 / 414, Boeing (ASTA/GAF) Nomad N22
250-B17B	M250 turboprop variant of the250-C20B. Incorporates Woodward prop governor, Beta prop control, and Honeywell (Bendix) turboprop fuel control. Takeoff - 400 shp (flat rated) at 1422°F.	Cessna (American Jet Industries) 402 / 414, Boeing (ASTA/GAF) Nomad N22, Agusta (Siai Marchetti) SM1019, GIPPS Air
250-B17C	M250 turboprop which is the same as the 250-B17 except for higher rated takeoff and max. Continuous power. Takeoff -420 shp at 1464°F (non-beta prop control used on the BN-2T application).	Cessna (American Jet Industries) 402 / 414, Boeing (ASTA/GAF) N22 / N24 Nomad, Beech(Tradewind Turbines) A36, Vulcanair (Partenavia) Spartacus, Vulcanair (Partenavia) P68TP, B-N Group BN-2T, Maule M-7-420, FFA AS-202 / 32TP Bravo, Enaer T-35 Pillan, GIPPS Air
250-B17D	M250 turboprop which is the same as the B17C except for the incorporation of a strengthened prop shaft flange and bearing system to withstand greater propeller movement during aerobatics. Prop shaft is life limited. Takeoff - 420 shp at 1464°F.	Fuji KM-2D / T-5, HAL HTT-34, Pacific Aerospace Corp. CT-4C, Thai Air Force RTAF-5, Aermacchi(Siai Marchetti) SF260TP, Aermacchi (Valmet) L90TP
250-B17E	M250 turboprop which has improved hot day performance over previous versions. Takeoff - 420 shp at 1448°F.	Boeing (ASTA/GAF) N22 / N24 Nomad, GIPPS Air
250-B17F	M250 turboprop version of the 250-C20R/2 and uses the same propeller reduction gearbox as 250-B17D. Beta prop control and Honeywell (Bendix) turboprop fuel system. Takeoff - 450 shp (flat rated) at 1490°F.	Aermacchi (Valmet) L90TP, Beech (Allison) AT-34, Extra Aircraft EA-500, Grob G120TP
250-B17F/1	M250 engine which is the turboprop version of the 250-C20R/1. It is based on the 250-B17C engine, using the same propeller reduction gearbox, and is intended for multi- engine, non-aerobatic applications. Electronic N2 overspeed control, Woodward prop governor, Beta prop control and Honeywell (Bendix) turboprop fuel system. Takeoff - 450 shp (flat rated) at 1490°F.	B-N Group BN-2T, B-N Group Defender 4000
250-B17F/2	M250 turboprop version of the 250-C20R/2 that is based on the 250-B17C, using the same propeller reduction gearbox. Intended for single-engine non-aerobatic applications. Woodward prop governor, Beta prop control, Honeywell (Bendix) turboprop fuel system. Takeoff - 450 shp (flat rated) at 1490°F.	Cessna (O & N Aircraft) P210 Silver Eagle, Beech (Tradewind Turbines) A36, Composite Turbine Tech. - Glasair III, Schweizer RU-38B, Soloy Conversions Cessna 206MKII
250-C20S	M250 similar to 250-B17C except without prop reduction gearbox. Exhaust is directed down. Can be combined with customer furnished propeller reduction gearbox and propeller-power turbine governors to form a turboprop package. Honeywell (Bendix) fuel system. Takeoff - 420 shp at 1490°F.	Cessna (Soloy) 185 / 206 / 207

M250 TURBOPROP

Models B15A, B15G, B17, B17B and B17C

Model Designation	B15A	B15G	B17	B17B	B17C	B17C	B17C
Power Output Shaft RPM @ 100% Speed	2,025	2,025	2,030	2,030	2,030	2,030	2,030
Gas Producer Rotor RPM @ 100% Speed	51,120	51,120	50,970	50,970	50,970	50,970	50,970
Power Turbine Rotor RPM @ 100% Speed	35,000	35,000	33,290	33,290	33,290	33,290	33,290
Oils	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808J MIL-L-23699L	MIL-L-7808J MIL-L-23699L	MIL-L-7808 MIL-L-23699
Type Certificate Number	E10CR	E10CE	E10CR	E10CR	E10CE	E10CE	E10CE
Engine Envelope Dimensions L/W/H Inches	44.642 19.506 22.530	44.642 19.006 22.530	44.924 18.784 22.596	44.924 18.784 22.596	44.924 18.784 22.596	44.924 18.784 22.596	44.924 18.784 22.596
N2 Overspeed Electronic Control	No	No	No	No	No	No	No
Bleed Valve Vented to Exhaust Collector	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Directional Rotation (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	One	One	One/Two	One/Two	Two	Two	Two
Gearbox Assy Up or Down	Up	Up	Up	Up	Up	Up	Up
External Sump Tank	No	No	No	No	No	Yes	No
Beta Control Valve	No	Yes	Yes	Yes	Yes	Yes	Yes
OMM	6W2	6W2	11W2	11W2	11W2	11W2	11W2
IPC	6W4	6W4	11W4	11W4	11W4	11W4	11W4
Engine Installation Drawing	6855300	6853210	6853330	6853330	6899290	23038192	6899290
Electrical Conn Dwg.	6875570	6875578	6874558	6874558	6899352	6899352	6899352

M250 TURBOPROP

Models B17C, B17D, B17E, B17F/1 and B17F/2

Model designation	B17C	B17D	B17D	B17E	B17F	B17F/1	B17F/2
Engine Part Number	23038150	23005700	23051125	23031861	23033380	23050800	23050805
Model Specification	C888	C915	C915	C940	C943	C958	C959
Shaft Horsepower (T.O.)	420	420	420	420	450	450	450
Certification Date	11 May 1979	11 Nov1983	11 Nov1983	1 7 Nov 1 985	6 May 1 988	30Sep1988	30Sep1988
Application	BN-2T	L90TRCT-4E, HTT-34	SF260TP KM-2D / T-5	N24	L90TP	BN-2T,SF600	P210 A36 Bonanza RU-38B
Weight (lbs)	198	198	202	202	212	215	212
T.O. / Cruise sfc/MGT / sfc/MGT F	0.657 / 0.656 1490 / 1360	0.657 / 0.656 1490 / 1360	0.657 / 0.656 1490 / 1360	0.656 / 0.657 1490 / 1360	0.613 / 0.635 1490 / 1385	0.613 / 0.635 1490 / 1385	0.613 / 0.635 1490 / 1385
Exhaust Configuration	Down	Down	Down	Down	Down	Down	Down
Compressor Bleed Valve	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ignition Type	Single	Single	Single	Single	Single	Single	Single
Spare Accessory Drives	2H PN1 Driven	2HP N1 Driven	2 HP N1 Driven	2HP N1 Driven	2 HP N1 Driven	2 HP N1 Driven	2 HP N1 Driven
N1 / N2 Speed Sense	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical
Prop. Governor	Woodward	Woodward	Woodward	Woodward	Woodward	Woodward	Woodward
Pg Accumulator	None	None	None	None	None	None	None
Fuel Pump Type	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear
Fuel Pressure Filter	Low	Low	Low	Low	Low	Low	Low
Chip Detector Type	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle
Oil Filter Bypass Indicator (Pressure)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fuel Control	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)

M250 TURBOPROP

Models B17C, B17D, B17E, B17F/1 and B17F/2

Model designation	B17C	B17D	B17D	B17E	B17F	B17F/1	B17F/2
Power Output Shaft RPM @ 100% Speed	2,030	2,030	2,030	2,030	2,030	2,030	2,030
Gas Producer Rotor RPM @ 100% Speed	50,970	50,970	50,970	50,970	50,970	50,970	50,970
Power Turbine Rotor RPM @ 1 00% Speed	33,290	33,290	33,290	33,290	33,290	33,290	33,290
Oils	MIL-L-7808J MIL-L-23699L	MIL-L-7808J MIL-L-23699L	MIL-L-7808J MIL-L-23699L	MIL-L-7808J MIL-L-23699L	MIL-L-7808 MIL-L-23699	MIL-L-7808J MIL-L-23699L	MIL-L-7808J MIL-L-23699L
Type Certificate Number	E10CE	E10CE	E10CE	E10CE	E10CE	E10CE	E10CE
Engine Envelope Dimensions L/W/H Inches	44.924 18.784 22.596	44.924 18.784 22.596	44.924 18.784 22.596	44.924 18.784 22.596	44.924 18.784 22.596	44.924 18.784 22.596	44.924 18.784 22.596
N2 Overspeed Electronic Control	No	No	No	No	No	Yes	No
Bleed Valve Vented to Exhaust Collector	Yes	Yes	Yes	Yes	No	No	No
Directional Rotation, (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	Two	One	One	One	One	Two	One
Gearbox Assy Up or Down	Up	Up	Up	Up	Up	Up	Up
External Sump Tank	No	No	Yes	Yes	Yes	Yes	Yes
Beta Control Valve	No	Yes	Yes	Yes	Yes	Yes	Yes
OMM	11W2	11W2	11W2	11W2	GTP-5243-2	GTP-5243-2	GTP-5243-2
I PC	11W4	11W4	11W4	11W4	GTP-5243-4	GTP-5243-4	GTP-5243-4
Engine Installation Drawing	23038103	23005730	23050845	23031860	23033377	23050804	23050806
Electrical Conn Dwg.	6899352	23005734	23005734	23031882	23033386	23036838	23033378
Oil Filter Bypass Indicator (Pressure)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fuel Control	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)

M250 SERIES I AND II

Models C18, C18A, C18B, C18C, C20 and C20B

Model designation	C18A	CIS	C18B	CISC	C20	C20B	C20B	C20B
Engine Part Number	6855321	6854101	6856991	6857301	23033373	23004550	6887190	6893660
Model Specification	C731-G	C731-G	C731-G	C731-G	800-E	847	847	847
Shaft Horsepower (T.O.)	317	317	317	317	400	420	420	420
Certification Date	19 Dec 1962	19 Dec 1962	9 Sep 1965	9 Sept 1965	15 Nov 1968	28 Feb 1974	28 Feb 1974	28 Feb 1974
Application	**MD500 / 500C**	**B206A, TH-57A, FH1100, MD500 / 500C**	**Bell 206A**	**MD500 / 500C**	**A 109, A 109 A, B206B, MD500C, BO105C**	**Kania,TH-57**	**B206B, B206L, B47 / 47G, FH1100, MD500D / 500E, UH-12E / E4**	**BO105C**
Weight (lbs)	141	141	141.2	141.2	158	161	161	161
T.O. Cruise sfc / MGT / sfc / MGT °F	0.697 / 0.725 1380 / 1226	0.697 / 0.725 1380 / 1226	0.697 / 0.725 1380 / 1226	0.697 / 0.725 1380 / 1226	0.630 / 0.645 1460 / 1358	0.650 / 0.650 1490 / 1360	0.650 / 0.650 1490 / 1360	0.650 / 0.650 1490 / 1360
Exhaust Configuration	Up	Up	Up	Up	Up	Up	Up	Up
Compressor Bleed Valve	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ignition Type	Single	Single	Single	Single	Single	Single	Single	Single
Spare Accessory Drives	2.0 HP **(optional)**	2.0 HP **(optional)**	2.0 HP **(optional)**	2.0 HP **(optional)**	2.0 HP **(optional)**	2.06 HP **(optional)**	2.06 HP **(optional)**	2.06 HP **(optional)**
N1 / N2 Speed Sense	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical
Power Turbine Governor	**Honeywell (Bendix)**	**Honeywell (Bendix)**	**Honeywell (Bendix)**	**Honeywell (Bendix)**	**Honeywell (Bendix) / Triumph (CECO)**	**Honeywell (Bendix)**	**Honeywell (Bendix)**	**Honeywell (Bendix)**
Pg Accumulator	1 6 In^3	1 6 In^3	1 6 In^3	1 6 In^3	1 6 In^3	1 6 In^3	1 6 In^3	1 6 In^3
Fuel Pump Type	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear
Fuel Pressure Filter	Low	Low	Low	Low	Low	Low	Low	Low
Chip Detector Type	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle
Oil Filter Bypass Indicator **(Pressure)**	N / A	N / A	N / A	N / A	Yes	Yes	Yes	Yes
Fuel Control	**Honeywell (Bendix)**	**Honeywell (Bendix)**	**Honeywell (Bendix)**	**Honeywell (Bendix)**	**Honeywell (Bendix) / Triumph (CECO)**	**Honeywell (Bendix)**	**Honeywell (Bendix)**	**Honeywell (Bendix)**

M250 SERIES I AND II

Models C18, C18A, C18B, C18C, C20 and C20B

Model designation	C18A	CIS	C18B	CISC	C20	C20B	C20B	C20B
Power Output Shaft RPM @ 1 00% Speed	6,000	6,000	6,000	6,000	6,016	6,016	6,016	6,016
Gas Producer Rotor RPM @ 1 00% Speed	51,600	51,600	51,600	51,600	50,970	50,970	50,970	50,970
Power Turbine Rotor RPM @ 1 00% Speed	35,000	35,000	35,000	35,000	33,290	33,290	33,290	33,290
Oils	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699
Type Certificate Number	E4CE	E4CE	E4CE	E4CE	E4CE	E4CE	E4CE	E4CE
Engine Envelope Dimensions L/W/H Inches	40.400 19.000 22.500	40.400 19.000 22.500	40.400 19.000 22.500	44.400 19.000 22.500	40.100 1 9.000 23.200	38.8 19.0 23.2	38.8 19.0 23.2	38.8 19.0 23.2
N2 Overspeed Electronic Control	No	No	No	No	No	No	No	No
Bleed Valve Vented to Exhaust Collector	No	No	No	Yes	No	No	No	No
Directional Rotation (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	One	One	One	One	Two	Two	One	Two
Gearbox Assy Up or Down	Down	Down	Down	Down	Down	Down	Down	Down
Output Drive Mount Configuration	“Non-Kidney” Pad	“Non-Kidney” Pad	“Non-Kidney” Pad	“Non-Kidney” Pad	“Non-Kidney” Pad	“Non-Kidney” Pad	“Non-Kidney” Pad	“Non-Kidney” Pad
OMM	5W2	5W2	5W2	5W2	10W2	10W2	10W2	10W2
IPC	5W4	5W4	5W4	5W4	10W4	10W4	10W4	10W4
Engine Installation Drawing	6855320	6855320	6855320	6857300	6853340	23004550	6886440	6893660
Electrical Conn Dwg.	6853841	6851952	6851952	6859458	6875980	6889081	6875980	6889081

M250 SERIES II

Models C20F, C20J, C20R, C20S, C20W and T63-A-720

Model designation	C20F	C20J	C20S	T63-A-720	C20W	C20R	C20B	C20B
Engine Part Number	6899271	6899400	23008092	6887191	23052351	23033373	6887190	6893660
Model Specification	C889	C898	C921	803	C965	C938	847	847
Shaft Horsepower (T.O.)	420	420	420	420	420	450	420	420
Certification Date	2 Mar 1979	15 Sep1981	30 Dec 1983	9 June 1976	20 Apr 1990	20 Sep1989	28 Feb 1974	28 Feb 1974
Application	AS355E / F	B206B	C185, C206, C207, C337	OH-58C	Schweizer 330 / 333, Enstrom 480	AS355E / F	**B206B, B206L, B47 / 47G, FH1100, MD500D / 500E, UH-12E / E4**	**BO105C**
Weight (lbs)	161	161	162	158	162	173	161	161
T.O. Cruise sfc / MGT / sfc / MGT °F	0.650 / 0.650 1490 / 1360	0.650 / 0.650 1490 / 1360	0.650 / 0.650 1490 / 1360	0.697 / 0.706 1380 / 1260	0.650 / 0.650 1490 / 1360	0.608 / 0.631 1490 / 1385	0.650 / 0.650 1490 / 1360	0.650 / 0.650 1490 / 1360
Exhaust Configuration	Up	Up	Down	Up	Down	Up	Up	Up
Compressor Bleed Valve	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ignition Type	Single	Single	Single	Single	Single	Single	Single	Single
Spare Accessory Drives	2.06 HP (optional)	2.06 HP (optional)	2.06 HP (optional)	2.06 HP (optional)	2.06 HP (optional)	None	2.06 HP **(optional)**	2.06 HP **(optional)**
N1 / N2 Speed Sense	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical
Power Turbine Governor	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	**Honeywell (Bendix)**	**Honeywell (Bendix)**
Pg Accumulator	1 6 In^3	1 6 In^3	1 6 In^3	1 6 In^3	1 6 In^3	1 6 In^3	1 6 In^3	1 6 In^3
Fuel Pump Type	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear
Fuel Pressure Filter	Low	Low	Low	Low	Low	Low	Low	Low
Chip Detector Type	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle
Oil Filter Bypass Indicator (Pressure)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fuel Control	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	**Honeywell (Bendix)**	**Honeywell (Bendix)**

M250 SERIES II

Models C20F, C20J, C20R, C20S, C20W and T63-A-720

Model designation	C20F	C20J	C20S	T63-A-720	C20W	C20R
Power Output Shaft RPM @ 100% Speed	6,016	6,016	6,016	6,016	6,016	6.016
Gas Producer Rotor RPM @ 100% Speed	50,970	50,970	50,970	50,970	50,970	50,970
Power Turbine Rotor RPM @ 100% Speed	33,290	33,290	33,290	33,290	33,290	33,290
Oils	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699
Type Certificate Number	E4CE	E4CE	E4CE	E4CE	E4CE	E4CE
Engine Envelope Dimensions L/W/H Inches	38.8 19.0 23.2	38.8 19.0 23.2	40.8 19.0 22.6	40.8 19.0 22.2	40.8 19.0 22.6	38.8 20.8 23.2
N2 Overspeed Electronic Control	No	No	No	No	No	Yes
Bleed Valve Vented to Exhaust Collector	No	No	No	No	No	No
Directional Rotation (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	Two	One	One	One	One	Two
Gearbox Assy Up or Down	Down	Down	Up	Down	Up	Down
Output Drive Mount Config	“Kidney” Pad	“Non-Kidney” Pad	“Kidney” Pad	“Non-Kidney” Pad	“Kidney” Pad	“Kidney” Pad
OMM	10W2	10W2	10W2S	TM 55-1 530-23510	10W2	GTP5232-2
IPC	10W4	10W4	10W4S	TM 552840241 23P	10W4	GTP5232-4
Engine Installation Drawing	6899270	23004510	23008091	N/A	23052350	23032251
Electrical Connection Drawing	6899276	23004520	23008098	N/A	23053253	23051868

M250 SERIES II

Models C20R/1, C20R/2 and C20R/4

Model designation	C20R / 1	C20R / 2	C20R / 2	C20R / 4
Engine Part Number	23038200	23035212	23053265	23053301
Model Specification	C945	C948	C968	C968
Shaft Horsepower (T.O.)	450	450	450	450
Certification Date	12Sep1986	5 Mar 1987	5 Mar 1987	5 Dec 1989
Application	A109MkII+, A109C	B206B, B206L, MD500D / 500E, Ka-226, SW-4	MD520N	B206B
Weight (lbs)	173	169	169	169
T.O./Cruise sfc/MGT/sfc/MGT °F	0.608 / 0.631 1490 / 1385	0.608 / 0.631 1490 / 1385	0.608 / 0.631 1490 / 1385	0.608 / 0.631 1490 / 1385
Exhaust Configuration	Up	Up	Up	Up
Compressor Bleed Valve	Yes	Yes	Yes	Yes
Ignition Type	Single	Single	Single	Single
Spare Accessory Drives	None	None	None	None
N1/N2 Speed Sense	Electronic	Mechanical	Mechanical	Mechanical
Power Turbine Governor	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)
Pg Accumulator	1 6 In^3	1 6 In^3	1 3 In^3 & 1 6 In^3	1 6 In^3
Fuel Pump Type	Single Gear	Single Gear	Inducer&Gear	Single Gear
Fuel Pressure Filter	Low	Low	High	Low
Chip Detector Type	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle
Oil Filter Bypass Indicator (Pressure)	Yes	Yes	Yes	Yes
Fuel Control	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)

M250 SERIES III & IV

Models C28B, C28C, C30 and C30G						
Model designation	**C28B**	**C28C**	**C28C**	**C30**	**C30**	**C30G**
Engine Part Number	6895000	6896000	23001830	6890000	23062052	23039781
Model Specification	C880	C881	C881-B	C868	C868	C960
Shaft Horsepower (T.O.)	500	500	500	650	650	650
Certification Date	May 1976	May 1976	May 1976	28 Mar 1978	28 Mar 1978	2 Mar 1989
Application	B206L	B0105L	N / A	S-76A	MD530F, Fan Trainer 600	B222 ST
Weight (lbs)	235	230	232	249	249	253
T.O./Cruise sfc/MGT/sfc/MGT °F	0.606 / 0.604 1455 / 1365	0.602 / 0.603 1455 / 1365	0.602 / 0.603 1455 / 1365	0.592 / 0.607 1414 / 1282	0.592 / 0.607 1414 / 1282	0.592 / 0.607 1414 / 1282
Exhaust Configuration	Up	Up	Up	Up	Up	Up
Compressor Bleed Valve	Yes	Yes	Yes	Yes	Yes	Yes
Ignition Type	Single	Single	Dual	Dual	Dual	Dual
Spare Accessory Drives	15HP N^2	15HP N^2	15HP N^2	6 HP N^1 Driven	6 HP N^1 Driven	6 HP N^1 Driven
N1/N2 Speed Sense	Mechanical	Mechanical	Mechanical	Electronic	Electronic	Electronic
Power Turbine Governor	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)
Pg Accumulator	12 In^3	6 In^3	6 In^3	1 3 In^3	1 3 In^3	2 6 In^3 & 1 3In^3
Fuel Pump Type	Single Gear	Single Gear	Single Gear	Inducer&Gear	Inducer&Gear	Inducer&Gear
Fuel Pressure Filter	Low	Low	Low	High	High	High
Chip Detector Type	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle
Oil Filter Bypass Indicator (Pressure)	No	Yes	Yes	Yes	Yes	Yes
Oil Filter Bypass Indicator (Scavenge)	N / A	N / A	N / A	N / A	N / A	N / A
Fuel Control	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)

M250 SERIES III & IV

Models C28B, C28C, C30 and C30G						
Model designation	**C28B**	**C28C**	**C28C**	**C30**	**C30**	**C30G**
Power Output Shaft RPM @ 100% Speed	6,016	6,016	6,016	6,016	6,016	9,518
Gas Producer Rotor RPM @ 100% Speed	50,940	50,940	50,940	51,000	51,000	51,000
Power Turbine Rotor RPM @ 1 00% Speed	33,420	33,420	33,420	30,650	30,650	30,650
Oils	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699
Type Certificate Number	E1GL	E1GL	E1GL	E1GL	E1GL	E1GL
Engine Envelope Dimensions L/W/H Inches	48.782 25.746 25.480	43.351 25.480 21.996	43.351 25.480 21.996	43.198 21.996 25.130	43.198 21.996 25.130	43.198 21.996 25.480
N2 Overspeed Electronic Control	Disconnected	Disconnected	Disconnected	Yes	Disconnected	Yes
Bleed Valve Vented to Exhaust Collector	Yes	Yes	Yes	Yes	Yes	Yes
Directional Rotation (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	One	Two	Two	Two	One	Two
OMM	16W2	16W2	16W2	14W2	14W2	14W2G
IPC	16W4	16W4	16W4	14W4	14W4	14W4G
Engine Installation Drawing	6896029	6896400	6896400	6891630	6891630	23039799
Electrical Connection Drawing	6898543	23033933	6899013	6896817	6896817	6896817

M250 SERIES IV

Models C30G2, C30M, C30P, C30S, C30U and T703-AD-700						
Model designation	**C30G2**	**C30M**	**C30P**	**T703-AD-700**	**C30S**	**C30U**
Engine Part Number	23053999	23005219	23004545	23055439	23005290	23051054
Model Specification	C974	C902	C904	C907	C914	C957
Shaft Horsepower (T.O.)	650	650	650	650	650	650
Certification Date	4 MAR 1992	7 Jan 1983	15Sep1981	15Jul1981	15 June 1982	28Aug1989
Application	B230	AS350G All Star	B206L-3, B206L-4	OH-58D	S-76 MkII	B406 CS
Weight (lbs)	260	250	245	252	249	252
T.O./Cruise sfc/MGT/sfc/MGT F	0.589 / 0.594 1414 / 1320	0.592 / 0.599 1414 / 1320	0.592 / 0.599 1414 / 1320	0.592 / 0.599 1445 / 1320	0.592 / 0.607 1414 / 1282	0.592 / 0.599 1445 / 1320
Exhaust Configuration	Up	Up	Up	Up	Up	Up
Compressor Bleed Valve	Yes	Yes	Yes	No	Yes	No
Ignition Type	Dual	Single	Single	Single	Dual	Single
Spare Accessory Drives	6 HP N1 Driven	6 HP N1 Driven	6 HP N1 Driven 15 HP N1 Driven	6 HP N1 Driven 15 HP N1 Driven	6HP N1 Driven	6HP N1 Driven 15 HP N1 Driven
N1/N2 Speed Sense	Electronic	Electronic	Mechanical	Electronic	Electronic	Electronic
Power Turbine Governor	Honeywell (Bendix)	Honeywell (Bendix) (w/lever)	Honeywell (Bendix)	None	Honeywell (Bendix)	None
Pg Accumulator	2 6 In^3 & 1 3 In^3	1 3 In^3	1 6 In^3	None	1 3 In^3	None
Fuel Pump Type	Inducer & Gear	Inducer & Gear	Single Gear	Inducer & Gear	Inducer & Gear	Inducer & Gear
Fuel Pressure Filter	High	High	Low	High	High	High
Chip Detector Type	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle
Oil Filter Bypass Indicator (Pressure)	Yes	Yes	No	Yes	Yes	Yes
Oil Filter Bypass Indicator (Scavenge)	N/A	N/A	Optional Scavenge Oil Filter A/F Provided	Optional Scavenge Oil Filter A/F Provided	Optional Scavenge Oil Filter A/F Provided	Optional Scavenge Oil Filter A/F Provided
Fuel Control	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Digital Electronic Supervisory -Honeywell (Bendix)	Honeywell (Bendix)	Digital Electronic Supervisory -Honeywell (Bendix)

M250 SERIES IV

Models C30G2, C30M, C30P, C30S, C30U and T703-AD-700						
Model designation	**C30G2**	**C30M**	**C30P**	**T703-AD-700**	**C30S**	**C30U**
Power Output Shaft RPM@ 100% Speed	9,545	6,016	6,016	6,016	6,016	6,016
Gas Producer Rotor RPM@ 100% Speed	51,000	51,000	51,000	51,000	51,000	51,000
Power Turbine Rotor RPM @ 1 00% Speed	30,650	30,650	30,650	30,650	30,650	30,650
Oils	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699
Type Certificate Number	E1GL	E1GL	E1GL	E1GL	E1GL	E1GL
Engine Envelope Dimensions L/W/H Inches	43.198 21.996 25.480	43.198 21.996 25.715	43.198 21.996 25.130	43.198 21.996 25.130	43.198 21.996 25.130	43.198 21.996 25.130
N2 Overspeed Electronic Control	Yes	Disconnected	Disconnected	In Digital Control	Yes	In Digital Control
Bleed Valve Vented to Exhaust Collector	Yes	Yes	Yes	Yes	Yes	Yes
Directional Rotation (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	Two	One	One	One	Two	One
OMM	14W2	14W2PM	14W2PM	14W2U	14W2	24W2U
IPC	14W4	14W4	14W4	14W4U	14W4	14W4U
Engine Installation Drawing	23053998	23001900	23004500	23004599	6891630	23004599
Electrical Connection Drawing	23055451	23001901	23004546	23005202	6896817	23005202

M250 SERIES IV

Models C30R/1, C30R/3, C30R/3M, C40B, C47B, C47M, and C47E/4							
Model designation	**C30R/1**	**C30R/3**	**C30R/3M**	**C40B**	**C47B**	**C47M**	**C47E/4**
Engine Part Number	23056117	23065550	23069722	23063378	23063392	23064560	M250-10761
Model Specification	C979	C1027	C1058	C986	C1023	C1033	C1093
Shaft HP	650	650	650	715	650	650	650
Certification Date	31 Mar 1994	10 Jun 1997	24 Sep 2001	2 2Feb 1996	19 Jan 1996	14 May 1997	31-Oct-16
Application	OH-58D	OH-58D	AH/MH-6	B430	B407	MD600N	Bell 407GXP
Weight (lbs)	257.75	274	278	280	274	274	290
T.O./Cruise Sfc/MGT/sfcMGT	1475 / 1320 0.584 / 0.594	1475 / 1320 0.584 / 0.594	1475 / 1320 0.584 / 0.594	1435 / 1340 0.574 / 0.591	1435 / 1340 0.581 / 0.591	1435/1340 0.584 / 0.594	1245 / 1208 0.573 / 0.583
Exhaust Configuration	Up	Up	Up	Up	Up	Up	Up
Compressor Bleed Valve	No	No	No	Yes	Yes	Yes	Yes
Ignition Type	Single	Single	Single	Single	Single	Single	Solid state, high energy exciter unit.
Spare Accessory Drives	6HPN1 15HPN2	6HPN1 Driven 15 HP N2 Driven	6HPN1 Driven 15 HP N2 Driven	6HPN1 Driven	6 HP N1 Driven	6 HP N1 Driven	6 HP N1 Driven
N1/N2 Speed Sense	Electronic	Electronic	Electronic	Electronic	Electronic	Electronic	Electronic
Power Turbine Governor	Honeywell (Bendix)	FADEC	FADEC	FADEC	FADEC	FADEC	FADEC dual ch.
Pg Accumulator	None	None	None	None	None	None	None
Fuel Pump Type	Single element fuel pump with jet inducer	Liquid Ring & Gear	Liquid Ring & Gear	Liquid Ring & Gear	Liquid Ring & Gear	Liquid Ring & Gear	Gear pump with an ejector boost stage integral to FPPU
Fuel Pressure Filter	Interstage	Interstage	Interstage	Interstage	Interstage	Interstage	Interstage
Chip Detector Type	Std. Lisle	Self-Sealing Fuzz Burning	Self-Sealing Fuzz Burning	Self-Sealing Fuzz Burning	Self-Sealing Fuzz Burning	Self-Sealing Fuzz Burning	Self-Sealing Fuzz Burning
Oil Filter Bypass Indicator	Yes	Yes	Yes	Yes	No	Yes	Yes
Fuel Control	Honeywell (Bendix) Supervisory	Triumph PECS FADEC	Triumph PECS FADEC	Triumph PECS FADEC	Triumph PECS FADEC	Triumph PECS FADEC	FADEC dual ch.

M250 SERIES IV

Models C30R/1, C30R/3, C30R/3M, C40B, C47B, C47M, and C47E/4							
Model designation	**C30R/1**	**C30R/3**	**C30R/3M**	**C40B**	**C47B**	**C47M**	**C47E/4**
Power Output Shaft Speed	6,016	6,016	6,016	9,598	6,317	6,016	6317
Gas Producer Rotor RPM @ 100% Speed	49,378	51,000	51,000	51,000	51,000	51,000	49014
Power Turbine Rotor Speed @ 100% Speed	30,650	30,650	30,650	30,908	32,183	30,650	32183
Oils	Mil-L-7808 MIL-PRF-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-PRF-23699 / AS5708
Type Certificate Number	E1GL	E1GL/Rev14	E1GL/Rev20	E1GL/Rev12	E1GL/Rev12	E1GL/Rev13	E1GL, R30
Engine Envelope Dimensions L/W/H Inches	43.2 22.0 25.7	43.198 21.996 25.715	43.198 21.996 25.715	43.198 21.996 25.130	43.198 21.996 25.715	43.198 21.996 25.715	43.198 21.996 25.715
N2 Overspeed Electronic Control	Yes	IN FADEC	IN FADEC	IN FADEC	IN FADEC	IN FADEC	In FADEC
Bleed Valve Vented to Exhaust Collector	No	No	Yes	Yes	Yes	Yes	Yes
Directional Rotation (N1/N/2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	One	One	One	Two	One	One	One
OMM	14W2RU	CSP21003	CSP22001	CSP21000	CSP21001	CSP21004	CSP21017
IPC	14W4RU	CSP23003	CSP23003	CSP23001	CSP23001	CSP23001	CSP23011
Engine Installation Drawing	23056119	23066691	230669723	23062083	23061950	23065802	M250-10762
Electrical Connection Drawing	23005202	23065577	23071785	23061 846	23062550	23064232	M250-10800

SIGNIFICANT FACTS ABOUT THE M250

Current module TBOs* (hours)					
Module	**C20/C20R Series**	**B17/B17F Series**	**C28B/C30**	**C40/C47**	**C47E/4**
Compressor	3500	3500	On condition	On condition	On condition
Gearbox	On condition	On condition	On condition	On condition	On condition
Turbine	3500*	3500*	1500/2000	1750/2000	2000/4000
Prop gearbox		On condition†			NA
* 1750 hr hot section maintenance					NA
† “D” and “F” prop box, 2000 hours					NA

Component parts life limits* (hours/cycles)					
Part	**C20 Series - B17 Series**	**C20R Series B17F Series**	**C28 Series**	**C30 Series C30R/3**	**C40B C47B, C47E**
Compressor wheel life	see OMM for application P/N	7500/15,000			NA
Impeller	3550/9150	7500/15,000	10,000/20,000	12,500/25,000	7500/15,000 7500/15,000 7500/15,000
1st stage turbine wheel	1775/3000	1775/3000	1550/3000	2025/3000 1775/2000	1775/3000 2025/3000 2025/3000
2nd stage turbine wheel	1775/3000	1775/3000	1550/3000	2025/3000	1775/3000 2025/3000 2025/3000
3rd stage turbine wheel	4550/6000	4550/6000	4550/6000	4550/6000 4550/4500	4550/6000 4550/6000 4550/6000
4th stage turbine wheel	4550/6000	4550/6000	4550/6000	4550/6000	4550/6000 4550/6000 4550/6000

SIGNIFICANT FACTS ABOUT THE M250

Production and accrued flight hours as of 12/31/2025				
	Designation	**Type**	**Total Engine Production**	**Cumm Flight Hours thru 31-Dec-2025**
Series I	B15/B15G	turboprop	95	409,865
	T63-A-5/A	turboshaft	2,515	9,896,750
	C18/T63-A-700	turboshaft	3,895	27,328,185
Series II	B17/B17F (all)	turboprop	1,642	14,014,282
	C20/T63-A-720 (all)	turboshaft	15,846	161,851,448
	C20R (all)	turboshaft	1,107	8,713,908
Series III	C28 (all)	turboshaft	879	9,380,655
Series IV	C30 (all)	turboshaft	3,821	36,983,983
	C40B	turboshaft	305	2,614,809
	C47 (all)	turboshaft	2,325	20,080,340
	Total		**32,430**	291,274,225

Production and accrued flight hours as of 12/31/2025				
	Designation	**Type**	**Total Engine Production**	**Accumulated Flight Hours**
Initial	250-300A1	turboshaft	1,540	2,186,793

COMMONLY REFERENCED CSL LISTINGS

Title	C18	C20	C20R	C28	C30	C40	C47	B15	B17	B17F
M250 General Information	CSL 1	CSL 1001	CSL 4001	CSL 2001	CSL 3001	CSL 5049	CSL 6049	TP CSL 1	TP CSL 1001	TP CSL 1002
M250 Reporting	CSL 76	CSL 1036	CSL 4039	CSL 2020	CSL 3016	CSL 5003	CSL 6003	TP CSL 14	TP CSL 1018	TP CSL 2053
Lubrication System Troubleshooting	CSL 99	CSL 1082	CSL 4048	CSL 2013	CSL 3011	CSL 5001	CSL 6021	TP CSL 39	TP CSL 1050	TP CSL 2032
CEB Classification	CSL 132	CSL 1123	CSL 4010	CSL 2072	CSL 3074	CSL 5014	CSL 6002	TP CSL 67	TP CSL 1086	TP CSL 2045
Contamination Removal (water rinse) Instructions	CSL 141	CSL 1135	CSL 4018	CSL 2082	CSL 3085	CSL 5017	CSL 6004	TP CSL 76	TP CSL 1095	TP CSL 2004
M250 Designations	CSL 173	CSL 1170	CSL 4042	CSL 2117	CSL 3120	CSL 5034	CSL 6034	TP CSL 103	TP CSL 1123	TP CSL 2021
Use of High Thermal Stability	CSL 203	CSL 1208	CSL 4083	CSL 2150	CSL 3159	CSL 5058	CSL 6059	TP CSL 133	TP CSL 1162	TP CSL 2075
Hot Corrosion - Sulfidation	CSL 205	CSL 1210	CSL 4084	CSL 2152	CSL 3161	CSL 5060	CSL 6061	TP CSL 134	TP CSL 1163	TP CSL 2076
Troubleshooting Guide-Honeywell Controls	CSL 190	CSL 1192	CSL 4086	CSL 2136	CSL 3142					

RR300 OWNER/OPERATOR QUICK REFERENCE GUIDE

300 OWNER/OPERATOR QUICK REFERENCE GUIDE

FAST Website Is an all-in-one IT Tool that encompasses the Service and Support of the RR300	
Description	**How**
User Account Request	**URL: https://FAST.aeromanager-online .com** - Click I agree > Go to Login > To Register for FAST, click here to request an account - Fill out Form - Note: Use Export Control License: NLR 9E8991
Technical Manuals	**Technical Publications are located in FAST>iWarranty>Service Hub>Document Management>Document Administration>RR300 Operator Technical Publications** - Operation & Maintenance Manual (OMM) - Line Illustrated Parts Catalog (UPC) - Engine Maintenance Manual (EMM) Owner/Operator
Technical Manuals in CD format	**Manuals in CD Format and Revision Service may be purchased through Boeing (important: revision service must be purchased prior to CD expiration to avoid additional expense).**
Bulletins	**Public Epubs - log into FAST>Public Epubs>RR300 Engine Series** - Service Bulletins (SB) - Notice to Operator(NTO) - Parts Information Letter (PIL)
How To Manuals	**How to Manuals are located in FAST>iWarranty>Service Hub>Document Management> Document Administration>RR300 Operator Information.** - EMU Uploads - Field Service Reports (Event Reporting) - Operating Reports - Warranty Requests - Warranty Claims
Warranty Claims Processing For an event that is within the Warranty period	**1. Complete a Warranty Request - this will ensure that the event is applicable and covered . (if returning the part back to Boeing for credit , attach a copy of the approved Warranty Request).** **2. For reimbursement of work completed at your facility, please refer to Warranty Claims how to manual.**
In the event that additional information is required	**Review your Service Center Contract and Policy Manual Policy Manual located:** log into FAST > iWarranty > Document Management > Document Administration > Policy Manual > RR300 > SC Policy Manual
Polices & Procedures	
In the event that additional information is required	**Review your Service Center Contract and Policy Manual Policy Manual located:** log into FAST > iWarranty > Document Management > Document Administration > Policy Manual > RR300 > SC Policy Manual

300 OWNER/OPERATOR QUICK REFERENCE GUIDE

EMU (Engine Monitoring Unit)	
Technical Support - For clarification of Technical Manual material, and assistance with troubleshooting	DDU software is included with the new aircraft; the software should be installed per installation instructions. The software is only compatible with Microsoft Windows. Apple computers - please install software that emulates the Windows Environment. *A standard USB cable (square-end to rectangle end) is required to connect via the aircraft connector.
EMU (Engine Monitoring Unit)	
Uploading an EMU File	**Summary Report (current snapshot) and Flight History (complete History) - Log into FAST>Upload Center>Select files** *When submitting a flight history data file for an engine exceedance, notify Rolls-Royce Customer Support at helicoptercustsupp@rolls-royce.com for review.
Engine Training	
As needed by the Service Center to perform approved maintenance tasks. Customer & Product Training on the Web	**1. Rolls-Royce Customer Training - Contact Customer Support 2. FAST - in Public Epubs > General > RR300 Training Courses 3. FAST- in Public Epubs > RR300> NTO > NTO RR300-021 http://www.rolls-royce.com/customers/civil-aerospace/customer-training.aspx**
Parts Ordering	
To restock inventory, purchase for an operator, or procure for a repair/ warranty event	**To restock inventory, purchase for an operator, or procure for a repair/ warranty event**
Technical Support - For clarification of Technical Manual materia l, and assistance with troubleshooting	
Rolls-Royce Regional Manager Rolls-Royce Customer Support	**Rolls-Royce Regional Manager Rolls-Royce Customer Support**

WARRANTIES

UNIVERSAL M250 & RR300 NEW ENGINE LIMITED WARRANTY

Rolls-Royce Corporation issues the following express Limited Warranty for all new Aircraft OEM installed engines and new spare engines, subject to the following terms, conditions and limitations:

1. What is Covered: This Limited Warranty covers the costs of material and in-shop labor to repair (or replace at Rolls-Royce's sole option) any M250 or RR300 engine which has failed or malfunctioned during the warranty period as a result of a defect in material or workmanship under normal use and service, or as a result of a nonconformity of the engine at the time of delivery to the Purchaser with the engine specifications in effect at the time of manufacture by Rolls-Royce. THIS IS A LIMITED WARRANTY, AS DEFINED IN SECTION 7.

2. Who is Covered: Anyone who purchases a new aircraft from an aircraft manufacturer (or the aircraft manufacturer's dealer) which is equipped with a new Rolls-Royce M250 or RR300 engine, or anyone who purchases a new M250 or RR300 spare engine from Rolls-Royce or Rolls-Royce's authorized distributor is entitled to coverage under this Limited Warranty. This warranty is transferable, subject to the terms herein and at the discretion of Rolls-Royce.

3. Warranty Period: The term of this Limited Warranty expires upon the first occurrence of any of the following events:

- One thousand (1,000) hours of operation (as defined in the engine Operations and Maintenance Manual)
- Three thousand (3,000) cycles (as defined in the engine Operations and Maintenance Manual)
- Twenty-Four (24) calendar months from the date of delivery to the Purchaser
- Forty-Eight (48) calendar months from the date of delivery of the engine to the Aircraft Manufacturer or Rolls-Royce authorized distributor

NOTE: As a Customer Option, a twelve (12) month warranty extension can be purchased from the Rolls-Royce Warranty Administrator. If interested, contact information is given in Section 4(a).

Following any repair which is covered by the terms of this Limited Warranty, the engine shall have only the portion of the warranty period remaining from the date/time in which Limited Warranty was first issued. The warranty period is not extended following any such covered repair.

4. Obtaining Warranty Authorization for Repairs:

a) To obtain warranty authorization for repairs the Purchaser, or a Rolls-Royce authorized FIRST Network facility or Rolls-Royce field support personnel (on behalf of Purchaser), must send written notification to Rolls-Royce of any warranty claim within thirty (30) days after the alleged defect or nonconformity is discovered, or in the exercise of ordinary diligence should have been discovered. Notification must be to the Rolls-Royce Warranty Administrator via the Internet, Email, Telephone, or Mail contacts below. The Warranty Administrator will verify that the engine is within its warranty period and is eligible for warranty, and then issue a warranty authorization number (to track the repair) to the Purchaser and FIRST Network facility.

Internet: https://fast.aeromanager-online.com
Email: FAST@Rolls-Royce.com
(email for warranty authorization)
Helicoptercustsupp@rolls-royce.com
(email for technical questions)
Telephone: (USA) 317-230-2720

Mail: Rolls-Royce Corporation
450 South Meridian Street
Speed Code MC-NB-04-08
Indianapolis, IN 46225-1103 USA

The Purchaser may choose any Rolls-Royce authorized FIRST Network facility for the warranty repair.

b) The Purchaser should not disassemble an engine into modules, or remove parts from the engine without Rolls-Royce's prior authorization. Modules and parts may only be removed from engines by individuals who are authorized by Rolls-Royce to perform this work. Engines/modules/parts must be shipped in accordance with published Rolls-Royce procedures.

c) The Rolls-Royce authorized FIRST Network repair facility selected by Purchaser must receive the engine/module/part within ninety (90) days after the written notification of defect is sent. The Purchaser is responsible for transportation charges to and from the FIRST Network repair facility.

d) The Purchaser may not obtain warranty coverage for used parts or LRUs via Rolls-Royce's authorized parts distributor (Boeing Distibution Inc. - BDI). Only new, zero-time parts purchased directly from BDI may be returned to BDI for warranty credit. Used parts and LRUs must be processed for warranty via a Rolls-Royce authorized FIRST Network facility.

e) Rolls-Royce shall be the sole decision maker about whether there is a defect in material or workmanship under normal use and service or a nonconformity of the engine at the time of delivery to the Purchaser with the specifications in effect at the time of manufacture by Rolls-Royce.

f) In the event the warranty claim is denied, the Purchaser may be given the option to pay the Rolls-Royce authorized repair facility to make the necessary repairs. If the Purchaser chooses not to proceed with the repairs, the Purchaser is responsible for coordinating the return of the engine/module/part at its sole expense.

5. Other Warranties: Select accessory manufacturers (summarized below) provide warranty for their product that fall within the Rolls-Royce New Engine Limited Warranty. The Rolls-Royce FIRST Network is authorized to work directly with these manufacturers to process warranty claims. Rolls-Royce will work with the FIRST Network shops in enforcing these manufacturer warranties. In the event the accessory manufacturer's warranty coverage is less than the Rolls-Royce New Engine Limited Warranty, the Rolls-Royce New Engine Limited Warranty will cover the expense of qualified repairs.

- Honeywell: Fuel Control Units, Power Turbine Governors, Double Check Valves (Series II, RR300)
- Woodward: Prop Governors and Overspeed Governors (Series II turboprop)
- Triumph Engine Controls: Engine Control Units, Hydro-Mechnical Units (Series IV)
- Triumph Engine Controls: Fuel Pumps (all models)
- Collins (Delavan): Fuel Nozzles (all models)
- Collins: Electronic Engine Controls, Fuel Metering Units, Fuel Pump Power Units (C47E Series)
- Skurka Aerospace: Starter-Generators, Generator Contols Units (RR300)

6. What is NOT Covered: This Limited Warranty covers only the items expressly provided herein. Items not covered include:

a) Any malfunction, defect, or nonconformity discovered or reported after the expiration of the warranty period.

b) Future performance (SHP, TOT margin) of the engine following repair is not warranted/guaranteed.

c) Consumables, including the following:
- External seals (e.g. gearbox lip seals)
- Oil, fuel, and air filters
- Gaskets, washers, o-rings, etc.
- Small external parts, such as nuts, bolts, clamps, etc.
- Oils, lubricants, sealants, etc.

d) Labor associated with removal and installation of the engine, engine module, engine accessory, or engine LRUs.

e) Labor associated with all troubleshooting of engine, accessories, and LRUs.

f) Labor associated with all line maintenance and inspections (both scheduled and unscheduled) for the engine, accessories, and LRUs.

g) Transportation charges and any other surcharges, import taxes, duties, handling fees, or other fees that may be levied in transporting an engine, accessory, or LRU to or from a Rolls-Royce designated repair facility.

h) FAA mandated life limits (FH and cycles) listed in Chapter 5 of each engine model's Operation & Maintenance Manual are not guarantees, and therefore are not covered by this limited warranty.

i) Foreign object damage (FOD) in operation, transit, or in storage.

j) Failures, malfunctions, or non-conformities of the engine attributable in whole or in part due to:
- The failure to store, preserve, install, operate, maintain, repair or replace the engine or modules/parts in accordance with applicable recommendations by Rolls-Royce.
- Acts of God, combat damage, misuse, corrosion, erosion, neglect or accident.
- The alteration of an engine/module/part which is not in accordance with published Rolls-Royce procedures.
- The use of parts or components not manufactured by Rolls-Royce or installed by a Rolls-Royce authorized repair facility. modules or parts which have been repaired by someone other than a Rolls-Royce authorized repair facility.

k) Parts which are replaced as a result of the purchaser's elected maintenance or as a result of the purchaser's decision to transfer modules, accessories or parts. These decisions by the purchaser can cause premature exposure in these or other parts which must be replaced based upon applicable Rolls-Royce published inspection criteria and are not covered by this Limited Warranty. Any change to the engine configuraton (modules, accessories, or parts) without pre-approval by the Rolls-Royce Warranty Adminstrator will void this engine limited warranty

7. Legal Terms and Conditions:

a) **LIMITATION OF WARRANTIES: THIS WARRANTY IS GIVEN EXPRESSLY AND IN PLACE OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE. THERE ARE NO UNDERSTANDINGS, AGREEMENTS, REPRESENTATIONS, OR WARRANTIES NOT SPECIFIED HEREIN.**

b) The obligations of Rolls-Royce under this Limited Warranty are limited to the repair of the engine as provided herein. In no event, whether as a result of breach of contract or warranty, alleged negligence, or otherwise, shall Rolls-Royce be subject to liability for incidental, consequential, indirect, special or punitive damages of any kind, including without limitation to damage to the engine, airframe or other property, commercial losses, lost profits, loss of use, grounding of engines or aircrafts, inconvenience, loss of time, cost of capital, cost of substitute equipment, downtime, claims of customers, or changes in retirement lives and overhaul periods.

c) This Limited Warranty, the obligations of Rolls-Royce and the rights and remedies of the Purchaser set forth in this Limited Warranty are exclusive and are expressly in lieu of and the Purchaser hereby waives and releases all other obligations, representations or liabilities, express or implied, arising by law in contract, tort (including negligence or strict liability) or otherwise, including but not limited to any claims arising out of, connected with or resulting from the performance of this Limited Warranty or from the design, manufacture, sale, repair, lease or use of the product, any component thereof and services delivered or rendered hereunder or otherwise. Any additional or different liabilities assumed by Rolls-Royce must be contained in a written document signed by the President or Chief Operating Officer of Rolls-Royce.

d) In no event shall the liability of Rolls-Royce arising under this Limited Warranty exceed the price of the product or service which gives rise to the claim.

e) To the extent that applicable law does not permit certain limitations set forth in this Limited Warranty, such limitations shall not be applied or invoked. Nothing in this Limited Warranty will be interpreted to disclaim liability of Rolls-Royce for gross negligence or willful misconduct.

f) Rolls-Royce's failure to enforce any of the terms or conditions stated herein shall not be construed as a waiver of such provision or of any other terms and conditions of this Limited Warranty.

g) If any one or more of the provisions contained in this Limited Warranty shall be invalid, illegal or unenforceable in any respect, the validity, legality or enforceability of the remaining provisions contained therein shall not in any way be affected or impaired thereby.

h) This Limited Warranty shall be construed and interpreted in accordance with the laws of the State of Indiana, without reference to its choice of law rules. Accordingly, parties expressly agree that the United Nations Convention on Contracts for the International Sale of Goods does not apply to this Limited Warranty.

i) Any controversy or claim arising out of or relating to this Limited Warranty or breach thereof shall be litigated only in the Circuit or Superior Courts of Marion County, Indiana or the United States District Court for the Southern District of Indiana, Indianapolis Division. In connection with the foregoing, the Purchaser consents to the jurisdiction and venue of such courts and expressly waives any claims or defenses of lack of jurisdiction or proper venue by such courts.

The preceding paragraphs of this document set forth the sole and exclusive remedies for all claims based on failure of, or defects in, the goods provided under this contract. Whether the failure or defect arises before or during the warranty period and whether a claim, however instituted, is based on contract, indemnity, warranty (including the warranty against redhibitory defects), tort (including negligence), strict liability or otherwise. The foregoing warranties are exclusive and are in lieu of all other warranties and guarantees, whether written, oral, implied or statutory (including the warranty against redhibitory defects). No implied statutory warranty of merchantability or fitness for a particular purpose shall apply.

UNIVERSAL M250 & RR300 SPARE PART/MODULE LIMITED WARRANTY

Rolls-Royce Corporation issues the following express Limited Warranty for all new spare parts and modules, subject to the following terms, conditions and limitations:

1. What is Covered: This Limited Warranty covers the costs of material and in-shop labor to repair (or replace at Rolls- Royce's sole option) any M250 or RR300 spare part or module which has failed or malfunctioned during the warranty period as a result of a defect in material or workmanship under normal use and service, or as a result of a nonconformity of the spare part or module at the time of delivery to the Purchaser with the specifications in effect at the time of manufacture by Rolls-Royce. THIS IS A LIMITED WARRANTY, AS DEFINED IN SECTION 7.

2. Who is Covered: Anyone who purchases a new Rolls-Royce M250 or RR300 spare part or module from Rolls-Royce's authorized distributor or a FIRST Network facility is entitled to coverage under this Limited Warranty. This warranty is transferable, subject to the terms herein and at the discretion of Rolls-Royce

3. Warranty Period: The term of this Limited Warranty expires upon the first occurrence of any of the following events:

- One thousand (1,000) hours of operation (as defined in the engine Operations and Maintenance Manual)
- Twenty-Four (24) calendar months from the date of delivery to the Purchaser from a Rolls-Royce authorized distributor or FIRST Network facility.

Following any repair which is covered by the terms of this Limited Warranty, the part or module shall have only the portion of the warranty period remaining from the date/time in which Limited Warranty was first issued. The warranty period is not extended following any such covered repair.

LIMITATION OF WARRANTIES: THIS WARRANTY IS GIVEN EXPRESSLY AND IN PLACE OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE. THERE ARE NO UNDERSTANDINGS, AGREEMENTS, REPRESENTATIONS, OR WARRANTIES NOT SPECIFIED HEREIN.

4. Obtaining Warranty Authorization for Repairs/ Replacements:

a) To obtain warranty authorization for repairs/replacements the Purchaser, or a Rolls-Royce authorized FIRST Network facility or Rolls-Royce field support personnel (on behalf of Purchaser), must send written notification to Rolls-Royce of any warranty claim within thirty (30) days after the alleged defect or nonconformity is discovered, or in the exercise of ordinary diligence should have been discovered. Notification must be to the Rolls-Royce Warranty Administrator via the Internet, Email, Telephone, or Mail contacts below. The Warranty Administrator will verify that the part or module is within its warranty period and is eligible for warranty, and then issue a warranty authorization number (to track the repair/replacement) to the Purchaser and FIRST Network facility If a part was purchased new from a Rolls-Royce authorized distributor or FIRST Network facility, proof of purchase (receipt) showing the date of purchase will be required.

Internet: https://fast.aeromanager-online.com
Email: FAST@Rolls-Royce.com
(email for warranty authorization)
Helicoptercustsupp@rolls-royce.com
(email for technical questions)
Telephone: (USA) 317-230-2720

Mail: Rolls-Royce Corporation
450 South Meridian Street
Speed Code MC-NB-04-08
Indianapolis, IN 46225-1103 USA

The Purchaser may choose any Rolls-Royce authorized FIRST Network facility for the warranty repair or part replacement.

b) The Purchaser should not disassemble modules without Rolls-Royce's prior authorization. Modules and parts may only be removed from engines by individuals who are authorized by Rolls-Royce to perform this work. Modules and parts must be shipped in accordance with published Rolls-Royce procedures.

c) The Rolls-Royce authorized FIRST Network facility selected by Purchaser must receive the module or part within ninety (90) days after the written notification of defect is sent. The Purchaser is responsible for transportation charges to and from the FIRST Network repair facility.

d) The Purchaser may not obtain warranty coverage for used parts or modules via Rolls-Royce's authorized parts distributor (Boeing Distibution Inc. - BDI). Only new, zero-time parts purchased directly from BDI may be returned to BDI for warranty credit. Used parts and modules must be processed for warranty via a Rolls-Royce authorized FIRST Network facility.

e) Rolls-Royce shall be the sole decision maker about whether there is a defect in material or workmanship under normal use and service or a nonconformity of the part or module at the time of delivery to the Purchaser with the specifications in effect at the time of manufacture by Rolls-Royce.

f) In the event the warranty claim is denied, the Purchaser may be given the option to pay the Rolls-Royce FIRST Network facility to make the necessary repairs or part replacement. If the Purchaser chooses not to proceed with the repair or replacement, the Purchaser is responsible for coordinating the return of the module or part at its sole expense.

5. Other Warranties: Select accessory manufacturers (summarized below) provide warranty for their product that fall within the Rolls-Royce Spare Part/Module Limited Warranty. The Rolls-Royce FIRST Network is authorized to work directly with these manufacturers to process warranty claims. Rolls-Royce will work with the FIRST Network shops in enforcing these manufacturer warranties. In the event the accessory manufacturer's warranty coverage is less than the Rolls-Royce Limited Warranty Period (Section 3), the Rolls-Royce Spare Part/Module Limited Warranty will cover the expense of qualified repairs.

- Honeywell: Fuel Control Units, Power Turbine Governors, Double Check Valves (Series II, RR300)
- Woodward: Prop Governors and Overspeed Governors (Series II turboprop)
- Triumph Engine Controls: Engine Control Units, Hydro-Mechnical Units (Series IV)
- Triumph Engine Controls: Fuel Pumps (all models)
- Collins (Delavan): Fuel Nozzles (all models)
- Collins: Electronic Engine Controls, Fuel Metering Units, Fuel Pump Power Units (C47E Series)
- Skurka Aerospace: Starter-Generators, Generator Contols Units (RR300)

6. What is NOT Covered: This Limited Warranty covers only the items expressly provided herein. Items not covered include:

a) Any malfunction, defect, or nonconformity discovered or reported after the expiration of the warranty period.

b) Future performance (SHP, TOT margin) of the engine following part replacement or part/module repair is not warranted/guaranteed.

c) Consumables, including the following:
- External seals (e.g. gearbox lip seals)
- Oil, fuel, and air filters
- Gaskets, washers, o-rings, etc.
- Small external parts, such as nuts, bolts, clamps, etc.
- Oils, lubricants, sealants, etc.

d) Labor associated with removal and installation of the engine, engine module, engine accessory, or engine LRUs.

e) Labor associated with all troubleshooting of engine, accessories, and LRUs.

f) Labor associated with all line maintenance and inspections (both scheduled and unscheduled) for the engine, accessories, and LRUs.

g) Transportation charges and any other surcharges, import taxes, duties, handling fees, or other fees that may be levied in transporting an engine, accessory, or LRU to or from a Rolls-Royce designated repair facility.

h) FAA mandated life limits (FH and cycles) listed in Chapter 5 of each engine model's Operation & Maintenance Manual are not guarantees, and therefore are not covered by this limited warranty.

i) Foreign object damage (FOD) in operation, transit, or in storage.

j) Failures, malfunctions, or non-conformities of an engine, module, and associated parts attributable in whole or in part due to:

- The failure to store, preserve, install, operate, maintain, repair or replace the engine or modules/parts in accordance with applicable recommendations by Rolls-Royce.
- Acts of God, combat damage, misuse, corrosion, erosion, neglect or accident.
- The alteration of an engine/module/part which is not in accordance with published Rolls-Royce procedures.
- The use of parts or components not manufactured by Rolls-Royce or installed by a Rolls-Royce authorized repair facility.
- The use of modules or parts which have been repaired by someone other than a Rolls-Royce authorized repair facility.

k) Parts which are replaced as a result of the purchaser's elected maintenance or as a result of the purchaser's decision to transfer modules, accessories or parts. These decisions by the purchaser can cause premature exposure in these or other parts which must be replaced based upon applicable Rolls-Royce published inspection criteria and are not covered by this Limited Warranty. Any change to the engine configuraton (modules, accessories, or parts) without pre-approval by the Rolls-Royce Warranty Adminstrator will void this engine limited warranty.

7. Legal Terms and Conditions:

a) LIMITATION OF WARRANTIES: THIS WARRANTY IS GIVEN EXPRESSLY AND IN PLACE OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE. THERE ARE NO UNDERSTANDINGS, AGREEMENTS, REPRESENATIONS, OR WARRANTIES NOT SPECIFIED HEREIN.

b) The obligations of Rolls-Royce under this Limited Warranty are limited to the repair of the engine as provided herein. In no event, whether as a result of breach of contract or warranty, alleged negligence, or otherwise, shall Rolls-Royce be subject to liability for incidental, consequential, indirect, special or punitive damages of any kind, including without limitation to damage to the engine, airframe or other property, commercial losses, lost profits, loss of use, grounding of engines or aircrafts, inconvenience, loss of time, cost of capital, cost of substitute equipment, downtime, claims of customers, or changes in retirement lives and overhaul periods.

c) This Limited Warranty, the obligations of Rolls-Royce and the rights and remedies of the Purchaser set forth in this Limited Warranty are exclusive and are expressly in lieu of and the Purchaser hereby waives and releases all other obligations, representations or liabilities, express or implied, arising by law in contract, tort (including negligence or strict liability) or otherwise, including but not limited to any claims arising out of, connected with or resulting from the performance of this Limited Warranty or from the design, manufacture, sale, repair, lease or use of the product, any component thereof and services delivered or rendered hereunder or otherwise. Any additional or different liabilities assumed by Rolls-Royce must be contained in a written document signed by the President or Chief Operating Officer of Rolls-Royce.

d) In no event shall the liability of Rolls-Royce arising under this Limited Warranty exceed the price of the product or service which gives rise to the claim.

e) To the extent that applicable law does not permit certain limitations set forth in this Limited Warranty, such limitations shall not be applied or invoked. Nothing in this Limited Warranty will be interpreted to disclaim liability of Rolls-Royce for gross negligence or willful misconduct.

f) Rolls-Royce's failure to enforce any of the terms or conditions stated herein shall not be construed as a waiver of such provision or of any other terms and conditions of this Limited Warranty.

g) If any one or more of the provisions contained in this Limited Warranty shall be invalid, illegal or unenforceable in any respect, the validity, legality or enforceability of the remaining provisions contained therein shall not in any way be affected or impaired thereby.

h) This Limited Warranty shall be construed and interpreted in accordance with the laws of the State of Indiana, without reference to its choice of law rules. Accordingly, parties expressly agree that the United Nations Convention on Contracts for the International Sale of Goods does not apply to this Limited Warranty.

i) Any controversy or claim arising out of or relating to this Limited Warranty or breach thereof shall be litigated only in the Circuit or Superior Courts of Marion County, Indiana or the United States District Court for the Southern District of Indiana, Indianapolis Division. In connection with the foregoing, the Purchaser consents to the jurisdiction and venue of such courts and expressly waives any claims or defenses of lack of jurisdiction or proper venue by such courts.

The preceding paragraphs of this document set forth the sole and exclusive remedies for all claims based on failure of, or defects in, the goods provided under this contract. Whether the failure or defect arises before or during the warranty period and whether a claim, however instituted, is based on contract, indemnity, warranty (including the warranty against redhibitory defects), tort (including negligence), strict liability or otherwise. The foregoing warranties are exclusive and are in lieu of all other warranties and guarantees, whether written, oral, implied or statutory (including the warranty against redhibitory defects). No implied statutory warranty of merchantability or fitness for a particular purpose shall apply.

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