2017 FIRST network
M250 Directory

Rolls-Royce

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Rolls-Royce M250 Support Team

Rolls-Royce

Rolls-Royce Leadership Team

John Schroeder
Director of Helicopter and Light Turboprop Engines - M250, RR300, CTS800

p: +1 (317) 230-8452
c: +1 (317) 590-3610
e: john.m.schroeder@rolls-royce.com

Jason Propes
Senior Vice President - Helicopters and Light Turboprop Customer Business

p: +1 (317) 373-8290
c: +1 (317) 230-2803
e: jason.r.propes@rolls-royce.com

Gerald Shelton
Helicopters Service Executive

Phone: +1 317 230-3331
Mobile: +1 317 292-1039
Gerald.Sheldon@Rolls-Royce.com

Jim Payton
Regional Vice President for Helicopter and Light Turboprop engines

p: +1 (317) 230-3242
jim.e.payton@rolls-royce.com

Scott Ames
Program Executive, M250/RR300 Engines

p: +1 (317) 230-4805
c: +1 (317) 294-0045
e: scott.l.ames@rolls-royce.com

Tim McGrath
Regional Vice President for Helicopter and Light Turboprop engines

p: +1 (317) 230-5985
c: +1 (317) 258-3063
e: tim.j.mcgrath@rolls-royce.com

Gurdip Punni
Regional Vice President for Helicopter and Light Turboprop engines

c: +44 (0) 7854 201303
e: gurdip.punni@rolls-royce.com

Roy Griffin
Regional Vice President for Helicopter and Light Turboprop Engines

p: +1 (317) 230-5162
e: roy.griffin@rolls-royce.com

Rolls-Royce Aftermarket Services

Gerald Shelton
Helicopters Service Executive

p: +1 317 230-3331
c: +1 317 292-1039
e: gerald.sheldon@rolls-royce.com

Rege Hall
Customer Service Senior Manager

p: +1 (317) 230-2716
c: +1 (317) 250-4767
e: rege.e.hall@rolls-royce.com

Larry Norris
Aftermarket Program Manager M250/RR300

p: 1(317)230-6464
c: 1(317)496-6576
e: larry.d.norris@rolls-royce.com

Lawrence P. Mann
Helicopter Aftermarket Growth Manager

c: +1 (317) 340-2165
e: lawrence.p.mann@rolls-royce.com

Randy Weber
Aftermarket Program Manager
Military Programs

p: +1 (317) 230-3074
c: +1 (256) 724-2183
e: randy.weber@rolls-royce.com

Laurie Bingham
TotalCare Manager

p: +1 (317)230-8856
c: +1 (317)230-1338
e: Laurie.Bingham@rolls-royce.com

Francine Robertson
Senior Warranty & Data Systems Manager

p: +1 (317) 230-5754
c: +1 (317) 514-6209
e: francine.g.robertson@rolls-royce.com

Jennifer Piercey
TotalCare Analyst/
Warranty & Data Superuser

p: +1 (317) 230-5074
c: +1 (317) 224-3477
e: jennifer.l.piercey@rolls-royce.com

Rolls-Royce First Network

Scott Baier
Maintance Repair & Overhaul MRO Services Manager M250/RR300

p: +1 (317) 230-6142
c: +1 (317) 523-6804
e: scott.baier@rolls-royce.com

Angela N. Smith
Helicopter Service Network Administrator

p: +1 (317) 860-2591
e: angela.smith2@rolls-royce.com

Nancy Harns
FAST Administrator

p: +1 (317) 230-8282
c: +1 (317) 319-6514
e: nancy.harns@rolls-royce.com

Alan Kemper
TotalCare Support Manager

e: alan.kemper@rolls-royce.com

Corey Short
M250 Service Network Manager

p: +1 (317) 230-5548
e: corey.short@rolls-royce.com

Rolls-Royce Customer Services

Rege Hall
Customer Service Senior Manager

p: +1 (317) 230-2716
c: +1 (317) 250-4767
e: rege.e.hall@rolls-royce.com

Ben Kesler
Senior Customer Service Manager

p: +1 (317) 230-4003
c: +1 (317) 681-4559
e: benjamin.w.kesler@rolls-royce.com

David Miller
Customer Service Manager

p: +1 (317) 230-5126
c: +1 (317) 363-1484
e: david.miller1@rolls-royce.com

Brian Beeson
Customer Service Repair Manager

p: +1 (317) 230-2726
c: +1 (317) 209-5814
e: brian.beeson@rolls-royce.com

Terry Wolfe
Customer Service Manager

p: +1 (317) 230-6160
c: +1 (317) 681-4579
e: terry.wolfe@rolls-royce.com

Nichole Owens
Campaign Manager

p: +1 (317) 860-2562
e: nichole.owens@rolls-royce.com

Rob Good
M250 Heavy Repair Coordinator

p: +1 (317) 230-5667
c: +1 (317) 460-2684
e: robert.good@rolls-royce.com

David Parker
M250 Heavy Repair Coordinator

p: +1 (317) 230-5771
e: david.parker6@rolls-royce.com

Rolls-Royce Customer Services

CUSTOMER SUPPORT

General access: +1 (317) 230-2720

Contact information:

Toll-free (North America): +1 (888) 255-4766
Phone: +1 (317) 230-2720
Fax: +1 (317) 230-1422
Email: helicoptercustsupp@rolls-royce.com

Rolls-Royce Military Services

Randy Weber
Aftermarket Program Manager
Military Programs

p: +1 (317) 230-3074
c: +1 (256) 724-2183
e: randy.weber@rolls-royce.com

Lisabeth Maurer
Customer Support Manager- Military

p: +1 (317) 230-8559
c: +1 (317) 319-7190
e: lisabeth.maurer@rolls-royce.com

Rolls-Royce Civil Field Support

Jim Jackson
Civil Helicopters North America Regional Director - South Korea, Japan & Taiwan

Tel: +1 317 230 6380
Mobile: +1 317 625 8376
e: james.jackson4@rolls-royce.com

Chris Ankrom
Manager, International M250/RR300 - Russia, CIS, Eastern Europe, Middle East

c1: +1 (317) 554-9414
c2: +971 (0) 56 174 6535
e: chris.m.ankrom@rolls-royce.com

Simon Kemp
Regional Manager - Western Europe & Africa

p: +44 (0) 2392 662790
c: +44 (0) 7972 001167
e: simon.kemp@rolls-royce.com

Karim Shaaban
Regional Manager- Lower South America

p: +55 (11) 3539-6364
c: +55 (11) 8465-7374
f: +55 (11) 5083-0486
e: karim.shaaban@rolls-royce.com

Jon Holien
Regional Manager - Robinson Helicopter- California & Hawaii

c: +1 (907) 750.4713
e: jon.holien@rolls-royce.com

Greg Lewis
Regional Manager- Central US

c: +1 (315) 405-5469
e: gregory.lewis@rolls-royce.com

Jia Fei
Regional Manager - China, India, Asia

p: +86 10 8565 5199
c: +86 138 1064 3357
f: +86 10 8525 2213
e: fei.jia@rolls-royce.com

Matt Cherviakov
Regional Manager, Australia, New Zealand, Papua New Guinea

p: +61 (0) 7 3886 4429
c: +61 (0) 4 3576 8106
f: +61 (0) 7 3886 4429
e: matthew.cherviakov@rolls-royce.com

Rolls-Royce Civil Field Support

Patrick Mallory
Regional Manager - Mid South US

p: ++1 (817) 280-5687
c: +1 (817) 637-6747
f: +1 (817) 428-1456
e: patrick.j.mallory@rolls-royce.com

Jim Taylor
Regional Manager - Eastern Canada, N.E. USA
TotalCare® Technical Advisor

c: +1 (514)-237-3741
f: +1 (450)-472-2984
e: jim.taylor@rolls-royce.com

Greg Houston
Regional Manager - Western US & Alaska

p: +1 (623) 266-3715
c: +1 (602) 750-1276
f: +1 (623) 266-3715
e: gregory.d.houston@rolls-royce.com

Dave Rollins
Resident Manager Bell Helicopter (OEM),
Regional Manager Central Canada

p: +1 (450) 971-6500 ext.4120
c: +1 (514) 386-7184
e: david.rollins@rolls-royce.com

Carl Landriault
Regional Manager - Southeast US

p: +1 (337) 401-9710
c: +1 (337) 401-9710
e: carl.landriault@rolls-royce.com

Hubert Webster Dominguez
Regional Manager-
Central & Upper South America

e: hubert.websterdominguez@rolls-royce.com
c: +57 318-285-3950

Ben Kesler
Senior Customer Service Manager
IN, MI, & OH

p: +1 (317) 230-4003
c: +1 (317) 681-4559
e: benjamin.w.kesler@rolls-royce.com

Rolls-Royce Regional Customer Training Center

Robert J. (Bob) Hansen
Instructor - M250 Engines

p: +1 (317) 230-8057
e: robert.j.hansen@rolls-royce.com

Jill Jupin
Registrar - M250 Customer Training

p: +1 (317) 230-2586
e: jill.jupin@rolls-royce.com

James Paro
Instructor, Helicopter Engines

p: +1 (317)230-3246
c: +1 (865)323-1710
Fax: +1 (317)230-4444

Rolls-Royce Technical Assistance

Questions regarding technical or operational issues 24 hours a day, seven days a week		
Contact information:	**Mailing address:**	**Shipping address:**
Toll-free (North America): +1 (888) 255-4766	Rolls-Royce Corporation	Rolls-Royce Corporation
Phone: +1 (317) 230-2720	PO Box 420	450 S Meridian Street
Fax: +1 (317) 230-1422	Mail Code: MC-N4-07	Mail Code: MC-N4-07
Email: helicoptercustsupp@rolls-royce.com	Indianapolis, Indiana 46206-0420	Indianapolis, Indiana 46225-1103
	USA	USA

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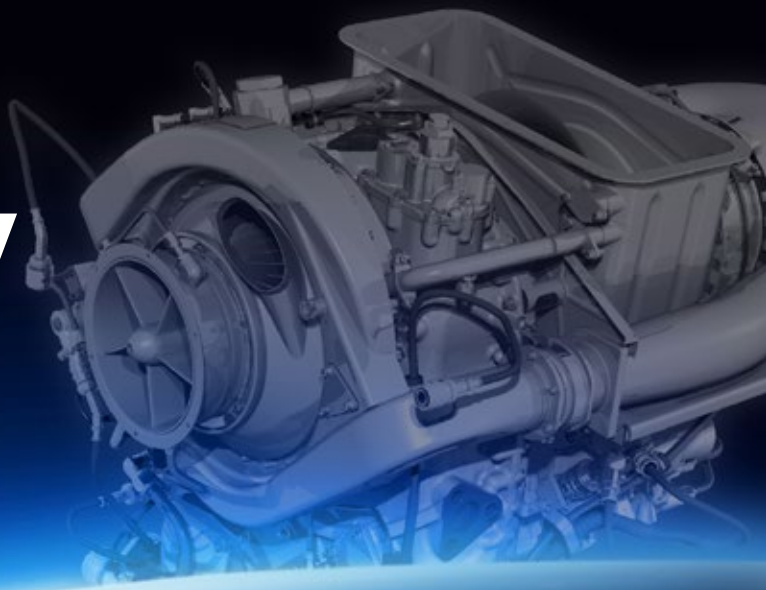

Aviall Leadership Team

Rolls-Royce

Aviall Leadership Team

Sheena Mitchell
Vice President Commercial Engines & Rotor Wing Programs

p: +1 (972)586-1592
c: +1 (770)401-6326
e: smitchell@aviall.com

Ty Genteman
Sr. Manager, Helicopter Programs

p: +1 (972) 586-1585
c: +1 (214) 437-6201
e: tgenteman@aviall.com

Dana Sundell
Director Engine Program Sales

p: +1 (972) 586-1909
c: +1 (817) 228-8009
f: +1 (972) 586-1922
e: dsundell@aviall.com

Doke Strijbosch
Program Manager Engines & Helicopter Programs Western Europe - Israel

p: +356 2137 1692
c: +356 9939 2621
e: doke.strijbosch@aviall.com

Doug Thomson
Program Manager Engines & Helicopter Programs UK - Eastern Europe - Russia

p: +1 (44) 7787 154234
c: +1 (44) 7787 154234
e: doug.thomson@aviall.com

Brenda Lai
Program Manager Engine & Engine Accessories Northern Asia

p: 852-2318-0233
c: 852-9196-7023
e: blai@aviall.com

Sean (E. Chang) Lim
Program Manager Engine & Engine Accessories - Southern Asia and Pacific Rim

p: +65-6542-5420
c: +65-8198-4998
e: sean.lim@aviall.com

George Zambrano
Program Manager Engine & Engine Accessories Central North America and Mexico

c: +1 (954) 347-7339
e: george.zambrano@aviall.com

Aviall Leadership Team

Sergio Zavala
Sr. Program Manager- Engines International Sales

p: +1 (972) 795-8428
c: +1 (972) 795-8428
e: sergio.zavala@aviall.com

Jim Oakes
Program Manager Engine & Engine Accessories Eastern North America

p: +1 (972) 586-5919
c: +1 (469) 964-6027
e: jim.oakes@aviall.com

Shane Farmer
Program Manager-Engines, Western North America

p: +1 (972) 586-1591
c: +1 (214)422-0700
e: sfarmer@aviall.com

Byron Miranda
Engine Program Manager Commercial, Military, & Helicopter Engine Programs Middle East & Indian Sub-continent

c: +1 (971)52 7622275
e: byron.miranda@aviall.com

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Fax: +1 (972) 586-1986
International: +1 (972) 586-1567
Email: 250pubs@aviall.com

Aviall – North American Customer Centers

Location	Phone Number	FAX Number	Address	Manager
Anchorage	1-907-248-4624	1-907-243-4150	4451 Aircraft Drive, Suite C, Anchorage, AK 99502-0906	Jeff Greenwood
Atlanta	1-770-473-1610	1-770-473-1617	574 Airport South Parkway, Suite 200, Atlanta, GA 30349-8604	Gale McCoy
Boston	1-843-706-3527	1-978-851-0682		Sales Support Only
Boston	1-603-429-4488	1-603-429-4499		Sales Support Only
Chicago	1-630-513-9599	1-630-513-6651	3950 Swenson Ave, St. Charles, IL 60174-3446	Lynda Harmison
Cincinnati	1-513-871-6623	1-513-871-0573	4228 Airport Road, Suite 8, Cincinnati, OH 45226-1646	Harold Miller
Dallas	1-972-586-1564	1-972-586-1982	P.O. Box 619048, Dallas, TX 75261-9048 - 2751 Regent Boulevard, DFW Airport Dallas, TX 75261	Tim Tellin
Denver	1-303-792-0972	1-303-792-3751	7285 South Revere Parkway, Suite 703 Centennial, CO 80112-3947	Drew Garrett
Houston	1-713-645-3376	1-713-645-9507	8887 West Monroe, Houston, TX 77061-5207	Brenda McClain
Kansas City	1-913-371-5222	1-913-371-5292	1312 Adams Street, Kansas City, KS 66103-1321	Patricia Stevens
Lafayette	1-337-291-9981	1-337-291-9178	101 Rolls Royce Drive, Broussard, LA 70518	Marc David
Los Angeles	1-818-997-0242	1-818-997-0473	8045 Woodley Ave., Van Nuys, CA 91406-1259	Donna Dingman
Memphis	1-901-362-6710	1-901-362-0024	5851 Advantage Cove, Memphis, TN 38141-8212	Doug Currie
Miami	1-954-625-3930	1-954-625-3931	3200 Prospect Road, Suite 140, Ft. Lauderdale, FL 33309	Yara Gonsalves
Minneapolis	1-800-AVIALL-1	1-651-452-1584	2995 Lone Oak Circle, Suite 5, Eagan, MN 55121-1431	Duane Larsen
New York	1-973-263-0443	1-973-263-0662	2 Cranberry Road, Parsippany, NJ 07054-1053	Gina Gorbach
Philadelphia	1-800-AVIALL-1	1-215-741-1599	2260 Cabot Boulevard West, Suite 2, Langhorne, PA 19047-1811	Lee Burns
Phoenix	1-602-470-0553	1-602-470-0573	2340 West Broadway Road, Suite 101, Phoenix, AZ 85202-1883	Tim Town

Aviall – North American Customer Centers

Location	Phone Number	FAX Number	Address	Manager
Pittsburgh	1-412-788-8040	1-412-788-8044	1518 Parkway View Drive, Pittsburgh, PA 15205-1407	Jay Harris
Pontiac	1-248-666-2240	1-248-666-2833	5600 North Williams Lake Road, Waterford, MI 48329	Rachel Winstrand
Portland	1-503-253-6505	1-503-253-7021	16343 NE Cameron Boulevard, Portland, OR 97230-5030	Doug Cole
Raleigh	1-800-AVIALL-1	1-919-462-9212	951 Aviation Parkway, Suite 100, Morrisville, NC 27560-6635	Donald Parker
San Jose	1-408-434-1020	1-408-434-1615	1538 Montague Expressway, San Jose, CA 95131-1408	Eric Ruel
Ft. Lauderdale	1-800-AVIALL-1	1-954-625-3931	3200 Prospect Road, Suite 100, Ft. Lauderdale, FL 33309-2587	Yara Gonsalves
Tampa	1-813-917-6638	1-813-960-0563	4014 Gunn Hwy, Tampa, FL, 33618	Sales Support Only
Canada				
Calgary	1-403-291-4140	1-403-291-5234	Bay 106, 5421-11th Street N.E., Calgary, Alberta T2E 6M4 Canada	Eric Richard
Halifax	1-902-873-4646	1-902-873-3932	588 Barnes Rd., Suite #103, Enfield, Nova Scotia B2T 1K3 Canada	Lucie Desforges
Montreal	1-450-437-3844	1-450-437-3997	907 Du Curé-Boivin, BoisBriand, Quebec, J7G 2S8 Canada	Lucie Desforges
Ottawa	1-613-737-3985	1-613-737-7215		Sales Support Only
Richmond	1-800-AVIALL-1	1-905-676-9046	#1-13511 Crestwood Place, Richmond, British Columbia, V6V 2E9 Canada (vancouver@aviall.com)	Dave Rendle
Vancouver	1-604-270-6144	1-604-270-3115	#190-5200 Hollybridge Way, Richmond, BC V7C 4N3 Canada	Dave Rendle
Winnipeg	1-204-775-8004	1-204-786-1556	9-2073 Logan Ave., Winnipeg, Manitoba R2R 0J1 Canada	Chris Sokal

Aviall – International Customer Service

Location	Phone Number	Fax Number	Address
Asia			
Aviall	86 21-6391 0619	86 21-6391 0987	Shanghai Representative Office Room 2202, Shanghai Times Square Office Building, No. 93 Huai Hai Road (M), Luwan District, Shanghai 200021 Manager: Angelique Luan, Mobile: 86 1391 881 4033; Email: angelique.luan@aviall.com
Beijing	86-10-6410-6086	86-10-6410-6091	Aviall Airstocks Limited, Room 1205, Beijing Silver Tower, No. 2, Dong San Huan Bei Lu, Chaoyang District, Beijing, China 100027, Rep. Yun Shan
Hong Kong	852-2318-0233	852-2331-9222	Aviall Airstocks Limited, Unit 2203 Global Gateway, 168 Yeung Uk Road, Tsuen Wan, New Territories, Hong Kong, Director of Sales and Customer Support: Tony Wong, Email: twong@aviall.com
Singapore	65-6542-5420	65-6542-8222	Aviall Pte. Ltd., 2 Loyang Lane #05-01/02, Singapore 508913, Rep Mohd. Kamar
Japan	81-45-226-0236	81-45-226-0237	Aviall Japan Limited., The Landmark Tower 29F, Yokohama 2-2-1-1, Minatomirai, Nishi-Ku, Yokohama, Kanagawa 220-8129, Japan, Rep. Toshi Yakashiro
Australia			
Brisbane	61-7-3277-8322	61-7-3274-1170	Aviall Australia Pty. Ltd., 111 Ditchman Ave, Archerfield Airport, Archerfield, Queensland 4108, Australia, Manager: Bob Armstrong, Email: brisbane@aviall.com
Cairns	61-7-4032-4299	61-7-4032-4677	Aviall Australia Pty. Ltd., 11/450 Sheridan St., Cairns Airport, QLD 4870, Australia, Rep. Bob Armstrong
Melbourne	61-3-9339-3000	61-3-9330-3194	Aviall Australia Pty. Ltd., 20-22 Lindaway Place, Tullamarine, Victoria 3043, Australia, Manager Gary Dawson, Email: melbourne@aviall.com
Moorabbin	61-3-9580-7644	61-3-9580-6267	Aviall Australia Pty. Ltd., Building 115, Northern Avenue, Moorabbin Airport, Moorabbin, Victoria 3194, Rep. Ian Wilson
Perth	61-8-9332-7855	61-8-9332-8858	Aviall Australia Pty. Ltd., 11 Eagle Drive, 126, Jandakot Airport, Jandakot, Western Australia 6164, Rep. Stephen Bennett
Sydney	61-2-9791-0511	61-2-9791-0102	Aviall Australia Pty. Ltd., 453 Alrport Avenue, Bankstown Airport, Bankstown, NSW 2200 Australia, Rep. David Crouch
Europe/Africa			
Amsterdam	31-252-245-900	31-252-245-970	Aviall, Drachmeweg 18, 2153 PA Nieuw Vennep, Netherlands, Rep Stef Bijvoet
France	33-32-250-0079	33-32-250-0080	Sales support only, Rep. Catherine Testart
Italy	39-06-808-3079	39-06-807-8354	Sales support only, Rep. Joe Piorico
Scandinavia	46-431-456570	46-431-456572	Sales support only, Rep. Christian Brandi
South Africa	27-83-3090-706	31-252-245-970	Sales support only, Rep. Tony Moss
Europe/Africa			
Spain	34-91-664-0637	34-91-617-3560	Sales support only, Rep. Jose Benayas
United Kingdom	44-7836-714-413	44-1522-689-218	Sales support only, Tim White
Middle East			
Israel	972-4-629-4447	972-4-629-1741	Sales support only, Rep. Haggai Mazursky
New Zealand			
Auckland	64-9-275-0571	64-9-275-6569	Aviall New Zealand Limited, P.O. Box 73-055, Cyril Kay Road, Aukland Intl. Airport, Auckland, New Zealand

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FIRST network Map

Rolls-Royce

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Rolls-Royce M250 Authorized Support Centers (ASC)

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)

RH Services CJSC
H+S Aviation Limited
40/2 Prechistenka Street, Bld 3
Moscow, 119034, Russia

Phone: +7 (499) 270-5555
Fax: +7 (495) 705-92-93
Email: hsc@hsc-copter.com
Website: www.hsc-copter.com.ru/en/

Servicio Technico Aero (STAM) - Mexico
StandardAero Limited
Terminal Aviacion
General Hanger 10 Zona G
Aeropuerto Ciudad De Mexico, Mexico D.F. 15620

Phone: +52 55 5133 110
Fax: +52 55 5133 3863
Website: www.stam.com.mx

Helipark - Brasil
StandardAero Limited
Aeronautica Foutunato Grilenzone
417 Carapicuiba, Brazil, 06333-230

Phone: +5511-4186-9599
Email: helipark@helipark.net
Website: www.helipark.com.br
Blog: http://blog.helipapo.com.br

Kazan Aviation Enterprise - Russia
H+S Aviation Limited
49A. P. Lumumby Street
42061, Kazan, Tatarstan, Russia

Phone: +7 (843) 2725022
Fax: +7 (843) 2724280
Email: info@kazanavia.com
Website: www.kazanavia.com

Aeroservicios Ave, (AVESA) - Guatemala StandardAreo**Eagle Copter - Chile**
Limited
StandardAero Limited
Hanger 7, Aeropuerto Internacional
Guatemala City, Guatemala 01013

Phone: +502 2061 4446
Fax: +502 2261 4439
Email: informacion@avesa.com.gt
Website: www.avesa.com.gt/engl/

Aérodroma de Chicureo
Camino Guay Guay s/n
Colina CP 9340000, Santiago, Chile

Phone: +56 (2) 948 3200
Fax: +56 (2) 247 8290
Email: ventas@eaglecopters.cl
SKYPE: Eaglecopters
Website: ww.eaglecopters.cl

Elbit/Cyclone - Israel
AeroMaritime America, Inc.
Bar-Lev Ind. Park, P.O.B. 114
Karmiel 20100, Israel

Phone: +972-4-996-0833
Fax: +972-4-9553220
Email: jackie.bachar@elbitsystems.com

Modena Air Service
AeroMaritime America, Inc.
Castelar 380
Don Torcuato, Tigre, Buenos Aires Argentina

Website: www.gruppomodena.com
Phone +54 11 4362 1115

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Authorized Maintenance, Repair
& Overhaul Centers (AMROC)

Rolls-Royce

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 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.

AeroMaritime America, Inc.

AeroMaritime America, Inc.

4927 E. Falcon Drive
Mesa, AZ 85215
Phone: +1 (480) 830-7780
Fax: +1 (480) 830-8988
Email: info@aeromarusa.com
Website: www.aeromarusa.com

Capabilities

Complete engine and module overhaul, repair and test capability is available at AeroMaritime America.

Complete component rework and accessory overhaul or repair activity, and full 24/7 service and field support is offered.

AeroMaritime America is an FAA Certificated Repair Station and is approved by the European Aviation Safety Agency. Our Quality Management System is also registered under AS9120/ISO9001.

We specialize in tailored support programs and individualized engine and module build standards based upon customer requirements.

Engine training classes can be provided through the AeroMaritime group including training at operator sites.

AeroMaritime has been an authorized M250 distributor and AMROC for over thirty years. The knowledge base of our employees is vast and we are experienced in every aspect of operation of the Rolls-Royce M250 engine and its broad application to fixed-wing and rotary-wing aircraft.

Mike Ivins
M250 Program Manager

Key personnel

Ramon Fonoll
General Manager
Phone: +1 (480) 830-7780
Fax: +1 (480) 830-8988
Email: ramon.fonoll@aeromarusa.com

Mike Ivins
250 Program Manager
Phone: +1 (480) 830-7780
Email: mivins@aeromarusa.com

Elisa Sobarzo
Commercial Manager
Phone: +1 (480) 830-7780
Mobile: +1 (480) 452-4321
Email: esobarzo@aeromarusa.com

Mario Iniguez
Quality Manager
Phone: +1 (480) 830-7780
Email: miniguez@aeromarusa.com

Danny Miller
Product Support Manager
Phone: +1 (214) 293-3464
Email: dmiller@aeromarusa.com

Tim Bullis
Southeast Regional Representative
Phone: +1 (334) 805-0333

Chuck Hagen
Northeast Regional Representative and Field Service
Phone: +1 (480) 830-7780
After Hours AOG +1 (480) 830-7780x0
Mobile: +1 (602) 791-0217
Email: chagen@aeromarusa.com

Branch Locations

AeroMaritime C.P.R. Ltd.
Factory 1, Jury Lane, Sidlesham
West Sussex, P020 7PX, UK
Phone: +44 1243 865772
Fax: +44 1243 860890
Email: info@aeromaritime-repair.co.uk

Nick Geall
General Manager
Email: nick.geall@aeromaritime-repair.co.uk

Primary Rolls-Royce
Regional Manager: Greg Houston

Asia Pacific Aerospace Pty. Ltd (APA)

Asia Pacific Aerospace
15 Chapman Place
Eagle Farm
Queensland 4009 Australia

Phone: +61 (7) 3632 7600
Fax: +61 (7) 3632 7661
Email: info@apaero.com.au
Website: www.apaero.com.au

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
- Two (x2) computer controlled engine test cells, 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.

Key personnel

Terry Brown
General Manager
Phone: +61 7 3632 7664
Email: terry.brown@apaero.com.au

Tony Bonner
Quality Manager
Phone: +61 7 3632 7626
Email: tony.bonner@apaero.com.au

Engineering and Supply

Peter Faunt
Production Manager Commercial Programs
Phone: +617 36327676
Email: peter.faunt@apaero.com.au

Lee HengChuan
Technical Support Manager
Phone +61 7 3632 7669
Email: lee.hc@apaero.com.au

Rory Manley
Supply Chain Manager
Phone: +61 7 3632 7613
Email: rory.manley@apaero.com.au

Amoe Antonio
Technical Administrator Supervisor
Phone: +61 7 3632 7631
Email: amoe.antonio@apaero.com.au

Sales Team

Andrew Price
Customer Support Manager
Phone:+61 7 3632 7667
Mobile:+61 412 489 373
Email: andrew.price@apaero.com.au

Jimmy Wong (Australasia)
Director – Marketing and Sales
Phone: +61 7 3632 7673
Mobile: +61 411 623 001
Email: jimmy.wong@apaero.com.au

Chow Hoon Keong (Singapore)
Asia - Sales and Marketing Manager
Phone +65 8181 3345
Email: chow.hk@apaero.sg

Marketing and Sales

Australia
15 Chapman Place, Eagle Farm
Queensland 4009
Phone +61 7 3632 7600
Fax: +61 7 3632 7661

Singapore
700, West Camp Road,
Seletar Aerospace Park, #01-04 JTC Aviation One
Singapore 797649
Phone +65 6659 6292
Fax +65 6659 6292

Primary Rolls-Royce Regional Manager: Matt Cherviakov

DallasAirmotive

Dallas Airmotive
900 Nolen Drive
Grapevine, TX 76051

Phone: +1 (214) 956-3001
Toll Free: +1 (800) 742-2630
After Hours: +1 (800) 527-5003
Website: www.dallasairmotive.com

Capabilities

Dallas Airmotive offers full service maintenance, repair and overhaul of M250® and RR300® engines. Services include engine and module repair, overhaul & exchange. We also conduct performance testing, spare parts sales and warranty administration. The company has full in-house rework capability. We are FAA & EASA approved, ISO 9001:2008 registered and a certified member of U.S. Customs and Border Protection C-TPAT supply chain.

First approved for the M250 in 1967, Dallas Airmotive has serviced thousands of engines since that time. The company's long-term commitment to rotorcraft operators is reflected in a new state-of-the-art Rotorcraft Center of Excellence located at Dallas-Fort Worth International Airport opening in 2015 along with a new test cell facility.

Dallas Airmotive provides a global field service network to support operators who are AOG or need on-site assistance. Our field service is available 24-hours, every day of the year and can be contacted through our website or telephone number listed on this page.

David Cobb
Rotorcraft Program Manager
Phone: +1 (214)353-2310
Mobile: +1 (214)876-2345
Email: dcobb@dallasairmotive.com

Key personnel

Mark Johnstone
President & COO, BBA Aviation
Global Engine Services

Mike McCauley
Commercial Director, Dallas Airmotive

Claude Lombardino
Regional Engine Manager - Midwest
Phone: +1 (573) 754-6755
Mobile: +1 (214) 755-5689
Fax: +1 (573) 754-6755
Email: clombardino@dallasairmotive.com

Zachary Severson
Regional Engine Manager Western Region
Mobile: +1 (214)490-3995
Email: zachary.severson@dallasairmotive.com

Mike Galbraith
Regional Engine Manager- Eastern Region
Mobile: +1 (469)271-0146
Email: michael.galbraith@dallasairmotive.com

Craig Cibulka
Quality/Engineering
Mobile: +1 (214)790-1112
Email: craig.cibulka@dallasairmotive.com

Branch Locations

Phoenix Branch
21625 N. Central Ave, Suite 104
Phoenix, AZ 85024
Deer Valley Airport
Phone: +1 (480) 905-8788
Fax: +1 (480) 905-8786
Manager: Joe Hough
Email: joseph.hough@dallasairmotive.com

Primary Rolls-Royce Regional Manager: Pat Mallory

H+S Aviation Ltd.

H+S Aviation Ltd.
Airport Service Road
Portsmouth
Hampshire PO3 5PJ England

Phone: +44 (0) 2392 304250
Fax: +44 (0) 2392 304240
Email: team250@hsaviation.co.uk
Website: www.bbaaviationero.com

Paul Knight
M250/RR300 Commercial Manager
Email: paul.knight@hsaviation.co.uk
Phone: +44(0)23 9230 4321

Capabilities

H+S Aviation 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.

H+S Aviation'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

Andrew Ferguson
Commercial Director
Email: Andrew.ferguson@hsaviation.co.uk

Ray Grech
Programme Manager,
Engine Accessories Business
Email: ray.grech@hsaviation.co.uk
Phone: +44 (0)23 9230 4346

Graham Evitt
Sales Manager
Email: graham.evitt@hsaviation.co.uk
Phone: +44(0)23 9230 4258

Neil Chapman
M250/RR300 Engineering Team Leader
Phone: +44 (0) 23 9230 4300
Email: Neil.chapman@hsaviation.co.uk

Steve Wiseman
Training Instructor
Email: steve.wiseman@hsaviation.co.uk
Phone: +44 (0)23 9230 4254

Primary Rolls-Royce Regional Manager: Simon Kemp

Keystone Turbine Services

Keystone Turbine Services
Corporate Office
885 Fox Chase, Suite 111, Coatesville, PA 19320
Phone: +1 (610) 268-6200
Fax: +1 (484) 786-8680
Website: www.kts-aero.com
Shipping address: Same as corporate address

Capabilities

Keystone Turbine Services is a fully certified Authorized Maintenance Repair & Overhaul Center (AMROC) serving the entire Rolls-Royce M250 series of gas turbine engines. Located in our new, 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
- Two fully correlated test cells (including B17C & F Series Turboprop engines)
- Specialized plasma and wire spray services
- Complex machining and welding operations
- Two fully correlated test cells (including B17C & F Series Turboprop engines)
- Exchange engines, modules and accessories
- Spare parts support
- 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 40 years, Keystone Turbine 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 engine. Let Keystone Turbine Services put its expertise to work for you.

Key personnel

John Fraser
General Manager
Phone: +1 (610) 268-6200 ext.102
Mobile: +1 (610) 883-2737
Fax: 1 (484) 786-8680
Email: jfraser@kts-aero.com

Sales & Support Team

Chuck Hurdleston
Sales and Support Manager
Phone: +1 (610) 268-6200 ext 201
Mobile: +1 (610) 909-6846
Fax: +1 (484) 786-8680
Email: churdleston@kts-aero.com

Rob Gordon
Southeast U.S. Sales & Support Manager
Phone: +1 (610) 268-6200 ext 202
Mobile: +1 731-434-7920
Fax: +1 (484) 786-8680
Email: rgordon@kts-aero.com

David Campbell
Title: Central U.S. Sales & Support Manager
Mobile: +1 903-278-8730
Fax: +1 484-786-8680
Email: dcampbell@kts-aero.com

Dan Oppenheim
Customer Support Manager
Phone: +1 (610) 268-6200 ext 301
Mobile: +1 (484) 354-5882
Fax: +1 (484) 786-8680
Email: doppenheim@kts-aero.com

Production and Quality

Tom Raichle
Production Manager
Phone: +1 (610) 268-6200 ext 401
Mobile: +1 (484) 433-5641
Fax: +1 (484) 786-8680
Email: traichle@kts-aero.com

Tim Kline
Accessories Manager
Phone: +1 (610) 268-6200 ext 402
Mobile: +1 (484) 886-7370
Fax: +1 (484) 786-8680
Email: tkline@kts-aero.com

Primary Rolls-Royce Regional Manager: Jim Taylor

Mitsubishi Heavy Industries, Ltd

Mitsubishi Heavy Industries, Ltd.
Nagoya Guidance & Propulsion Systems Works
1200, Higashitanaka, Komaki-Shi,
Aichi-ken, 485-8561, Japan
Phone: +81-568-79-2418
Fax: +81-568-79-0644
Email: toshifumi_miura@mhi.co.jp
Website: www.mhi.co.jp

Takashi Isoyama
Manager, Engines & Control
Equipment Business Section

Capabilities

Mitsubishi Heavy Industries, Ltd. (MHI) Nagoya Guidance & Propulsion Systems Works is a leading company of the aircraft and aerospace industry in Japan.

MHI's Nagoya Guidance & Propulsion Systems Works, which is located near Nagoya city, provides full service for all military use of Rolls-Royce M250 engines.

In addition to overhaul and repair of all Rolls-Royce military engines, modules and accessories, MHI offers other services such as parts support and technical field support.

Details:

Model	Mitsubishi Heavy Industries, Ltd.
C20	Military
C30	–
C40	–
C47	–
B-17	Military

Mitsubishi Heavy Industries, Ltd. Nagoya Guidance & Propulsion System Works

Key personnel

Takashi Isoyama
Manager, Engines & Control Equipment Business Section
Business Department
Guidance & Propulsion Division
Integrated Defense & Space Systems MHI
Email: takashi_isoyama@mhi.co.jp

Hiroshi Ban
Acting Manager, Military Engines & Control Equipment
Business Section
Business Department
Phone: +81-568-79-2418
Fax: +81-568-79-0644
Email: hiroshi_ban@mhi.co.jp

Tomoyoshi Noda
Military Engines & Control Equipment Business Section
Business Department
Phone: +81-568-79-2418
Fax: +81-568-79-0644
Email: tomoyoshi_noda@mhi.co.jp

Primary Rolls-Royce Regional Manager: Rege Hall

MHI Aero Engine Service Co., Ltd.

MHI Aero Engine Service Co., Ltd.
1200, Higasitanka Komaki-shi
485-0826, Japan
Phone: +81-568-78-0300
Fax: +81-568-79-0764
Email: h_goto@e-mail.ngpsw.mhi.co.jp
Website: www.mhi-aes.co.jp

Capabilities

MHI Aero Engine Service Co., Ltd. is a subsidiary company of Mitsubishi Heavy Industries, Ltd.

MHI Aero Engine Service is located in the same area of MHI Nagoya Guidance & Propulsion Systems Works.

MHI Aero Engine Service provides full MRO services for civil use of Rolls-Royce M250 engines such as overhaul, repair, parts support, and technical field maintenance.

MHI Aero Engine Service, with a sprit of "flight safety first", contributes to be a reliable company.

Details:

Model	MHI Aero Engine Service Co., Ltd.
C20	Civil
C30	Civil
C40	Civil
C47	Civil
B-17	–

Hiroaki Goto
General Manager, Sales and Marketing Department

MHI Aero Engine Service Co., Ltd.

Key personnel

Hiroaki Goto
General Manager, Sales and Marketing Department
Phone: +81-568-78-0763
Email: h_goto@e-mail.ngpsw.mhi.co.jp

Yoshihito Ohashi
General Manager
Engineering Department
Phone: +81-568-78-0912
Email: yoshihito_ohashi@e-mail.ngpsw.mhi.co.jp

Kenji Kawano
Director & General Manager, Quality Assurance Dep.
Phone: +81-568-78-1082

Primary Rolls-Royce Regional Manager: Rege Hall

StandardAero Limited

StandardAero Limited
33 Allen Dyne Road, Winnipeg, Manitoba, Canada, R3H 1A1
24 HOUR CUSTOMER SUPPORT:
Phone: +1 (204) 227-5445
Fax: +1 (204) 272-0093
Part Sales Canada: +1 (800) 701-8181
Part Sales USA: +1 (800) 866-2376
Email: helicopters@StandardAero.com
Website: www.StandardAero.com

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.

Manny Atwal
Vice-President
Helicopter
Programs

Manny Atwal
Vice President Helicopter Programs
Phone: +1 (204) 318-7241
Mobile: +1 (204) 955-3043
Email: manny.atwal@standardaero.com

Brian Hughes
Director of Sales & Marketing
Phone: +1 (204) 318-7544
Mobile: +1 (204) 291-0502
Email: brian.hughes@standardaero.com

Cory Waldmo
Director Customer Service & Programs
Phone: +1 (204) 318-7213
Mobile: +1 (204) 294-1281
Email: cory.waldmo@standardaero.com

Chad Kaatz
Director of Engineering
Phone: +1 (204) 318-7075
Mobile: +1 (204) 292-1635
E-mail: chad.kaatz@standardaero.com

Rick Magne
Director Operations & Service Centers
Phone: +1 (204) 318-7461
Mobile: +1 (204) 794-5279
Email: rick.magne@standardaero.com

Janice Baranoski
Quality Manager
Phone: +1 (204) 318-7254
Email: janice.baranoski@standardaero.com

Rod Boresky
Accessories- Account Leader
Phone: +1 (204) 318-7729
Email: rod.boresky@standardaero.com

Service Center locations:

Australia Service Center
3 Sir Thomas Mitchell Rd.
Chester Hill, NSW, 2162 Australia
Mailing Address:
P.O. Box 530
Villawood, NSW, 2163 Australia

Paul Gatt
Manager Australia Service Center
Phone: +61-2-8707-0005
Mobile: +61-4-0885-5047
Email: paul.gatt@standardaero.com

Concord Service Center
6865 Belt Road
Concord, NC 28025
Phone: +1 (704) 720-7480
Fax: +1 (704) 720-7499
Toll Free: +1 (800) 766-2376

Jason Hays
Manager Concord Service Center
Phone: +1 (704) 720-7480
Mobile: +1 (704) 425-8903
Email: jason.hays@standardaero.com

Vancouver Service Center
130-6080 Russ Baker Way
Richmond, BC V7B 1B4
Phone: +1 (604) 273-6040
Fax: +1 (604) 273-2953

Al Nixon
Manager Vancouver Service Center
Phone: +1 (604) 273-6040
Mobile: +1 (604) 970-3880
Email: al.nixon@standardaero.com

Primary Rolls-Royce
Regional Manager: Dave Rollins

Vector Aerospace Corporation - Helicopter Services

Vector Aerospace Corporation - Helicopter Services
4551 Agar Drive
Richmond, British Columbia
Canada V7B-1A4

Phone: +1 (604) 276-7600
Fax: +1 (604) 276-7675
Toll Free: +1 (888) 729-2276
Website: www.vectoraerospace.com

Capabilities

Vector Aerospace Helicopter Services – North America has been a Transport Canada / FAA / JA approved facility for more than 25 years; providing complete overhaul, maintenance, repair, modifications and testing of the Rolls-Royce M250 Series I, II, III, & IV engines.

Vector Helicopter Services' ability to support the M250 engine has been developed over many years. In-house capabilities at the Richmond – British Columbia and Dallas – Texas facilities include complete overhaul of engines, modules, accessories, field maintenance as well as testing.

With 95 percent of all repair procedures performed in-house, Vector effectively controls turn times, and thereby lowers customer direct operating costs. Vector's extensive Rolls-Royce exchange and rental program, coupled with a custom overhaul and repair program and administration service for warranty claims and Fleet Management, positions Vector Helicopter Services as the value-leader within the MRO industry.

Capabilities complementing Vector Helicopter Services' best-in-class engine services include: maintenance, repair and overhaul of dynamic components, airframe/structures repair, full-service avionics, as well as an experienced engineering department. Vector's in-house dynamic components test cell capability further enhances its OEM-approved programs and services.

Based in Richmond, British Columbia, Canada, Vector Aerospace Helicopter Services – North America is recognized as one of British Columbia's top exporters, and as an industry-recognized "employer of choice", with state-of-the-art facilities located throughout Canada and the United States.

Key personnel

Michael Mones
Customer Service Manager
Phone: +1 (604)276-7562
Mobile: +1 (604) 512-5495
Email: michael.mones@vectoraerospace.com

Paul Cockell
President
Phone: +1 (604) 276-7620
Mobile: +1 (604) 375-2375
Email: paul.cockell@vectoraerospace.com

Tracy Osadchuk
Vice President, Customer Service
Phone: +1 (604)276-7569
Mobile: +1 (604)861-0399
Email: tracy.osadchuk@vectoraerospace.com

Steve Walford
Vice President, Supply Chain
Phone: +1 (604) 276-7518
Mobile: +1 (604)340-2427
Email: steve.walford@vectoraerospace.com

Grant Frostad
Director, Customer Service
Phone: +1 (604)276-6897
Mobile: +1 (604)834-3806
Email: grant.frostad@vectorserospace.com

Sales personnel

Craig Pluim
Regional Sales Director
Mobile: +1 (805)757-9803
Email: craig.pluim@vectoraerospace.com

Eric Hicks
Western Canada/Alaska/Hawaii
Mobile: +1 (604) 561-9462
Email: eric.hicks@vectoraerospace.com

Greg Mant
Eastern Canada/Northeast USA
Mobile: +1 (514)290-6722
Email: greg.mant@vectoraerospace.com

Scott McEwen
South Eastern USA
Mobile: +1 (214) 914-7855
Email: scott.mcewen@vectoraerospace.com

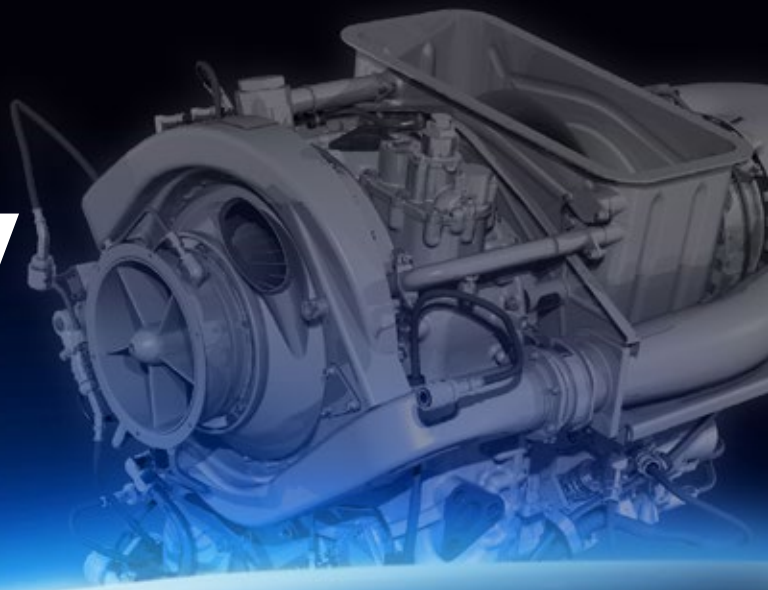
Elise DuMontier
Western USA
Mobile: +1 (503)864 5788
Email: elise.lahusen-bair@vectoraerospace.com

Branch Locations
Grapevine, Texas
600 East Dallas Road, Suite 400
Grapevine, TX 76051

Mike Mahoney
Dallas, Texas
Phone: +1 (817) 416-7926
Mobile: +1 (469) 358-3262
Email: mike.mahoney@vectoraerospace.com

Primary Rolls-Royce Regional Manager: Jon Holien

2017 FIRST network
M250 Directory



Authorized Maintenance Centers (AMC)

Rolls-Royce

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 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 fleet active and flying with the minimum of down time.

AeroMaritime Mediterranean, Ltd.

AeroMaritime Mediterranean Ltd.
7, Industrial Estate
Hal-Far, BBG 3000, Malta

Phone: +356-21651778
AOG Mobile: +356-99432621
Fax: +356-21651782
Email: Info@aeromaritime.com
Website www.aeromaritime.com

Mario Mazzola
Managing Director

Capabilities

Aeromaritime Mediterranean Ltd. 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 a group member of Industria de Turbo Propulsores, S. A. (ITP 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 Programmes
- TotalCare® and Warranty Administration

Key personnel

Mario Mazzola
Managing Director
Email: mario.mazzola@aeromaritime.com

Michael Hudson
Business & Customer Support Manager
Email: michael.hudson@aeromaritime.com

Luke Cauchi
Technical Manager
Email: luke.cauchi@aeromaritime.com

Anneke Grixti
Logistics Manager
Email: anneke.grixti@aeromaritime.com

Joe Pace
Work Shop Manager
Email: joe.pace@aeromaritime.com

Silvana Calleja
Sales & Marketing Commercial Manager
Email: silvana.calleja@aeromaritime.com

Primary Rolls-Royce Regional Manager: Simon Kemp

Airborne Engines Ltd.

Airborne Engines Ltd.
7762 Progress Way
Delta, BC V4G 1A4
Phone: +1 (604) 244-1668
Fax: +1 (604) 244-1787

Website: www.airborneengines.com

Colin Bartole
Vice President and General Manager

Capabilities

Airborne Engines Ltd. (AEL) is a fully certified Authorized Maintenance Centre (AMC) serving the entire Rolls-Royce M250 series of gas turbine engines; we are EASA and ISO certified. AEL is located in a state of the art, 32,000 sq. ft. facility less than 30 minutes from Vancouver International Airport in Delta, BC.

AEL began operations in 1991 in a small leased warehouse in Richmond, BC. There, AEL began providing the aviation industry with gas turbine repair and overhaul services, with a focus on the Rolls-Royce M250 series engines.

Since then, AEL has gone from one leased unit to three, and moving operations in 2009 from Richmond to Delta.

Our current location provides all of the required space and equipment to continue servicing the Rolls-Royce M250 series engines to AMC standards.

Some of AEL's advantages include:

- Full service rework shop
- Precision CNC machining, turning and grinding
- Plasma and flame spray repair
- Conventional GTAW welding and spot welding
- Parts sales
- 24/7 field service support
- Rental modules and engines
- Test cell
- NDT servicing – MPI, FPI and ultrasonic inspections

Key personnel

Colin Bartole
Vice President and General Manager
Phone: +1 (604) 244-1668 x2037
Email: cbartole@airborneengines.com

Darcy McAlpine
Director of Business Development
Phone: +1 (604) 244-1668 x2026
Email: dmcapline@airborneengines.com

Jacqueline Fernandez
Program & Customer Service Manager
Phone: +1 (604) 244-1668 x2046
Email: jfernandez@airborneengines.com

Richard Latham
T53 Customer Support & Technical Service
Phone: +1 (604) 244-1668 x2030
Email: rlatham@airborneengines.com

Primary Rolls-Royce Regional Manager: Greg Houston

Arrow Aviation

Arrow Aviation Co.

1318 Smede Hwy
Broussard, LA 70518

Phone: +1 (337) 364-4357
Fax: +1 (337) 364-4186
Website: www.arrowaviationco.com

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, AgustaWestland, 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.

David Guidry
General Manager
Phone: +1 (337) 364-4357
Office: +1 (337) 321-6401
Email: david@arrowaviationco.com

Key personnel

David Guidry
General Manager
Phone: +1 (337) 364-4357
Office: +1 (337) 321-6401
Email: david@arrowaviationco.com

Tim Ivanoff
Director of Maintenance
Phone: +1 (337) 364-4357
Office: +1 (337) 321-6403
Email: tim@arrowaviationco.com

Coby Johnson
Engine Shop Manager
Phone: +1 (337) 364-4357
Office: +1 (337) 321-6311
Mobile: +1 (337) 322-2368
Email: coby@arrowaviationco.com

Fred Stokes
Sales and Marketing
Phone: +1 (337) 364-4357
Office: +1 (337) 321-6407
Email: fred@arrowaviationco.com

Seungho Song
International Sales and Marketing
Phone: +1 (337) 364-4357
Office: +1 (337) 321-6425
Email: seung@arrowaviationco.com

Ron Webster
Quality Manager
Phone: +1 (337) 364-6416
Office: +1 (337) 321-6407
Email: ron@arrowaviationco.com

Primary Rolls-Royce Regional Manager:
Carl Landriault

Industry Aviation Services

IAS
Avenida Marcone Issa, 300 – Bairro Perobas
São José da Lapa / MG - Brasil
CEP: 33350-000
Phone: + 55 031 3623-6304
Website: www.ias.ind.br

Elizeu Alcantara
Director of Operations - IAS
Phone: + 55 (031) 3623-6304
Mobile: +55 (031) 97115-3300
Email: e.alcantara@ias.ind.br

Key personnel

Ronaldo Aldrin
President & CEO

Kelly Batista
Administrative
Mobile: +55 (031) 9332-9027
Email: k.batista@ias.ind.br

Capabilities

Capacity:

IAS is a company driven by a dynamic relationship between the Customer needs and the ability to nationalize the electromechanical aircraft maintenance items (engine and fuel, electrical, hydraulic and pneumatic systems).

- Turbo-fan: Engines with thrust up to 33000 lbf.
- Turbo-shaft: Engines with power up to 5100 shp.
- Propeller: Power train assy with up to 4 meters (13 ft) propellers, mounted or not in QEC.
  - Chemical Cleaning
  - Abrasive Cleaning
  - Painting
  - Machining
  - Mechanical Repairs
  - Flame Spray Coating
  - Balancing
  - Welding
  - Heat treatment with controlled atmosphere

Regional Manager: Karim Shaaban

National Airways Corporation Pty. Ltd.

National Airways Corporation Pty. Ltd.
P.O. Box 18016
Rand Airport
Germiston 1419
Gauteng
South Africa
Phone: +27-11-345-2535
Fax: +27-11-827-5049
Website: www.nac.co.za

Marcus Post
Technical Manager

Capabilities

From its main facility at Rand Airport, Gemiston, National Airways Corporation provides full maintenance services for Rolls-Royce M250 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

Martin Banner
Chief Executive Officer
Email: martin.banner@nac.co.za

Redmond Fowle
Executive Director
Email: redmond.fowle@nac.co.za

Marcus Post
Technical Manager
Mobile: +27 083 454 7019
Email: marc.post@nac.co.za

Lindie O'Reilly
Administration Manager
Mobile: +27 082 457 9806
Email: lindie.oreilly@nac.co.za

Mandla Mngoma
Email: mandla.mngoma@nac.co.za

Shipping address

Hangar 39
Rand Airport
Germiston 1419
Republic of South Africa

Primary Rolls-Royce Regional Manager: Simon Kemp

StandardAero (Asia) Pte. Ltd.

StandardAero (Asia) Pte. Ltd.
No. 8 Seletar Aerospace Link
Singapore, 797573
Phone: +(65) 6586-8400
Fax: +(65) 6542-5224
Email: helicopters@standardaero.com
Website: www.StandardAero.com

Raghunath Reddy
General Manager

Overview

StandardAero (Asia) Pte Ltd. 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 Authorised 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.

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.

StandardAero. Lifetime Commitment.

Key personnel

Raghunath Reddy
General Manager
Phone: +65 6586 8438
Cell: +65 9451 9674
Email: raghunath.r@standardaero.com

Alan Tan
Finance Manager
Phone: +65 6586 8402
Mobile: +65 9799 8348
Email: alan.tan@standardaero.com

David Yeo
Customer Service
Phone: +65 6586 8405
Mobile: +65 9751 9792
Email: david.yeo@standardaero.com

Low Keow Keong
Regional Sales Manager
Phone: +65 6586 8428
Mobile: +65 9793 8331
Email: low.keowkeong@standardaero.com

Primary Rolls-Royce Regional Manager: Jia Fei

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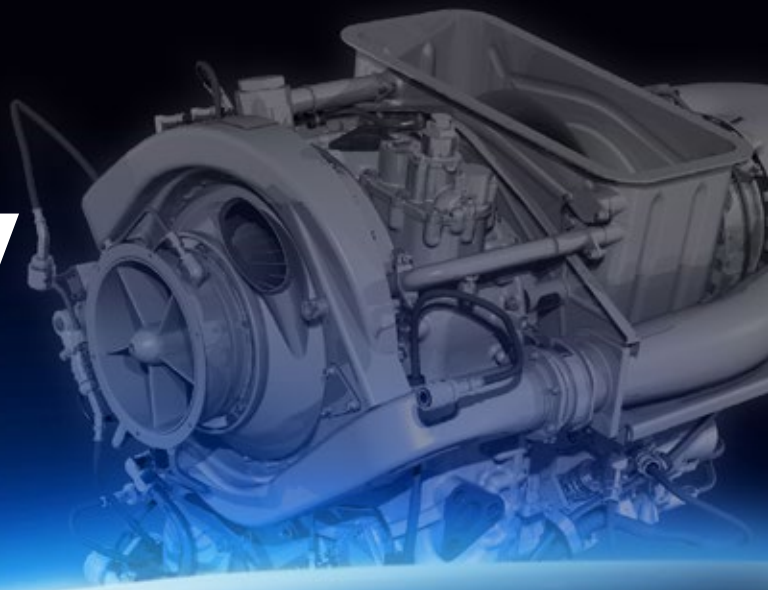

Authorized Military Overhaul Facilities (AMOF)

Rolls-Royce

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
No.1050, Jichang Rd.
Rende Dist., Tainan City 71755, Taiwan, R.O.C.
Phone: +886 6-268-1911 (Marketing)
Fax: +886 6-601-0606 (Marketing)
Fax: +886 6-290-3965 (Supply)
Website: www.airasia.com.tw

K.E. Chao
Vice President Maintenance (Acting)

Key personnel

Han Chin, Chang
President
Email: h.c.chang@mail.airasia.com.tw

K.E. Chao
Vice President Maintenance (Acting)
VPM (ACT)
Email: kaoen@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.

C.L. Kao
Director Accounting & Financial Planning
Email: katekaoo@airasia.com.tw

W.Y. Wang
Director Quality Control (DQC)
Email: wywang@airasia.com.tw

Frank C.H. Chao
Director Procurement
Email: chchao@airasia.com.tw

M.A. Wang
Director Engine/Component Shops (DECS)
Email: chriswang@airasia.com.tw

Gary H.C. Chen
Manager Powerplant
Email: hsinchia@airasia.com.tw

C.C. Lin
Engineer Engineering Engine & Component Engineer
Email: jclin@airasia.com.tw

Primary Rolls-Royce Regional Manager: Chris Ankrom

HANWHA Techwin Co., Ltd.

Hanwha Techwin Co., Ltd.
No. 2 Plant
28 sungju-dong, Kyungnam Changwon-City,
Korea 642-717

Hanwha Techwin Co. Ltd.
701, Sampyeong-dong, Bundang-gu
Seongnam-St, Gyeonggt-do 463- 400, Korea
Website: www.hanwhatechwin.com

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

Marketing office:

Kyupyo Hong
Senior Manager
Engine Services
Phone: +82 2 3467 7572
Fax: +82 2 3467 7520
Email: kyupyo.hong@hanwha.com

Jinhyung Park
Senior ManagerPhone: +82 070 7147 4092
Fax: +82 031 8018 3731
Email: jh36.park@hanwha.com

Injun Choi
Contract Management
Phone: +82 070 7147 4312
Mobile: +82 010 5019 9668
Email: injun2.choi@hanwha.com

Engineering Department:

S.G. Kim
General Manager
Production Engineering
Phone: +82 55 260 2527
Fax: +82 55 260 2350
Email: sung.kim@hanwha.com

Quality:

O. N. Lee
General Manager
Quality Assurance
Phone: +82 55 260 2450
Fax: +82 55 260 2387
Email: ouenyung.lee@hanwha.com

Customer Support:

Y. T. Kim
General Manager
Customer Support
Phone: +82 02 7147 4312
Fax: +82 55 260 2359
Email: yy2511.kim@hanwha.com

Branch Location

Hanwha Techwin R&D Center
701 Sampyeong-dong
Bundang-gu
Seongnam-si
Gyeonggi-do
Korea 463-400

Primary Rolls-Royce Regional Manager: Chris Ankrom

Piaggio Aero Industries, S.p.A

PIAGGIO AERO INDUSTRIES S.p.A.

Viale Generale Disegna, 1 - 17038 Villanova d'Albenga
(Savona, Italy)
Phone: +390182267911
Website: www.piaggioaerospace.it

Key personnel

Giovanni Tomassini
Chief Operating Officer
Phone: +39 010 6488 64
Fax: +39 019 690959
Email: gtomassini@piaggioaerospace.it

Marco Macciò
Engine MRO Manager
Phone: +39 0182 26 6358
Mobile: +39 337 1291051
E-mail: MMaccio@piaggioaerospace.it

Emilio Gravano
Responsible for M250 Service Engineering
Phone: +39 010 6488 370
Fax: +39 010 6488 623
Email: egravano@piaggioaerospace.it

Roberto Morchio
Responsible for M250 Product
Support & Training
Phone: +39 010 6488 598
Fax: +39 010 6488 623
Email: rmorchio@piaggioaerospace.it

Capabilities

Piaggio Aerospace designs, develops, builds and maintains aircraft, aircraft engines and structural components. Technology and a commitment to research and development combined with innovative design and style, drive the development of Piaggio Aerospace, a main player on the world market for executive planes and special mission aircraft, for aircraft security and reconnaissance systems, and aircraft engines. The company operates from the aerospace centre of excellence at Villanova d'Albenga (SV), one of the most advanced aerospace manufacturing plants in the world.

Piaggio Aerospace is implementing a business plan oriented towards developing business in response to new market demands. The Company's new vision aims to maintain and strengthen its role of main player in business aviation and, at the same time, become a player in the sectors of defence and security and high-technology aircraft engines thanks to such innovative projects as:

Construction, assembly, high technology engine support: Piaggio Aerospace's expertise in the high-tech aerospace engine sector includes the ability to build, assemble and test complete engines, parts and subassemblies. Piaggio Aerospace operates under licence to the world's major manufacturers - Honeywell, Pratt & Whitney, Pratt & Whitney Canada, Rolls-Royce and Turbomeca – on a wide range of programs. The company's various capabilities include the structure dedicated to the MRO, which benefits from long experience in the maintenance, repair and inspection of a wide range of engines.

Piaggio Aerospace's shareholders are Mubadala Development Company, an Abu Dhabi-based strategic investment and development company, which holds 98.05% of the capital stock, and Piero Ferrari who holds 1.95%

Aero-Engines Business

State of the art production facilities at the Piaggio Aerospace Villanova d'Albenga aviation plant have been designed and fitted to execute every conceivable operation in the aerospace engineering process to the highest level of precision.

Piaggio Aerospace works under license and in partnership with leading international aircraft manufacturers from all over the world, all of whom benefit from the cutting edge technology available at our newly built centre of excellence.

A global player in the aero engine sector, Piaggio Aerospace specialises in constructing components, final assembly and testing, as well as handling the complete maintenance, repair and overhaul of a wide range of engines under license from Rolls Royce plc, Honeywell, Pratt & Whitney and Pratt & Whitney Canada.

MRO

Along with the companies many other activities, the MRO division greatly benefits from years of experience in the maintenance, repair and overhaul of a wide variety of aircraft engines covered by our various licensing agreements.

The Rolls-Royce range of MRO activities includes the following programs and engines manufactured by Rolls Royce: M250 C20B-C20 R/1 and R/2, Gem Mk1004 and Viper 632-4.

The facilities supporting our Aero Engine MRO division's activities have extensive capabilities, covering all possible requirements for efficient engine maintenance and tuning.

- Complete engine check
- Repair and overhaul of components, modules and engines
- Replacement of components and modules
- Reworking and repair of components
- Supply chain management and outsourcing repair services
- Reassembly and module testing
- Reassembly, testing and certification of complete engines
- Technical support activities based on customer's specific needs
- Engineering and support activities specific to the customer or operator

Giuliano Felten
Commercial Director
Phone: +39 010 6481 346
Fax: +39 010 6481 309
Email: gfelten@piaggioaerospace.it

Massimo Del Mastro
Engines MRO
Sales Manager
Phone: +39 010 6488 337
Fax: +39 010 6488 484
Email: mdelmastro@piaggioaerospace.it

Erio Grigioni
Engine M.R.O Commercial Department
Phone: +39 010 6488 377
Fax: +39 010 6488 484
Email: egrigioni@piaggioaerospace.it

Pasquale Gandolfo
Quality Director
Phone: +39 010 6488 433
Fax: +39 010 6488 591
Email: pgandolfo@piaggioaerospace.it

Primary Rolls-Royce Regional Manager: Simon Kemp

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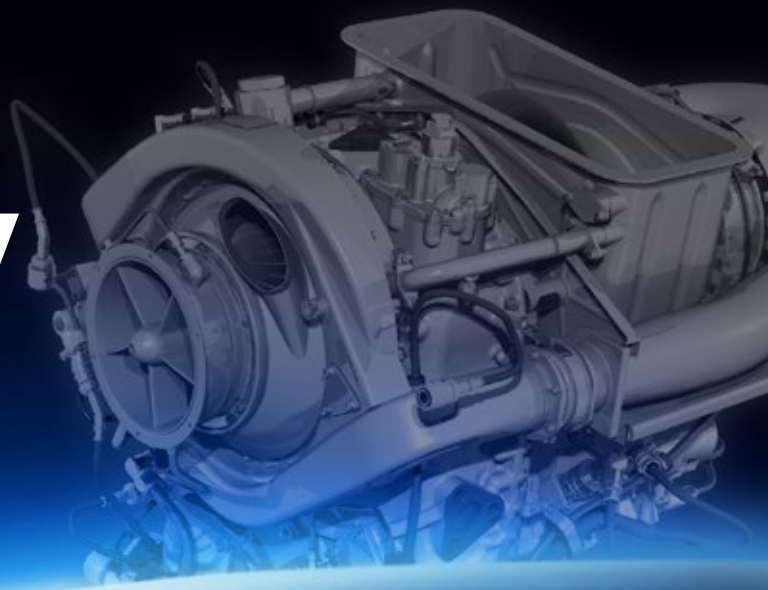
M250 Directory



Authorized Repair Facilities (ARF)

Rolls-Royce

Authorized Repair 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 detailed piece parts.

Aero Propulsion Support, Inc.

Aero Propulsion Support, Inc.
108 May Drive, Suite A
Harrison, OH 45030
Phone: +1 (513) 367-9452
Fax: +1 (513) 367-7930
Website: www.aeropropulsion.com
FAA Repair Station #YULR908L
EASA.145.5233

Allan Slattery
President / Chief Operating Officer

Capabilities

Aero Propulsion Support, Inc. is a fully certified FAA/ JAA repair station for repair and overhaul of M250 Engine components, both civilian and military. The many skilled professionals at Aero perform numerous production repair processes as well as a dedicated repair development group. The 25,000 square foot facility located in Harrison, Ohio, is about 20 minutes from the Greater Cincinnati-Northern Kentucky International Airport and 2 hours from the Rolls-Royce facility in Indianapolis.

Services & Processes

- Many parts in stock for exchange
- Conventional GTAW Welding, spotwelding, and (plasma) dabber welding.
- Vacuum and Atmosphere Brazing and Heat Treating
- DER approved braze repairs and high temperature aluminide coatings.
- Electron Beam (EB) Welding
- Thermal Spray , Abradable Coatings and AlSeal
- Chrome and electroless nickel plating
- Conventional Machining, turning, milling and grinding.
- Non-Conventional Machining plunge and wire EDM.
- FAA DER Repair Development
- Full Metrology lab
- Airflow Testing from .025" to 36" square inches
- Liquid Penetrant Inspection
- Quality Control System: AS9100B/ISO9001:2000

Key personnel

Allan Slattery
President / Chief Operating Officer
Email: aslattery@aeropropulsion.com

Rose DiSalvo-Slattery
Vice President
Email: rslattery@aeropropulsion.com

Jorene Bills
Purchasing Leader
Email: jbills@aeropropulsion.com

Michelle Philpot
Accounting
Email: mphilpot@aeropropulsion.com

Ernie Spencer
Production Manager
Email: espencer@aeropropulsion.com

Marilyn Stehlin
Quality Leader
Email: mstehlin@aeropropulsion.com

Primary Rolls-Royce Regional Manager: Ben Kesler

Cadorath

Cadorath Aerospace Inc.
2070 Logan Avenue
Winnipeg, MB, Canada
R2R 0H9
Phone: +1 (800) 665-7449
+1 (204) 633-9420
Fax: +1 (204) 633-7101
Email: info@cadorath.com
Website: www.cadorath.com

David R. Haines
Senior Vice President

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

David R. Haines
Senior Vice President
Phone: +1 (204) 633-9420
Mobile: +1 (204) 291-3362
Fax: +1 (204) 633-7101
Email: dhaines@cadorath.com

Gord T. Mitchell
Operations Manager
Email: gord.mitchell@cadorath.com

Chris Jones
Director of Quality Assurance
Email: chris.jones@cadorath.com

Leigh Hoffman
Director of Customer Care
Email: leith.hoffman@cadorath.com

Joe Wilson
Business Development
Email: joe.wilson@cadorath.com

Roy Hartfiel
Director of Business Development
Email: roy.hartfiel@cadorath.com

Rod Kucheran
Business Development
Email: rod.kucheran@cadorath.com

Shane Zakulak
Engineering Dept. Head
Email: shane.zakaluk@cadorath.com

Primary Rolls-Royce Regional Manager: Dave Rollins

Cadorath Lafayette

Cadorath Aerospace Lafayette
210 Stanton Street
Broussard, LA 70518

Phone: +1 (877) 680-0220
+1 (337) 837-5505
Fax: +1 (337) 837-5581
Website: www.cadorath.com

David Menard
General Manager

Capabilities

Strategically located in the Gulf of Mexico region, Cadorath Lafayette is an FAA-04YR3024, EASA 145 approved Rolls-Royce M250 Authorized Repair Facility. 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:

- Conventional machining
- CNC machining
- GTAW welding
- Turbine nozzle flow and adjust
- Plasma and thermal coatings
- Vacuum furnace brazing
- NDT inspection
  - Liquid Penetrant
  - Ultrasonic
- 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

David Menard
General Manager
Email : dmenard@cadorath.com

Tracie Boyer
Customer Care
Email: tracie.boyer@cadorath.com

Chris Jones
Director of Quality Assurance
Email: chris.jones@cadorath.com

Joe Wilson
Business Development
Email: joe.wilson@cadorath.com

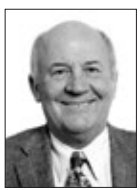
Larry Barkley
Operations Manager
Email: larry.barkley@cadorath.com

Anthony Griffin
Chief Inspector
Email: tony.griffin@cadorath.com

Primary Rolls-Royce Regional Manager: Carl Landriault

H-S Tool & Parts, Inc.

H-S Tool & Parts, Inc.
#140 - 2560 Simpson Road
Richmond, B.C., Canada V6X 2P9
Phone: +1 (604) 273-4743
Fax: +1 (604) 273-0924
Email: service@hsrework.com
Website: www.hsrework.com



Hans Sarghie
President

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

Christopher Trsek
Vice President/ General Manager
Email : ctrsek@hsrework.com

Pam Tranelis
Administration
Email : ptranelis@hsrework.com

Andy Archer
Quality Manager
Email : aarcher@hsrework.com

Charles Davis
Sales/Marketing
Mobile: +1 (337) 258-9269

Primary Rolls-Royce Regional Manager: Greg Houston

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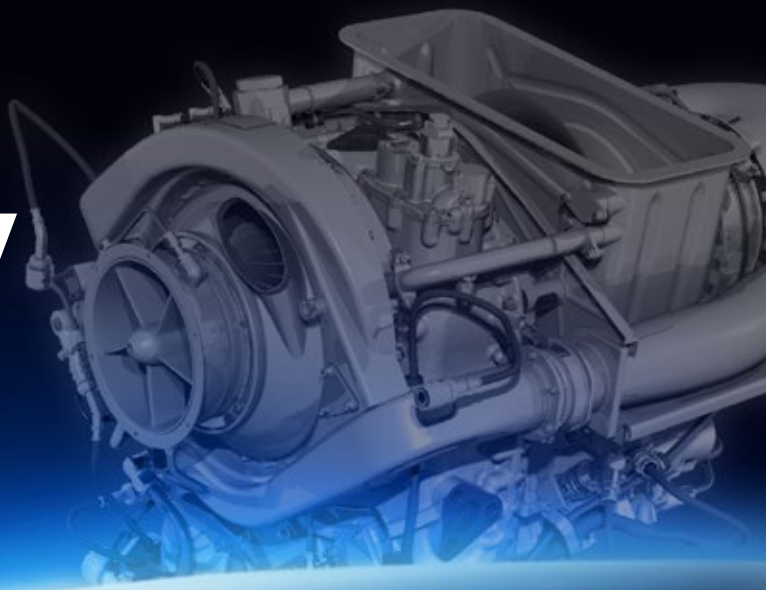
M250 Directory



Aftermarket Services

Rolls-Royce

M250 TotalCare®

TotalCare® Summary

TotalCare® is the brand name of our flagship services offering. TotalCare® is aimed at alleviating the burden of engine maintenance and allowing for the transfer of the management of risk. The TotalCare® offering consists of an integrated core set of services covering key aspects of engine management and maintenance, which can be combined with a range of optional services to tailor TotalCare® to an individual customer's requirements.

Building on the leading knowledge (50 years of turboshaft experience), experience (200 million flight hours), and infrastructure provided by Rolls-Royce, engines under TotalCare® see operational benefits ranging from increased time on wing, access to OEM knowledge and problem solving capabilities, to reaching a higher efficiency in asset utilization. These culminate to give a reduction in operational disruption, and thus provide a more reliable service. Financial benefits ranging from mitigating against the risks of unexpected costs, to automatic inclusion of product durability and reliability improvements, which yield increased asset value and asset desirability.

TotalCare® provides an aligned business concept where Rolls-Royce is incentivized to actively manage an engine through its lifecycle to achieve maximum availability and utility, with a by-product of enhanced asset value. At the heart of TotalCare® philosophy is its business structure - since TotalCare® is charged on a fixed dollar per flying hour basis, TotalCare® transfers both time on wing and shop visit costs back to the OEM and makes reliability and time on wing a driver for profit for both the customer and Rolls-Royce. Fundamentally, TotalCare® rewards reliability, a factor valued most highly by customers.

TotalCare® Benefits:

- Low risk, fixed cost engine maintenance - The comprehensive suite of engine management services available under TotalCare® provides predictable costs over the life of the agreement and covers all aspects of engine maintenance and management
- Reduced management burden - TotalCare® enables you to focus on your priorities, because Rolls-Royce provides a full suite of Engine Management Services
- Enhanced aircraft resale value - TotalCare® is fully transferable with the aircraft, therefore increasing its residual value
- Reduced capital investment - You need fewer spare parts
- 24/7 - Benefit from a world-wide network of support focused on the needs of your aircraft. Our network is always there for you, 24 hours a day, 365 days a year.
- Transfer of financial risk - resulting in tax benefits. TotalCare® covers the cost of all Engine parts and labor when the time comes for the engine to be sent to an authorized Rolls-Royce overhaul facility. The cost of parts and labor for mandatory bulletins, as well as unscheduled shop visit costs for qualified events is also covered. It also covers the replacement of Life Limited Parts. This comprehensive coverage permits accurate budgeting based on each operator's forecast utilization. The Rolls-Royce global network of repair and overhaul operations ensures convenient access to the required facilities. Quality is assured as only authorized Rolls-Royce facilities are used for TotalCare®

Primary Rolls-Royce Manager: Laurie Bingham

M250 Aftermarket Services

No Contracted Services	TotalCare® Customer	
Service	**TotalCare® Core**	**TotalCare® Options**

• Regional Manager Reactive Support
• Technical Manual Interpretation
• Rolls Royce New Engine Limited Warranty
	• Engine Repair and Overhaul Services (Labor and Materials)
	  • Regular Scheduled Shop Visit Cost
	  • Qualified Unscheduled Shop Visit Costs
	  • Life Limited Parts Replacement
	  • Work Scope Management
	  • Shop Management
	  • Quote And Pavement Management
	  • Engine Transportation
	• Engine Reliability Improvements
	  • Inclusion of All Airworthiness Directives
	  • Inclusion of All Mandatory Service Bulletins At Shop Visit
	• Line Replaceable Units (Including Shipping)
	• Operations Center Support
	• Technical Publications
	• Training
	• Technical Variance Analysis
	• Regional Manager Periodic Visits
		• End-of-Life Management
		• Logistical Services
		• Additional Technical Publications
		• Additional Training

Advisory & Optimization

MRO & Enhancement

Inventory Services

We were the creators of the revolutionary "Power by the Hour®" concept and on that strong foundation have built a complete range of engine services

2017 FIRST network
M250 Directory

Rolls-Royce Customer Training

Rolls-Royce

Rolls-Royce Customer Training

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
Website: www.rolls-royce.com

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.

M250 2015 Class Schedule

Course/Code	Days	Objectives	Topics of discussion	2017 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 jet engine operation • Variant identification • Component identification and materials • Engine module design principles • Engine systems and operation • Introduction to maintenance publications	January 4-5 May 1-2
M250 Series II/IV Heavy Maintenance GL1001, GL1003 and GL1005	12	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 (GL1005)** **March 27- April 17** **August 21-September 1** **Series IV (GL1003) and FEDEC (GL1001)** March 6-17 June 12-23 Dec 4-15
M250-C40, C47, C30R/3 Engine Maintenance GL1002	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 jet 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	January 9-13 August 7-11 October 23-27
All M250 Series IV/T703 Engine Maintenance GL1004	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 jet 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 6-10 May 8-12
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 jet 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 20-24 July 10-14 October 2-6

NOTE: These courses are acceptable to the FAA Administrator for FAA Inspection Authorization renewal.

2017 FIRST network
M250 Directory

M250 Approved Suppliers

Rolls-Royce

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

Key personnel

Contact	Phone	Mobile	Email
Jon Bellamy - Customer Support Program Manager	+1 (602) 231-2776	+1 (602) 317-4370	jonathan.bellamy2@honeywell.com

Repair locations

Authorized Warranty & Repair Stations (AWARS)	AWARS Main POC	Address	Location of Facility
AEROMARITIME	Mario Mazzola (Director) 0035621651778 mario.mazzola@aeromaritime.com	7 Industrial Estate, Hal Far BBG 3000, Malta	Malta
GREYSTONES AVIATION COMPONENTS PTY	Glenn Mouritzen (Vice President) 703-288-3400 gmouritzen@greystonesinc.com	135 Old North Coast Road, Glen Anil, Durban, South Africa	Durban, South Africa
GREYSTONES AVIATION WORLDWIDE	Glenn Mouritzen (Vice President) 703-288-3400 gmouritzen@greystonesinc.com	23465 Rock Haven Way, Suite 115, Dulles, VA 20166, USA	Dulles, VA USA
H+S AVIATION LIMITED	Kevin Read (Commercial Co-ordinator) 44 (0) 23 9230 4083 kevin.read@hsaviation.co.uk	Airport Service Road, Portsmouth, Hampshire, PO3 5PJ, England	Portsmouth, England
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
MITSUBISHI HEAVY INDUSTRIES LTD	Kotaro Mitsuiwa (Mfg Eng Production) 81-568-79-2453 kotaro_mitsuiwa@mhi.co.jp	1200 Higaashitanaka, Komaki-shi, Aichi-ken, 485-0826 Japan	Japan
STANDARD AERO (ASIA) PTE LTD	Manny Atwal (Vice President) 204-318-7241 manny.atwal@standardaero.com	48A Loyang Way, Singapore 508741	Singapore
STANDARD AERO (AUSTRALIA) PTY LTD	Manny Atwal (Vice President) 204-318-7241 manny.atwal@standardaero.com	3 Sir Thomas Mitchell Road, Chester Hill, NSW 2162, Australia	Near Sydney, Australia
STANDARD AERO LTD (WINNIPEG)	Manny Atwal (Vice President) 204-318-7241 manny.atwal@standardaero.com	33 Allen Dyne Rd., Winnipeg, Manitoba, Canada R3H 1A1	Winnipeg, Canada
VECTOR AEROSPACE HELICOPTER SERVICES	Mike Lajeunesse 604-276-7564 mike.lajeunesse@vectoraerospace.com	4551 Agar Drive, Richmond, British Columbia, Vancouver, Canada V7B 1A4"	Vancouver, Canada

Triumph Engine Controls Systems, Inc.

Triumph Engine Control Systems, Inc.

North America Operations
Charter Oak Boulevard
Box 330651
West Hartford, CT 06133-0651
Phone: +1 (860) 236-0651
Fax: +1 (860) 236-1873
After hours AOG pager: (877) CECO-AOG
(877) 232-6264
Website: www.triumphgroup.com

Key personnel

Linda McKnight
Supervisor Customer Service
Triumph Engine Control Systems Inc.
FAA Repair Station SF3R839L
West Hartford, CT USA
Phone: +1 (860) 523-2236
Fax: +1 (860) 523-2237
Email: llmcknight@triumphgroup.com

Craig Parker
Customer Service Manager
Triumph Engine Control Systems Inc.
1 Charter Oak Boulevard
West Hartford, CT 06133-0651
Phone: +1 (860) 523-2234
Mobile: +1 (860) 597-7210
Email: cmparker@triumphgroup.com

Capabilities

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

World-class design, engineering, qualification, manufacturing and after market support is provided from our West Hartford, CT ISO 9001/AS9100 approved plant facility. We offer maintenance and overhaul support services, aftermarket sales support and AOG emergency support services to minimize downtime. As an operating division of Triumph Corporation, TECS provides small company customer support and responsiveness backed by the larger resources of a fortune 500 company. Triumph is ranked among the top 10 on Fortune magazine's list of "Most Admired Companies" in the aerospace industry and was just named to Forbes magazine's platinum list of "America's Best Big Companies." We look forward to supporting your fuel metering and control system needs.

TECS dedicated Aircraft on Ground customer support line is manned by specialists who have the experience and knowledge to support component products such as a fuel pump or an entire fuel control system including pump, metering valve and electronic FADEC control. Call our A.O.G. HOT LINE @ 1-877-232-6264.

TECS engineering customer support organization provides a number of important customer product services including technical publications, field technical support, warranty support, field service, customized training, software upgrades and auditing services.

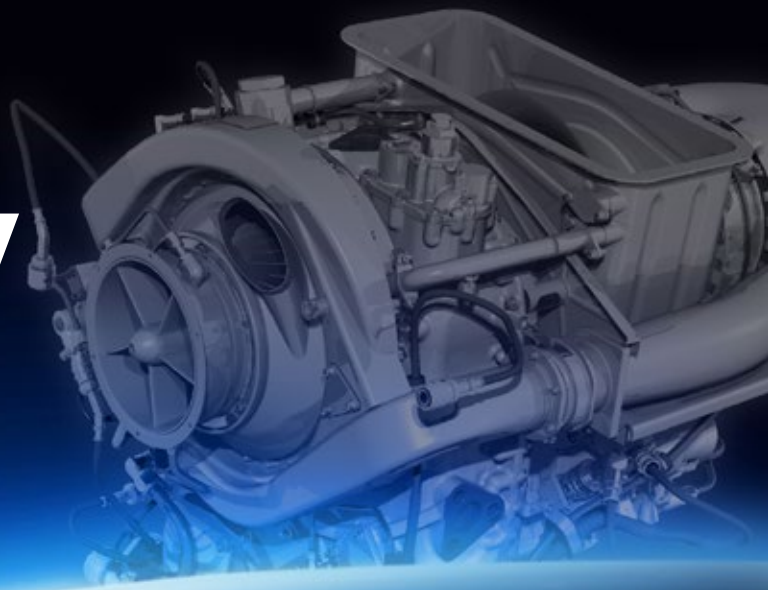
Ela Buczek
Spare Parts
Phone: +1 (860) 523-2296
Email: ebuczek@triumphgroup.com

Brian Beal
Technical Support
Phone: +1 (860) 231-2760
Mobile: +1 (860) 794-9833
Email: bcbeal@triumphgroup.com

Roger Gonet
Business Development Manager
Phone: 1(860)523-2209
Mobile: 1(413)262-0103
Fax: 1(860) 523-2237
Email: rlgonet@triumphgroup.com

Shipping address
Triumph Engine Control Systems, Inc.
Attn. Receiving Dept., Gate 18
Talcott Road
West Hartford, CT 06110

2017 FIRST network
M250 Directory



Engine Designations and Applications

Rolls-Royce

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 Applications

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 Applications

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
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

M250 Engine Designations and Applications

Engine	Description	Applications
	Series III 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
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 407GX
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
	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
IDM	6W5	6W5	11W5E	11W5C	11W5C	11W5C	11W5C
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

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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)

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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)

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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
IDM	11W5C	11W5D	11W5D	11W5E	GTP-5243-5	GTP-5243-5F/1	GTP-5243-5F/2
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

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
IDM	5W5	5W5	5W5	5W5	10W5	10W5	10W5	10W5
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**
Engine Part Number	6899271	6899400	23008092	6887191	23052351	23033373
Model Specification	C889	C898	C921	803	C965	C938
Shaft Horsepower (T.O.)	420	420	420	420	420	450
Certification Date	2 Mar 1979	15 Sep1981	30 Dec 1983	9 June 1976	20 Apr 1990	20 Sep1989
Application	AS355E / F	B206B	C185, C206, C207, C337	OH-58C	Schweizer 330 / 333, Enstrom 480	AS355E / F
Weight (lbs)	161	161	162	158	162	173
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
Exhaust Configuration	Up	Up	Down	Up	Down	Up
Compressor Bleed Valve	Yes	Yes	Yes	Yes	Yes	Yes
Ignition Type	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
N1 / N2 Speed Sense	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical
Power Turbine Governor	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
Fuel Pump Type	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear	Single Gear
Fuel Pressure Filter	Low	Low	Low	Low	Low	Low
Chip Detector Type	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle
Oil Filter Bypass Indicator (Pressure)	Yes	Yes	Yes	Yes	Yes	Yes
Fuel Control	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 @ 1 00% 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
I DM	10W5F	10W5J	10W5S	N/A	10W5W	GTP5232-5
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

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 In³	1 6 In³	1 3 In³ & 1 6 In³	1 6 In³
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 II

Models C20R/1, C20R/2 and C20R/4				
Model designation	**C20R/1**	**C20R/2**	**C20R/2**	**C20R/4**
Power Output Shaft RPM @ 100% Speed	6,016	6,016	6,016	6,016
Gas Producer Rotor RPM @ 100% Speed	50,970	50,970	50,970	50,970
Power Turbine Rotor RPM @ 1 00% Speed	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
Type Certificate Number	E4CE	E4CE	E4CE	E4CE
Engine Envelope Dimensions L/W/H Inches	38.8 20.8 23.2	38.8 20.8 23.2	38.8 20.8 23.2	38.8 20.8 23.2
N2 Overspeed Electronic Control	Yes	Yes	Yes	Yes
Bleed Valve Vented to Exhaust Collector	No	No	No	No
Directional Rotation, (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	Two	One	One	One
Gearbox Assy Up or Down	Down	Down	Down	Down
Output Drive Mount Config	“Non-Kidney” Pad	“Non-Kidney” Pad	“Non-Kidney” Pad	“Non-Kidney” Pad
[DM	GTP5232-5	GTP5232-5	GTP5232-5	GTP5232-5
OMM	GTP5232-2	GTP5232-2	GTP5232-2	GTP5232-2
I PC	GTP5232-4	GTP5232-4	GTP5232-4	GTP5232-4
Engine Installation Drawing	23035210	23053220	23053267	23053300
Electrical Connection Drawing	23034138	23031836	23031836	23031836

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
IDM	16W5	16W5	16W5	14W5	14W5	14W5G
OMM	16W2	16W2	16W2	14W2	14W2	14W2G
I PC	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)

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
IDM	14W5G/2	14W5M	14W5P	14W5LR	14W5	14W5LR
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 and C47M						
Model designation	**C30R/1**	**C30R/3**	**C30R/3M**	**C40B**	**C47B**	**C47M**
Engine Part Number	23056117	23065550	23069722	23063378	23063392	23064560
Model Specification	C979	C1027	C1058	C986	C1023	C1033
Shaft HP	650	650	650	715	650	650
Certification Date	31 Mar 1994	10 Jun 1997	24 Sep 2001	2 2Feb1996	19 Jan 1996	14 May 1997
Application	OH-58D	OH-58D	AH/MH-6	B430	B407	MD600N
Weight (lbs)	257.75	274	278	280	274	274
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
Exhaust Configuration	Up	Up	Up	Up	Up	Up
Compressor Bleed Valve	No	No	No	Yes	Yes	Yes
Ignition Type	Single	Single	Single	Single	Single	Single
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
N1/N2 Speed Sense	Electronic	Electronic	Electronic	Electronic	Electronic	Electronic
Power Turbine Governor	Honeywell (Bendix)	FADEC	FADEC	FADEC	FADEC	FADEC
Pg Accumulator	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
Fuel Pressure Filter	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
Oil Filter Bypass Indicator	Yes	Yes	Yes	Yes	No	Yes
Fuel Control	Honeywell (Bendix) Supervisory	Triumph PECS FADEC	Triumph PECS FADEC	Triumph PECS FADEC	Triumph PECS FADEC	Triumph PECS FADEC

M250 Series IV

Models C30R/1, C30R/3, C30R/3M, C40B, C47B and C47M						
Model designation	**C30R/1**	**C30R/3**	**C30R/3M**	**C40B**	**C47B**	**C47M**
Power Output Shaft Speed	6,016	6,016	6,016	9,598	6,317	6,016
Gas Producer Rotor RPM @ 100% Speed	49,378	51,000	51,000	51,000	51,000	51,000
Power Turbine Rotor Speed @ 100% Speed	30,650	30,650	30,650	30,908	32,183	30,650
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
Type Certificate Number	E1GL	E1GL/Rev14	E1GL/Rev20	E1GL/Rev12	E1GL/Rev12	E1GL/Rev13
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
N2 Overspeed Electronic Control	Yes	IN FADEC	IN FADEC	IN FADEC	IN FADEC	IN FADEC
Bleed Valve Vented to Exhaust Collector	No	No	Yes	Yes	Yes	Yes
Directional Rotation (N1/N/2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	One	One	One	Two	One	One
IDM	14W5R/1	CSP24005	CSP24007	CSP24001	CSP24002	CSP24003
OMM	14W2RU	CSP21003	CSP22001	CSP21000	CSP21001	CSP21004
I PC	14W4RU	CSP23003	CSP23003	CSP23001	CSP23001	CSP23001
Engine Installation Drawing	23056119	23066691	230669723	23062083	23061950	23065802
Electrical Connection Drawing	23005202	23065577	23071785	23061 846	23062550	23064232

Significant Facts About the M250

Current module TBOs* (hours)					
Module	**C20/C20R Series**	**B17/B17F Series**	**C28B/C30**	**C40/C47**	
Compressor	3500	3500	On condition	On condition	
Gearbox	On condition	On condition	On condition	On condition	
Turbine	3500*	3500*	1500/2000	1750/2000	
Prop gearbox		On condition†			
* 1750 hr hot section maintenance					
† "D" and "F" prop box, 2000 hours					
Component parts life limits* (hours/cycles)					
Part	**C20 Series - B17 Series**	**C20R Series B17F Series**	**C28 Series**	**C30 Series C20R/3**	**C40B C47B**
Compressor wheel life	see OMM for application P/N	7500/15,000			
Impeller	3550/9150	7500/15,000	10,000/20,000	12,500/25,000	7500/15,000 7500/15,000
1st stage turbine wheel	1775/3000	1775/3000	1550/3000	2025/3000	1775/3000 2025/3000
2nd stage turbine wheel	1775/3000	1775/3000	1550/3000	2025/3000	1775/3000 2025/3000
3rd stage turbine wheel	4550/6000	4550/6000	4550/6000	4550/6000 4550/4500	4550/6000 4550/6000
4th stage turbine wheel	4550/6000	4550/6000	4550/6000	4550/6000	4550/6000 4550/6000

Significant Facts About the M250

Production and accrued flight hours as of 12/31/2015				
	Designation	Type	New Total	New Total
Series I	B15/B15G	turboprop	95	362,394.00
	T63-A-5/A	turboshaft	2515	8,818,542.00
	C18/T63-A-700	turboshaft	3895	25,406,175.00
Series II	B17/B17F (all)	turboprop	1485	9,632,750.00
	C20/T63-A-720 (all)	turboshaft	15791	145,096,638.00
	C20R (all)	turboshaft	1106	6,832,211.00
Series III	C28 (all)	turboshaft	879	8,865,280.00
Series IV	C30 (all)	turboshaft	3708	27,361,808.00
	C40B	turboshaft	305	1,838,464.00
	C47 (all)	turboshaft	1836	10,297,691.00
Total:			**31615**	**244,511,953.00**

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					


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Rolls-Royce Series II C20 and B17 Limited Warranty

Rolls-Royce Corporation issues the following express Limited Warranty for M250® Series II - C20 and B17 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® Series II - C20 or B17 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.

As a Customer Premium Option, an extended warranty coverage that includes a flat rated removal and installation fee of the engine and standard freight charges to ship the engine to and from the authorized repair facility can be purchased from the Rolls-Royce M250® Warranty Administrator prior to or at the time of delivery of the aircraft from the aircraft manufacturer.

2. Who is Covered: Anyone who purchases a new Rolls-Royce M250® Series II - C20 or B17 engine 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 the Limited Warranty must be selected by the Purchaser of the engine and recorded in the engine log book at the time of delivery of the aircraft from the aircraft manufacturer. The Limited Warranty shall be in effect for either:

Option A: Forty-eight (48) months from the date of delivery of the engine to the Aircraft Manufacturer, or twenty-four (24) months from the date of delivery to the Purchaser, or three thousand (3,000) cycles as defined in the appropriate Operations and Maintenance Manual, or one thousand (1,000) hours of operation, whichever occurs first.

Option B: Forty-eight (48) months from the date of delivery of the engine to the Aircraft Manufacturer, or thirty-six (36) months from the date of delivery to the Purchaser, or three thousand (3,000) cycles as defined in the appropriate Operations and Maintenance Manual, or five hundred (500) hours of operation, whichever occurs first.

Option C: Forty-eight (48) months from the date of delivery of the engine to the Aircraft Manufacturer, or twenty-four (24) months from

the date of delivery to the Purchaser, or three thousand (3,000) cycles as defined in the appropriate Operations and Maintenance Manual, or one thousand seven hundred and fifty (1,750) hours, whichever occurs first. However, with this Option, after two hundred (200) hours of operation, the percentage of warranty coverage is pro-rated based upon the hours of operation for the balance of the warranty period pursuant to the following formula: ((1,750 Hrs. - Actual Hrs.) / 1,550 Hrs.) x Charge.

*** If no warranty option is recorded in the engine logbook at the time of delivery, Option C shall apply.**

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.

*** Important additional exclusions on the next page.***

Following repairs which are 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 such covered repairs. This is a repair warranty, not a future performance warranty. Any malfunction, defect or nonconformity discovered or reported after the expiration of the warranty period is not covered by this Limited Warranty.

4. Obtaining Repairs:

a) To obtain repairs, the Purchaser must submit Warranty Request on the FAST Website or 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.

https://fast.aeromanager-online.com/ **or** The notification must be addressed to the M250® Warranty Administrator at the following address:

Rolls-Royce Corporation
450 South Meridian Street, Speed Code MC-N2-07
Indianapolis, IN 46225-1103
Phone: (US) 317-230-5003
Phone: (North American Toll Free) 1-800-308-9610
Email: Model250Warranty@Rolls-Royce.com

The Purchaser will then be contacted with shipping instructions and point of contact information for the Purchaser's requested Limited Warranty repair. The Purchaser should not disassemble modules or 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.

b) The authorized 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 must provide the authorized repair facility with a warranty authorization number for any covered work performed. The Purchaser is responsible for transportation charges to and from the Rolls-Royce authorized repair facility.

c) 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.

d) 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: The manufacturers of optional equipment and components not manufactured by Rolls-Royce, including but not limited to an Engine Air Particle Separator and Auto Reignition Controls, may or may not provide their own warranties. These warranties are separate from the Rolls-Royce Limited Warranty and constitute the only warranties for those specific components. Please review all warranties for the terms and conditions of those warranties.

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

a) Failures, malfunctions, or non-conformities of the engine attributable in whole or in part to the failure to store, preserve, install,

Rolls-Royce Series II C20 and B17 Limited Warranty

operate, maintain, repair or replace the engine or modules/parts in accordance with applicable recommendations by Rolls-Royce.

b) Failures, malfunctions, or non-conformities of the engine attributable in whole or in part to acts of God, combat damage, misuse, corrosion, erosion, neglect or accident.

c) Failures, malfunctions, or non-conformities of the engine attributable in whole or in part to the alteration of an engine/module/part which is not in accordance with published Rolls-Royce procedures.

d) Foreign object damage in operation, transit or in storage.

e) Consumables (including gaskets, seals, washers, etc.)

f) Engines or modules/parts contained in engines which have been repaired by someone other than a Rolls-Royce authorized repair facility.

g) 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 or Operations and Maintenance Manual and are not covered by this Limited Warranty.

h) Failures, malfunctions, or non-conformities caused by parts or components not manufactured or installed by Rolls-Royce.

i) Surcharges, import taxes duties, handling fees or other fees that may be levied in transporting the engine to a Rolls-Royce authorized facility for repair.

7. Conditions of Repair:

a) The engine assembly must remain in the same delivered configuration as supplied to the aircraft manufacturer.

b) If Purchaser acquires any new surplus Rolls-Royce military parts from the United States Government, the parts must meet all Federal Aviation Administration requirements and Purchaser must purchase the Optional New Surplus Rolls-Royce Military Part Warranty for this Limited Warranty to apply.

c) Purchaser must obtain prior written approval from the Rolls-Royce M250® Warranty Administrator of any engine configuration changes to the major engine or module configuration.

8. Other Terms:

a) 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.

b) 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.

c) 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.

d) 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.

e) 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.

f) 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.

g) 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.

h) 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.

Rolls-Royce Series IV C30, C40 and C47 Limited Warranty

Rolls-Royce Corporation issues the following express Limited Warranty for new rModel 250 Series IV - C30, C40 and C47 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 Model 250 Series IV - C30, C40 or C47 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.

As a Customer Premium Option, an extended warranty coverage that includes a flat rated removal and installation fee of the engine and standard freight charges to ship the engine to and from the authorized repair facility can be purchased from the Rolls-Royce Model 250 Warranty Administrator prior to or at the time of delivery of the aircraft from the aircraft manufacturer.

2. Who is Covered: Anyone who purchases a new aircraft from an aircraft manufacturer which is equipped with a new Rolls-Royce Model 250 Series IV - C30, C40 or C47 engine 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 the Limited Warranty must be selected by the Purchaser of the engine and recorded in the engine log book at the time of delivery of the aircraft from the aircraft manufacturer. The Limited Warranty shall be in effect for either:

Option A: Forty-eight (48) months from the date of delivery of the engine to the Aircraft Manufacturer, or twenty-four (24) months from the date of delivery to the Purchaser, or three thousand (3,000) cycles as defined in the appropriate Operations and Maintenance Manual, or one thousand (1,000) hours of operation, whichever occurs first.

Option B: Forty-eight (48) months from the date of delivery of the engine to the Aircraft Manufacturer, or thirty-six (36) months from the date of delivery to the Purchaser, or three thousand (3,000) cycles as defined in the appropriate Operations and Maintenance Manual, or five hundred (500) hours of operation, whichever occurs first.

Option C: For the C30 and C47 engines, forty-eight (48) months from the date of delivery of the engine to the Aircraft Manufacturer, or twenty-four (24) months from the date of delivery to the Purchaser, or three thousand (3,000) cycles as defined in the appropriate Operations and Maintenance Manual, or two thousand (2,000) hours of operation, which ever occurs first. For the C40 engine, forty-eight (48) months from the date of delivery of the engine to the Aircraft Manufacturer, or twenty-four (24) months from the date of delivery to the Purchaser, or three thousand (3,000) cycles as defined in the appropriate Operations and Maintenance Manual, or one thousand seven hundred and fifty (1,750) hours, whichever occurs first. However, for all engines under this Option, after two hundred (200) hours of operation, the percentage of warranty coverage is pro-rated based upon the hours of operation for the balance of the warranty period pursuant to the following formulas:

C30 and C47 engines: ((2,000 Hrs. - Actual Hrs.) / 1,800 Hrs.) x Charge.

C40 engine: ((1,750 Hrs. - Actual Hrs.) / 1,550 Hrs.) x Charge.

*** If no warranty option is recorded in the engine logbook at the time of delivery, Option C shall apply. ***

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.

*** Important additional exclusions on the next page. ***

Following repairs which are 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 such covered repairs. This is a repair warranty, not a future performance warranty. Any malfunction, defect or nonconformity discovered or reported after the expiration of the warranty period is not covered by this Limited Warranty.

4. Obtaining Repairs:

a) To obtain repairs, the Purchaser must submit Warranty Request on the FAST Website or 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.

https://fast.aeromanager-online.com/ **or** The notification must be addressed to the M250® Warranty Administrator at the following address:

Rolls-Royce Corporation
450 South Meridian Street, Speed Code MC-N2-07
Indianapolis, IN 46225-1103
Phone: (US) 317-230-5003
Phone: (North American Toll Free) 1-800-308-9610
Email: Model250Warranty@Rolls-Royce.com

The Purchaser will then be contacted with shipping instructions and point of contact information for the Purchaser's requested Limited Warranty repair. The Purchaser should not disassemble modules or 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.

b) The authorized 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 must provide the authorized repair facility with a warranty authorization number for any covered work performed. The Purchaser is responsible for transportation charges to and from the Rolls-Royce authorized repair facility.

c) 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.

d) 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.

Rolls-Royce Series IV C30, C40 and C47 Limited Warranty

5. Other Warranties: The manufacturers of optional equipment and components not manufactured by Rolls-Royce, including but not limited to an Engine Air Particle Separator and Auto Reignition Controls, may or may not provide

their own warranties. These warranties are separate from the Rolls-Royce Limited Warranty and constitute the only warranties for those specific components. Please review all warranties for the terms and conditions of those warranties.

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

a) Failures, malfunctions, or non-conformities of the engine attributable in whole or in part 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.

b) Failures, malfunctions, or non-conformities of the engine attributable in whole or in part to acts of God, combat damage, misuse, corrosion, erosion, neglect or accident.

c) Failures, malfunctions, or non-conformities of the engine attributable in whole or in part to the alteration of an engine/module/part which is not in accordance with published Rolls-Royce procedures.

d) Foreign object damage in operation, transit or in storage.

e) Consumables (including gaskets, seals, washers, etc.)

f) Engines or modules/parts contained in engines which have been repaired by someone other than a Rolls-Royce authorized repair facility.

g) 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 or Operations and Maintenance Manual and are not covered by this Limited Warranty.

h) Failures, malfunctions, or non-conformities caused by parts or components not manufactured or installed by Rolls-Royce.

i) Surcharges, import taxes duties, handling fees or other fees that may be levied in transporting the engine to a Rolls-Royce authorized facility for repair.

7. Conditions of Repair:

a) The engine assembly must remain in the same delivered configuration as supplied to the aircraft manufacturer.

b) If Purchaser acquires any new surplus Rolls-Royce military parts from the United States Government, the parts must meet all Federal Aviation Administration requirements and Purchaser must purchase the Optional New Surplus Rolls-Royce Military Part Warranty for this Limited Warranty to apply.

c) Purchaser must obtain prior written approval from the Rolls-Royce Model 250 Warranty Administrator of any engine configuration changes to the major engine or module configuration.

8. Other Terms:

a) 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.

b) 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.

c) 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.

d) 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.

e) 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.

f) 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.

g) 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.

h) 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.

Rolls-Royce M250 Spare Module/Part Limited Warranty

Rolls-Royce Corporation issues the following express Limited Warranty for Model 250 spare modules and parts subject to the following terms, conditions and limitations:

1. What is Covered: This Limited Warranty covers the costs of material to repair (or replace at Rolls-Royce's sole option) any Model 250 spare module/part 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 module/part at the time of shipment from the Rolls-Royce Authorized Distributor to the Purchaser with the specifications in effect at the time of manufacture by Rolls-Royce.

2. Who is Covered: Anyone who purchases a new Rolls-Royce Model 250 spare module or part from Rolls-Royce or the Rolls-Royce designated distributor is entitled to coverage under this Limited Warranty for each such spare module/part. This warranty is transferable, subject to the terms herein and at the discretion of Rolls-Royce.

3. Warranty Period: This Limited Warranty shall be in effect for twenty-four (24) months from the date of shipment from the Rolls-Royce Authorized Distributor or one thousand (1,000) hours of operation, whichever occurs first.

Following repairs which are covered by the terms of this Limited Warranty, the spare module/part 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 such covered repairs. This is a repair warranty, not a future performance warranty. Any malfunction, defect or nonconformity discovered or reported after the expiration of the warranty period is not covered by this Limited Warranty.

4. Obtaining Repairs:

a) To obtain repairs, the Purchaser must submit Warranty Request on the FAST Website or 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.

https://fast.aeromanager-online.com/ **or** The notification must be addressed to the M250® Warranty Administrator at the following address:

Rolls-Royce Corporation
450 South Meridian Street, Speed Code MC-N2-07
Indianapolis, IN 46225-1103
Phone: (US) 317-230-5003
Phone: (North American Toll Free) 1-800-308-9610
Email: Model250Warranty@Rolls-Royce.com

The Purchaser will then be contacted with shipping instructions and point of contact information for the Purchaser's requested Limited Warranty repair. The Purchaser should not disassemble spare modules or parts from the engine without Rolls-Royce's prior authorization. Spare modules and parts may only be removed from engines by individuals who are authorized by Rolls-Royce to perform this work. Spare modules/parts must be shipped in accordance with published Rolls-Royce procedures.

b) The authorized repair facility selected by Purchaser must receive the spare module/part within ninety (90) days after the written notification of defect is sent. The Purchaser must provide the authorized repair facility with a warranty authorization number for any covered work performed. The Purchaser is responsible for transportation charges to and from the Rolls-Royce authorized repair facility.

c) 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 at the time of shipment from the Rolls-Royce Authorized Distributor to the Purchaser.

d) 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 spare module/part at its sole expense.

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.

*** Important additional exclusions on the next page. ***

5. Other Warranties: The manufacturers of optional equipment and components not manufactured by Rolls-Royce, including but not limited to an Engine Air Particle Separator and Auto Reignition Controls, may or may not provide their own warranties. These warranties are separate from the Rolls-Royce Limited Warranty and constitute the only warranties for those specific components. Please review all warranties for the terms and conditions of those warranties.

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

a) Failures, malfunctions, or non-conformities of the spare module/part attributable in whole or in part to the failure to store, preserve, install, operate, maintain, repair or replace the spare modules/parts in accordance with applicable recommendations by Rolls-Royce.

b) Failures, malfunctions, or non-conformities of the spare module/part attributable in whole or in part to acts of God, combat damage, misuse, corrosion, erosion, neglect or accident.

c) Failures, malfunctions, or non-conformities of the spare module/part attributable in whole or in part to the alteration of a spare module/part which is not in accordance with published Rolls-Royce procedures.

d) Foreign object damage in operation, transit or in storage.

e) Consumables (including gaskets, seals, washers, etc.)

f) Spare modules/parts contained in engines which have been repaired by someone other than a Rolls-Royce authorized repair facility.

g) Parts which are replaced as a result of the purchaser's elected maintenance or as a result of the purchaser's decision to transfer spare 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 or Operations and Maintenance Manual and are not covered by this Limited Warranty.

h) Failures, malfunctions, or non-conformities caused by parts or components not manufactured or installed by Rolls-Royce.

i) Surcharges, import taxes duties, handling fees or other fees that may be levied in transporting the engine to a Rolls-Royce authorized facility for repair.

Rolls-Royce M250 Spare Module/Part Limited Warranty

7. Conditions of Repair:

a) The spare module/part must remain in the same delivered configuration as supplied to the Purchaser.

b) If Purchaser acquires any new surplus Rolls-Royce military parts from the United States Government, the parts must meet all Federal Aviation Administration requirements and Purchaser must purchase the Optional New Surplus Rolls-Royce Military Part Warranty for this Limited Warranty to apply.

c) Purchaser must obtain prior written approval from the Rolls-Royce Model 250 Warranty Administrator of any changes to the spare module/part configuration.

8. Other Terms:

a) The obligations of Rolls-Royce under this Limited Warranty are limited to the repair of the spare module/part 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.

b) 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.

c) 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.

d) 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.

e) 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.

f) 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.

g) 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.

h) 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.

GTP 10009(02/17)

Rolls-Royce Corporation
PO Box 420
Indianapolis, Indiana
46206-0420 USA

Phone: +1 (888) 255-4766
+1 (317) 230-2720
Fax: +1 (317) 230-1422

Email: helicoptercustsupp@Rolls-Royce.com

website: www.Rolls-Royce.com