



P U B L I C A T I O N T R A N S M I T T A L

The technical content of this document is approved under the authority of the DOA ref. EASA.21J.065.

Date Aug. 2/22

TAY SERIES PROPULSION SYSTEM SERVICE BULLETIN

ALERT

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This document transmits the Initial Issue of Non-Modification Service Bulletin TAY-72-A1797.

Non-Modification Service Bulletin Initial Issue

| Remove | Incorporate | Reason for change |
|--------|---|-------------------|
| | Pages 1 to 19 of the Non-Modification Service Bulletin. | Initial Issue. |

ALERT TAY-72-A1797

Transmittal - Page 1 of 1



ENGINE – HIGH PRESSURE (HP) TURBINE ROTOR DISCS AND BLADES STAGE 1 AND STAGE 2 –
BORESCOPE INSPECTION OF THE CAVITY SURROUNDING THE HP TURBINE STAGE 2 INTERMEDIATE
AIR SEAL – NON-MODIFICATION SERVICE BULLETIN

1. Planning Information

A. Effectivity

(1) Fokker 70.

All Tay 620-15/20 Engines.

Modules M04100AA, M04101AA, M04102AA and M04103AA (Combustion and HP Turbine Module).

(2) Fokker 100.

(a) All Tay 620-15 Engines.

Modules M04100AA, M04101AA, M04102AA and M04103AA (Combustion and HP Turbine Module).

(b) All Tay 650-15 and Tay 650-15/10 Engines.

Modules M04300AA and M04301AA (Combustion and HP Turbine Module).

B. Concurrent Requirements

None.

C. Reason

Cracking of the High Pressure (HP) turbine stage 2 intermediate air seal bolts (72-41-21, 01-862), P/N AS26710 in service has been reported that could lead to a failure of these bolts in this location and subsequent secondary damage to surrounding critical parts (HP turbine stage 1 and stage 2 rotor discs).



D. Description

SAFETY INTENT: For Tay 620-15 and Tay 620-15/20 Engines:

The safety intent of this Non-Modification Service Bulletin is to instruct a visual borescope inspection of the HP turbine stage 2 rotor disc front side for possible damage. Failed HP turbine stage 2 intermediate air seal bolts (72-41-21, 01-862), P/N AS26710 can cause damage on the front side of the HP turbine stage 2 rotor disc.

For Tay 650-15 and Tay 650-15/10 Engines:

The safety intent of this Non-Modification Service Bulletin is to instruct a visual borescope inspection of the HP turbine stage 1 rotor disc rear side for possible damage. Failed HP turbine stage 2 intermediate air seal bolts (72-41-21, 01-862), P/N AS26710 can cause damage on the rear side of the HP turbine stage 1 rotor disc.

For Tay 620-15 and Tay 620-15/20 Engines:

This Non-Modification Service Bulletin instructs a visual borescope inspection of the HP turbine stage 2 on the front side of the HP turbine stage 2 rotor disc. The intent is to identify if cracked bolts (72-41-21, 01-862), P/N AS26710 from the HP turbine stage 2 intermediate air seal assembly are directly visible or if indications of secondary damage can be found on the HP turbine stage 2 rotor disc front side.

For Tay 650-15 and Tay 650-15/10 Engines:

This Non-Modification Service Bulletin instructs a visual borescope inspection of the HP turbine stage 1 blade retaining and locking plates on the rear side of the HP turbine stage 1 rotor disc. The intent is to identify if cracked bolts (72-41-21, 01-862), P/N AS26710 from the HP turbine stage 2 intermediate air seal assembly are directly visible or if indications of secondary damage can be found on the HP turbine stage 1 blade retaining and locking plates.



E. Compliance

ALERT

For engines when installed or have been installed on an aircraft operated under an Operator Certificate issued by the Islamic Republic of Iran:

- This Non-Modification Service Bulletin must be accomplished on engines within 50 flight cycles or within 2 months after receipt of this Non-Modification Service Bulletin, whichever occurs first.
- This Non-Modification Service Bulletin must be accomplished again at intervals of not more than 500 flight cycles or within 12 month after the previous accomplishment, whichever occurs first.

For all other engines:

- This Non-Modification Service Bulletin must be accomplished on engines which, at the date of issue of this Non-Modification Service Bulletin, have turbine stage 2 intermediate air seal bolts (72-41-21, 01-862), P/N AS26710 installed that have accumulated more than 10000 flight cycles, within 1000 flight cycles or within 12 months after receipt of this Non-Modification Service Bulletin, whichever occurs first.

NOTE: If the age of the turbine stage 2 intermediate air seal bolts (72-41-21, 01-862), P/N AS26710 is unknown it has to be assumed that they have been installed since initial engine build.

- This Non-Modification Service Bulletin must be accomplished on engines which, at the date of issue of this Non-Modification Service Bulletin, have turbine stage 2 intermediate air seal bolts (72-41-21, 01-862), P/N AS26710 installed that have accumulated less than 10000 flight cycles, before the turbine stage 2 intermediate air seal bolts (72-41-21, 01-862), P/N AS26710 have accumulated 10000 flight cycles or within 1000 flight cycles after receipt of this Non-Modification Service Bulletin, whichever occurs later.

NOTE: If the age of the turbine stage 2 intermediate air seal bolts (72-41-21, 01-862), P/N AS26710 is unknown it has to be assumed that they have been installed since initial engine build.

- This Non-Modification Service Bulletin must be accomplished again at intervals of not more than 2000 flight cycles or within 24 month after the previous accomplishment, whichever occurs first.

F. Approval

The technical content of this document is approved under the authority of the DOA ref. EASA.21J.065.



G. Manpower

(1) In Service

3 hours.

(2) At Overhaul

Not applicable.

H. Material Price and Availability

Not applicable.

I. Tooling Price and Availability

New tools are not required.

J. Industry Support Information

The incorporation of this Non-Modification Service Bulletin is not free of charge.

NOTE: For further information contact your Rolls-Royce Customer Service Representative.

K. Weight and Balance

(1) Weight Change

None.

(2) Moment Arm

No effect.

(3) Datum

ES2540 (PPS100).

L. Electrical Load Data

The aircraft electrical load is not affected by this Non-Modification Service Bulletin.

M. Software Accomplishment Summary

Not applicable.



N. References

For Tay 620-15 and Tay 620-15/20 Engines:

(1) Aircraft Maintenance Manual, Chapter 71-00-00.

For Tay 650-15 and Tay 650-15/10 Engines:

(1) Aircraft Maintenance Manual, Chapter 71-00-00.

O. Other Publications Affected

None.

P. Interchangeability of Parts

Not affected.



2. Material Information

A. Parts to be Replaced

None.

B. Expendable Parts

Refer to the related Manual tasks given in the Accomplishment Instruction of this Non-Modification Service Bulletin.

C. Instructions/Disposition Code:

None.



3. Accomplishment Instructions

A. General

NOTE: When the words "refer to" are used in the Accomplishment Instruction and there are other acceptable methods, techniques and practices (including tools, equipment and test equipment) those acceptable methods, techniques and practices (including tools, equipment and test equipment) can be used to complete the work, however Rolls-Royce Deutschland always recommends to use the procedures referred to in the Accomplishment Instruction. When the words "in accordance with" are used in the Accomplishment Instruction, the methods, techniques and practices (including tools, equipment and test equipment) in the specified document must be used.

NOTE: In order to reduce the potential for multiple-engine in-flight shutdown, power loss, or other anomaly due to maintenance error, Rolls-Royce Deutschland recommends that Operators avoid performing maintenance on multiple engines installed on the same aircraft at the same time. If it is not possible to avoid maintenance on more than one engine of an aircraft at the same time Rolls-Royce Deutschland recommends that additional controls are applied in order to ensure that maintenance tasks have been completed as defined.

NOTE: In order to avoid damage to the borescope equipment it is necessary that the engine has cooled down for at least two hours after shutdown.

WARNING: YOU MUST BE CAREFUL WHEN YOU DO WORK ON THE ENGINE PARTS AFTER THE ENGINE IS STOPPED. THE ENGINE PARTS CAN STAY HOT FOR ALMOST ONE HOUR.

WARNING: DO NOT TOUCH HOT PARTS WITHOUT APPLICABLE GLOVES. HOT PARTS CAN CAUSE AN INJURY. IF YOU GET AN INJURY, PUT IT IN COLD WATER FOR TEN MINUTES AND GET MEDICAL AID.

(1) Obey all the WARNINGS and CAUTIONS in the procedures that are referred to.

(2) Consumable Materials

(a) Refer to the related Manual tasks given in this instruction.



(3) Tools and Equipment

(a) Refer to the table that follows:

| REFERENCE | DESIGNATION |
|-------------|--|
| No Specific | Flexible video-borescope with a 3,9 to 4,0 mm (0.15 to 0.16 in.) diameter, a minimum length of 2,0 meters (6.56 ft.). Side view tip adaptor Depth of Field (DOF): 5,8 to 200,0 mm (0.23 to 7.87 in.) (or 5,8 to infinity (0.23 in. to infinity)) Resolution 440000 pixel (768 x 576) [predecessor generation @ 290000]. |

(b) For further tools and equipment refer also to the related Manual tasks given in this instruction.

- B. Remove the blanking plug of the borescope access port for the High Pressure (HP) turbine stage 2 blade examination that is installed on the rear bottom side of the core engine (Refer to the Aircraft Maintenance Manual, Chapter 71-00-00, TASK 71-00-00-200-816).
- C. Install the tools to turn the HP turbine rotor (Refer to the Aircraft Maintenance Manual, Chapter 71-00-00, TASK 71-00-00-200-816).
- D. Examine the cavity surrounding the HP turbine stage 2 intermediate air seal

(1) For Tay 620-15 and Tay 620-15/20 Engines:

Examine the HP turbine stage 2 on the front side of the HP turbine stage 2 rotor disc in accordance with the following steps D.(1)(a) to D.(1)(g) (Refer to Figure 1)

NOTE: The borescope inspection of the HP turbine stage 2 on the front side of the HP turbine stage 2 rotor disc is necessary at four positions. The access for the borescope inspection of the HP turbine stage 2 on the front side of the HP turbine stage 2 rotor disc is from the rear through the HP turbine stage 2 blades. The identification of the four different borescope inspection positions is ensured by turning the HP turbine rotor and counting the HP turbine stage 2 blades at the same time. The HP turbine stage 2 contains in total 126 blades. The HP turbine stage 2 blades are illustrated on Figure 1, detail D.



CAUTION: MAKE SURE THAT NO OTHER PERSON TURNS THE HP TURBINE ROTOR DURING THE INSPECTION OF THE HP TURBINE STAGE 2 ROTOR DISC FRONT SIDE. THIS WILL HELP TO PREVENT DAMAGE TO THE ENGINE OR EQUIPMENT.

- (a) Insert a 3,9 to 4,0 (0.15 to 0.16 in.) diameter flexible video-borescope through the borescope access port for the HP turbine stage 2 blade examination.
- (b) Move the tip adapter of the flexible video-borescope in between two HP turbine stage 2 blades until you reach the HP turbine stage 2 Nozzle Guide Vanes (NGV) Trailing/Edge (T/E).
- (c) Move the tip adapter of the flexible video-borescope to the gap between the HP turbine stage 2 blade inner front platform and the HP turbine stage 2 NGV inner rear platform.
- (d) Put the tip adapter of the flexible video-borescope in a position so that you can examine the HP turbine stage 2 rotor disc front side through the gap between the HP turbine stage 2 blade inner front platform and the HP turbine stage 2 NGV inner rear platform

[1] Examine the HP turbine stage 2 rotor disc front side for indications of damage

[a] If you find no indications of damage, continue with step D.(1)(d)[2].

[b] If you find indications of damage, reject the engine

NOTE: Rolls-Royce Deutschland, Service Engineering can be contacted if you are not sure about the indications of damage.

Contact details are:

Operational Service Desk (OSD)

- phone: +49 33-7086-3500.

- E-mail: DWOSD@rolls-royce.com.

1) Continue with step step D.(1)(f)

- a) Replace the engine and send the removed engine to an approved TAY overhaul facility for detailed inspection and required corrective actions.



[2] Remove the flexible video-borescope from the HP turbine rotor

[a] Make sure that the flexible video-borescope is not in contact with the HP turbine rotor and you can turn the HP turbine rotor.

[b] Put the tip adapter of the flexible video-borescope in a position so that you can see the HP turbine stage 2 blades T/E.

CAUTION: MAKE SURE THAT THE FLEXIBLE VIDEO-BORESCOPE IS NOT IN CONTACT WITH THE HP TURBINE ROTOR WHEN YOU TURN THE HP TURBINE ROTOR. IF YOU DO NOT OBEY THIS INSTRUCTION DAMAGE TO THE ENGINE OR EQUIPMENT CAN OCCUR.

[3] Turn the HP turbine rotor to the next borescope inspection position. At the same time use the flexible video-borescope to count the next 32 HP turbine stage 2 blades (Refer to the Aircraft Maintenance Manual, Chapter 71-00-00, TASK 71-00-00-200-816).

(e) Do the steps D.(1)(b) to D.(1)(d)[3] again for the three borescope inspection positions that remain.

(f) Remove the flexible video-borescope equipment from the engine.

(g) Record the result of the borescope inspection on the front side of the HP turbine stage 2 rotor disc in the Accomplishment Form on page 19 of this Non-Modification Service Bulletin. Continue with step E.

(2) For Tay 650-15 and Tay 650-15/10 Engines:

Examine the HP turbine stage 1 blade retaining and locking plates on the rear side of the HP turbine stage 1 rotor disc for damage in accordance with the following steps D.(2)(a) to D.(2)(g) (Refer to Figure 1)

NOTE: The borescope inspection of the HP turbine stage 1 blade retaining and locking plates is necessary at four positions. The access for the borescope inspection of the HP turbine stage 1 blade retaining and locking plates is from the rear through the HP turbine stage 2 blades. The identification of the four different borescope inspection positions is ensured by turning the HP turbine rotor and counting the HP turbine stage 2 blades at the same time. The HP turbine stage 2 contains in total 126 blades. The HP turbine stage 2 blades are illustrated on Figure 1, detail D.



CAUTION: MAKE SURE THAT NO OTHER PERSON TURNS THE HP TURBINE ROTOR DURING THE INSPECTION OF THE HP TURBINE STAGE 1 BLADE RETAINING AND LOCKING PLATES. THIS WILL HELP TO PREVENT DAMAGE TO THE ENGINE AND EQUIPMENT.

- (a) Insert a 3,9 to 4,0 (0.15 to 0.16 in.) diameter flexible video-borescope through the borescope access port for the HP turbine stage 2 blade examination.
- (b) Move the tip adapter of the flexible video-borescope in between two HP turbine stage 2 blades, through in between two HP turbine stage 2 NGVs until you reach the HP turbine stage 1 rotor blade T/E.
- (c) Move the tip adapter of the flexible video-borescope to the gap between the HP turbine stage 1 rotor blade inner rear platform and the HP turbine stage 2 NGV inner front platform.
- (d) Put the tip adapter of the flexible video-borescope in a position so that you can examine the HP turbine stage 1 rotor blade retaining and locking plates through the gap between the HP turbine stage 1 rotor blade inner rear platform and the HP turbine stage 2 NGV inner front platform

[1] Examine the HP turbine stage 1 rotor blade retaining and locking plates for indications of damage

[a] If you find no indications of damage, continue with step D.(2)(d)[2].

[b] If you find indications of damage, reject the engine

NOTE: Rolls-Royce Deutschland, Service Engineering can be contacted if you are not sure about the indications of damage.

Contact details are:

Operational Service Desk (OSD)

- phone: +49 33-7086-3500.

- E-mail: DWOSD@rolls-royce.com.

1) Continue with step D.(2)(f)

- a) Replace the engine and send the removed engine to an approved TAY overhaul facility for detailed inspection and required corrective actions.



[2] Remove the flexible video-borescope from the HP turbine rotor

[a] Make sure that the flexible video-borescope is not in contact with the HP turbine rotor and you can turn the HP turbine rotor.

[b] Put the tip adapter of the flexible video-borescope in a position so that you can see the HP turbine stage 2 blades T/E.

CAUTION: MAKE SURE THAT THE FLEXIBLE VIDEO-BORESCOPE IS NOT IN CONTACT WITH THE HP TURBINE ROTOR WHEN YOU TURN THE HP TURBINE ROTOR. IF YOU DO NOT OBEY THIS INSTRUCTION DAMAGE TO THE ENGINE OR EQUIPMENT CAN OCCUR.

[3] Turn the HP turbine rotor to the next borescope inspection position. At the same time use the flexible video-borescope to count the next 32 HP turbine stage 2 blades (Refer to the Aircraft Maintenance Manual, Chapter 71-00-00, TASK 71-00-00-200-816).

(e) Do the steps D.(2)(b) to D.(2)(d)[3] again for the three borescope inspection positions that remain.

(f) Remove the flexible video-borescope equipment from the engine.

(g) Record the result of the borescope inspection of the HP turbine stage 1 blade retaining and locking plates on the rear side of the HP turbine stage 1 rotor disc in the Accomplishment Form on page 19 of this Non-Modification Service Bulletin.

E. Remove the tools to turn the HP turbine rotor (Refer to the Aircraft Maintenance Manual, Chapter 71-00-00, TASK 71-00-00-200-816).

F. Install the blanking plug of the borescope access port for the HP turbine stage 2 blade examination on the rear bottom side of the core engine (Refer to the Aircraft Maintenance Manual, Chapter 71-00-00, TASK 71-00-00-200-816).

G. Make sure that the work area is clean and clear of tools, equipment and other unwanted materials.

H. Complete the Accomplishment Form on page 19 and send it to Rolls-Royce Deutschland, Service Engineering.

I. A record of accomplishment is required. Rolls-Royce Deutschland suggests to put an entry into the engine log book

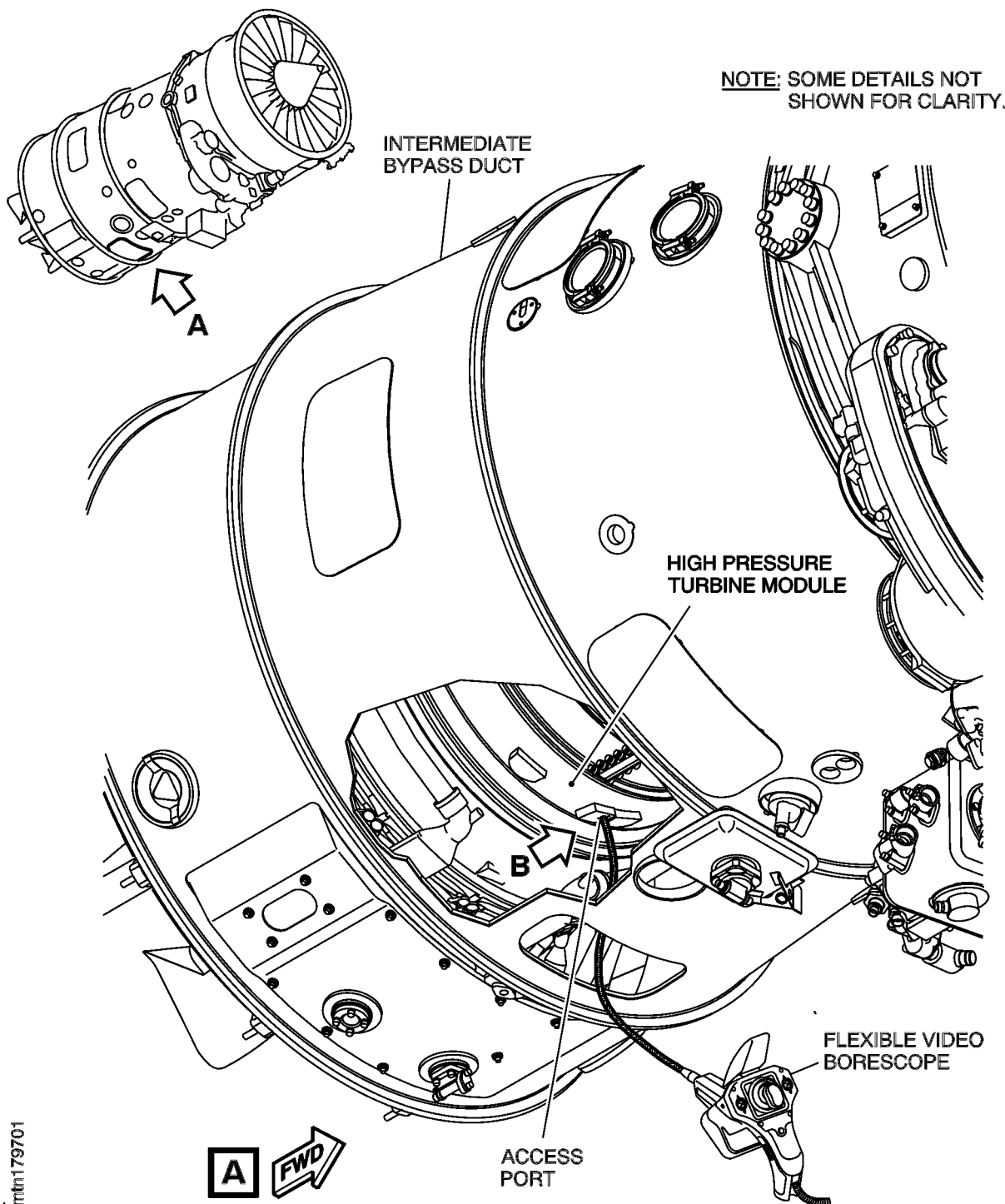
(1) Record the incorporation of Non-Modification Service Bulletin TAY-72-A1797 in the engine log book.



TAY PROPULSION
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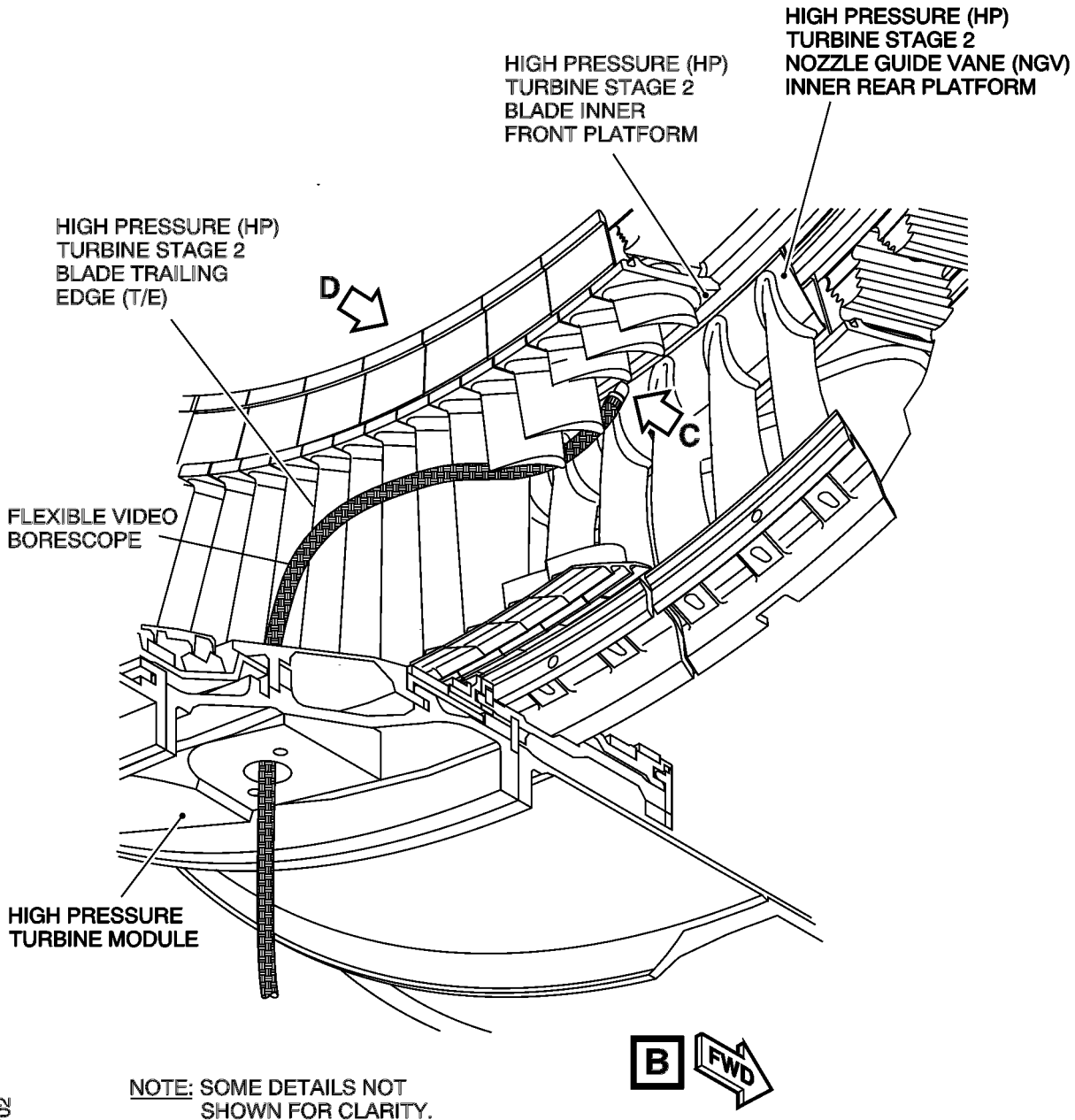
SERVICE BULLETIN

FOR TAY 620-15, TAY 620-15/20, TAY 650-15 AND FOR TAY 650-15/10 ENGINES



Borescope Inspection Path to the High Pressure Turbine Stage 2 Intermediate Air Seal Surrounding Cavity
Figure 1 (Sheet 1 of 6)

FOR TAY 620-15 AND TAY 620-15/20 ENGINES



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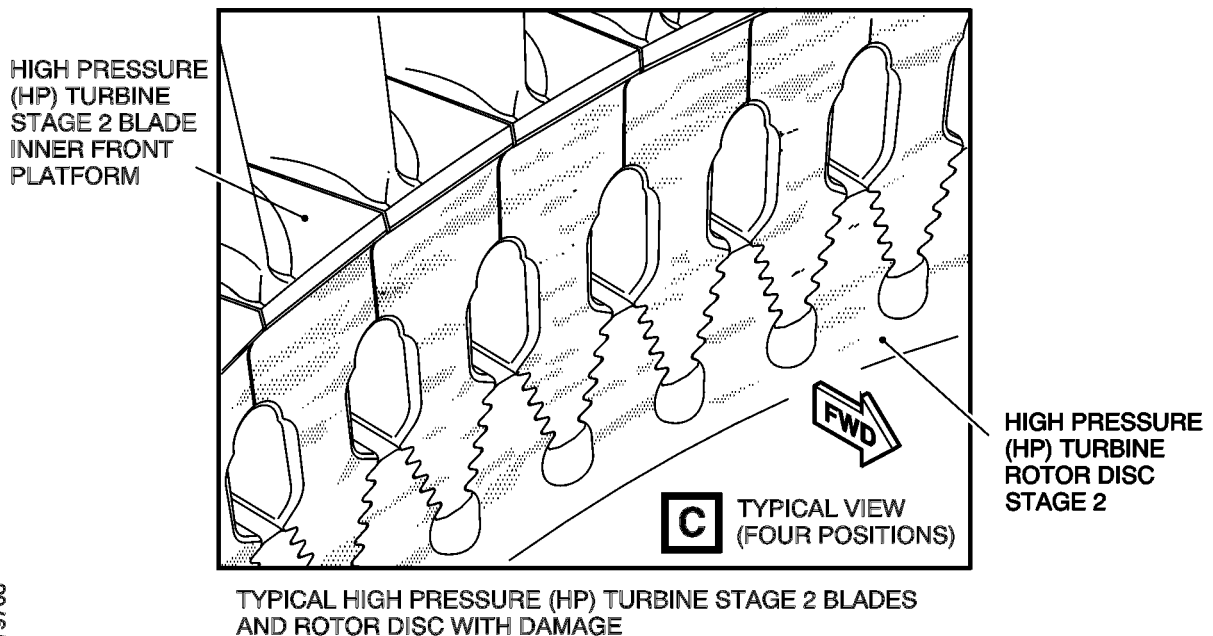
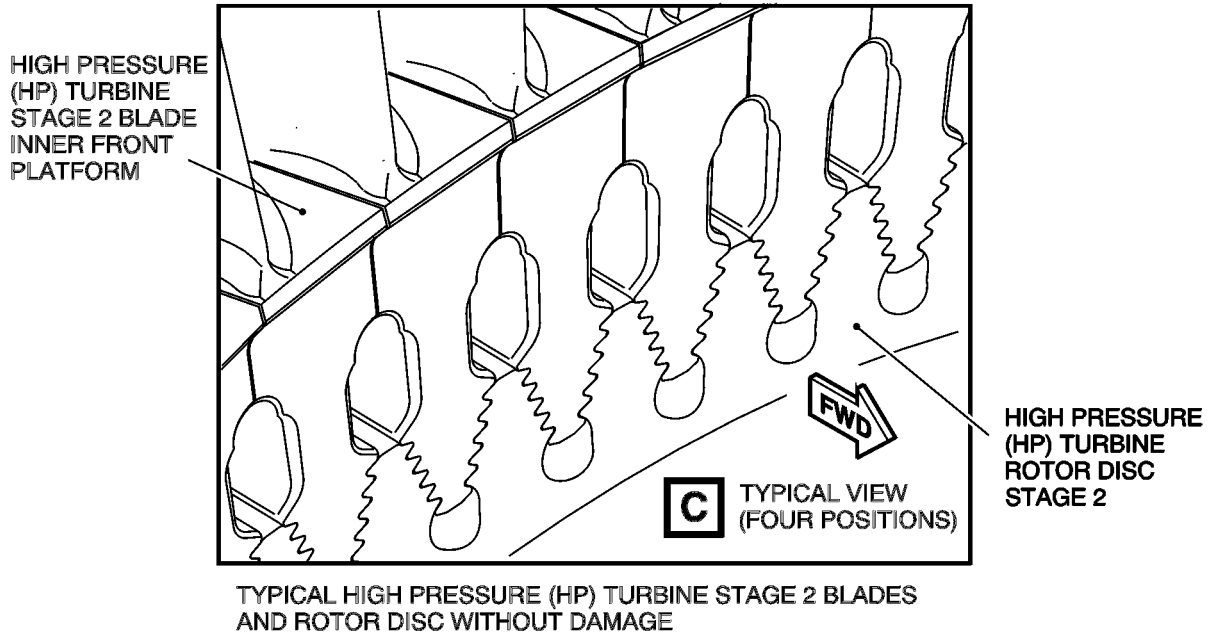
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Borescope Inspection Path to the High Pressure Turbine Stage 2 Rotor Disc Front Side

Figure 1 (Sheet 2 of 6)

FOR TAY 620-15 AND TAY 620-15/20 ENGINES

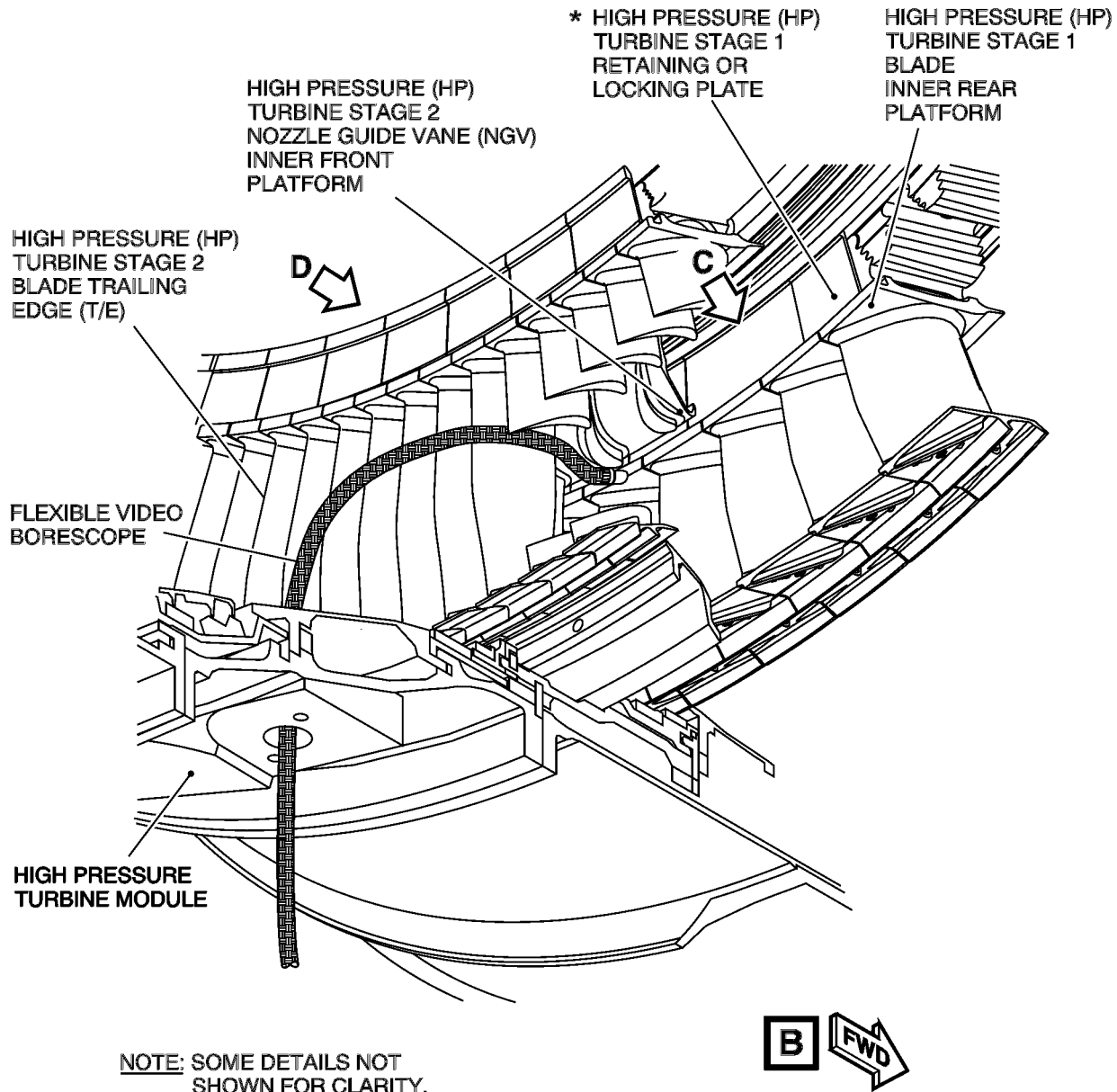
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Borescope Inspection of the High Pressure Turbine Stage 2 Rotor Disc Front Side
Figure 1 (Sheet 3 of 6)

7

FOR TAY 650-15 AND TAY 650-15/10 ENGINES



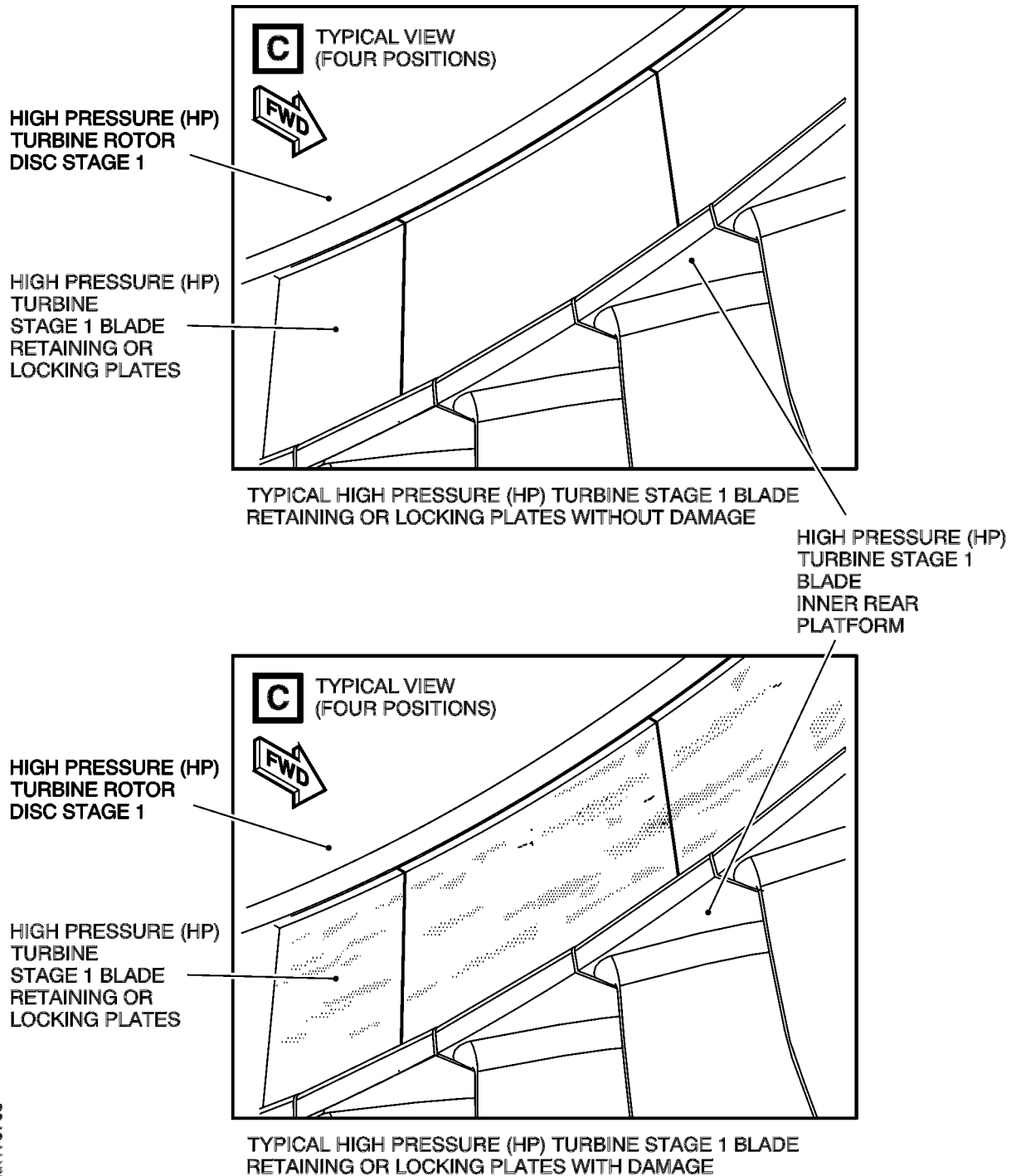
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Borescope Inspection Path to the High Pressure Turbine Stage 1 Blade Retaining and Locking Plates
Figure 1 (Sheet 4 of 6)

FOR TAY 650-15 AND TAY 650-15/10 ENGINES

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Borescope Inspection of the High Pressure Turbine Stage 1 Blade Retaining and Locking Plates

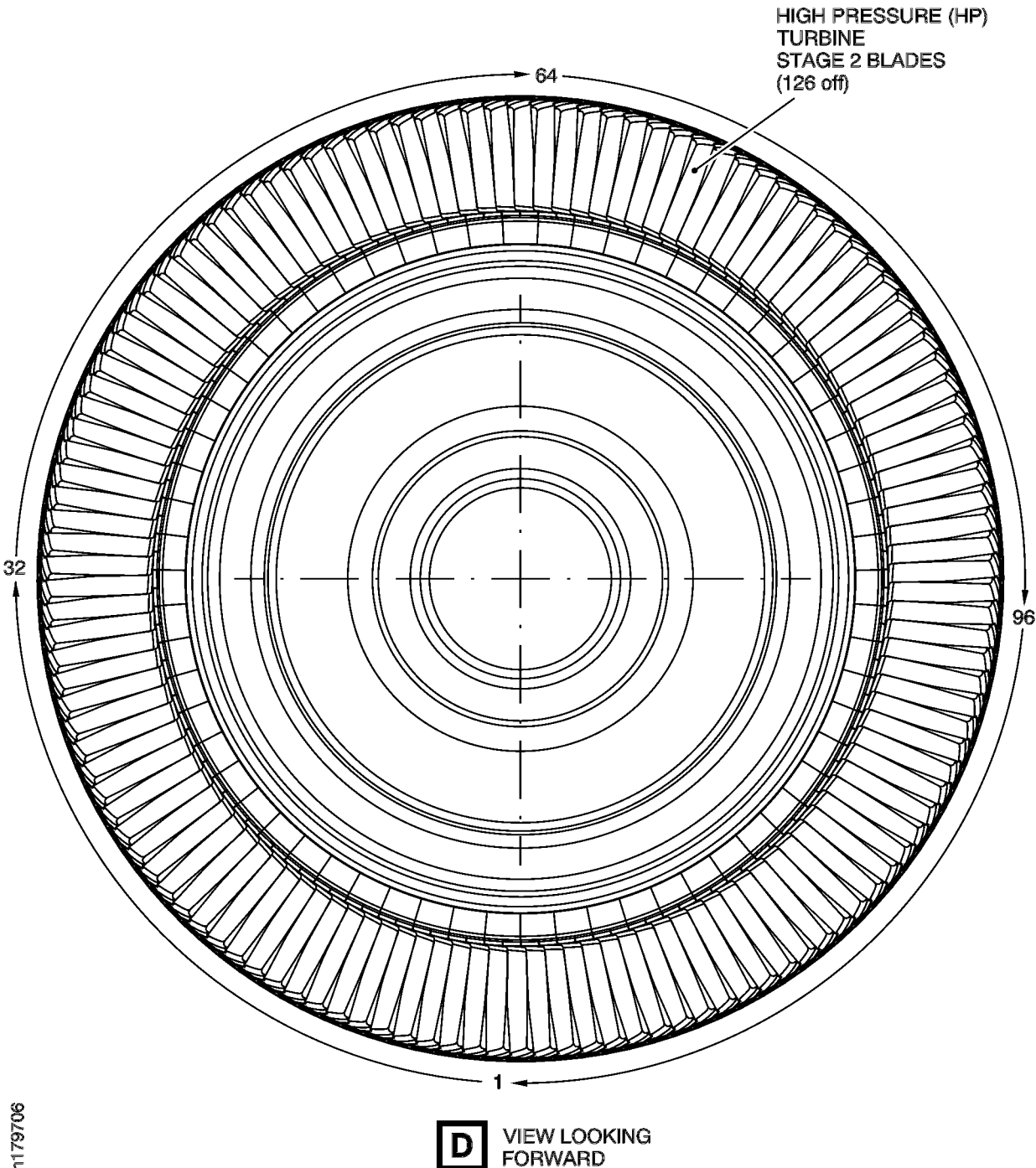
Figure 1 (Sheet 5 of 6)



TAY PROPULSION
SYSTEM

SERVICE BULLETIN

FOR TAY 620-15, TAY 620-15/20, TAY 650-15 AND FOR TAY 650-15/10 ENGINES



Identification of the Four Positions for the High Pressure Turbine Stage 2
Intermediate Air Seal Surrounding Cavity Borescope Inspection
Figure 1 (Sheet 6 of 6)



TAY PROPULSION
SYSTEM

SERVICE BULLETIN

| | | |
|------------------------|-----------------------------|-------------------------------|
| AIRCRAFT SERIAL NUMBER | OPERATOR | ACCOMPLISHMENT DATE |
| | | DD.MM.YY: |
| ENGINE SERIAL NUMBER | ENGINE TIME SINCE NEW (TSN) | ENGINE CYCLES SINCE NEW (CSN) |
| | | |
| | MODULE PART NUMBER | MODULE SERIAL NUMBER |
| | M04- | |

| | |
|--|--------------------------|
| INTERMEDIATE AIR SEAL BOLTS (72-41-21, 01-862) P/N AS26710 CYCLES / HOURS | CYCLES HOURS |
|--|--------------------------|

RESULTS OF THE BORESCOPE INSPECTION:

TAY 620-15 AND TAY 620-15/20 ENGINES:

| | | |
|---|--|---|
| CONDITION ON THE FRONT SIDE OF THE HIGH PRESSURE TURBINE STAGE 2 ROTOR DISC | | PHOTO OR DETAILED DESCRIPTIONS REMARKS |
| INDICATIONS OF DAMAGE FOUND | YES <input type="checkbox"/> NO <input type="checkbox"/> | |

TAY 650-15 AND TAY 650-15/10 ENGINES:

| | | |
|--|--|---|
| CONDITION ON THE REAR SIDE OF THE HIGH PRESSURE TURBINE STAGE 1 ROTOR DISC (BLADE RETAINING AND LOCKING PLATES) | | PHOTO OR DETAILED DESCRIPTIONS REMARKS |
| INDICATIONS OF DAMAGE FOUND | YES <input type="checkbox"/> NO <input type="checkbox"/> | |

| | | |
|--|--------------------------|---|
| NON-MODIFICATION SERVICE BULLETIN TAY-72-A1797 ACCOMPLISHED | <input type="checkbox"/> | ACCOMPLISHMENT FORM COMPLETED BY: NAME (in capital letters) COMPANY |
|--|--------------------------|---|

PLEASE SEND THE COMPLETED ACCOMPLISHMENT FORM TO ROLLS-ROYCE DEUTSCHLAND,
SERVICE ENGINEERING, E-MAIL: RRD.SBFEEDBACK@ROLLS-ROYCE.COM
(SUBJECT: SB-TAY-72-A1797).

bmin179707

Accomplishment Form
(Sheet 1 of 1)

Aug. 2/22
Aug. 2/22 Initial Issue

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SERVICE BULLETIN FEEDBACK FORM

Please use this form to give feedback on the quality of this Service Bulletin. The input you provide will be used to analyse areas of improvement and to take action to further improve the quality of our Service Bulletins.

We thank you for the time you spent in completing this form.

Please rate on a scale of 1 to 5, with 5 being the highest score:

| | | | | | |
|---|------------------------------|-----------------------------|----------------------------|----------------------------|----------------------------|
| - General quality rating of this Service Bulletin | <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
| - Quality rating of the Accomplishment Instructions | <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
| - Quality rating of the Illustration | <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
| - Is this Service Bulletin easy to understand ? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | | | |

If you have had difficulties to perform this Service Bulletin please quote below the area(s) and give a short description of the issue:

| Planning Information Section: | | Material Information Section: | Accomplishment Instruction Section: |
|----------------------------------|-------------------------------|----------------------------------|---|
| <input type="checkbox"/> 1.A. | <input type="checkbox"/> 1.I. | <input type="checkbox"/> 2.A. | <input type="checkbox"/> General |
| <input type="checkbox"/> 1.B. | <input type="checkbox"/> 1.J. | <input type="checkbox"/> 2.B. | <input type="checkbox"/> Get Access |
| <input type="checkbox"/> 1.C. | <input type="checkbox"/> 1.K. | <input type="checkbox"/> 2.C. | <input type="checkbox"/> Removal/Installation |
| <input type="checkbox"/> 1.D. | <input type="checkbox"/> 1.L. | <input type="checkbox"/> 2.D. | <input type="checkbox"/> Inspection |
| <input type="checkbox"/> 1.E. | <input type="checkbox"/> 1.M. | <input type="checkbox"/> 2.E. | <input type="checkbox"/> Test |
| <input type="checkbox"/> 1.F. | <input type="checkbox"/> 1.N. | <input type="checkbox"/> 2.F. | <input type="checkbox"/> Close the Access |
| <input type="checkbox"/> 1.G. | <input type="checkbox"/> 1.O. | | <input type="checkbox"/> Log Book Entry |
| <input type="checkbox"/> 1.H. | <input type="checkbox"/> 1.P. | | |

Explanatory notes:

| | |
|-------------|----------------|
| Operator: | Overhaul Site: |
| Name/Title: | Date: |

**Please send the completed Service Bulletin Feedback Form to Rolls-Royce Deutschland, Service Bulletin Group.
Email: <mailto:RRD.SERVICE.BULLETINS@ROLLS-ROYCE.COM>**