



EASA Safety Information Notice

No.: 2007 - 02

Issued: 18 January 2007

Subject: Rolls-Royce 250-C30, -C40 and -C47 series engines combustor liners

Foreign AD : None

Introduction: It has recently come to the attention of EASA that the combustor liners of certain Rolls-Royce Corporation (formerly Allison Engine Company) engines may have been modified with a material inferior to the approved material. Specifically, the combustor liner mixing cups may have been overhauled using a material (Hastelloy X) not having the corrosion resistance of the approved material (L605).

The FAA has issued a **Special Airworthiness Information Bulletin** (SAIB NE-06-52) addressing this issue. According to the SAIB, the liner part numbers are 23066675, E23066675, 23064570 and E23064570, and approximately 235 liners reached the field.

The expected failure mode is degradation of the mixing cup, resulting in a gradual loss of combustor efficiency and a possible increase in fuel flow and turbine temperature at a given power setting

Applicability: Rolls-Royce Corporation 250-C30, -C40 and -C47 series engines. These engines are installed in, but not limited to, the following helicopters: Bell Helicopter models 206, 230, 407 and 430; MD Helicopter models 369F, 369FF and 600; and Sikorsky model S76A.

Recommendation: EASA endorses the recommendation of the FAA contained in SAIB NE-06-52.

Affected engines may remain in the field, provided that operating temperatures and power output remain within approved values. At the next opportunity at which the combustion section is accessed, replace any liner found to have Hastelloy X mixing cups with the approved liner.

This Safety Information Notice is for information only. No AD action by NAAs is required

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