



INITIAL	POSTFLIGHT CHECKS	REFERENCE SECTION	REMARKS
	4. Perform a general visual inspection of the outer combustion case (sheet metal and weld seams) for cracks. No cracks are allowed. Pay particular attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, braze patch (AREA A and AREA B), and adjacent areas for cracks.	TASK 72-40-00-200-802	
	5. Check for extension of impending oil filter bypass indicator on the Scavenge Oil Filter (SOFA). If the indicator is extended, then examine and clean the engine oil filter. Examine the SOFA. If contamination is found, then replace the SOFA. If no contamination is found, then reinstall the SOFA with new packing, and manually reset the indicator. If the SOFA bypass indicator is extended and contamination is found in the SOFA, replace/clean the oil cooler, oil tank, and lubrication lines (Ref. the airframe manual instructions). Drain and replace the engine oil.	TASK 79-00-00-800-801.	The impending oil filter bypass indicator can extend in a start of a cold soaked engine, which gives a wrong indication of a dirty oil filter. If the impending filter bypass indicator is extended, then run the engine until the oil is at operating temperature and push in the indicator button. If the button remains in throughout the normal speed range of the engine, then the filter does not require replacement.

NOTE: The scavenge oil filter cannot be cleaned.

NOTE: If metal contamination is found in the scavenge oil filter and a chip light occurred in the previous 50 hours, then take the applicable maintenance steps (Ref. TASK 72-00-00-600-801).

TABLE 603 - Inspection Checksheet

Owner:		Date:	
A/C Make/Model:	S/N:	Reg No:	TSN:
Engine S/N:	TSN:	TSO:	

This inspection checksheet is to be used when you perform scheduled inspections. This form can be locally reproduced and/or expanded to reflect the aircraft operating environment. Keep the completed sheets as a permanent part of the aircraft engine records. Detailed information regarding each inspection item is contained in the reference operation and Maintenance Manual TASKs.

CAUTION: BEFORE YOU UNDERTAKE A INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO DO SO COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION AND POSSIBLY RESULT IN PERSONNEL DEATH OR INJURY.

EFFECTIVITY: ALL

SYSTEM DESCRIPTION-801

72-00-00



--

Item	Inspection/Maintenance Action	Reference	√	Initial
150 Hour Inspection				
	1 Examine the engine for loose or missing bolts, broken or loose connections, security of mounting accessories and broken or missing lockwire/safeties. Check accessible areas for obvious damage and evidence of fuel, air, or oil leakage. Inspect the slippage marks on all fuel, oil and air tube B-nut connections to make sure that the nuts have not loosened.			
	2 Inspect the compressor impeller leading edges for damage.	TASK 72-30-00-200-802.		
	3 Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.	TASK 72-30-00-100-802.		
R	4 Without disassembly, inspect the turbine, exhaust collector supports and the air tubes for cracks, buckling and general condition.	TASK 72-50-00-300-802, 72-40-00-200-802, and 72-40-00-200-804.		
	5 Visually inspect the outer combustion case (OCC) (sheet metal and weld seams) for cracks. Pay careful attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary. The OCC does not have to be removed. Perform a Leak Tec check for an installed OCC and FPI for a removed OCC.	TASK 72-40-00-200-802.		
	6 Inspect the engine fuel system for evidence of leakage. Check condition and security of fittings and tubing.	TASK 73-00-00-800-801.		
	7 Inspect electrical harness (and ground strap connections) for loose, chafed, frayed, or broken wires and loose connectors.			
	8 Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.			
	9 Check oil supply level. If the engine has been idle for more than 15 minutes, then motor the engine for 30 seconds to scavenge the oil that could have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption (See Post Flight Check No. 3).	TASK 72-00-00-800-801, TABLE 101.		

CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCREASE IN OIL CONSUMPTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED.

NOTE: Check oil supply level within 15 minutes of engine shutdown.

EFFECTIVITY: ALL

R



M250-C47E/4

OPERATION AND MAINTENANCE MANUAL

Item	Inspection/Maintenance Action	Reference	√	Initial
10	Inspect for extension of scavenge oil filter bypass indicator on SOFA. If the bypass indicator is extended, then examine/clean the engine oil filter and the scavenge oil filter. If contamination is found, then replace the scavenge oil filter. If no contamination is found, then reinstall the scavenge oil filter with new packing, and manually reset the indicator. If the SOFA bypass indicator is extended and contamination is found in the scavenge oil filter, replace/clean the oil cooler, oil tank, and lubrication lines (Ref. the airframe manual instructions). Drain and replace the engine oil, and manually reset the indicator.	TASK 79-00-00-800-801.		
<p>NOTE: If metal contamination is found in the scavenge oil filter and a chip light occurred within the previous 50 hours, take the applicable maintenance steps (Ref. TASK 72-00-00-600-801).</p> <p>NOTE: The scavenge oil filter cannot be cleaned.</p>				
11	Clean and inspect the fuel nozzle. Install fuel nozzle with proper number of spacers.	TASK 73-10-03-100-801.		
12	Record component changes, inspections, and compliance with technical instructions as necessary. Report engine difficulties to Rolls-Royce and/or an authorized/approved maintenance, repair or, overhaul facility on a Field Service Report (FSR) submitted on FAST @ < https://fast.aeromanager-online.com > as necessary.			
13	Inspect compressor scroll for cracks. Pay particular attention to welded areas.			
14	Clean the burner drain valve. Make sure that the airframe overboard is clear. Refer to aircraft manual for maintenance procedures.	TASK 72-40-00-100-801.		
15	Inspect the anti-icing solenoid valve and bleed air valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.			
16	Inspect the horizontal and vertical firewall shields for cracks.	TASK 72-50-00-200-809.		
<p>NOTE: Continued sheet metal or tube cracking can be an indication of excessive engine, engine accessory, or airframe vibration.</p>				
17	Remove, clean, operationally test, and reinstall the magnetic drain plugs: a. Standard type - check the chip detector end of the plugs for cracks. b. Quick disconnect - inspect the locking device and inserts for wear. Torque 60-80 in-lb (6.8-9.0 Nm). No cracks are acceptable. Check each chip detector separately.	TASK 72-00-00-600-801.		

EFFECTIVITY: ALL

SYSTEM DESCRIPTION-801

72-00-00



M250-C47E/4

OPERATION AND MAINTENANCE
MANUAL

Item	Inspection/Maintenance Action	Reference	√	Initial
18	Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire. Perform operational check of ignitors.	TASK 74-20-02-200-801. TASK 74-20-01-200-801.		
19	Remove, inspect, clean and reinstall the oil filter. If excessive carbon is found in the filter, then inspect the scavenge and pressure oil system. Refer to 72-50-00-200-806.	TASK 72-60-00-900-803.		
20	Measure and record power turbine support pressure oil nozzle flow from scavenge oil strut. Record and retain flow record. While motoring N1 to 16-18% the minimum flow is 90 cc in 15 seconds.	TASK 72-50-00-200-805.		
	Flow _____			
	Compare with previous flow. Any large deviation could indicate carbon buildup.			
<p>NOTE: Refer to M250-C47 series CSL-6038, Recommended Sequence, Engine Oil Change for additional instructions.</p>				
21	MGT indicating system check. In the ground run with engine at 100% N2, Monitor MGT with (MT) Maintenance Terminal Software, analog parameter page. Compare MT value with aircraft MGT gauge. Must agree in 5° C. If not in limits, then use thermocouple simulator to identify problem.	TASK 72-00-00-800-801, TABLE 1. TASK 72-00-00-600-801. TASK 73-25-01-800-801.		
22	Torque indicating system check in ground run with engine at 100% N2, monitor torque (Q) with MT software analog parameter page. Compare MT value with aircraft torque gage. Must agree in 2 psi. If not in limits, then use pressure tester to identify problem.	TASK 72-00-00-800-801, TABLE 4.		
<p>CAUTION: DO NOT CYCLE POWER TO EEC'S AT ANY POINT IN THE PROCEDURE.</p>				

EFFECTIVITY: ALL

SYSTEM DESCRIPTION-801

72-00-00



M250-C47E/4

OPERATION AND MAINTENANCE
MANUAL

Item	Inspection/Maintenance Action	Reference	√	Initial
	<p>This three start/shutdown procedure will make sure that both channel A and channel B correctly shutdown the engine on their own via the overspeed fuel cutoff system in one of the shutdowns.</p> <ol style="list-style-type: none"> 1. Power up the aircraft. 2. Initiate an engine start up to idle speed. 3. Wait one minute. 4. Shutdown the engine. 5. Confirm the overspeed shutdown test executed correctly in one channel, or the other, or both. 5a. Shutdown test executes correctly if CLIND (ARINC label 310) on channel in control is set to zero for longer than 5 EEC cycles (0.120 seconds) after PLA transitions to shutoff (PLA<5%). 5b. If the shutdown test failed, then OSShtdnFlt will be set TRUE on ARINC (EFW05, bit 20). If that bit is set TRUE, then follow the maintenance procedure associated with that fault in TASK 73-25-04-810-823. 6. Initiate a second engine start up to idle speed. 7. Wait one minute. 8. Shutdown the engine. 9. Confirm the overspeed shutdown test executed correctly in one channel or the other or both. (see step 5 above). 10. Initiate a third engine start up to idle speed. 11. Wait one minute. 12. Shut down the engine. 13. Confirm the overspeed shutdown test executed correctly in one channel or the other or both (see step 5 above). 			

TABLE 604 - 300 Hour Inspection

Item	Inspection/Maintenance Action	Reference	√	Initial
300 Hour Inspection				
In addition to the 150 hour inspection items, perform the inspection that follows:				
1	Clean the power turbine support scavenge oil strut.	TASK 72-50-00-100-801.		
2	Clean the external sump.	TASK 72-50-00-100-803.		
3	Clean the No. 1 bearing oil pressure reducer.	TASK 72-30-00-100-802.		
4	Clean the pressure oil fitting screen assembly.	TASK 72-50-00-100-801.		
CAUTION: EXTREME CARE MUST BE EXERCISED TO PREVENT TWISTING OF OIL NOZZLE DURING REMOVAL. DO NOT ATTEMPT TO STRAIGHTEN OR REUSE IF TWISTED.				
5	Clean the power turbine pressure oil nozzle.	TASK 72-50-00-300-801.		
6	Remove and disassemble the fuel nozzle. Clean and inspect the fuel nozzle filter assembly. Assemble and install the fuel nozzle.	TASK 73-10-03-000-801.		
7	Remove, inspect, and reinstall the turbine pressure oil check valve.	TASK 72-60-00-400-804.		
<p>NOTE: Check Valve P/N 23074872 and subsequent part numbers are not applicable to this inspection (these valves are considered ON CONDITION).</p>				

EFFECTIVITY: ALL

SYSTEM DESCRIPTION-801

72-00-00



Item	Inspection/Maintenance Action	Reference	√	Initial
8	Inspect the rear engine mount for security and excessive bearing wear.	TASK 72-00-00-200-801.		
9	Drain the oil system and refill. Oil changed at: 300 hours: _____ 600 hours: _____ Maximum interval between oil changes is 300 hours or six months, whichever occurs first. This limit can be extended to 600 hours or 12 calendar months, whichever occurs first, if an approved high thermal stability oil (Third Generation) is used.	TASK 72-00-00-600-801.		
10	On power and accessory gearbox cover, check the applied torque on all turbine and exhaust collector support-to-gearbox retaining nuts. Torque must be 120-150 in-lb (14-17 Nm).	TASK 72-50-00-200-811.		
11	Inspect the thermocouple assembly (TOT/MGT).	TASK 77-20-01-200-801.		

TABLE 605 - 2000 Hour Inspection

Item	Inspection/Maintenance Action	Reference	√	Initial
2000 Hour Inspection				
The inspections that follow are required every 2000 hours time since last inspection.				
1	Remove and replace the fuel filter element. Before you discard the filter, inspect for signs of contaminants. If contaminants are found, then inspect the entire fuel system and clean if necessary.	TASK 73-10-02-900-801.		
2	Inspect the combustion liner.	TASK 72-40-00-200-801.		
3	Examine the outer combustion case for cracks with Leak-Tek and/or Fluorescent Penetrant Inspection (FPI).	TASK 72-40-00-200-802.		
4	Inspect the compressor discharge air tubes.	TASK 72-40-00-200-804.		
5	Inspect the spur adapter gearshaft, compressor rotor splined adapter and associated impeller bore.	TASK 72-30-00-200-805.		
6	Inspect the turbine-to-compressor coupling, turbine splined adapter, power turbine inner shaft and turbine shaft-to-pinion gear coupling. Turbine-to-compressor coupling is part of the turbine assembly.	TASK 72-50-00-200-801.		
7	Visually examine the power drive train gears. Disassembly of the gearbox is not necessary for this inspection.	CSL 6134		
<p>NOTE: Not applicable for: Torquemeter gear part number 23084248 and subsequent Power take-off gear part number 23084249 and subsequent Pinion gear part number 23084247 and subsequent.</p>				
<p>NOTE: The inspections that follow are recommended whenever the turbine or compressor is removed in-between the required 2000 hour inspection.</p>				

EFFECTIVITY: ALL

SYSTEM DESCRIPTION-801

72-00-00



M250-C47E/4

OPERATION AND MAINTENANCE
MANUAL

Item	Inspection/Maintenance Action	Reference	√	Initial
<p>Whenever the compressor is removed from the engine, visually inspect the aft end of the spur adapter gearshaft for worn or damaged splines.</p> <p>Whenever the turbine is removed from the engine visually inspect the splines on the items that follow, turbine-to-compressor coupling, turbine splined adapter, power turbine outer shaft and turbine shaft-to-pinion gear coupling for worn or damaged splines.</p> <p>If spline wear or damage is observed, then the appropriate maintenance action is required (Refer to items 5 and 6 above).</p>				
<p>Inspection intervals must not exceed 2000 hours.</p>				

TABLE 606 - Inspection Checksheet

Owner:		Date:	
A/C Make/Model:	S/N:	Reg No:	TSN:
Engine S/N:	TSN:	TSO:	
<p>This inspection checksheet is to be used when you perform scheduled inspections. This form can be locally reproduced and/or expanded to reflect the aircraft operating environment. Keep the completed sheets as a permanent part of the aircraft engine records. Detailed information regarding each inspection item is contained in the reference operation and Maintenance Manual TASKs.</p> <p>CAUTION: BEFORE YOU UNDERTAKE A INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO DO SO COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION AND POSSIBLY RESULT IN PERSONNEL DEATH OR INJURY.</p> <p>NOTE: This inspection checklist can only be used if the operator uses an approved third generation (hts) oil.</p> <p>NOTE: Compliance to the 150 hour and 300 hour items in this table must be performed at least every 12 calendar months or by hours, whichever occurs first.</p>			

Item	Inspection/Maintenance Action	Reference	√	Initial
150 Hour Inspection				
1	Inspect for extension of scavenge oil filter bypass indicator. If the bypass indicator is extended, then examine/clean the engine oil filter and the scavenge oil filter. If contamination is found, then replace the scavenge oil filter. If no contamination is found, then reinstall the scavenge oil filter with new packing, and manually reset the indicator. If the SOFA bypass indicator is extended and contamination is found in the scavenge oil filter, then replace/clean the oil cooler, oil tank, and lubrication lines (Ref. the airframe manual instructions). Drain and replace the engine oil, and manually reset the indicator.	TASK 79-00-00-800-801.		
<p>NOTE: If metal contamination is found in the scavenge oil filter and a chip light occurred in the previous 50 hours, then take the applicable maintenance steps (Ref. TASK 72-00-00-600-801 or 72-60-00-900-803).</p>				

EFFECTIVITY: ALL

SYSTEM DESCRIPTION-801

72-00-00



Item	Inspection/Maintenance Action	Reference	√	Initial
NOTE: The scavenge oil filter cannot be cleaned.				
2	Clean and inspect the fuel nozzle. Install fuel nozzle with proper number of spacers.	TASK 73-10-03-400-801.		
3	Visually inspect the outer combustion case (OCC) (sheet metal and weld seams) for cracks. Pay careful attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary. The OCC does not have to be removed. Perform a Leak Tec check for an installed OCC and FPI for a removed OCC.	TASK 72-40-00-200-802, SUBTASK 72-40-00-220-002, Step (1)(b)		
300 Hour Inspection				
In addition to the 100 hour inspection items, perform the inspection that follows:				
1	Inspect the engine for obvious loose bolts, broken or loose connections, security of mounting accessories, and broken or missing safeties. Check accessible areas for obvious damage and evidence of fuel and oil leakage. Inspect the slippage marks on all fuel, oil and air tube B-nuts to make sure that the nuts have not loosened.			
2	Inspect the compressor impeller leading edges for damage.	TASK 72-30-00-200-802.		
3	Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.	TASK 72-30-00-100-802.		
4	Without disassembly, inspect the turbine, exhaust collector supports and the air tubes for cracks, buckling and general condition.	TASK 72-50-00-200-801, 72-40-00-200-810, and 72-40-00-200-804.		
5	Inspect the engine fuel system for evidence of leakage. Check the condition and security of fittings and tubing.	TASK 73-00-00-800-801.		
6	Inspect the engine mounts for condition and security.			
7	Inspect the electrical harness for loose, chafed, frayed, or broken wires and loose connectors.			
8	Check oil supply level. If the engine has been idle for more than 15 minutes, then motor the engine for 30 seconds to scavenge the oil that could have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption (See Post-Flight Check No. 3).	72-00-00-800-801, TABLE 201.		
CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCREASE IN OIL CONSUMPTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED.				
NOTE: Check oil supply level in 15 minutes of engine shutdown.				

EFFECTIVITY: ALL



M250-C47E/4

OPERATION AND MAINTENANCE MANUAL

Item	Inspection/Maintenance Action	Reference	√	Initial
9	Inspect compressor scroll for cracks. Pay particular attention to welded areas.			
10	Clean the burner drain valve. Make sure that the airframe overboard is clear. Refer to aircraft manual for maintenance procedures.	TASK 72-40-00-100-801.		
11	Inspect the anti-icing solenoid valve and bleed air valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.			
12	Inspect the horizontal and vertical firewall shields for cracks.	TASK 72-50-00-200-809.		
<p>NOTE: Continued sheet metal or tube cracking can be an indication of excessive engine, engine accessory, or airframe vibration.</p>				
13	Remove, clean, operationally test, and reinstall the magnetic drain plugs: a. Standard type - check the chip detector end of the plugs for cracks. b. Quick disconnect - inspect the locking device and inserts for wear. Torque 60-80 in-lb (6.8-9.0 Nm). No cracks are acceptable. Check each chip detector separately.	TASK 72-00-00-600-801.		
14	Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire. Perform operational check of ignitors.	TASK 74-20-02-200-801 and 74-20-01-200-801.		
15	Remove, inspect, clean and reinstall the oil filter. If excessive carbon is found in the filter, then inspect the scavenge and pressure oil system. Refer to 72-50-00-200-806.	TASK 72-60-00-900-803.		
16	Measure and record power turbine support pressure oil nozzle flow from scavenge oil strut. Record and retain flow record. While you monitor N1 to 16-18% the minimum flow is 90 cc in 15 seconds.	TASK 72-50-00-200-805.		
	Flow: _____			
	Compare with previous flow. A large deviation could indicate carbon buildup.			
17	MGT indicating system check. In the ground run with engine at 100% N2, monitor MGT with (MT) Maintenance Terminal Software, analog parameter page. Compare MT value with aircraft MGT gauge. Must agree to 41°F (5°C). If not in limits, then use thermocouple simulator to identify problem.	TASK 72-00-00-600-801, and 73-25-01-800-801.		

EFFECTIVITY: ALL

SYSTEM DESCRIPTION-801

72-00-00



M250-C47E/4

OPERATION AND MAINTENANCE
MANUAL

Item	Inspection/Maintenance Action	Reference	√	Initial
18	Torque indicating system check. In the ground run with engine at 100% N2, monitor torque (Q) with MT software analog parameter page. Compare MT value with aircraft torque gauge. Must agree to 2 psi (13.78 kPa). If not in limits, then use pressure tester to identify problem.	TASK 72-00-00-600-801, TABLE 201.		
19	Clean the power turbine support scavenge oil strut.	TASK 72-50-00-100-801.		
20	Clean the external sump.	TASK 72-50-00-100-801.		
21	Clean the No. 1 bearing oil pressure reducer.	TASK 72-30-00-100-802.		
22	Clean the pressure oil fitting screen assembly.	TASK 72-50-00-100-801.		
CAUTION: EXTREME CARE MUST BE EXERCISED TO PREVENT TWISTING OF OIL NOZZLE IN REMOVAL. DO NOT ATTEMPT TO STRAIGHTEN OR REUSE IF TWISTED.				
23	Clean the power turbine pressure oil nozzle.	TASK 72-50-00-100-801.		
24	Remove and disassemble the fuel nozzle. Clean and inspect the fuel nozzle filter assembly. Assemble and install the fuel nozzle.	TASK 73-10-03-000-801.		
25	Inspect the turbine pressure oil check valve.	TASK 72-60-00-400-804.		
	NOTE: Check valve P/N 23074872 and subsequent part numbers are not applicable to this inspection (these valves are considered ON CONDITION).			
26	Inspect the rear engine mount for security and excessive bearing wear.	TASK 72-00-00-200-801.		
27	Drain the oil system and refill. Oil changed at: 300 hours: _____ 600 hours: _____ Maximum interval between oil changes is 300 hours or six months, whichever occurs first. This limit can be extended to 600 hours or 12 calendar months, whichever occurs first, if an approved high thermal stability oil (Third Generation) is used.	TASK 72-00-00-600-801.		
28	On power and accessory gearbox cover, check the applied torque on all turbine and exhaust collector support-to-gearbox retaining nuts. Torque must be 120-150 in-lb (14-17 Nm).	TASK 72-50-00-200-811.		
29	Record component changes, inspections, and compliance with technical instructions as necessary. Report engine difficulties to Rolls-Royce and/or an authorized/approved maintenance, repair, or overhaul facility on a Field Service Report (FSR) submitted on FAST @ < https://fast.aeromanager-online.com > as necessary.			
30	Inspect the thermocouple assembly (TOT/MGT).	TASK 77-20-01-200-801.		

EFFECTIVITY: ALL

SYSTEM DESCRIPTION-801

72-00-00



M250-C47E/4

OPERATION AND MAINTENANCE
MANUAL

Item	Inspection/Maintenance Action	Reference	√	Initial
31	Visually inspect the outer combustion case (OCC) (sheet metal and weld seams) for cracks. Pay careful attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary. The OCC does not have to be removed. Perform a Leak Tec check for an installed OCC and FPI for a removed OCC.	TASK 72-40-00-200-802, SUBTASK 72-40-00-220-002, Step (1)(b).		

TABLE 607

Item	Inspection/Maintenance Action	Reference	√	Initial
2000 Hour Inspection				
The inspections that follow are required every 2000 hours time since last inspection.				
1	Remove and replace the fuel filter element. Before you discard the filter, inspect for signs of contaminants. If contaminants are found, then inspect the entire fuel system and clean if necessary.	TASK 73-10-02-900-801.		
2	Inspect the combustion liner.	TASK 72-40-00-200-801.		
3	Examine the outer combustion case for cracks using Leak-Tek and/or Fluorescent Penetrant Inspection (FPI).	TASK 72-40-00-200-802.		
4	Inspect the compressor discharge air tubes.	TASK 72-40-00-200-804.		
5	Inspect the spur adapter gearshaft, compressor rotor splined adapter and associated impeller bore.	TASK 72-30-00-200-805.		
6	Inspect the turbine to compressor coupling, turbine splined adapter, power turbine inner shaft and turbine shaft-to-pinion gear coupling. Turbine to compressor coupling is part of the turbine assembly.	TASK 72-50-00-200-801.		
7	Visually examine the power drive train gears. Disassembly of the gearbox is not necessary for this inspection.			
The inspections that follow are recommended whenever the turbine or compressor is removed in-between the required 2000 hour inspection.				
<p>NOTE: Whenever the compressor is removed from the engine, visually inspect the aft end of the spur adapter gearshaft for worn or damaged splines.</p> <p>Whenever the turbine is removed from the engine visually inspect the splines on the items that follow, turbine-to-compressor coupling, turbine splined adapter, power turbine outer shaft and turbine shaft-to-pinion gear coupling for worn or damaged splines.</p> <p>If spline wear or damage is observed, then the appropriate maintenance action is required (Refer to items 5 and 6 above).</p>				
Inspection intervals cannot exceed 2000 hours.				

EFFECTIVITY: ALL

SYSTEM DESCRIPTION-801

72-00-00