



EASA Certification Information

No.: 2017-03
Issued: 17 March 2017

Subject: Request for partial surrender of EASA Type Certificate No. EASA.E.064 affecting certain Rolls-Royce Deutschland Ltd & Co KG Spey 500 series engine models

Type Certificate No: EASA.E.064

Affected engine models:

- Spey 506-14, Spey 506-14A, Spey 506-14D initially approved by CAA UK under Type Certificate Data Sheet No 1028, subsequently approved by LBA under Type Certificate Data Sheet No 6345, currently under EASA TC EASA.E.064 Iss. 1 issued by European Aviation Safety Agency
- Spey 511-14 and Spey 511-14W initially approved by CAA UK under Type Certificate Data Sheet No 1032, subsequently approved by LBA under Type Certificate Data Sheet No 6308, currently under EASA TC EASA.E.064 Iss. 1 issued by European Aviation Safety Agency
- Spey 512-14DW and Spey 512-14DWE initially approved by CAA UK under Type Certificate Data Sheet No 1041, subsequently approved by LBA under Type Certificate Data Sheet No 6346, currently under EASA TC EASA.E.064 Iss. 1 issued by European Aviation Safety Agency

Initial issue date: Not identified (before 01 June 1966)

Type Certificate Holder: Rolls-Royce Deutschland Ltd & Co KG
Eschenweg 11, Dahlewitz
15827 Blankenfelde-Mahlow
Germany

EASA DOA No: EASA.21J.065

Background: The current holder of EASA Type Certificate (TC) No. EASA.E.064 has requested EASA to delete the Spey 500 series engine models defined in Table 1 from its EASA Type Certificate.



Table 1 – Spey 500 series engine models to be deleted

Spey 506-14	Spey 511-14W
Spey 506-14A	Spey 512-14DW
Spey 506-14D	Spey 512-14DWE
Spey 511-14	

The Spey 506-14, Spey 506-14A, Spey 506-14D engine models were originally approved under Type Certificate Data Sheet No 1028 issued by CAA UK to Rolls-Royce plc and subsequently approved under Type Certificate Data Sheet No 6345 issued by LBA to Rolls-Royce Deutschland Ltd & Co KG.

The Spey 511-14 and Spey 511-14W engine models were originally approved under Type Certificate Data Sheet No 1032 issued by CAA UK to Rolls-Royce plc and subsequently approved under Type Certificate Data Sheet No 6308 issued by LBA to Rolls-Royce Deutschland Ltd & Co KG.

The Spey 512-14DW and Spey 512-14DWE were originally approved under Type Certificate Data Sheet No 1041 issued by CAA UK to Rolls-Royce plc and subsequently approved under Type Certificate Data Sheet No 6346 issued by LBA to Rolls-Royce Deutschland Ltd & Co KG.

EASA Type Certification for all the engine models defined in Table 1 is granted in accordance with Article 3 paragraph 1(a)(i) of Commission Regulation (EU) No 748/2012¹ based on the aforementioned LBA certification of these engine models.

These engines are known to have been installed on BAC One Eleven aeroplanes.

The EASA Type Certificate No EASA.A.188 for the BAC One Eleven series aeroplanes was surrendered on 12 February 2010. As a consequence, any aircraft registered in an EU Member State on which the aircraft has been installed are no longer be eligible for a normal Certificate of Airworthiness according to Article 5(c) of Regulation (EC) No 216/2008².

Rolls-Royce Deutschland Ltd & Co KG has informed EASA that, to the best of their believes, these engine models are no longer in operation with the exception of two BAC 1-11 Mk400 series aircraft equipped with the Spey 511-14 engine model which are being operated in the USA by Northrop Grumman Corporation and that consequently Rolls-Royce Deutschland Ltd & Co KG wishes to surrender the EASA TC No EASA.E.064 for these engine models.

EASA hereby asks you to communicate the aforementioned request to any natural or legal person to whom this surrender could be of direct and individual concern as well as to other interested persons. When doing so, EASA also asks you to inform them about the possibility, **no later than 16th of April 2017** of commenting on the above.

¹ [Commission Regulation \(EU\) No 748/2012 of 03/08/2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations](#) (OJ L 224, 21.08.2012, p.1)

² [Regulation \(EC\) No 216/2008 of 20/02/2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency](#) (OJ L79, 19.03.2008, p.1)



After satisfactory evaluation of the surrender request, taking into account the comments received, EASA will accept the request and take the decision to revoke the aforementioned Type Certificates in accordance with the applicable administrative procedures established by EASA³. As part of this process, EASA will re-issue the EASA Type Certificate No EASA.E.064 for the Spey 500 series engines with the updated list of valid certified models.

At the same time, Rolls-Royce Deutschland Ltd & Co KG plans to transfer the state of design responsibility to the FAA (FAA Type Certificate No A5EU for the Spey 511-14 engine design to the USA Federal Aviation Authority (FAA Engine Type Certificate E2EU) in accordance with FAA order 8110.120 in support of the continuation of the BAC 1-11 operation in the USA by Northrop Grumman Corporation.

Contact: Any request, query or comment should be sent, **no later than 16th of April 2017**, to:

European Aviation Safety Agency
Attn. Mr. Uwe-Horst NICKEL
Postfach 10 12 53
D – 50452 Köln
Deutschland
E-Mail: uwe-horst.nickel@easa.europa.eu

³ EASA procedure PR.TOC.00001 on Transfer or surrender of a product certificate
(<http://www.easa.europa.eu/document-library/internal-certification-working-procedures/transfer-or-surrender-product-certificate>)

