
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Rolls Royce Germany Turbine Engines - BR700 Series

AD/BR700/11

Reverse Wired Independent Overspeed Protection Coils

2/2008

Applicability: BR700-710 and BR700-715 model engines as follows:

BR700-710A1-10	BR700-715A1-30
BR700-710A2-20	BR700-715B1-30
BR700-710C4-11	BR700-715C1-30

- Requirement:**
1. Check the fuel metering unit (FMU) combined overspeed shutoff solenoid valve Independent Overspeed Protection (IOP) coil wiring for the correct polarity in accordance with Rolls-Royce Deutschland (RRD) Alert Service Bulletin (ASB) SB-BR700-73-A900451 dated 7 September 2007 for BR700-710 model engines or RRD ASB SB-700-73-A900452 dated 7 September 2007 for the BR700-715 model engines, as applicable.
 2. If the FMU is found to be correctly wired, mark the FMU in accordance with the applicable ASB.
 3. If the FMU is not correctly wired, remove the FMU in accordance with the applicable Engine Maintenance Manual, Aircraft Maintenance Manual or Engine Manual.
 4. All spare affected FMUs must be checked for the correct wiring of IOP coil before installation. The installation of an FMU which fails the polarity test is not permitted.

Note: LBA AD D-2007-352 refers.

Compliance: For Requirement 1 -

BR700-710 model engines - No later than 31 August 2009.

BR700-715 model engines - No later than 31 August 2008.

For Requirement 2 - Immediately following the Requirement 1 polarity check.

For Requirement 3 - Within 20 flight cycles after the Requirement 1 polarity check.

For Requirement 4 - As of the effective date of this Directive.

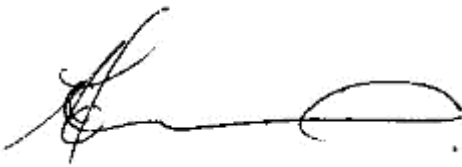
Rolls Royce Germany Turbine Engines - BR700 Series

AD/BR700/11 (continued)

This Airworthiness Directive becomes effective on 14 February 2008.

Background: The German Luftfahrt-Bundesamt (LBA) has received information from RRD about reverse wired IOP coils. Reverse wired IOP coils may result in the loss of FMU shutoff capability during an overspeed event.

This Directive requires the polarity of the IOP coil wiring to be checked and, if necessary, replacement of the FMU.

A handwritten signature in black ink, appearing to read 'Charles Lenarcic', with a long horizontal stroke extending to the right.

Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

20 December 2007

Subject: