



## EASA Safety Information Notice

**No.:** 2007-45

**Issued:** 14 November 2007

**Subject:** Reverse Wired Independent Overspeed Protection Coils in BR700 series engines.

**Ref. Publication:** Rolls-Royce Deutschland ALERT Service Bulletins SB-BR700-73-A900451 (for BR700-710 engines) and SB-BR700-73-A900452 (for BR700-715 engines).

**Introduction:** EASA has received information from Rolls-Royce Deutschland (RRD), Type Certificate holder for the BR700 series engine designs, about reverse wired Independent Overspeed Protection (IOP) coils. Such IOP coil configuration will result in the loss of Fuel Metering Unit shutoff capability during an overspeed event. Rolls-Royce Deutschland recommends performing a polarity test to verify correct Combined Overspeed Shutoff Solenoid valve IOP coil wiring.

According to Article 15(1) of Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, EASA has only taken over Member States obligations that are related to design approval. As a consequence, EASA is only authorised to issue ADs related to design approval. EASA has determined that the above referenced unsafe condition is not related to design approval, as it is the result of manufacturing process defects. However, this is a potential safety issue and this Safety Information has been issued accordingly. The National Aviation Authorities of the EU member states may take appropriate action in response to the above referenced TC holder's recommendations under their State of Registry responsibility.

**Applicability:** BR700-710A1-10, BR700-710A2-20, BR700-710C4-11, BR700-715A1-30, BR700-715B1-30 and BR700-715C1-30 engines. These engines are known to be installed on, but not limited to, Bombardier BD-700-1A10 and BD-700-1A11 aircraft, Gulfstream Aerospace GV and GV-SP aircraft, and McDonnell Douglas 717-200 series aircraft.

**Recommendation:** This Safety Information Notice is for information only. Copies of the referenced ALERT SB documents can be obtained upon request directly from RRD by e-mail [rrd.aog@rolls-royce.com](mailto:rrd.aog@rolls-royce.com) or downloaded from <https://www.aeromanager.com/>

**Contact:** For further information contact the Airworthiness Directives, Safety and Research Section, Certification Directorate, EASA.  
E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu) .