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## **I. General**

### **1. Type/Variants:**

Type: Spey 500 series engines

Variants:

Spey 506-14	Spey 506-14A	Spey 506-14D	Spey 511-8	Spey 511-14	Spey 511-14W
Spey 512-14DW	Spey 512-14DWE	Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P

These variants are approved for use on multi-engined civil aircraft at the ratings and within the operating limitations specified below, subject to compliance with the powerplant installation requirements appropriate to approved installations.

### **2. Type Certificate Holder:**

Rolls-Royce Deutschland Ltd & Co KG  
(formerly Rolls-Royce Deutschland GmbH, formerly BMW Rolls-Royce GmbH)  
Eschenweg 11, Dahlewitz  
15827 Blankenfelde-Mahlow  
Germany

EASA Design Organisation Approval No: EASA.21J.065

### **3. Manufacturer:**

Rolls-Royce plc  
P.O. Box 31  
Derby, DE24 8BJ  
United Kingdom

### **4. Certification Application Date:**

Not known (before 15 June 1966)

### **5. Certification Reference Date:**

Not identified (before 1 June 1966)

### **6. EASA Certification Date:**

Refer to note 5.

EASA Type Certification of the Spey 500 series engines is granted, in accordance with Article 2 paragraph 3(a)(i) of EU Commission Regulation EC 1702/2003, on the basis of EU Member State approvals prior to 28 September 2003.

## **II. Certification Basis**

### 1. Airworthiness and Environmental Protection Requirements:

Spey 506-14	Spey 506-14A	Spey 506-14D	Spey 512-14DW	Spey 512-14DWE	Spey 555-15
Spey 511-8	Spey 511-14	Spey 511-14W	Spey 555-15H	Spey 555-15N	Spey 555-15P
BCAR Section C, issue 5 dated 1 July 1962			BCAR Section C, issue 6 dated 15 June 1966		

### 2. Special Conditions:

None

### 3. Deviations:

None

### 4. Equivalent Safety Findings:

None

## **III. Technical Characteristics**

### 1. **Type Design Definition:**

The Engine Type Designs are defined in the following Drawing Introduction Sheets (DIS):

Spey 506-14	Spey 506-14A	Spey 506-14D
DIS No. 950 issue 1 or later approved issues		DIS No. 966 issue 1 or later approved issues

Spey 511-8	Spey 511-14	Spey 511-14W
DIS No. 874 issue 2 or later approved issues	DIS No. 862 issue 2 or later approved issues	DIS No. 863 issue 2 or later approved issues

Spey 512-14DW	Spey 512-14DWE	Spey 555-15
DIS No. 953 issue 2 or later approved issues	DIS No. 2122 issue 1 or later approved issues	DIS No. 912 issue 2 or later approved issues

Spey 555-15H	Spey 555-15N	Spey 555-15P
DIS No. 1015 Issue 1 or later approved issues	DIS No. 2004 Issue 1 or later approved issues	DIS No. 2005 Issue 1 or later approved issues

Changes to the Engine Type Design are introduced by approved Modification Bulletins.

**2. Description:**

Spey 506-14	Spey 506-14A	Spey 506-14D
By-pass Ratio 1.08 : 1		
By-pass turbo-jet engine consisting of one four-stage axial flow low pressure (LP) compressor and one twelve-stage axial flow high pressure (HP) compressor. The HP-compressor is driven by a two-stage axial flow HP-turbine and the LP compressor is driven by a two-stage axial flow LP-turbine. The annular combustion chamber contains 10 straight flow flame tubes.		

Spey 511-8	Spey 511-14	Spey 511-14W	Spey 512-14DW	Spey 512-14DWE
By-pass Ratio 0.64 : 1				
By-pass turbo-jet engine consisting of one five-stage axial flow low pressure (LP) compressor and one twelve-stage axial flow high pressure (HP) compressor. The HP-compressor is driven by a two-stage axial flow HP-turbine and the LP compressor is driven by a two-stage axial flow LP-turbine. The annular combustion chamber contains 10 straight flow flame tubes.				

Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P
By-pass Ratio 1,015 : 1at 99,8% HP rpm		By-pass Ratio 1,011 : 1at 100% HP rpm	
By-pass turbo-jet engine consisting of one five-stage axial flow low pressure (LP) compressor and one twelve-stage axial flow high pressure (HP) compressor. The HP-compressor is driven by a two-stage axial flow HP-turbine and the LP compressor is driven by a two-stage axial flow LP-turbine. The annular combustion chamber contains 10 straight flow flame tubes.			

**3. Equipment:**

For identification of engine driven equipment refer to the Overhaul Manual:

Spey 506-14	Spey 506-14A	Spey 506-14D	Spey 511-8	Spey 511-14	Spey 511-14W	Spey 512-14DW	Spey 512-14DWE
O-Sp3W-B		O-Sp3-B	O-Sp4-G	O-Sp4-B		O-Sp4-BBE	

Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P
O-Sp2-F			

For details of equipment included in the type design definition: refer to the appropriate engine DIS.

**4. Dimensions:**

	Spey 506-14	Spey 506-14A	Spey 506-14D
Overall Length (1)	2794 mm		
Overall Diameter	991 mm		

	Spey 511-8	Spey 511-14	Spey 511-14W	Spey 512-14DW	Spey 512-14DWE
Overall Length (1)	2910 mm			3163 mm	
Overall Diameter	893 mm			922 mm	

	Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P
Overall Length (1)	2599 mm		2676 mm	
Overall Diameter	1008 mm			

(1) with exhaust cone

**5. Dry Weight:**

	Spey 506-14	Spey 506-14A	Spey 506-14D
Dry engine weight	1042kg $\pm$ 1.25%		

	Spey 511-8	Spey 511-14	Spey 511-W	Spey 512-14DW	Spey 512-14DWE
Dry engine weight	1048kg $\pm$ 1.25%		1048.7kg $\pm$ 1.25%		1168 kg $\pm$ 1.25%

	Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P
Dry engine weight	1007.9 kg	1019.2 kg	1015.2 kg	1024 kg

**6. Ratings:**

	Spey 506-14	Spey 506-14A	Spey 506-14D
Max Take Off Thrust	46.31 kN		
Maximum Continuous	44.44 kN		

	Spey 511-8	Spey 511-14	Spey 511-14W	Spey 512-14DW	Spey 512-14DWE
Max Take off Thrust	50.71 kN			Dry: 53.40 kN Wet: 55.85 kN	55.25 kN
Maximum Continuous	48.66 kN			51.53 kN	51.51 kN

	Spey 555-15	Spey 555-15H	Spey 555-15P	Spey 555-15N
Max Take off Thrust	43.81 kN	44.04 kN		43.82 kN
Maximum Continuous	42.12 kN	42.35 kN		42.13 kN

Dry: No water injection      Wet: Water injection

**7. Control System:**

The engine is equipped with a Full Authority Digital Engine Control (FADEC) system.

	Spey 506-14	Spey 506-14A	Spey 506-14D
CASC	Lucas CASC 105 (hydromechanical) or later approved standards	Lucas CASC 167 (hydromechanical) or later approved standards	Lucas CASC 105 (hydromechanical) or later approved standards

	Spey 511-8	Spey 511-14	Spey 511-14W
CASC	Lucas CASC 116 or 146 (hydromechanical) or later approved standards	Lucas CASC 112 (hydromechanical) or later approved standards	Lucas CASC 145 (hydromechanical) or later approved standards

	Spey 512-14DW	Spey 512-14DWE
CASC	Lucas CASC 169 (hydromechanical) or later approved standards	Lucas CASC 204 (hydromechanical), or later approved standards

	Spey 555-15	Spey 555-15N	Spey 555-15H	Spey 555-15P
CASC	Lucas CASC 133 (hydromech.), or later approved standards		Lucas CASC 211 (hydromech.), or later approved standards	

**8. Fluids:**

Approved fuels, additives and oils are listed in:

	Spey 506-14	Spey 506-14A	Spey 506-14D
Operating Instructions	F-Sp3-B	F-Sp3W-B	F-Sp3-B

	Spey 511-8	Spey 511-14	Spey 511-14W	Spey 512-14DW	Spey 512-14DWE
Operating Instructions	F-Sp4-G	F-Sp4-BK	F-Sp4W-B	F-Sp4DW-B	

	Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P
Operating Instructions	F-Sp2-F			

**9. Aircraft Accessory Drives:**

Refer to aircraft related manuals or approved data.

**IV. Operating Limitations:****1. Temperature Limits:****Gas Temperatures TGT (trimmed)(1):**

	Spey 506-14	Spey 506-14A	Spey 506-14D
Max during Starting on ground	615°C	590 °C	570 °C
Max during relight (2 s. limit)	615°C	590 °C	570 °C
Max for Take-off (5 min.)	615°C	600 °C	570 °C
Maximum Continuous	575°C	560 °C	550 °C
Maximum for approach & Ground idling	575°C	560 °C	550 °C
Maximum with reverse Thrust selected (30 s. limit)	615°C	600 °C	570 °C
Maximum Overtemperature (20 sec.)	630°C	620 °C	585 °C
Momentary maximum during acceleration	N/A	600 °C	N/A

	Spey 511-8	Spey 511-14	Spey 511-14W
Max during Starting on ground	570 °C		
Max during relight (2 sec. limit)	570 °C		
Max for Take-off (5 min.)	585 °C	580 °C	Dry: 580 °C Wet: 590 °C
Maximum Continuous	540 °C	540 °C	
Maximum for approach & Ground idling	540 °C		
Maximum with reverse Thrust selected (30 sec. limit)	580 °C		
Maximum Overtemperature (20 sec.)	610 °C 615 °C (2)	595 °C	
Momentary maximum during acceleration	595 °C (2)	N/A	

	Spey 512-14DW	Spey 512-14DWE
Max during Starting on ground	600 °C	
Max during relight (2 sec. limit)	600 °C	
Max for Take-off (5 min.)	Dry: 600 °C Wet: 610 °C (512-14DW only)	
Maximum Continuous	560 °C	
Maximum Ground idling	560 °C	
Maximum with reverse Thrust selected (30 sec. limit)	590 °C	
Maximum Overtemperature (20 sec.)	620 °C 630 °C (512-14DW only) 610 °C	
<ul style="list-style-type: none"> <li>• Dry</li> <li>• Wet</li> <li>• MOD 2970 (2 min. limit)</li> </ul>		

Dry: No water injection Wet: Water injection

The following operating limitations are applicable when the accuracy of the installed engine instrumentation is in accordance with Rolls-Royce Report APS 1014.

#### Temperature Limits:

The engines are approved for use up to ISA +35°C. The engine is flat rated for Takeoff Rating to ISA +7.5°C

#### Gas Temperatures TGT (trimmed) (3):

	Spey 555-15	Spey 555-15N	Spey 555-15H	Spey 555-15P
Maximum during starting on ground	540 °C		570 °C	
Maximum during relight (2 sec. Limit)	540 °C		570 °C	
Maximum for Take-off (4)	520 °C		565 °C	
Maximum Continuous	490 °C		520 °C	
Maximum for ground idling	490 °C		520 °C	
Maximum overtemperature (20 sec. limit)	540 °C		585 °C	

#### (1)

Mean of 10 Thermocouples located in the engine exhaust cone, trimmed electrically to a common TGT datum, i.e. Indicated TGT (°C) = Measured TGT (°C) – P.D. (°C), where P.D. = Pull Down in °C due to trimmer resistor value.

#### (2)

For Spey 511-8 engines incorporating HP stage 1 turbine blades to MOD 2970 standard or an approved equivalent standard as listed in Rolls-Royce Service Bulletin SP 77-43, the engine name plate shall be marked with the inscription 'SB SP 77-43'.

#### (3)

Mean of 10 Thermocouples located in the engine exhaust unit with trimmer resistors and compensation for air intake temperature in accordance with the following nominal characteristics:  
Indicated EGT (°C) = Measured EGT (°C) – P.D. (°C) – (0.28 x T (°C)), where P.D. (°C) = pull down due to trimmer resistors and T (°C) = intake total temperature.

#### (4)

Limited to 5 minutes and to max. 10 minutes after one engine having failed.

#### Fuel Temperatures:

	Spey 506-14	Spey 506-14A	Spey 506-14D	Spey 511-8	Spey 511-14	Spey 511-14W	Spey 512-14DW	Spey 512-14DWE
Max at Inlet to Engine	50 °C							
LP Pump Inlet, maximum								
• Unrestricted	90 °C							
• 15 min. limit (5)	110 °C							

	Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P
Max at Inlet to Engine	50 °C			
LP Pump Inlet, maximum				
• Unrestricted	90 °C			
• 15 min. limit (5)	110 °C			

(5) During transient overshoots on reducing rpm

**Oil Temperatures:**

	Spey 506-14	Spey 506-14A	Spey 506-14D	Spey 511-8	Spey 511-14	Spey 511-14W	Spey 512-14DW	Spey 512-14DWE
Minimum for starting	-30 °C			-40 °C				
Minimum for acceleration to Take-off	-30 °C							
Maximum unrestricted	100 °C							
Maximum (15 min. limit)	120 °C							

	Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P	Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P
	without MOD 6089				with MOD 6089			
Minimum for starting	- 40 °C				-30 °C			
Minimum for acceleration to Take-off	-30 °C							
Maximum unrestricted	100 °C							
Maximum (15 min. limit)	120 °C							

**2. Permissible Rotational Speeds:**

**100 % LP RPM = 8393 RPM**

Low Pressure Turbine	Spey 506-14	Spey 506-14A	Spey 506-14D	Spey 511-8	Spey 511-14	Spey 511-14W
Maximum Take-off	9039 RPM (107.7 %)	9048 RPM (107.8 %)	9039 RPM (107.7 %)	8947 RPM <b>(6)</b> (106.6 %)		
Maximum Continuous	8997 RPM (107.2 %)	9048 RPM (107.8 %)	8997 RPM (107.2 %)	8947 RPM (106.6 %)		
Maximum Overspeed (20 sec.)	9249 RPM (110.2 %)	9526 RPM (113.5 %)	9249 RPM (110.2 %)	9232 RPM (110.0 %)		
Reverse Thrust (maximum 30 sec.)	8855 RPM (105.5 %)	8897 RPM (106.0 %)	8855 RPM (105.5 %)	8947 RPM (106.6 %)		

**(6)** Wet and Dry (Spey 511-14W only)

**100 % HP RPM = 12484 RPM**

High Pressure Turbine	Spey 506-14	Spey 506-14A	Spey 506-14D	Spey 511-8	Spey 511-14	Spey 511-14W
Maximum Take-off RPM	12509 (100.2 %)	12347 (98.9 %)	12509 (100.2 %)	12496 <b>(7)</b> (100.1 %)		
Maximum Continuous RPM	12147 (97.3 %)	12109 (97.0 %)	12147 (97.3 %)	12247 (98.1 %)		
Ground Idling RPM	7241 - 7990 (58.0 % - 64.0 %)			6492 – 6929 (52.0% to 55.5%)	7241 - 7990 (58.0% - 64.0 %)	
Maximum Overspeed RPM (20 sec.)	12821 (102.7)	12883 (103.2 %)	12821 (102.7)	12871 (103.1%)		12983 (104.0%)
Reverse Thrust RPM (maximum 30 sec.)	11797 (94.5 %)			12496 (100.1 %)		

**(7)** Dry (All Spey 511), Wet 12608 (Spey 511-14W only)

<b>Low Pressure Turbine</b>	Spey 512-14DW	Spey 512-14DWE
Maximum Take-off (Dry)	9000 RPM	9000 RPM
Maximum Take-off (Wet)		N/A
Maximum Continuous		9000 RPM
Maximum Overspeed (20 sec.)	9270 RPM	
Reverse Thrust (maximum 30 sec.)	9000 RPM	

<b>High Pressure Turbine</b>	Spey 512-14DW	Spey 512-14DWE
Maximum Take-off (Dry)	12750 RPM	
Maximum Take-off (Wet)	12900 RPM	N/A
Maximum Continuous	12450 RPM	
Ground Idling	7600 ± 200 RPM	
Maximum Overspeed (20 sec.)	13290RPM	
Reverse Thrust (maximum 30 sec.)	12750RPM	

**100 % LP RPM = 8393 RPM**

<b>Low Pressure Turbine</b>	Spey 555-15	Spey 555-15N	Spey 555-15H	Spey 555-15P
Maximum Take-off	9106 RPM (108.5%)		9190 RPM (109.5%)	
Maximum Continuous			9106 RPM (108.5%)	
Maximum Overspeed (20 sec.)	9694 RPM (115.5%)			

**100 % HP RPM = 12136 RPM**

<b>High Pressure Turbine</b>	Spey 555-15	Spey 555-15N	Spey 555-15H	Spey 555-15P
Maximum Take-off	12257 RPM (101.0%)		12439 RPM (102.5%)	
Maximum Continuous	11954 RPM (98.5%)			
Ground Idling	6250 RPM ± 61 RPM (51.5% ± 0.5%)			
Maximum Overspeed (20 sec.)	12682 RPM (104.5%)		12803 RPM (105.5%)	

**3. Pressure Limits:**

Fuel Pressures	Spey 506-14	Spey 506-14A	Spey 506-14D	Spey 511-8	Spey 511-14	Spey 511-14W	Spey 512-14DW	Spey 512-14DWE
Minimum at LP Pump Inlet	82.7 kPa							
• absolute	82.7 kPa							
• above tank pressure	41.4 kPa							

Fuel Pressures	Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P
Minimum at LP Pump Inlet	82.7 kPa			
• absolute	82.7 kPa			
• above tank pressure	41.4 kPa			

Whichever is lower, subject to an overriding minimum of 13.8 kPa gauge pressure, and excluding engine starts on the ground for which the minimum pressure requirement normally is 69 kPa absolute.

**4. Bleed Air Extraction:**

The compressor air bleeds are to be used in accordance with Rolls-Royce instructions and such that the operating limitations are not exceeded.

		Spey 506-14	Spey 506-14A	Spey 506-14D	Spey 511-8	Spey 511-14	Spey 511-14W
Maximum RPM at which bleed may be used:		Unrestricted					
Air delivery at sea level for aircraft and engine services (% of no-bleed mass flow)	Maximum LP Bleed	3.5 %	3.3 %	3.5 %	3.65 %		
	Maximum HP Bleed	3.1 %	2.7%	3.1 %	2.45 %		

		Spey 512-14DW	Spey 512-14DWE
Maximum RPM at which bleed may be used:		Unrestricted	
Air delivery at sea level for aircraft and engine services (% of no-bleed mass flow)	Maximum LP Bleed $\frac{M_{12}\sqrt{T_1}}{P_1} =$	0.60	0.60
	Maximum HP Bleed $\frac{M\sqrt{T_1}}{P_1} =$	0.53	0.53

M12= Stage 12 bleed  
M= LP bleed mass flow  
T1= LPC inlet TAT  
P1= LPC inlet TTP

		Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P
Maximum RPM at which bleed may be used:		Unrestricted			
Air delivery at sea level for aircraft and engine services (% of no-bleed mass flow)	$\frac{M_{12}\sqrt{T_1}}{P_1} =$	Take Off	0.42		
		MCT and below	0.41		
M12= Stage 12 bleed M=LP bleed mass flow T1= LPC inlet TAT P1= LPC inlet TTP	M7 = Stage 7 bleed mass flow (kg/sec)	Take Off	0.49		
	$\frac{M_7\sqrt{T_1}}{P_1} =$	MCT and below	0.45		
	M <sub>T</sub> = M7+ M12 (kg/sec)	Take Off	0.91		
	$\frac{M_T\sqrt{T_1}}{P_1} =$	MCT and below	0.86		

**5. Oil System Limits:**

	Spey 506-14	Spey 506-14A	Spey 506-14D	Spey 511-8	Spey 511-14	Spey 511-14W	Spey 511-14DW	Spey 511-14DWE
<b>Oil Consumption :</b> <ul style="list-style-type: none"> <li>Overall in flight, maximum for unrestricted operation</li> </ul>	0.43 l/h							
<b>Oil Pressure (gauge pressure)</b> <ul style="list-style-type: none"> <li>Normal at max. continuous conditions</li> </ul>	206.9 - 379.2 kPa			275.8 to 379.2 kPa	241.3 - 379.2 kPa		N/A	
<b>Oil Pressure (gauge pressure)</b> <ul style="list-style-type: none"> <li>Minimum to complete flight (at 100° C Oil Temperature)</li> </ul>	172.4 kPa			241.3 kPa	206.9 kPa		241.3 kPa	
<b>Oil System Capacity:</b> <ul style="list-style-type: none"> <li>Nominal total oil system</li> <li>Maximum oil sump and tanks capacity</li> <li>Usable oil</li> </ul>	13.6 l 6.8 l 5.1 l							

	Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P
<b><u>Oil Consumption :</u></b> <ul style="list-style-type: none"> <li>Overall in flight, maximum for unrestricted operation</li> </ul>	0.43 l/h			
<b><u>Oil Pressure (gauge pressure)</u></b> <ul style="list-style-type: none"> <li>Normal at max. continuous conditions</li> </ul>	206.9 – 379.2 kPa			
<b><u>Oil Pressure (gauge pressure)</u></b> <ul style="list-style-type: none"> <li>Minimum to complete flight (at 100° C Oil Temperature)</li> </ul>	172.4 kPa			
<b><u>Oil System Capacity:</u></b> <ul style="list-style-type: none"> <li>Nominal total oil system</li> <li>Maximum oil sump and tanks capacity</li> <li>Usable oil</li> </ul>	13.6 l  6.8 l  5.1 l			

**V. Operating and Service Instructions**

	Spey 506-14	Spey 506-14A	Spey 506-14D	Spey 511-8	Spey 511-14	Spey 511-14W	Spey 512- 14DW	Spey 512- 14DWE
Installation Manual	EL 10/2 or later approved issues			EL 17 or later approved issues			EL1703	
Operating Instructions	F-Sp3W-B		F-Sp3-B	F-Sp4-G	F-Sp4-BK	F-Sp4W-B	F-Sp4Dw-B	
Maintenance Manual	M-Sp3W-B		M-Sp3-B	M-Sp4-G	M-Sp4-BK	M-Sp4W-B	M-Sp4DW-B	
Overhaul Manual	O-Sp3W-B		O-Sp3-B	O-Sp4-G	O-Sp4-B		O-Sp4-BBE	
Time Limits Manual	O-Sp3W-B		O-Sp3-B	O-Sp4-G	O-Sp4-B		O-Sp4-BBE	
Service Bulletins	As issued by Rolls-Royce Deutschland Ltd & Co KG							

	Spey 555-15	Spey 555-15H	Spey 555-15N	Spey 555-15P
Installation Manual	EL 1001			
Operating Instructions	F-Sp2-F			
Maintenance Manual	M-Sp2-F			
Overhaul Manual	O-Sp2-F			
Time Limits Manual	Life Limited Parts are listed in the Overhaul Manual O-Sp2-F			
Service Bulletins	As issued by Rolls-Royce Deutschland Ltd & Co KG			

## **VI. Notes**

1. The ratings shown under III.6. are static ratings achieved at the following conditions:
  - Sea level and ISA standard day conditions
  - All optional air bleeds closed
  - Aircraft service accessory drives unloaded
  - Rolls-Royce Test Bed Airmeter P/N: REP 23224
  - Rolls-Royce Jet Pipe P/N J88926 (or approved equivalent)
  - Final nozzle P/N J88931
  - Turbine gas temperature measured by 10 thermocouples located in exhaust cone, without compensation for air intake temperature.
  - Fuel having a minimum calorific value of 40895 BTU/kg
2. Engine anti-icing is affected by hot air tapped from the HP compressor.
3. LP rotor run-down time (from ground idling): Minimum 40 sec.
4. Following a false start, an engine motor over is to be completed prior to repeating the start operation.
5. Spey 506-14, 506-14A, 506-14D engines were previously covered under CAA-UK Type Certificate Data Sheet No.: 1028 and were subsequently covered under LBA Type Certificate Data Sheet No.: 6345. Spey 511-8, 511-14, 511-14W engines were previously covered under CAA-UK Type Certificate Data Sheet No.: 1032 and were subsequently covered under LBA Type Certificate Data Sheet No.: 6308. Spey 512-14DW and Spey 512-14DWE engines were previously covered under CAA-UK Type Certificate Data Sheet No.: 1041 and were subsequently covered under LBA Type Certificate Data Sheet No.: 6346. Spey 555-15, 555-15H, 555-15N, 555-15P engines were previously covered under CAA-UK Type Certificate Data Sheet No.: 1037 and were subsequently covered under LBA Type Certificate Data Sheet No.: 6347. The EASA Type Certificate EASA.E.064 and this Type Certificate Data Sheet supersede all of these.
6. With effect from 7 January 2002, the responsibilities of the Type Certificate Holder for the Spey 500 series engines transferred from Rolls-Royce plc to Rolls-Royce Deutschland Ltd & Co KG. Coincident with this the ICAO Annex 8 responsibilities of the Authority of the State of Design transferred from the United Kingdom Civil Aviation Authority (CAA-UK) to the German Luftfahrt-Bundesamt (LBA). The EASA Type Certificate EASA.E.064 transfers the Authority of the State of Design from the German Luftfahrt-Bundesamt (LBA) to EASA. Airworthiness Directives issued prior and after the time of the transfers of the State of Design are still effective.

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