EASA Certification Information

No.: 2020-04
Issued: 23 March 2020

Subject:	**Acceptance of surrender of EASA Type Certificate No. EASA.E.236 for the Viper 521, Viper 522 and Viper 601-22 engine models installed in HS125 Series aircraft**
Type Certificate No.:	**Up to the issuance of the current EASA Type Certificate No. EASA.E.236, Issue 01 the applicable UK CAA Type Certificate numbers were as follows:** **- for engine models Viper 521 and Viper 522, UK CAA TC number 029/2** **- for engine model Viper 601-22, UK CAA TC number 041**
Issue date:	**- for engine models Viper 521 and Viper 522, 26th April 1968** **- for engine model Viper 601-22, 21st August 1972**
Issued by:	**Initial Type Certificate issued by the UK Civil Aviation Authority (UK CAA), formerly known as the 'UK Air Registration Board', currently under EASA Type Certificate No. EASA.E.236, Issue 01 issued by the European Union Aviation Safety Agency (EASA).**
Type Certificate Holder:	**Rolls-Royce Deutschland Ltd & Co KG (as from 21st February 2019)** **Eschenweg 11** **Dahlewitz** **15827 Blankenfelde-Mahlow** **Germany** **EASA DOA No.: EASA.21J.065** formerly (until 20th February 2019): Rolls-Royce plc 62 Buckingham Gate Westminster London SW1E 6AT United Kingdom former EASA DOA No.: EASA.21J.035

Background: Rolls-Royce plc, as holder of the Type Certificates for the Viper 521, 522 and 601-22 engine models at the time of the request, submitted to EASA a request to surrender the aforementioned Type Certificates[1].

[1] https://www.easa.europa.eu/download/easa-product-lists/EASA-PRODUCT-LIST-Engines.pdf

This request was made by Rolls-Royce plc to EASA before the related Type Certificates were transferred from Rolls-Royce plc to Rolls-Royce Deutschland Ltd & Co KG on 21st February 2019.

On 22nd October 2019 Rolls-Royce Deutschland Ltd & Co KG informed EASA that the request initially made by Rolls-Royce plc is supported by Rolls-Royce Deutschland Ltd & Co KG, as current holder of the EASA Type Certificate No. EASA.E.236 for the Viper 521, 522 and 601-22 engine models.

The Viper 521 and 522 engine models were initially approved under UK Air Registration Board Engine Type Certificate, dated 26th April 1968. These engines are known to have been installed on HS125 series 1A/1B, 3 and HS125-400 series aircraft.

The Viper 601-22 engine model was initially approved under UK CAA Type Certificate Serial No. 041, dated 21st August 1972. This engine is known to have been installed on HS125-600 series aircraft.

EASA Type Certification for the Viper 521, 522 and 601-22 engine models is granted in accordance with Article 3 paragraph 1(a)(i) of Commission Regulation (EU) No. 748/2012[2] based on the aforementioned UK CAA (formerly known as the 'UK Air Registration Board') type certification of these engine models.

Rolls-Royce plc has informed EASA that the Hawker Siddeley HS125 is a first generation executive jet aircraft which entered service in 1964, with early variants of the twin engine aircraft powered by Bristol Siddeley Viper turbojet engines. Bristol Siddeley were acquired by Rolls-Royce in 1966. In total 339 Civil Aerospace Viper powered aircraft were delivered, before later variants introduced from 1976 utilised non- Rolls-Royce turbofan engines to meet more stringent noise regulations.

Recent communications with Viper powered HS125 aircraft operators has been limited, with no owners approaching Rolls-Royce plc requesting instructions for the continued Airworthiness of the engine, or providing operational data including any malfunctions, defects or other occurrences which could affect continuing Airworthiness. Additionally, Rolls-Royce plc has not overhauled any Civil Viper engine mark for a considerable number of years, and has no contact with, or provided support for, any worldwide Civil Aerospace Viper repair and overhaul facility. Such organisations have not approached Roll-Royce plc for data or spare parts. Attempts by Rolls-Royce plc to contact operators of Civil Viper engine marks have been unsuccessful, and internet searches have shown the numbers of in service aircraft has significantly diminished in recent years.

Rolls-Royce plc has informed EASA that, to the best of its belief, there are 19 or less HS125 Series 1A/1B, 3, HS125-400 series aircraft originally powered by Viper 521 and 522 engine models, and 7 or less HS125-600 Series aircraft powered by Viper 601-22 engine models in operation. This number could be lower however no evidence was found showing the aircraft on which the Viper engine model is installed was no longer flying. As supporting evidence, Rolls-Royce plc provided EASA a list of aircraft powered by afore-mentioned Viper engine models believed to be still in service, as detailed in

[2] 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)

Appendix A for the Viper 521 and 522 engine models and Appendix B for the Viper 601-22 engine model.

The lack of operational data makes it difficult for Rolls-Royce to fulfil the duties of being Type Certificate holders for the Civil Aerospace Viper marks. Rolls-Royce therefore wishes to surrender the Type Certificates for these Viper engine marks.

On 29th October 2019, EASA published on the EASA website for public consultation the EASA Certification Information 2019-40 to inform any natural or legal person to whom the intended surrender of the above mentioned Type Certificates could be of direct and individual concern as well as to any other possible interested persons in accordance with the applicable EASA administrative procedures. The Agency has received no comments related to this public consultation by the deadline of 29th November 2019.

After satisfactory evaluation of the surrender request, EASA decided to accept the request and to cancel the EASA Type Certificate No. EASA.E.236 and related Type Certificate Data Sheet in accordance with the applicable administrative procedures established by EASA[3].

EASA has notified the acceptance of the surrender of the EASA Type Certificate No. EASA.E.236 for the Viper 521, 522 and 601-22 engine models to the Type Certificate Holder on 23rd March 2020.

From that date, the EASA Type Certificate No. EASA.E.236 for the Viper 521, 522 and 601-22 engine models is invalid pursuant to Article 21.A.51(a)(2) of the Annex I (Part 21) to Commission Regulation (EU) No. 748/2012.

Following this decision, EASA will re-issue to Rolls-Royce Deutschland Ltd & Co KG the DOA Terms of Approval with the updated list of valid certified products.

Consequences:

Following the EASA Type Certificate withdrawal, Rolls-Royce will categorise the Viper 521, 522 and 601-22 engines as Historic Products and they will be managed in accordance with the Rolls-Royce Aerospace Historic Engine Policy.

Any aircraft registered in an EU Member State on which the engine model has been installed will no longer be eligible for a normal Certificate of Airworthiness according to Article 14(c) of Regulation (EU) No. 2018/1139[4].

For aircraft registered outside the EU on which the engine model has been installed, operators should contact their State of Registry for a decision on the continuing validity of any certificates they have issued.

[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)

[4] Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.08.2018, p. 1).

Appendix A: HS125 Series 1A/1B, 3, HS125-400 series aircraft originally powered by Viper 521 and 522 engine models believed to be still in service:

Aircraft Serial No.	Latest Tail No	Operator	Country	Comments
25066	XA-UEX	MID Taxi Aereo-Island Air	Mexico	Most recent internet picture taken 2012
25098	YV2416	Inversiones Desirio C.A.	Venezuela	Location unknown. Most recent internet picture taken 2004
25107	XA-UBK	Aeromedica S.A.	Mexico	
25109	N4CR	Maricopa County Community College district	US (Arizona)	FAA aircraft registration certificate expires 31 May 2021 and confirms Viper Mk521 fitted. Aircraft certificate is a special ferry flight permit issued 9 May 2018, which may be to relocate to college (which runs maintenance courses) so aircraft may be withdrawn. Most recent internet picture taken 2017
25118	9Q-CVF	Private owner	Democratic Republic of Congo	Most recent internet picture taken 2016
25132	S9-PDH	Unknown	São Tomé en Príncipe (Africa)	
25152	N23CJ	Penley Steven A	US (Texas)	FAA aircraft registration certificate expires on 30 June 2021 Most recent internet picture taken 2013
25158	XA-DAN	Aero Dan S.A	Mexico	Used as Cargo carrying aircraft
25173	ZP-TKO	TSAVO Co	Paraguay	Exported to Paraguay in 2003. Most recent internet picture taken 2011
25179	XA-GLS	Aero Dan S.A	Mexico	Exported to Mexico in 2008. Most recent internet picture taken 2013
25191	YV1687	Inversiones Alfam aq C.A.	Venezuela	Most recent internet picture taken 2017
25202	HK-4205X	Unknown	Colombia	Possibly no longer flying
25206	N800GE	Jennifer Chaney INC	US (Kentucky)	FAA aircraft registration certificate expires 31 Mar 2020, and confirms Vipers are fitted.
25220	XB-LWC	Private Owner	Mexico	Registered in Mexico
25229	N602JR	Bank of Utah Trustee	US (Utah)	FAA aircraft registration certificate expires 31 Oct 2021, and confirms Viper Mk522 fitted Most recent internet picture taken 2017
25241	YV2315	Unknown	Venezuela	Most recent internet picture taken 2006
25244	N456WH	Unknown	Venezuela	Previous cancelled FAA aircraft certificate (in 2006) states aircraft was exported to Venezuela. Whereabouts unknown Most recent internet picture taken 2004
25247	9Q-CPR	Shabair SPRL	Democratic Republic of Congo	
25287	9Q-CPF	Private Owner	Democratic Republic of Congo	Most recent internet picture taken 2009

Appendix B: HS125-600 series aircraft originally powered by Viper 601-22 engine model believed to be still in service:

Aircraft Serial No.	Latest Tail No	Operator	Country	Comments
256018	XB-ADZ	Aero Continental S.A.	Mexico	Most recent internet picture taken 2003
256031	9Q-CJF	Sozacom Kinshasa	Democratic Republic of Congo	Most recent internet picture taken 2010
256047	9Q-CAI	Institute Technique de lElevage Bovin	Democratic Republic of Congo	
256051	9Q-CFJ	Bionic Aviation	Democratic Republic of Congo	Most recent internet picture taken 2013
256061	XA-EXL	Unknown	Mexico	Most recent internet picture taken 2013
256063	YV2680	Aero Borca	Venezuela	Most recent internet picture taken 2015
256070	N75GA	Solomon Mark (Trustee)	US (Delaware)	FAA aircraft registration certificate expires 31 Oct 2020, and confirms Viper Mk601-22 fitted

Contact: Any request, query or comment should be sent to:

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