

FACTORY-BUILT GYROPLANES (FBGs) WITH THE LAA

INFORMATION FOR OWNERS

During July 2014 the LAA received the green light from the CAA to begin administering the certification of maintenance and the revalidation of Permits to Fly for factory-built gyroplanes in the UK. The LAA welcomes this sector of the gyroplane community to the LAA, and the following notes are designed to assist owners to understand the 'transfer' process and ongoing maintenance requirements.

Factory-Built Gyroplane Types Covered

Rotorsport types: MT-03, MTOSport, Calidus and Cavalon.

Magni types: M16C and M24C.

LAA Membership

The owner, or owners, must be current members of the LAA before being able to benefit from the services of an LAA inspector. Sole owners must be members in the Full Plus membership category, and at least one of a group-owned aircraft must be in the Full Plus category. The Full Plus category member will normally be the preferred point of contact with regard to a particular aircraft, for LAA Engineering purposes. See the LAA website for all membership details.

LAA FBG Inspectors

A number of LAA inspectors have been approved in the FBG category. Their approval may be for maintenance certification or may be for the conduct of an Airworthiness Review (revalidation of the Permit to Fly), or may be in both categories. Their approval is also specific to the particular aircraft types described in their approval. A full list of FBG inspectors can be found on the LAA website under the '*Factory-Built Gyroplane*' tab, after first searching under the '*Aircraft and Technical*' tab. This list describes the types of aircraft and equipment each inspector is approved for. Full contact details for each inspector can be found by searching under the '*Find an Inspector*' tab.

Maintenance

Transferring the administration of the Permit to Fly to LAA results in no change to the existing maintenance requirements. All types continue to be required to be maintained in accordance with the latest issue of the manufacturer's maintenance schedule. This can be obtained from the manufacturer's own websites. All scheduled maintenance and defect rectification must continue to be inspected and certified by a suitably approved inspector. This could be a suitably approved LAA FBG inspector, or could be an inspector otherwise approved by the CAA, such as a CAA BCAR A3-7 Authorised engineer.

Permit Renewal (Revalidation) Process

No prior contact with the LAA is required (subject to the owner(s) being current members of the LAA, of course). The first step is to identify and make contact with a suitable LAA FBG inspector and organise a visit for the purposes of an Airworthiness Review. This will be carried out in accordance with the CAA's BCAR Chapter A3-7 Airworthiness Review procedures, and forms the activity that was hitherto carried out by a visiting CAA Surveyor. The essential LAA form for the purpose is reference LAA/FB-Gyro-1, and this will be provided directly to the owner by the LAA inspector concerned. The form requires input from both the owner and the inspector, see the Guidance Document provided on the LAA website (under the '*Factory-Built Gyroplane*' tab) for the successful completion of this form. If the previous revalidation was not administered by the LAA (as will be the case with all 'first transfers'), then a supplementary form is also

required, reference FBG/Supp-1, which can be supplied by the inspector and is also available from the LAA website. This form further instructs on the enclosure of certain other document copies. The annual Check Flight must also be carried out (using form reference FBG/FT-1) and the whole package, along with payment, sent to the LAA. Note that the LAA inspector is unable to issue a Certificate of Validity directly. This will be provided by the LAA Engineering once the application has been received and checked, and any queries resolved. This will normally be within a few days of receipt, and will often be the same day. The new Certificate of Validity will be posted to the owner's address.

Annual Check Flight

The LAA retains the requirement for an annual Check Flight to be carried out. This must be accomplished within the window of one month either side of the date of the Airworthiness Review. An acceptable pilot is any suitably qualified pilot (who may or may not be the owner) who has at least 250 hours total time on gyroplanes including 5 hours within the last twelve months. Also acceptable is any currently qualified gyroplane instructor who is qualified to instruct on the type in question, irrespective of hours held. A non-owner Check Pilot need not be a member of the LAA. The Check Flight form required is reference FBG/FT-1, available from the LAA website, and should be printed off double-sided whenever possible. If the previous Certificate of Validity has already expired (by less than twelve months), it is possible for the LAA inspector to authorise a check flight, but if expired by more than twelve months, contact LAA Engineering for advice.

Engineering Fees

All Permit Renewal and related fees are shown on the LAA website, under the '*Aircraft and Technical*' tab, '*Engineering Fees*'. Note that the 'first transfer' of a factory-built gyroplane to an LAA Permit attracts a fee in addition to the standard fee, and this will also apply on any subsequent occasion where the LAA did not administer the previous revalidation.

LAA Engineering

We are delighted to be involved with the expanding numbers of factory-built gyroplanes in the UK and we look forward to supporting the fleet in any way we can. If you have any queries then please do not hesitate to contact LAA Engineering, either by phone, or preferably by e-mail to engineering@laa.uk.com

This Information will be updated from time to time.
