

## **THE FLYING SHOW – NEC 2013**

### **LIGHT AIRCRAFT ASSOCIATION**

#### **TRANSFER AND OVERSIGHT OF FACTORY-BUILT GYROPLANES**

The LAA is in the final stages of developing its processes with regard to taking on the renewal of Permits to Fly and continued airworthiness of UK factory-built gyroplanes. For the benefit of interested owners and industry players I've set out below some of the principle elements of the scheme, as presently proposed.

#### **Appointment of Inspectors**

I will be writing to all current CAA gyroplane A3-7 Authorised engineers during January 2014. This will provide an invitation to apply for an LAA inspector approval which will allow the engineer to continue to certify maintenance (i.e. issue a PMR) on gyroplanes of a type that are covered by their existing A3-7 Authorisation, but which will now be transferring to the LAA.

It is not expected that there will be any 'technical' hoops to jump through for an existing A3-7 engineer, but applicants will need to provide a full CV, including copies of course certificates, and covering in particular, details of their engineering background, as well as their contact details. It's expected that the annual 'approval' fee to factory-built gyroplane inspectors will be £50.00, and of course they will be required to be members of the LAA, at the Full Member rate. Inspector liability insurance cover will be provided within this fee. For the immediate future I do not anticipate inviting applications for this approval from engineers who are not CAA A3-7 Authorised, however a procedure to accommodate new approval applications will be established in due course. A3-7 engineers who are already LAA inspectors and who wish to add the factory-built gyroplane approval to their current LAA approval will also be subject to the annual £50.00 fee, in addition to their present arrangements.

It's important that these newly appointed LAA approved engineers understand that the LAA inspector approval system is a much more 'personal' affair than they will have been used to as CAA A3-7 engineers, and will be seen to be operating as an agent for the LAA. Although obviously 'out in the field', the relationship is like that of an engineer working on the hangar floor within an approved maintenance company, and reporting to the Chief Inspector. Inspectors will be subject to an audit regime, in the usual LAA way. As well as all of the functions presently undertaken by A3-7 engineers, these LAA inspectors will also take on the responsibilities presently satisfied by the visiting CAA surveyor. Suitable guidance will of course be provided by the LAA to ensure the engineer is fully able to satisfy this role.

#### **Adoption of CAA Check Pilot System**

Despite the CAA recently dispensing with the mandatory annual check flight, LAA policy is that the requirement for an annual check flight will persist, to be undertaken at a time coincident with the Permit renewal. Integral with this is the LAA's adoption of the present CAA accepted check pilot system. LAA will be writing to all CAA gyroplane accepted check pilots during January 2014, inviting them to integrate into the LAA system.

#### **Transfer of Gyroplanes to an LAA Permit to Fly**

During February 2014, the LAA anticipates being ready to accept applications from UK based factory-built gyroplane owners wishing to transfer their aircraft from a CAA administered Permit to Fly to one administered by the LAA. At that time the LAA will write to all registered owners with a suitable invitation, whilst also providing appropriate guidance and application forms. In normal circumstances, transfer will be administered on expiry of an existing Permit to Fly, though there will be provision for earlier transfer

where owners elect to forfeit their existing Permit validity. Owners will not see any change to the maintenance requirements applying to their aircraft, which will continue to be required to be maintained in accordance with the manufacturer's maintenance schedule. The existing Pilot Maintenance opportunities will prevail, and beyond that, all maintenance will continue to be required to be inspected and certified by a suitable LAA inspector. An annual check flight will be required, carried out by an accepted check pilot. There will be no visit from a CAA surveyor at Permit renewal time, or at the time of transfer, and the whole process, engineering-wise, will be overseen by the LAA inspector. However, aircraft will be subject to an audit regime, conducted by the LAA.

Owners will be required to be Full Plus Members of the LAA. The annual Permit renewal fee, payable to the LAA, is expected to be levied at £250.00, and on transfer there will be an additional once-off transfer fee, expected to be £125.00. The LAA does not get involved in the commercial arrangements between owners and inspectors, and that remains a matter to be agreed locally.

We have yet to complete some of the detail concerning procedures relevant to the transfer of factory-built gyroplanes, and we'll be working with the CAA to finalise outstanding issues over the coming weeks.

So, to re-cap, we will be in touch with A3-7 engineers and check pilots in January next year, and expect to be writing to owners in February. We welcome factory-built gyroplanes into the LAA fleet, and we look forward to working with owners and the rest of the gyroplane community. Meanwhile, whilst I might not necessarily have an immediate answer, if you have any query regarding this transfer project then please do not hesitate to contact me at [ken.craigie@laa.uk.com](mailto:ken.craigie@laa.uk.com).

Have a good show.

Ken Craigie  
Chief Inspector  
Light Aircraft Association

Current LAA Membership Fees:

Full Membership - £51.00.

Full Plus Membership - £73.00 (applicable to aircraft owning members).

For full membership details and options, see the LAA website.

[www.laa.uk.com](http://www.laa.uk.com)