



# MANDATORY PERMIT DIRECTIVE



Number: 2002-009 R3

Issue date: 18 March 2014

In accordance with Article 22(1) of The Air Navigation Order 2009 as amended the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

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| <b>Type Approval Holder's Name:</b><br>Yakovlev Design Bureau | <b>Type/Model Designation(s):</b><br>Yakovlev Yak-50 |
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| <b>Title:</b> | <b>Airframe Life Limitation</b> |
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| <b>Manufacturer:</b> | Yakovlev |
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| <b>Applicability:</b> | Yakovlev Yak-50 |
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| <b>Reason:</b> | <p>It has been identified that this aeroplane type is subject to an airframe life limitation. This MPD is raised to Revision 3 to increase the interim airframe life limit from 600 hours to 800 hours. This interim airframe life limit could be increased subject to appropriate approvals.</p> <p>Correspondence with the Design Authority, Yakovlev Design Bureau (YDB), has confirmed that there is an initial airframe life limit of 300 hours from new.</p> <p>This initial 300 hour airframe life limit can be extended to a maximum of 800 hours (interim airframe life limit) by the implementation of an approved maintenance and inspection programme. In the absence of airframe life extensions being granted by YDB, this 800 hour interim airframe life limit has been applied pending further review of what maintenance and inspection programme would be appropriate to extend the limit beyond this value.</p> |
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| <b>Effective Date:</b> | <p>20 March 2014</p> <p>Revision 2: 25 September 2009<br/>Revision 1: 12 March 2004<br/>Original Issue: 30 June 2003</p> |
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| <b>Compliance/Action:</b> | <p>Before further flight from the original effective date of this MPD, determine the total airframe hours of the individual aeroplane.</p> <p>No action is required until the aeroplane reaches 300 airframe hours.</p> <p>At 300 airframe hours a maintenance and inspection programme, appropriate to the individual aeroplane and approved by the Design Authority, YDB, must be implemented in order to extend the airframe life beyond 300 hours. This programme must include the incorporation of Bulletin 50-079DK if it is not already incorporated. The revised airframe life, as notified by YDB, will be the lesser of the allowed number of hours, aerobatic figures, landings or years. Following receipt</p> |
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of the life extension from YDB, the aeroplane log books must be suitably annotated to reflect the YDB approved reference for the life extension and the revised airframe life.

Note: Any aerobatic figure or landings limitations applied by YDB may be set aside as reliance on the airframe hours life extension limitation will be conservative for the operation of these aircraft in the UK. In addition, if an aircraft reaches a calendar airframe life extension limit applied by YDB before the aircraft reaches the hours limit, it may be possible to extend the calendar limit subject to an acceptable maintenance programme being in place. If such an extension is required, the CAA shall be consulted.

If the total hours are in excess of 300 airframe hours the aeroplane may continue to fly for a maximum of 50 airframe hours or 180 days, whichever is the sooner, but during this period aerobatic manoeuvres are prohibited. Approval for aerobatic manoeuvres is reinstated following YDB's notification of the revised airframe life.

As an alternative to obtaining an airframe life extension from YDB, it is acceptable to obtain an airframe hours life extension from an organisation approved by the CAA to issue such a document. Such an extension must originate from an acceptable design approved organisation and the approval for a life extension must be signed by an authorised design signatory.

A Permit Maintenance Release (PMR) must be issued certifying compliance with this MPD.

The airframe life limit may not be extended beyond 800 hours (interim airframe life limit) until an appropriate approval has been granted.

**Additional information:**

Yakovlev contact details are as follows:

Mr D K Dratch  
Chief Designer  
A S Yakovlev Design Bureau  
68 Leningradsky Prospect  
Moscow 125315  
Russia

Currently there is one organisation approved by the CAA to issue airframe hours life extensions for the Yak-50 which is West London Aero Club Engineering at White Waltham Airfield.

Further information on the airframe life extension and the overhaul content may also be obtained from some UK Companies that specialise in these aeroplanes.

**ENSURE COMPLIANCE WITH THIS MPD IS RECORDED IN THE AIRCRAFT LOGBOOK**

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| <b>Reference Publications:</b> | YDB Bulletin 50-079DK  |
| <b>Remarks:</b>                | <ol style="list-style-type: none"><li>1. This MPD was not posted for consultation because it is a revision to an existing MPD and it is increasing the interim airframe life limit.</li><li>2. Enquiries regarding this Mandatory Permit Directive should be referred to: Aircraft Certification, Civil Aviation Authority, Safety and Airspace Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR.<br/><br/>Tel: +44 (0)1293 573309<br/>E-mail: nigel.davis@caa.co.uk</li></ol> |