



Civil Aviation Authority
**MANDATORY PERMIT
DIRECTIVE**



Number: 2019-002

Issue date: 25 January 2019

In accordance with Article 41(1) of The Air Navigation Order 2016, 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.

Type Approval Holder's Name: Ivchenko Lotarev Design Bureau / Vedeneyev Design Bureau / Motorstar (previously Aeromotors) / Zhuzhou Aero Engine Factory (ZEF)	Type/Model Designation(s): Engines: Ivchenko AI-14 (all variants), Vedeneyev M-14 P (all variants) Zhuzhou HS-6 (all variants)
Supersedure:	This MPD supersedes MPD 1998-001R2 dated 31 January 2002.
Title:	Engine Life Limit
Manufacturer:	Ivchenko, Motorstar S.R.L., Vedeneyev, WSK-Kalisz, Zhuzhou Aero Engine Factory (ZEF)
Applicability:	Ivchenko AI-14 (all variants), Vedeneyev M-14 P (all variants), Zhuzhou HS-6 (all variants) engines, all serial numbers. These engines are known to be installed on ex-military aircraft types including, but not limited to, Yak-50, Yak-52, Yak-55 and Nanchang CJ-6.
Reason:	MPD1998-001R2 stated "Initial approval of the Yak 50 and 52 aeroplanes defined a conservative engine overhaul life of 1500 hours. This figure is quoted in all Airworthiness Approval Notes issued before December 1997. It has been established that this overhaul life is incorrect. The engines have a final life limit of 2250 hours after which they are required to be removed from service. There is no higher level of overhaul to extend the engine life beyond 2250 hours." This MPD supersedes MPD1998-001R2 to extend the applicability of the 2250 hr limit to other engine variants and all airframes where this generic engine type is fitted.
Effective Date:	31 January 2019

Compliance/Action:	<p>All applicable engines shall be removed from service at 2250 hours since new (TSN).</p> <p>The final life limit of 2250 hours since new plus the manufacturers intermediate overhaul periods shall be entered in the engine logbook.</p> <p>Note: The manufacturer's documentation states various intermediate overhaul periods and calendar life recommendations dependent on installation. For example, the manufacturers documentation for the Yak-52 states intermediate overhaul periods during engine life, with the first overhaul at 750 hours, second overhaul at 1250 hours, third overhaul at 1750 hours with the engine becoming time expired at 2250 hours.</p> <p>BCAR 553 Chapter A3-7 requires appropriate calendar periods to back up flying hour related maintenance tasks to be included in the Aircraft Maintenance Programme.</p>
ENSURE COMPLIANCE WITH THIS MPD IS RECORDED IN THE AIRCRAFT LOGBOOK	
Reference Publications:	None
Remarks:	<ol style="list-style-type: none"> 1. This MPD (supersedure) has not been circulated for consultation as the original airworthiness requirement is unchanged. 2. If requested and appropriately substantiated, the CAA may accept Alternative Methods of Compliance to this MPD. Application for an Alternative Method of Compliance (AMOC) must be made to the CAA and, if agreed, the CAA will issue a written acceptance that confirms the AMOC meets the necessary compliance requirements. 3. Enquiries regarding this Mandatory Permit Directive should be referred to: GA Unit, Safety Airspace Regulation Group, Civil Aviation Authority, Aviation House, Gatwick Airport South, West Sussex RH6 0YR. <p>Tel: +44 (0)1293 573988 E-mail: ga@caa.co.uk</p>