

Mandatory Permit Directives

Powerchute Systems International Powerchute Kestrel	2003-002
Quenchurst Skyriders Phantom	1995-037
Quicksilver Enterprises Murphy modified Quicksilver MXL	1995-073
Rans S.4 and S.5 Series	2003-016
Rans S.6 Series	2003-017 R1
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Ron Wheeler Aircraft Sales Scout Mk 1, Mk 2 and Mk 3	1995-081
Rotorsport UK MTOSport Gyroplane	2010-005 R1
Rotorsport UK MT-03 and MTOSport and Calidus Gyroplanes.....	2011-006-E
Rotorsport UK Calidus.....	2018-009-E
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Rotary Air Force Marketing RAF 2000 and RAF 2000 GTX-SE	2003-001 R1
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Rotorway International Rotorway Executive	1997-005 S
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Rotorway International Rotorway Executive and Rotorway Executive (Modified)	1997-003 R2
Rotorway International Rotorway Executive 90	1997-001 R3
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Rotorway International Rotorway Executive, Rotorway Executive (Modified), Rotorway Executive 90 and Rotorway Executive 162F	1995-094 R1
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Rotorway International Rotorway Executive, Rotorway Executive (Modified) and Rotorway Executive RW-152	2000-002
Rotorway International Rotorway Executive, Rotorway Executive (Modified), Rotorway Executive 90 and Rotorway Executive RW-152	1999-014
Rotorway International Rotorway Executive 162F	2003-010 R1
Savannah Microlights	2006-006
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Scintex - Aviation Piel and Scintex CP301 Series	1995-001 R5
Scintex - Aviation Scintex CP1310 Series	1995-001 R5
Skyranger UK Skyranger	2004-003
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SkyRanger, SkyRanger Swift and SkyRanger Ninja.....	2014-001-E
Societe Aeronautique Normande Jodel D150	1995-001 R5
Societe Aeronautique Normande Jodel DR1050 (Modified)	1995-001 R5
All Solar Wings Microlights where P&M Aviation is the Type Approval Holder	2016-011-E
Wings Pegasus Flash and Pegasus Flash 2	1995-013
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Solar Wings Pegasus Flash 2	1995-086 R1
Solar Wings Pegasus Q-Wing and Quasar Wing	1995-017



**United Kingdom
Civil Aviation Authority**

MPD No: 2003-001 R1

Issue Date: 2 July 2007

MANDATORY PERMIT DIRECTIVE

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.

MPD: 2003-001 R1 ROTARY AIR FORCE MARKETING

Subject: Surface wind limitation.

Applicability: Rotary Air Force Marketing RAF 2000 and RAF 2000 GTX-SE gyroplanes.

Reason: As a result of a recent fatal accident, the AAIB has identified the need to consider the ability of pilots with limited experience on this type of gyroplane, operating in turbulent or gusty conditions.

Compliance: Cancelled at Revision 1 and superseded by MPD 2006-013.

The original MPD became effective on 23 January 2003. This MPD became effective upon receipt of MPD 2006-013.



**United Kingdom
Civil Aviation Authority**

MPD No: 2009-001

Issue Date: 6 February 2009

MANDATORY PERMIT DIRECTIVE

In accordance with Article 11(6)(a) of the Air Navigation Order 2005 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.

MPD: 2009-001 ROTARY AIR FORCE MARKETING

Subject: Handling Qualities

Applicability: Rotary Air Force (RAF) Marketing RAF 2000 and RAF 2000 GTX-SE gyroplanes.

Reason: As a result of a fatal accident to an RAF 2000, the AAIB recommended that UK CAA investigate the RAF 2000 for compliance with BCAR Section T and consider the need for any safety actions. CAA accepted the recommendation and has conducted a flight evaluation of the RAF 2000. This has revealed non-compliant flight characteristics: with paragraph T181 in some phases of flight, and with paragraph T177 throughout the currently approved flight envelope. This MPD introduces measures to restore the safety standard from the identified unsafe conditions.

This MPD supersedes MPD 2006-013 and has been raised to change the limitations for aircraft that have been modified under normal LAA processes by approved tailplane/rudder centring spring/Door Mod Number 12311.

Compliance: Before further flight from the effective date of this MPD, revise the RAF 2000 Pilot Operating Handbook (POH) by incorporating the following limitations. This may be accomplished by inserting a copy of this MPD in the POH.

1. Basic Aircraft, not modified as defined in 2 below:-
 1. Doors must be removed for flight.
 2. V_{NE} is reduced to 70mph.
 3. ASI display must be revised to show a red radial line at 70mph.
 4. A placard must be included adjacent to the ASI with the following text:-
"Maximum Permitted Airspeed 70mph"
 5. Maximum crosswind component for take off and landing is 7kt
 6. Flight when surface winds exceed 15kt is prohibited.
 7. Flight when surface wind gust spread exceeds 10kt is prohibited.
 8. Continued flight in moderate, severe or extreme turbulence is prohibited. Maximum airspeed, should such turbulent conditions be encountered, is 60mph.
2. Aircraft modified under normal LAA processes by approved tailplane/rudder centring spring/Door Mod Number 12311:-
 1. V_{NE} is reduced to 70mph.
 2. ASI display must be revised to show a red radial line at 70mph.
 3. A placard must be included adjacent to the ASI with the following text:-
"Maximum Permitted Airspeed 70mph"
 4. Maximum crosswind component for take off and landing is 12kt
 5. Continued flight in severe or extreme turbulence is prohibited. Maximum airspeed, should such turbulent conditions be encountered, is 60mph.

Compliance Cont:	<p>Note: Moderate turbulence is turbulence that causes a) changes in altitude or attitude, b) variations of indicated airspeed, and c) aircraft occupants to feel definite strains against the seat harnesses or any tendency to a reduction in positive G-Forces.</p> <p>Design revisions, as yet to be determined and approved, to establish compliance with BCAR Section T would be an acceptable alternative means to alleviate the foregoing restrictions.</p> <p>During embodiment of the modification and after completion, the work must be inspected at appropriate stages by a person approved either by the CAA or the LAA. Compliance with this MPD and appropriate inspections should be in accordance with normal LAA procedures and recorded in the aircraft logbook.</p> <p>MPD 2006-013 is to be removed from the POH.</p>
Ensure compliance with this MPD is recorded in the aircraft logbook.	
Effective Date:	9 February 2009
<ol style="list-style-type: none"> 1. This MPD was published on 27 January 2009 as Proposed MPD 09-02 for consultation until 3 February 2009. 2. Enquiries regarding this MPD should be referred to Aircraft Certification Department, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom. Tel: +44 (0)1293 573306 Fax: +44 (0)1293 573976 Email: department.certification@caa.co.uk 	