

MAINTAINING YOUR OWN AIRCRAFT

A Permit to Fly requires that:-

Maintenance and repair work etc must be 'certified' by a LAA inspector signing a PMR (Permit Maintenance Release), normally accomplished by signing adjacently to a record of the work in appropriate aircraft log books or on separate, properly constructed worksheets.

A further PMR will need to be signed each time the aircraft is subjected to subsequent maintenance activity.

The exception to this is when the work carried out is of a type included in the published list of activities (Technical Leaflet 2.05) classed as 'pilot maintenance'. In this case the work does not need to be signed off with a PMR, so no inspector involvement is required. The work described in this list is more or less as that contained in the Air Navigation Order which relates to aircraft holding a Private Category C of A, and amounts to about the same as a regular service for a family car. We would caution though that even this degree of work should be taken seriously and only those owners who are confident they have an adequate knowledge, as well as the required tools and facilities should consider taking it on.

Maintenance activities which are outside the scope of 'Pilot Maintenance' must be inspected by a LAA Inspector and subsequently certified by signing a PMR. The aim of the LAA is to promote and foster an environment in which those more confident owners may take on more of their own maintenance; after all, it is often they who have built the aircraft in the first place! Some LAA inspectors are full time professionals but others are enthusiasts themselves and may be prepared to oversee and certify work done by owners in which they have developed some confidence. However the Inspector always retains the ultimate authority on airworthiness matters.

Duplicate inspections are required whenever engine or flying controls are disturbed. Each part of such inspections should be signed by a suitably approved LAA inspector or suitably licensed CAA Engineer. Where there is no possibility of such a person being available, an owner/pilot who is also a member of the LAA may sign the second part of the duplicate inspection. When doing so, the owner/pilot must include his pilot's license number with his signature.

Irrespective of the amount of work undertaken under such an arrangement, LAA inspectors will always need to be involved in the annual Permit renewal inspection.

As always, the commercial arrangements between an owner and an inspector are a matter for themselves.