

THE LAA GENERIC MAINTENANCE SCHEDULE

1. Introduction

This information leaflet introduces a suggested a basis for a maintenance schedule which, in the absence of any other specific schedule for the aircraft concerned, can be adapted for use on Permit to Fly aircraft administered by the Light Aircraft Association. It is based on the CAA's CAP 411, the Light Aircraft Maintenance Schedule (LAMS) Issue 5.

1.1 Applicability

Some LAA aircraft, including all aircraft with more than two seats, must be maintained to a specific maintenance schedule which is identified on the 'operating limitations sheet' of the Permit to Fly.

In contrast, most single and two seat LAA aircraft do not have any specific maintenance schedule identified on the Permit to Fly operating limitations sheet, and the owner is free to choose a schedule which will fulfill his obligation to maintain the aircraft in an airworthy condition.

When available, manufacturers' recommendations should be followed regarding the routine maintenance schedule to be followed for any particular aircraft. In the absence of a manufacturer's schedule, this schedule can be used as a guide.

2. Other Reference Material

Detailed advice about aircraft maintenance is contained in several LAA information leaflets, which can be downloaded from the LAA website, as below.

Responsibilities of an aircraft owner	Technical Leaflet	2.01
Maintaining your own aircraft	Technical Leaflet	2.03
Certification of maintenance	Technical Leaflet	2.04
Pilot Maintenance	Technical leaflet	2.05
Continued Airworthiness	Technical Leaflet	2.14
Orphan aircraft airworthiness regime	Technical Leaflet	2.15
Finding an LAA Inspector	Technical Leaflet	1.22

3.0 LAA Maintenance Schedule

3.1 Introduction

The LAA generic maintenance schedule can be downloaded from the 'Maintenance' page of the LAA website, accessed via the Engineering homepage. When necessary, amendments to the schedule will be made by the LAA. Amendments will be promulgated on the LAA website. LAA welcomes any feedback from the use of the schedule, whether as to content, clarity or presentation.

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3.2 Tailoring of this schedule

The very nature of Permit to Fly aircraft and the variety of different equipment that is fitted means that this schedule cannot address every aspect of every aircraft. As an owner of an LAA administered Permit to Fly aircraft you are encouraged to add tasks to this maintenance schedule so that it more closely reflects the needs of your aircraft, including the engine, propeller and other installed equipment. For example if your aircraft includes a ballistic parachute you will need to add reference to the re-packing of the parachute as advised by the parachute manufacturer.

The program of work you decide upon will also depend on such things as the amount and type of use the aeroplane gets and the type of storage which the aeroplane enjoys. Hard usage causes wear and tear, but rarely-flown 'hangar queens' can suffer equally seriously due to the insidious effects of damp and corrosion. Before deciding a program of work or amending the maintenance schedule you should always consult with your LAA inspector.

We have purposely presented the maintenance schedule as 'word' documents rather than pdf format on the website so that owners can easily edit the document when tailoring the schedule to suit their own aircraft.

3.3 General Inspection Standards

The general inspection standards applied to individual task inspections should meet those recommended in the aircraft maintenance manuals, where one is available. Many Permit to Fly aircraft do not have such a manual and should use CAA CAP 562 Civil Aircraft Airworthiness Information and Procedures (CAAIP) or other LAA recommended standards and practices as promulgated in LAA Technical Leaflets. CAA Publication CAP 520 titled 'Light Aircraft Maintenance', contains guidance material and provides a more detailed explanation of the intended application of the schedule in CAP 411; it may be contradictory to this schedule. The guidance may be helpful nevertheless. See the LAA website for links to the above documents.

3.4 Duplicate inspections

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 licence number with his signature.

3.5 Definitions

Throughout the schedule the following terms and abbreviations have the stated definitions;

Service/Lubrication

The term 'Service or Lubrication' requires that a component or system should be serviced and/or replenished as necessary with fuel, oil, grease, water, oxygen, etc., to an appropriate condition.

Reference should be made to the manufacturer's or designer's data, where it is available, to determine what an 'appropriate' condition is.

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Inspection

An 'Inspection' is a visual check performed externally or internally in suitable lighting conditions from a distance considered necessary to detect unsatisfactory conditions/discrepancies using, where necessary, inspection aids such as mirrors, torches, a magnifying glass etc. Surface cleaning and removal of detachable cowlings, panels, covers and fabric may be required to be able to satisfy the inspection requirements.

In cases of doubt, it is recommended that owners discuss with their inspectors whether they consider that component removal or dismantling is necessary to allow an adequate level of inspection.

Operational Check

An 'Operational Check' is a test used to determine that a system or component or any function thereof is operating normally.

Functional Check

A 'Functional Check' is a detailed examination of a complete system, sub-system or component to determine if operating parameters are within limits of range of movement, rate of flow, temperature, pressure, revolutions per minute, degrees of travel, etc., as specified in the LAA TADS, or manufacturer's data when available. Measured parameters should be recorded.

TCDS

Type Certificate Data Sheet – for ex-certified aircraft, (for French aircraft referred to as a Fiche de Navigabilite). The TCDS for many US-built vintage aircraft can be downloaded via links from the LAA website.

TADS

Type Acceptance Data Sheet – for many amateur-built aircraft, the TADS can be downloaded from LAA website.

4 The Maintenance Check Cycle

Check title	Content	Period
Check A	Check A	Prior to the first flight of the day
Six monthly check	Six monthly / 50 hour check items	Not exceeding 50 flying hours or six months, whichever is sooner
Annual check	Annual check / 150 hour check items	Not exceeding 12 months or 150 flying hours, whichever is sooner
3-yearly check	3-yearly /500 hour check items	Not exceeding 36 months or 500 flying hours, whichever is sooner

The schedules applicable to the four types of check above can be downloaded from the LAA website.

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4.1 Allowed Variations (see notes)

Tasks controlled by flying hours	Maximum Variation
50 hour, 150 hour, 500 hours	+ 10% maximum
Tasks controlled by calendar time	Maximum Variation
Six monthly	+10% maximum
Annual	Annual check can be brought forward to coincide with permit renewal inspection if required.
3-yearly	3-yearly check can be brought forward to coincide with permit renewal inspection if required.
Tasks controlled by more than one limit	The more restrictive limit shall be applied

NOTES:

- 1 Allowed variations may **not** be applied to compliance with mandatory airworthiness life limitations, airworthiness directives, MPDs or CAA Generic Requirements.
- 2 Allowed variations for tasks controlled by flying hours should not be considered available for regular adoption, but as an exceptional means to help satisfy particular timing dilemmas. Regularly delaying the engine oil change interval will inevitably increase engine wear, for example.
- 3 Any use of an allowed variation to the maintenance check cycle period should be recorded in the appropriate log book(s) together with the reason for the variation by a person who is authorised to sign the log book entry for that particular check.