



## ALLEVIATIONS TO LAMS SCHEDULE AVAILABLE TO AIRCRAFT OPERATING ON AN LAA PERMIT TO FLY

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### INTRODUCTION

Some aircraft operating on a Permit to Fly administered by the LAA require maintenance to be carried out in accordance with LAMS. This requirement is made mandatory either directly via the text on the Operating Limitations (Op Lims) document, or indirectly via a reference on the Op Lims to a TADS, which itself describes the requirement.

In all cases, this means compliance with all aspects of the CAA's [CAP 411](#) Light Aircraft Maintenance Schedule, LAMS, except as described below.

The LAMS is provided by the CAA and uses 'language' which is appropriate for aircraft holding a Certificate of Airworthiness. For example, with respect to certification of maintenance, LAMS refers to a Certificate of Release (CRS) rather than a Permit Maintenance Release (PMR). Where there is conflict, the text should be interpreted to be that applicable to operation on an LAA Permit to Fly.

In view of operation on a Permit to Fly, rather than a Certificate of Airworthiness, and in recognition of the operational restrictions inherent with a Permit to Fly, permitting only private flight in daytime VFR, the following list defines acceptable deviations from the full LAMS maintenance requirements. It is the responsibility of the owner to determine whether or not to take advantage of these alleviations.

### ALLEVIATIONS

#### Battery Capacity Checks (LAMS Task 100 and 101).

It is not necessary to carry out an annual battery capacity check on an LAA Permit to Fly aircraft. However, the aircraft battery must be in good, serviceable condition and the LAA highly recommends that owners consider applying an annual battery capacity check, particularly on aircraft that have electrical systems installed which may be critical to flight safety.

#### ASI and Altimeter Calibration (LAMS Task 116 and 117).

It is not necessary to carry out annual calibration checks of ASI and Altimeter instruments. However, it is required at all times that these instruments are in a serviceable and properly functioning condition. A calibration check with appropriate equipment is highly recommended by LAA on an occasional basis, and whenever a fault or problem is suspected. Normal pilot cockpit checks should be carried out prior to each flight, and pilots should monitor the performance of these instruments on every flight. All instruments must be checked for correct function and sensible operation during the annual Permit renewal check flight.

#### Compass Swing (LAMS Task 119).

It is not necessary to carry out an annual compass check swing. However, it is required at all times that the compass is in a serviceable and properly functioning condition. Normal pilot cockpit checks should be carried out prior to each flight, and pilots should monitor the performance of the compass on every flight. Installation of an accurate compass deviation card is recommended. All instruments must be checked for correct function and sensible operation during the annual Permit renewal check flight.

#### The 6 Month Check Cycle (LAMS Section 6, Table 1).

When an aircraft is permanently housed in a weather proof hangar, and is in regular use, the 6 Month Check may be waived, at the discretion of the owner. When opting to invoke this alleviation, the owner must make a clear, signed declaration in the Aircraft Log Book that he or she has chosen to do so. All other hours and calendar-based inspections still apply.