THE LAA GENERIC MAINTENANCE SCHEDULE

1. Introduction

This information leaflet introduces a suggested 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 document' (Ops. Lims.) which forms part of the Permit to Fly.

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

When available, manufacturer's 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

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3.0 LAA Maintenance Schedule

3.1 Introduction

This Generic Maintenance Schedule (GMS) is currently published as an initial issue, as necessary, amendments to the schedule will be made by LAA Engineering and promulgated on the LAA website. LAA welcomes any feedback on the use of the schedule, whether as to content, clarity or presentation.

3.2 Tailoring of this schedule

The very nature of Permit to Fly aircraft, and the variety of different equipment that is fitted to them, means that no single schedule could possibly address every aspect of individual 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 download and 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 (CAIP's), CAP 747 Mandatory Requirements for Airworthiness 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.

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3.4 Duplicate inspections

Duplicate inspections, now more usually described as Second inspections are required whenever engine or flying controls are disturbed. It should be remembered that a duplicate (or second) inspection does not have a lower status than an initial (or first) inspection; each inspection is a thorough check 'in it's own right'.

Each part of such inspections must be signed by a suitably approved LAA inspector. Where only one inspector is available, an owner/pilot (who is also a member of the LAA) may complete one of the required inspections. When doing so, the owner/pilot must include his pilot's licence number with his/her 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.

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.

It is recommended that owners discuss with their inspectors what level of inspection panel/component removal will be required before beginning the work. An inspector who is new to a particular aircraft may require a very comprehensive inspection even though the aircraft may be low on hours to gain familiarity with a particular machine.

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Operational Check
An 'Operational Check' is a test used to determine that a system or component or any function thereof is operating normally. A normal maintenance check will commence with an engine ground run, this operational check will identify any potential problems with the engine or it's associated systems before the aircraft enters the hangar.

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

Note: 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.

NOTES:

1. Allowed variations may **not** be applied to compliance with mandatory airworthiness life limitations, airworthiness directives, MPD's 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.

4. If a task is controlled by more than one limit the more restrictive limit shall be applied.