New Procedures

PERMIT REVALIDATION

PETER WHITEHEAD

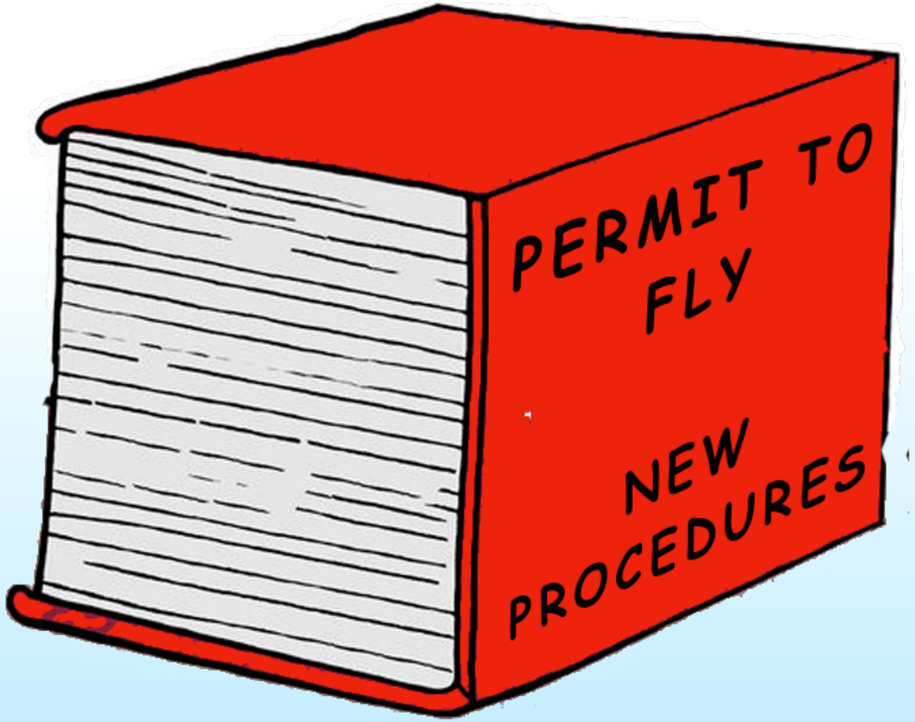
What is this all about?

An explanation and summary of the new procedures

A few tips to make things smoother for your next Permit to Fly Revalidation

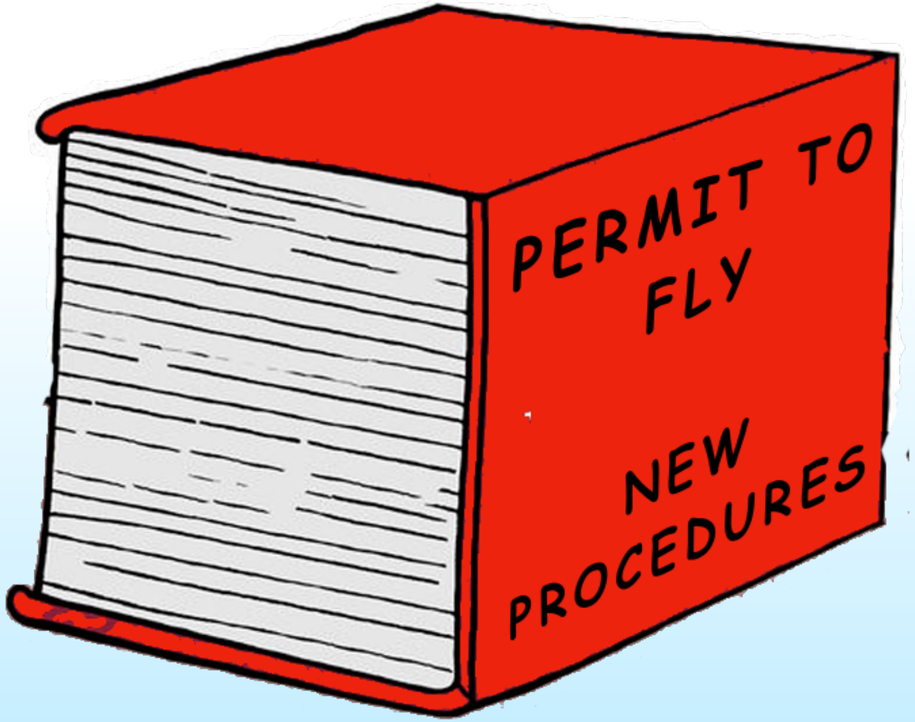
Permit to Fly Revalidation

New procedures were implemented on Monday Feb 13th



Permit to Fly Revalidation

But overall should be better for us and the LAA

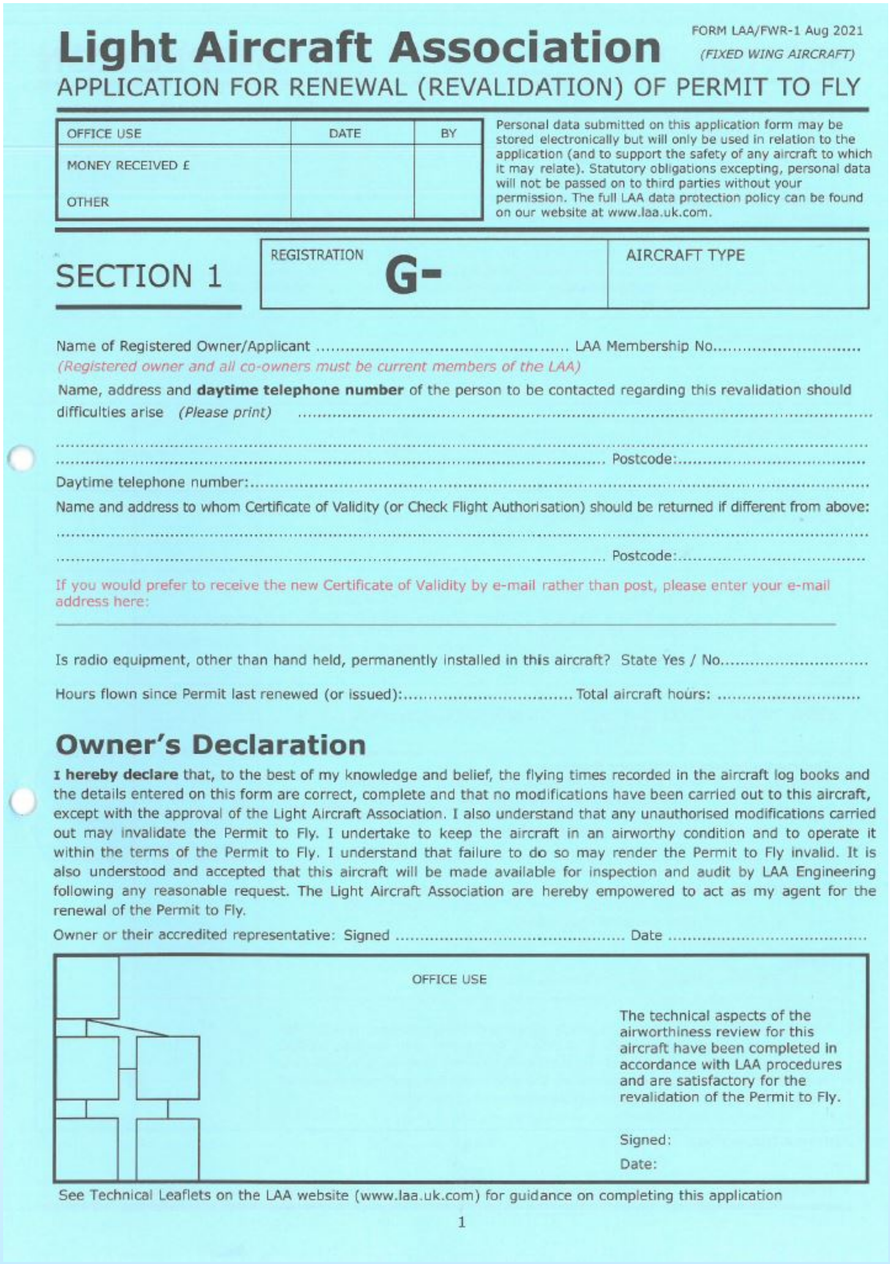


Form FWR-1

This old form is not fully compliant with Aircraft Airworthiness Review requirements …

as defined in …

CAA CAP 553
BCAR Section A
A3-7



Light Aircraft Association

FORM LAA/FWR-1 Aug 2021
(FIXED WING AIRCRAFT)

APPLICATION FOR RENEWAL (REVALIDATION) OF PERMIT TO FLY

OFFICE USE	DATE	BY
MONEY RECEIVED £		
OTHER		

Personal data submitted on this application form may be stored electronically but will only be used in relation to the application (and to support the safety of any aircraft to which it may relate). Statutory obligations excepting, personal data will not be passed on to third parties without your permission. The full LAA data protection policy can be found on our website at www.laa.uk.com.

SECTION 1

REGISTRATION G-

AIRCRAFT TYPE

Name of Registered Owner/Applicant ..... LAA Membership No.....
(Registered owner and all co-owners must be current members of the LAA)
Name, address and **daytime telephone number** of the person to be contacted regarding this revalidation should difficulties arise *(Please print)* .....
.....
..... Postcode:.....
Daytime telephone number:.....
Name and address to whom Certificate of Validity (or Check Flight Authorisation) should be returned if different from above:
.....
..... Postcode:.....
If you would prefer to receive the new Certificate of Validity by e-mail rather than post, please enter your e-mail address here:

Is radio equipment, other than hand held, permanently installed in this aircraft? State Yes / No.....
Hours flown since Permit last renewed (or issued):..... Total aircraft hours: .....

Owner's Declaration

I **hereby declare** that, to the best of my knowledge and belief, the flying times recorded in the aircraft log books and the details entered on this form are correct, complete and that no modifications have been carried out to this aircraft, except with the approval of the Light Aircraft Association. I also understand that any unauthorised modifications carried out may invalidate the Permit to Fly. I undertake to keep the aircraft in an airworthy condition and to operate it within the terms of the Permit to Fly. I understand that failure to do so may render the Permit to Fly invalid. It is also understood and accepted that this aircraft will be made available for inspection and audit by LAA Engineering following any reasonable request. The Light Aircraft Association are hereby empowered to act as my agent for the renewal of the Permit to Fly.

Owner or their accredited representative: Signed ..... Date .....

OFFICE USE

The technical aspects of the airworthiness review for this aircraft have been completed in accordance with LAA procedures and are satisfactory for the revalidation of the Permit to Fly.

Signed:
Date:

See Technical Leaflets on the LAA website (www.laa.uk.com) for guidance on completing this application

1

New Permit to Fly Revalidation Forms

You …

LAA/PTF-REVAL	'Permit to Fly Revalidation Application'
LAA/CFS-1	'Permit to Fly Revalidation Check Flight Schedule'

Inspector …

LAA/ARR-1	'Airworthiness Review Report'
LAA/PFRC	'Permit Flight Release Certificate'

New Revalidation Procedure

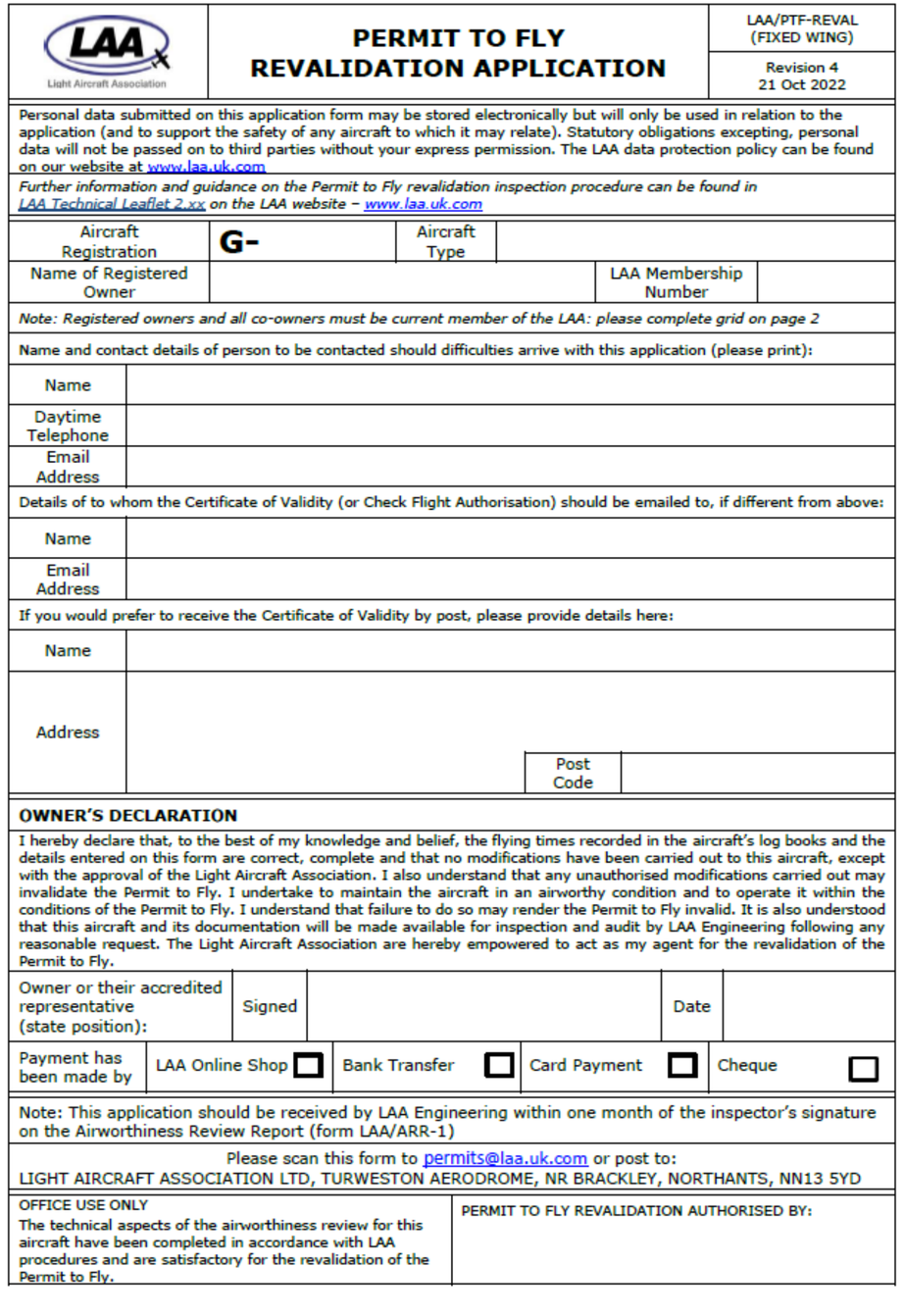
The Permit to Fly revalidation check flight is flown and the pilot completes the 'Check Flight Schedule' and submits it to LAA Engineering

The aircraft is inspected and the Inspector completes the 'Airworthiness Review Report' and submits it to LAA Engineering

The owner/applicant completes the Permit to Fly 'Revalidation Application' and submits it to LAA Engineering (and pays the fee!)

Permit to Fly Revalidation Application

Submit to LAA Engineering within one month of the '*Airworthiness Review Report*' being submitted



LAA Light Aircraft Association	**PERMIT TO FLY REVALIDATION APPLICATION**	LAA/PTF-REVAL (FIXED WING) Revision 4 21 Oct 2022

Personal data submitted on this application form may be stored electronically but will only be used in relation to the application (and to support the safety of any aircraft to which it may relate). Statutory obligations excepting, personal data will not be passed on to third parties without your express permission. The LAA data protection policy can be found on our website at www.laa.uk.com

Further information and guidance on the Permit to Fly revalidation inspection procedure can be found in LAA Technical Leaflet 2.xx on the LAA website – www.laa.uk.com

Aircraft Registration	G-	Aircraft Type	
Name of Registered Owner		LAA Membership Number	

Note: Registered owners and all co-owners must be current member of the LAA: please complete grid on page 2

Name and contact details of person to be contacted should difficulties arrive with this application (please print):

Name	
Daytime Telephone	
Email Address	

Details of to whom the Certificate of Validity (or Check Flight Authorisation) should be emailed to, if different from above:

Name	
Email Address	

If you would prefer to receive the Certificate of Validity by post, please provide details here:

Name			
Address		Post Code	

OWNER'S DECLARATION

I hereby declare that, to the best of my knowledge and belief, the flying times recorded in the aircraft's log books and the details entered on this form are correct, complete and that no modifications have been carried out to this aircraft, except with the approval of the Light Aircraft Association. I also understand that any unauthorised modifications carried out may invalidate the Permit to Fly. I undertake to maintain the aircraft in an airworthy condition and to operate it within the conditions of the Permit to Fly. I understand that failure to do so may render the Permit to Fly invalid. It is also understood that this aircraft and its documentation will be made available for inspection and audit by LAA Engineering following any reasonable request. The Light Aircraft Association are hereby empowered to act as my agent for the revalidation of the Permit to Fly.

Owner or their accredited representative (state position):	Signed		Date	

Payment has been made by	LAA Online Shop ☐	Bank Transfer ☐	Card Payment ☐	Cheque ☐

Note: This application should be received by LAA Engineering within one month of the inspector's signature on the Airworthiness Review Report (form LAA/ARR-1)

Please scan this form to permits@laa.uk.com or post to:
LIGHT AIRCRAFT ASSOCIATION LTD, TURWESTON AERODROME, NR BRACKLEY, NORTHANTS, NN13 5YD

OFFICE USE ONLY The technical aspects of the airworthiness review for this aircraft have been completed in accordance with LAA procedures and are satisfactory for the revalidation of the Permit to Fly.	PERMIT TO FLY REVALIDATION AUTHORISED BY:

Permit to Fly Revalidation Application

Page 2, in case you have lots of owners!

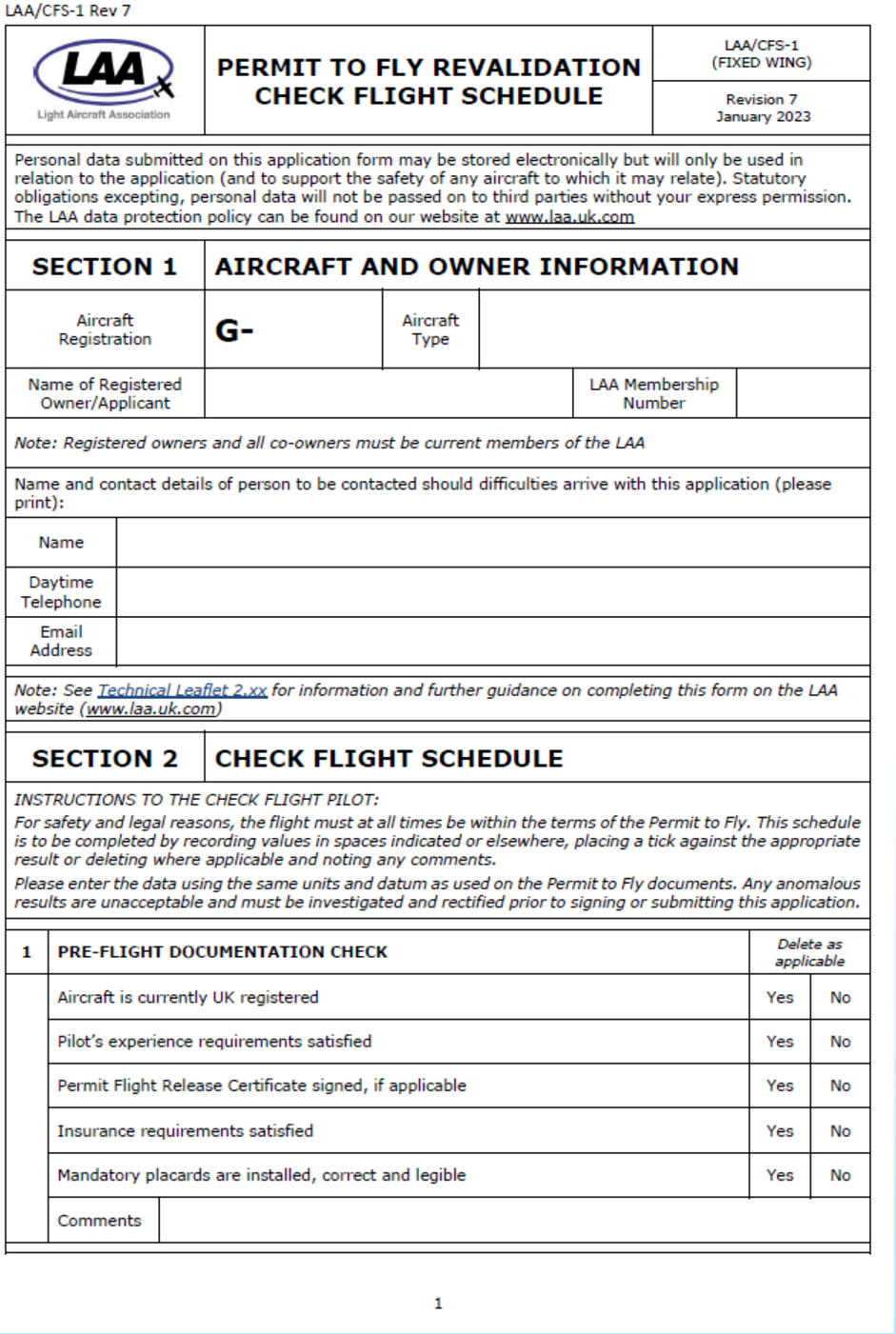
LAA/REVAL-1 Issue 2

Please list all current owners/co-owners of the aircraft below			Aircraft Registration: G-		
1	Name: LAA Membership No:		2	Name: LAA Membership No:	
3	Name: LAA Membership No:		4	Name: LAA Membership No:	
5	Name: LAA Membership No:		6	Name: LAA Membership No:	
7	Name: LAA Membership No:		8	Name: LAA Membership No:	
9	Name: LAA Membership No:		10	Name: LAA Membership No:	
11	Name: LAA Membership No:		12	Name: LAA Membership No:	
13	Name: LAA Membership No:		14	Name: LAA Membership No:	
15	Name: LAA Membership No:		16	Name: LAA Membership No:	
17	Name: LAA Membership No:		18	Name: LAA Membership No:	
19	Name: LAA Membership No:		20	Name: LAA Membership No:	
21	Name: LAA Membership No:		22	Name: LAA Membership No:	
23	Name: LAA Membership No:		24	Name: LAA Membership No:	
25	Name: LAA Membership No:		26	Name: LAA Membership No:	
Please continue on further sheets if required.					

Revalidation Check Flight Schedule

Broadly similar

Minor changes include an allowed variation in the climb start altitude and with an agreement, the check flight to be flown at a 'lighter' weight



LAA/CFS-1 Rev 7

LAA Light Aircraft Association	PERMIT TO FLY REVALIDATION CHECK FLIGHT SCHEDULE	LAA/CFS-1 (FIXED WING)
		Revision 7 January 2023

Personal data submitted on this application form may be stored electronically but will only be used in relation to the application (and to support the safety of any aircraft to which it may relate). Statutory obligations excepting, personal data will not be passed on to third parties without your express permission. The LAA data protection policy can be found on our website at www.laa.uk.com

SECTION 1	AIRCRAFT AND OWNER INFORMATION		
Aircraft Registration	G-	Aircraft Type	
Name of Registered Owner/Applicant		LAA Membership Number	

Note: Registered owners and all co-owners must be current members of the LAA

Name and contact details of person to be contacted should difficulties arrive with this application (please print):

Name	
Daytime Telephone	
Email Address	

Note: See Technical Leaflet 2.xx for information and further guidance on completing this form on the LAA website (www.laa.uk.com)

SECTION 2	CHECK FLIGHT SCHEDULE

INSTRUCTIONS TO THE CHECK FLIGHT PILOT:

For safety and legal reasons, the flight must at all times be within the terms of the Permit to Fly. This schedule is to be completed by recording values in spaces indicated or elsewhere, placing a tick against the appropriate result or deleting where applicable and noting any comments.

Please enter the data using the same units and datum as used on the Permit to Fly documents. Any anomalous results are unacceptable and must be investigated and rectified prior to signing or submitting this application.

1	PRE-FLIGHT DOCUMENTATION CHECK	*Delete as applicable*	
	Aircraft is currently UK registered	Yes	No
	Pilot's experience requirements satisfied	Yes	No
	Permit Flight Release Certificate signed, if applicable	Yes	No
	Insurance requirements satisfied	Yes	No
	Mandatory placards are installed, correct and legible	Yes	No
	Comments		

2	**LOADING**	Aircraft Registration:	**G-**

If data entered exceeds the weight or centre of gravity position limits stated in the Permit to Fly documents, this application will be rejected. The aircraft is to be loaded to at least 90% of MTWA and the actual centre of gravity position at take-off for this flight, calculated and recorded, unless otherwise agreed with LAA Engineering

Actual loaded weight at take-off for check flight		kg◯/lbs◯ *(indicate as applicable)*
Actual Centre of Gravity position at take-off for check flight		Forward◯/aft◯of datum *(indicate as applicable)*
Comments		

3	**ENGINE RUN & GROUND CHECKS**

RPM data entered which exceeds the maximum permitted in the Permit to Fly documents will result in this application being rejected.

It should not be possible to exceed the maximum permitted static RPM. If it is, something is incorrect. Check tacho calibration. Otherwise, an inappropriate propeller may be fitted. Run up engine to normal operating temperature, check RPM, pressures, temperatures, ignition and carb heat drop, operation of engine, propeller and fuel controls.

Caution: some high-performance aircraft may not be able to reach maximum static RPM safely without the aircraft being chocked and/or tied down. If maximum static RPM is not achieved, add a comment as to the reason.

Max static RPM		Max oil pressure		Min oil pressure		Sat◯	Unsat◯
Comments							
Check flying and trim controls for backlash, friction and full and free movement in the correct sense.						Sat◯	Unsat◯
Comments							
Check instruments for correct functioning						Sat◯	Unsat◯
Comments							

4	**TAXIING**		
	During taxiing, the undercarriage and brakes (if fitted) must be checked for ease of ground manoeuvring, freedom from binding and satisfactory functioning.	Sat◯	Unsat◯
	Comments		

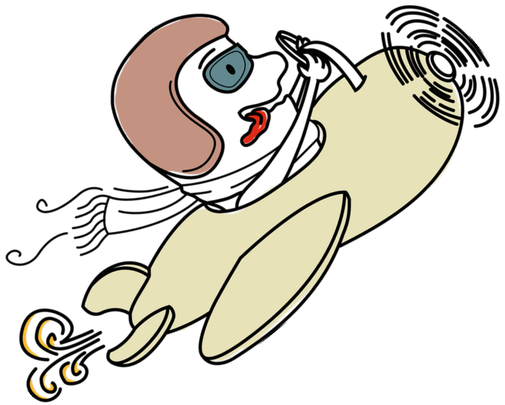
5	**TAKE-OFF**		
	The take-off is to be made with full power and flaps (if fitted) set to the take-off position. Note any unusual handling characteristics and functioning of retractable undercarriage (if fitted).	Sat◯	Unsat◯
	Comments		

6	**CLIMB**

The time taken to climb 1000 ft should be recorded. Prior to reaching the start of the climb, the aircraft must be established in the climb at the normal best climb airspeed, with full throttle set and flaps retracted. Care must be taken to ensure the aircraft has settled in the climb prior to the start of the recorded climb and the airspeed should be kept within +/-2 kts (3 mph) of the selected speed, throughout. The climb should not be carried out near cloud or turbulent air and a steady heading should be maintained with no more than 10° angle of bank for checking the view ahead. The climb results should be typical for the type with a similar engine and propeller.

RPM data which exceeds the maximum permitted in the Permit to Fly documents will result in the rejection of this application (see 3 above).

Start Altitude		QNH		Climb airspeed (state kts◯/mph◯)	
OAT	°C	RPM in climb		Time to climb	secs
Comments					



7	**STALLS**	Aircraft Registration:	**G-**

At a safe altitude, the aircraft should be stalled with the throttle closed, flaps retracted (if fitted) and commencing with the aircraft in balance and the wings level. The aircraft should be trimmed to approximately 40% above the stall speed and the control column pulled gently back so as to reduce the airspeed at a rate not exceeding 1 kt/ 1 mph per second then repeat with full flaps (if fitted).

Note: If flaps are not fitted, speeds must still be recorded as per 'flaps up'. Indicate kts or mph as applicable.

Observed Indicated Air Speeds		Flaps Up (kts◯/mph◯)	Full Flap (kts◯/mph◯)	
Artificial stall warning operating speed (if fitted)				
Natural buffet speed				
Minimum airspeed achieved				
Note: Record behaviour, noting any abnormal characteristics during stall or the recovery			Sat◯	Unsat◯
Comments				

8	**MAXIMUM SPEED CHECK**					
	The purpose of this check is to demonstrate safe handling of the aircraft at Vne and to check that this can be achieved without exceeding the maximum permitted engine RPM. The Vne speed is that stated in the aircraft's Permit to Fly documents (Operating Limitations) and overrules other sources. Never exceed the Vne. Beware of an inaccurate reading ASI.					
	This check is to be made in smooth air conditions. The aircraft is to be dived from normal or a high cruise speed with the throttle suitably retarded to control the RPM, to its maximum specified speed (Vne). Check for any unusual behaviour and whether control forces appear normal. Controls should record a degree of self-centering to small movements. Keep RPM and engine temperatures within maximum permissible limits.					
	Published Vne (indicate kts◯ mph◯)		Max speed achieved (indicate kts◯/mph◯)		Max engine RPM in the dive	
	Comments				Sat◯	Unsat◯

9	**SIMULATED BAULKED LANDING**		
	Set the aircraft in the approach configuration and record the behaviour in a simulated 'go around' situation. Monitor trim changes and throttle response.	Sat◯	Unsat◯
	Comments		

10	**SYSTEMS FUNCTION**		
	CONTROLS		
	A check of controls in flight for points such as friction, backlash, heaviness and trim, shall be made. Flaps shall be lowered and raised (if fitted) at maximum placarded speed and the ease of operation and any change in the lateral trim, checked.	Sat◯	Unsat◯
	Comments		
	INSTRUMENTATION		
	Check all instruments, including EFIS system for correct functioning, especially the ASI, Altimeter and Compass to ensure sensible readings throughout the flight.	Sat◯	Unsat◯
	Comments		
	ENGINE AND PROPELLER		
	Check all engine and propeller indications, controls and responses are normal and that there is no undue vibration. Fuel shall be selected from all installed fuel tanks for a period of not less than 3 minutes on each.	Sat◯	Unsat◯
	Comments		

It can be flown at anytime in the preceding 12 months (but since the previous Permit to Fly Certificate of Validity was issued)

Form must be received by the LAA within 1 month of the Airworthiness Review Report

LAA/CFS-1 Issue 2

11	**AVIONICS**		Aircraft Registration:	**G-**	
	VHF COM				
	Check radio transmit/receive at no more than 2000 ft higher than and at a distance of at least 20 nautical miles distance from a ground station (N/A if not installed).				
	Radio ground station used		N/A ○	Sat ○	Unsat ○
	Comments				
	NAVIGATION EQUIPMENT				
	All navigation equipment, including GPS, VOR etc should be checked for correct and accurate functioning (N/A if not installed).		N/A ○	Sat ○	Unsat ○
	Comments				
	TRANSPONDER				
	Check transponder for correct read out at a suitable range from a ground station (N/A if not installed).		N/A ○	Sat ○	Unsat ○
	Comments				
	OTHER AVIONICS				
	Check any other installed avionics for correct and accurate functioning (N/A if not installed).		N/A ○	Sat ○	Unsat ○
	Comments				
	AUTOPILOT				
	Check the autopilot in all modes for correct functioning (N/A if not installed).		N/A ○	Sat ○	Unsat ○
	Comments				
12	**LANDING**				
	Monitor any unusual ground handling or functioning characteristics and operation of retractable undercarriage (if fitted).			Sat ○	Unsat ○
	Comments				
13	**CHECK FLIGHT PILOT'S DECLARATION**				
	I hereby certify that I have flown this aircraft and that the characteristics recorded above are carefully and truthfully recorded. In my opinion, this aircraft flies satisfactorily and shows no unsafe or abnormal characteristics.				
	Base field for check flight		Date of check flight		
	Print name		Pilot's licence number		
	Signature		Date of signature		

Please scan this form as a single PDF document to permits@laa.uk.com or post to:
Light Aircraft Association Ltd, Turweston Aerodrome, Nr Brackley, Northants, NN13 5YD

Airworthiness Review Report

Completed by your Inspector

LAA ARR-01 Rev 6

LAA	PERMIT TO FLY AIRWORTHINESS REVIEW REPORT	LAA/ARR-1 (FIXED WING) Revision 6 January 2023

Personal data submitted on this application form may be stored electronically but will only be used in relation to the application (and to support the safety of any aircraft to which it may relate). Statutory obligations excepting, personal data will not be passed on to third parties without your express permission. The LAA data protection policy can be found on our website at www.laa.uk.com

Note: See Technical Leaflet 2.00 for information and further guidance on completing this form on the LAA website (www.laa.uk.com). If the result of the full airworthiness review is unsatisfactory or inconclusive then this form, along with all the necessary supporting data, should be submitted to the LAA Engineering.

SECTION 1 AIRCRAFT DETAILS

Registration	Aircraft Make/Model	Serial No	Current Airframe Hours
G-			

Engine Manufacturer/Model	Engine Serial No(s)

Propeller Manufacturer/Model (including CS propeller blade model)	Propeller Serial No(s)

Airframe, engine and propeller hours have been correctly recorded in the relevant logbooks as applicable	YES	NO

SECTION 2 AIRWORTHINESS REVIEW PERIOD

Date of previous airworthiness review		Airframe hours at time of previous airworthiness review	

Note: Worksheets and other associated documentation should be submitted with this form for any significant non-scheduled maintenance carried out during the airworthiness review period, not already been submitted.

Record any significant work carried out during the review period (ie tasks/defect rectification outside normal scheduled maintenance):

SECTION 3 AIRWORTHINESS REVIEW DECLARATIONS

3a MAINTENANCE

Aircraft Maintenance Programme Reference

Scheduled Maintenance Check	Date	Airframe Hours		Scheduled Maintenance Check	Date	Airframe Hours
1				3		
2				4		

All maintenance required by above referenced programme appears to have been carried out	YES	NO
If NO provide details		

All maintenance accomplished within this airworthiness review period (other than authorised pilot maintenance) appears to have been certified by an appropriate LAA inspector	YES	NO
If NO provide details		

3b	COMPLIANCE WITH APPROVED DESIGN	Aircraft Registration	G-
TADS (Airframe)	TADS No		TADS Issue	

As far as can be ascertained, the aircraft, in its current configuration, complies with the type design approved by the LAA (or another regulator, if applicable)	YES ◯	NO ◯
If NO provide details		
All mandatory placards and markings are correctly installed and legible	YES ◯	NO ◯
If NO provide details		

3c	MODIFICATIONS AND REPAIRS			
As far as can be ascertained, all modifications and repairs have been approved in accordance with the applicable LAA procedures and as listed in 'My Aircraft Data'	N/A ◯	YES ◯	NO ◯
Provide details of all modifications (including avionics upgrades) and repairs carried out since the last airworthiness review (including LAA reference/approval numbers where applicable):			

3d	SERVICE LIFE LIMITED COMPONENTS	
Any mandatory service life limited components installed on the aircraft are properly identified and recorded and have not exceeded their approved service life limit	YES ◯	NO ◯
If NO provide details		

3e	DEFECTS	
All known defects identified during the survey have been rectified or carried forward in a controlled manner	YES ◯	NO ◯
If NO provide details		

3f	COMPLIANCE WITH ADs, MPDs AND MTDs		
The following sources of continued airworthiness have been checked and complied with (if applicable) to airframe, engine, propeller and/or equipment:			
Airworthiness Directives	N/A ◯	YES ◯	NO ◯
CAA Mandatory Permit Directives	N/A ◯	YES ◯	NO ◯
LAA Mandatory Technical Directives (including AILs)	N/A ◯	YES ◯	NO ◯
Continued airworthiness compliance statement/logbook 'pink pages' complete		YES ◯	NO ◯
If NO provide details			

LAA/ARR-1 Issue 2

3g	WEIGHT AND BALANCE REPORT	Aircraft Registration	G-

The Weight and Balance Report is correct for the current aircraft configuration	YES ◯	NO ◯
If NO provide details		
Date of aircraft last weighing		

3h	DOCUMENTATION REVIEW			
The following documents have been assessed to be available, current and complete (as applicable):				
Certificate of Registration		YES ◯	NO ◯	
Permit to Fly		YES ◯	NO ◯	
Operating Limitations document/Permit to Fly Conditions		YES ◯	NO ◯	
Radio Licence (not required for handheld radios)	N/A ◯	YES ◯	NO ◯	
Airframe Logbook		YES ◯	NO ◯	
Engine Logbook(s)		YES ◯	NO ◯	
Propeller Logbook(s) (in-flight variable pitch propellers only)	N/A ◯	YES ◯	NO ◯	
Flight Manual/POH and supplements	N/A ◯	YES ◯	NO ◯	
Maintenance Schedule		YES ◯	NO ◯	
Noise Certificate	N/A ◯	YES ◯	NO ◯	
Comments:				

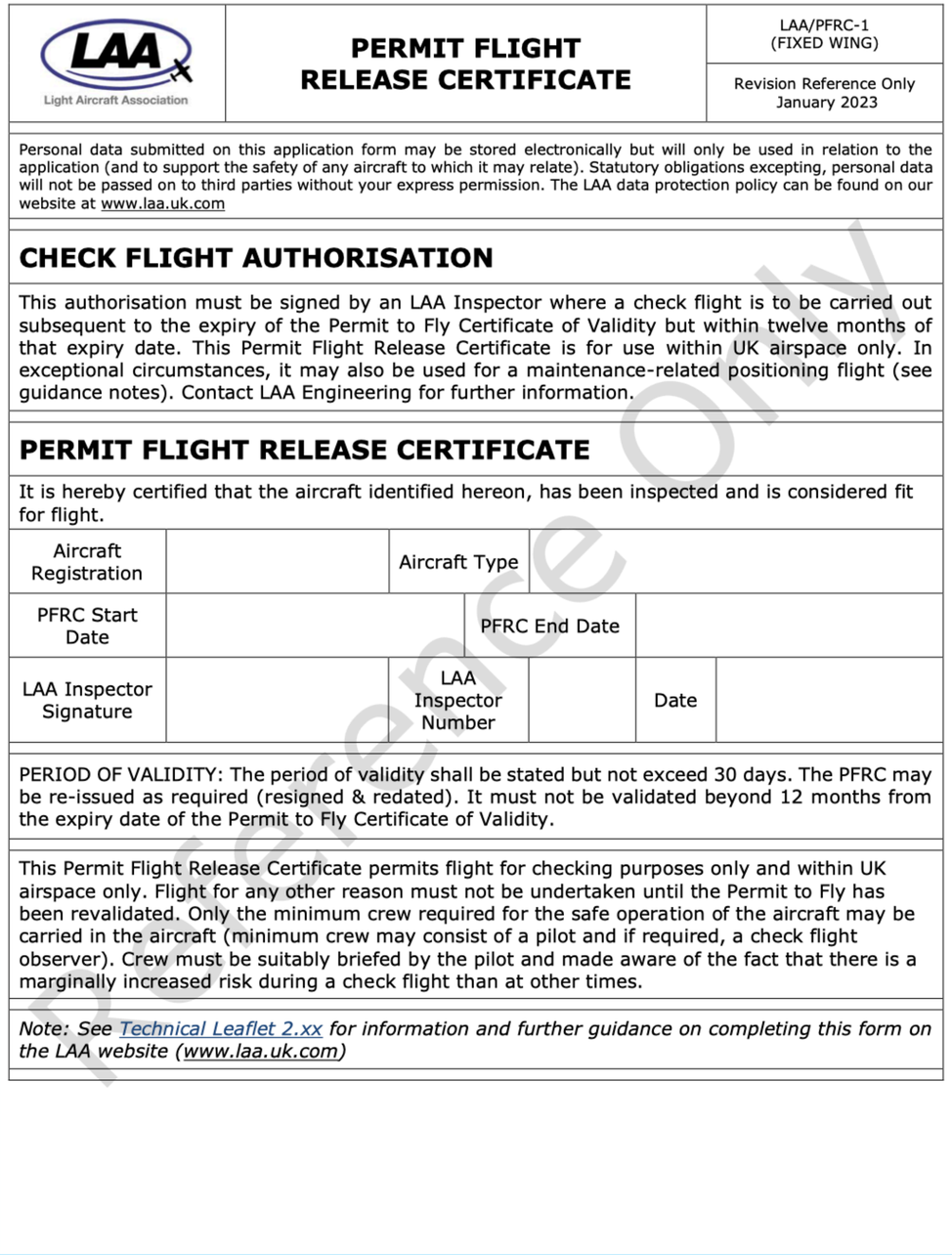
SECTION 4	PHYSICAL SURVEY OBSERVATIONS AND COMMENTS		
Place of survey		Date of Survey	
Record any observations and/or comments about the aircraft which need not prevent the revalidation of the Permit to Fly but are likely to require attention soon, particularly where not necessarily addressed through routine maintenance:			

SECTION 5	RECOMMENDATION FOR THE REVALIDATION OF THE PERMIT TO FLY		
This is to certify that all of the above records and documentation have been reviewed for the period identified, that a physical survey of the aircraft undertaken on the date recorded and that the aircraft (registration as stated) was found to be fully in compliance with all of the requirements as specified in the applicable Airframe TADS and that a Permit Maintenance Release has been signed in the aircraft logbooks in respect of this Permit to Fly revalidation inspection. On this basis it is recommended that a Certificate of Validity be issued, revalidating the Permit to Fly.			
Signed		LAA Inspector Number	
LAA Inspector Name (Print)		Date	

Please scan this form as a single PDF document to permits@laa.uk.com or post to:
Light Aircraft Association Ltd, Turweston Aerodrome, Nr Brackley, Northants, NN13 5YD

Permit Flight Release Certificate

Used by your inspector to authorise a Permit to Fly revalidation check flight to be flown, when the Permit to Fly Certificate of Validity has expired for less than 12 months.



Light Aircraft Association	**PERMIT FLIGHT RELEASE CERTIFICATE**	LAA/PFRC-1 (FIXED WING) Revision Reference Only January 2023

Personal data submitted on this application form may be stored electronically but will only be used in relation to the application (and to support the safety of any aircraft to which it may relate). Statutory obligations excepting, personal data will not be passed on to third parties without your express permission. The LAA data protection policy can be found on our website at www.laa.uk.com

CHECK FLIGHT AUTHORISATION

This authorisation must be signed by an LAA Inspector where a check flight is to be carried out subsequent to the expiry of the Permit to Fly Certificate of Validity but within twelve months of that expiry date. This Permit Flight Release Certificate is for use within UK airspace only. In exceptional circumstances, it may also be used for a maintenance-related positioning flight (see guidance notes). Contact LAA Engineering for further information.

PERMIT FLIGHT RELEASE CERTIFICATE

It is hereby certified that the aircraft identified hereon, has been inspected and is considered fit for flight.

Aircraft Registration		Aircraft Type			
PFRC Start Date		PFRC End Date			
LAA Inspector Signature		LAA Inspector Number		Date	

PERIOD OF VALIDITY: The period of validity shall be stated but not exceed 30 days. The PFRC may be re-issued as required (resigned & redated). It must not be validated beyond 12 months from the expiry date of the Permit to Fly Certificate of Validity.

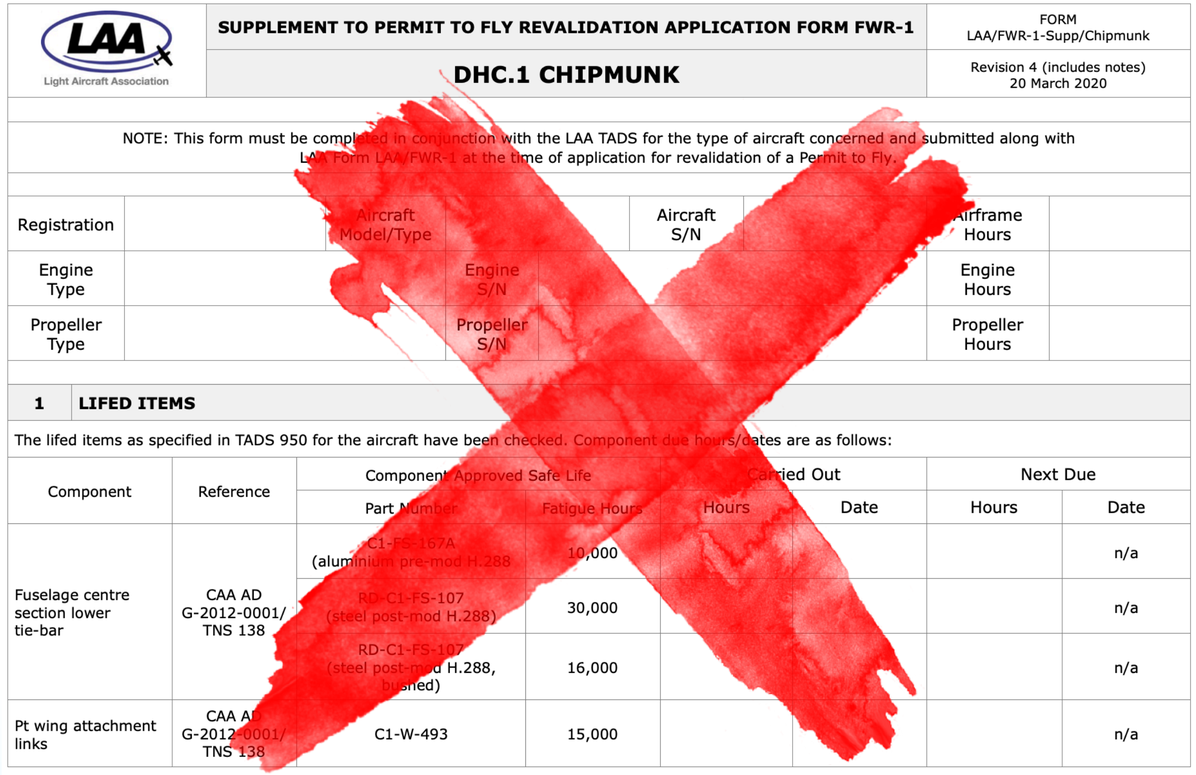
This Permit Flight Release Certificate permits flight for checking purposes only and within UK airspace only. Flight for any other reason must not be undertaken until the Permit to Fly has been revalidated. Only the minimum crew required for the safe operation of the aircraft may be carried in the aircraft (minimum crew may consist of a pilot and if required, a check flight observer). Crew must be suitably briefed by the pilot and made aware of the fact that there is a marginally increased risk during a check flight than at other times.

Note: See Technical Leaflet 2.xx for information and further guidance on completing this form on the LAA website (www.laa.uk.com)

FWR-1 Supplement

Bulldog and Chipmunk owners have had to send a FWR-1 Supplement

Not required now



Light Aircraft Association	SUPPLEMENT TO PERMIT TO FLY REVALIDATION APPLICATION FORM FWR-1	FORM LAA/FWR-1-Supp/Chipmunk
	DHC.1 CHIPMUNK	Revision 4 (includes notes) 20 March 2020

NOTE: This form must be completed in conjunction with the LAA TADS for the type of aircraft concerned and submitted along with LAA Form LAA/FWR-1 at the time of application for revalidation of a Permit to Fly.

Registration		Aircraft Model/Type		Aircraft S/N		Airframe Hours	
Engine Type		Engine S/N				Engine Hours	
Propeller Type		Propeller S/N				Propeller Hours	

1 LIFED ITEMS

The lifed items as specified in TADS 950 for the aircraft have been checked. Component due hours/dates are as follows:

Component	Reference	Component Approved Safe Life		Carried Out		Next Due	
		Part Number	Fatigue Hours	Hours	Date	Hours	Date
Fuselage centre section lower tie-bar	CAA AD G-2012-0001/ TNS 138	C1-FS-167A (aluminium pre-mod H.288	10,000				n/a
		RD-C1-FS-107 (steel post-mod H.288)	30,000				n/a
		RD-C1-FS-107 (steel post-mod H.288, brushed)	16,000				n/a
Pt wing attachment links	CAA AD G-2012-0001/ TNS 138	C1-W-493	15,000				n/a

Sending the Forms

A few options

LAA Light Aircraft Association	PERMIT TO FLY REVALIDATION APPLICATION	LAA/PTF-REVAL (FIXED WING) Revision 4 21 Oct 2022

Personal data submitted on this application form may be stored electronically but will only be used in relation to the application (and to support the safety of any aircraft to which it may relate). Statutory obligations excepting, personal data will not be passed on to third parties without your express permission. The LAA data protection policy can be found on our website at www.laa.uk.com

Further information and guidance on the Permit to Fly revalidation inspection procedure can be found in LAA Technical Leaflet 2.xx on the LAA website – www.laa.uk.com

Aircraft Registration	G-	Aircraft Type	
Name of Registered Owner		LAA Membership Number	

Note: Registered owners and all co-owners must be current member of the LAA: please complete grid on page 2

Name and contact details of person to be contacted should difficulties arrive with this application (please print):

Name	
Daytime Telephone	
Email Address	

Details of to whom the Certificate of Validity (or Check Flight Authorisation) should be emailed to, if different from above:

Name	
Email Address	

If you would prefer to receive the Certificate of Validity by post, please provide details here:

Name			
Address		Post Code	

OWNER'S DECLARATION

I hereby declare that, to the best of my knowledge and belief, the flying times recorded in the aircraft's log books and the details entered on this form are correct, complete and that no modifications have been carried out to this aircraft, except with the approval of the Light Aircraft Association. I also understand that any unauthorised modifications carried out may invalidate the Permit to Fly. I undertake to maintain the aircraft in an airworthy condition and to operate it within the conditions of the Permit to Fly. I understand that failure to do so may render the Permit to Fly invalid. It is also understood that this aircraft and its documentation will be made available for inspection and audit by LAA Engineering following any reasonable request. The Light Aircraft Association are hereby empowered to act as my agent for the revalidation of the Permit to Fly.

Owner or their accredited representative (state position):	Signed		Date	

Payment has been made by	LAA Online Shop ☐	Bank Transfer ☐	Card Payment ☐	Cheque ☐

Note: This application should be received by LAA Engineering within one month of the inspector's signature on the Airworthiness Review Report (form LAA/ARR-1)

Please scan this form to permits@laa.uk.com or post to:
LIGHT AIRCRAFT ASSOCIATION LTD, TURWESTON AERODROME, NR BRACKLEY, NORTHANTS, NN13 5YD

OFFICE USE ONLY The technical aspects of the airworthiness review for this aircraft have been completed in accordance with LAA procedures and are satisfactory for the revalidation of the Permit to Fly.	PERMIT TO FLY REVALIDATION AUTHORISED BY:

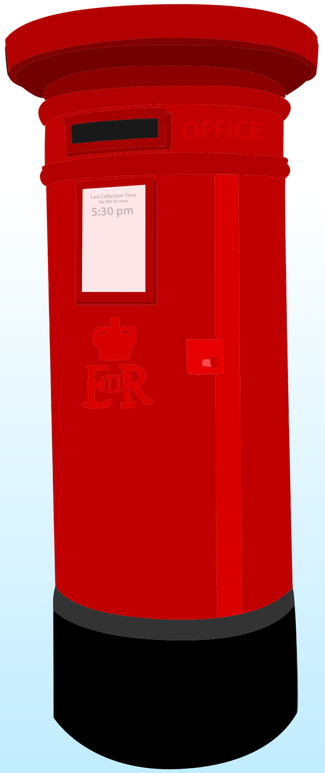
Sending the Forms

Download from LAA

Print

Fill out & sign

Post



LAA Light Aircraft Association

PERMIT TO FLY REVALIDATION APPLICATION

LAA/PTF-REVAL (FIXED WING)

Revision 4
21 Oct 2022

Personal data submitted on this application form may be stored electronically but will only be used in relation to the application (and to support the safety of any aircraft to which it may relate). Statutory obligations excepting, personal data will not be passed on to third parties without your express permission. The LAA data protection policy can be found on our website at www.laa.uk.com

Further information and guidance on the Permit to Fly revalidation inspection procedure can be found in LAA Technical Leaflet 2.xx on the LAA website – www.laa.uk.com

Aircraft Registration	G-	Aircraft Type	
Name of Registered Owner		LAA Membership Number	

Note: Registered owners and all co-owners must be current member of the LAA: please complete grid on page 2

Name and contact details of person to be contacted should difficulties arrive with this application (please print):

Name	
Daytime Telephone	
Email Address	

Details of to whom the Certificate of Validity (or Check Flight Authorisation) should be emailed to, if different from above:

Name	
Email Address	

If you would prefer to receive the Certificate of Validity by post, please provide details here:

Name			
Address		Post Code	

OWNER'S DECLARATION

I hereby declare that, to the best of my knowledge and belief, the flying times recorded in the aircraft's log books and the details entered on this form are correct, complete and that no modifications have been carried out to this aircraft, except with the approval of the Light Aircraft Association. I also understand that any unauthorised modifications carried out may invalidate the Permit to Fly. I undertake to maintain the aircraft in an airworthy [illegible]ition and to operate it within the conditions of the Permit to Fly. I understand that failure to do so may render th[illegible] so understood that this aircraft and its documentation will be made available for inspectio[illegible] following any reasonable request. The Light Aircraft Association are hereby empowere[illegible]evalidation of the Permit to Fly.

Owner or their accredited representative (state position):	Signed	

Payment has been made by	LAA Online Shop ☐	Bank Transfer ☐	Card Payment		☐

Note: This application should be received by LAA Engineering within one month of the inspe[illegible] on the Airworthiness Review Report (form LAA/ARR-1)

Please scan this form to permits@laa.uk.com or post to:
LIGHT AIRCRAFT ASSOCIATION LTD, TURWESTON AERODROME, NR BRACKLEY, NORTHANTS, NN13

OFFICE USE ONLY	PERMIT TO FLY REVALIDATION AUTHORISED BY:
The technical aspects of the airworthiness review for this aircraft have been completed in accordance with LAA procedures and are satisfactory for the revalidation of the Permit to Fly.	

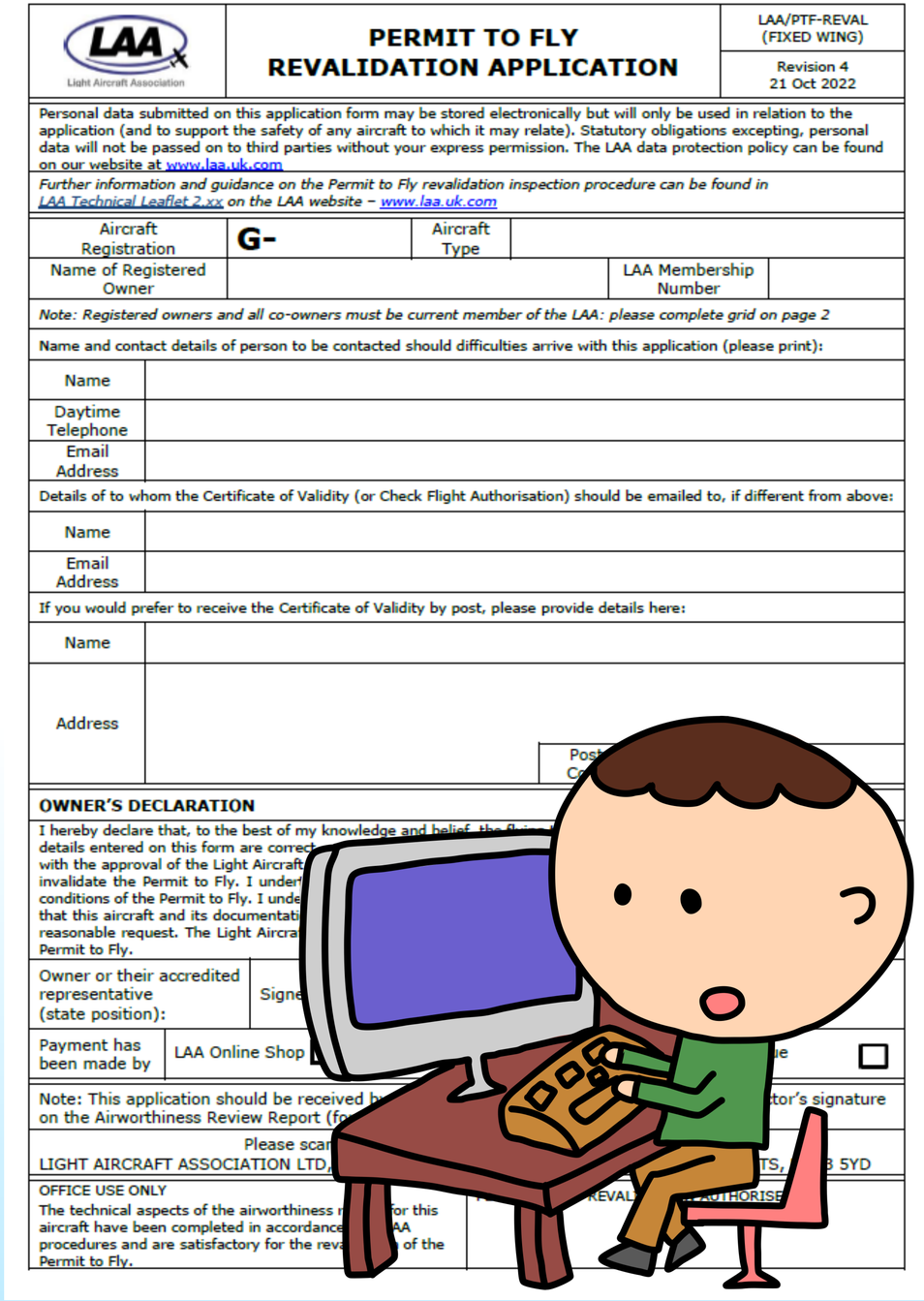
Sending the Forms

Download from LAA

Complete electronically

No signature needed

Email



LAA Light Aircraft Association

PERMIT TO FLY REVALIDATION APPLICATION

LAA/PTF-REVAL (FIXED WING)

Revision 4 21 Oct 2022

Personal data submitted on this application form may be stored electronically but will only be used in relation to the application (and to support the safety of any aircraft to which it may relate). Statutory obligations excepting, personal data will not be passed on to third parties without your express permission. The LAA data protection policy can be found on our website at www.laa.uk.com

Further information and guidance on the Permit to Fly revalidation inspection procedure can be found in LAA Technical Leaflet 2.xx on the LAA website – www.laa.uk.com

Aircraft Registration	G-	Aircraft Type	
Name of Registered Owner		LAA Membership Number	

Note: Registered owners and all co-owners must be current member of the LAA: please complete grid on page 2

Name and contact details of person to be contacted should difficulties arrive with this application (please print):

Name	
Daytime Telephone	
Email Address	

Details of to whom the Certificate of Validity (or Check Flight Authorisation) should be emailed to, if different from above:

Name	
Email Address	

If you would prefer to receive the Certificate of Validity by post, please provide details here:

Name	
Address	

OWNER'S DECLARATION

I hereby declare that, to the best of my knowledge and belief, the flying
details entered on this form are correct
with the approval of the Light Aircraft
invalidate the Permit to Fly. I under
conditions of the Permit to Fly. I unde
that this aircraft and its documentati
reasonable request. The Light Aircra
Permit to Fly.

Owner or their accredited representative (state position):	Signe	
Payment has been made by	LAA Online Shop	

Note: This application should be received b
on the Airworthiness Review Report (fo

Please scan
LIGHT AIRCRAFT ASSOCIATION LTD,
TS,
3 5YD

OFFICE USE ONLY

The technical aspects of the airworthiness r
for this aircraft have been completed in accordance
AA procedures and are satisfactory for the reva
of the Permit to Fly.

REVAL
UTHORISE

Sending the Forms

Fill out a paper form

Scan to a PDF

LAA recommend some apps

More info in TL 2.00

It's not necessary for each of the three forms to be submitted using the same method. For instance, your inspector might prefer to complete their form electronically, whilst you might prefer to complete your forms manually and post them in.`

The three forms are reviewed by LAA Engineering and if all is in order a new Certificate of Validity is generated and emailed to the owner.

Please ensure that all forms are thoroughly checked for completeness and accuracy prior to submission – missing or incorrect information may lead to processing delays.

ELECTRONICALLY SUBMITTED DOCUMENTS

If submitting any or all of the forms electronically, the forms *must* be submitted with each form as a separate multi-page PDF document. This is so that the process at LAA Engineering can be kept as slick as possible. Submissions that are made using a separate PDF file for each page or submitted as images will be rejected as it simply takes too long for us assemble the document into something that we can easily read and store!

PDF documents may be submitted by scanning paper documents using a scanner and creating a multi-page file for each form, and emailing these as attachments. Alternatively, the forms may be completed electronically, saved and attached to an email. When forms are emailed by the signee from their email account, it is acceptable not to include a signature on the form – sending the form by email indicates the sender's confirmation that the declaration is agreed with.

PDF documents may also be created by scanning paper documents using one of the following mobile phone apps and emailing them to LAA Engineering:

Adobe Scan, CamScanner, Clear Scan, Genius Scan

When emailing forms, they must be emailed to permits@laa.uk.com

Any enquiries can be made to the usual engineering email address of engineering@laa.uk.com

PERMIT TO FLY REVALIDATION CHECK FLIGHT

INTRODUCTION

Every LAA Permit to Fly aircraft must undergo a check flight annually, when it holds a valid Permit to Fly.

The check flight is used to verify that the aircraft is handling and performing as expected of the type: it's a time for a pilot to objectively assess the question 'is this aircraft normal?'. It's not intended to be a 'post maintenance check flight' and as such doesn't need to be done at the time of the annual inspection or airworthiness review. Having said that, if an aircraft has had work done on it, it's always sensible to treat the next flight as a check flight and be prepared for the work to have adversely affected something.

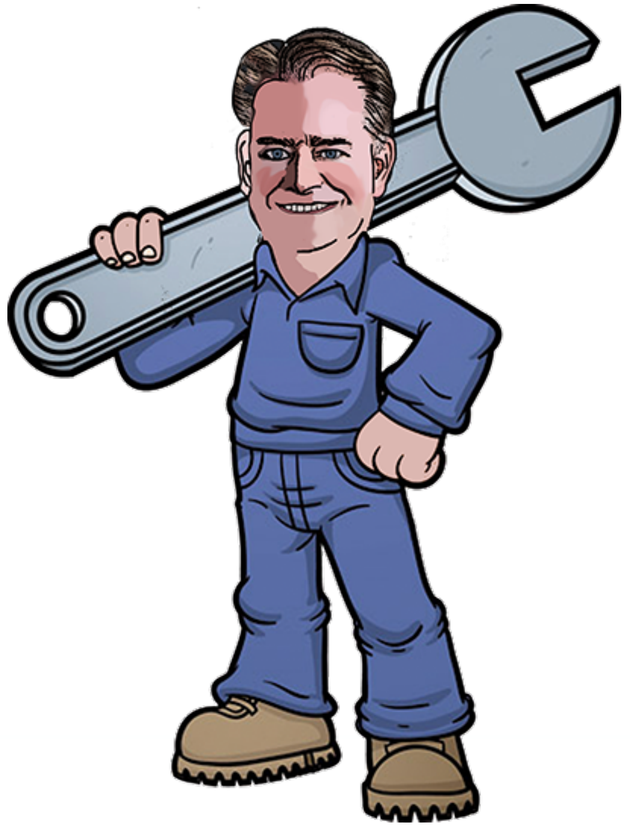
The annual check flight may be done at any time in the 12 months before the Permit revalidation application is submitted, as long as it's after the previous revalidation application, or within a month of the airworthiness review (inspection) having taken place. The check flight report (form LAA/CFS-1) can be submitted straightaway for checking, or submitted with the Permit revalidation application and/or airworthiness review.

Modern EFIS 'glass cockpit' systems often come with the facility to record the various flight parameters. This information can normally be downloaded and viewed on computers after the event. This can be a very effective and safe way to record check flight results, as it avoids the

Maintenance Programme

SECTION 3	AIRWORTHINESS REVIEW DECLARATIONS						
3a	MAINTENANCE						
Aircraft Maintenance Programme Reference							
Scheduled Maintenance Check		Date	Airframe Hours	Scheduled Maintenance Check		Date	Airframe Hours
1				4			
2				5			
3				6			
All maintenance required by above referenced programme has been carried out						YES	NO
If NO provide details							
All maintenance accomplished within this airworthiness review period (other than authorised pilot maintenance) appears to have been certified by an appropriate LAA inspector						YES	NO
If NO provide details							

Maintenance Programme



CAP 553 - BCAR Section A

Chapter A3-7 Page 8

15 Aircraft Scheduled Maintenance Programme

15.1 Maintenance of each aircraft shall be organised in accordance with an aircraft maintenance programme.

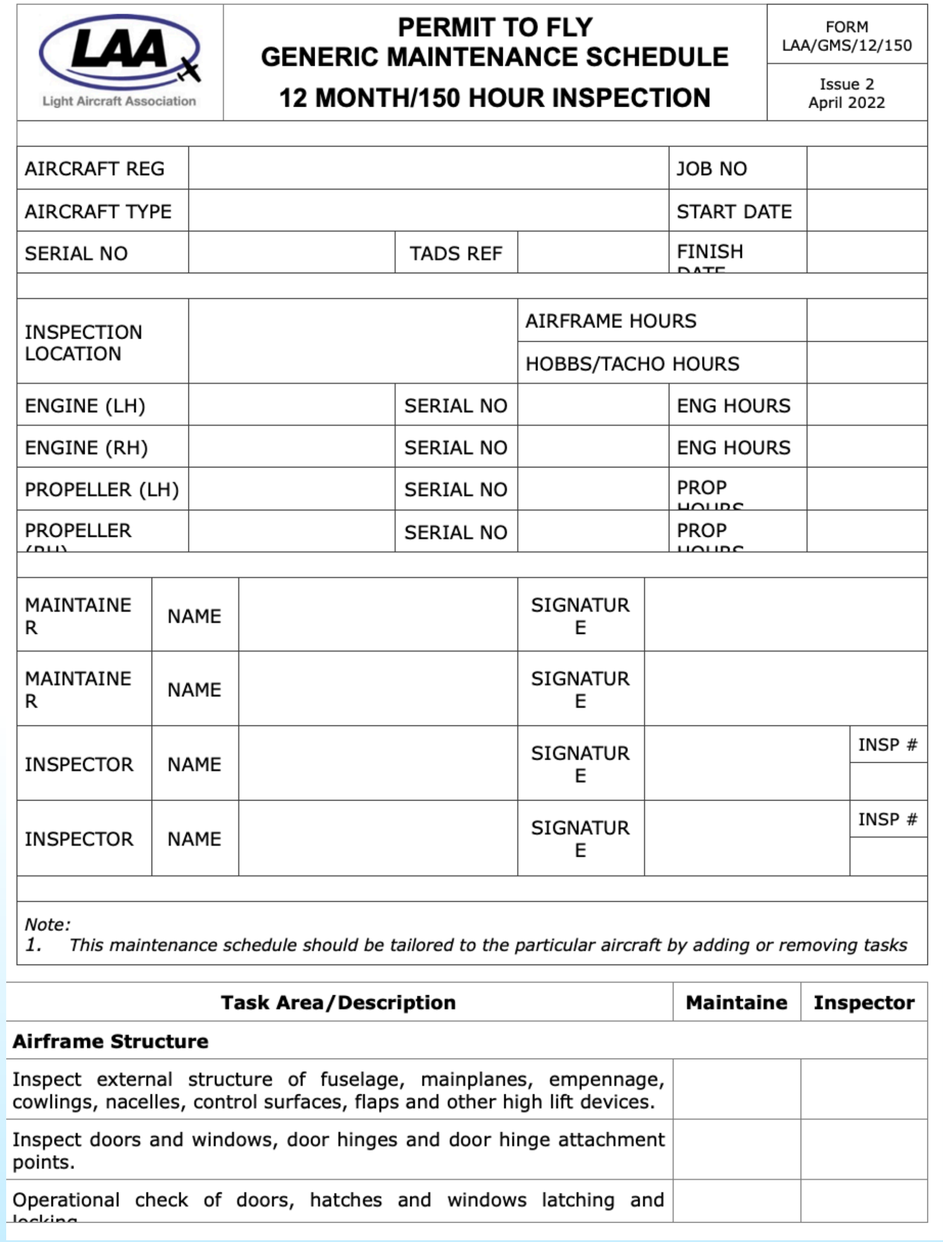
NOTE: A maintenance programme in this instance is defined as a list of maintenance tasks that will maintain the aircraft to an airworthy standard. The maintenance programme shall take account of any available manufacturers information or data.

Maintenance Programme

There may be one already published for your aeroplane, or one which you are already using

Maintenance Programme

There is a generic schedule based on LAMS available on the LAA web site



Light Aircraft Association

PERMIT TO FLY
GENERIC MAINTENANCE SCHEDULE
12 MONTH/150 HOUR INSPECTION

FORM LAA/GMS/12/150
Issue 2
April 2022

AIRCRAFT REG				JOB NO	
AIRCRAFT TYPE				START DATE	
SERIAL NO		TADS REF		FINISH DATE	

INSPECTION LOCATION		AIRFRAME HOURS	
		HOBBS/TACHO HOURS	

ENGINE (LH)		SERIAL NO		ENG HOURS	
ENGINE (RH)		SERIAL NO		ENG HOURS	
PROPELLER (LH)		SERIAL NO		PROP HOURS	
PROPELLER (RH)		SERIAL NO		PROP HOURS	

MAINTAINER	NAME		SIGNATURE		
MAINTAINER	NAME		SIGNATURE		
INSPECTOR	NAME		SIGNATURE		INSP #
INSPECTOR	NAME		SIGNATURE		INSP #

Note:
1. This maintenance schedule should be tailored to the particular aircraft by adding or removing tasks

Task Area/Description	Maintaine	Inspector
Airframe Structure		
Inspect external structure of fuselage, mainplanes, empennage, cowlings, nacelles, control surfaces, flaps and other high lift devices.		
Inspect doors and windows, door hinges and door hinge attachment points.		
Operational check of doors, hatches and windows latching and locking		

Maintenance Programme

Use could use the generic schedule as a basis to make your own, taking into account your plane's special needs!

SCHEDULED MAINTENANCE WORKSHEET

A/C Type: Vans RV14	Reg: G-STRV	Serial No: 393-15500	Page 1 of 10

Worksheet Number:	Aircraft Hours:	Date:
Maintenance Location:		Tacho:
Engine: Lycoming YIO-390-EXP243	Serial No: EL-1365-80E	Hours:
Propeller: MTV-12-B-C/C183-59b	Serial No: 210153	Hours:
Maintainer:	Signature:	
Inspector:	Signature:	Insp No:

Check Type:

- ☐ 6 Months / 50 Hrs check. Tasks are listed within a white box.
- ☐ 12 Months / 150 Hrs check. Tasks include all white box tasks and tasks listed within a blue box.
- ☐ 36 Months / 500 Hrs check. Tasks include all white and blue box tasks and tasks listed within a red box.

Airframe

Task		Description	Maintainer / Inspector
Number	Type		
1	CHK	Full structural check. Consider if it is necessary to dismantle major components from aircraft (wings, tail, undercarriage, tanks etc) to allow in-depth inspection of areas and sub-assemblies not visible/ accessible with aircraft assembled.	
2	INSP	External structure of fuselage, mainplanes, empennage, cowling, control surfaces and flaps.	
3	INSP	Windscreen fillet and rear window	
4	LUB & OP/C	Canopy hinges, locking mechanism and emergency release.	
5	LUB & OP/C	Canopy operation and latch.	
6	INSP	Internal structure of fuselage, floors, bulkheads, mainplanes, empennage. Control surfaces, flaps, structural attachment joint assemblies. Wing attachment bolts/nuts.	
7	INSP	Internal corrosion protective treatments, drain holes and paths.	

Maintenance Record

All maintenance accomplished within this airworthiness review period (other than authorised pilot maintenance) appears to have been certified by an appropriate LAA inspector		YES	NO
If NO provide details			

Recorded in logbooks or in your own Technical Log with worksheets.

Permit Maintenance Release (PMR) for non-pilot maintenance

Maintenance Record

Worksheet examples

AIRCRAFT DUPLICATE INSPECTION RECORD — LAA/IC-DUP Issue 4

Reference	FLIGHT TESTING ADJUSTMENTS REF (2)			Sheet No	1 of 1
A/C Type	Vans RV14	Registration	G-STRV	Serial No	393-15500

Item No	Control/System	Detail of Work Carried Out	First Inspection by Inspector* (Signature/Insp No/Date)	Second Inspection** (Signature/Authority/Date)
1	PROPELLER RPM	WORKSHEET 1 – ITEM 1. PROPELLER FINE STOP WOUND IN ONE TURN + WIRE LOCKED	22/7/22 LAA 627	22/7/22 3036134
2	LEFT AILERON PUSHROD	WORKSHEET 4 – ITEM 1. LEFT AILERON ROD END AT BELLCRANK WOUND IN BY 1/2 TURN	2/8/22 LAA 627	22/7/22 3036134
3	PROPELLER RMP	WORKSHEET 6 – ITEM 1 PROPELLER FINESTOP WOUND OUT 1/2 TURN + WIRE LOCKED	22/8/22 LAA 627	22/8/22 3036134
4	LEFT AILERON PUSHROD	WORKSHEET 7 – ITEM 1 LEFT AILERON ROD END AT BELLCRANK WOUND IN BY 1 TURN	28/8/22 LAA 627	28/8/22 3036134
5	LEFT AILERON PUSHROD	WORKSHEET 8 – ITEM 1 LEFT AILERON ROD END AT BELLCRANK WOUND IN BY 1/2 TURN	2/9/22 LAA 627	2/9/22 3036134

Duplicate Inspections are required whenever engine or flying controls and their systems are disturbed or at the completion of an aircraft build project. The control/system should be inspected for correct assembly and locking and for full range and freedom of movement in the correct sense. Some aircraft have 'Vital Points' (such as wing attachment bolts) and whilst not required to have a Duplicate Inspection it may be considered wise to carry out such inspections on Vital Points.
The signatory requirements for a duplicate inspection are:
*The first part of the duplicate inspection must be certified by an LAA inspector.
**The second part of the duplicate inspection may be certified by a second inspector or by a licensed pilot who is a current member of the LAA. When doing so, the pilot must include their full pilot's licence number with their signature and date as the authority. Alternatively, the second part may be signed for by a licensed engineer, or acceptable equivalent (see SPARS for details).
Where two LAA inspectors are signatories, no seniority is implied by the first or second inspection, but convention is that the inspector overseeing the work as a whole will sign the first. The PMR statement must also be signed by the LAA inspector. Duplicate Inspections may be recorded in the aircraft's log books.

Note: All worksheets should be attached or referenced in the logbooks of the aircraft to which they refer and are considered to be part of the aircraft's legal maintenance record.

AIRCRAFT WORKSHEET

Reference: 6			Sheet 1 of 1
A/C Type: Vans RV14	Reg: G-STRV	Serial No: 393-1550	

Item No	Defect or work required	Rectification or work carried out	Date	Work By
1	PROPELLER RPM @ TAKE OFF 2650	PROPELLER FINE STOP SCREW WOUND OUT 1/2 TURN AND WIRE LOCKED	20 AUG 22	SDW
	Defect Number:	Duplicate Inspection Ref: 2 Item: 3		
	Defect Number:	Duplicate Inspection Ref: Item:		
	Defect Number:	Duplicate Inspection Ref: Item:		

Permit Maintenance Release: The work recorded above has been completed to my satisfaction and in that respect the aircraft is considered fit for flight

Name:	Signed:	Insp No:	Date:
PETER WHITEHEAD		627	22 AUG 22

Documents

The inspector needs to review the aircraft documentation

3h	DOCUMENTATION REVIEW			
The following documents have been assessed to be available, current and complete (as applicable):				
Certificate of Registration			YES	NO
Permit to Fly			YES	NO
Operating Limitations document/Permit to Fly Conditions			YES	NO
Radio Licence		N/A	YES	NO
Airframe Logbook			YES	NO
Engine Logbook(s)			YES	NO
Propeller Logbook(s) (in-flight variable pitch propellers only)		N/A	YES	NO
Flight Manual/POH and supplements		N/A	YES	NO
Maintenance Schedule			YES	NO
Noise Certificate		N/A	YES	NO
Comments:				

Documents

Certificate of Registration
Permit to Fly
Certificate of Validity
Operating Limitations
Radio Licence
Weight and Balance

Documents

Airframe Logbook
Engine Logbook
Propeller Logbook
Flight Manual/POH
Maintenance Schedule
Noise Certificate (if required)

Documents

Logbooks need to be up to date

Including the “Pink Pages” which record MPD’s, AD’s

Documents

If you don't already have a file to keep everything organised, now would be a good time!

Summary

Check Flight

Complete Logbooks

Maintenance schedule

Documents available for inspector

Lots of options to send forms