| BGA Airworthiness and Maintenance Procedure | AMP 1-14 |
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| **SELF DECLARED MAINTENANCE PROGRAMME (SDMP)** | |

| Version 2 | 5th January 2024 |
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**Contents**



**Introduction**

Part M light (PML) is a proportionate set of rules that along with the Self-Declared Maintenance Programme (SDMP) makes an owner formally responsible for managing all aspects of maintenance. The SDMP maintenance programme describes the minimum maintenance an aircraft legally requires at its annual inspection and scheduled maintenance (if required) before its next annual inspection. It does not include the ARC review, repairs, or Pilot Owner maintenance.

**Acronyms**

The following acronyms and terms are very commonly used.

**ICA** Instructions for Continuous Airworthiness
**SDMP** Self-Declared Maintenance Programme (usually based on the Minimum Inspection Programme)
**TCDS** Type Certificate Data Sheet. This has lots of data that confirms it is a CAA approved product.
**TCH** Type Certificate Holder (usually the manufacturer of the product).
**AFM** Approved Flight Manual.
**AMM** Approved Maintenance Manual.
**ALI** Airworthiness Limitation Item. This is mandatory maintenance required by the TC holder. These can be found in section 4 of the maintenance manual or a section called limitations if the manual follows the correct format. Note that a lot of older gliders/aircraft will not have manuals in this format, which makes identifying ALIs more difficult.

**ICA** Instructions for Continuing Airworthiness
**CMRs** Certification Maintenance Requirements**.** Is a required (mandatory) maintenance task (eg. a 3000 hour check). Effectively the same as an ALI but applies to scheduled maintenance rather than individual components. Usually found in chapter 4, same as ALIs.
**AD** Airworthiness Directive. This mandatory maintenance required by the CAA. Historic ADs (pre 2006) require checking the State of Design.
**SB** Service Bulletin is a document produced by the TC holder on how to accomplish an AD or product improvement (eg. fitting an optional tailwheel or winglet).
**TN** Technical Note. The same as the SB above.
**SLS** Self Launching Sailplane.
**TMG** Touring Motor Glider.
**GMP** Glider Maintenance Programme. Was used by the BGA prior to the SDMP.

**MIP** Minimum Inspection Programme. This is the checklist of Minimum items to be inspected during annual maintenance.
**ELA1** European Light Aircraft, below 1200kg
**ELA2**. European Light Aircraft, above 1200kg but below 2000kg
**CRS** Certificate of Release to Service. This is a statement signed by the owner (using pilot maintenance privileges) or BGA inspector on a BGA worksheet (form 205) or annual maintenance 267 form, whenever maintenance has been performed and is fit to be released back into service.
**BGA Compendium**. Source of data for most types of aircraft in the BGA system and the BGA Mandatory maintenance requirements of certain aircraft to be in the BGA system (like glue inspections).
**TNS** Technical New Sheet published periodically by BGA of ADs and airworthiness problems.
**BGA AMP** BGA Airworthiness Maintenance Procedures**.** This is the BGA" how to do" airworthiness related tasks part of the website.
**STC** Supplemental Type Certificate (used to approve modifications).
**Powered Sailplane** Any engine driven Self Sustaining, Self Launching or TMG aircraft.
**State of Design** prior to EASA existing, the country that originally certified the product.
**CS STAN** Certification Standards for Standard Changes and Standard Repairs.
**NCO** Non-Commercial Operations. Applies to aeroplanes.
**SAO Sailplane Air Operations.** Applies to sailplanes including powered sailplanes including TMGs.
**CAP747** CAA publication that has all the CAA requirements.
**Section 4 Limitations** Is usually the part of the approved format of AMM and TCDS.

**What is a Self-Declared Maintenance Programme?**
The concept is that the owner becomes responsible for the maintenance programme.

Some of the mandated maintenance can be reduced if the owner chooses to 'deviate' from maintenance requirements. However, unless the owner has significant airworthiness knowledge, the BGA recommends any deviations that an owner wants to declare (like extending the life of seat harnesses, propellers, fuel/oil/hydraulic lines and engines etc), should be clarified with the inspector performing the annual maintenance and ARC. **If the inspector does not agree the parts to be deviated are in good condition, then no deviation is possible.**

All recurring Airworthiness Directives, lifed items (ALI), and scheduled maintenance items are also included in the SDMP, resulting in a customised Minimum Inspection Programme (MIP) that informs the annual maintenance.

**What is a MIP (Minimum Inspection Programme)?**
This is a checklist of items that PML mandates to be inspected every year. It is not as the name suggest just an 'inspection'. The MIP was based on the BGA original programme, that the BGA has used for more than 40 years. The BGA has developed a MIP for use in the BGA CAO called the BGA SDMP 267 that meets all the requirements for sailplanes in clear simple language, Self-Launching Sailplanes and TMGs.

Each aircraft will need this list of inspections tailoring to its own needs. For instance, an ASK21 does not have a retractable U/C, flaps, struts or water ballast, so these can be deleted or labelled N/A in the Signature column. Likewise, an owner might find something on their aircraft that is not on the list, but they want to add it to the annual maintenance. For instance, updating Flarm and Navigation software or an engine check that is not in the maintenance manual can all be added in the relevant sections.

**Can I just do everything the flight/maintenance manual requires rather than using a MIP?**
You can only use this option if the flight/maintenance manuals have all the items that are in the MIP that are relevant (for instance checking the altimeter subscale etc). With most motorgliders/tugs and gliders the Maintenance Manuals do not come close to meeting this requirement. The easiest option to ensure compliance is to use the BGA SDMP 267 that includes all the MIP items, then add any missing TC holder maintenance items (eg. a Rotax checklist) to the list. This is the same method by which most 'old style' programmes were customised.

**Where do I find the Airworthiness Limitations Items (ALIs):?**
These should already be in your previous maintenance programme, but check the Aircraft Flight Manual (AFM) and Maintenance Manual (AMM) for your glider. In the AMM should be a section labelled 'Airworthiness Limitations' (usually section 4)**.** A lot of older manuals made prior to 2005 were not formatted to the current requirements and might not have these sections. In which case, the data is still in the manual but you must read the entire Maintenance and Flight manual to find it so you can record it in the SDMP programme.

Most airframes have generic equipment fitted to their airframes that has its own airworthiness approval. Some TC holders list the equipment in the Limitations section of the Aircraft Maintenance Manual (AMM). If this is bespoke equipment to the TC holder's airframe (like flexible fuel wing tanks) then the airframe TC holders limits must be obeyed.

However, if the equipment is generic (Rotax engines, magnetos, seat harnesses and release hooks etc), has its own maintenance data/manuals/Service Bulletins/TCDS and there are no ADs prohibiting the extension of life (calendar or hours), then the owner can declare a deviation within the SDMP.

**An example ALI**.
If AMM says the airframe life is 12000 hours, but specifies factory approved check at every 3000 hours, then you should obey them both.

**An example Deviation of generic equipment listed in the Limitations Section of the manual.**
The seat harness manufacturer (or sometimes airframe manufacturer when a generic harness is fitted) states that the life of the harness is 12 years, but there are no ADs on the harness and they are still in good condition at the annual/ARC maintenance. The owner can declare a deviation within the SDMP if the BGA inspector performing the annual agrees they are in good condition.

**What are Airworthiness Directives (ADs)?**
In the car world this would be called a product recall. On an aircraft it is called an Airworthiness Directive. The law says you must obey it. The difference between a car and an aircraft, however, is that the aircraft or equipment manufacturer does not usually pay for it, the owner does. An AD is law and must be obeyed even if that means grounding an aircraft due to lack of spare parts etc.

ADs can be issued about the airframe, engine and equipment. Whenever an AD is published it will refer you to a Type Certificate Holder (TCH) Service Bulletin (SB) or Technical Note (TN) telling you what you must do in detail. Please note that ADs are often published before the Type Certificate Holder has put the advice on how to fix the AD on their websites.

The BGA endeavours to notify all owners when an AD is issued relevant to their aircraft.
All owners are encouraged to register (free of charge) on the CAA website to receive new Airworthiness Directives that are published (there are extensive filters, so you do not get all the Airbus ones!).
**An example one-off AD**. CAA might require a manufacturer to change an engine pylon because some have been found to be cracked. You must do it. Some ADs are recurring ADs and must be performed at intervals based on hours or calendar life or after certain events.

**An example recurring AD.** Control L'Hotellier coupling balls. At every annual maintenance it is a requirement to use a calibrated Micrometre or Vernier to check the sphericity and wear of the ball.

Owners **MUST** ensure AD compliance is recorded in the glider logbook.

**What is a deviation?**
A deviation is where the owner decides he/she does not want certain recommended maintenance to take place. They can sign the deviation section of the SDMP and take responsibility for deviating from the item. This cannot apply to ADs, Airframe ALI and BGA CAO requirements (eg. 10 year reweigh).

The inspector at the annual maintenance must be satisfied that the items to be deviated from are still in a satisfactory condition for their intended purpose and that all annual maintenance on that item has been performed.

If the inspector does not think the item to be deviated on is in a satisfactory condition the inspector must not sign the Certificate Release to Service (CRS) required at the Annual maintenance. Whatever you are deviating must be agreed with your inspector. All deviations are the responsibility of the owner and not the certifying engineer.

Deviations should not be seen solely as a money saving exercise but require careful thought of the engineering justification and safety implications prior to the owner taking that responsibility. If an owner is uncomfortable with the responsibility of deviations, then do not have any deviations.

**An Example Deviation**. The ASK21 maintenance manual says the Hydraulic brake hose has a 6-year life but it is not in the limitations section of the manual and has no AD mandating its replacement. At annual maintenance, if the BGA inspector can see no fault with it, this is recommended maintenance so can be deviated from.

**BGA CAO requirements**
Found in the BGA inspections and Compendium part of the airworthiness section in the members website. The BGA has more glider trend data than any other CAO going all the way back to the 1930s. We have used that trend data to identify issues that the BGA believes have potential safety implications. For instance, the BGA requires wooden gliders to have periodic glue inspections to ensure their glue is still strong enough.

To be part of the BGA CAO you must meet these standards. These requirements must be added to the SDMP. If you do not want to meet these requirements, then you must find another CAO to perform your annual maintenance and ARC.

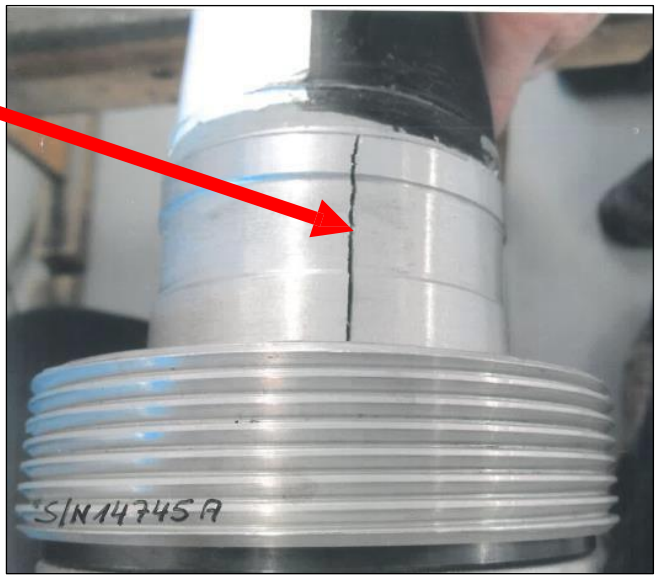
**Example BGA CAO requirement inspection.** BGA inspection **056/08/2014** control grip inspection is an annual requirement to ensure that all control grips are securely attached to the controls to avoid

detachment leading to loss of control (as has happened in previous accidents). This applies to all aircraft in the BGA CAO and is not type specific. This cannot be deviated from.

**What maintenance do I not have to do?**
If a glider or equipment Manufacturer publishes a Technical Note (TN) or Service Bulletin (SB) that refers to a product improvement, rather than being mandated by an AD, it is optional. Even if the TN or SB says it is mandatory. For instance, LS/DG Roegar hook fitting is a mandatory TN per the TC holder, but as far as CAA (they have not issued an AD mandating it) are concerned it is an optional product improvement. CAA overrules TC holder opinion so the Roegar hook does not have to fitted.

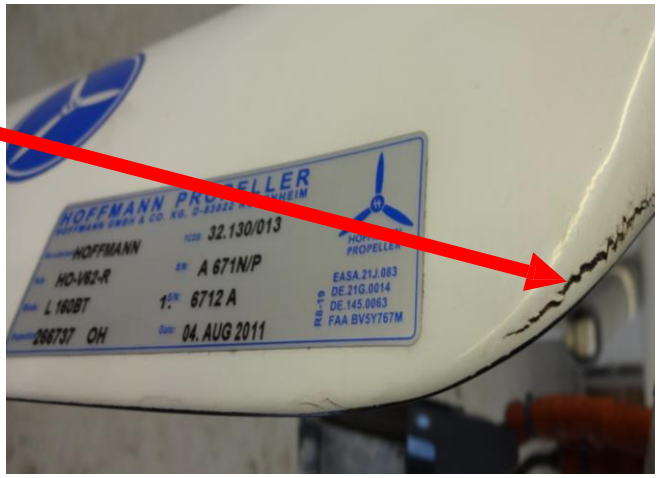
**Safety considerations for Deviations below. Propeller deviation example**
Motor glider 6-year mandatory overhaul of a variable Pitch propeller. If the propeller is maintained in accordance with the AMM/Propeller manual, is in good condition, stored in the correct environment and an assessment by the owner of the issues caused by deviating has been made then extending the life becomes an option. But is it sensible? See images below of props found damaged **only** during overhaul. Props kept outside under covers are far more susceptible to hidden damage that only an overhaul will find.

This metal Grob 109 hub is cracked, caused by wood expansion of the blade. This is virtually impossible to inspect for at an annual.
Extending the life of this prop is not without additional safety implications if the prop has been exposed to changing levels of humidity and temperature. For instance, leaving it outside under covers rather than a dry hanger.




These metal Grob 109 prop bolts are deeply pitted and worn, caused by wood expansion of the blade and fretting. These are less than 6 years old and have low hours on them. This is virtually impossible to inspect for at an annual.


This Grob 109 prop blade has expanded, cracking the outer glass fibre skin. It is less than 6 years old and low hours. The only fix is to give it to a factory approved repairer. This blade damage should be found on an annual or even a normal DI of the aircraft prior to first flight of the day.



**SZD Puchacz** owner can change the 50 (and other) hour inspections to an alternative schedule of inspection based on their years of knowledge of defects found on 50 hour inspections.

**Fuel/Oil/Hydraulic hoses** usually have a 6-year life because they perish, crack and harden. When replacing old lines, when possible use approved Teflon made lines that do not perish like rubber does. If your aircraft was designed for Avgas, but now runs on Mogas, it has been found that fuel lines designed for Avgas can deteriorate much quicker, resulting in rubber bits blocking the carbs or fuel filters. It has also been known to swell up internally and restrict the fuel flow. Ideally, before you put them on deviation some form of internal inspection inside to check they are in perfect condition is recommended.

**Seat Harness**. The BGA has traditionally put these on condition subject to meeting the requirements in BGA AMP document 4-8. The normal life is 12 years. An owner can choose to extend the life subject to the harness having no corrosion, discolouring, fretting, poor condition stitches or worn buckles attachments.

**Magnetos.** If there is no AD, then the Mandatory SB (500/250 hourly overhaul) can be deviated. However, in aircraft with just single a magneto this leaves no redundancy in case of Magneto failure.

**Engine life**. Usually certified engines have a 12-year life or 2000 hours (whatever the TC holder specifies) whichever comes first. This calendar life is due to issues of corrosion, fatigue and many of the rubber parts, gaskets and seals perishing. (Imagine a totally leak free old technology car engine after 12 years!).

Under the old LAMP, the engine life could be extended beyond 12 years and 2000 hours using CAA GR notice 24, but on page 346 of CAP 747 it now says this
*"d) …Owners of aircraft which qualify for the use of the MIP and who elect to self-declare their programme…. do not need to comply with this GR."*
But the engine life can still be extended using an owner declared deviation.

**Additional considerations for TMGs (not self-launching sailplanes) and Tugs**
50/150hour /6 monthly checks are only required if the TC holder mandates them. The SDMP mandates a 100 hour check (the airframe and engine should be counted totally independently apart from when performing the annual inspection). The 100-hour checklist is the same as the annual. However, if an owner wants to carry on having 50 hour checks they can do so.

Good quality Annual inspections (and the old 150 hour check) call for a high degree of servicing (removing wheels etc) where the MIP checklist calls for inspections. It would be reasonable to bias the 100 hour checklist more towards inspection rather than annual servicing, unless servicing is justified. For instance, a TMG that in 100 hours only does 40 flights, is less likely to need a wheel and brake service compared, to a TMG that has done 1000 take offs and landings in the same 100 hours. When performing annual maintenance you might have some annual ADs to perform that are not required every 100 hours.

**Constructing a Self-Declared Maintenance Programme (BGA SDMP 267)**
Using a BGA SDMP 267 (all the formatting has been done for you) all you need to do is enter the relevant data for your aircraft and make the declarations. But, before you can do that, you need to have all the data from the AFM, AMM, TCDS, BGA compendium, ADs, SB and TN compiled into your Log Book Pink pages and as a management tool we recommend the use of the BGA form 280 (example below) . You should already have this data from your up to date previous GMP..

If, however, you have to start from scratch because the old maintenance programme is poor quality then follow the process below. The BGA intend to (eventually) have an example BGA SDMP 267 for most popular types on the BGA website. The example below uses a fictitious ASK 21.

**Example 280 below**
The BGA280 is a document designed to help you manage and track all relevant maintenance on your aircraft. In this example anything that potentially could be recurring has been shaded yellow to make sure it is easily spotted. All ADs, lifed items and scheduled maintenance must be certified in the Green/Pink pages of your logbook.
Note that, on audits, most noncompliance of maintenance is due to poor management of tracking when lifed parts, ADs and scheduled maintenance were due (like hook life or airframe life etc).

**AD Status report / Record of mandatory items/ lifed equipment/ STCs and BGA inspections and Non mandatory tasks**

http://www.alexander-schleicher.de/

File ref:

Sheet: of:

| Registration: | BGA Number: | Aircraft Type: ASK21 | Airframe hours: | Launches/Landings | Serial Number: |
|---|---|---|---|---|---|
| | | | | | |

| Airworthiness Directive Number (AD) or date | Effected serial numbers | Tech note/Flight or Maintenance Manual page | Mandatory Advisory Optional | Description | Method of compliance. Items in yellow are likely to require checking most annuals/repairs or recovers. | Frequency When yellow it is a repeat item. | Last complied with | Next due | Signature & date |
|---|---|---|---|---|---|---|---|---|---|
| AD 2016-0192 Found here | Only if TN 25/TN 30 | TN38 | M | Inspection of the hand rudder system | Inspection and AFM/AMM updates | Once | | | |
| AD2013-0123 Found here | Only if TN4 fitted | TN4b | M | Placards and Markings | Update | Every reweigh | | | |
| AD 81-92 Found here | All | TN5b | M | Cockpit Placards Mod | Installation | Once | | | |
| AD84-02 Found here | Up to 21196 | TN10 | M | Release cable System | Modification | Once | | | |
| AD84-32/2 Found here | All | TN13a | M | Flight Manual Revision | Update | Once | | | |
| AD82-216 Found here | All | | M | Controls - Nicopress Sleeves | Inspection | Annual | | | |
| AD84-180 Found here | 21994 to 21228 | TN17 | M | Structural Inspection - Wheel Box Cut Out | Inspection | Once | | | |
| AD86-263 Found here | 21001 to 21312 | TN 19 | M | Inspection & replacement rudder pedal support | Inspection | Once | | | |
| AD86-263 Found here | 21001 to 21312 | TN 19 | M | Inspection & replacement rudder pedal support | Replacement | Once | | | |
| AD88-02 Found here | 21001 to 21345 | TN20 | M | Rudder pedals, airbrake, canopy | Replacement | Once | | | |
| AD88-02 Found here | 21001 to 21345 | TN20 | M | Rudder pedals, airbrake, canopy | Inspection | Annual | | | |
| AD90-350 Found here | 21206 to 21473 | TN22 | M | Elevator Control Inspection | Inspection | Once | | | |
| AD91-112 Found here | Up to 21495 | TN23 | M | Flight Manual Revision | Update | Once | | | |
| AD94-026 Found here | All | TN24 | M | Life Limitation | Inspection | 12000hrs | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AD1993-001/3 Found here | Only if L'hotellier fitted | | M | L'hotellier Inspection | Inspection | Annual / 3000hrs | | | |
| AD1994-001/2 Found here | Only if L'hotellier fitted | | M | L'hotellier Ball & Sockets | Inspection | Annual | | | |
| AD93-186 Found here | Upto 21205 | TN26 | M | Elevator Rod Inspection | Insp/Replace | Once | | | |
| AD1989-018/3 | All | Tost | M | Nose Hook | Insp/Replace | 2000 L | | | |
| AD1989-018/3 | All | Tost | M | Belly Hook | Insp/Replace | 2000 L | | | |
| Found here | All | TN2-2005 | M | Approved repair schemes | Every repair | Every repair | | | |
| Found here | All | TN02 | O | Installation of Inflatable Tailwheel | Optional Mod | Optional | | | |
| Found here | All | TN04a | O | Trim Ballast for Spin Flights | Optional Mod | Optional | | | |
| Found here | Upto 21053 | TN05a | M | Modification toe straps | Modification | Once | | | |
| Found here | All | TN06 | O | Mod - Flight Manual | Optional Mod | Optional | | | |
| Found here | All | TN07 | O | Trim Ballast | Optional Mod | Optional | | | |
| Found here | All | TN08 | O | Manual Revision | Optional | Optional | | | |
| Found here | 21206 upwards | TN11 | O | Automatic Elevator Connection | Optional Mod | Optional | | | |
| Found here | All | TN14 | M | Maintenance Manual Amendment | Update | Once | | | |
| Found here | Up to 21233 | TN15 | O | New Canopy Locking System | Optional Mod | | | | |
| Found here | All | TN 16 | O | Folding up front cockpit instrument panel | Optional Mod | | | | |
| Found here | Up to 21262 | TN18 | M | Trim indicator & reinforcing Bowden cable | Replacement | | | | |
| Found here | All | TN21 | M | Tow release couplings | Replacement | | | | |
| Found here | All | TN25 | O | Rudder actuated by hand lever | Optional Mod | | | | |
| Found here | Only if L'hottellier fitted | TN27 | M | Securing of L'hotellier quick release connectors | Inspection | | | | |
| Found here | | TN28 | O | Nose bolt with O-ring horizontal tail | Optional | | | | |
| Found here | All | TN29 | M | Service Life extension | Inspection | every 3000hrs | | | |

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|---|---|---|---|---|---|---|---|---|---|
| Found here | All | TN30 | O | Rudder control & relocation of tow release handle | Optional | | | | |
| Found here | All | TN31 | | Installation of transponder antennae | Optional | | | | |
| Found here | All | TN32 | O | Headrest for front seat | Optional | | | | |
| Found here | All | TN33 | O | Lighter wheel | Optional | | | | |
| Found here | All | TN34 | O | Larger wheel and wingtip wheels | Optional | | | | |
| Found here | All | TN35 | O | Weight information | Update | | | | |
| Found here | All | TN36 | O | Canopy lever improvement | Optional | | | | |
| Compendium Found here | All | AMM page 32 | M | Weigh every 4 years (Page 32 maintenance manual) unless using BGA compendium extension to 9 years. | Reweigh | 4 or 8 years | | | |
| Unofficial Maintenance manual here | All | AMM page 31 | M | **Brake hose life 6 years** (page 31 maintenance manual) | Replace | 6 years or 100 hour on condition | | | |
| **Maintenance instruction A** found here | All | K21Maintenance Instruction A | M | Air brake control circuit. Check symmetry of **airbrake lock is within 5 mm of each other**. **Maintenance instruction A** found here | Inspection | Annual | | | |
| Unofficial Maintenance manual here | All | AMM page 21 | M | **Brake pads and disc wear limits. Minimum 2.55mm material** left on pads and **4.242mm disc thickness** Only use Fluid 4 (Page 21 maintenance manual). | measure | Annual or after high utilisation of wheel brake. | | | |
| Unofficial Maintenance manual here | All | AMM page 43d | M | Check tapes or Mylar are in good condition and not shrunk. (Maintenance manual page 43d) | Inspect /replace | Annual | | | |
| BGA inspection 056-08 here | All | BGA inspection | M | Check security of stick and airbrake grips. BGA inspection here | Inspect/secure | Annual | | | |
| BGA inspection 011-12 here | All | BGA inspection | M | Flying control surface tape and seals must be in good condition | Inspect /replace | Annual | | | |
| BGA inspection 031-05 here | All | BGA inspection | M | Canopy gas struts must be strong enough not to accidently close in light winds | Inspect /replace | Annual | | | |
| **Lifed equipment fitted** | | | | 12 years life or on condition as per **BGA AMP 4-8** document found here | Inspect/replace | 12 years | | | |
| | | | | Hooks (if Tost fitted a mandated 10000 actuations and recommended 4 year life) | 10000 actuations and recommended 4 year life | 2000 launches | | | |

Now the required and owner preferred data is available, you should enter the recurring ADs, ALIs and BGA inspection/requirements in the BGA SDMP 267 checklist below, to make the Master SDMP for your aircraft.

The MIP was based on the BGA GMP for sailplanes and powered sailplanes so it fully meets the MIP requirements up to, and including, TMG once you have tailored it to your requirements.

For instance, if you have a Rotax engine, you should add the Rotax checklist to your worksheets in the same way you did for the LAMP.

There are declarations the owner must sign, plus he/she must sign for any deviations. Once complete, the inspector signs the CRS it in the normal way. If there are no deviations, then the owner does not have to re-sign the declaration every year.

**Minimum Inspection Programme for ELA1 sailplanes and ELA1 powered sailplanes not involved in commercial operations**
To be performed:
For TMG only, every annual/100 h intervals, whichever comes first; or
For Sailplanes/Sustainers and Self Launching Sailplanes, every annual interval.
A tolerance of one month or 10 h, as applicable, may be applied. However, the next interval shall be calculated from the date/hours originally scheduled (without the tolerance).

Under the previous Part M rules the annual inspection could be 'anticipated' by up to 90 days without loss, but under new PML the annual maintenance **cannot be anticipated** without loss. But is only valid for 12 months from the day the inspector signs the Certificate Release to Service (CRS) on the BGA SDMP 267

**Annual extension**.
The annual maintenance can be extended by up to 30 days by the owner if required. Please write this in the logbook. But only if the ARC is still valid for that extended period. However, the next interval shall be calculated from the date/hours originally scheduled (without the tolerance).

Note if there are any Airworthiness Directives (ADs) applicable that are actioned by calendar dates or hours due at the annual maintenance they cannot be extended. It should be noted that using the 1-month tolerance permitted by Part ML.A.302(d)(1) for the annual inspection may result in an expired ARC

To be performed: — every 100-h/annual interval (for TMGs), whichever comes first; or — every annual interval (for the rest).
A tolerance of 1 month or 10 h, as applicable, may be applied. The next interval shall be calculated from the time the inspection takes place.

Note 1: Use the manufacturer’s maintenance manual to accomplish each task/inspection.

Note 2: In the case of TMGs, it is acceptable to control the hours of use of the aircraft, engine and propeller as separate entities. Any maintenance check to be carried out between two consecutive100-h/annual inspections may be performed separately on the aircraft, engine and propeller, depending on when each element reaches the corresponding hours. However, at the time of the 100-h/annual, all the elements must be covered.

Note 3: Proper operation of backup or secondary systems and components should be carried out wherever a check for improper installation/operation is performed.

Below is an example of a BGA SDMP 267 used on a K21. Note the data on this document is not to be used as the SDMP for every K21 but is an example of the format only.

**BGA SDMP 267 template** (only for use in BGA airworthiness system)
updated to PART ML AMC 13th March 2020

| Part-ML Aircraft Maintenance Programmeme (AMP) | | | | | |
|---|---|---|---|---|---|
| **Aircraft identification** | | | | | |
| 1 | Registration: G-OOOO | | Type: ASK21 | Serial no(s): 00000000 | |
| | Owner: I M Blogs | | | | |
| **Basis for the maintenance programmeme** | | | | | |
| 2 | Minimum Inspection Programmeme (MIP) as detailed in the latest revision of AMC1 ML.A.302(d) ☒<br>**(List the tasks in Appendix A which is the BGA SDMP 267 below)** | | | | |
| **Design Approval Holder (DAH) Instructions for Continuing Airworthiness (ICA)** | | | | | |
| 3 | **Equipment manufacturer and type** | | **Applicable ICA reference (revision/date not required assuming the latest revision will always be used)** | | |
| 3a | Aircraft **(other than balloons)** | ALEXANDER SCHLEICHER GMBH AND CO SEGELFLUGZEUGBAU | ASK21 MAINTENACE MANUAL UPDATED WITH ALL THE SCHLEICHER TECHNICAL NOTES THAT APPLY TO THIS GLIDER | | |
| 3b | Engine (if applicable) | N/A | N/A | | |
| 3c | Propeller (if applicable) | N/A | N/A | | |
| **Additional maintenance requirements to DAH's ICA or to the MIP (applicable to all AMPs)** | | | | | |
| 4 | **Indicate if any of the following types of repetitive maintenance are included in the AMP (when replying 'YES', list the specific requirements in Appendix B (this means add to the BGA SDMP 267 mandatory and BGA CAO requirements found after task 89) to this AMP** | | | Yes | No |
| | Maintenance due to specific equipment and modifications | | | | No |
| | Maintenance due to repairs | | | | No |
| | Maintenance due to life-limited components (this should be only if the MIP is used. Otherwise, this data is already part of the DAH's data used as a basis for the AMP.) | | | Yes | |
| | Maintenance due to mandatory continuing airworthiness information (airworthiness limitations (ALIs), certification maintenance requirements (CMRs), specific requirements in the TCDS, etc.) | | | Yes | |
| | Maintenance recommendations, such as time between overhaul (TBO) intervals, issued through service bulletins, service letter, and other non-mandatory service information | | | Yes | |
| | Maintenance due to repetitive ADs | | | Yes | |
| | Maintenance due to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.) | | | | No |

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| | Maintenance due to type of operation or operational approvals | | No |
| | Other | | No |
| 5 | **Indicate if there is any maintenance task alternative to the DAH's ICA (when 'YES', list the specific alternative maintenance tasks in Appendix C). (Note most sailplanes will not need to use appendix C)** | Yes | No |

**Pilot-owner maintenance (only for balloons not operated under Subpart-ADD, or sailplanes not operated under Subpart-DEC, or other aircraft operated under Part-NCO)**

Remark: pilot-owner maintenance is not allowed for aircraft operated by commercial ATO/DTO

| | | | |
|---|---|---|---|
| 6 | **Does the Pilot-owner perform Pilot-owner maintenance (ref. Part-ML, ML.A.803)?**<br>**If yes, enter the name of the pilot-owner(s) authorised to perform such maintenance:**<br>**Pilot-owner name:** I M Blogs **Licence Number:** **123456**<br>**Signature:** ***I M Blogs*** **Date:** **12th June 2020**<br>**NOTE: It is possible to refer to a list in the case of jointly owned aircraft.** | Yes<br>Yes | No |

**Approval/declaration of the maintenance programmeme by owner**

7 **Declaration by owner**

***I hereby declare that this is the maintenance programmeme applicable to the aircraft referred to in block 1, and I am fully responsible for its content and, in particular, for any alternatives tasks to the DAH's data.'***

**Signature:** *I M Blogs* **Name:** I M Blogs **Date:** **12th June 2020**

**Certification statement**

8 ***'I will ensure that the aircraft is maintained in accordance with this maintenance programmeme and that the maintenance programmeme will be reviewed and updated as required'***

Signed by the person/organisation responsible for the continuing airworthiness of the aircraft according to ML.A.201:

Owner/Lessee/operator ☒ CAO ☐

Name of owner/lessee or CAO approval number: I M Blogs Address:

Telephone/fax:

E-mail:

Signature/Date:

9 Appendices attached to BGA SDMP 267

Appendix A YES ☒ NO ☐ SDMP 267 already complies with Appendix A requirement

Appendix B YES ☒ NO ☐ Add to the BGA SDMP 267 mandatory and BGA CAO requirements found after task 89 Appendix C

YES ☐ NO ☒ Not usually Required for sailplanes in the BGA

Appendix D YES ☐ NO ☒ Not usually required for sailplanes in the BGA

BGA Self-Declared Minimum Inspection Programme (MIP) form 267 for sailplanes and powered sailplanes (including TMG)

| Work pack file ref: | |
|---|---|
| Page No: | Total pages in workpack |

Registration. G-OOOO BGA No. 0007 Type. ASK21 Serial No. 00000

| Task Item | Description | Inspection detail | Operation Insp/check initials |
|---|---|---|---|
| **Tasks 1 to 62 applicable to all aircraft (delete row/line or write N/A as required)**<br>**Tasks 63 to 89 apply to powered sailplanes (delete row/line or write N/A as required)** | | | |
| 0 | **All Tasks General** | *The aircraft must be clean. Inspect for security, damage, wear, integrity, drain/vent holes clear, signs of overheating, leaks, chafing, cleanliness, and condition as appropriate to the particular task. Whilst checking GRP Composite structures check for signs of impact or pressure damage that may indicate underlying damage.*<br>*The manufacturer's maintenance manual must be used for specific maintenance instructions.* | |
| 1 | **Fuselage Paint/Gelcoat** | *Inspect external surface and fairings, gel coat, fabric, metal skins and paintwork. Check that registrations marks are correctly applied. All turbulator tapes are fitted correctly and secure.*<br>*Ensure compliance with Generic Requirement 8 Fabric Inspection.* | |
| 2 | **Fuselage structure** | Check frames, formers, tubular structure, skin and attachments. Inspect for signs if corrosion on tubular framework. Wooden structure inspection ref BGA Inspection 047/02/2006. | |
| 3 | **Nose Fairing** | Inspect for evidence of impact with ground or objects. Inspect nose tow release unit and aperture. | |
| 4 | **Rudder** | Check rudder assembly, hinges, attachments, balance weights. | |
| 5 | **Pot Pitot/Ventilator** | Check alignment of probe, check operation of ventilator and canopy demisting. | |
| 6 | **Centre section and fairing** | Inspect wing centre section including fairings for security, damage, and condition. | N/A |
| 7 | **Wing attachments** | Inspect the wing structural attachments. Check for damage, wear, and security. Check for rigging damage. Check condition and security of wing attachment pins, associated bearings, and wing main bolts. | |
| 8 | **Canopy, doors, locks, jettison** | Inspect canopy/door and frame and transparencies for cracks, unacceptable distortion, and discoloration. Check operation of all locks and catches.<br>Carry out an operational test of the canopy jettison system from all positions.<br>Canopy jam during jettison inspection ref BGA Inspection 021/10/2001.<br>Check canopy gas strut inspection ref BGA Inspection 031/05/2002. | |
| 9 | **Seat / cockpit floor** | Inspect seat (s). Check that all loose cushions are correctly installed and as appropriate, energy absorbing foam cushions are fitted correctly and secured. Ensure that all seat adjusters fit lock correctly. Seat trim inspection ref BGA Inspection 019/10/2001. | |
| 10 | **Cleanliness / loose article check** | Check under cockpit floor/ seat pan and in rear fuselage for debris and foreign items. | |
| 11 | **Front skid/nose wheel & mounts** | Inspect for evidence of hard/heavy landings. Check skid wear. Inspect wheel, tyre and wheel box. Check tyre pressure. | |
| 12 | **Mainwheel, tyre & brake assembly** | There should be zero play (unless a tolerance is specified in the manual) in the brake torque link/stud. Check for integrity of hydraulic seals and leaks in pipe work. Check life of hydraulic hoses and components if specified by manufacturer. Remove brake drums, check brake lining wear. Check disk/drum wear. Refit drum. Check brake adjustment.<br>**CAUTION: BRAKE DUST MAY CONTAIN ASBESTOS.**<br>Check operation of brake. Check level of brake fluid and replenish if necessary.<br>**CAUTION: CHECK TYPE OF BRAKE FLUID USED AND OBSERVE SAFETY PRECAUTIONS.**<br>If DOT 3 or DOT 4 automotive brake fluid is used; change at regular intervals as it absorbs water.<br>Tyres check for wear, sidewall damage, perishing, correct pressure and creep marks have not moved. | |

| | | | |
|---|---|---|---|
| 13 | **Undercarriage suspension** | Check springs, bungees, shock absorbers, and attachments. Check for signs of damage.<br>Service strut if applicable. If rubber parts fitted check for perished rubber and bulges.<br>Note: Carry out with weight off the landing gear. | |
| 14 | **Undercarriage retraction system** | Check retraction mechanism and controls with aircraft on jacks/dolly, check warning system if fitted, gas struts, doors, and linkages/springs, over centre/locking device. Perform retraction test. | N/A |
| 15 | **Tail skid / wheel** | Inspect for evidence of hard/heavy landings. Check skid wear. Inspect wheel, tyre and wheel box. Check bond of bonded skids. Check tyre pressure. Check retracting tailwheel mechanism if fitted. | |
| 16 | **Release hooks** | Inspect nose and C of G release hooks and controls as per manufacturer's instructions.<br>Check operational life against manufacturer's instruction (both calendar life and actuations).<br>Carry out operational test. If more than one release hook or control is fitted check operation of all release hooks from all positions. | |
| 17 | **Harnesses** | Inspect all harnesses for condition and wear of all fastenings, webbing, check attachment points for wear/fatigue and fittings. Check operation of release and adjustments. See BGA AMP manual Leaflet 4-8 for advice. | |
| 18 | **Flight/rudder pedal assemblies** | Inspect rudder pedal assemblies and adjusters. Inspect cables for wear and damage, especially in the rudder pedal S bends if fitted. | |
| 19 | **Rudder control circuit & stops** | Inspect rudder control rods/cables. Check that control stops are contacting and secure. Pay attention to wear and security of liners and cables in "S" tubes. Check rudder assembly, hinges, attachments, and balance weights are secure. | |
| 20 | **Elevator control circuit & stops** | With the tail plane derigged, check tail plane attachments, inspect elevator control rods/cables. Check that control stops are contacting and secure. Inspect self-connecting control devices, check gel coat, fabric covering or metal skin. | |
| 21 | **Aileron and flap control circuit & stops** | Inspect aileron control rods/cables. Check that control stops are secure and make contact.<br>Inspect connecting control devices for security, damage, free play and secure mounting. | |
| 22 | **Flap control circuit and detents** | Inspect flap control circuit, check any gas struts fitted work as specified. Check that all detents and springs in the flap circuit and handle operate correctly as specified by Manufacture and detents are not too excessively worn. | |
| 23 | **Trimmer control circuit** | Inspect trimmer control rods/cables. Check friction/locking/connecting devices. Inspect trim indication for proper adjustment and function | |
| 24 | **Air brake control circuit** | Inspect air brake control rods/cables/belcranks and brackets. Check friction/locking device (if fitted).<br>Inspect connecting control devices for security, damage, free play and secure mounting. Inspect air brake locking for proper adjustment and positive locking. | |
| 25 | **Wheel brake control circuit** | Inspect wheel brake control rods/cables. If combined with air brake, ensure correct rigging relationship and you can still achieve full airbrake. Check parking brake operation (if fitted). | |
| 26 | **Instrument panel assemblies** | Inspect instrument panel and all instruments/equipment. Check that instrument readings are consistent with ambient conditions. Check marking of all switches, circuit breakers and fuses are correctly labelled. Registration is displayed on instrument panel.<br>Check operation of all installed equipment i.a.w. manufacturer's instructions.<br>Check all instruments are marked as required by Flight Manual. | |
| 27 | **Pitot/static system** | Inspect pitot probes, static ports all tubing (as accessible) for security, damage, cleanliness, kinking and condition. Drain any water from condensate drains. Perform system leak check. Inspect hoses for condition, operational check. | |
| 28 | **ASI functional check** | Carry out a pitot static leak check and functional check of the airspeed indicator (in situ if possible). In case of indications of malfunctions (max error 2 knots), carry out an airspeed indicator calibration check. Ensure colour coding is compliant with flight manual. | |
| 29 | **Altimeter datum** | Check barometric sub scale by altimeter QNH reading. (max. error 2 Mb). | |
| 30 | **Electrical installation/ fuses/trips** | Check all electrical wiring for condition. Check for signs of overheating and poor connections. Check fuses/trips for condition and correct rating. | |
| 31 | **Battery, retention, crashworthiness, and condition** | Check battery mounting for security and operation of clamp. Check for battery crashworthiness (ideally 25 Gs in all directions). Check for evidence of electrolyte spillage and corrosion. Check that battery has the correct main fuse fitted.<br>It is recommended to carry out battery capacity test on gliders equipped with radio, used for cross-country, airways or competition flying. Note: In accordance with equipment manufacturer's recommendations where capacity checks are recommended by the equipment manufacturer. See BGA AMP manual leaflet 4-9. | |
| 32 | **Oxygen systems** | Inspect oxygen system. Check bottle hydrostatic test date expiry i.a.w. manufacturer's recommendations. Ensure that bottle is not completely empty (200psi min) refill with aviator's oxygen only. Clean masks and regulators with approved cleaning wipes.<br>Ensure that oxygen installation is recorded on weight and C of G schedule. Check all instruments are marked as required by Flight Manual.<br>**CAUTION: OBSERVE ALL SAFETY PRECAUTIONS** | |

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|---|---|---|---|
| 33 | **Radio installations and placards.** | Check radio installation, microphones, speakers and intercom if fitted. Check that call sign placard is installed. Check aircraft registration placard is visible near radio.<br>Carry out radio ground function test. Record type fitted. All avionics (including transponders) to be maintained as per the manufacturer's instructions and applicable ADs. | |
| 34 | **Transponder** | Perform operational check. Check BGA AMP on transponder maintenance. | |
| 35 | **Removable ballast** | Check removable ballast mountings and securing devices for condition. (including fin ballast, if applicable) Check that ballast weights are painted a conspicuous colour. Check that provision is made for the ballast on the loading placard. Check that the ballast arrangements as configured are supported by the Flight Manual (technical notes often require flight manual amendments). | |
| 36 | **Colour coding of controls** | Ensure that controls are colour coded in accordance with the AFM and in good condition, as follows;<br>Tow release: Yellow<br>Air Brakes: Blue<br>Trimmer: Green<br>Canopy normal operation: White<br>Canopy jettison: Red | |
| 37 | **Equipment stowed in centre section** | Check for security and condition. Check validity of any safety equipment. Check manufacturer's and NAA (if required) data plates. | |
| 38 | **Wing struts/wires** | Inspect struts for damage and internal corrosion. Re-inhibit struts internally every 3 years or in accordance with the manufacturer's instructions. | N/A |
| 39 | **Drag chutes & controls** | Check for correct operation. Inspect chute, rigging lines, packing and release mechanism. Check packing intervals. | N/A |
| 40 | **Water ballast system** | Check water ballast system, wing and tail tanks as fitted. Check filling points, level indicators, vents, dump and frost drains for operation and leakage.<br>If loose bladders are used check for leakage and expiry date as applicable. Ensure outside temp gauge is fitted and reads ambient temperature.<br>**Note if fin tank is fitted Always ensure it drains correctly** | N/A |
| 41 | **Tailplane and elevator** | With tailplane de-rigged check tailplane and attachments, self-connecting and manual control connections, check condition of gel coat, fabric or metal skin.<br>All turbulator tapes are fitted correctly and in secure.<br>Check condition and fitment of sealing tape ref BGA Inspection 009/10/2000.<br>Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000.<br>Generic Wooden structure inspection ref BGA Inspection 047/02/2006. | |
| 42 | **Left wing, winglet and tip extension including underside registration markings** | Check mainplane structure externally and internally as far as possible. All vents and drain holes are clear. Check gel coat or fabric covering. Check registration marks are correctly applied. Ensure all boundary layer blow holes are not blocked and pressure feed system for them is serviceable. All turbulator tapes are fitted correctly and secure.<br>Inspect the structural attachments of winglet and wing attachments. Check for damage, wear, and security.<br>Ensure compliance with Generic Requirement 8, Fabric Inspection.<br>Generic Wooden structure inspection ref BGA Inspection 047/02/2006. | |
| 43 | **Left wing controls** | Inspect aileron and flaperon assemblies, hinges, control connections, springs/bungees, tapes and seals. Ensure that seals do not impair full range of movement.<br>Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000. | |
| 44 | **Left air brake/spoiler** | Inspect air brake/spoiler panel(s) operating rods, closure springs, and friction devices as fitted. Check locking forces if specified by manufacturer or AD. | |
| 45 | **Left Flap** | Check flap system and control. Inspect connecting control devices. | N/A |
| 46 | **Right wing winglet and tip extension including underside registration markings** | Check main plane structure externally and internally as far as possible. All vents and drain holes are clear. Check gel coat or fabric covering. Check registration marks are correctly applied. Ensure all boundary layer blow holes are not blocked and pressure feed system for them is serviceable. All turbulator tapes are fitted correctly and secure.<br>Inspect the structural attachments of winglet and wing attachments. Check for damage, wear, and security.<br>Ensure compliance with Generic Requirement 8, Fabric Inspection.<br>Generic wooden structure inspection ref BGA Inspection 047/02/2006 | |
| 47 | **Right wing controls** | Inspect aileron and flaperon assemblies, hinges, control connections, springs/bungees, tapes and seals. Ensure that seals do not impair full range of movement.<br>Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000. | |
| 48 | **Right air brake/spoiler** | Inspect air brake/spoiler panel(s) operating rods, closure springs, and friction devices as fitted. Check locking forces as specified by AMM or AD | |
| 49 | **Right Flap** | Check flap system and control. Inspect connecting control devices. | N/A |
| 50 | **Bonding/vents/ drain** | Check all bonding leads & straps. Check all vents and drains are clear from debris. | |
| 51 | **Lubrication** | Lubricate and replenish fluids in accordance with manufacturer's requirements | |
| 52 | **Markings** | Check side and under-wing markings are correct. If applicable, an exemption for alternate display is approved. Ident plate for CAA registered aircraft present. Identification plate for National Aviation Authority registered aircraft is present. Other identification markings in accordance with local (national) rules. BGA Number on fuselage for BGA registered aircraft. | |

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| 53 | **Mandatory checks** | Check for compliance of all mandatory modifications, airworthiness directives and inspections applicable to the airframe, accessories & equipment. Record compliance in the logbook.<br>State of design Type Certificate and STC holder AD list, BGA Compendium, BGA Technical News Sheet, BGA Mandatory inspections, manufacturer's mandatory check list (if available). | |
| 54 | **Manufacturer's recommendation and life inspections** | Review manufacturer's maintenance schedules and instructions for continued airworthiness for the airframe to establish if any additional work, servicing or preservation action is required.<br>**Any Deviations from TCDS holder's recommendations must be recorded and signed for by the owner.** | |
| 55 | **Control deflections, free play and record them on worksheets** | Check and record range of movements and cable tensions (if specified), check free play. If no free play limits are specified in the manual, then no more than 3mm in trailing edge of control is permitted. | |
| 56 | **Duplicate inspections** | Record each item requiring a duplicate inspection on an additional worksheet and complete prior to releasing aircraft back to service. | |
| 57 | **Weighing** | Review weighing record to establish accuracy against installed equipment. Weigh the aircraft as required by the relevant regulation for air operation.<br>Check date of last weighing (BGA Maximum deviation period for re-weigh is 9 years). See Generic Requirement 10 and BGA AMP. However, between 9-year cycles, the C of G must be calculated in accordance with Part NCO. For EL1 aircraft the mass and centre of gravity (CG) position should be revised whenever the cumulative changes to the dry operating mass exceed ± 0.5 % of the maximum landing mass or, for aeroplanes, the cumulative change in CG position exceeds 0.5 % of the mean aerodynamic chord. This may be done by weighing the aircraft or by calculation. If the AFM requires to record changes to mass and CG position below these thresholds, or to record changes in any case, and make them known to the pilot-in-command, mass and CG position should be revised accordingly and made known to the pilot-in-command. | |
| 58 | **Placards Speed/weight/ manoeuvre** | Check placard is correct and legible and accurately reflects the status of the aircraft in accordance with the AFM. | |
| 59 | **Hours** | Hours at this inspection. | |
| 60 | **Launches** | Launches at this inspection. | |
| 61 | **Modifications** | Review Logbook and verify that any modifications incorporated since last Airworthiness Certificate or ARC renewal have been approved and correctly embodied and recorded. | |
| 62 | **Logbook** | Complete Logbook entry. Ensure that all flying records are entered and up to date. | |
| 63 | **Flight Manual** | Verify that the Aircraft Flight Manual or Operating Handbook is at the latest revision. | |
| **Tasks 64 to 89 are only applicable to Powered Sailplanes** | | | |
| 64 | **Engine pylons & mountings & flexible vibration dampers and starter motor (if fitted)** | Inspect engine and pylon installation. Check engine compartment and fire sealing. Check pylon for cracks and delamination if made from composites. Ensure all rubber parts (especially engine mounts) are not perished, cracked or deteriorated. Check starter motor security, casing, wiring, condition of drive gear and flywheel if fitted. | N/A |
| 65 | **Gas strut** | Check gas strut with AMM. | N/A |
| 66 | **Pylon/engine stops** | Check limit stops on retractable pylons. Check restraint cables. | N/A |
| 67 | **Electric actuator** | Inspect electric actuator, motor, spindle drive and mountings. | N/A |
| 68 | **Electrical wiring, external and internal lights/strobes/ beacons** | Inspect all electrical wiring. Pay special attention to wiring that is subject to bending during extension and retraction of engine/pylon.<br>Check function of all lights. | N/A |
| 69 | **Limit switches** | Check operation of all limit switches & strike plates. Ensure not damaged by impact. | N/A |
| 70 | **Fuel tank** | Check fuel tank mountings, electrical bonding, and tank integrity. Check fuel quantity indication system if fitted. If a GRP tank is fitted ensure the integrity of the internal resin in case it has been affected by ethanol and other contaminants contained in certain fuels. Filling nozzle receptacle correctly labelled | N/A |
| 71 | **Fuel pipes & vents** | Check all fuel pipes especially those that are subject to bending during extension and retraction of engine/pylon. Check vents clear. Ensure overboard drains do not drain into engine compartment.<br>Check self-sealing couplings. Ensure all swaged fittings, jubilee clips are secure and there is no perishing. | N/A |
| 72 | **Fuel cock or Shut off Valve** | Check operation of fuel cock or shut off valve & indications. | N/A |
| 73 | **Fuel pumps and filters** | Clean or replace filters as recommended by manufacturer<br>Check operation of fuel pumps for engine supply or tank replenishment.<br>Check fuel pump controls and indications. | N/A |
| 74 | **Decompression valve** | Inspect decompression valve and operating control. | N/A |

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| 75 | **Ignition and Spark plugs** | Carry out spark plug service. Check plug gaps. It is recommended to replace spark plugs at annual intervals. | N/A |
| 76 | **Ignition, Harnesses & magneto** | Inspect Ignition system including spark plugs, distributor and cables for condition and damage. Inspect low-tension and high-tension wiring, connectors, spark plug caps. Check magneto-to-engine timing. | N/A |
| 77 | **Propeller** | Inspect propeller, hub, prop bolts torque (if require) folding mechanism, brake, pitch change mechanism, stow sensors, belts and pulleys condition and tension. Lubricate all as required by TCDS holder. Check overhaul period and TBO of propeller. | N/A |
| 78 | **Doors** | Check engine compartment doors, operating cables, rods and cams. | N/A |
| 79 | **Safety springs** | Check all safety and counterbalance springs. | N/A |
| 80 | **Extension and retraction** | Check extension and retraction operation times are within limits specified by manufacturer. Check light indications and interlocks for correct operation. Check for factory software updates every year. | N/A |
| 81 | **Exhaust, turbocharger, cabin and carburettor heat.** | Inspect exhaust system, silencer, shock mounts and links. Pressure test cabin and carb heater exhaust heat exchanger (if applicable). Check turbocharger as required by TCDS holder.<br>See CAA CAP 562 CAAIP Leaflet B-190 for further guidance | N/A |
| 82 | **Engine installation** | Carry out compression tests on all pistons and record results (for piston engines).<br>Compression test results:<br>No 1 (left/front); and<br>No 2 (right/rear).<br>Inspect engine and all accessories. | N/A |
| 83 | **Lubrication** | Change engine oil and filter (cut filter open and check gauze for contamination and metal). Replenish oil and additive tanks. | N/A |
| 84 | **Engine instruments and controls** | Inspect all engine instruments and controls. Check control unit, mounts, bonding, and connections. Carry out internal self-test if fitted. Check engine and propeller controls for full and free movement – throttle, mixture, carburettor heat, cowl flaps and propeller pitch. | N/A |
| 85 | **Engine battery and capacity test** | If separate to airframe battery, Inspect battery and mountings. If main fuse is fitted check rating and condition. Carry out capacity test, refer to AMM l for guidance. | N/A |
| 86 | **Placards** | Check all placards in accordance with Flight/Maintenance Manual and are legible. | N/A |
| 87 | **Oil and fuel leaks** | Perform ground run (except with dive start engines). Check temperatures and pressures and indication within permitted range. With the engine fully serviced (and ideally still warm from a check run) check the fuel and oil system for leaks. | N/A |
| 88 | **Mandatory checks** | Check for compliance of all mandatory modifications, Airworthiness Directives and inspections applicable to the engine, propeller, accessories & equipment. Record compliance in the logbook. TCDS holder AD list, AD list, Equipment ADs (including Technical notes and Service Bulletins) BGA Compendium, BGA Technical News Sheet, BGA Mandatory Inspections, BGA Compendium, in service issues, manufacturer's mandatory check list (if available) and factory service bulletins and technical notes. | N/A |
| 89 | **Manufacturer's recommendation** | Review manufacturer's maintenance schedules and instructions for continued airworthiness for the engine/propeller to establish if any additional work is required. All recommendations not carried out require an owner declared deviation. | N/A |

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|---|---|---|
| **CAA Mandatory items.** Add ALIs (found in section 4 of modern AMM and TCDS), only add CAA and State of Design ADs that are recurring (add more rows/lines if required) | | |
| AD82-216 | Nicopress sleeves inspection after any cable replacement. | Annual |
| AD94-026 TN24 | Airframe life limitations (effectively superseded by TN29) | 3000 hrs |
| AD1993-001/3 and AD1994-001/2 | Checking of L'Hotellier fittings | Annual |
| LBA AD1989-018/3 | Tost hook condition and life (mandatory 10000 actuations and recommended 4 years life) | Annual |
| | | |
| | | |
| **BGA and owner requirements** (found in Compendium and BGA inspections) and if desired add advisory Maintenance Manual recommendations (if embodied and not already included in the SDMP 267) add more rows/lines below if required. You can also add other maintenance you want to include on this form. For instance, Flarm software updates or reminders from the Maintenance Manual. | | |
| BGA Mandatory inspection 056-08 | Check security of stick and airbrake grips as required by AAIB recommendation | Annual |

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| BGA Mandatory inspection 011-12 | Flying control surface tape and seals must be in good condition | Annual |
| BGA Mandatory inspection 031-05 | Canopy gas struts must be strong enough not to accidently close in high winds | Annual |
| BGA compendium | Reweigh at least every 9 years. | 9 years |
| Flarm and airspace update | Update Flarm and airspace software | Annual |
| Maintenance instruction A | Airbrake control circuit. Check symmetry of airbrake lock is within 5 mm of each other. | Annual |
| Page 21 maintenance manual | Brake pads and disc wear limits. Minimum 2.55mm material left on pads and 4.242mm disc thickness. Only use Fluid 4 | Annual |
| Maintenance manual page 43d | Check tapes or Mylar are in good condition and not shrunk | Annual |
| | | |
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| Add any Deviations from TCDS holder and equipment manufacturer recommendations from mandatory service bulletins, AMM, AFM and TCDS. The BGA requires justification and Acceptable Means of Compliance for Deviations. No deviations are permitted from Airworthiness Directives or mandatory maintenance (ALIs) or BGA CAO requirements as specified in the Maintenance/Flight Manuals, TDCS, ADs and BGA Compendium (add more rows/lines if required) | | | | ***Owner must sign & date below*** |
|---|---|---|---|---|
| Service/life/tbo Interval | | Task Description | Engineering justification and alternative means of compliance (AMC). Add extra documents to this MIP section as required to support AMC and engineering justification of a deviation. | ***Owner must sign & date below*** |
| TC holder recommendations (hrs/cyc/cal) | Changed to | | | |
| 6 years | Annual review | Replace out of calendar life brake hose | Brake hose life extended to annual inspection. History in over 35 years of service shows when the hose has unintentionally not been changed, to not affect safety when annually inspected | *Owners signature and date* |
| 12 years | Annual review | Gadringer harness life | Harness life extended from 12 years to annual review subject to annual inspection using BGA AMP 4-8 guidelines. Within the BGA CAO strict adherence to BGA AMP 4-8 guidelines has shown seat harnesses have been safely extended with no loss/perceivable loss of serviceability. | *Owners signature and date* |
| 4 years | 8 years | Reweigh interval Page 32 AMM | Reweigh interval extended from 4 years to 8 years | *Owners* |

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| | | | unless anything happens to change the weight or C of G. While in the BGA CAO history has shown there has been no change to safety by extending the reweigh period to 8 years | *signature and date* |
| 4 years | Annual review | Tost 4 year recommended replacement/overhaul of release hooks | History has shown that subject to annual maintenance and lubrication (IAW Tost hook maintenance procedures) that service life is unaffected extending the 4 year recommendation. | *Owners signature and date* |
| | | | | |
| | | | | |
| | | | | |

| General Remarks | | | |
|---|---|---|---|
| Date of ARC :<br>Other remarks: | | | |
| Record identifying marks. | Fin: | Fuselage: | Under wing: |
| **Certificate of Release to Service** | | | |
| All work has been recorded in the appropriate logbook and all additional worksheets have accounted for and certified and for BGA registered gliders.<br>The work specified, except as otherwise specified, was carried out in accordance with Part-ML, and in that respect is considered ready for release to service**. BGA Approval No. UK.CAO.0025** | | | |
| (* Written signature required)<br>Inspector Name: Signed Date: BGA Inspector No: | | | |

The above document becomes your master template for your annual maintenance.

**For Tugs,** the MIP is below and needs to be customised to the aircraft in much the same way as LAMP was, but including a section for deviations and the owner declaration seen above in the BGA SDMP 267. The example below is taken straight from the AMC.

Note this does away with the LAMP required 50/150hour/6 monthly check, but now requires a 100hour check to be repeated every 100 hours. Example below.

**Minimum Inspection Programmeme for ELA aeroplanes not involved in commercial operations**

It should be noted that using the 1-month tolerance permitted by ML.A.302(d)(1) for the annual inspection may result in an expired ARC.

MIP for aeroplanes of 2 730 kg MTOM and below
To be performed at every annual/100-h interval, whichever comes first.
A tolerance of 1 month or 10 h may be applied. The next interval shall be calculated from the time the inspection takes place.

Note 1: Use the manufacturer's maintenance manual to accomplish each task/inspection.
Note 2: Proper operation of backup or secondary systems and components should be performed wherever a check for improper installation/operation is carried out.

The MIP cannot be converted into a word format at time of writing.
This can be found on pages 20 to 24 in the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex Vb (Part-ML) to Regulation 1321/2014.