

## BGA SDMP 267 template (only for use in BGA airworthiness system)

Aircraft Maintenance Programme (AMP)					
Aircraft identification					
1	Registration:	Type: Discus CS-WL	Serial no(s): 148 CS		
Basis for the maintenance programme					
2	This is the BGA recommended option for owners to declare their aircraft maintenance program. This template is for all ELA1 Sailplanes, Self-Launching/Sustaining sailplanes and TMG, not involved in commercial operations, declaring the "other" Programme complying with M.A.302(i) <input checked="" type="checkbox"/> Note the BGA SDMP 267 lists all the scheduled inspection requirements in tasks 1 to 89 and is equivalent to EASA Appendix A, AMC M.A.302 (e) , required by EASA 'Minimum Inspection Programme'.				
Design approval holder (DAH) maintenance data					
3	Equipment manufacturer and type:		Applicable maintenance data reference (at latest revision)		
3a	Aircraft (other than balloons)	SCHEMPP-HIRTH FLUGZUEBAU GMBH	Discus CS Maintenance Manual updated with all technical notes that relate to this glider type and serial number.		
3b	Engine (if applicable)	N/A	N/A		
3c	Propeller (if applicable)	N/A	N/A		
Additional maintenance requirements not covered above (applicable to all AMPs, regardless of whether they are based on design approval holder (DAH) data or minimum inspection programmes (MIPs))					
4	Indicate if any of the following additional maintenance requirements are applicable (when replying 'YES', list the specific requirements in Appendix B (add to the BGA SDMP 267 EASA mandatory and BGA CAMO requirements found after task 89) to this AMP			Yes	
	Maintenance due to specific equipment and modifications			Yes	
	Maintenance due to life-limited components			Yes	
	Maintenance due to mandatory continuing-airworthiness information (airworthiness limitations (ALIs), certification maintenance requirements (CMRs), specific requirements in the TCDS, etc.)			Yes	
	Maintenance due to repetitive ADs				No
	Maintenance due to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.)			Yes	
	Maintenance due to type of operation or operational approvals				No
5	Indicate if there is any maintenance due to specific recommendations in service bulletins, service letters, etc. (when replying 'YES', list the specific recommendations and any deviations in Appendix B to this AMP)				No



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

Registration:

BGA No:

Type. Discus: CS-WL

Serial No: 148 WL

Task Item	Description	Inspection detail	Operation Insp/check initials
<b>Tasks 1 to 62 applicable to all aircraft (delete row/line as or write N/A as required)</b>			
<b>Tasks 63 to 89 apply to powered sailplanes (delete row/line as or write N/A as required)</b>			
0	<b>All Tasks General</b>	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. The manufacturer's maintenance manual must be used for specific maintenance instructions.	
1	<b>Fuselage Paint/Gelcoat</b>	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.	
2	<b>Fuselage structure</b>	Check frames, formers, tubular structure, skin and attachments. Inspect for signs if corrosion on tubular framework.	
3	<b>Nose Fairing</b>	Inspect for evidence of impact with ground or objects. Inspect nose tow release unit and aperture.	
4	<b>Rudder</b>	Check rudder assembly, hinges, attachments, balance weights.	
5	<b>Pot Pitot/Ventilator</b>	Check alignment of probe, check operation of ventilator and canopy demisting.	
6	<b>Centre section fairing</b>	Inspect for security, damage and condition.	
7	<b>Wing attachments</b>	Inspect the wing structural attachments. Check for damage, wear and security. Check for rigging damage. Check condition and security of wing attachment pins and associated bearings.	
8	<b>Canopy, doors, locks, jettison</b>	Inspect canopy/door and frame and transparencies for cracks, unacceptable distortion and discoloration. Check operation of all locks and catches. Carry out an operational test of the canopy jettison system from all positions. Canopy jam during jettison inspection ref BGA Inspection 021/10/2001. Check canopy/instrument panel gas strut inspection ref BGA Inspection 031/05/2002.	
9	<b>Seat / cockpit floor</b>	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 and lock correctly.	
10	<b>Cleanliness / loose article check</b>	Check under cockpit floor/ seat pan and in rear fuselage for debris and foreign items.	
11	<b>Front skid/nose wheel &amp; mounts</b>	Inspect for evidence of hard/heavy landings. Check skid wear. Inspect wheel, tyre and wheel box. Check tyre pressure.	
12	<b>Mainwheel, tyre &amp; brake assembly</b>	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. Remove brake drums, check brake lining wear. Check disk/drum wear. Refit drum. Check brake adjustment. <b>CAUTION: BRAKE DUST MAY CONTAIN ASBESTOS.</b> Check operation of brake. Tyres check for wear, sidewall damage, perishing, correct pressure and creep marks have not moved.	
13	<b>Undercarriage suspension</b>	Check springs, bungees, shock absorbers, and attachments. Check for signs of damage. Service strut if applicable. If rubber parts fitted check for perished rubber and bulges. Note: Carry out with weight off the landing gear.	
14	<b>Undercarriage retraction system</b>	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.	
15	<b>Tail skid / wheel</b>	Inspect for evidence of hard/heavy landings. Check skid wear. Inspect wheel, tyre and wheel box. Check bond of bonded skids. Check tyre pressure.	

16	<b>Release hooks</b>	Inspect nose and C of G release hooks and controls as per manufacturer's instructions. Check operational life against manufacturer's instruction (both calendar life and actuations). Carry out operational test. If more than one release hook or control is fitted check operation of all release hooks from all positions.	
17	<b>Harnesses</b>	Inspect all harnesses for condition and wear of all fastenings, webbing and fittings. Check operation of release and adjustments. See BGA AMP manual Leaflet 4-8 for advice.	
18	<b>Flight/rudder pedal assemblies</b>	Inspect rudder pedal assemblies and adjusters.	
19	<b>Rudder control circuit &amp; stops</b>	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. Refer to MM Pg 13 Para 3.2 – Rudder cable wear (every 200FH or annual)	
20	<b>Elevator control circuit &amp; stops</b>	With the tailplane derigged, check tailplane 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	<b>Aileron and flap control circuit &amp; stops</b>	Inspect aileron control rods/cables. Check that control stops are contacting and secure. Inspect self-connecting control devices.	
22	<b>Flap control circuit and detents</b>	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.	N/A
23	<b>Trimmer control circuit</b>	Inspect trimmer control rods/cables. Check friction/locking/connecting devices.	
24	<b>Air brake control circuit</b>	Inspect air brake control rods/cables/bellcranks/bracket. Check friction/locking device (if fitted). Inspect self-connecting control devices.	
25	<b>Wheel brake control circuit</b>	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	<b>Instrument panel assemblies</b>	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. Check operation of all installed equipment as possible i.a.w. manufacturer's instructions. Check all instruments are marked as required by Flight Manual.	
27	<b>Pitot/static system</b>	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.	
28	<b>ASI operational check</b>	Carry out accuracy of the airspeed indicator (in situ permissible) i.a.w. manufacturer's instructions (use manufacturer's limits. If Not avail. Max error 2 knots). Ensure colour coding has been applied if required in flight manual.	
29	<b>Altimeter datum</b>	Check barometric sub scale. (max. error 2 Mb).	
30	<b>Electrical installation/ fuses/trips</b>	Check all electrical wiring for condition. Check for signs of overheating and poor connections. Check fuses/trips for condition and correct rating.	
31	<b>Battery</b>	Check battery mounting for security and operation of clamp. Check for evidence of electrolyte spillage and corrosion. Check that battery has the correct main fuse fitted. 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	<b>Oxygen systems</b>	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. Ensure that oxygen installation is recorded on weight and C of G schedule. Check all instruments are marked as required by Flight Manual. <b>CAUTION: OBSERVE ALL SAFETY PRECAUTIONS</b>	N/A
33	<b>Radio installations and placards, transponders</b>	Check radio installation, microphones, speakers and intercom if fitted. Check that call sign placard is installed. Check aircraft registration placard is visible near radio. 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	<b>Radio frequency check</b>	48-month frequency tolerance check. (Not required for modern 720/760 or later channel transceivers)	N/A
35	<b>Removable ballast</b>	Check removable ballast mountings and securing devices for condition. 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	<b>Colour coding of controls</b>	Ensure that controls are colour coded and in good condition, as follows; Tow release: Yellow Air Brakes: Blue Trimmer: Green Canopy normal operation: White Canopy jettison: Red Combined Canopy jettison and normal operation: White and Red Other controls: clearly marked but not using any of the above colours.	
37	<b>Equipment stowed in centre section</b>	Check for security and condition. Check validity of any safety equipment. Check manufacturer's and NAA (if required) data plates.	
38	<b>Wing struts/wires</b>	Inspect struts for damage and internal corrosion. Re-inhibit struts internally every 3 years or in accordance with manufacturer's instructions.	N/A
39	<b>Drag chutes &amp; controls</b>	Check for correct operation. Inspect chute, rigging lines, packing and release mechanism. Check repackaging date.	N/A
40	<b>Water ballast system</b>	Check water ballast system, wing and tail tanks as fitted. Check filling points, level indicators, vents, dump and frost drains for operation and leakage. If loose bladders are used check for leakage and expiry date as applicable. Ensure outside temp gauge is fitted and reads ambient temperature.	
41	<b>Tailplane and elevator</b>	With tailplane de-rigged check tailplane and attachments, self-connecting and manual control connections, check condition of gel coat, fabric or metal skin. All turbulator tapes are fitted correctly and in secure. Check condition and fitment of sealing tape ref BGA Inspection 009/10/2000. Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000. <del>Wooden structure inspection ref BGA Inspection 047/02/2006.</del>	
42	<b>Left wing</b>	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. Ensure compliance with Generic Requirement 8, Fabric Inspection.	
43	<b>Left wing controls</b>	Inspect aileron and flaperon assemblies, hinges, control connections, springs/bungees, tapes and seals. Ensure that seals do not impair full range of movement. Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000.	
44	<b>Left air brake/spoiler</b>	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	<b>Left Flap</b>	Check flap system and control. Inspect self-connecting control devices.	N/A
46	<b>Right wing</b>	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. Ensure compliance with Generic Requirement 8, Fabric Inspection. Wooden structure inspection ref BGA Inspection 047/02/2006 (5 year repeat).	
47	<b>Right wing controls</b>	Inspect aileron and flaperon assemblies, hinges, control connections, springs/bungees, tapes and seals. Ensure that seals do not impair full range of movement. Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000.	
48	<b>Right air brake/spoiler</b>	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	<b>Right Flap</b>	Check flap system and control. Inspect self-connecting control devices.	N/A
50	<b>Bonding/vents/drain</b>	Check all bonding leads & straps. Check all vents and drains are clear from debris.	
51	<b>Lubrication</b>	Lubricate and replenish fluids in accordance with manufacturer's requirements	
52	<b>Markings</b>	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.	
53	<b>Mandatory checks</b>	Check for compliance of all mandatory modifications, airworthiness directives and inspections applicable to the airframe, accessories & equipment. Record compliance in the logbook. 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	<b>Manufacturer's recommendation and life inspections</b>	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. <b>Any Deviations from TCDS holder's recommendations must be recorded and signed for by the owner.</b>	
55	<b>Control deflections &amp; free play</b>	Check and record range of movements and cable tensions (if specified), check free play. (Record in Workpack)	
56	<b>Duplicate inspections</b>	Record each item requiring a duplicate inspection on an additional worksheet and complete prior to releasing aircraft back to service.	

57	<b>Weighing</b>	Review weighing record to establish accuracy against installed equipment. Check date of last weighing (BGA Maximum deviation period for re-weigh is 8 years or after painting). See Generic Requirement 10 and BGA AMP. However, between 8 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 $\pm 0.5\%$ 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	<b>Speed/weight/manoeuvre placard</b>	Check placard is correct and legible and accurately reflects the status of the aircraft.	
59	<b>Hours</b>	Hours at this inspection:	
60	<b>Launches</b>	Launches at this inspection:	
61	<b>Modifications</b>	Review Log Book and verify that any modifications incorporated since last Airworthiness Certificate or ARC renewal have been approved and correctly embodied and recorded.	
62	<b>Log book</b>	Complete log book entry. Ensure that all flying records are entered and up to date.	
63	<b>Flight Manual</b>	Verify that the Aircraft Flight Manual or Operating Handbook is at the latest revision.	
<b>Tasks 63 to 89 are only applicable to Powered Sailplanes</b>			
64	<b>Engine pylons &amp; mountings &amp; flexible vibration dampers and starter motor (if fitted)</b>	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	<b>Gas strut</b>	Check gas strut with AMM.	N/A
66	<b>Pylon/engine stops</b>	Check limit stops on retractable pylons. Check restraint cables.	N/A
67	<b>Electric actuator</b>	Inspect electric actuator, motor, spindle drive and mountings.	N/A
68	<b>Electrical wiring, external and internal lights/strobes/beacons</b>	Inspect all electrical wiring. Pay special attention to wiring that is subject to bending during extension and retraction of engine/pylon. Check function of all lights.	N/A
69	<b>Limit switches</b>	Check operation of all limit switches & strike plates. Ensure not damaged by impact.	N/A
70	<b>Fuel tank</b>	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	<b>Fuel pipes &amp; vents</b>	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. Check self-sealing couplings. Ensure all swaged fittings, jubilee clips are secure and there is no perishing.	N/A
72	<b>Fuel cock or SOV</b>	Check operation of fuel cock or shut off valve & indications.	N/A
73	<b>Fuel pumps and filters</b>	Clean or replace filters as recommended by manufacturer Check operation of fuel pumps for engine supply or tank replenishment. Check fuel pump controls and indications.	N/A
74	<b>Decompression valve</b>	Inspect decompression valve and operating control.	N/A
75	<b>Spark plugs</b>	Carry out spark plug service. It is recommended to replace spark plugs at annual intervals.	N/A
76	<b>Harnesses &amp; magneto</b>	Inspect low tension and high tension wiring, connectors, spark plug caps. Check magneto to engine timing. Check impulse coupling operation.	N/A
77	<b>Propeller</b>	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	<b>Doors</b>	Check engine compartment doors, operating cables, rods and cams.	N/A
79	<b>Safety springs</b>	Check all safety and counterbalance springs.	N/A
80	<b>Extension and retraction</b>	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	<b>Exhaust, turbocharger, cabin and carburettor heat.</b>	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. See CAA CAP 562 CAAIP Leaflet B-190 for further guidance	N/A
82	<b>Engine installation</b>	Inspect engine and all accessories. Carry out compression test and record results on worksheet.	N/A
83	<b>Lubrication</b>	Change engine oil and filter (cut filter open and check gauze for contamination and metal). Replenish oil and additive tanks.	N/A

84	<b>Engine instruments and controls</b>	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	<b>Engine battery</b>	(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 I for guidance.	N/A
86	<b>Placards</b>	Check all placards in accordance with Flight/Maintenance Manual and are legible.	N/A
87	<b>Oil and fuel leaks</b>	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	<b>Mandatory checks</b>	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, EASA 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	<b>Manufacturer's recommendation</b>	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

<b>EASA Mandatory items.</b> Add ALLs (found in section 4 of modern AMM and TCDS), only add EASA and State of Design ADs that are recurring (add more rows/lines if required)		
<b>LBA AD1989-018/3</b>	TOST Hook condition and life (mandatory 10000 actuations and recommended four-year life)	4 years
<b>BGA CAMO requirements</b> (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.		
TNS 011/12/200 TNS 12/00 TNS 5-2010	INSPECTION OF CONTROL TAPES AND SEALS	Annual
TNS 05/2013	ON CONDITION OPERATION OF HARNESS/STRAPS IF IN EXCESS OF OEM LIFE	Annual
TNS 06/91	RUDDER PEDAL 'S BENDS'. CHECK FOR WEAR AND SLIPPING OF INNER LINING TUBES	Annual
TNS 019/06/2001 ISSUE 1	SEAT TRIM OBSTRUCTING EXIT FROM GLIDER	Annual
TNS 04/2014 & BGA Mandatory Inspection 056-08	CONTROL GRIPS – ENSURE SECURE AND NOT ABLE TO TWIST	Annual
BGA Compendium	RE-WEIGH AT LEAST EVERY 8 YEARS	8 years
MM Pg 11 Para 2.3	CONTROL SURFACE PLAY LIMITS – CHECK AND DETERMINE IF ACCEPTABLE.	Annual
MM Pg 11 Para 2.4	PLAY IN WING FITTINGS – RESULTING IN FORE AND AFT MOVEMENT AT WING TIPS – MEASUREMENT AND SHIM AS REQUIRED.	Annual
MM Pg 11a Para 2.5	PLAY AT THE TAILPLANE ATTACHMENT FITTING – MEASUREMENT AND ADJUST AS REQUIRED	Annual
MM Pg 17	ENSURE WING WATER BALLAST DUMP VALVES LIFT DIFFERENCE IS NOT MORE THAN 10MM	Annual
MM Pg 18	ENSURE THERE IS A GAP OF AT LEAST 2MM BETWEEN THE WING AND FUSELAGE WHEN THE GLIDER IS RIGGED	Annual
FLARM and Airspace Update	UPDATE FLARM AND AIRSPACE SOFTWARE	Annual
BGA AMP	TRANSPONDER MAINTENANCE REPLACING BGA INSPECTION 052-08 AND BGA AIRWORTHINESS FORM 284).  <i>Every year an airborne check with a radar unit would be prudent to ensure it is transmitting and displaying the correct data. It is recommended you ensure (annually) that the ICAO 24-bit aircraft address (unique to your aircraft) in the transponder has been entered into your transponder correctly. The 24 bit address can be found on the CAA website GINFO when you enter your registration.</i>	Annual

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 (ALLs) or BGA CAMO requirements as specified in the Maintenance/Flight Manuals, TDCS, ADs and BGA Compendium (add more rows/lines if required)			<b>Owner must sign &amp; date below</b>
Service/life/TBO Interval		Task Description	
TC holder recommendations (hrs/cyc/cal)	Changed to		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.
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 CAMO STRICT ADHERENCE TO BGA AMP 4-8 GUIDELINES HAS SHOWN SEAT HARNESSES HAVE BEEN SAFELY EXTENDED WITH NO LOSS/PERCEIVABLE LOSS OF SERVICEABILITY.  REFER TO TNS 02/05 & 03/2009
4 YEARS	8 YEARS	RE-WEIGH MM PG 30	REWEIGH INTERVAL EXTENDED FROM 4 YEARS TO 8 YEARS UNLESS ANYTHING HAPPENS TO CHANGE THE WEIGHT OR C OF G. WHILE IN THE BGA CAMO HISTORY HAS SHOWN THERE HAS BEEN NO CHANGE TO SAFETY BY EXTENDING THE REWEIGH PERIOD TO 8 YEARS
4 YEARS	3000 LAUNCHES	(TOST SAFETY RELEASE MECHANISM EUROPA G72 & G73 JAN 1989 OR G88 OF FEB 1989,  TOST SAFETY RELEASE MECHANISM EUROPA E72 & E75 MARCH 1989 OR E85 MARCH 1989.)  ALL TOST RELEASE UNITS ARE SUBJECT TO AD 1989-018/3, TN 1-2001	BGA GLIDERS MAY USE 4-5 ACTUATIONS PER FLIGHT FOR CLUB GLIDERS = 2000 TO 2500 LAUNCHES.  PRIVATE GLIDERS MAY USE 3-4 ACTUATIONS PER FLIGHT = 2500 TO 3000 LAUNCHES.  REFER TO TNS 02/05

General Remarks			
Date of ARC or BGA C of A expiry: Other remarks:			
Record identifying marks.	Fin:	Fuselage:	Under wing:
<b>Certificate of Release to Service</b>			
All work has been recorded in the appropriate logbook and all additional worksheets have accounted for and certified and for BGA registered gliders. <input checked="" type="checkbox"/> EASA Aircraft - Certifies that the work specified, except as otherwise specified, was carried out in accordance with Part-M and in that respect is considered ready for release to service. BGA Approval No. UK.MF.0007.			
(* Written signature required)			
Inspector Name:	Signed	Date:	BGA Inspector No: