

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

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| **Aircraft Maintenance Programme (AMP)** |
| **Aircraft identification** |
| 1 | Registration G- | Type: SCHLEICHER AS-K 13 | Serial no(s): |
| **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) [x]  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)** | ALEXANDER SCHLEICHER OHG SEGELFLUGZEUGBAUORJubi Flugzeugbau | ASK13 FLIGHT AND MAINTENACE MANUAL with TN12, TN14, TN18 & TN 19n as a minimum (and updated by any other optional Schleicher Technical notes like tailwheels etc)  |
| 3b | Engine (if applicable) |  |  |
| 3c | Propeller (if applicable) |  |  |
| **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 | No |
| 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 | yes |  |
| Maintenance due to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.) |  | no |
| 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)** | yes |  |
| **Pilot-owner maintenance**  |
| 6 | **Does the Pilot-owner perform Pilot-owner maintenance (ref. Part-M)**If yes, enter the name of the pilot-owner(s):Pilot-owner name Licence Number: Signature: Date:  | Yes | No |
| **Approval/declaration of the maintenance programme by owner** |
| 7 | **Declaration by owner*****‘I hereby declare that this is the maintenance programme applicable to the aircraft referred to in Field 3, and I am fully responsible for its content and, in particular, for any deviations from the Design Approval Holder’s recommendations.’***Signature/name/date:  |  |
| **Certification statement** |
| 8 | ***‘I will ensure that the aircraft is maintained in accordance with this maintenance programme and that the maintenance programme 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 [ ]  Name of owner/lessee Address: Telephone/fax: Email:Signature/date:  |
| 9 | Appendices attached to BGA SDMP 267* Appendix A YES [x]  NO [ ]  BGA SDMP 267 already complies with Appendix A requirement
* Appendix B YES [x]  NO [ ]  Add to the BGA SDMP 267 EASA mandatory and BGA CAMO requirements found after task 89
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|  | **Record of periodic reviews and revisions of the Aircraft Maintenance Programme (in accordance with M.A.302(g) or M.A.302(h)5, as applicable) (add more rows/lines if required)**  |
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| **Entire below changes to this SDMP and revision number** | **Date and signature of owner** |
| Issue 1 |  |
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BGA Self-Declared Minimum Inspection Program

form 267 for sailplanes and powered sailplanes

(including TMG)

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

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| Registration  | BGA No.  | Type.  | Serial No |

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| TaskItem | Description | Inspection detail | OperationInsp/checkinitials |
| **Tasks 1 to 62 applicable to all aircraft (delete row/line as or write N/A as required)****Tasks 63 to 89 apply to powered sailplanes (delete row/line as 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.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. 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. |  |
| 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 and associated bearings. |  |
| 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. 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 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 and 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.**CAUTION: BRAKE DUST MAY CONTAIN ASBESTOS.**Check operation of brake. Check level of brake fluid and replenish if necessary.**CAUTION: CHECK TYPE OF BRAKE FLUID USED AND OBSERVE SAFETY PRECAUTIONS.**If DOT 3 or DOT 4 automotive brake fluid is used; change at regular intervals as it absorbs water. 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.Service strut if applicable. If rubber parts fitted check for perished rubber and bulges.Note: Carry out with weight off the landing gear. |  |
| 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. |  |
| 16 | **Release hooks** | 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 | **Harnesses** | 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 | **Flight/rudder pedal assemblies** | Inspect rudder pedal assemblies and adjusters. |  |
| 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 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 | **Aileron and flap control circuit & stops** | Inspect aileron control rods/cables. Check that control stops are contacting and secure.Inspect self-connecting control devices. |  |
| 23 | **Trimmer control circuit** | Inspect trimmer control rods/cables. Check friction/locking/connecting devices.  |  |
| 24 | **Air brake control circuit** | Inspect air brake control rods/cables/belcranks/bracket. Check friction/locking device (if fitted). Inspect self-connecting control devices. |  |
| 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.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 | **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. |  |
| 28 | **ASI operational check** | Carry out accuracy of the airspeed indicator (in situ permissible) i.a.w. manufacturer’s instructions (use manufacturers limits. If Not avail. Max error 2 knots). Ensure colour coding has been applied if required in flight manual. |  |
| 29 | **Altimeter datum** | Check barometric sub scale. (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** | 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 | **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.Ensure that oxygen installation is recorded on weight and C of G schedule. Check all instruments are marked as required by Flight Manual.**CAUTION: OBSERVE ALL SAFETY PRECAUTIONS** |  |
| 33 | **Radio installations and placards, transponders** | 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.  |  |
| 35 | **Removable ballast** | 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 | **Colour coding of controls** | Ensure that controls are colour coded and in good condition, as follows;Tow release: YellowAir Brakes: BlueTrimmer: GreenCanopy normal operation: WhiteCanopy jettison: RedCombined Canopy jettison and normal operation: White and RedOther controls: clearly marked but not using any of the above colours. |  |
| 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. |  |
| 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.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.Wooden structure inspection ref BGA Inspection 047/02/2006.  |  |
| 42 | **Left wing** | 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. 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.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. |  |
| 46 | **Right wing** | 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 | **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.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 |  |
| 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. |  |
| 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.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. **Any Deviations from TCDS holder’s recommendations must be recorded and signed for by the owner.** |  |
| 55 | **Control deflections & free play** | Check and record range of movements and cable tensions (if specified), check free play. |  |
| 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.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 ± 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 | **Speed/weight/****manoeuvre placard** | Check placard is correct and legible and accurately reflects the status of the aircraft. |  |
| 59 | **Hours** | Hours at this inspection. |  |
| 60 | **Launches** | Launches at this inspection. |  |
| 61 | **Modifications** | 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 | **Log book** | Complete log book 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. |  |

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| **EASA Mandatory items.** Add ALIs (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) |
| AD 72-7/3 (BGA 043/07/2004) See TN12 |  | Elevator root rib annual inspection for glue failure see Schleicher TN12 below<https://www.alexander-schleicher.de/wp-content/uploads/2015/02/180_TM06_E.pdf> | Annual |
| 91-173 24.10.91Schleicher TN14(This also includes BGA 008/10/2000) |  | Inspect the bearing brackets (on wing root ribs) and the toggle force of the airbrake control circuit, For both air brake together, the hand forces must not exceed approx. 6 daN (approx.6kg) , when measured at the front airbrake operating lever from above. See TN 14 below <https://www.alexander-schleicher.de/wp-content/uploads/2015/03/130_TM14_E.pdf>  | Annual |
| LBA 82-216 |  | Every time a Nico press cable is changed. See Schleicher TN below<https://www.alexander-schleicher.de/wp-content/uploads/2015/02/Pressklemmen_LTA_82-216_E.pdf> | Every time a cable changed |
| LBA 1989-018/3 |  | Tost hook condition and life Mandatory 10000 actuations andrecommended 4 years life. Tost recommends this is no more than 2000 launches. See link below <https://www.tost.de/service/allgemeine-technische-informationen/?lang=en>  | 2000 launches |
| EASA AD2013-0091 TN30 |  | Inspect automatic elevator connection geometry. Schleicher TN19 Link below <https://www.alexander-schleicher.de/tm-lta-wa/tm-flugzeuge/ask-13-technische-mitteilungen/> See EASA link below<https://ad.easa.europa.eu/ad/2013-0091>  | Annual |
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|  | **BGA CAMO 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 004/08/2000, Iss2 |  | Bent elevator drive arms | Annual and after heavy landings.  |
| BGA Inspection 010/12/2000 |  | K13 and K18 elevator engagement <https://members.gliding.co.uk/wp-content/uploads/sites/3/2015/04/1430312208_010-12-2000-issue-1.pdf>  | Every time it is repaired |
| BGA inspection 011/12/2000 |  | Control tape/seals/must be in good condition | Annual |
| BGA Inspection 042/07/2004 issue 6 |  | Carry out structural survey of all wooden areas iaw BGA/42/07/2004 issue 6.<https://members.gliding.co.uk/wp-content/uploads/sites/3/2015/04/042-07-2004-issue-6-16th-March-2017-r3.pdf>  | 3 years |
| BGA 055/03/2014 |  | Ottfur hook operating arms and annual release under load check.(see Ottfur maintenance manual) | If Ottfur hooks fitted |
| BGA inspection 056/08/2014 all types |  | Check security of stick and airbrake grips as required by AAIB recommendation every year<https://members.gliding.co.uk/wp-content/uploads/sites/3/2015/04/1430312216_056-08-2014-issue-1.pdf>  | Annual |
|  |  | Flarm and GPS airspace updates | As required |
| BGA compendium |  | Reweigh every 8 years. | 8 years |
| BGA compendium |  | Compass. If fitted swing every 3 years. | 3 years |
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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 CAMO requirements as specified in the Maintenance/Flight Manuals, TDCS, ADs and BGA Compendium (add more rows/lines if required)  |
|   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 |
| 2 years/2000 launches (only need to have this in the SDMP program if you are extending the life} |  | Calendar life extended to annual review | Hook life page 16 MM | The 2-year Schleicher recommended life is similar the Tost recommendation of 4 years. In service, history has shown that if kept clean and lubricated this can be extended. |  |
| 4 years (only need to have this in the SDMP program if you are extending the life} |  | 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 by extending the 4 year recommendation.  |  |
| 12 years (only need to have this in the SDMP program if you are extending the life} |  | Annual Review | Safety harness life | Harness life extended annually 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 to 15 years with no loss perceivable loss of serviceability.  |  |
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| General Remarks |
| Date of ARC or BGA C of A expiry:      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.[ ]  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:        |