File ref:

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| **Self Declared Aircraft Maintenance Programme template for Sailplanes and Powered sailplanes** **(including TMG)** |
| **Aircraft identification** |
| 1 | Registration(s):  | Type :**HPH 304 ES** | Serial No (s): |
|  | BGA number  | Engine **FES-HPH-SN 102** | Propeller **FES-HPH-P1-012A012B** |
| **Basis for the Maintenance Programme** |
| 2 | **This Aircraft Maintenance Programme complies with** M.A.302(h) **(Only possible for ELA1 aircraft not used in commercial operations)** |
| **For Aircraft Maintenance Programmes complying with M.A.302(h) (see above) the following data is used** Minimum Inspection Programme complying with M.A.302(i) **List the tasks in BGA MIP 267 form. Note this meets the MIP requirement.** |
| **Additional maintenance requirements not covered above (applicable to all Aircraft Maintenance Programmes, regardless of whether they are based on Design Approval Holder Data or Minimum Inspection Programmes)** |
| 3 | **Indicate if any of the following additional maintenance requirements are applicable (when replying ‘YES’, list all the BGA 280 mandatory maintenance ALI/ADs in the BGA SDMP 267 tasks 90 to 100. Any deviations to TC holder recommendations need to be listed in the BGA SDMP 267 Tasks 101 plus.** | Yes | No |
| Maintenance related to specific equipment and modifications | YES |  |
| Maintenance related to life-limited components | YES |  |
| Maintenance related to Mandatory Continuing Airworthiness Information (ALIs, CMRs, specific requirements in the Type Certificate Data Sheet (TCDS), etc.) | YES |  |
| Maintenance related to repetitive Airworthiness Directives  | YES |  |
| Maintenance related to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.) |  | No |
| 4 | **Indicate if there are any specific maintenance recommendations made in Service Bulletins, Service Letters, etc, that are applicable (when replying ‘YES’, the specific recommendations should be in BGA 280 or pink pages and any deviations on listed the BGA SDMP 267 Tasks 101 plus.** | YES |  |
| **Record of periodic reviews of the Aircraft Maintenance Programme (in accordance with M.A.302(g) or** **M.A.302(h)5, as applicable)** |
| 5 | **Describe whether the review has resulted or not in changes to the Aircraft Maintenance Programme**  | **Date and signature** |
| **None** |  |
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|  | **Revision control of the Aircraft Maintenance Programme** |
| 6 | **Rev. No** | **Content of revision** | **Date and signature** |
| **1** | **Created from Historical information / AMM** | **24 MAY 2018**  |
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|  | **Certification statement** |
| 7 | Signed by the person/organisation responsible for the continuing airworthiness of the aircraft according to M.A.201: Owner - Lessee Name of owner/lessee Address: Telephone/fax: E-mail:  |
| ***‘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’******I hereby declare that this is the maintenance programme applicable to the aircraft referred to in field 1 and I am fully responsible for its content and, in particular, for any deviations from the Design Approval Holder’s recommendations’*** |
| **Signature** Name**Date of Signature: 24/05/2018**  |

 **AD Status report / Record of mandatory items/ lifed equipment/ STCs and**

 **BGA inspections and Non mandatory tasks**

File ref:

Sheet:       of:

**OASM**

**Registration: G-**

**mber:**

**BGA Nu**

**Aircraft**

**Type:**

**HPH 304**

**ES**

 **1**

**Airframe hours :**

 **0.5**

**Engine hours :**

**es/Landings**

**Launch**

**1**

**ber: 087-MS**

**Serial Num**

Airworthiness

Directive

Number

AD) or date

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Effected

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Tech

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Description

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Items in yellow

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Frequency

When

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item.

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Signature & date

No Airworthness Directives



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Self-Declared Minimum Inspection Program 267 form for sailplanes

and powered sailplanes (including TMG) for use within the BGA CAMO only

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| Work pack file ref:       |
| Serial No. Page No:       Total pages in pack:       |

Registration G-OASM BGA No. Type. **HPH 304 ES**

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| Task Item | Description | Inspection detail | Operation |
| **Tasks 1 to 62 applicable to all aircraft, Tasks 63 to 89 apply to powered sailplanes. Tasks 90 to 100 is for recurring Ads, Airworthiness** **Limitation Items (ALIs) and mandatory BGA inspections. If more tasks are required, then add extra rows and number them from 100 A etc.** **Tasks 101 to 110 are for all deviations from TC holder recommendations. Note add extra rows for task numbers beyond 110 if 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.** | Insp/chk - |
| 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 in secure. Ensure compliance with Generic Requirement 8 Fabric Inspection | Insp/chk |
| 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  | Insp/chk |
| 3 | **Nose Fairing**  | Inspect for evidence of impact with ground or objects. Inspect nose tow release unit and aperture. | Insp/chk |
| 4 | **Rudder** | Check rudder assembly, hinges, attachments, balance weights. | Insp/chk |
| 5 | **Pot Pitot/Ventilator** | Check alignment of probe, check operation of ventilator and canopy demisting | Insp/chkOp/chk  |
| 6 | **Centre section fairing** | Inspect for security, damage and condition. | Insp/chk |
| 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. | Insp/chk |
| 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 021/10/2001Check canopy gas strut inspection ref BGA Inspection 031/05/2002 | Insp/chkOp/chk  |
| 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 | Insp/chkOp/chk  |
| 10 | **Cleanness / loose article check** | Check under cockpit floor/ seat pan and in rear fuselage for debris and foreign items | Insp/chk |
| 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 | Insp/chkService  |
| 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. | Insp/chkService |
| 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. | Insp/chk |
| 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. | Insp/chkOp/chk  |
| 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 | Insp/chkService |
| 16 | **Release hooks** | Inspect nose and C of G release hooks and controls as per manufacturer’s instructions.Check operational life against manufactures 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. | Insp/chk  |

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| 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. To use the “on condition” of straps. This becomes MIP to put straps on condition that has to be declared by the owner. | Insp/chkOp/chk  |
| 18 | **Flight/Rudder pedal assemblies** | Inspect rudder pedal assemblies and adjusters | Insp/chk |
| 19 | **Rudder control circuit & stops** | Inspect rudder control rods/cables. Check that control stops are contacting and secure. Pay particular attention to wear and security of liners and cables in “S” tubes. Check rudder assembly, hinges, attachments and balance weights are secure | Insp/chk |
| 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. | Insp/chk |
| 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. | Insp/chk |
| 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.  | Insp/ch |
| 23 | **Trimmer control circuit** | Inspect trimmer control rods/cables. Check friction/locking/connecting devices  | Insp/chk |
| 24 | **Air brake control circuit** | Inspect air brake control rods/cables/belcranks/bracket. Check friction/locking device (if fitted) Inspect self-connecting control devices. | Insp/chk |
| 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) | Insp/chk |
| 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. | Insp/chkOp/chk  |
| 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. | Insp/chkService |
| 28 | **ASI Calibration** | Carry out calibration 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. | Op/chk  |
| 29 | **Altimeter datum** | Check barometric sub scale. (max. error 2 Mb) | Insp/chk |
| 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. | Insp/chk |
| 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. | Insp/chkService |
| 32 | **Oxygen systems** | Inspect oxygen system. Check bottle hydrostatic test date expiry i.a.w. Manufacturers 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** | Insp/chkService  |
| 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.  | Insp/chk |
| 34 | **Radio frequency check** | 48-month frequency tolerance check. (Not required for modern 720/760 or later channel transceivers) | Insp/chk |
| 35 | **Removable ballast** | Check removable ballast mountings and securing devices for condition. Check that ballast weights are painted a conspicuous colour. Check that prevision 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)  | Insp/chk |
| 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 | Insp/chk |
| 37 | **Equipment stowed in centre section** | Check for security and condition. Check validity of any safety equipment. Check manufacturers and NAA (if required) data plates | Insp/chk |
| 38 | **Wing struts/wires** | Inspect struts for damage and internal corrosion. Re-inhibit struts internally every 3 years or in accordance with manufacturer’s instructions. | Insp/chk N/A |
| 39 | **Drag chutes & controls** | Check for correct operation. Inspect chute, rigging lines, packing and release mechanism. Check repackaging date. | Insp/chk 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.If loose bladders are used check for leakage and expiry date as applicable. Ensure outside temp gauge is fitted and reads ambient temperature. | Insp/chk |

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| 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 009/10/2000Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000Wooden structure inspection ref BGA Inspection 047/02/2006  | Insp/chk |
| 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 in secure. Ensure compliance with Generic Requirement 8, Fabric Inspection Wooden structure inspection ref BGA Inspection 047/02/2006  | Insp/chk |
| 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 | Insp/chk |
| 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 | Insp/chk |
| 45 | **Left Flap** | Check flap system and control. Inspect self-connecting control devices. | Insp/chk |
| 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 in secure.Ensure compliance with Generic Requirement 8, Fabric Inspection Wooden structure inspection ref BGA Inspection 047/02/2006 (5 year repeat) | Insp/chk |
| 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 | Insp/chk |
| 48 | **Right 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 | Insp/chk |
| 49 | **Right Flap** | Check flap system and control. Inspect self-connecting control devices. | Insp/chk |
| 50 | **Bonding/vents/drains** | Check all bonding leads & straps. Check all vents and drains are clear from debris.  | Insp/chk |
| 51 | **Lubrication** | Lubricate and replenish fluids in accordance with manufacturers requirements | Lub  |
| 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. | Insp/chk |
| 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, Manufacturers mandatory check list (if available).  | CheckRecord  |
| 54 | **Manufacturers** **recommendations and life inspections** | Review manufacturers maintenance schedules and instructions for continued airworthiness for the airframe to establish if any additional work, servicing or preservation action is required (enter in tasks 90 to 100)**Any Deviations from TCDS holders recommendations must be recorded and signed for by the owner In tasks 101 to 110.** | Insp/chk |
| 55 | **Control deflections & free play** | Check and record range of movements and cable tensions (if specified) check free play. | Insp/chk |
| 56 | **Duplicate inspections** | Record each item requiring a duplicate inspection on an additional worksheet and complete prior to releasing aircraft back to service. | Insp/chk |
| 57 | **Weighing** | Review weighing record to establish accuracy against installed equipmentCheck date of last weighing (BGA Maximum deviation period for re-weigh is 8 years or after painting). See Generic Requirement 10 and BGA AMP manual Leaflets 4-1 & 4-2. 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.  | Insp/chk |
| 58 | **Speed/weight/ manoeuvre placard** | Check placard is correct and legible and accurately reflects the status of the aircraft | Insp/chk |
| 59 | **Hours** | Hours at this inspection  | Record |
| 60 | **Launches** | Launches at this inspection | Record |
| 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 | Check |
| 62 | **Log book** | Complete log book entry. Ensure that all flying records are entered and up to date. | Record |
| 63 | **Flight manual** | Verify that the Aircraft Flight Manual or Operating Handbook is at the latest revision. | Check |
| **Tasks 64 to 71 are only applicable to Electric FES Sustainer Sailplanes** |
| 64 | **Motor mountings & flexible vibration dampers and starter motor (if fitted)** | Check motor mounting frame for security, damage and deterioration. Check torque of mounting bolts IAW AMM. | Insp/chk |

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| **Tasks 90 to 100, Additional maintenance tasks not included in schedule Complete as required. If necessary, use additional sheets) Add BGA inspections, repetitive Airworthiness Directives, Manufacturer’s Instructions for Continued Airworthiness as applicable to the particular aircraft. For instance repetitive AD for checking L’Hotelier couplings.**  |
| 90 |  | See Form 274 in Workpack and also Pink Pages in logbook |  |
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| 65 | **Propellor** | Clean Propellor. Carry out pre-flight inspection. Check blades for damage, cracks or delamination. Check surface protection lacquer for condition. Check Torque for mounting bolts. Check track of propellor tips. Check Propellor TBO. Lubricate blade attachments IAW AMM. Check blades pivot freely. Check for any excessive friction due to prop start / stop | Insp/chk |
| 66 | **Motor** | Inspect motor for any signs of damage, overheating or deterioration. Check all mountings. Check electrical connections especially high current connections and check torques IAW AMM. Inspect other cables, grommets for security, overheating and damage. Check for any foreigh objects and debris in the motor. Check for noise on rotation and clean motor with compressed air as necessary. Check TBO of motor and/or motor bearings | Insp/chk |
| 67 | **Controller and main contactor** | Check for secutiry, signs of overheating and damage. Check all electrical connections. Check main inverter. Check operation of canopy-open inhibit switch (with care) | Insp/chk |
| 68 | **Propellor Brake** | Check operation of propellor brake | Insp/chkNA |
| 69 | **Gap between spinner and fuselage** | Check gap between spinner and fuselage IAW with AMM | Insp/chk |
| 70 | **Motor accessories and cooling** | Check all motor for security, damage and deterioration. Check Nose vent for operation and any damage. Clean if necessary | Insp/chk |
| 71 | **Bolted connections** | Check any additional bolts and torque as specified in AMM | Insp/chk |
| 72 |  |  | Op/chk |
| 73 |  |  | Insp/chk |
| 74 |  |  | Insp/chk |
| 75 |  |  | Service |
| 76 |  |  | Insp/chk |
| 77 |  |  | Insp/chk |
| 78 |  |  | Insp/chk |
| 79 |  |  | Insp/chk |
| 80 |  |  | Op/chk |
| 81 |  |  | Insp/chk |
| 82 |  |  | Insp/chk |
| 83 |  |  | Service |
| 84 |  |  | Insp/chk |
| 85 |  |  | Insp/chk |
| 86 |  |  | Insp/chk |
| 87 |  |  | Insp/chk |
| 88 |  |  | Insp/chk |
| 89 | **Manufacturers recommendations** | Review manufacturers maintenance schedules and instructions for continued airworthiness for the engine/propeller to establish if any additional work is required (enter in tasks 90 to 100) | Insp/chk |

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| Tasks 101 to 110, (If necessary use additional sheets if more than task110). Add any Deviations from TCDS holder recommendations and mandatory service bulletins. You must provide justification and Acceptable Means of Compliance for Deviating from TCDS holder’s instructions. Any deviations from TCDS holder recommendations and mandatory service bulletins must be declared. No deviations are permitted from Airworthiness directives or mandatory maintenance (ALIs) or BGA requirements as specified in the maintenance/flight manuals, TDCS, ADs and BGA compendium  |  ***Owner must sign*** ***& date below*** |
| Service/life/tbo Interval | Task Description | Engineering justification and alternative means of compliance (AMC). |
|  |  |  |
| Task No | TC holder recommends | Changed to |  | Add extra documents to this MIP section as required to support AMC and engineering justification |  |
| 101 |  |  |  |  |  |
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| **When this form is used for a new glider acceptance check or bridging inspection as a minimum requirement the following tasks must be certified:** 32,51,52,53,56,57,58,59, 60,86,88 & 89 – certify above. General condition of aircraft should be assessed and recorded in general remarks. |
| **General Remarks** |
| Date of ARC or BGA C of A expiry: New Issue. Aircraft New import into the UKOther remarks: SEE PINK PAGES & FORM 280 FOR CALENDAR ITEMS |
| Record identifying marks. | Fin:  | Fuselage: G- | Under wing: G- |
| **Certificate of Release to Service (please tick Annex II or EASA box)** |
| All work has been recorded in the appropriate logbook and all additional worksheets have accounted for and certified and for BGA registered gliders, I recommend the renewal of the BGA airworthiness certificate. Annex II - **The work recorded above has been carried out i.a.w. BGA Airworthiness Exposition 4.9. BGA Approval No. DAI/8378/73.** 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: 24/05/18 BGA Authorisation No: |