BGA SDMP 267 form (only for use in the BGA airworthiness system)

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| **Part-M and ML Aircraft Maintenance Programme (AMP)** | | | | | | | | |
| **Aircraft identification** | | | | | | | | |
| 1 | Registration: | | Type: Arcus T | | Serial no: | | | |
| **Basis for the maintenance programme** | | | | | | | | |
| 2 | **Below is the BGA recommended option for Self Sustaining sailplanes amended to suit the Arcus T** | | | | | | |  |
| **Design approval holder (DAH) maintenance data** | | | | | | | | |
| 3 | **Equipment manufacturer and type** | | | **Applicable maintenance data reference (at latest revision)** | | | | |
| 3a | Aircraft | Schempp Hirth GMBH AND CO SEGELFLUGZEUGBAU | | Arcus T Maintenance Manual revised as per TN A532-1 Dated Nov 2011 | | | | |
| 3b | Engine | Solo 2350D | | Manual for SOLO type 2350D revision 2 Dated 22 October 2014 | | | | |
| 3c | Propeller | OE-FL 5.110/83 av | | Ingrid Oehler Maintenance Manual issue 14.06.1999 | | | | |
| **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)** | | | | |  | No | |
| **Pilot-owner maintenance (only for TMG operated under Part-NCO)** | | | | | | | | |
| 6 | **Does the Pilot-owner perform Pilot-owner maintenance (ref. Part-ML, ML.A.803)?**  If yes, enter the name of the pilot-owner(s):  Pilot-owner name:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Licence Number\_\_\_\_\_\_\_\_\_  Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | | Yes |  | |
| **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 responsible for the continuing airworthiness of the aircraft according to ML.A.201:  Owner  Name of owner  Address:  Telephone:  Email:  Signature/date: | | | | | | | |
| 9 | Appendices attached to BGA SDMP 267   * Appendix A YES  NO  BGA SDMP 267 already complies with Appendix A requirement * Appendix B YES  NO  Add to the BGA SDMP 267 EASA mandatory and BGA CAMO requirements after task 88 | | | | | | | |
|  | **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)** | | | | | | | |
| 10 | |  |  | | --- | --- | | **Entire below changes to this SDMP and revision number** | **Date and signature of owner** | | Version 1 |  | |  |  | |  |  | |  |  | | | | | | | | |

BGA Self-Declared Minimum Inspection Program

form 267 for sailplanes and powered sailplanes

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

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| Registration G- | BGA No. | Type. Arcus T | Serial No |

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| --- | --- | --- | --- |
| Task  Item | Description | Inspection detail | Operation  Insp/check |
| **Tasks 1 to 62 applicable to all aircraft (delete row/line as or write N/A as required)**  **Tasks 63 to 88 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 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/paint. Check that registrations marks are correctly applied. All turbulator tapes are fitted correctly and secure. |  |
| 2 | **Fuselage structure** | Check frames, formers, tubular structure, skin and attachments. Inspect for signs of corrosion on tubular framework. |  |
| 3 | **Nose Fairing** | Inspect for evidence of impact with ground or objects. |  |
| 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 | **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. |  |
| 7 | **Canopy, locks, jettison** | Inspect canopy, 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 both cockpits.  Canopy jam during jettison inspection ref BGA Inspection 021/10/2001.  Check that the anchorages for the attachment rods for the canopy lower hinge pins. Hinge pins work their way out of the hinges if the rods attachments break. |  |
| 8 | **Seat / cockpit floor** | Inspect seats. Check that all cushions are correctly installed and secured and are energy absorbing foam. Ensure that all seat adjusters fit and lock correctly. Seat trim inspection ref BGA Inspection 019/10/2001 |  |
| 9 | **Cleanliness / loose article check** | Remove floor/ seat pans and remove/vacuum all debris and foreign items from entire fuselage. |  |
| 10 | **Front Skid/Nose Wheel & mounts** | Inspect for evidence of hard/heavy landings. Check skid wear. Inspect wheel, tyre and wheel box. Check tyre pressure. Check that the tyre pressure (3 bar, 43 psi) is marked on. |  |
| 11 | **Mainwheel, tyre & Brake assembly** | Check for integrity of hydraulic seals and leaks in pipe work. Check brake pad wear, min thickness of pad and disk are given in the Maintenance Manual and vary with the type of brake fitted. Beringer is min pad thickness 1mm and min disc thickness 2,6mm. Max play between disc and rim 0,8mm. Change fluid at least every 3 years as it absorbs water, which can boil and prevent the brake from working. Last changed:-  Check operation of brake. Check level of brake fluid and replenish if necessary.  **CAUTION: Do not spill brake fluid, it is corrosive and poisonous.**  Use DOT 3, 4 or 5 automotive brake fluid only. If mineral based aircraft fluid is used it will destroy the seals. Bleeding instructions are given in the Maintenance Manual.  Tyres check for wear, sidewall damage, perishing, pressure and creep marks have not moved. Check that the tyre pressure (4 bar, 57 psi) is marked on. |  |
| 12 | **Undercarriage suspension** | Check springs, bungees, suspension struts, and attachments. Check for signs of damage.  Note: Carry out with weight off the landing gear. |  |
| 13 | **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. Perform retraction test.  If the u/c is frequently retracted with the gas strut weak or inoperative the operating arm will be damaged and will fail. The gas strut life is generally only 1 to 2 years. |  |
| 14 | **Tail wheel** | Inspect for evidence of hard/heavy landings. Inspect wheel, tyre and wheel box. Check tyre pressure. Use only the heavy duty 6 ply tyre. Check that the tyre pressure ((3 bar, 43 psi) is marked on. |  |
| 15 | **Release hooks** | Inspect & lubricate hooks and controls. Carry out operational test of both hooks from both cockpits. For TBO see “Deviations from TCDS” section at the end of this SDMP.  Next nose hook overhaul due Next winch hook overhaul due |  |
| 16 | **Harnesses** | Inspect all harnesses for condition and wear of all fastenings, webbing and fittings. Check operation of release and adjustment. See BGA AMP manual Leaflet 4-8 for advice. |  |
| 17 | **Rudder pedal assemblies** | Inspect rudder pedal assemblies and adjusters. |  |
| 18 | **Rudder control circuit & stops** | Inspect rudder cables, especially where they run through the S guides on the rudder pedals. Slacken the cables and pull them out of the S guides to check the cables. If any strands are broken or if there is any significant wear change the cable. Check that control stops are contacting and secure. Check rudder assembly, hinges, attachments and balance weights are secure |  |
| 19 | **Elevator control circuit & stops** | With the tailplane derigged, check tailplane attachment. Inspect elevator control circuit. Check that control stops are contacting and secure. |  |
| 20 | **Aileron control circuit & stops** | Inspect aileron control circuit. Check that control stops are contacting and secure.  Inspect self-connecting control devices. |  |
| 21 | **Flap control circuit and detents** | Inspect flap control circuit, check that all detents and springs operate correctly as specified by Manufacture and detents are not excessively worn. |  |
| 22 | **Trimmer control circuit** | Inspect trimmer control circuit. Check locking device. Check that trim does not move with stick fully forward and trim fully back and visa versa. |  |
| 23 | **Air brake control circuit** | Inspect air brake control circuit. Inspect self-connecting control devices. |  |
| 24 | **Wheel brake control circuit** | Inspect wheel brake control circuits. Adjust as necessary. |  |
| 25 | **Instrument panel assemblies** | Inspect instrument panel and all instruments/equipment. Check that instrument readings are consistent with ambient conditions. Check that the marking of all switches, circuit breakers and fuses is correct. As far as is possible check the operation of all installed equipment.  Check that the ASIs are marked as required by Flight Manual. |  |
| 26 | **Pitot/static system** | Inspect TE & pitot probes, static ports and all accessible tubing for security, damage, cleanliness, kinking and condition. Drain any water from condensate drains. Leak checks all systems. |  |
| 27 | **ASI operational check** | Carry out operational check of the ASIs (preferably in situ) i.a.w. manufacturer’s instructions. Max error 2 knots. Ensure colour coding has been applied as per the flight manual. |  |
| 28 | **Altimeter datum** | Check barometric sub scales. (max. error 3 Mb) |  |
| 29 | **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. |  |
| 30 | **Battery** | Check battery mountings for security and operation of clamps. Check for evidence of electrolyte spillage and corrosion. Check that batteries have the correct main fuses fitted.  It is recommended to carry out battery capacity tests in accordance with manufacturer’s recommendations where capacity checks are recommended by the manufacturer. See BGA AMP manual leaflet 4-9. |  |
| 31 | **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.  **CAUTION: OBSERVE ALL SAFETY PRECAUTIONS** |  |
| 32 | **Radio installations and placards, Transponders.** | Check radio installation, microphones, speakers and intercom if fitted. Check that call sign and aircraft registration placards are 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. |  |
| 33 | **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) |  |
| 34 | **Colour coding of controls** | 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 |  |
| 35 | **Equipment stowed in centre section** | Check for security and condition. Check validity of any safety equipment. Check manufacturers and data plates |  |
| 36 | **Water ballast system** | Check water ballast system, wing and tail tanks. Check filling points, level indicators, vents, dump drains for operation and leakage. Check that the difference between the lift of the two wing dump valves is less than 10 mm. Ensure outside temperature gauge reads ambient temperature. |  |
| 37 | **Tailplane and elevator** | With tailplane de-rigged check tailplane and attachments, check condition of gel coat/paint.  All turbulator tapes are fitted correctly and 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 |  |
| 38 | **Left wing** | Check main-plane structure externally and internally as far as possible. All vents and drain holes are clear. Check gel coat. All turbulator tapes are fitted correctly and secure. |  |
| 39 | **Left flaperon** | Inspect flaperon assemblies, hinges, control connections, tapes and seals. Ensure that seals do not impair full range of movement. Inspect self-connecting control device.  Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000 |  |
| 40 | **Left air brake** | Inspect air brake panels, operating rods & closure springs. |  |
| 41 | **Left tip extension** | Check mountings, tip skid/wheel, flaperon sealing tape, turbulator tape and return spring. |  |
| 42 | **Right wing** | Check main-plane structure externally and internally as far as possible. All vents and drain holes are clear. Check gel coat. All turbulator tapes are fitted correctly and secure. . Check registration marks are correctly applied. |  |
| 43 | **Right flaperon** | Inspect flaperon assemblies, hinges, control connections, tapes and seals. Ensure that seals do not impair full range of movement. Inspect self-connecting control device.  Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000 |  |
| 44 | **Right air brake** | Inspect air brake panels, operating rods & closure springs. |  |
| 45 | **Right tip extension** | Check mountings, tip skid/wheel, flaperon sealing tape, turbulator tape and return spring. |  |
| 46 | **Bonding/vents/drain** | Check all bonding leads & straps. Check all vents and drains are clear from debris. |  |
| 47 | **Lubrication** | Lubricate and replenish fluids in accordance with manufacturers requirements |  |
| 48 | **Markings** | Check side and under-wing markings are correct. Check metal CAA ident plate. BGA Number on fuselage. |  |
| 49 | **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). |  |
| 50 | **Manufacturers recommendations 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 recommendations must be recorded and signed for by the owner at near the bottom of this document.** |  |
| 51 | **Control deflections & free play** | Check and range of movements and free play. Adjust if necessary so that they are within manufacturer’s limits. Record all final values. |  |
| 52 | **Duplicate inspections** | Record each item requiring a duplicate inspection on an additional worksheet and complete prior to releasing aircraft back to service. |  |
| 53 | **Weighing** | Review weighing record to establish accuracy against installed equipment.  Check date of last weighing (BGA Maximum period between re-weighs is 8 years). See Generic Requirement 10 and BGA AMP. However, the weight & C of G must be re-calculated or the glider reweighed after any significant repairs or repainting.  If there is any doubt as to the accuracy of the placarded cockpit weight limits a re-weigh must be carried out. |  |
| 54 | **Speed/weight/**  **manoeuvre placard** | Check placard is correct and legible and accurately reflects the status of the aircraft |  |
| 55 | **Hours** | Hours at this inspection |  |
| 56 | **Launches** | Launches at this inspection |  |
| 57 | **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 |  |
| 58 | **Log book** | Complete log book entry. Ensure that all flying records are entered and up to date. |  |
| 59 | **Flight manual** | Verify that the Aircraft Flight Manual or Operating Handbook is at the latest revision. |  |
| **Tasks 60 to 89 are applicable to “Turbo” engines and their installation annually or after 25 hours, whichever comes first.** | | | |
| 60 | **Propeller inspections** | Return to Manufacturer every 5 years Ref OE-FL/83 Next due |  |
| 61 | **Engine inspections** | Return to manufacturer every 200 hours. |  |
| 62 | **Engine pylons & mountings & flexible vibration dampers** | Inspect engine and pylon installation. Check engine compartment and fire sealing. Check pylon for cracks. Ensure all rubber parts (especially engine mounts) are not perished, cracked or deteriorated. |  |
| 63 | **Gas strut** | Check that the gas strut supports the weight of the engine while pylon is driven up and down. |  |
| 64 | **Pylon/engine stops** | Check that the retractable pylon limit stops are correctly set. Check restraint cables. |  |
| 65 | **Electric actuator** | Inspect electric actuator, motor, spindle drive and mountings. Lubricate the telescopic tube of the pylon spindle drive and pylon bearings. |  |
| 66 | **Electrical wiring, external and internal** | Inspect all electrical wiring. Pay special attention to wiring that is subject to bending during extension and retraction of engine/pylon. |  |
| 67 | **Limit switches** | Check operation of all limit switches & strike plates. Ensure not damaged by impact. |  |
| 68 | **Fuel tank** | Check fuel tank mountings, electrical bonding and tank integrity. Check fuel quantity indication system. If a GRP tank is fitted ensure the integrity of the internal resin in case it has been affected by ethanol and other containments contained in certain fuels. Filling nozzle receptacle correctly labelled. |  |
| 69 | **Fuel pipes & vents** | Check all fuel pipes especially those 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. |  |
| 70 | **Fuel cock or SOV** | Check operation of fuel cock or shut off valve & indication in the ILEC. |  |
| 71 | **Fuel pumps and filters** | Clean or replace filters as recommended by manufacturer.  Check operation of fuel pumps for engine supply and tank replenishment.  Check fuel pump controls. |  |
| 72 | **Decompression valves** | Inspect valves operating controls. Remove, dismantle and clean valves. Min 2mm gap between valves and operating lever with handle released. Prop must rotate with ease with handle pulled. |  |
| 73 | **Spark plugs** | Carry out spark plug service (gap 0,5mm). It is recommended to replace spark plugs at annual intervals. BOSCH W5AC India 309 21mm AF |  |
| 74 | **Harnesses & Magneto** | Inspect low tension and high-tension wiring, connectors, spark plug caps. Check magneto to engine timing. Check impulse coupling operation. |  |
| 75 | **Propeller** | Inspect propeller blades, hub, prop bolts torque (if require), hinges, belts and pulleys condition. Lubricate all as required by Maintenance Manual. |  |
| 76 | **Drive belt** | Apply 120N (12Kg) load to middle of belt, deflection should be 4mm. Adjust as necessary by unclamping the prop axle and rotating it. Secure screws with Loctite 243. |  |
| 77 | **Doors** | Check engine compartment doors, operating cables, rods, springs and bungees. |  |
| 79 | **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. |  |
| 80 | **Exhaust** | Inspect exhaust system, silencer, shock mounts and links. |  |
| 81 | **Engine installation** | Inspect engine and all accessories. Carry out compression test and record results on worksheet. |  |
| 83 | **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 |  |
| 84 | **Engine battery** | Inspect engine battery and mountings. Check fuse rating and condition. Carry out capacity test, refer to AMM l for guidance. |  |
| 85 | **Placards** | Check all placards in accordance with Flight/Maintenance manual and that they are legible. |  |
| 86 | **Fuel leaks** | Thoroughly clean the engine and engine bay. Check for fuel leaks immediately after the air test. |  |
| 87 | **Maintenance manual checks** | Carry out all checks listed in the Maintenance manual pages P1.1 to P3 including the flight test. |  |
| 87 | **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, 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, Manufacturers mandatory check list service bulletins and Technical notes. |  |
| 88 | **Manufacturers recommendations** | 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 recommendations must be recorded and signed for by the owner at near the bottom of this document.** |  |

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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 carried out at this annual (add more rows/lines if required) | | | | | |
| MM page 3.3.1 | |  | Life increase 6000-12000 hours - inspections |  | |
| AD 1989-018/3 | |  | Tost winch hook TBO 2000 flights Next overhaul due at launches |  | |
| AD 1989-018/3 | |  | Tost aerotow hook TBO 2000 flights Next overhaul due at launches |  | |
|  | |  |  |  | |
|  | **BGA CAMO requirements**. From BGA compendium | | | |  | |
| BGA inspection 056-08 | |  | Check security of stick and airbrake grips as required by AAIB |  | |
| BGA | |  | Swing compass every 3 years. Next due |  | |
| BGA | |  | Annual FLARM update |  | |

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| Add any Deviations from TCDS holder and equipment manufacture 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) | | | | | ***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 supporting AMC and engineering justification of a deviation. |  |
| Original TC holder recommendations  (hrs/cycles/calendar life) |  | Changed to |  |
| Strap life 12 years |  | On condition | Inspect annually | BGA experience over 70 years. Ref BGA TNS 1/2007 |  |
| Hook life 4 years or 10,000 cycles between overhauls |  | 10,000 cycles = 2000 launches | Calendar life changed to on condition | BGA experience over 70 years. |  |
| Re-weigh to be carried out every 4 yeaars. |  | Every 8 years | Re-weigh every 8 years | BGA experience over 70 years. |  |
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**Approval/Declaration of the Maintenance Programme by the owner:**

**Declaration by the owner** (only for ELA1 aircraft not involved on commercial operations and under the conditions of Part-M, M.A.302 (h)):

I hereby declare that this is the maintenance programme applicable to this aircraft. I am fully responsible for its content and, in particular, for any deviations introduced as regards the Design Approval Holder recommendations.

I am fully aware that this aircraft cannot be operated for commercial operations

**Name/Signature**:

**Date of Signature:**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| 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** | | | | | | |
| **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 Authorisation No: | |