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**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: ASK 21 | | Serial no: | | | |
| **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)  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 GMBH and Co,  Segelflugzeugbau, D-36163 Poppenhausen, Germany | | Schleicher Operating Instructions updated to all TN’s which apply to this glider. The latest version is TN-41 dated 04/02/2019 | | | | |
| 3b | Engine (if applicable) | N/A | |  | | | | |
| 3c | Propeller (if applicable) | 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 | 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: N/A  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/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  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 found after task 89 | | | | | | | |
|  | **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\*** | | Issue 1 |  | |  |  | |  |  | |  |  | | | | | | | | |

**Appendix A** to BGA SDMP

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**Registration: G- BGA No: Type: ASK 21 Serial No:**

Total flight hours and landings at this Inspection: Hrs Landings

Since last inspection: Hrs Landings

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| Task  Item | | Description | | | Inspection detail | | Operation  Insp/check  initials | |
| **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. | |  | |
| 2 | | **Fuselage structure** | | | Check frames, formers, tubular structure, skin and attachments. Inspect for signs if corrosion on tubular framework. | |  | |
| 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 is vertical, check operation of ventilator and canopy demisting. | |  | |
| 6 | | **Centre section fairing** | | |  | | N/A | |
| 7 | | **Wing attachments** | | | Inspect the wing structural attachments. Check for damage, wear and security. Check for rigging damage. Check condition and security of wing attachment pins 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 and 031/05/2002 | |  | |
| 9 | | **Seat / cockpit floor** | | | Inspect seat. 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 seat pan and in rear fus1e02  +  3`lage for debris and foreign items. | |  | |
| 11 | | **Front nose wheel & mounts** | | | |  | | --- | | Inspect for evidence of hard/heavy landings. 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. Remove brake drums, check brake lining wear. Check drum wear. Refit drum. Check brake adjustment.  **CAUTION: BRAKE DUST MAY CONTAIN ASBESTOS.**  Check operation of brake.  Tyres check for wear, sidewall damage, perishing, correct pressure and creep marks have not moved. | |  | |
| 13 | | **Undercarriage suspension** | | | Check springs, 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 | | **Undercarriage retraction system** | | |  | | N/A | |
| 15 | | **Tail wheel** | | | Inspect for evidence of hard/heavy landings. Inspect wheel, tyre and wheel box. 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 (actuations).  Carry out operational test. | |  | |
| 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 and BGA TN 1-2007 | |  | |
| 18 | | **Rudder pedal assemblies** | | | Inspect rudder pedal assemblies and adjusters. | |  | |
| 19 | | **Rudder control circuit & stops** | | | Inspect rudder control 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. Check water ballast jettison iaw Maintenance Manual. | |  | |
| 20 | | **Elevator control circuit & stops** | | | With the tailplane derigged, check tailplane attachments, inspect elevator control rods. Check that control stops are contacting and secure. Inspect self-connecting control devices, check gel coat. | |  | |
| 21 | | **Aileron and flap control circuit & stops** | | | Inspect aileron control rods. Check that control stops are contacting and secure.  Inspect self-connecting control devices. | |  | |
| 22 | | **Flap control circuit and detents** | | |  | | N/A | |
| 23 | | **Trimmer control circuit** | | | Inspect trimmer control rods/cables. Check friction/locking/connecting devices. | |  | |
| 24 | | **Air brake control circuit** | | | Inspect air brake control rods. Check friction/locking device. Inspect self-connecting control devices. | |  | |
| 25 | | **Wheel brake control circuit** | | | Inspect wheel brake control cable. | |  | |
| 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 available; 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. Reference BGA TN 4-2014 Inspection | |  | |
| 31 | | **Battery** | | | Check battery mountings 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** | | **N/A** | |
| 33 | | **Radio installations and placards, transponders** | | | Check radio installation, microphones and speaker. 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 | | **Radio frequency check** | | | 48-month frequency tolerance check. (Not required for modern 720/760 or later channel transceivers) | | N/A | |
| 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: Yellow  Air Brakes: Blue  Trimmer: Green  Canopy normal operation: White  Canopy jettison: Red  Other 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 data plates. | |  | |
| 38 | | **Wing struts/wires** | | |  | | N/A | |
| 39 | | **Drag chutes & controls** | | |  | | N/A | |
| 40 | | **Water ballast system** | | |  | | N/A | |
| 41 | | **Tailplane and elevator** | | | With tailplane de-rigged check tailplane and attachments, self-connecting control connections, check condition of gel coat.  All 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. | |  | |
| 42 | | **Left wing** | | | Check mainplane structure externally and internally as far as possible. All vents and drain holes are clear. Check gel coat. Check registration marks are correctly applied. All turbulator tapes are fitted correctly and secure. | |  | |
| 43 | | **Left wing controls** | | | Inspect aileron assemblies, hinges, control connections, 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 panel(s) and operating rods. Check locking forces if specified by manufacturer or AD. | |  | |
| 45 | | **Left Flap** | | |  | | N/A | |
| 46 | | **Right wing** | | | Check mainplane structure externally and internally as far as possible. All vents and drain holes are clear. Check gel coat. Check registration marks are correctly applied. All turbulator tapes are fitted correctly and secure. | |  | |
| 47 | | **Right wing controls** | | | Inspect aileron assemblies, hinges, control connections, 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 panel(s) and operating rods. Check locking forces if specified by manufacturer or AD. | |  | |
| 49 | | **Right Flap** | | |  | | N/A | |
| 50 | | **Bonding/vents/**  **drain** | | | Check all bonding leads & straps. Check all vents and drains are clear from debris. | |  | |
| 51 | | **Lubrication** | | | Lubricate in accordance with manufacturer’s requirements | |  | |
| 52 | | **Markings** | | | Check side and under-wing markings are correct. Ident plate for CAA registered aircraft 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. | |  | |
| 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 Review Certificate (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 is at the latest revision. | |  | |
| 63 to 89 | | **Only Applicable to Powered Sailplanes** | | |  | | N/A | |
|  | |  | | |  | |  | |
| **Appendix B** to BGA SDMP  **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) | | | | | | | |
|  | | |  | Description | | Frequency | Insp/check  initials |
| AD 1982-216 | | |  | Nicopress and Talurit cable sleeves inspection | | After cable change |  |
| AD 1983- 001/3 | | |  | L'Hotellier connectors | | Annually |  |
| AD 1993-41 | | |  | Airframe life 12000 hrs with intermediate checks at 3000, 6000, 9000 then every 1000 to 12000 hrs | | At Hours Specified |  |
| AD 1993-186  (TN 26) | | |  | Elevator Rod | | Annually |  |
| AD 1998-018/3 | | |  | Nose Release Hooks replacement. | | 2500 Launches |  |
| AD 1998-018/3 | | |  | C of G Release Hooks replacement | | 2500 Launches |  |
|  | | |  |  | |  |  |
|  | **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. | | | | | | |
|  | | |  | Description | | Frequency | Insp/check  initials |
| BGA056/08/2014 Iss1 | | |  | Check security of stick and airbrake grips. | | Annually |  |
| BGA Compendium | | |  | Check FLARM software up to date | | Annually |  |
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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) | | | | | ***Owner must sign & date below* \*** |
| Service/life/tbo Interval | | | Task Description | Engineering justification and alternative means  of compliance (AMC).  Add extra documents to this MIP section as required to support AMC and engineering justification of a deviation. |  |
| TC holder recommendations  (hrs/cyc/cal) |  | Changed to |  |
| 12 years |  | Annual review | 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 with no loss perceivable loss of serviceability. |  |
| 4 years |  | Annual review | Tost 4 year recommended replacement/overhaul of release hooks | History has shown that subject to annual maintenance and lubrication (IAW AD 1989 – 018/3) that service life is unaffected by extending the 4 year recommendation. |  |
| 4 years |  | 8 years | Weighing | 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., |  |
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| **General Remarks** | | | | | | |
| Date of ARC or BGA C of A expiry:  Date of Annual Servicing expiry:  Other remarks: | | | | | | |
| Record identifying marks. | Fin: | | Fuselage: G- | | | Under wing: G- |
| **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: | |