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

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| **Aircraft Maintenance Programme (AMP)** |
| **Aircraft identification** |
| 1 | Registration:  | Type: **JS-MD Single, Model: JS-MD 1C** | 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 101 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)** | **M&D Flugzeugbau GmbH & Co. KG, JS-MD Single, Model JS-MD 1C**  | JS-MD 1C Aircraft Maintenance Manual, MD01-AMM-00-001, Issue 02.JS-MD 1C Jet Sustainer Maintenance Manual Supplement, MD01-AMM-00-002, Issue 2. |
| 3b | Engine (if applicable) | **M&D Flugzeugbau GmbH & Co. KG, MD-TJ42** | MD-TJ42 Operating and Maintenance Manual, MD02-OMM-70-001, Revision 04 |
| 3c | Propeller (if applicable) | N/A | **N/A** |
| **Additional maintenance requirements not covered above (applicable to all AMPs, regardless of whether they are based on design approval holder (DAH) data or minimum inspection programmes (MIPs))** |
| 4 | **Indicate if any of the following additional maintenance requirements are applicable (when replying ‘YES’, list the specific requirements in Appendix B (add to the BGA SDMP 267 EASA mandatory and BGA CAMO requirements found after task 89) to this AMP** | Yes | 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.) | YES |  |
| Maintenance due to type of operation or operational approvals |  | NO |
| 5 | **Indicate if there is any maintenance due to specific recommendations in service bulletins, service letters, etc. (when replying ‘YES’, list the specific recommendations and any deviations in Appendix B to this AMP)** |  | NO |
| **Pilot-owner maintenance** |
| 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/organisation responsible for the continuing airworthiness of the aircraft according to ML.A.201:Owner [ ]  — Lessee [ ]  Name of owner/lessee Address Telephone/fax: EmailSignature/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 [ ]  BGA SDMP 267 EASA mandatory and BGA CAMO requirements found after task 101
 |
|  | **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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| **Enter below changes to this SDMP and revision number** | **Date and signature of owner** |
| G-DPER/SDMP/Rev 1 | 29th September 2017 |
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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 Work Pack       |

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| Registration  | BGA No**.**   | Type. **JS-MD Single****(Model JS-MD 1C)** |  Serial No:  |

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| TaskItem | Description | Inspection detail | OperationInsp/check |
| **Tasks 0 to 101 must be completed at the annual check or 250 airframe flying hours whichever occurs first.****Tasks 76 to 101 must be completed at the annual check or 10 hours engine operating time whichever occurs first.**  |
| 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 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 and paintwork. Check that registrations marks are correctly applied.  |  |
| 2 | **Fuselage structure** | Check frames, skin and attachments. Inspect for signs of corrosion on metal components.  |  |
| 3 | **Nose Fairing**  | Inspect for evidence of impact with ground or objects. Inspect nose tow release unit and aperture. |  |
| 4 | **Fin** | Inspect both fin sides for possible structural foam core damage caused by high temperatures from jet efflux. Perform visual inspection over complete fin area. Additionally knock on the surface of the fin to detect foam separation. No deformation should be visible and no sound differences should be detected over foam areas of the fin. Check strobe light security and operation. Check turbulator zig zag tapes and Mylar seals are fitted correctly and secure (ref BGA Inspection 011/12/2000) |  |
| 5 | **Ventilator** | Check operation of ventilator in right side channel and canopy demisting system. |  |
| 6 | **Centre section wing root fairings** | Inspect for security, damage and condition. |  |
| 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 lift pins and bushes. |  |
| 8 | **Main Pins & Bushes** | Inspect main pins for damage or cracks. Clean and lubricate bushes. |  |
| 9 | **Main Pin Locks** | Check operation and condition of main pin locks |  |
| 10 | **Canopy locks and jettison** | Inspect canopy frame and perspex for cracks unacceptable distortion and discoloration. Check operation of all locks and catches. Clean and lubricate lock and jettison parts.Carry out an operational test of the canopy jettison system.Check opening force on Rögerhook (8-15kg)Check canopy gas strut will keep canopy open in light winds, ref BGA Inspection 031/05/2002 |  |
| 11 | **Seat / cockpit floor** | Inspect seat. Check that energy absorbing foam seat cushion is correctly fitted and secured. Check condition of control stick gaiter. Ensure that any additional owner cushions are secured. Ensure that all seat adjusters fit and lock correctly . |  |
| 12 | **Cleanness / loose article check** | Check under cockpit floor/ seat pan and in rear fuselage for debris and foreign items |  |
| 13 | **Main Axle** | Check security of main axle |  |
| 14 | **Main Wheel Bearings** | Check that wheel rotates freely – clean/replace main bearings if required |  |
| 15 | **Mainwheel, tyre & Brake assembly** | Check condition and security of hydraulic hoses (clear of controls and main wheel). Check for integrity of hydraulic seals and leaks in pipe work. Check life of hydraulic hoses. Check security of brake caliper and disc. Check brake pad thickness (minimum 2.5mm) and for excessive disk wear.**CAUTION: BRAKE DUST MAY CONTAIN ASBESTOS.**Check operation of brake. Check level of brake fluid and replenish if necessary.**CAUTION: USE ONLY MINERAL BRAKE FLUID AND OBSERVE SAFETY PRECAUTIONS**Check tyre for wear, sidewall damage, perishing, creep marks have not moved and pressure 59 PSI (4 bar). |  |
| 16 | **Undercarriage suspension** | Check shock absorbers and locking arms for signs of damage.Check life of landing gear shock absorber.Remove shock absorber– lubricate slide tube and check smooth operation.Check that shock absorber extends fully (90mm) when landing gear is unloaded.Note: Carry out with weight off the landing gear. |  |
| 17 | **Undercarriage retraction system** | Check retraction mechanism and controls with aircraft on jacks/dolly, check warning system, doors and springs. Check that over-centre locks are set up correctly with maximum of 3mm play in locked position and rear legs lock simultaneously (ref SB.JS002). Check that both brass bushes on the handle tube are secured. Perform retraction and extension test. |  |
| 18 | **Tail wheel** | Inspect for evidence of hard/heavy landings. Remove wheel and clean mudguard. Inspect wheel, wheel bearings, tyre and wheel box. Check tyre pressure 37 psi (2.5 bar) |  |
| 19 | **Release hooks** | Inspect nose and C of G release hooks and controls as per manufacturer’s instructions.Check cables and fittings including below seat pan. Check cable for broken wires at release handle crimp. Check TBO ( 2000 launches). Carry out function test |  |
| 20 | **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. |  |
| 21 | **Control Stick** | Inspect stick assembly and security of bottom pivot bolts, check free movement. |  |
| 22 | **Rudder pedal assemblies** | Inspect rudder pedal assembly and adjuster. Check that rudder pedals operate freely on all settings and stay in lock under load. Check wear and security of liners and cables in “S” tubes. Pay special attention to the cable near the S-tube exits, by adjusting pedals to the extreme settings. |  |
| 23 | **Rudder control circuit & stops** | Inspect rudder control cables and security of cable crimps. Check that control stops are contacting and secure. Check rudder assembly, hinges, attachments and balance weights are secure |  |
| 24 | **Elevator control circuit & stops** | Inspect elevator control rods. Check that control stops are contacting and secure. With tailplane derigged, inspect self-connecting elevator drive at top of fin. |  |
| 25 | **Aileron and Flap control circuit & stops** | Inspect aileron control rods/belcranks/brackets. Check that control stops are contacting and secure. |  |
| 26 | **Flap control circuit and detents** | Inspect flap handle, control rods/belcranks/brackets. Check that all detents and springs in the flap circuit and handle operate correctly and detents are not excessively worn.  |  |
| 27 | **Trimmer control circuit** | Inspect trimmer assembly and release/lock mechanism. Check push down force is between 2.5N and 3.5N. Check that trim lock holds with max elevator input in all trim positions  |  |
| 28 | **Air brake control circuit** | Inspect air brake handle, control rods/belcranks/brackets. |  |
| 29 | **Wheel brake control circuit** | Inspect wheel brake control rods. Check hydraulic pipes for leaks and deterioration. Check hydraulic hose life. Ensure correct rigging relationship with airbrake and that full airbrake can be achieved.  |  |
| 30 | **Flaperon/Airbrake Auto Couplers** | Inspect the flaperon auto-couplers - secured to bracket (L&R) and adjuster set (noplay) and locked.Inspect the airbrake auto-couplers - secured to bracket (L&R) and adjuster set (noplay) and locked. |  |
| 31 | **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. Check operation of all installed equipment as is practical i.a.w. Manufacturer’s instructions. Check all instruments are marked as required by AFM /AMM. |  |
| 32 | **Pitot/static system** | Inspect pitot probes, static ports, all tubing (as accessible) for security, damage, cleanliness, kinking and condition. Drain any water. Perform system leak check. |  |
| 33 | **ASI operational check** | Check accuracy of the airspeed indicator throughout operating speed range (in situ permissible.) Maximum permissible error 2kt from 0 to 54 knots and 3 knots at 54 kt + (ref Winter TS10.210/ 19) Ensure colour coding complies with AFM /AMM. |  |
| 34 | **Altimeter datum** | Check barometric sub scale. (max. error 2 Mb) |  |
| 35 | **Compass** | Check condition of compass and deviation card.Check swing of compass required every 5 years or after any instrument or equipment change.Compass deviation card required to be displayed if deviation exceeds 10 degrees. **Record date of last compass swing:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |  |
| 36 | **Electrical installation/ circuit breakers** | Check all electrical wiring and connectors for condition. Check for signs of overheating and poor connections. Check circuit breakers for condition and correct rating. |  |
| 37 | **Battery** | Check battery mounting for security and operation of clamp. Check that battery has the correct main circuit breakers fitted. Carry out battery capacity test. |  |
| 38 | **Radio installations and placards,**  | Check radio installation, microphone, speaker. Check aircraft registration placard is visible near radio. Carry out ground function test of VHF radio transceiver.  |  |
| 39 | **Transponder** | Inspect transponder security, electrical + static connections and controls. Check correct programming of registration, hex code, airspeed category and aircraft category. Check FL readout is within 125 feet of the altimeter (subscale set to 1013.2mb).Advise owner to complete and record airborne function check with ATC unit within 12 months. |  |
| 40 | **Transponder Altitude Encoder** | Transponder altitude encoder calibration to be checked at intervals from 0 to FL150 every two years as recommended in EASA SIB 2011-15R2. Maximum error between the altimeter and altitude encoder readout is 125 feet.**Record date of last encoder check:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |  |
| 41 | **FLARM** | Check FLARM updated to latest firmware |  |
| 42 | **Removable ballast** | Check removable ballast mountings and locking pins for condition. Check that ballast weights are painted a conspicuous colour. Check the Nose Ballast placard is in place  |  |
| 43 | **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: RedOther controls: clearly marked but not using any of the above colours |  |
| 44 | **Security of Control Grips** | With firm hand pressure ensure control grips are securely attached to the control and that it will remain secure during all normal modes of operation. |  |
| 45 | **Equipment stowed in centre section** | Check for security and condition. Check validity of any safety equipment. Check manufacturers Data Plate and Fireproof Registration Plate. |  |
| 46 | **Water ballast system** | Check water ballast system, wing and tail tanks. Check filling points, spill holes and dump valves for operation and leakage. Check tail tank dump rate is 1L/min or greater.Ensure outside temp reading on Flight Computer reads ambient temperature. |  |
| 47 | **Tailplane and elevator** | With tailplane de-rigged check tailplane and attachments including self-connecting control connections, check condition of gel coat and paint.Check all turbulator zig zag tapes and Mylar seals are fitted correctly and secure and do not impair the full range of movement (ref BGA Inspection 011/12/2000). |  |
| 48 | **Left wing** | Check mainplane structure externally and internally as far as possible. Check security and condition of wing lift pins. Check all vents and drain holes are clear. Check gel coat and paint.  |  |
| 49 | **Left wing flaperons** | Inspect flaperon assemblies, hinges, drive rods, self-connecting control connections. Check NACA ducts are clear. Check NACA duct zig zag turbulator tapes are fitted correctly and secure. Ensure boundary layer blow holes are clear. Check control tape and Mylar seals secure and do not impair full range of movement (ref BGA Inspection 011/12/2000) |  |
| 50 | **Left air brake** | Inspect air brake blades and caps, operating rods, closure springs. Check that all blade attachments are locked, operate freely and the clearances between blades are sufficient. Check over-centre locking force is between 20 – 30 kg. |  |
| 51 | **Left Tip Junction** | Check left tip junction mechanism. Check over-centre locking action.  |  |
| 52 | **Left 18M Tip** | Check structure, gel coat, paint and junction bushes. Check flaperons, control seals and drive tab. Check tip wheel or skid. |  |
| 53 | **Left 21M Tip** | Check structure, gel coat, paint and junction bushes. Check flaperons, control seals and drive tab. Check tip wheel. Check water ballast vent and drain valve operation. |  |
| 54 | **Right wing** | Check mainplane structure externally and internally as far as possible. Check security and condition of wing lift pins. Check all vents and drain holes are clear. Check gel coat and paint.  |  |
| 55 | **Right wing flaperons** | Inspect flaperon assemblies, hinges, drive rods, self-connecting control connections. Check NACA duct are clear. Check NACA duct zig zag turbulator tapes are fitted correctly and secure. Ensure boundary layer blow holes are clear. Check control tape and Mylar seals secure and do not impair full range of movement (ref BGA Inspection 011/12/2000) |  |
| 56 | **Right air brake** | Inspect air brake blades and caps, operating rods, closure springs. Check that all blade attachments are locked, operate freely and the clearances between blades are sufficient. Check over-centre locking force is between 20 – 30 kg. |  |
| 57 | **Right Tip Junction** | Check right tip junction mechanism. Check over-centre locking action. |  |
| 58 | **Right 18M Tip** | Check structure, gel coat, paint and junction bushes. Check flaperons, control seals and drive tab. Check tip wheel or skid. |  |
| 59 | **Right 21M Tip** | Check structure, gel coat, paint and junction bushes. Check flaperons, control seals and drive tab. Check tip wheel. Check water ballast vent and drain valve operation. |  |
| 60 | **Bug Wipers** | Check the operation of the bug wiper winding system. Ensure that the wipers are set towipe no closer than 500 mm from the winglet. Check that both wipers seat correctly in their garages when retrieved. Check the condition of the wiping cable and retrieve cableCheck that the stabilizing leg of the wiper opens between 70° and 90° |  |
| 61 | **Bonding/vents/drain** | Check all bonding leads & straps. Check all vents and drains are clear from debris.  |  |
| 62 | **Lubrication / Fluids** | Lubricate and replenish fluids in accordance with AMM requirements. |  |
| 63 | **Markings** | Check boom and under-wing registration markings are correct. Check contest marking on each side of fin. Check BGA number displayed.  |  |
| 64 | **Mandatory checks** | Check for compliance of all mandatory modifications, airworthiness directives and inspections applicable to the Airframe, accessories & equipment. Record compliance in the airframe logbook. Review EASA and LBA AD list, BGA Compendium, BGA Technical News Sheet, BGA Mandatory Inspections, BGA Compendium in service issues, Manufacturers mandatory check list and factory Service Bulletins and Technical Notes..  |  |
| 65 | **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. **Any Deviations from TCDS holder’s recommendations must be recorded and signed for by the owner.** |  |
| 66 | **Control deflections & free play** | Check free play. Check all controls range of movement to control stops. Check and record rudder, elevator and flaperon deflection with flaps set to position 3. Every 5 years, or if flaperon control system has been disturbed or if new flaperon seals have been applied, measure and record all control deflections as listed on Control Surface Deflection Recording Sheet, AMM page A-10. **Record date of last full Control Deflection measurement:**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |
| 67 | **Wing Beat Frequency** | Check and compare with last recorded reading. Maximum variation is 5%. Record Beat Frequency, bpm.**18 Metre:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 21 Metre:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |  |
| 68 | **Duplicate inspections** | Record each item requiring a duplicate inspection on an additional worksheet and complete prior to releasing aircraft back to service. |  |
| 69 | **Weighing** | Review weighing record to establish accuracy against installed equipment. For changes between 8 year cycles the C of G must be calculated in accordance with Part NCO. Record changes to mass and CG in the AFM and make known to the pilot-in-command. **Check and record date of last weighing:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |  |
| 70 | **Speed/weight/****manoeuvre placard** | Check placard(s) correct and legible and accurately reflect the status of the aircraft |  |
| 71 | **Hours** | **Record Hours at this inspection:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |  |
| 72 | **Launches** | **Record Launches at this inspection:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |  |
| 73 | **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 |  |
| 74 | **Log book** | Complete log book entry. Ensure that all flying records are entered and up to date. |  |
| 75 | **Flight manual** | Verify that the Aircraft Flight Manual and Supplements are at the latest applicable revision. |  |
| 76 | **Engine, pylon, mountings and engine box.** | Inspect engine and pylon installation. Check pylon fairing and engine cowling for security, damage or cracks. Check engine rotates smoothly. Check security of Jet Pipe and Cone. Check security and condition of EGT probe. Check for play on pylon when extended. Check engine compartment and fire sealing.  |  |
| 77 | **Starter Motor** | Check starter motor security, casing and wiring. |  |
| 78 | **Doors** | Check engine compartment doors, rods and cams. |  |
| 79 | **Door hinges** | Inspect door hinges for any signs of damage |  |
| 80 | **Rubber Hoses** | Inspect rubber hoses (Aeroquip FC332-04) in box for cracks or signs of damage. Check Life Limit. |  |
| 82 | **Extension and retraction** | Check extension and retraction system operates correctly. Check JDU for correct indications of pylon position.  |  |
| 83 | **Engine Box Drain** | Inspect drain in box is clear and check the o-ring for condition and fit. |  |
| 84 | **Electric actuator** | Inspect security of electric actuator and mountings. |  |
| 85 | **Needle Bearings** | Inspect needle bearing in cam, lubricate if required |  |
| 86 | **Electrical wiring**  | Inspect all electrical wiring. Pay special attention to wiring that is subject to bending during extension and retraction of pylon.  |  |
| 87 | **Engine Battery Relay** | Check function of engine battery selector relay. |  |
| 88 | **Limit switches** | Check security and operation of both limit switches.  |  |
| 89 | **Jet Display Unit** | Inspect the JDU for security and condition. Check indications are consistent with ambient conditions. |  |
| 90 | **Fuel Drain & Sample** | Drain a sample of fuel from fuel drain in wheel box. Check for clarity / contamination. Check drain does not leak. |  |
| 91 | **Fuel tank** | Check fuel tank mountings and tank integrity. Check fuel quantity indication system.  |  |
| 92 | **Fuel tubing & vents** | Check all fuel tubing. Check vent is clear. Check self-sealing filling coupling. Ensure all swaged fittings are secure and there are no leaks.  |  |
| 93 | **Fuel SOV** | Check free movement of fuel shut off valve. |  |
| 94 | **Fuel filters** | Inspect the main filter installed on the rear of the left tank (Speedflow Z-JS-609-06sintered Bronze element 30 μm). Clean or replace as required. If contamination is found in the main filter, open and inspect the filters in the rubber hoses (Speedflow PFE 608-4 44 μm). Clean or replace as required. |  |
| 95 | **Firmware & Software** | Check correct firmware and software installed in ECU & JDU. Update if necessary. |  |
| 96 | **Engine Placards** | Check all placards in accordance with Flight & Maintenance manual and are legible. |  |
| 97 | **Engine ground test** | Carry out ground operational check of engine. Check engine starts and spools up to high rpm. Check readings on JDU are consistent with conditions. Check fuel shut off valve stops engine. |  |
| 98 | **Fuel leaks** | After the ground test check for fuel leaks |  |
| 99 | **Engine Log Book** | Update engine logbook with hours and cycles from JDU log. |  |
| 100 | **Mandatory checks** | Check for compliance with all mandatory modifications, airworthiness directives and inspections applicable to the engine, accessories & equipment. Record compliance in the engine logbook. Review EASA and LBA 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 and factory Service Bulletins and Technical Notes. |  |
| 101 | **Manufacturers recommendations** | Review manufacturer’s maintenance schedules and instructions for continued airworthiness for the engine to establish if any additional work is required. **Any Deviations from TCDS holder’s recommendations must be recorded and signed for by the owner.** |  |

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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) |
| ALI |  | Airframe Life Extension Inspection, Aircraft Maintenance Manual Section 4.1 | 3000 / 6000 / 9000 / 10000/ 11000 hours |
| ALI |  | Airframe Life Limit, Aircraft Maintenance Manual Section 4.1 | 12000 hours |
| ALI |  | Aircraft Inspection Period, Aircraft Maintenance Manual Section 4.1 | 250 hr or annually whichever occurs first. |
|  ALI |  | Engine Inspection Period, Jet Sustainer Maintenance Manual Supplement Section 4.1 | 449 cycles, 50 hours or 6 years whichever first |
| ALI |  | ECU Inspection Period, Jet Sustainer Maintenance Manual Supplement Section 4. | 449 cycles or 50 hours whichever occurs first |
| ALI |  | Turbine Wheel Life Limit, MD-TJ42 Operating and Maintenance Manual Section 5.1 | 449 cycles |
| ALI |  | Compressor Wheel Life Limit, MD-TJ42 Operating and Maintenance Manual Section 5.1 | 449 cycles |
| ALI |  | Tost E22 Nose Release Hook, Tost Operating Manual Tow Release E22 Rev 1 May 2003, para 2.7, TBO = 2000 Launches | Annual |
| ALI |  | Tost Europa G88 Belly Release Hook, Tost Operating Manual Safety Release G88 Rev 4 March 2001, para 2.7, TBO = 2000 launches.  | Annual |
| LBA AD 1967-096 |  | Colour Coding of Controls | Annual |
| LBA AD 1974-323 |  | Control Cables | One time by manufacturer 21/09/2017 |
| LBA AD 1982-216 |  | Control cable crimps, Nicopress sleeves inspection | Annual |
| LBA AD 1989-018/3 |  | Tost Europa G88 Belly Release Hook condition and life (max 10000 actuations and recommended 4 years life, Tost TM 1-2001) | 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. |  |
| BGA inspection011-12/2000 |  | Flying Control Surface Sealing Tapes and Seals Secure |  Annual |
| BGA Inspection031-05/2002 |  | Canopy Gas Strut strong enough to hold canopy open in light winds | Annual |
| BGA Inspection 056-08/2014  |  | Check security of stick and airbrake grips as required by AAIB recommendation | Annual |
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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 to support AMC and engineering justification of a deviation. |  |
| Original TC holder recommendations(hrs/cyc/cal) |  | Changed to |  |
| 4 years |  | 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 extending the 4 year recommendation.  |  |
| 10000 actuations |  | 2000 launches | Tost recommended replacement/overhaul of release hooks | With a privately owned glider operating with tail tow out bar, typical actuations per launch including release checks is 5. |  |
| 12 years |  | On condition | Gadringer Seat Harness Overhaul interval | Seat harness life extended from 12 years subject to annual inspection using guidelines in BGA AMP 4-8. Harness was in manufacturers’ stores without exposure to UV, wear and tear for 3 years before being installed new in this glider. Experience has shown that seat harnesses have been extended to 15 years with no perceivable loss of serviceability. |  |
| 5 years |  | 8 years | Re-Weigh, AMM recommendation | Reweigh interval extended from 5 years to 8 years unless anything happens to change the weight or C of G. BGA CAMO experience has shown there has been no reduction in safety by extending the reweigh period to 8 years |  |
| 5 degrees |  | 10 degrees | Compass deviation chart to be displayed close to compass | This is a VFR aircraft with GPS derived moving map and track information on the flight computer. Reflections in canopy from deviation card are considered to pose a greater risk (of collision) than small compass navigation error. |  |
| 250 hrs/ annual |  | 5 years or control system disturbed or new flaperon seals applied. | Check range and free play of control surfaces and record on the Control Surface Deflection Record Sheet | The AMO of Jonker Sailplanes the South African manufacturer of the equivalent aircraft type only requires the control deflections to be recorded at 5 year intervals unless the control system has been disturbed. Experience has shown no loss of safety by this extension. As a precaution a check of elevator, rudder and flaperon deflections with Flap 3 selected will be completed at every 250 hour/annual inspection.. |  |
| 2000 launches |  | On condition | Replace release hook cables | The BGA CAMO does not routinely require replacement of release hook cables based on number of launches and experience has shown no loss of safety. Cables are inspected annually with particular reference to the high stress area at the release handle crimp. |  |
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| General Remarks |
| Date of ARC 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 Authorisation No:       |