Maintenance Programme (CS22) for:

Delete which ever sailplane type is not applicable from the following list,

Sailplanes / Powered Sailplanes

EI-

Where the Maintenance Programme is used by a Part-M, Sub Part-G organisation for multiple sailplanes of the same type, then the sailplane registration shown above shall be deleted and the company name inserted.

NOTE: A programme may only be approved for one sailplane type and may not be used for multiple sailplane types. Individual Programme's must be submitted for each sailplane type.

Sailplane Type:_____

IAA Approval Ref:_____

www.iaa.ie

NOTE :- Where specific tasks have been mandated by the sailplane Type Certificate Holders, Supplemental Type Certificate Holders, equipment manufacturers, the Irish Aviation Authority or EASA and are not included in this maintenance programme, it is the responsibility of the sailplane owner to insure the required maintenance is performed at the interval specified.

HF This Maintenance Programme is Human Factors Sensitive

Note: Where text is shown in red this is a prompt to adjust the text as required. When complete the red text should be removed.

Contents

Chapter 0

General

Sailplane Applicability List

This sailplane Maintenance Programme is applicable to the following Sailplane/Powered Sailplane, (*one Sailplane/Powered Sailplane per MPLA)*

EI-

Sailplane Serial No:

Engine Type: N/A *(Remove if not a Powered Sailplane)*

Propeller Type: N/A *(Remove if Not Fitted)*

Option 1 : For Private Operators whose sailplane is not controlled by a Part-M, Sub Part G organisation, they should list the sailplane registration to which this programme applies and clearly identify the effectivity of the tasks and procedures that are applicable to that Sailplane.

When an AD, SB, Modification or Repair requiring repetitive maintenance actions, are applicable to the Sailplane, engine or propeller *(Delete if not applicable)*listed above or an STC has been embodied on the Sailplane, engine or propeller *(Delete if not applicable)* the AD, SB, Modification, Repair, or STC shall be listed in table 1 below.

The X under the Sailplane registration indicates that the Modification, Service Bulletin, Equipment or STC is applicable to the sailplane.

Table 1- Removed at this revision

Distribution List

Copy No. 1	Irish Aviation Authority
Copy No 2.	*Owner/Operator (State Name)*
Copy No 3.	*Maintenance Provider (State Company Name or Individual)*
Copy No 4.	*Required if Managed by a Sub Part G Organisation*

Record of Amendments

Revision No	Revision Date	Incorporated By	Incorporation Date
Issue 1 Rev 0	**Original**	**Original**	**Original**
Issue 1 Rev 1			
Issue 1 Rev 2			
Issue 1 Rev 3			
Issue 1 Rev 4			

All changes in this Programme must be approved by the competent authority or a CAMO that have been granted "Indirect Approval" privileges and are entitled to amend it. If the CAMO approves the changes, the owner of the sailplane must have an agreement with the CAMO in question. The CAMO may only approve changes to this programme in accordance with the procedure in their approved CAME and shall forward an amended copy to the IAA.

List Of Effective Pages

Chapter	Page No	Date	Chapter	Page No	Date
Cover Page	1	01/06/2015	9. Repetitive Continuing Airworthiness Requirements	43	01/06/2015
Contents	2	01/06/2015	9. Repetitive Continuing Airworthiness Requirements	44	01/06/2015
0. General Cover Page	3	01/06/2015	10. Annual Review Check List	45	01/06/2015
0. Sailplane Applicability List	4	01/06/2015	10. Annual Review Check List	46	01/06/2015
0. Distribution List	5	01/06/2015	10. Annual Review Check List	47	01/06/2015
0. Record of Amendments	6	01/06/2015			
0. List of Effective page,	7	01/06/2015			
1. Introduction Cover Page	8	01/06/2015			
1. Introduction Text	9	01/06/2015			
1. Introduction Text	10	01/06/2015			
2. Owner/Operator Cover Page	11	01/06/2015			
2. Owner/Operator Statement	12	01/06/2015			
3. Resp/Standards Cover Page	13	01/06/2015			
3. Resp/ & Standards Text	14	01/06/2015			
3. Resp/ & Standards Text	15	01/06/2015			
3. Resp/ & Standards Text	16	01/06/2015			
4. Life Items Cover Page	17	01/06/2015			
4. Life Items	18	01/06/2015			
5. Manu Special Insp Cover	19	01/06/2015			
5. Manu Special Insp, List	20	01/06/2015			
6. Pilot/Owner Maint Cover	21	01/06/2015			
6. Pilot Owner Maint, Text.	22	01/06/2015			
6. Pilot Owner Maint, Text.	23	01/06/2015			
6. Pilot Owner Maint, Tasks	24	01/06/2015			
6. Pilot Owner Maint, Tasks	25	01/06/2015			
6. Pilot Owner Maint, Tasks	26	01/06/2015			
7. Variations to the Check Cyc	27	01/06/2015			
7. Variations to the Check Cyc	28	01/06/2015			
8. Scheduled Tasks Cover	29	01/06/2015			
8. Check Cycle	30	01/06/2015			
8. Scheduled Tasks	31	01/06/2015			
8. Scheduled Tasks	32	01/06/2015			
8. Scheduled Tasks	33	01/06/2015			
8. Scheduled Tasks	34	01/06/2015			
8. Scheduled Tasks	35	01/06/2015			
8. Scheduled Tasks	36	01/06/2015			
8. Scheduled Tasks	37	01/06/2015			
8. Scheduled Tasks	38	01/06/2015			
8. Scheduled Tasks	39	01/06/2015			
8. Scheduled Tasks	40	01/06/2015			
8. Scheduled Tasks	41	01/06/2015			
8. Scheduled Tasks	42	01/06/2015			

Chapter 1

Introduction

Introduction

This programme shall be modified as appropriate by the owner operator/Sub Part G organisation and may be used for Sailplanes or Powered Sail Planes only.

This programme is available for download from the IAA website – *www.iaa.ie*

This Sailplane Maintenance Programme meets the requirement of EASA Regulation (EC) No. 1321/2014 Annex 1 (Part M). However it is the responsibility of owner operator / Sub Part G organisation who choose to use this programme as a basis for developing their own individual company or sailplane programme that they review all relevant EASA, IAA, Type Certificate and Supplementary Type Certificate holder requirements to ensure the latest revisions are incorporated into this programme.

In the case of sailplanes for which the manufacturer has specified a maintenance programme / schedule, the manufacturer's programme / schedule may be inserted into Section 8 "Scheduled Tasks" and the generic tasks removed. Alternatively the Owner or Subpart G organisation may choose to amalgamate the manufacturer's maintenance programme / schedule into the generic list combining both to define their sailplanes maintenance programme. However the Sailplane manufacturer maintenance tasks should not be adjusted to make them any less restrictive without approval from the Type Certificate / Supplementary Type Certificate Holder and the IAA.

This Maintenance Programme conforms to the requirements of the Generic Maintenance Programme developed to cover a group of similar types of sailplane. This programme is based on the same type of instructions as the baseline maintenance programme as described in AMC M.A.709.

The sailplane shall only be maintained to one approved maintenance programme at a given point in time. Where an owner or operator wishes to change from one approved programme to other, a transfer check or inspection may need to be performed to implement the change.

This programme shall be reviewed annually and amended accordingly when necessary. These reviews shall ensure that the programme continues to be valid in light of the operating experience and instructions from the IAA whilst taking into account new and/or modified maintenance instructions promulgated by the type certificate and supplementary type certificate holders and any other organisation that publishes such data in accordance with Annex (Part-21) to Regulation (EC) No 748/2012.

Thìs programme and any subsequent amendments shall be approved by the Irish Aviation Authority (IAA). (M.A.302 (b)).

This programme has been formatted in such a way as to provide provision for the owner operator / Sub Part G organisation to demonstrate compliance with M.A. 302 (d) by compiling the programme through compliance with the following;

- By incorporating instructions issued by the Irish Aviation Authority.
- Instructions for continuing airworthiness. Issued by the holder of the Type Certificate, Supplemental type certificate, major repair design approval, ETSO authorization or any other relevant approval issued under Regulation (EC) No 748/2012 and its Annex (Part-21), and to in point 21A.90B or 21A.431B or the Annex (Part-21) to Regulation (EC)748/2012. If applicable

- Additional or alternative instructions proposed by the owner or the continuing airworthiness management organisation once approved in accordance with point M.A.302, except the intervals of safety related tasks referred in paragraph (e) of M.A.302 which may be escalated, subject to sufficient reviews carried out in accordance with paragraph (g) of M.A.302 and only when subject to direct approval in accordance with point M.A.302(b)

This programme contains details, including frequency of all maintenance to be carried out, including any specific tasks linked to the type and the specific operations. (M.A.302 (e)).
This programme does not apply to Large Sailplane and therefore does not require a reliability programme (AMC M.A.302(f)).

When the sailplane continuing airworthiness is managed by an M.A. Subpart G organisation the maintenance programme and its amendments may be approved through a maintenance programme procedure established by such organisation (hereinafter called indirect approval).

- In that case, the indirect approval procedure shall be established by the continuing airworthiness management organisation as part of the Continuing Airworthiness Management Exposition and shall be approved by the competent authority responsible for the continuing airworthiness management organisation. (M.A.302(c))
- The continuing airworthiness management organisation shall not use the indirect approval procedure if authorised by the IAA when this organisation is not under the oversight of the Member State of Registry, unless an agreement exists in accordance with Part-M Point M.1, Paragraph 4(ii) or 4(iii), as applicable, transferring the responsibility for the approval of the sailplane maintenance programme to the competent authority responsible for the continuing airworthiness management organisation.

HF

Human Factors:

In the preparation of this document consideration has been given to the Human Factor elements of ICAO Annex I along with EASA Part 66 requirements for sailplane maintenance engineers. Throughout this document we have included prompts to highlight the importance of considering Human Factors. As is the case with all maintenance tasks the responsibility lies with the maintenance engineer performing the task or the pilot owner who has elected to perform and certify Limited Pilot Owner Tasks.

Human Factors Prompt = HF

The absence of such prompts is in no way an indication that Human Factors should not be considered. Human Factors is the responsibility of all who perform and certify maintenance to do everything within their power to prevent accident and incident to sailplane.

Chapter 2

Owner / Operator / Sub Part G Organisation Certification Statement

Owner / Operator, / Sub Part G Organisation Certification Statement

(Delete as appropriate)

The undersigned undertakes to ensure that the sailplane will continue to be maintained in accordance with this approved maintenance programme. It is understood that non-compliance with any of the responsibilities and standards may affect flight safety and the safe operation of the sailplane and will invalidate the Certificate of Airworthiness.

When preparing this programme to meet the requirements of Part M, instructions and recommendations made by the airframe, engine (Delete if not applicable) and equipment type certificate holders and any supplementary type certificate holder have been evaluated and where appropriate have been incorporated.

Where there is conflict between the airframe, engine(Delete if not applicable) and equipment type certificate or supplementary type certificate holder's instructions and recommendations and this generic maintenance programme then the former shall take precedence.

This programme requires an owner/operator/Subpart G organisation to maintain an Irish Aviation Authority approved airframe, engine (Delete if not applicable) and where necessary a propeller log book, which will be customised by completing the required continued airworthiness and maintenance details.

In accordance with Part-M.A.302, the data contained in the Programme will be reviewed annually for continued validity.

It is accepted that this programme does not prevent the necessity for complying with any new or amended regulation published by EASA, or the Irish Aviation Authority, where these new or amended regulations may override elements of this programme. If the IAA is no longer satisfied that a safe operation can be maintained the approval of the programme of part of it may be suspended or revoked.

Name:		**Status :**	owner/operator, CAMO (Delete as appropriate)
Address:		**Contact Telephone No.**	
Position:		**Date:**	
Signed: For and on behalf of the owner/operator, / CAMO: *(Delete as appropriate)*			

Note: Reference should be made to Part M, M.A.201 (a) and (b) for the owner/operator responsibilities.

Chapter 3

Responsibilities and Standards

Owner/Operator Responsibilities

The owner/operator is responsible for the sailplane continuing airworthiness in accordance with Part M M.A.201.

Certificate of Release to Service

On completion of any of the programme maintenance checks, a detailed, referenced entry must be made in the relevant log book(s) with an appropriate certificate of release to service (CRS) by the certifying person as stated in Part-M Subpart H or qualified in accordance with national requirements.

The pilot-owner named in this programme authorised to perform pilot owner maintenance tasks, may issue a CRS in accordance with Part-M M.A.803 for pilot owner maintenance tasks as listed in Part M Appendix VIII Part C (ref Chapter 7 of this programme for specific approved tasks for which the pilot owner has elected to perform).

Certifying Persons' Responsibilities

Certifying persons must use their engineering skill and judgment in determining the depth of inspection needed and other matters, which could affect the airworthiness of the sailplane. Certifying persons are responsible for recording in the appropriate log book or worksheet, any defects, deficiencies or additional maintenance required, resulting from the implementation of the Programme and the issue of the certificate of release to service.

Performance of Maintenance

All maintenance shall be performed in accordance with the methods, techniques, standards and instructions specified in Part M M.A.402.

Airworthiness Life Limitations (Retirement/Scrap Lives)

Airworthiness life limitations shall be those published by the state of design type certificate holder and supplementary type certificate holders. Airworthiness life limitations shall be recorded in the manner specified in section 4 of this Programme or an alternate method acceptable to the IAA.

Airworthiness Directives

Airworthiness directives shall be those issued by EASA and the state of design responsible for the type certificate and supplementary type certificates. Where conflict arises, the EASA AD takes precedent. Compliance with airworthiness directives shall be recorded in the appropriate section of the associated IAA Log Books or any alternative documents or systems acceptable to the IAA.

IAA Generic Requirements

Compliance with IAA Requirements published in Aeronautical Notices shall be recorded in the appropriate section of the associated IAA Log Books or any alternative documents or systems acceptable to the IAA.

Overhaul, Additional Inspections and Test Periods

Overhaul, additional inspections and test periods shall be those recommended by the type certificate holder or supplementary type certificate holders. EASA and the IAA may vary or mandate overhaul and test periods and additional inspections by the issue of an airworthiness directive or IAA Requirements.

Compliance with overhaul requirements and additional inspections and test periods shall be recorded in the appropriate section of the associated IAA Log Books or any alternative documents or systems acceptable to the IAA.

Instructions for Continued Airworthiness

Instructions for continued airworthiness consist of in-service data published by the type certificate or supplementary type certificate holder in maintenance manuals, service bulletins, service letters etc. (To ensure operational safety and reliability, instructions for continued airworthiness must be formally technically assessed and adopted as required by the owner/operator or Part M Subpart G continuing airworthiness management organisation).

Assessment of continued airworthiness instructions shall be recorded in the appropriate section of the associated IAA Log Books or any alternative documents or systems acceptable to the IAA.

Modifications or Repairs

EASA approved modifications or repairs, which have been carried out, must be recorded in the appropriate IAA log book(s) or any alternative documents or systems acceptable to the IAA.

Any additional instructions for continued airworthiness due to modifications or repairs shall be recorded in Section 0 of the associated Programme along with inclusion of the specific task in Chapter 7 "Repetitive Continuing Airworthiness Requirements".

Use of FAA AC43.13-1B. Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair and or,
FAA AC 43.13-2B. Acceptable Methods, Techniques, and Practices - Aircraft Alterations
Currently these documents can only be used during the maintenance of the aircraft listed in this programme when agreed with the Type Certificate Holders.

Independent Inspections

The type certificate holder or supplementary type certificate holder's instructions for continued airworthiness should be followed when determining the need for an independent inspection. In the absence of these inspection standards, an independent inspection must be carried out after any flight safety sensitive maintenance task, in accordance with Part M M.A.402 (a) and AMC M.A.402 (a) 4.

Scheduled Maintenance Worksheets

Worksheets shown in Chapter 7 of the Programme shall be issued and each task signed off. These worksheets become part of the maintenance records that must be kept in accordance with Part M M.A.305(h) by the owner/operator. All additional maintenance carried out should be certified on suitably referenced worksheets and included in the sailplanes records.

Scheduled maintenance worksheets and additional worksheets shall be cross-referenced and recorded in the certification areas of the IAA log book(s) or any alternative documents or systems acceptable to the IAA, giving details of airworthiness directives, component changes, scheduled and any additional maintenance carried out.

Definitions

Throughout the programme the following terms and abbreviations have the stated definitions;

Service/lubrication (SERVICE/LUB)

The term 'service or lubrication' requires that a component or system should be serviced and/or replenished as necessary with the correct fuel, oil, grease, water, oxygen, etc., to a condition specified in the appropriate maintenance manual. The term may also be used to require filter cleaning or replacement.

Inspect (INSP)

An 'inspection' is a visual check performed externally or internally in suitable lighting conditions from a distance considered necessary to detect unsatisfactory conditions/discrepancies using, where necessary, inspection aids such as mirrors, torches, a magnifying glass etc. Surface cleaning and removal of detachable cowlings, panels, covers and fabric may be required to be able to satisfy the inspection requirements.

Operational check (OP/C)

An 'operational check' is a test used to determine that a system or component or any function thereof is operating normally.

Functional check (F/C)

A 'functional check' is a detailed examination of a complete system, sub-system or component to determine if operating parameters are within limits of range of movement, rate of flow, temperature, pressure, revolutions per minute, degrees of travel, etc., as specified in the appropriate maintenance manual. Measured parameters must be recorded in the associated work pack.

Check (CHK)

A 'check' is the verification of compliance with the type design organisation’s instructions for continuing airworthiness.

Detailed Visual Inspection (DVI)

An intensive visual examination of a specific structural area, system, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate by the inspector. Inspection aids such as mirrors, magnifying lenses, etc may be use. Surface cleaning and elaborate access procedures may be required.

Chapter 4

Life Limited Items

All items with an overhaul or scrap life as specified by the TC Holder or Equipment manufacturer shall be listed in the Table below.

Example; Engine Overhaul Etc.

Note: No variation or escalation is allowed on components for which an ultimate (scrap) or Retirement life or an Overhaul limit has been prescribed. This does not apply to the limits under 'Inspection.'

Description	Type	Part No	Overhaul Life	Scrap Life	Inspection
Releases	*Tost*		*2000 flights*	*On condition*	
Harness				*Nil*	*DVI every 12 months*
ASI					*Calibration every 5 years*
Altimeter					*Calibration every 5 years*
Pitot-Static					*Annual leak test*

Chapter 5

Manufacturer Special Instructions

Special instructions issued by the manufacturer are those additional tasks required by the manufacturer outside of the normal scheduled maintenance tasks listed in Section 8. Depending on the manufacturer these tasks may be classified as special, additional, supplementary or out of phase inspections / maintenance tasks. These inspections / maintenance tasks shall be listed in Table 3 below. The associated task intervals shall also be listed.

Example: Tasks as listed in the manufacture's special inspection section of the sailplane, engine or equipment maintenance manual.

Table 2

Item No	Manufacturer's Reference Document	Task to be performed	Frequency
		NONE	

Chapter 6
Limited Pilot Owner Maintenance Tasks

NOTE :- A Pilot – Owner shall only certify for tasks listed in this chapter which relate to them by name– *Limited Pilot Owner Maintenance Tasks (chapter 6).*

The following is considered the list of Limited Pilot-Owner maintenance tasks as specified in Part-M Appendix VIII, Part-C for Sailplanes and Powered Sailplanes.
(This list is required to be adjusted for the individual Pilot-Owner to indicate the tasks for which he has elected to perform. If this programme reflects Sailplanes only then the Powered Sailplane tasks should be removed)

In addition to the requirements laid down in Annex 1 (Part M, ref 1321/2014), the following basic principals are to be complied with before any maintenance task is carried out under terms of the Pilot-owner maintenance.

(a) Competence and responsibility

1. The Pilot-owner is always responsible for any maintenance they perform.

2. Before carrying out any Pilot-owner maintenance task, the Pilot-owner must satisfy themselves that they are competent to perform the task. It is the responsibility of the Pilot-owner to familiarise themselves with the standard maintenance practices for their sailplane and with the sailplane maintenance program. If the Pilot-owner is not competent for the task to be carried out, the task cannot be released by the Pilot-owner.

3. The Pilot-owner or their contracted continuing airworthiness management organisation referred to in Part M, Subpart G, Section A. is responsible for identifying the Pilot-owner tasks according to the basic principals in this maintenance programme and for ensuring that the document is updated in a timely manner.

(b) Task.

The Pilot-owner may carry out simple visual inspections or operations to check for general condition and for obvious damage and normal operation of the airframe, engine, systems and components.

Maintenance tasks shall not be carried out by the Pilot-owner when the task:

1. Is critically safety related, whose incorrect performance will adversely affect the airworthiness of the sailplane or is a flight safety sensitive maintenance task as specified in point M.A.402(a) and/ or,

2. Requires the removal of major components or major assembly and/or,

3. Is carried out in compliance with an Airworthiness Directive (AD) or an Airworthiness Limitation Item (ALI), unless specifically allowed in the AD or the ALI and/or,

4. Requires the use of special tools, calibrated tools (except torque wrench and crimping tool) and/or,

5. Requires the use of test equipment or special testing (e.g. none destructive testing (NDT), system tests or operational checks for avionic equipment) and/or,

6. Is composed of any unscheduled special inspections (e.g. heavy landing check) and/or,

7. Is effecting systems essential for the IFR operation and/or,

8. Is listed in Part M Appendix VII "Complex Maintenance Tasks" (ref 1321/2014) or is a component maintenance task in accordance with point M.A. 502(a),(b),(c) or (d).

The criteria 1 to 8 listed above can not be overridden by less restrictive instructions issued in accordance with "M.A. 302(d) Maintenance Programme".

Any task described in the sailplane flight manual as preparing the sailplane for flight (Example, assembling the sailplane wings or pre-flight), is considered a Pilot task and not a Pilot-owner maintenance task and therefore does not require a Certificate of Release to Service.

(c) Performance of the maintenance Pilot-Owner tasks and records

The maintenance data as specified in point M.A.401 must always be available during the conduct of Pilot/Owner maintenance and must be complied with. Details of the data referred to in the conduct of Pilot/Owner Maintenance must be included in the Certificate of Release to Service in accordance with point M.A.803(d).

The Pilot-owner must inform the approved continuing airworthiness management organisation responsible for the continuing airworthiness of the sailplane (if applicable) not later than 30 days after completion of the Pilot-owner maintenance task in accordance with point M.A.305 (a)

(d) Certificate of Release to Service for Pilot-owner maintenance tasks.

The wording of the Certificate of Release to Service for Pilot/Owner maintenance tasks can be found in Part-M AMC M.A.801(f) 1.(b).

(e) Approved Pilot-owner maintenance tasks

The following list submitted by the Pilot-owner or their contracted continuing airworthiness management organisation referred to in Part M, Subpart G, Section A. is approved under the maintenance programme approval for this sailplane.

(f) Ref M.A.803, To qualify as a Pilot-owner, the person must:

1). hold a valid pilot licence (or equivalent) issued or validated by a Member State for the sailplane type or class rating; and

2) Own the sailplane, either as sole or joint owner; that owner must be:

(a) One of the natural persons on the registration form; or

(b) A member of a non-profit recreational legal entity, where the legal entity is specified on the registration document as owner or operator, and that member is directly involved in the decision making process of the legal entity and designated by that legal entity to carry out Pilot-owner maintenance.

HF

The tasks listed in Table 4 below specify items that may be completed by a pilot owner who holds a current and valid pilot licence for the sailplane type involved and who meets the competence and responsibility requirements of Appendix VIII to Part-M. To perform Maintenance on your sailplane you should have all the current maintenance data and tooling available. If you are not fully satisfied that you can competently perform a particular maintenance task for which you have elected to perform and are named below then do not proceed, seek guidance from you maintenance provider.

Limited Pilot/Owner Maintenance Task List

All Limited Pilot Owner Maintenance Tasks shall be associated with a named Pilot-Owner. Only those tasks marked "Yes" in the Approved Column in the table below may be performed by the named Pilot-Owner(s).

Pilot/Owner Name	License/Rating	License Number	Valid until:

Abbreviations applicable to this Part:
N/A Not applicable for this category
SP Sailplane
SSPS Self-sustained powered sailplane
SLPS/TM self-launching powered sailplane/touring motorglider

(When reviewing this table 4 the columns SP, SSPS and SLPS/TM should be adjusted as necessary to reflect the tasks elected by the Pilot-owner to perform i.e. Yes or N/A. Where the programme reflects a Sailplane only (and not a Powered Sailplane) then the column SSPS may be removed).

Table 4

ATA	Area	Task	SP	SSPS	SLPS /TM
08	Weighing	Recalculation – Small changes of the Trim plan without needing a reweighing			
09	Towing	Tow release unit and tow cable retraction mechanism –Cleaning, lubrication and tow cable replacement (including weak links).			
		Mirror Installation and replacement of mirrors			
11	Placards	Placards, Markings – Installation and renewal of placards and markings required by AFM and AMM.			
12	Servicing	Lubrication – Those items not requiring a disassembly other than of non-structural items such as cover plates, cowlings and fairings			
20	Standard. Practices	Safety Wiring – Replacement of defective safety wiring or cotter keys, excluding those in engine controls, transmission controls and flight control systems.			
		Simple Non Structural Standard Fasteners – Replacement and adjustment, excluding the replacement of receptacles and anchor nuts requiring riveting.			
		Free play – Measurement of the free play in the control system and the wing to fuselage attachment including minor adjustments by simple means provided by the manufacturer.			
21	Air Conditioning	Replacement of flexible hoses and ducts			
23	Communication	Communication devices – Remove and replace self contained, front instrument panel mount communication devices with quick disconnect connectors.			
24	Electrical power	Batteries and solar panels – Replacement and servicing.			
		Wiring Installation of simple wiring connections to the existing wiring for	**SP**	**SSPS**	**SLPS/**

		additional non required equipment such as electric variometers, flight computers but excluding required communication, navigation systems and engine wiring.			**TM**
		Wiring – Repairing broken circuits in landing light and any other wiring for non-required equipment such as electrical variometers or flight computers, excluding ignition system, primary generating system and required communication, navigation system and primary flight instrument s.			
		Bonding – Replacement of broken bonding cable.			
,		Switches – This includes soldering and crimping of non required equipment such as electrical variometers or flight computers, but excluding ignition system, primary generating system and required communication, navigation system and primary flight instruments			
		Fuses – Replacement with the correct rating.			
25	Equipment	Safety Belts – Replacement of safety belt and harnesses.			
		Seats – Replacement of seats or seat parts not involving disassembly of any primary structure or control system.			
		Non essential instruments and/or equipments Replacement of self contained, front instrument panel mount equipment with quick disconnect connectors			
.		Removal and installation of non required instruments and/or equipment			
		Wing Wiper, Cleaner – Servicing, removal and reinstallation not involving disassembly or modification of any primary structure, control			
		Static Probes – Removal or reinstallation of variometer static and total energy compensation probes			
		Oxygen System – Replacement of portable oxygen bottles and systems in approved mountings, excluding permanently installed bottles and systems.			
		Air Brake Chute – Installation and servicing			
		ELT – Removal / Reinstallation			
26	Fire Protection	Fire Warning – Replacement of sensors and indicators.	N/A		
27	Flight Control	Gap Seals – Installation and servicing if it does not require complete flight control removal.			
		Control System – Measurement of the control system travel without removing the control surfaces.			
		Control Cables – Simple optical Inspection for Condition.			
		Gas Dampener – Replacement of Gas Dampener in the Control or Air Brake System.			
		Co-pilot stick and pedals Removal or reinstallation where provision for quick disconnect is made by design.			
28	Fuel System	Fuel lines – Replacement of prefabricated fuel lines fitted with self sealing couplings.	N/A		No
		Fuel Filter – Cleaning and/or replacement.	N/A		
31	Instruments	Instrument Panel– Removal and reinstallation provided this is a design feature with quick disconnect, excluding IFR operations			
.		Pitot Static System – Simple sense and leak check.			
		Instrument Panel vibration damper / shock absorbers Replacement			
		Drainage – Drainage of water drainage traps or filters within the Pitot static system			
		Flexible tubes Replacement of damaged tubes.			
32	Landing Gear	Wheels – Removal, replacement and servicing, including replacement of wheel bearings and lubrication.			
		Servicing – Replenishment of hydraulic fluid			
		Shock Absorber – Replacement or servicing of elastic cords or rubber dampers			
		Shock Struts – Replenishment of oil or air.			
		Landing gear doors Removal or reinstallation and repair including operating straps.			
		Skis – Changing between wheel and ski landing gear.			
		Skids – Removal or reinstallation and servicing of main, wing and tail skids.			
		Wheels fairing (spats) – Removal and reinstallation.			
		Mechanical brakes – Adjustment of simple cable operated systems.			
		Brake – Replacement of worn brake pads.			
		Springs – Replacement of worn or aged springs.			
		Gear Warning –Removal or reinstallation of simple gear warning systems.			
33	Lights	Lights – Replacement of internal and external bulbs, filaments, reflectors and lenses.	N/A	N/A	
34	Navigation	Software – Updating self contained, front instrument panel mount navigational software databases, excluding automatic flight control systems and transponders and including update of non required instruments / equipments.			

		Navigation devices – Removal and replacement of self contained, front instrument panel mount navigation devices with quick disconnect connectors, excluding automatic flight control systems, transponders, primary flight control system.	**SP**	**SSPS**	**SLPS /TM**
		Self contained data logger – Installation, data restoration			
51	Structure	Fabric patches – Simple patches extending over not more than one rib and not requiring rib stitching or removal of structural parts or control surfaces.			
		Protective Coating – Applying preservative material or coatings where no disassembly of any primary structure or operating system is involved.			
	.	Surface finish Minor restoration of paint or coating where the under laying primary structure is not affected. This includes application of signal coatings or thin foils as well as Registration markings			
		Fairings – Simple repairs to non structural fairings and cover plates which do not change the contour			
52	Doors	Doors Removal and reinstallation.			
53	Fuselage	Upholstery, furnishing – Minor repairs which do not require disassembly of primary structure or operating systems, or interfere with control systems			
56	Windows	Side Windows Replacement if it does not require riveting, bonding or any special process			
		Canopies Removal and refitment			
		Gas dampener – Replacement of Canopy Gas dampener.			
57	Wings	Wing Skids – Removal or reinstallation and service of lower wing skids or wing roller including spring assembly.			
		Water ballast – Removal or reinstallation of flexible tanks.			
		Turbulator and sealing tapes – Removal or reinstallation of approved sealing tapes and turbulator tapes			
61	Propeller	Spinner – Removal and reinstallation.	N/A		No
71	Power Plant	Removal or installation of power plant unit including engine and propeller	N/A		
		Cowling Removal and reinstallation not requiring removal of propeller or disconnection of flight controls.	N/A		
		Induction System – Inspection and replacement of induction air filter.	N/A		
72	Engine	Chip detectors – Removal, checking and reinstallation provided the chip detector is a self sealing type and not electrically indicated	N/A		
73	Engine fuel	Strainer or Filter elements – Cleaning and/or replacement.	N/A		
		Fuel Mixing of required oil into fuel.	N/A		
74	Ignition	Spark Plugs – Removal, cleaning, adjustment and reinstallation.	N/A		
75	Cooling	Coolant – Replenishment of coolant fluid.	N/A		
76	Engine Controls	Controls – Minor adjustments of non-flight or propulsion controls whose operation is not critical for any phase of flight.	N/A		No
77	Engine Indicating	Engine Indicating – Removal and replacement of self contained, front instrument panel mount indicators that have quick release connectors and do not employ direct reading connections	N/A		
79	. Oil System	Strainer or Filter elements – Cleaning and/or replacement.	N/A		
		Oil – Changing or replenishment of engine oil and gearbox fluid	N/A		

Note:- In relation to Defects, the Pilot / owner may not "Troubleshoot" the defect and cannot decide when and which rectification action shall be taken before flight. This must be completed by an appropriately licensed Part 66 or National approved engineer or an appropriately approved Subpart F / Part 145 organisation in accordance with the requirements of Aeronautical Notice A15 as amended.

Section 7

Variations to the Check Cycle

Permitted Variations

Permitted Variations are applicable only to items 0 to 58 and to T30 as listed in Chapter 7 *"Scheduled Tasks"* and does not apply to "manufacturer's special instructions"

Tasks controlled by flying hours /	**Maximum Variation**
Flying hour inspections	10%

Tasks controlled by calendar time	**Maximum Variation**
1 year or less	10% or 1 month, whichever is the lesser
More than 1 year but not exceeding 3 years	2 months
More than 3 years	3 years

HF

1 Permitted variations for tasks controlled by flying hours should not be understood to be a maintenance planning tool, but as an exceptional means to allow the operator to fly for a limited period of time until the required check is performed.

2 Permitted variations may not be applied to Airworthiness Directives, IAA Generic Requirements, airworthiness life limitations or overhaul and test periods.

3 The more restrictive limit shall be applied for tasks controlled by both flying hours and calendar time.

4 Any application of a permitted variation to the maintenance check cycle period must be recorded in the appropriate log book(s) together with the reason for the variation, by a person who is authorised to sign the log book entry for that particular check. Details of the permitted variation must be made visible to the pilot.

5 Permitted variations are not required to be deducted from the next scheduled check

6 Variations <u>are not</u> permitted to items listed in Chapter 5 *"Manufacturers Special Instructions"* unless expressly permitted by the manufacturer.

Chapter 8

Scheduled Tasks

The Maintenance Check Cycle

Task	Content	Frequency	Reference Document
Pilot pre-flight	Refer to aeroplane flight manual	Prior to every flight	
Annual check	Annual check items	Not exceeding 12 months	

Pre-flight checks shall be carried out in accordance with the Sailplane Flight Manual.

Pre Flight – Items A1 to A8

Task	Description	Details of the Inspection
A1	General	Review the ARC to ensure that the sailplane currently has a valid CofA.
		Review the DI book to ensure that previously reported defects have been addressed.
		Remove frost, snow, ice or water if present including sand or dust.
		Ensure that the interior of the sailplane is clean and free of clutter and rubbish.
		Ensure that all loose equipment is correctly stowed and accounted for.
		Review the sailplane flight manual for any specific inspection tasks.
		AMC M.A 301-1 A walk around inspection of the sailplane and its emergency equipment for signs of wear damage or leakage. In addition the presence of all required equipment including emergency equipment should be established. Ensure no maintenance is overdue or will become overdue during the flight. Ensure all doors are securely fastened. All flight control and landing gear locks, Pitot/Static covers, restraint devices and blanks are removed as required. Ensure there are no residues that could endanger flight safety.
A2	Wings	Inspect the skin/covering, flying controls, struts, fairing for obvious defects, damage and security.
		Inspect fitment and locking of main rigging points.
		Inspect operation, fitment and locking of flying controls rods and quick-release connections and wing extension connections.
		Inspect flying control cables for tension and operation.
		Inspect condition of wing joint sealing tape.
		Check water ballast drains for correct operation.
		Check drain holes are clear.
		Inspect wing-tip wheel/skid for damage, security and operation.
A3	Fuselage and Empennage	Inspect the skin/covering, flying controls, struts, fairing for obvious defects, damage and security.
		Inspect fitment and locking of the tailplane rigging points.
		Check water ballast drains for correct operation.
		Check drain holes and static vents are clear.
		Check pitot, static and TE probes for damage, security and ports clear.
		Check release hooks for damage and security. Carry out a functional check, including a back release check.
A4	Landing Gear	Inspect main, nose/tail wheels for wear, security, damage, correct extension, tyre pressure and tyre creep.
		Inspect the wheel brake for leakage and condition and fluid level.
		Check operation of the wheel brake.
		Check the Struts, Gear box and Gear Doors
		Inspect the main and/or tail skid for damage and security.
A5	Cockpit	Check the flying controls for full and free operation and correct sense.
		Perform positive control check.
		Check the flying control bungee springs for damage, misalignment and security.
		Check the seat, rudder pedals and any other adjustable controls for operation and locking.
		Check that the battery is charged, correctly located, securely fastened and that the wiring connections are tight. Check all fuses including the battery fuse
		Check the instruments for readings consistent with ambient conditions.
		Check the navigation and soaring equipment as applicable.
		Inspect the seats and harnesses. Check the operation of the quick-release buckle.
		Check the seat cushions (energy absorbing cushions only) for condition and security.
		Check that the quantity of oxygen is sufficient for the intended flight.
		Check that the oxygen bottle is secure and that the mask, or cannula is clean and secure.
		Check that all markings and loading placards are present and legible.

Task	Description	Details of the Inspection
		Check for correct ballast weights properly installed and secure.
A6	Canopy	Check the canopy for damage, cracks, security and cleanliness.
		Clean the canopy. Use a soft cotton cloth.
		Inspect the jettison controls for inadvertent operation.
		Check the Direct Vision (DV) window for operation and cleanliness.
		Check that the slip wool marker is present and in a satisfactory condition.
A7	Powerplant	*Where the programme is adjusted to meet the requirements of Sailplanes only then this section A7 Powerplant should be removed. Enter text "Section A7 not applicable to Sailplanes only"* Check the engine extension/retraction mechanism by operating it in both directions. Extension time should not exceed 13 seconds
		With engine raised, or cowling open:
		Inspect the engine, accessories and engine bay as visible for damage, security and signs of overheating or leaks
		Check all screwed connections and their securing. Check function of throttle and propeller brake. Check ignition system including wires and spark plugs for tight fit. Check engine retaining cable and its connections. Check fuel lines, electrical wires, Bowden cables and structural parts for wear and kinks. Check exhaust muffler, propeller mount, radiator, water pump and accessories for tight fit and any cracking. Check especially the cable which lifts the muffler during engine extension. To check the water pump switch on the ignition. Apply strong pressure to the propeller mount in all directions to check if the bolted connection between the engine block and the propeller mount or anything else is loose or damaged. Check the rubber engine mounts also. Turn the propeller 1 revolution by hand and listen for abnormal sounds.
		.
		Inspect the propeller blades, hub and folding device for damage and security.
		Check the engine controls and switches & carry out self-test if installed.
		Check lubrication or additive oil quantity.
		Check fuel tank water drain. Check the outlet of the fuel tank ventline.
		Check sufficient fuel quantity of the correct grade/mix for the intended flight.
		Check that the filler cap is tightly fastened.
		Check the fuel filter if external inspection is possible.
		Check the coolant level.
		Inspect the air intake and filters.
		Inspect the exhaust system for damage, security and evidence of leaks.
		Retract the engine or close the cowlings and check that all is secure.
		Retract the engine to the halfway position. Inspect Optional Slip Clutch and Disk Brake (reservoir is located in the rear left hand side of the baggage compartment).
A8	Personal Equipment	Check the parachute for packing date expiry, condition and signs of tampering.
		Check GPS, barograph or flight logger is on board sailplane and serviceable.
		Check drinking water, hat, gloves, maps & charts, task details, etc.
		Check personal relief bottle/tube is ready for use.
		Check water ballast uplifted.

HF

Consideration should be given by the Pilot / Engineer that the Pre-flight prior to first flight of the day may be the last inspection to be performed on the sailplane prior to flight. If an item does not look correct then possible action needs to be taken to rectify the situation to prevent an accident or incident occurring.

Annual Inspection

Maintenance Organisation / Pilot-Owner / AME Name	
Approval Reference or AME No:	
Workpack Ref:	
Site where maintenance being accomplished:	
Page 1 of	**Note:** Enter total pages of Workpack issued

Sailplane Registration: EI -

	Type	Serial Number	Total Flying Hours	Hours since new / overhaul
Sailplane				
Engine ***(Delete for Sailplanes only)***				

Check Start Date		**Check Completion Date**	

Maintenance Manual Reference **Note:** Maintenance manuals must be those specified in the maintenance contract.	**Issue / Revision No.**	**Date**
Airframe		
Engine ***(Delete for Sailplanes only)***		

All Maintenance Data used must be to the latest revision status.
All tools and ground equipment must be removed from the sailplane flowing maintenance and accounted for.
Correct grade of oil and grease used where necessary. All tank caps and covers closed as required.
HF
If distracted in the performance of a task consider going back three steps to stop any omission. Consider the effects of Complacency, Knowledge, Teamwork, Distractions, Fatigue, Lack of Resources, Pressure, Lack of Assertiveness, Lack of Communication, Norms (deviation from procedure), Stress and Lack of Awareness.

No.	Description	Inspection Detail	Task	Performed
0	All Tasks - General	Execute all items of a Daily Inspection. Inspect all bolted connections and locking devices. Check all metal parts for adequate greasing and rust prevention Inspect for security, damage, wear, integrity, drain/vent holes clear, signs of overheating, leaks, chaffing, cleanliness and condition as appropriate to the particular task. Whilst checking GRP composite structures, check for signs of impact or pressure damage that may include underlying damage. The manufacturer's maintenance manual must be used for specific maintenance instructions. The sailplane must be clean prior to starting an inspection.		
1	Nose Fairing	Inspect for evidence of impact with ground. Inspect nose tow release unit and aperture.	INS CHK	
2	Pot Pitot Ventilator	Alignment of probe. Operation of ventilator.	INSP	
3	Front skid / Nose Wheel / Shock Absorber	Inspect for evidence of heavy/hard landings. Skid security and wear. Wheel, tyre and wheel box. Check tyre pressure.	INSP INSP INSP SERVICE	
4	Front Fuselage Structure	Check external surface, gel coat, fabric and paintwork. Check frames, formers, tubular structure, skin, fairings and attachments. Inspect for signs of corrosion on tubular framework.	INSP INSP SERVICE	
5	Release Hook Assemblies	Inspect nose and CG hook assemblies. Check operational life (2,000 flights). Carry out operational test (from all release controls).	CHK OP/C	
6	Main Wheel / Brake Assembly	Check for integrity of hydraulic seals and leaks in pipe work. Check life of hydraulic hoses and components if specified by the manufacturer. Check disk / drum wear. Check the brake adjustment. *Caution: Brake dust may contain asbestos.* Check brake fluid level – replenish if necessary. Check satisfactory brake operation. *Caution: Check that correct type of brake fluid has been used and observe safety precautions.*	INSP CHK SERVICE SERVICE SERVICE OP/C	
7	Canopy / Lock / Jettison	Inspect canopy and frame and transparencies for cracks, unacceptable distortion and discoloration. Check operation of all catches and locks.	INSP INSP	

		Carry out an operational test of the canopy jettison system from all positions.	OP/C	
8	Harnesses	Inspect all harness for condition and wear of all fastenings, webbing and fitting. Check for any life limitations imposed by the manufacturer.	INSP CHK	
9	Seat Pan Assemblies	Inspect Seats. Check that all energy absorbing cushions are fitted correctly. Check that all seat adjustment mechanisms fit and lock correctly.	INSP INSP OP/C	
10	Cockpit floor Structures	Check floor structures for integrity.	INSP	
11	Rudder Pedal Assemblies	Inspect Rudder Pedal assembly and adjusting mechanism. Lubricate	CHK SERVICE	
12	Rudder Control Circuit / Stops	Inspect rudder control rods/ cables. Lubricate Check that the control stops are contacting and secure. Pay particular attention to wear and security of liners and cables in “S” tubes.	INSP SERVICE CHK INSP	
13	Elevator Control Circuit / Stops	Inspect elevator control rods/ cables. Lubricate Check that the control stops are contacting and secure. Inspect self-connecting control devices.	INSP SERVICECHK INSP	
14	Aileron Control Circuit / Stops	Inspect aileron control rods/ cables. LUBRICATE Check that the control stops are contacting and secure. Inspect self-connecting control devices.	INSP SERVICEINSP INSP	
15	Trimmer Control Assemblies	Inspect trimmer control rods/ cables. Check friction/locking device.	INSP CHK	
16	Air Brake Control Circuit	Inspect air-brake control rods/ cables. Lubricate Inspect self-connecting control devices. Check friction/locking device (if fitted).	INSP SERVICEINSP CHK	
17	Wheel Brake Controls	Inspect wheel brake control rods/ cables. If combined with airbrake lever, ensure correct rigging relationship. Check parking brake operation if fitted.	SERVICE CHK INSP	
18	Instrument Panel Assemblies	Check instrument panel and all instruments for damage, wear and security. Check security of all leads and tubes as fitted to each instrument. Check that instrument readings are consistent with ambient conditions. Check marking of all switches, fuses, and circuit breakers. Check operation of all instruments in accordance with manufacturers’ instructions as much as is practicable.	INSP INSP CHK CHK FC/C	
19	Pitot/ Static System	Inspect pitot probes, static ports, all tubing (as accessible) for security, damage cleanliness and condition.	INSP	

		Drain any water from condensate drains.	SERVICE	
20	ASI Calibration	Check ASI calibration is up-to-date in accordance with manufacturer's instructions.	CHK	
21	Electrical Installation / Fuses	Check all electrical wiring for condition. Check for signs of overheating and poor connections. Check fuses/ trips for condition & correct rating.	INSP INSP INSP	
22	Battery / Corrosion	Check battery mounting for security and operation of clamp. Check for evidence of electrolyte spillage and corrosion. Check that the battery has the correct fuse fitted.	INSP INSP CHK	
23	Oxygen System	Inspect the oxygen system. Check the bottle hydrostatic expiry date in accordance with manufacturers recommendations. Ensure that the oxygen installation is recorded on the weight and CofG schedules. Check system for cleanliness. Caution: Observe all safety precautions	INSP CHK CHK INSP	
24	Radio Installation/ Placarding	Check radio installation, microphone, loudspeaker and intercom if fitted. Carry out ground functional test. Check that call-sign placard is fitted. Record radio type.	INSP OP/C INSP	
25	Water Ballast System	Check water ballast system, wing and tail tanks as appropriate. Check filling points, level indicators, vents, dump and frost drains for operation and leakage. If loose bladders are used, check for leaks and expiry date if applicable.	INSP OP/C CHK	
26	Removable Ballast Installation	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.	INSP INSP INSP	
27	Speed/ Weight/ Manoeuvre Placards	Check placard(s) is/are up-to-date, legible and accurately reflects the status of the sailplane	CHK	
28	Wing Attachments	Inspect the wing structural attachments. Check for damage, wear and security. Check for rigging damage. Check condition of wing attachment pins.	INSP INSP INSP INSP	
29	Control Systems in Centre Section	Check Lubricate	INSP SERVICE	
30	Equipment Stowed in Centre Section	Check for security and condition. Check validity of any safety condition. Check manufacturer's data plates.	INSP CHK CHK	
31	Centre	Inspect for security, damage and condition.	INSP	

	Section Fairing			
32	Mainplane Struts / Wires	Inspect struts for damage and internal corrosion. Check external surface, gel coat, fabric and paintwork	INSP INSP	
33	Undercarriage/suspension	Check springs, bungies, shock absorbers and attachments. Check for signs of damage. Service strut if applicable.	INSP INSP SERVICE	
34	Undercarriage/ Retraction system	Check retraction mechanism and controls, warning system if fitted, gas struts, doors and linkages/springs, over-centre locking device. Perform actuating test.	INSP SERVICE OP/C	
35	Tailplane Attachments	Check tailplane attachments for security and integrity. Lubricate	INSP SERVCE	
36	Fin Structure	Check fin structure for integrity. In particular check for cracks at the fin/fuselage junction. Check fin ballast tank.	INSP INSP	
37	Rudder Assembly & Hinges	Check rudder assembly, hinges, attachments and balance weights. Lubricate hinges	INSP SERVICE	
38	Tailplane / Elevator Assembly	With tailplane derigged, check tailplane and attachments, self-control and manual attachments. Check pivots and bearings for lubrication and security.	INSP INSP SERVICE	
39	Tailskid / 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 INSP INSP INSP SERVICE	
40	Mainplane structure / port	Check mainplane structure external and internally as far as possible. Check gel coat or fabric covering. Check registration marks are correctly displayed. Check fore and aft play of the wings.	INSP INSP CHK CHK	
41	Aileron / Hinge Assembly - Port	Inspect aileron assembly, hinges, control connections, springs/bungies, tapes and seals. Lubricate hnges and bearings Ensure that seals do not impair full range of movement.	INSP SERVICE CHK	
42	Airbrake / Spoiler Assembly - Port	Inspect airbrake/spoiler panel(s), operating rods, closure springs, stops and friction devices as fitted.	INSP SERVICE OP/C	
43	Flaps (port & starboard)	Check flap system & controls. Inspect self-connecting devices.	INSP SERVICE	
44	Mainplane structure / starboard	Check mainplane structure external and internally as far as possible. Check gel coat or fabric covering. Check fore and aft play of the wings.	INSP INSP INSP	

45	Aileron / Hinge Assembly - Starboard	Inspect aileron assembly, hinges, control connections, springs/bungees, tapes and seals. Ensure that seals do not impair full range of movement.	INSP SERVICE CHK	
46	Airbrake / Spoiler Assembly - Starboard	Inspect airbrake/spoiler panel(s), operating rods, closure springs, stops and friction devices as fitted.	INSP SERVICE	
47	Range of Controls - Checked	Check & record range of control deflections. Check free play.	FC/C CHK	
48	Drag Chutes	Inspect the parachute, packing & release mechanism. Check repackaging date.	INSP CHK	
49	Duplicate Inspections	Record each item requiring a duplicate inspection on a separate worksheet and complete prior to releasing the sailplane back into service.		
50	Bonding/ Vents/ Drains	Check all bonding leads and straps. Check that all vents and drains are clear from debris.	INSP INSP	
51	Lubrication	Lubricate sailplane in accordance with manufacturer's requirements.	SERVICE	
52	Cleanliness & Loose Articles	Check under cockpit floor/ seat pan for debris and foreign items.	INSP SERVICE	
53	Mandatory Mods / Inspections	Check for compliance of all Mandatory Modifications, Airworthiness Directives and inspections relevant to the airframe, accessories and equipment. Record compliance in the logbook. Reference sources include: Maintenance Programme	CHK	
54	Colour Coding of Controls	Ensure that the controls are clearly colour coded as follows: Tow Release: Yellow Airbrakes: Blue Trimmer: Green Canopy Normal Operation: White Canopy Jettison Operation: Red Other Controls: Clearly marked but not using any of the above colours.	INSP	
55	Logbook Entries up to Date	Ensure that all flying records are entered and up-to-date.	CHK	
56	Identification Markings Displayed	Check fuselage side and under-wing markings are correct, in place and in accordance with SI 634 of 2005.	CHK	
57	Manufacturer's Recommendations and Life	Review the manufacturer's maintenance schedules for the airframe to establish whether any additional work, servicing or preservation action is required . Check the airframe life inspection status	CHK	

	Inspections	(3,000 hour inspections etc.).		
58	Flight Manual	Verify that the Sailplane Flight Manual or Operating Handbook is at the latest revision.	CHK	
	Hrs. Flown	Hours as of this inspection	CHK	
	No. Launches	Launches as of this inspection	CHK	
	Weight	Review weighing record to establish accuracy against installed equipment. Check date of last weighing (maximum period between weighings is 8 years).	CHK	

Additional Tasks from Maintenance Data

No	Area	Task	Type

Notes:
1. Certifying Person Refer to Section 3 Responsibilities and Standards.
2. Inspectors must be proven competent to ensure that all required maintenance tasks are carried out and where not completed or where it is evident that a particular maintenance task cannot be carried out to the maintenance data, then such problems will be reported to the certifying person for appropriate action.
3. Performers must be proven competent to carry out maintenance tasks to any standard specified in the maintenance data and will notify supervisors of defects requiring rectification to re-establish required airworthiness standards.

Where the programme is adjusted to meet the requirements of Sailplanes only, then this section Annual Powered Sailplanes should be removed.

Annual Inspection Powered Sailplane Task

#	Description	Inspection Detail	Task	Performed
0	All Tasks - General	Inspect for security, damage, wear, integrity, drain/vent holes clear, signs of overheating, leaks, chaffing, cleanliness and condition as appropriate to the particular task. The manufacturer's maintenance manual must be used for specific maintenance instructions. The sailplane must be clean prior to starting an inspection.		
1	Engine Pylons, Mountings & Engine Stops	Inspect mountings for delamination + damage Inspect pylons for cracks Inspect condition of rubber shock mounts Check engine compartment & fire sealing. Check compliance with Airworthiness Notice #40 re carbon monoxide contamination. Check limit stops on retractable pylons. Check restraint cables.	INSP INSP INSP INSP CHK OP/C INSP	
2	Gas Strut	Look for leaks Check correct operation + security Look for chafing Check wiring is clear and tension free during extend / retract sequences	INSP OP/C INSP OP/C	
3	Electric Actuator	Check correct operation + security Inspect actuator, motor, spindle drive and mountings.	OP/C INSP	
4	Electric Wiring	Inspect all wiring. Look for chafing Check security Check wiring is clear and tension free during extend / retract sequences	INSP INSP INSP INSP	
5	Fuel Tank	Look for leaks Check for water contamination Check for glass fibre residue Check mountings and tank integrity. Check fuel level indicator if fitted.	INSP INSP INSP INSP OP/C	
6	Fuel Pipes & Vents	Look for leaks Look for chafing. Check all fuel pipes especially those subject to bending during extension and retraction of the engine/pylon. Check vents clear. Ensure overboard drains do not drain into the engine compartment. Check self-sealing.	INSP INSP INSP INSP INSP INSP	
7	Fuel Cock or shut-off valve	Check for smooth, free operation & indications.	INSP	
8	Fuel Vents	Check opening is clear	INSP	
9	Fuel Pumps & Filter	Clean or fuel filters as recommended by the manufacturer. Check operation of the fuel pumps for engine supply or tank replenishment. Check fuel pump controls & indicators.	SERVICE OP/C INSP	

10	Decompression Valves & operating Mechanism	Inspect the decompression valve and operating control.	INSP OP/C	
11	LT & HT Harnesses & Magneto or coil	Inspect HT & LT wiring, connectors and spark plug caps. Check magneto to engine timing. Check impulse coupling operation.	INSP INSP OP/C	
12	Spark Plugs + Harness	Remove, clean, set gap + refit spark plugs. It is recommended to replace spark plugs annually. Inspect and refit harness	SERVICE INSP	
13	Propeller + Hub	Inspect blades for damage Check for ease of operation Lubricate as necessary Inspect hub, folding mechanism brake, pitch change mechanism and stow sensors. Check the torque of the propeller bolts.	INSP OP/C SERVICE SERVICE CHK	
14	Cable Guides, including Engine Doors	Check condition, function & tension of cables. Check rods & cams. Lubricate as necessary	CHK INSP SERVICE	
15	Safety Springs	Check condition + attachment to operating wires	INSP	
16	Extension/Retraction Mechanism	Check condition + function Check extension & retraction times are within the limits as specified by the manufacturer. Check light indications and interlocks are functioning correctly. Lubricate	OP/C OP/C OP/C SERVICE	
17	Exhaust System	Inspect for cracks, particularly at shock mounts & welded joints Check security	INSP INSP	
18	Engine Installation	Clean Inspect engine and all accessories. Carry out compression test and record results. Check all nuts, bolts and their locking position Inspect for leaks and cracks	SERVICE INSP OP/C INSP INSP	
19	Engine Instruments	Inspect all engine instruments and controls. Check control unit, mounts, bonding and connections. Carry out internal self-test if fitted. Check correct indications	INSP INSP OP/C OP/C	
20	Sailplane General	Check security on all items that could vibrate loose Security and condition of engine viewing mirror	INSP INSP	
21	Engine Batteries	Check condition.	INSP	
22	Engine Operating Placards	Check that the correct placard is in accordance with the flight manual , is legible and is prominently displayed in the cockpit.	INSP	
23	Sailplane-Engine Performance	Engine Performance Air Test (SSPS only) (Gain 2000ft in 10 minutes. Start at 2000ft) SLPS and TM according manufacturer's	OP/C OP/C	

	Air Test (note 1)	specifications		
24	Oil /Fuel / Exhaust Leaks	Check after flight test	OP/C	
25	Mandatory Mods / Inspections	Check for compliance of all mandatory modifications, airworthiness directives and inspections applicable to the engine, propeller, accessories & equipment. Record compliance in the logbook.	CHK	
26	Log Book Entries	Complete as necessary	CHK	
27	Limit Switches	Check operation of all limit switches and strike plates. Ensure these have not been damaged by impact.	OP/C INSP	
28	Manufacturer's Recommendations	Review manufacturer's maintenance schedules for the engine/propeller to establish if any additional work is required.	CHK	
29	Lubrication	Change engine oil and filter. Replenish oil and additive tanks.	SERVICE	
30	Throttle	Check throttle friction control.	OP/C	

Notes:
1. Certifying Person Refer to Section 3 Responsibility and Standards.
2. Inspectors must be proven competent to ensure that all required maintenance tasks are carried out and where not completed or where it is evident that a particular maintenance task cannot be carried out to the maintenance data, then such problems will be reported to the certifying person for appropriate action.
3. Performers must be proven competent to carry out maintenance tasks to any standard specified in the maintenance data and will notify supervisors of defects requiring rectification to re-establish required airworthiness standards.

Section 9

Repetitive Continuing Airworthiness Requirements for Sailplanes & Powered Sailplanes

(Delete Powered Sailplanes if the programme is applicable to Sailplanes only)

Repetitive Continuing Airworthiness Requirements for Airframe, Engine and equipment.
(Delete Engine if this programme is not applicable to Powered Sailplanes)
When an AD, SB, Modification, Repair or STC requiring repetitive maintenance actions has been embodied on the Sailplane or its equipment listed in this programme (ref section 0 Applicability) the AD, SB, Modification, Repair or STC shall be listed in table 7 below. Described by Task Description, Task Code and Task Interval.

Table 7:

Originating Document (AD, SB, Mod, Repair, STC)	**Date**	**Revision**	**Interval Hrs**	**Interval Days**	**Method of Compliance**

Section 10

Annual review check list

Programme Annual review check list

(page 1 of 2)

Date:		**Programme approval Ref.**		
Annual review No:		**Programme revision status when reviewed.**		
Task	**Programme Ref**	**Prompt**	**Not OK**	**OK**
1	**Cover Page**	Check Sailplane type, registration or Subpart G Organisation. Check IAA approval reference.		
2	**Section 0**	Check Sailplane registration, Programme Revision status. Check Competent Authority or CAMO approval details.		
	Section 0	Check contents pages and compare with programme.		
	Section 0	Check Sailplane applicability list, including engine if programme is applicable to Powered Sailplane.		
	Section 0	Check that programme distribution list includes all interested parties including contracted organisations.		
	Section 0	Check that revision status page is updated.		
3	**Section 0**	Check List of effective pages.		
4	**Section 1**	Check all stated references		
5	**Section 2**	Check for correct details and signature of Owner / Operator or Subpart G Organisation as applicable.		
6	**Section 3**	Check all stated references		
7	**Section 4**	Check list of Life Limited Items for completeness.		
		Check all part numbers quoted are correct.		
		Check all makes / models quoted are correct.		
		Check all overhaul / scrap life quoted are correct.		
8	**Section 5**	Check all manufacturers' special instructions have been included.		
		Check the frequency for each task is as per the manufacturer's instructions.		
9	**Section 6**	Check all stated references		
		Check the validity of licences for all pilot owners listed to insure the licence does not expire before the next programme review date.		
		Check tasks listed versus Part M Appendix VIII of regulation 1321/2014.		
10	**Section 7**	Check that only one option for variations has been stated.		
		Check if the option to use TC / STC holder's tolerances has been selected then they are stated in Table 6.		

Programme Annual review check list

(page 2 of 2)

Task	Programme Ref	Prompt	Not OK	OK
11	**Section 8**	Check, as applicable, that the Maintenance Check Cycle as stated is as per the Generic requirements of the IAA programme or as per the Manufacturer's stated requirements.		
		Check, as applicable, that all maintenance tasks are included in the IAA Generic Programme or that all the Manufacturer's requirements are included in the scheduled tasks list.		
12	**Section 9**	Check that all continuous airworthiness requirements (CARs) are listed. (AD, SB, Mod, Repair, STC)		
		Check that the applicable document is referenced at its current revision status.		
		Check that the Task Code and Task Intervals are as per the instructions listed in the associated document.		
		Check all stated references.		
13	**Section 10**	Check that all sections of this check list have been completed.		
		File this checklist with the associated Maintenance Programme.		
		NOTES:		

Sub Part G Org: **Owner/Operator:**	**Date of Review:**
Reviewed By:	**Signature:**