

Aircraft Maintenance Programme template Annex VI to ED 2020/002/R

Part-ML aircraft maintenance programme (AMP)			
Aircraft identification			
1	Registration(s):PH-731	Type:Pegase 101A	Serial No (s):101-074
	Owner: Dirk Corporaal		
Basis for the Maintenance Programme			
2	Minimum inspection programme (MIP) as detailed in the latest revision of AMC1 ML.A.302(d) ☒ <i>And DAH (manufacturer) instructions for continued Airworthiness is used.</i>		
Design Approval Holder (DAH)			
Instructions for continuing airworthiness (ICA)			
3	Equipment manufacturer and type		Applicable ICA reference (revision/date not required assuming the latest revision will always be used)
3a	Aircraft	Sailplane Pegase 101A SN Centrair	Manuel d'Entretien Planeurs (Maintenance Manual Centrair 101) 09-07-2014
3b	Quick Links	Hotellier	LBA: LTA 1993-001/3
3c	Safety Harness	Gadringer	Bagu 5201/Schugu 2601, Gadringer, NEW, April 2012
3d	Airspeed indicator	Winter 6FMS 421	Einbau und Wartungsanweisung für die Staudruck Fahrtmesser 6FMS 421 September 2016
3e	Altimeter	Winter 4FGH10	Einbau und Wartungsanweisung für die Höhenmesser 4FGH10 March 2016
3f	Variometer	Winter 5StV5 variometer	Einbau und Wartungsanweisung Winter , April 2016
3g	Radio	Trig TY91/TY92	Operating Manual 27 August 2013 Installation Manual 28 April 2014
3h	Transponder	Trig TT21/TT22	Installation Manual 15 December 2009
3i	Safety Coupling	Tost G73	Betriebshandbuch G72, G73, January 1989, Revisions 3, Mrch 2001 LTA-1989-018/3
3j	LXNAV 80	LX NAV	LX NAV S8x & S10x Manual Version 7.10 Revision 32, 8 April 2020
3k	FLARM	LX minibox	FLARM instruction for continued airworthiness 2020-09-15
3l	Airbrake grip handle	SN Centrair	AD No F-2004-010
3m	Fuselage	SN Centrair	AD No.: 2013-0258

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Additional maintenance requirements to the DAH' ICA or to the MIP (applicable to all AMPs)			
4	Indicate if any of the following additional maintenance requirements are included in the AMP (when replying 'YES', list the specific requirements in Appendix B)	Yes	No
	Maintenance due to specific equipment and modifications		No
	Maintenance related to repairs		No
	Maintenance due to life-limited components (this should be only if the MIP is used. Otherwise, this data is already part of the DAH's data used as a basis for the AMP.)	Yes	
	Maintenance due to Mandatory Continuing Airworthiness Information (airworthiness limitations (ALIs), certification maintenance requirements (CMRs), specific requirements in the (TCDS), etc.)	Yes	
	Maintenance recommendations, such as time between overhaul (TBO) intervals, issued through service bulletins, service letters, and other non-mandatory service information	Yes	
	Maintenance due to repetitive ADs	Yes	
	Maintenance due to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.)		No
	Maintenance due to the type of operation or to operational approvals		No
Other			No
Maintenance tasks alternative to the DAH's ICA (not less restrictive than the MIP)			
5	Indicate if there are any maintenance task alternative to the DAH's ICA (when 'YES', list the specific alternative maintenance task in Appendix C)		No
Pilot-owner maintenance (only for sailplanes not operated under Subpart-DEC)			
Remark: pilot-owner maintenance is not allowed for aircraft operated by a commercial ATO/DTO			
6	Does the Pilot-owner perform Pilot-owner maintenance (ref. ML.A.803)? If yes, enter the name of the pilot-owner(s) authorised to perform such maintenance: Pilot-owner name: <u>Dirk Corporaal</u> Licence Number: <u>NL.FCL.2017-222</u> Roelof Corporaal NL.FCL.SPL.2018-020 Signature: _____ Date: 23-05-2022 NOTE: It is possible to refer to a list in the case of jointly owned aircraft.	Yes	
Approval/declaration of the maintenance programme (select the appropriate option)			
7	Declaration by the owner: ☒		
	<i>'I hereby declare that this is the maintenance programme applicable to the aircraft referred to in block 1, and I am fully responsible for its content and, in particular, for any alternative tasks to the DAH's data'</i> Signature/name/date: _____ Dirk Corporaal, 23-05-2022		

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Certification statement	
8	<i>'I will ensure that the aircraft is maintained in accordance with this maintenance programme and that the maintenance programme will be reviewed and updated as required.'</i> Signed by the person/organisation responsible for the continuing airworthiness of the aircraft according to ML.A.201: Owner/ operator: ☒ Name of owner/ operator: Dirk Corporaal Address: Telephone Email: Signature/ date: 23-05-2022
9	Appendices attached: — Appendix A YES ☒ NO ☐ = Minimum Inspection Program — Appendix B YES ☒ NO ☐ = Maintenance Data — Appendix C YES ☒ NO ☐ = Maintenance alternative to DAH — Appendix D YES ☐ NO ☒ table deleted

Appendix A — Minimum inspection programme (MIP) (only applicable if a MIP different from the one described in AMC1 ML.A.302(d) is used — see Section 2 above)		
<i>Annex A: Minimum inspection programme (MIP) and DAH (manufacturer) instructions for continued Airworthiness is used.</i>		
Appendix B — Additional maintenance requirements (include only if necessary — see Section 4 above)		
<i>This appendix is supposed to include only the tasks which are included in the AMP, either at the recommended interval or at a different one.</i> <i>(All repetitive maintenance tasks not included here, or the interval differences should be kept by the CAMO/CAO (when contracted) in their files with their corresponding justifications. Appendix D may optionally be used.</i> <i>Nevertheless, the owner/CAMO/CAO is responsible for taking into account all instructions, even if they are not adopted and listed here. The person performing the AR, if reviewing the AMP, is not responsible for the completeness of this appendix, but may do some sampling as part of the investigations and the findings discovered during the physical review).</i>		
Task Description	References	Interval (tick box if the selected interval differs from that required in the referenced document)

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Maintenance due to specific equipment and modifications		
Leaktest+ operational check Altimeter	Einbau und Wartungsanweisung Winter, May 2017, leaktest, TN 3/81	Operational check annually Leak test every 24 months
Leaktest+ operational check Airspeed indicator	Einbau und Wartungsanweisung Winter, Sept 2016, leaktest, TN 3/81	Operational check annually Leak test every 24 months
Transceiver Trig	Trig Operation and installation manual 28-04-2014	Operational check of installation, Transceiver = maintenance free
Transponder Trig TT21/TT22	Trig Operation and installation manual 15-12-2009	Operational check of installation, Transceiver = maintenance free
Maintenance due to repairs, NOT APPLICABLE		
Maintenance due to life-limited components (This should be only if the MIP is used. Otherwise, this data is already part of the DAH's data used as the basis for the AMP.)		
Safety belt Harness	Gadringer, 25-01-2018	12 years
Maintenance due to Mandatory Continuing Airworthiness Instructions (ALIs, CMRs, specific requirements in the TCDS, etc.)		
Maintenance recommendations, such as TBO intervals, issued through service bulletins, service letters, and other non-mandatory service information		
FLARM Anti Collision	LX Minibox FLARM manual	Annual software update
Maintenance due to repetitive ADs		
L'Hotellier Ball Connectors	LTA- 1993-001/3, LTA1994-001/2	Annual
Tost Coupling	LTA-1989-018/3	Annual operational check and cleaning, TBO 2000 cycles
Airbrake control grip handle inspection	SB101-25	Annual
Rudder cables	SB101-23	10 years
Maintenance due to specific operational/airspace directives/requirements, NOT APPLICABLE		
Maintenance due to the type of operation or operational approvals, NOT APPLICABLE		

Appendix C — Maintenance tasks alternative to the DAH's ICA (not less restrictive than the MIP) (include only if necessary — see Sections 5 above)			
Task Description	Recommended interval	Alternative inspection/task (if adopted with deviations)	Amended interval (if adopted with deviations)
<i>When the DAH's ICA are used as the basis for the AMP, this appendix is used to include the tasks alternative to the DAH's ICA, which are included in the AMP.</i> <i>(When a CAMO/CAO is contracted, all elements justifying the deviations from the DAH's ICA should be kept by the CAMO/CAO and the organisation should provide a copy of these justifications to the owner)</i>			
Rudder cables	10 years	Annual visual control	

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INSPECTIE PROGRAMMA

Zweefvliegtuig
Fabrikant: SN Centrair
Type: Pegase 101A

Blad 1 van 3 bladen
Eigenaar: D.R.Corporaal
Reg.nr.: PH-731
Versie: 25-06-2020

Algemeen		
Act.	Omschrijving	Check
1	Zijn klachten of opmerkingen vermeld en op juiste wijze afgehandeld	
2	Verhelpen van eventuele tijdelijke voorzieningen en/of reparaties	
3	Uitvoeren van eventuele niet verplichte en verplichte wijzigingen ook in de onderhoudsmap en/of vlieghandboek van het vliegtuig.	
4	Onderhoudsrapport schrijven	
5	Administratie bijwerken	

Vliegtuig		
Act.	Omschrijving	Check
1	Gewicht- en zwaartepuntbepaling incidenteel conform VH	
2	Roeruitslagen bepalen <u>Metten van roeruitslagen:</u> Rolroeren $\uparrow$ 57,1 mm $\pm$ 5,1 mm en $\downarrow$ 36,5 mm $\pm$ 5,2 mm Hoogteroer $\uparrow$ 60,0 mm $\pm$ 10 mm en $\downarrow$ 50,0 mm $\pm$ 5 mm. Richtingsroer $\rightarrow$ 160 mm $\pm$ 15 mm en $\leftarrow$ 160 mm $\pm$ 15 mm Remkleppen	
3	<u>Metten van speling op de roeren:</u> Rolroeren max. 2,9 mm / Hoogteroer max. 3,2 mm / Richtingsroer max. 4,4 mm	
4	Speling vleugels controleren. Speling in de vleugel(s) mag alleen op aanwijzing van de constructeur gerepareerd worden.	
5	Verticale en horizontale speling op de hoofdverbindingen.	

Cockpit		
Act.	Omschrijving	Check
1	Cockpit schoonmaken en inspecteren	
2	Zitkuip uitbouwen, schoonmaken en inspecteren (beschadigingen)	
3	Kabel ontkoppelhaak inspecteren, evt. vervangen	
4	Zwaartepunthaak controleren op roest, beschadiging en werking	
6	Kabel voetenstuur verstelling inspecteren, evt. kabel vervangen	
7	Voetenstuur verstelling schoonmaken, smeren	
8	Kabels voetenstuur controleren (S-geleiding!)	
9	Trimmechanisme inspecteren	
10	Veiligheidsgordels schoonmaken en inspecteren	
11	Gordelsluitingen op roest inspecteren	
12	Cockpitkap inspecteren, schoonmaken	
13	Opschriften in de cockpit controleren	
14	Besturing controleren op roest en beschadiging, smeren	
15	Controleer de goede werking en bevestiging van het kap vergrendelingmechanisme.	
16	Controleer, d.m.v. simulatie, de goede werking van het kapafwerp-mechanisme.	
17	Controleer de goede werking van het schuifraampje.	
18	Controleer de staat en werking van de wielremhendel en remkabel.	
19	Controleer de conditie van de kabels en de juiste werking van het waterbalastlosingsmechanisme.	
20	Controleer de werking en juiste kleur van alle bedieningsknoppen en handvatten. (Zie vlieghandboek)	
21	Controleer of het handvat van de remklephendel blauw is. Zie BLA 1991-052	
22	Controleer of handvat van de remklephendel vast zit. Zie BLA 2004-007	

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Zweefvliegtuig
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Eigenaar: D.R.Corporaal
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Instrumenten		
Act.	Omschrijving	Check
1	Hoogtemeter: lektest uitvoeren	
2	Snelheidsmeter: lektest uitvoeren	
3	Zend/ontvanginstallatie functietest	
4	Mechanisch vario controleren	
5	Elektronische vario controleren	
6	Instrumentenpaneel inspecteren op beschadigingen	
7	Aansluitingen en slangen controleren op lekkage, doorgankelijkheid	
8	Trig transponder operationele check	
9	Radio Trig operationele test	
10	FLARM jaarlijkse update	

Romp		
Act.	Omschrijving	Check
1	Romphuid controleren op beschadigingen zoals scheuren, krassen, gaten, deuken en delaminatie	
2	Lak cleanen en polijsten	
3	Beslagen controleren op vrijgang en montage in de kunststof constructie (delaminatie)	
4	Alle toegankelijke metaaldelen controleren op beschadigingen en roest	
5	Wiel en wielagers reinigen en smeren, controleer werking wielintreksysteem	
7	Wielkast en -ophanging schoonmaken.	
8	Wielas en -ophanging controleren op verbuiging, speling en beschadiging	
9	Bandenspanning (2,7 Bar), - toestand en -profiel controleren	
10	Remwerking en toestand remkabels controleren	
11	Staartslof controleren op bevestiging en slijtage	
12	Paspunten vleugels reinigen en smeren	

Vleugels		
Act.	Omschrijving	Check
1	Vleugeluid controleren op beschadigingen zoals scheuren, krassen, gaten, deuken en delaminatie	
2	Laklaag schoonmaken	
3	Beslagen controleren op vrijgang en montage in de kunststof constructie (delaminatie)	
4	Alle toegankelijke metaaldelen controleren op beschadigingen en roest	
5	Aansluitpunten ailerons en remkleppen smeren	
6	Aileronscharnieren smeren	
7	Spleetafdichting rolroeren evt. vervangen	
8	Controleer of de ontluchtungs- en afwateringsgaatjes vrij zijn en controleer aan de onderzijde van de romp en achterzijde van de vleugel of de verlijmingen in goede staat zijn.	
9	Waterzakken inspecteren op lekkage	
10	Remkleppen inspecteren, smeren	
11	Hoofdbout controleren op conditie en speling	
12	Flight controls stick support attachment bolts, check and test for play. Flight controls swivel ball joints inspection.	

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Zweefvliegtuig
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Type: Pegase 101A

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Eigenaar: D.R.Corporaal
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Versie: 25-06-2020

Stabilo, Richtingsroer en Hoogteroer		
Act.	Omschrijving	Check
1	Huid controleren op beschadigingen zoals scheuren, krassen, gaten, deuken en delaminatie	
2	Laklaag schoonmaken	
3	Beslagen controleren op vrijgang en montage in de kunststof constructie	
4	Alle toegankelijke metaaldelen controleren op beschadigingen en roest	
5	Hoogteroer / stabilo controleren op reinheid, speling en conditie; smeren	
6	Aansluitpunten hoogteroer controleren	
7	Richtingsroer demonteren, scharnieren smeren	
8	Richtingsroer controleren, kabelbevestiging	

Alleen bij een GV-inspectie		
Act.	Omschrijving	Check
	Controleer na uitbouwen van roeren en remklepplaten alle verbindingen, scharnieren en bevestigingen. Lagers en scharnieren schoonmaken en opnieuw smeren en oliën.	
	Wielonderstel en lassen controleren op scheurtjes, corrosie en deformatie.	
	Wiel demonteren en op scheurtjes en corrosie controleren.	
	Weging: Na een grote reparatie c.q. modificatie	
	Bij gedemonteerd stabilo de bovenkant van het kielvlak controleren.	
	NB De hoogte- en of rolroer spleten van de PH-731 zijn voorzien van "Streifeneder Pre-bend Mylar" sealing, die inspectie / onderhoud van de scharnieren mogelijk maakt door oplichten aan de roer zijde van de tape, zonder deze tape te hoeven verwijderen.	
	Richtingroerkabels dienen elke jaar visueel te worden gecontroleerd op conditie	

Bijzonderheden:

Inspectie uitgevoerd door:

Naam
Datum
Handtekening
Nr. AML / Part 66 L2

LIJST PILOOT/EIGENAAR TAKEN volgens Annex Vb (Part ML.A.803)

Blad 1 van 3 bladen

ATA	Area	Task
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 additional non required equipment such as electric variometers, flight computers but excluding required communication, navigation systems and engine wiring.
		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 instruments.
		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.

ATA	Area	Task
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.
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 provisions for quick disconnect is made by design.
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.

ATA	Area	Task
32	Landing gear	Shock Struts – Replenishment of oil or air.
		Landing gear doors removal or reinstallation and repair including operating straps.
		Ski's – 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.
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.
34	Navigation	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 arts 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 marking.
		Fairings – Simple repairs to non structural fairings and cover plates which do not change the contour.
52	Doors	Doors – Removal and re-installation.
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 re-fitment.
		Gas dampener – Replacement of Canopy Gas dampener.
57	Wings	Wing Skids – Removal or re-installation and service of lower wing skids or wing roller including spring assembly.
		Water ballast – Removal or re-installation of flexible tanks.
57	Wings	Turbulator and sealing tapes – Removal or re-installation of approved sealing tapes and turbulator tapes.