

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

| Part-ML aircraft maintenance programme (AMP) | | | |
|---|---|--|---|
| Aircraft identification | | | |
| 1 | Registration(s):PH-1613 | Type: DG1000S | Serial No (s):10-21S21 |
| | Owner: Friese Aero Club | | |
| Basis for the Maintenance Programme | | | |
| 2 | Minimum inspection programme (MIP) as detailed in the latest revision of AMC1 ML.A.302(d) <input checked="" type="checkbox"/> and DAH instructions for continued Airworthiness is used. | | |
| 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 | DG1000S DG Flugzeugbau | Maintenance manual DG Flugzeugbau Juli 2011 Repair manual DG Flugzeugbau Dec. 2010 |
| 3b | Safety Harness | Schroth 4-01-010400 | SCHROTH Safety Products GmbH March 2019 |
| 3c | Airspeed indicator | 2 x Winter 7FMS 421 | Einbau und Wartungsanweisung für die Staudruck Fahrtmesser 7FMS 4 September 2016 |
| 3d | Altimeter | 2 x Winter 4FGH20 | Einbau und Wartungsanweisung für die Hohennmesser 4FGH20 (March 2016) |
| 3e | Variometer | 2 x LXnavV9 1 x Winter 5StV5 variometer | Einbau und Wartungsanweisung Winter , April 2016 |
| 3f | Radio / transponder | Garrecht AIR COM Transceiver | AIR COM Radio Module and VT-01 XPDR Module AIR Control Display 57 Pilot's Manual and Installation Manual Version: 2.0 Date: 2018/03/29 |
| 3g | Safety Coupling | Tost G88 Tost E85 | Betriebshandbuch G72, G73, January 1989, Revisions 3, Mrch 2001 LTA-1989-018/3 |
| 3h | FLARM | LX minibox | FLARM manual, sept. 2007 |
| 3i | LXNAV | 2 x LX5000 | LX5000 V 11.0 Variometer and GPS-Navigation System January 2004 |
| 3j | Airpath Compass | Airpath | Compensation instructions https://www.airpathcompass.com/J30/index.php |
| 3k | G-meter | Falcon GM 510-3g-meter | https://www.falcongauge.com/UploadDrivers/ACCELEROMETER%20INSTRUCTIONS.pdf |

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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 | <p>Does the Pilot-owner perform Pilot-owner maintenance (ref. ML.A.803)?</p> <p>If yes, enter the name of the pilot-owner(s) authorised to perform such maintenance: Pilot-owner name: <u>Friese Aero Club</u> Licence Number: <u>see list of Pilot Owners</u> Signature: _____ Date: _____</p> <p>NOTE: It is possible to refer to a list in the case of jointly owned aircraft.</p> | Yes | |
| Approval/declaration of the maintenance programme (select the appropriate option) | | | |
| 7 | Declaration by the owner: <input checked="" type="checkbox"/> | | |
| | <p><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></p> Signature/name/date: _____ Matthijs van Waveren , | | |

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| Certification statement | |
|-------------------------|--|
| 8 | <p><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></p> <p>Signed by the person/organisation responsible for the continuing airworthiness of the aircraft according to ML.A.201:</p> <p>Owner/ operator: <input checked="" type="checkbox"/></p> <p>Name of owner/ operator: Friese Aero Club</p> <p>Address: Postbus 582, 8901BJ Leeuwarden</p> <p>Telephone +316</p> <p>Email: secretaris@frieseaeroclub.nl</p> <p>Signature/ date:</p> |
| 9 | <p>Appendices attached:</p> <p>– Appendix A YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> = Minimum Inspection Program</p> <p>– Appendix B YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> = Maintenance Data</p> <p>– Appendix C YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> = Maintenance alternative to DAH</p> <p>– Appendix D YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> table deleted</p> |

| | | |
|--|--------------------------|--|
| <p>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)</p> | | |
| <p><i>Annex A: Minimum inspection programme (MIP) and DAH (manufacturer) instructions for continued Airworthiness is used.</i></p> | | |
| <p>Appendix B – Additional maintenance requirements (include only if necessary – see Section 4 above)</p> | | |
| <p><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></p> <p><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></p> <p><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></p> | | |
| <p>Task Description</p> | <p>References</p> | <p>Interval (tick box if the selected interval differs from that required in the referenced document)</p> |
| <p>Maintenance due to specific equipment and modifications</p> | | |

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| | | |
|---|--|--|
| Leaktest+ operational check Altimeter | Einbau und Wartungsanweisung Winter, March 2016 Winter leaktest, TN 3/81 | Operational check annually Leak test every 24 months |
| Leaktest+ operational check Airspeed indicator | Einbau und Wartungsanweisung Winter, September 2016 Winter leaktest, TN 3/81 | Operational check annually Leak test every 24 months |
| Transceiver | Garrecht AIR COM Transceiver | Operational check of installation, Transceiver = maintenance free |
| Transponder | Garrecht AIR COM Transceiver | 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 | Schroth | 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 | | |
| Tost Coupling | LTA-1989-018/3 | Annual operational check and cleaning, TBO 2000 cycles |
| 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> | | | |
| NOT APPLICABLE | | | |

INSPECTIE PROGRAMMA

| | |
|---------------------------|---------------------|
| Fabrikant: DG Flugzeugbau | Blad 1 van 3 bladen |
| Eigenaar: Friese Aeroclub | Type: DG 1000S |
| Reg.nr.: PH-1613 | versie 05-07-2020 |

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| | Algemeen | Paraaf |
|---|--|--------|
| 1 | Zijn klachten of opmerkingen vermeld en op de juiste wijze afgehandeld | |
| 2 | Verhelpen van eventuele tijdelijke voorzieningen en/of reparaties | |
| 3 | Uitvoeren van eventuele niet verplichte en verplichte wijzigingen (TM,) ook in de onderhoudsmap en/of vlieghandboek van het vliegtuig. | |

VLIEGTUIG

| | Omschrijving | Paraaf |
|---|--|--------|
| 1 | Gewicht- en zwaartepuntbepaling elke 4 jaar | |
| 2 | Roeruitslagen bepalen (WBH = Wartungs Hand Buch hoofdstuk 1.2 tot 1.4) | |
| 3 | Speling en vriegang roeren controleren (WHB hoofdstuk 1.2 tot 0) | |
| 4 | Tangentiale speling vleugels controleren (WHB hoofdstuk 1.11) | |

COCKPIT

| | Omschrijving | Paraaf |
|----|--|--------|
| 1 | Cockpit schoonmaken en inspecteren | |
| 2 | Zitkuip uitbouwen, schoonmaken en inspecteren (beschadigingen) | |
| 3 | Kabel ontkoppelhaak inspecteren, evt. vervangen | |
| 4 | Zwaartepunthaak en neushaak controleren op roest, beschadiging en werking. | |
| 5 | Nog voldoende start over voor het seizoen (reviseren na 2000 starts) | |
| 6 | Kabel voetenstuur verstelling inspecteren, evt. kabel vervangen | |
| 7 | Voetenstuur verstelling schoonmaken, smeren | |
| 8 | Kabelsvoetenstuur controleren (S-geleiding!) smeren met teflonspray (WHB hoofdstuk 4.2) | |
| 9 | Trimmechanisme inspecteren, datum controleren ontlasting rubber hoogte sturing vervangen na 6 jaar | |
| 10 | Veiligheidsgordels schoonmaken en inspecteren | |
| 11 | Gordelsluitingen op roest inspecteren | |
| 12 | Datum controleren veiligheidsgordels (reviseren na 12 jaar) | |
| 13 | Controleer de kap noodafwerp zoals aangegeven in Vlieghandboek hoofdstuk 7.14 | |
| 14 | Scharnieren cockpitkap smeren | |
| 15 | Opschriften in de cockpit controleren | |
| 16 | Besturing controleren op roest en beschadiging, smeren | |

INSTRUMENTEN

| | Omschrijving | Paraaf |
|----|--|--------|
| 1 | Hoogtemeter: lekttest uitvoeren | |
| 2 | Snelheidsmeter: lekttest uitvoeren | |
| 3 | Zend/ontvanginstallatie operationele test | |
| 4 | Mechanisch vario controleren | |
| 5 | Elektronische vario Functie test | |
| 6 | Instrumentenpaneel inspecteren op beschadigingen | |
| 7 | Aansluitingen en slangen controleren op lekkage, doorgankelijkheid | |
| 8 | Kompas controleren bij eerste vlucht | |
| 9 | Transponder operationele test | |
| 10 | FLARM jaarlijkse software update | |

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INSPECTIE PROGRAMMA

| | |
|---------------------------|---------------------|
| Fabrikant: DG Flugzeugbau | Blad 2 van 3 bladen |
| Eigenaar: Friese Aeroclub | Type: DG 1000S |
| Reg.nr.: PH-1613 | versie 05-07-2020 |

ROMP

| | Omschrijving | Paraaf |
|----|---|--------|
| 1 | Romphuid controleren op beschadigingen zoals scheuren, krassen, gaten, deuken en delaminatie | |
| 2 | Controleer de kielvlak ballast kast (WHB hoofdstuk 1.9) Daglicht noodzakelijk !!! | |
| 3 | Beslagen controleren op vriigang en montage in de kunststof constructie (delaminatie) | |
| 4 | Alle toegankelijke metaaldelen controleren op beschadigingen en roest | |
| 5 | Wiel en wielagers reinigen en smeren + remblok dikte meten | |
| 6 | Wielkast en -ophanging schoonmaken, controleer werking wielintreksysteem | |
| 7 | Wielas en -ophanging controleren op verbuiging, speling en beschadiging | |
| 8 | Bandenspanning (2,5 Bar), - toestand en -profiel controleren | |
| 9 | Remwerking controleren en lekkage olie leiding (WHB hoofdstuk 1.6.4) Remolie vervangen na 4 jaar (datum controleren in bedrijfstijdenlijst) | |
| 10 | Staartwiel controleren op bevestiging en slijtage | |
| 11 | Controleer de kielvlaktank (WHB hoofdstuk 1.8.2) | |
| 12 | Automatische aansluitingen controleren op beschadigingen | |
| 13 | Trechter automatische aansluiting hoogteroer controleren op beschadigingen | |
| | | |

VLEUGELS

| | Omschrijving | Paraaf |
|---|--|--------|
| 1 | Vleugel huid controleren op beschadigingen zoals scheuren, krassen, gaten, deuken en delaminatie | |
| 2 | Lak ondervlak schoonmaken en beschermende laag aanbrengen | |
| 3 | Beslagen en controleren op vervorming en montage in de kunststof constructie (delaminatie) | |
| 4 | Alle toegankelijke metaaldelen controleren op beschadigingen en roest | |
| 5 | Automatische aansluitpunten rolroeren en remkleppen controleren | |
| 6 | Rolroer scharnieren smeren indien nodig | |
| 7 | Spleetafdichting rolroeren evt. vervangen | |
| 8 | Remkleppen inspecteren, smeren (WHB hoofdstuk 4.4) | |
| 9 | Tipwielen controleren op conditie | |

STABILO, RICHTINGSROER EN HOOGTEROER

| | Omschrijving | Paraaf |
|---|--|--------|
| 1 | Huid controleren op beschadigingen zoals scheuren, krassen, gaten, deuken en delaminatie | |
| 2 | Lak oppervlak schoonmaken en beschermende laag aanbrengen | |
| 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 | Roller aansluitpunten hoogteroer controleren op beschadigingen | |
| 7 | Roerafdichting controleren op conditie (WHB hoofdstuk 1.3.5) | |
| 8 | Richtingsroer controleren, kabelbevestiging | |
| 9 | Richtingsroer scharnieren controleren op speling | |

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. |

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| 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. |