

BGA AIRWORTHINESS AND MAINTENANCE PROCEDURES

PART 2, LEAFLET 2-1

PILOT OWNER MAINTENANCE

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INTRODUCTION

1. Where an aircraft is used for private flying, the Air Navigation Order and EU regulation 1056/2008 allows certain work to be carried out and certified personally by the holder of a Private Pilots' Licence or glider equivalent who is the owner or operator of the aircraft concerned. Such aircraft must not exceed 2730 kg maximum total weight authorised and must not be used for commercial air transport. The nature of the work allowed to be carried out is specified in the Air Navigation Order and EU regulation as amended and form part of the approved maintenance programme. The aim of this Leaflet is to explain these requirements, identify permitted tasks and show how pilot owner maintenance should be certified in the aircraft Log Book.

BASIC PRINCIPALS

2. Explanation of the basic principals taken from Part M (1056/2008) Appendix viii.

(a) Competence and responsibility

1. The Pilot-owner is always responsible for any maintenance that he performs.

2. Before carrying out any Pilot-owner maintenance tasks, the Pilot-owner must satisfy himself that he is competent to do the task. It is the responsibility of Pilot-owners to familiarize themselves with the standard maintenance practices for their aircraft and with the aircraft maintenance programme. If the Pilot-owner does not consider him/herself confident they should not carry out the maintenance and seek advice from a BGA inspector.

A pilot-owner cannot carry out and certify maintenance on an aircraft that he is not the owner or operator.

3. The Pilot-owner or his CAMO is responsible for identifying the Pilot-owner tasks according to these basic principles and combining them into maintenance programme. For aircraft operating within the BGA airworthiness system the BGA has done this and will manage the approval and updates and this leaflet forms part of the maintenance programme.

(b) Tasks

The Pilot-owner may carry out simple visual inspections or operations to check for general condition and obvious damage and normal operation of the airframe, engines, 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 drastically affect the airworthiness of the aircraft or is a flight safety sensitive maintenance task and/or;
2. requires the removal of major components or major assembly unless otherwise specified in the flight manual as a pilot task and/or;
3. is carried out in compliance with an Airworthiness Directive or an Airworthiness Limitation Item, 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. NDT, system tests or operational checks for avionic equipment that is considered a maintenance or bench test) and/or;
6. is composed of any unscheduled special inspections (e.g. heavy landing, ground loop or similar check) and/or;
7. is effecting systems essential for the IFR operations and/or;
8. is listed as a Complex Maintenance task i.e. major repair, or is a component maintenance task i.e. instrument repair.

The criteria 1 to 8 listed above can not be overridden by less restrictive instructions in the Maintenance Programme.

Any task described in the aircraft flight manual as preparing the aircraft for flight (Example: assembling the glider wings or pre-flight), is considered to be a pilot task and is not considered 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 such as Flight or Maintenance manuals as appropriate must be always 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.

The Pilot-owner must inform the approved continuing airworthiness management organisation responsible for the continuing airworthiness of the aircraft (if applicable) not later than 30 days after completion of the Pilot owner maintenance task to remain in the controlled environment. In the uncontrolled environment pilot owner maintenance is advised by way of log book entries at time of annual airworthiness review. (The BGA is operating “uncontrolled”)

(d) Additional information

- 1 Inspection tasks/checks of any periodicity included in an approved maintenance programme can be carried out providing that the specified tasks are included in the generic lists in tables A to C.

All scheduled maintenance checks, other than 50 hour or less, are required to be certified by an appropriately rated BGA inspector or licensed engineer, however certain elements within that check, with the agreement of the certifying inspector, may be certified by a pilot owner in accordance with this scheme. The completion certification is always signed by the BGA inspector.

- 2 For the purposes of pilot owner maintenance a pilot is the owner or syndicate partner, in the case of leased or club owned aircraft, competent pilots are nominated by the operator or club management.
- 3 If a pilot/owner wishes to carry out maintenance outside the scope of this leaflet, it must be under the supervision of an appropriately rated BGA inspector or licensed engineer who will, on satisfactory completion of the work, certify the work in accordance with Part M.

SCOPE OF PERMITTED WORK

IT SHOULD BE NOTED THAT SOME TASKS ARE ONLY APPLICABLE TO CERTAIN CLASSES OF AIRCRAFT AS ANNOTATED:

Table A PILOT OWNER MAINTENANCE TASKS for EASA POWERED AIRCRAFT (TUGs)

ATA	Area	Task	<1000kg	1000 – 2730 kg
05	General	Maintenance checks. Only tasks as defined in Table A are permitted. All other tasks must be certified by an appropriately rated Part 66 licensed Engineer. The 150 FH & Annual maintenance check final sign off can only be certified by a Part 66 licensed engineer	Yes	Yes
09	Towing	Tow release unit and tow cable retraction mechanism – Cleaning, lubrication and tow cable replacement (including weak links).	Yes	Yes
		Mirror – Installation and replacement of mirrors.	Yes	Yes
11	Placards	Placards, Markings – Installation and renewal of placards and markings required by AFM and AMM.	Yes	Yes
12	Servicing	Lubrication – Not requiring a disassembly other than non structural items such as cover plates, cowlings and fairings.	Yes	Yes
20	Standard Practices	Safety Wiring – Replacement of defective wiring or cotter keys, # Excluding those in engine, transmission, flight control systems.	Yes #	NO
		Simple Non Structural Standard Fasteners – Replacement and adjustment, excluding the replacement of receptacles and anchor nuts requiring riveting.	Yes	Yes
21	Air Conditioning	Replacement of flexible hoses and ducts.	Yes	Yes
23	Communication.	Communication devices – Remove and replace self contained, front instrument panel mount communication devices with quick disconnect connectors, excluding IFR operations.	Yes**	Yes**
24	Electrical power	Batteries – Replacement and servicing, excluding servicing of Ni-Cd batteries and IFR operations.	Yes**	Yes**
		Wiring – Repairing broken circuits in landing light and any other wiring for non critical equipment, excluding ignition system, primary generating system and required communication, navigation system and primary flight instruments.	Yes	Yes
		Bonding – Replacement of broken bonding cable.	Yes	Yes
		Fuses – Replacement with the correct rating.	Yes	Yes
25	Equipment	Safety Belts – Replacement of safety belts and harnesses excluding belts fitted with airbag systems.	Yes	Yes

		Seats – Replacement of seats or seat parts not involving disassembly of any primary structure or control system.	Yes	Yes
		Non essential instruments and/or equipment - Replacement of self contained, front instrument panel mount equipment with quick disconnect connectors.	Yes	Yes
		Oxygen System – Replacement of oxygen bottle and system in approved mountings	Yes	Yes
		ELT – Removal / Re-installation.	Yes	Yes
26	Fire Protection	Fire Warning – Replacement of sensors and indicators.	Yes	Yes
27	Flight controls	Removal or re-installation of co-pilot control column and rudder pedals where provision for quick disconnect is made by design.	Yes	Yes
28	Fuel System	Fuel lines – Replacement of prefabricated fuel lines fitted with self sealing couplings.	Yes	Yes
		Fuel Filter elements – Cleaning and/or replacement.	Yes	Yes
31	Instruments	Instrument Panel– Removal and re-installation provided this it is a design feature with quick disconnect connectors, excluding IFR operations.	Yes**	NO
		Pitot Static System – Simple sense and leak check, excluding IFR operations.	Yes**	NO
		Drainage – Drainage of water drainage traps or filters within the Pitot static system excluding IFR operations.	Yes**	Yes**
		Flexible tubes - Replacement of damaged tubes excluding IFR operations.	Yes**	NO
32	Landing Gear	Wheels – Removal, replacement and servicing, including replacement of wheel bearings and lubrication.	Yes	Yes
		Hydraulic fluid – Replenishment of hydraulic fluid such as brake fluid.	Yes	Yes
		Shock Absorber – Replacement of elastic cords or rubber dampers.	Yes	Yes
		Shock Struts – Replenishment of oil or air.	Yes	NO
		Skis – Changing between wheel and ski landing gear.	Yes	Yes
		Landing skids – Replacement of landing skids and skid shoes.	Yes	Yes
		Wheel fairings (spats) – Removal and re-installation.	Yes	Yes
		Mechanical brakes – Adjustment of simple cable operated systems.	Yes	NO
		Brake – Replacement of worn brake pads or shoes. #excludes relining brake pads or shoes	Yes #	NO
33	Lights	Lights – Replacement of internal and external bulbs, filaments, reflectors and lenses.	Yes	Yes
34	Navigation	Software – Updating self contained, front instrument panel mount navigational software databases, excluding automatic flight control systems and transponders.	Yes	Yes
		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 and IFR operations.	Yes**	Yes**
		Self contained data logger – Installation, data restoration.	Yes	Yes
51	Structure	Fabric patches – Simple patches extending over not more than one rib, not requiring rib stitching or removal of structural parts or control surfaces.	Yes	Yes
		Protective Coating – Applying preservative material or coatings where no disassembly of any primary structure or operating system is involved. #excludes painting of aircraft	Yes #	Yes #
		Surface finish - Minor restoration where no disassembly of any primary structure or operating system is involved This includes application of signal coatings or thin foils as well as registration markings. # excludes painting of aircraft.	Yes #	Yes #

		Fairings – Simple repairs to non structural fairings and cover plates which do not change the contour.	Yes	Yes
52	Doors	Doors - Removal and re-installation.	Yes	Yes
53	Fuselage	Upholstery, furnishing – Minor repairs which do not require disassembly of primary structure or operating systems, or interfere with control systems.	Yes	Yes
56	Windows	Side Windows - Replacement if it does not require riveting, bonding or any special process.	Yes	Yes
61	Propeller	Spinner – Removal and re-installation.	Yes	Yes
71	Powerplant installation	Cowling – Removal and re-installation not requiring removal of propeller or disconnection of flight controls.	Yes	Yes
72	Engine	Chip detectors – Removal, checking and re-installation provided the chip detector is a self sealing type and not electrically indicated.	Yes	Yes
73	Engine fuel	Strainer or Filter elements – Cleaning and/or replacement.	Yes	Yes
		Fuel - Mixing of required oil into fuel.	Yes	Yes
74	Ignition	Spark Plugs – Removal, re-installation and adjustment.	Yes	Yes
75	Cooling	Coolant - Replenishment of coolant fluid.	Yes	Yes
77	Engine Indicating	Engine Indicating – Removal and replacement of self contained, front instrument panel mount indicators that do not employ direct reading connections.	Yes	NO
79	Oil System	Strainer or filter elements – Cleaning and/or replacement.	Yes	Yes
		Oil – Changing or replenishment of engine oil and gearbox fluid.	Yes	Yes

Table B PILOT OWNER MAINTENANCE TASKS for EASA SAILPLANES AND POWERED SAILPLANES INCLUDING BGA ANNEX II GLIDERS

Abbreviations applicable to this table:

N/A not applicable for this category

SP sailplane

SSPS self sustaining powered sailplane

SLPS/TM self launching powered sailplane/touring motor glider

ATA	Area	Task	SP	SSPS	SLPS/TM
05	General	Maintenance checks. Only tasks as defined in Table B are permitted. All other tasks must be certified by an appropriately rated BGA inspector. The 150 FH & Annual maintenance check final sign off can only be certified by a BGA inspector	N/A	Yes	Yes
08	Weighing	Recalculation – Small changes of the Trim plan without needing a reweighing.	Yes	Yes	Yes
09	Towing	Tow release unit – Cleaning, lubrication and replacement of unit not involving disassembly of any primary structure, control system or additional adjusting.	Yes	Yes	Yes
		Mirror –Removal and re-installation of mirrors.	N/A	N/A	Yes
11	Placards	Placards, Markings – Installation and renewal of placards and markings required by AFM and AMM.	Yes	Yes	Yes
12	Servicing	Lubrication – Not requiring a disassembly other than non structural items such as cover plates, cowlings and fairings.	Yes	Yes	Yes
20	Standard. Practices	Safety Wiring – Replacement of defective wiring or cotter keys. #Excluding flight or engine control systems	Yes #	Yes #	Yes #
		Simple Non Structural Standard Fasteners – Replacement and adjustment, excluding the replacement of receptacles and anchor nuts requiring riveting.	Yes	Yes	Yes
		Free play – Measurement of the free play in the control system and the wing to fuselage attachment including minor adjustments by simple means	Yes	Yes	Yes

		provided by the manufacturer.			
21	Air Conditioning	Replacement of flexible hoses and ducts.	Yes	Yes	Yes
23	Communication	Communication devices – Remove and replace self contained, front instrument panel mount communication devices with quick disconnect connectors.	Yes	Yes	Yes
24	Electrical power	Batteries and solar panels – Replacement and servicing.	Yes	Yes	Yes
		Wiring - Installation of simple wiring connections to the existing wiring for additional equipment such as electric variometers, flight computers but excluding communication, navigation systems and engine wiring.	Yes	Yes	Yes
		Wiring – Repairing broken circuits in landing light and any other wiring for non critical equipment, excluding ignition system, primary generating system and required communication, navigation system and primary flight instruments.	Yes	Yes	Yes
		Bonding – Replacement of broken bonding cable.	Yes	Yes	Yes
		Switches – Replacement without soldering.	Yes	Yes	Yes
		Fuses – Replacement with the correct rating.	Yes	Yes	Yes
25	Equipments	Safety Belts – Replacement of safety belt and harnesses.	Yes	Yes	Yes
		Seats – Replacement of seats or seat parts not involving disassembly of any primary structure or control system.	Yes	Yes	Yes
		Non essential instruments and/or equipments - Replacement of self contained, front instrument panel mount equipment with quick disconnect connectors.	Yes	Yes	Yes
		Removal and installation of non required instruments and/or equipment.	Yes	Yes	Yes
		Wing Wiper, Cleaner – Servicing, removal and re-installation not involving disassembly or modification of any primary structure, control	Yes	Yes	Yes
		Static Probes – Removal or re-installation of variometer static and total energy compensation probes.	Yes	Yes	Yes
		Oxygen System – Replacement of Oxygen Bottle and System.	Yes	Yes	Yes
		Air Brake Chute – Installation and servicing	Yes	Yes	Yes
		ELT – Removal / Re-installation.	Yes	Yes	Yes
		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.	Yes	Yes	Yes
		Control System – Measurement of the control system travel without removing the control surfaces.	Yes	Yes	Yes
		Control Cables – Simple optical Inspection for Condition.	Yes	Yes	Yes
		Gas Dampener – Replacement of Gas Dampener in the Control or Air Brake System.	Yes	Yes	Yes
		Co-pilot stick and pedals - Removal or re-installation where provision for quick disconnect is made by design.	Yes	Yes	Yes
28	Fuel System	Fuel lines – Replacement of prefabricated fuel lines fitted with self sealing couplings.	N/A	Yes	Yes
		Fuel Filter – Cleaning and/or replacement.	N/A	Yes	Yes
31	Instruments	Instrument Panel– Removal and re-installation provided this is a design feature with quick disconnect, excluding IFR operations.	Yes	Yes	Yes
		Pitot Static System – Simple sense and leak check.	Yes	Yes	Yes
		Instrument Panel vibration damper / shock absorbers- Replacement.	Yes	Yes	Yes
		Drainage – Drainage of water drainage traps or	Yes	Yes	Yes

		filters within the Pitot static system.			
		Flexible tubes - Replacement of damaged tubes.	Yes	Yes	Yes
32	Landing Gear	Wheels – Removal, replacement and servicing, including replacement of wheel bearings and lubrication.	Yes	Yes	Yes
		Hydraulic fluid – Replenishment of hydraulic fluid such as brake fluid.	Yes	Yes	Yes
		Shock Absorber – Replacement or servicing of elastic cords or rubber dampers.	Yes	Yes	Yes
		Shock Struts – Replenishment of oil or air.	Yes	Yes	Yes
		Landing gear doors - Removal or re-installation and repair including operating straps.	Yes	Yes	Yes
		Skis – Changing between wheel and ski landing gear.	Yes	Yes	Yes
		Skids – Removal or re-installation and servicing of main, wing and tail skids.	Yes	Yes	Yes
		Wheels fairing (spats) – Removal and re-installation.	Yes	Yes	Yes
		Mechanical brakes – Adjustment of simple cable operated systems.	Yes	Yes	Yes
		Brake – Replacement of worn brake pads.	Yes	Yes	Yes
		Springs – Replacement of worn or aged springs.	Yes	Yes	Yes
		Gear Warning –Removal or re-installation of simple gear warning systems.	Yes	Yes	Yes
33	Lights	Lights – Replacement of internal and external bulbs, filaments, reflectors and lenses.	N/A	N/A	Yes
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.	Yes	Yes	Yes
		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.	Yes	Yes	Yes
		Self contained data logger – Installation, data restoration	Yes	Yes	Yes
51	Structure	Fabric patches – Simple patches extending over not more than one rib, not requiring rib stitching or removal of structural parts or control surfaces.	Yes	Yes	Yes
		Protective Coating – Applying preservative material or coatings where no disassembly of any primary structure or operating system is involved. # Excludes painting of aircraft	Yes #	Yes #	Yes #
		Surface finish - Minor restoration where no disassembly of any primary structure or operating system is involved This includes application of signal coatings or thin foils as well as Registration markings. # Excluded painting of aircraft	Yes #	Yes #	Yes #
		Fairings – Simple repairs to non structural fairings and cover plates which do not change the contour.	Yes	Yes	Yes
52	Doors	Doors - Removal and re-installation.	Yes	Yes	Yes
53	Fuselage	Upholstery, furnishing – Minor repairs which do not require disassembly of primary structure or operating systems, or interfere with control systems.	Yes	Yes	Yes
56	Windows	Side Windows - Replacement if it does not require riveting, bonding or any special process.	Yes	Yes	Yes
		Canopies - Removal and re-fitment.	Yes	Yes	Yes
		Gas dampener – Replacement of Canopy Gas dampener.	Yes	Yes	Yes
57	Wings	Wing Skids – Removal or re-installation and service of lower wing skids or wing roller including spring assembly.	Yes	Yes	Yes
		Water ballast – Removal or re-installation of flexible	Yes	Yes	Yes

		tanks.			
		Turbulator and sealing tapes – Removal or re-installation of approved sealing tapes and turbulator tapes.	Yes	Yes	Yes
61	Propeller	Spinner – Removal and re-installation.	N/A	Yes	Yes
71	Power Plant	Removal or installation of power plant unit including engine and propeller. (provided the task is identified in the flight manual as a Pilot task) # Power Plant installation final sign off certified by a BGA inspector only.	N/A	Yes #	NO
		Cowling - Removal and re-installation not requiring removal of propeller or disconnection of flight controls.	N/A	Yes	Yes
72	Engine	Chip detectors – Removal, checking and re-installation provided the chip detector is a self sealing type and not electrically indicated.	N/A	Yes	Yes
		Rotax CCBCT check	N/A	Yes	No
73	Engine fuel	Strainer or Filter elements – Cleaning and/or replacement.	N/A	Yes	Yes
		Fuel - Mixing of required oil into fuel.	N/A	Yes	Yes
74	Ignition	Spark Plugs – Removal, re-installation and adjustment.	N/A	Yes	Yes
75	Cooling	Coolant – Replenishment of coolant fluid.	N/A	Yes	Yes
76	Engine Controls	Controls – Minor adjustments of non-flight or propulsion controls whose operation is not critical for any phase of flight.	N/A	Yes	NO
77	Engine Indicating	Engine Indicating – Removal and replacement of self contained, front instrument panel mount indicators that do not employ direct reading connections.	N/A	Yes	Yes
79	Oil System	Strainer or Filter elements – Cleaning and/or replacement	N/A	Yes	Yes
		Oil – Changing or replenishment of engine oil and gearbox fluid.	N/A	Yes	Yes

Table C PILOT OWNER MAINTENANCE TASKS for CAA ANNEX II AIRCRAFT AND POWERED SAILPLANES

Abbreviations applicable to this table:

>2730 – Aircraft up to 2730 KGS MTOW

SLPS/TM self launching powered sailplane/touring motor glider

ATA	Area	Task	SLPS/MG	>2730
05	General	Maintenance Checks up to 50hr/6 months but not including the certification of applicable Airworthiness Directives (AD's).	Yes	Yes
20	Standard practices	Replacement of defective safety wiring or split pins excluding those in engine, transmission, flight control and rotor systems;	Yes	Yes
23	Communication	Replacement of VHF communication equipment, being equipment which is not combined with navigation equipment.	Yes	Yes
24	Electrical power	Replacement of batteries	Yes	Yes
		Replacement of generator and fan belts designed for removal where special tools are not required;	Yes	Yes
25	Equipment	Repairs to upholstery and decorative furnishing of the cabin or cockpit interior when repair does not require dismantling of any structure or operating system or interfere with an operating system or affect the structure of the aircraft	Yes	Yes
		Replacement of safety belts or safety harness;	Yes	Yes
		Replacement of seats or seat parts not involving dismantling of any structure or of any operating system	Yes	Yes
32	Landing gear	Replacement of landing gear tyres, landing skids or skid shoes;	Yes	Yes
		Replacement of elastic shock absorber cord units on landing gear where special tools are not required;	Yes	Yes
51	Structure	Patch-repairs to fabric not requiring rib stitching or the removal of structural parts or control surfaces, if the repairs do not cover	Yes	Yes

		up structural damage and do not include repairs to rotor blades;		
		Repairs, not requiring welding, to fairings, non-structural cover plates and cowlings	Yes	Yes
56	Windows	Replacement of side windows where that work does not interfere with the structure or with any operating system;	Yes	Yes
57	Wings	Replacement of wings and tail surfaces and controls, the attachments of which are designed to provide for assembly immediately before each flight and dismantling after each flight;	Yes	Yes
33	Lights	Replacement of bulbs, reflectors, glasses, lenses or lights	Yes	Yes
72	Power plant	Replacement of any cowling not requiring removal of the propeller, rotors or disconnection of engine or flight controls	Yes	Yes
74	Ignition	Replacement of unserviceable sparking plugs	Yes	Yes

SOURCES OF INFORMATION

3. Further information on the requirements for Pilot Maintenance may be obtained from CAP 520 “Light Aircraft Maintenance” or in CAA approved maintenance programmes – LAMS/A/1999, LAMP/A/2007 or BGA GMS, Manufacturers published information in the form of Maintenance Manuals, Operating Hand Books or Flight manuals should be used as appropriate. Part M regulation 2042/2003 amended by 1056/2008 M.A.803 and Appendix viii.

CERTIFICATION

4. An example of how pilot maintenance should be certified in the aircraft Log Book is at Annex A.

Note the different certification requirements for Annex II and EASA aircraft.

5. If a mandatory inspection is due as part of the check or replacement then a suitably qualified engineer must sign for at least the mandatory items.

APPLICABILITY OF PERSONS TO CARRY OUT MAINTENANCE OF CLUB AIRCRAFT

6. BGA Tug pilots, motor glider pilots or glider pilots who are members of a BGA gliding club, as specified on the aircraft registration document, that operates the aircraft would be deemed “Operators” provided that they were involved with the decision making process regarding pilot maintenance and the club committee designates that person to carry out the maintenance. It is recommended a record of the approval is maintained.

In the case of leased aircraft, the lessee is considered the operator/owner and the above rule applies.

7. It strongly recommended that all personnel engaged in maintenance of club aircraft be trained by the licensed engineer, maintenance organisation or BGA inspector that normally maintains the aircraft. Records of this training should be kept to demonstrate that they are competent persons to complete the tasks. Refresher training should be undertaken at regular intervals.

MONITORING PILOT/OWNER MAINTENANCE

8. During normal maintenance checks and at other times as circumstances dictate, previously accomplished pilot /owner maintenance standards should be monitored by the licensed engineer, maintenance organisation or BGA inspector to verify standards are maintained. Discrepancies found

must be reported to the BGA Quality Manager at time of Airworthiness Review and the operating club management to enable retraining or withdrawal of privileges as appropriate.

Serious discrepancies must be reported to the BGA Quality Manager within 72 hours of finding the occurrence.

ANNEX A

BGA Airworthiness and Maintenance Procedures Manual – Example of Pilot Maintenance Certification

1	2	3		4		5	6	7
		h	m	h	m			
Total bf.	246			197	50			
20/4/08	2	2	40	200	30		Annex II Aircraft CAA C of A	
21/4/08	3	2	25	202	55			
25/4/08	1	1	10	204	05			
6/5/08	4	4	30	208	35			
12/5/08	1	1	30	210	05		50 hour check carried out I.A.W. LAMS/A/1999 issue 2	
13/5/08	2	2	25	212	30			J Smith 13/5/08 PPL 12345
							50 hour check carried out I.A.W. LAMP/A/2007 issue 1	J Smith 13/5/08 PPL 12345
Total cf.								

Example

CAP 398 Airframe Log book CAA C of A aircraft

Example shows correct format for Private Pilot certified maintenance for aircraft used for private flying.

Note: The certification for Annex II is in the main section (box 6). The certification for EASA aircraft is in the CRS section (box 7)