

British Gliding Association

Transition Airworthiness Review Checklist - completion guide. (BGA 272)

These guidelines are to assist with the completion of the Transition Airworthiness Review and completion of the checklist, BGA 272.

All boxes must be completed if an item is not applicable please enter N/A, some are self explanatory so no additional guidance is needed.

It is possible to carry out the Airworthiness Review during the maintenance activity and provided all outstanding items are identified and recorded as open entries or in a controlled manner it is acceptable to review the aircraft before the maintenance is completed.

By its very nature this Airworthiness Review is a snapshot of the aircraft and its documentation. Some of the tasks will have already been completed during the annual inspection and completion of the various transition forms and will appear to duplicate some answers. This review is an essential part of compliance with Part M for the transition of the aircraft to EASA C of A.

The Airworthiness Review forms the final recommendation to the BGA to recommend the issue of an EASA C of A and Airworthiness Review Certificate (ARC).

Part A

Aircraft & Owner Details and Permission.

Aircraft details – self-explanatory.

Please do not rely on the information on the BGA C of A or in the log book as this may be inaccurate. This is the ideal opportunity to check the information and make any corrections.

This section must be completed prior to carrying out the review and it is a part M requirement that the owner, operator, agent or representative gives permission by signing in the appropriate place. In the case of syndicates the lead person or syndicate secretary would be the appropriate person to sign.

Part B

Answer **Yes** or **No** as applicable, and provide additional information as requested.

Airworthiness Review

Hours and launches – have they been properly recorded in the log book in daily or monthly blocks. The accumulated hours and launches are correctly added up.

Check previous year(s) to ensure an increase (gross error check!)

Flight Manual – is the Flight Manual applicable to the aircraft. All modern gliders will have a Flight Manual of some form. This may be a simple operating handbook containing everything including rigging, maintenance and repair to a fully Part 21 compliant, Flight Manual for a modern, advanced sailplane.

If the glider is approved with an SAS (orphan aircraft – Specific Airworthiness Specification) and if the limitations are included in that document, there is no approved flight manual. Enter “refer to SAS No A.???” in the flight manual details box. Also enter “N/A” in the FM, if applicable box. See Type certificate and SAS below.

Flight Manual details – Basic FM issue is usually the issue date of the original manual and will normally be printed in the manual, some of the very early types have never had an issue date or reference. In these cases enter “Basic FM - original issue” (Ka6, K7, Ka8 & ASK13 for example) The revision number is the current revision of the manual applicable to the particular aircraft. Glider manufacturers normally publish revisions to Flight Manuals via the TN system. If there are no revisions state “Initial issue”

If the FM or revisions missing are missing these must be obtained prior to completing the FM section and transition applied for.

Where we have the information, a list of FM revisions effective on 01 July 2007 will be published on the BGA web site very soon.

All maintenance completed – has all the maintenance as required in the BGA GMS and manufacturers requirements been carried out. If the maintenance work is not actually completed the transition can proceed provided all outstanding items are identified in the open work pack.

Defects – Have all known defects been rectified, accounted for or carried forward in a controlled manner. Open or non rectified defects should be recorded as an open item in the maintenance worksheets.

Airworthiness Directives – using the BGA TNS and “Compendium” (“Airworthiness Directives” on the BGA web site) quote the TNS number and the “Compendium” issue number. The Manufacturers AD review date is to cover any items that are not known to the BGA such as special equipment fitted. You should refer to the equipment manufacturers information to determine if any AD’s have been published. The Aircraft or equipment manufacturers web site is a good starting point as the TN/AD (LTA) overview contains this type of information.

Modifications and repairs – Have all mods and repairs been properly recorded in the log book. It has always been a BGA requirement to record this work. If it is obvious that this has not been done then research is needed to find out the information and make the appropriate entries. This may mean going back to the inspector who did the job and ask him to sign it off. If the work was done by a pilot/owner then it will need inspection and certification.

Life limited components – the major issues are Airframe lives and intermediate inspections (depending on type - e.g. 6000 hour life with 1000 & 3000 hour intermediate inspections) it must be verified that these have been completed. The information can usually be found in the Maintenance Manual but sometimes it is found in the Flight Manual or in Airworthiness Directives or Technical Notes. As a general rule the majority of “Glass” and metal aircraft have fatigue lives, wooden and steel tube generally do not. Please do not assume that because it is not easily found it does not have one.

Other items such as tow releases and oxygen bottle test date must be checked. See AMP leaflet 4-11 for Oxygen system inspections and maintenance advice.

Some seat harnesses are lifed by the aircraft manufacturer. The BGA GMS allows continued “on-condition” provided there is no AD requiring their replacement. See AMP leaflet 4-8 for inspection requirements.

Maintenance release – other than pilot/owner maintenance has all other maintenance been released to service by a BGA inspector and certified in the log book or on a worksheet.

Weighing – Has the aircraft been weighed within the past 8 years, if yes, does the weighting reflect the current status of the aircraft. Has it been painted, repaired or additional equipment fitted since the last weighing. Does the last weighting appear to be inaccurate in any way. If yes, then it needs reweighing. The weighing report, previous or new, should be included in the transition pack on return to the BGA.

Type Certificate and SAS – you need to obtain a copy of the Type Certificate Data Sheet (TCDS) or Specific Certification Specification (SAS).

For aircraft that have had an amendment, change or new TCDS since EASA it will be published on the EASA web site under “Design Approvals” SAS’s will also be published on the EASA web site. To find out where the appropriate TCDS is published please see the EU aircraft list on the EASA web site. http://www.easa.europa.eu/doc/Certification/Design_Appro/eu_prod.pdf

EASA types http://www.easa.eu.int/home/tc_aircraft_en.html

LBA types will be published on the BGA web site very soon

Austro control types (AC) <http://www.austrocontrol.at/en/home/main.php>

Swiss types (FOCA)

<http://www.bazl.admin.ch/fachleute/lufttechnik/entwicklung/00507/index.html?lang=en>

SAS types (to be published on EASA web site)

Check the aircraft against the TCDS or SAS to confirm it is the same configuration. If it is not then a modification should be evident for the change.

If it is a powered glider you need to check the engine and propeller type to verify compliance with type design.

Enter the TCDS or SAS number as appropriate.

Aircraft documents – Check the aircraft documents as listed to ensure they are correct and valid.

CAA registration – has the registration process been completed. To verify this, ask the owner for sight of the “Certificate of Registration” or alternatively you can check on the CAA web site www.srg.caa.co.uk aircraft register, GINFO database search and enter the “G-“ registration. Check the status in the top section. “Registered” means the process is complete. Please do not send the transition package to the BGA until the registration is completed as we will be unable to process it.

Fireproof indent plate – it is a CAA requirement that the aircraft registration letters are engraved on a metal plate. This can be the aircraft indent plate or a separate metal plate made from Stainless Steel or something like Jewellers Silver Plate. More info in AMP leaflet 3-7.

Maintenance – this is to confirm that all maintenance has been completed by an approved organisation, this is either by a BGA inspector or the aircraft manufacturer. Under the BGA airworthiness system other organisations or LAE's are not approved unless specific one-off approval has been granted.

Post 9/2003 gliders – to comply with EASA requirements all gliders new to the UK after 28/9/03 must have had released primary instruments fitted. To confirm this please include copies of the EASA form 1 or for used aircraft confirm that the instruments are unchanged since time of import and the issue of the transfer C of A or Export C of A

Physical Survey

The aircraft should be surveyed independently to the annual inspection in a suitable hangar or workshop. Again this is a snapshot view of the aircraft and should be objective.

Required markings and placards – are the registration marks in the sprit of CAP 523 and AMP 3-7. Are the limitation placards in position, correct, clear and visible. Are operating decals, placards, and pictograms in position, correct, clear and visible. Are the controls correctly colour coded.

Does the aircraft comply with the Flight Manual – this is verification that the aircraft type and configuration is covered in the flight manual. It is to ensure that such items as extended wing tips, water and lead ballast, retracting gear, engine operation and such items are covered in the manual as they may be options or configuration changes to the aircraft and that the flight manual is the correct one for the aircraft type.

Does the aircraft comply with the aircraft documentation – this is to check that the type, manufacturer and serial number are as recorded in the documents. Other items such as the owners name and address are correct, the radio licence is correct to the type of radio, if recorded on the certificate.

Has the BGA GMS been tailored to the particular aircraft by completing the front section and additional tasks section.

There will be a BGA GMS amendment to accompany the newly issued EASA C of A when it is posted to the owner.

Defects evident – a survey of the aircraft to assess if there are any obvious defects, not previously recorded.

Inconsistencies – state that there are no inconsistencies or any found, are recorded on the form and action has been taken to correct them. It is not possible to transition an aircraft with outstanding inconsistencies.

Findings & Corrective actions – record any inconsistencies and the action taken to correct them.

Certification – this is the certification that the airworthiness review has been completed and the recommendation is made to the BGA for the issue of the EASA C of A and ARC.

Part C

BGA use.

The completed Airworthiness Review Checklist should be included in the transition package returned to the BGA.