

British Gliding Association

Approval UK.MG.0279



BGA GMS

Sailplane and Self Sustaining Sailplane Maintenance Programme

Ref; BGA/GMS/2005 issue 1 revision 1

Aircraft Type: _____ **Registration:** _____

BGA Number: _____ **Serial Number:** _____

Engine Type _____ **Propeller Type** _____

Owners Name _____

Owners Address _____

British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester. LE1 4SE.

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Section 1

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Initial issue © BGA 01/2005
Revision 1 © BGA 09/2007

Applicability and Approval

This Glider Maintenance Programme & Schedule is approved by the UK Civil Aviation Authority (CAA) a Competent Airworthiness Authority of the European Aviation Safety Agency (EASA). CAA approval ref MS/01221/P dated 27 September 2007.

The BGA GMS is applicable to all Gliders, Sailplanes and Self Sustaining Sailplanes operating and contracted to the BGA Continuing Airworthiness Management Organisation (CAMO) The Continuing Airworthiness Management Letter of Agreement (LOA) forms part of this maintenance programme. Approval Ref: MG.0279, registered with the CAA-UK and Annex II gliders registered with the BGA.

This maintenance programme addresses the requirements for the above aircraft used for Private Flight operations and issued with either an EASA Airworthiness Certificate and Airworthiness Review Certificate (ARC) or Permit to Fly or BGA Airworthiness Certificate or Permit to Fly This maintenance programme is not applicable for commercial air transport.

Information contained in applicable aircraft manufacturers flight, maintenance & repair manuals and the BGA AMP manual should be used as reference to specific maintenance requirements, conditional inspections and out of phase inspections. As a general rule a manufacturers specific maintenance requirement will override a BGA/GMS requirement for a specified task.

The BGA GMS is laid out in a task schedule format and used with a BGA GMS report (BGA 267) and may be copied. This report, together with additional defect sheets if required, should be completed during the maintenance and filed with the aircraft records. A copy of the report and the completed maintenance statement on the BGA GMS report (BGA 267) should be returned to the BGA on completion of the annual maintenance.

For the purposes of this maintenance programme:

Aircraft shall mean Glider, Sailplane or Self Sustaining Sailplane.

Maintenance shall mean Scheduled Maintenance, Servicing, Inspection, Repair, Replacement or Modification.

Airworthiness Certificate shall mean either an EASA C of A/ permit to fly or a BGA C of A/permit to fly unless specified individually.

Owner/Operator Responsibilities

The owner or operator of the aircraft is responsible for the accomplishment of the maintenance prescribed in this programme in accordance with part M ref MA.201.

The owner or operator is responsible for ensuring that the maintenance personnel have all the necessary information to complete the required maintenance. This will include flying hours, Log book, Technical Log, DI book, flight, maintenance and repair manuals, service bulletins/technical notes as applicable and details of any maintenance or incidents since the last routine inspection.

The aircraft owner or operator is responsible for ensuring that any additional tasks that are required on the particular type of aircraft are added into section 4.

BGA Responsibilities

The BGA will make this maintenance programme available to owners of aircraft contracted to the BGA under the BGA CAMO. The BGA is responsible for updating this programme as required. Owners shall be advised when the programme is revised or updated and copies shall be made available.

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Certifying persons Responsibilities

Certifying persons must use their skill and judgement determining the depth of inspection needed and other matters, which could affect the airworthiness of the Aircraft, unless specified in the aircraft maintenance manual or other published literature.

Certifying persons are responsible for the recording of the maintenance or repair in an appropriate logbook or worksheet.

Certifying persons must ensure that applicable mandatory information, service bulletins/tech notes in the form of BGA publications or manufacturers information is available during the maintenance. Type certificate holder's non mandatory service bulletins should be assessed during maintenance and considered for embodiment if applicable.

General Inspection Standards and Reference Information

The general inspection standards applied to individual task inspections must meet the recommended standards and practices of the BGA and the organisation responsible for the type design and are normally published in the BGA AMP manual and maintenance manuals. These manuals should be used for reference whilst carrying out maintenance tasks.

Inspection may be carried out without dismantling or component removal unless considered necessary or where required by this programme or manufactures instructions.

Maintenance and inspections must be carried out in a suitable environment. Whilst it may be acceptable to carry out some minor inspection or replacement outside, the conditions must be assessed. Annual inspections, ARC & C of A renewals and repairs must be completed in a suitable approved hangar or workshop applicable to the tasks being completed.

All tools and equipment used for glider maintenance should be appropriate for the task and calibrated as necessary. BGA AMP Leaflet 2-2 gives guidance on facilities, tools and equipment.

Life limited Inspections and Components (including TBO and test periods)

Airworthiness life limitations overhaul or test period shall be those published by the Type Certificate or STC holder of the aircraft or component and take into account Airworthiness Directives or variations published by EASA, Competent Authority of the state of design or the BGA.

Airworthiness Directives

All applicable Airworthiness Directives published by the Type Certificate or Supplemental Type Certificate holder's state of design or EASA relating to an aircraft, engine, propeller, component and equipment shall be complied with and recorded in an appropriate logbook. The primary listing of Airworthiness Directives is that published by the state of design or EASA. The BGA Compendium of Airworthiness Directives may be referred to but the state of design AD list is the authoritative document.

Additionally, Aircraft under the control of the BGA, shall comply with all applicable BGA inspections or modifications.

Modifications

Approved modifications which have been carried out to the aircraft, engine, propeller or equipment must be recorded in the logbook.

Duplicate Inspections

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Any item of sensitive maintenance will require a duplicate inspection prior to release to service. Sensitive maintenance will include any Flight or Engine control disturbance or assembly of a critical point.

Duplicate inspections must be recorded in the appropriate logbook or on worksheets that form part of the maintenance records. Details of classes of person who may certify duplicate inspections on BGA controlled aircraft is to be found in the BGA Airworthiness Exposition.

Duplicate inspections must be completed and certified before flight and prior to releasing the aircraft back to service.

Log Books

Maintenance data is to be entered into an appropriate log book within 30 days of the event.

Flights and flying hours may be entered daily or in a maximum of 1 calendar month blocks and should be entered within 30 days of the end of the month block. In any event all flight data must be entered prior to any scheduled maintenance. Flight data may be entered annually provided a system exists where the flying records and totals are maintained separately and are available for inspection at any time.

Appropriate log books are for aircraft issued with:

EASA Airworthiness Certificate - CAA CAP398 Airframe Logbook or other CAA-UK approved log book

BGA Airworthiness Certificate - BGA GLIDER LOG BOOK.

Note. If using a BGA log book any conflict between the requirements of this programme and the preamble in the BGA log book shall be overruled by the requirements of this programme.

A separate Engine log book is not required for Self Sustaining Sailplanes. Engine run time, inspections, maintenance and recording of any mandatory actions should be recorded in Airframe log book. As an option a CAA CAP 399 Engine Log book may be used.

Certificates of Release to Service and Maintenance Certification

On CAA-UK registered aircraft, on completion of any maintenance a Part M Certificate of Release to Service (CRS) is required to be issued and duly certified by an appropriately authorised person in accordance with BGA Exposition as revised.

On BGA registered aircraft maintenance must be certified in accordance with BGA Exposition 4.8.

Definitions and procedures for Pilot maintenance can be found in BGA AMP manual Leaflet 2-1, CAA publication CAP 520 and EU regulation 2042/2003 Appendix VIII.

Pilot maintenance must be recorded in the log book and certified using the pilots licence number or full name if unlicensed owner as authority.

Maintenance certification should be completed in accordance with BGA Exposition 3.8 or 4.9 as appropriate and BGA AMP manual 1-1 & 2-8.

Worksheets

The maintenance tasks in this programme are in schedule format with a separate report form, BGA GMS report (BGA 267). The BGA GMS report (BGA 267) should be completed as a checklist and certification of the various maintenance tasks. If required, additional worksheets should be added to record any additional work such as non scheduled items and defect rectification.

The BGA GMS report (BGA 267) form and maintenance worksheets form part of the maintenance records and must be retained by the operator. If the aircraft operator changes the maintenance records must pass to the new operator. All maintenance records including log books must be kept for a minimum of 2 years from the aircraft being permanently withdrawn from service or scrapped.

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Previous issues of the BGA 267 may be used for BGA registered, non powered gliders, until stocks are depleted. The Task description should be used for the certification item. Note: some tasks will be merged or separated. The certifying inspector is responsible to ensure all tasks in section 4 are completed. For CAA-UK registered aircraft, only the latest issue BGA 267 is acceptable.

Certification of Maintenance

All maintenance must be certified as below:

Certification of maintenance and CRS in accordance with Part M ref MA.801, if required, for scheduled maintenance and minor repairs: A BGA Authorised Inspector with GL or SS ratings as appropriate or an EASA approved part M subpart F maintenance organisation with appropriate privileges

Certification of maintenance and CRS, if required, for repairs (not major): A BGA Authorised Inspector with WR, CR, MR rating as appropriate or an EASA approved part M subpart F maintenance organisation with appropriate privileges

Certification of maintenance and CRS, if required, for Major repairs: the above ratings plus Senior Inspector Authorisation or an EASA approved part M subpart F maintenance organisation with appropriate complex maintenance task approval privileges

BGA Certificates of Airworthiness renewal recommendation: BGA Authorised inspectors GL rating.

Airworthiness Review Certificate issue, renewal or extension: BGA Chief Engineer

Daily inspection (A check) and Limited Pilot/owner maintenance certification: Glider pilot who is the owner or part owner in a private syndicate (for privately operated gliders there is no legal requirement to certify the daily Inspection). For club gliders the person must be authorised by the operating club or be a BGA Authorised inspector.

25 hour inspection certification (where applicable): Glider pilot who is the owner or part of a private syndicate or a BGA Authorised inspector.

Pre-flight check: No certification is required.

Pilot Maintenance

Details of limited pilot maintenance are to be found in the BGA AMP manual Leaflet 2-1, with reference to Part M Appendix viii

Pilot maintenance may be certified by the owner or part owner on gliders and self sustaining sailplanes used for private flight only in accordance with Part M ref MA.803.

For club owned aircraft the pilot must be a member of the club, deemed competent and authorised by the club committee of management to undertake and certify limited pilot maintenance. The club should keep records of assessment of competence and persons authorised.

Limited pilot maintenance is not permitted on aircraft used for any other purpose than private flying.

Bridging Inspection and Acceptance Check

Aircraft transferring from other approved maintenance programmes and new aircraft shall complete the Acceptance Check, as detailed on the BGA 267, as a minimum requirement for inclusion onto the BGA GMS. In addition, all maintenance due shall be completed. In the case of a bridging inspection for used aircraft, the next scheduled maintenance interval (normally, Annual Check), shall remain unchanged.

Maintenance Tasks

Section 4 details generic maintenance tasks in accordance with Part M ref MA.402.

This generic maintenance programme must be tailored to each specific aircraft as identified on the title page.

The manufacturers maintenance instructions must be reviewed to ensure all applicable tasks are included. Any additional; tasks and other items such as life limited inspections, continued airworthiness tasks resulting from Airworthiness Directives, modifications or repairs must be entered into the spaces provided (Task numbers 90 to 100)

Approval of amendments

All revisions or amendments to this programme shall be approved by the Competent Authority or approved by indirect approval as detailed in the BGA Airworthiness Exposition

Review of maintenance programme

As part of the BGA organisational review, the BGA will periodically review this maintenance programme as detailed in the BGA Airworthiness Exposition.

Maintenance Work Orders

Prior to any work on EASA aircraft, a maintenance work order is required. An example is included in BGA GMS Section 3.

Prior to Airworthiness Review permission is required from the owner of the aircraft. The permission is included in the BGA Airworthiness Review Checklist BGA 272 for completion by the aircraft owner or operator.

Work orders are not required for Annex II aircraft.

Maintenance Check Cycle

<u>Check title</u>	<u>Content/status</u>	<u>Period</u>
Daily Inspection	Check A	Prior to first flight of the day
Flying hour/calendar inspections	As defined by Type Design Organisation	
Annual inspection	Annual	12 months
BGA Airworthiness Certificate renewal	Annual	12 months
Airworthiness Review Certificate renewal	Aircraft not in a controlled environment Aircraft in a controlled environment	12 months 36 months
Airworthiness Review Certificate extension	Aircraft in a controlled environment	12 months (years 1 and 2 only)

Permitted Variations

<u>Task</u>	<u>Maximum variation</u>
Daily	None
Flying hour inspections up to 200 hours	10% Note: Airframe periodical (i.e.1000 hr), and life extension inspections may not be extended without approval from the type certificate holder
Annual & BGA Airworthiness Certificate	1 month extension (BGA CTO, DCTO or BGA QM authorisation only)
EASA Airworthiness Review Certificate	None

Notes:
The Annual Inspection and BGA Airworthiness Certificate and ARC renewal/extension may be anticipated by a maximum of 90 days without loss of continuity. If fully anticipated the next annual will be due 15 months from the completion of the inspection
Extensions are not required to be deducted from the next check period. A BGA inspector may authorise an extension to the 25 hour check.
Extensions to Annual inspection must be authorised by the BGA Chief Technical Officer, Deputy CTO or Quality Manager.

30 day Tickets - AIRCRAFT WITH A BGA AIRWORTHINESS CERTIFICATE ONLY

On completion of the BGA Airworthiness Certificate renewal the aircraft may be issued with a BGA 30 day ticket to allow the aircraft to fly whilst the documentation is processed. The 30 day ticket may be issued by an authorised inspector who is authorised to certify the preceding check. Only one 30 day ticket may be issued. A 30 day ticket is not required for the annual inspection or Airworthiness Certificate is still valid for 30 days or more if anticipated.