



British Gliding Association

Airworthiness Compendium

Compendium of Airworthiness Directives, Mandatory Modifications, special Inspections and Check List of Defects

Foreword and instructions for use

The lay out of the compendium is now listed under aircraft manufacturers name and is in a format to allow more room for detail and reference information. Where two manufacturers make one type a cross reference is made.

From 2002 each entry will have a status as follows:

- M Mandatory for aircraft with a BGA or CAA C of A
- R Recommended by the BGA or manufacturer
- O Optional (usually modifications)
- I For information (usually guidance for inspectors or general information)

To research a particular aircraft look under the following:

- 1 Aircraft manufacturer section
- 2 Engine and propeller section (if applicable)
- 3 Equipment section
- 4 Special inspections – All types
- 5 Tug and Motor glider issues (if applicable)
- 6 Review all TNS issued after the compendium issue date.

General information

COMPILED FROM: Airworthiness Directives (ADs), Service Bulletins (SBs), Tech Notes (TNs), Technical Instructions (TIs), Defect Reports, CAA Mandatory Modification and Inspection Summary, CAA Airworthiness Directives Vol. 1 & 2, CAA Foreign ADs Vol. III. [CAA CAP 747 and EASA web site](#) . Also experiences by BGA inspectors and operators.

Service Bulletins and Tech. Notes that are not supported by an AD and where they are easily obtained from the manufacturers will gradually be omitted from the compendium.

SERVICE BULLETINS and TECHNICAL NOTES: these should be reviewed at each C of A/Annual Check and assessed for compliance. Most of the larger manufacturers have a web site where service information can be downloaded.

AMENDMENTS will be identified with a line in the left margin

TUG's The BGA compendium does NOT cover Glider Tug aircraft. Reference should be made to the applicable Airworthiness publications and manufacturers information.

UPDATED: by BGA Technical News Sheets (TNS) - bi-monthly. From 2002 the TNS number will be aligned with the compendium. I.e. 01/02/02 will become 02/02, 03/04/02 will become 04/02, 05/06/02 will become 06/02 and on. Indicating month and year of publication

COMPLIANCE: - Unless stated otherwise, the AD's listed in this compendium are mandatory for BGA registered gliders and Motor Gliders.

Notes:

1 AD's are issued by National Airworthiness Authorities, generally to make manufacturers' SB's, TI's or Mods mandatory and to state time limits as to when they must be carried out.

2 Items marked "M" have been reviewed by the BGA and must be carried out as specified and entered in the log book Mods or Pink Pages section.

3 All other entries listed in this compendium are for guidance to aid inspections, and it is recommended that they are carried out annually, i.e. at C of A, except when stated otherwise. From 2002 all entries will have a status indicator to assist inspectors to interpret the requirements.

CLUB TECHNICAL OFFICERS are asked to make all relevant airworthiness information available to club members and private owners.

CLUB COMMITTEES are reminded of their corporate responsibility to maintain high standards of airworthiness.

BGA INSPECTORS are required to keep a record of their work, such as copies of 267 forms or a diary.

CAA AIRWORTHINESS NOTICES detail repair and operational procedures for light aircraft, of which much is also applicable to gliders, is available from: - [The Stationary Office, PO Box 29, Norwich, NR3 1GN. Fax 0870 600 5522, Phone 0870 240 3701, www.tso.co.uk/bookshop](#)

[EASA Publications, including CS-22 Glider design code, Part 21, Part M can be downloaded from the EASA web site www.easa.eu.int](#)

FURTHER INFORMATION The LBA publish AD's on the Internet [[www.lba.de](#)] also many manufacturers have their own web sites (see contacts) where Tech Notes can be downloaded. There are many more Tech Notes than listed in the Compendium; these are mainly for optional modifications. For details either contact the agent or manufacturer direct.

ERRORS Please notify the BGA, in writing by letter or e-mail if any errors are found in this publication. [cto@gliding.co.uk]