



BGA Engineering News

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Merry Christmas and a Happy New Year

From the BGA

Well that was an "interesting" year!

Transition, Part M, Changing part M, Approvals, ARC dating, and much more, and it's not quite over yet.

A huge vote of thanks to all inspectors for making the transition to EASA C of A happen, review engineers that had to decipher the transitions (yes, some were challenging!), the form checkers and last, but not least, glider owners for putting up with it all despite a very poor year as far as flying conditions are concerned.

We know there are more challenges heading our way from EASA but, thankfully, the airworthiness side is starting to bottom out now and we should have our CAMO approval any day now so we can get back to some sense of normality. There will be some changes to come to terms with but, as always, the BGA will work to achieve the best possible outcomes for gliding.

The next step is Subpart F, Maintenance Organisation. Fortunately due to some of the recent changes to Part M, this is not such a daunting task as we previously anticipated. For this, we must thank Howard Torode - Chairman of the BGA Technical Committee and the EASA working group M.017.

BGA web site update

There is now a new section on the BGA web site where you will find information relating to Part M and new procedures. There will be quick links to any forms, guidance material, CAA publications etc. look in the Airworthiness Section.

<http://www.gliding.co.uk/bgainfo/technical/part-m.htm>

ARC renewals

The BGA is now able to renew glider ARC's. please see details in TNS 6-2008.

ARC Dating

We had some confusion over the dating of the ARCs that the CAA are issuing. To further expand on the information just published in the BGA Newsletter, there is a detailed paper on the

airworthiness section of the BGA web site and attached to this newsletter which explains things in greater details and hopefully answers your questions. The important point to remember is that, provided the maintenance is completed on time, the validity of the ARC is maintained. This means the aircraft can fly up to the ARC expiry date, by which time the ARC should have been renewed. For simplicity, the BGA is recommending that owners renew the ARC at the same time as the annual check, but this is not mandatory. It is mandatory that the ARC is valid and that any due maintenance is completed on time for the aircraft to fly.

Gliders Migrating into Europe

Due to the spectacular fall of the Pound against the Euro, the movement of gliders being sold into Europe is increasing. We have been asked to clarify the situation regarding maintenance certification and ARC renewal of G-reg gliders not based in the UK. Taking the two items separately:

Maintenance Certification:

In the new EASA system, a current BGA inspector is an authorised person permitted to certify maintenance on gliders and motor gliders under the BGA Part M Subpart F approval. (A part 66 license is required for tugs). Note that, under this authorisation as a BGA inspector (through the BGA Subpart F organisation approval), you will only be permitted to certify maintenance on an aircraft that is within the BGA Airworthiness Organisation.

However, any properly licensed and type-rated person, acceptable to the CAA, who has received his licence through another Part M or Part 145 organisation or is a Part 66 licensed engineer with appropriate privileges, can certify maintenance in a BGA or CAA logbook or his organisation may issue a Form 1. It is the responsibility of the glider owner to ensure the person certifying the maintenance is appropriately approved. Note that, if the licensed person is not a BGA inspector or is and certifying is under another authorisation, he or she will not be covered by the BGA inspector liability insurance.

Only BGA inspectors certifying within the privileges of the BGA inspector authorisation on aircraft within the BGA airworthiness organisation are covered.

ARC Renewal Using the BGA:

The BGA can continue to renew a glider's ARC, provided the aircraft is within the BGA Airworthiness Organisation and the Airworthiness Review is carried out by a current BGA Chief Engineer. A BGA Chief Engineer is a BGA inspector who has been authorised by the BGA and approved by the CAA to carry out the airworthiness review function and issue the ARC. This is a change to the previously stated policy and is now possible due to recently revised Part M requirements which have eased the situation.

The BGA does not control aircraft/owners in appropriate depth to qualify for 3 year duration ARCs, (controlled environment) and has decided to continue with one year ARC renewals facilitated by an airworthiness review every year. As part of the airworthiness review, the BGA Chief Engineer is within his rights to seek confirmation that any maintenance certifications have been made by a person with the appropriate privileges and are valid. The BGA Chief Engineer must carry out the documentary airworthiness review and physical survey in person.

There is a very important cost consideration to accept. Although it is acceptable for a BGA Chief Engineer to carry out the airworthiness review in a suitable facility outside the UK, the glider may be selected for audit either by the BGA or CAA. It is the responsibility of the glider owner to either present the glider and all its documentation at a suitable location within the UK within the

required timescale or pay full reimbursement to the BGA and/or CAA for an audit at the glider location outside the UK, at the option of BGA or CAA.

CAA charges are very expensive - see CAA scheme of charges. The BGA will recover all additional costs.

Further detailed information, including the BGA Airworthiness Organisation, staying in it and ARC renewals will be published on the BGA website.

BGA Christmas and New Year Opening

The BGA offices will be closed from 16.30 pm Tuesday 23 December 2008 until 10 am Monday 5 January 2009. There will be a limited service on Friday 2 January 2009. Airworthiness enquires should, if possible, be held over until 5 January 2009.

Merry Christmas and a Happy New Year

Jim Hammerton
Chief Technical Officer



British Gliding Association

CAA ARC DATING PROTOCOL

You may be aware of some apparent inconsistencies with the date of newly issued Airworthiness Review Certificates (ARC) as received by glider owners.

If you have received an ARC with an expiry date later than you were expecting there is no need to worry - it is valid. However there are some facts you need to be aware of.

- The ARC has been dated to expire one year from when the CAA-approved BGA Airworthiness Review Engineer (ARE) checked your transition pack and signed the recommendation for the issue of an EASA C of A and ARC.
- The original plan was to date the ARC to coincide with the date your inspector signed out the last Annual Inspection (C of A). Due to EU legislation the CAA could not use this date as the inspector was not formally approved by the CAA approved to make the recommendation. That is why the ARE recommendation date is used.
- In most cases the ARE recommendation date is about 2-3 months from when the inspector carried out the annual inspection. Some, for example where there was some correspondence relating to queries, may have an even later date. That is where the apparent inconsistency comes from.

So we now have a separation between the annual inspection date and ARC expiry date. Please note that this does not mean that you have additional time available between inspections. An annual inspection is an annual inspection. Incidentally, this separation is quite legal for EASA gliders and aeroplanes (and is common practice in the air transport sector).

An important point: to keep your ARC valid, all maintenance must be carried out on time and in accordance with the maintenance programme - BGA GMS maintenance programme (or CAA LAMP for motor gliders & Tugs). Providing the maintenance is completed, whether it is an annual inspection or any other maintenance, and if the ARC remains valid, you can continue to fly.

What happens if you anticipated the last annual inspection?

This does not cause any problem. If you anticipated by say 2 months, then the next annual becomes due 14 months from the last one. You can still continue to anticipate the annual inspection doing it ahead of time each year. This does not move the due date but allows some flexibility. It does not mean you can have 14 months between annuals to allow for maintenance planning - if, in this example, you wait the full 14 months between inspections, the next one will be due after 12 months. See time-line examples below.

BGA Recommendation;

We recommend that you complete your annual check on time, just as you would have originally planned, and that you renew the ARC at the same time. **Very soon, we will be in a position to explain exactly how you can renew your ARC via the BGA system.**

An ARC can be renewed with up to 90 days anticipation added to the ARC date. You can do this every year, allowing you to continue to fly the aircraft whilst the ARC paperwork is being processed.

For those few with an excessive separation between ARC and Annual Inspection date, we recommend that you renew the ARC at the same time as the annual inspection. You will get a full 90 days anticipation period added to the ARC date. You will not lose any ARC fee because of this.

There is a potentially helpful bonus to this new dating regime. The BGA GMS maintenance programme allows an extension to the annual inspection by 1 month (with CTO or Quality Manager approval) if this is needed.

Please note however that annual extensions are for unforeseen circumstances and not the norm - maintenance planning is the only sensible way forward.

You can only utilise the extension provision if the ARC is valid for the extension period. It is not possible to apply a 1 month (or part of) extension to the ARC.

