



# ENGINEERING NEWS

British Gliding Association



No 57, January 2010



## 2009 REVIEW

Right at the start of the year we attained our Part M subpart G CAMO approval and started the ARC renewal process. Initially we were able to renew ARC's using our transition review engineers until we had trained enough Chief Engineers to take over the process. We have now completed the initial phase of ARC training and the last few Chief Engineers are in the process of CAA approval. The ARC renewal process is settling down now, and as expected we had a few teething problems and one or two inspectors are still having difficulty with the dating protocols but we're nearly there.

The BGA office had a new database installed to help with the changing demand for records and member services, something we are all getting used to.

In September we achieved our initial Part M subpart F approval with List 1 sites. To satisfy the requirements of Part M we introduced a complex task process. This has taken a bit of getting used to as it was not required under the old BGA system but is required now. As a direct result of gaining subpart F approval we started appointing BGA inspectors again. If someone has an application pending with us and has not been contacted recently please email the CTO so we can look up your application.

Glider records have improved during the year since transition but we must not rest on our laurels and strive to improve still further.

Remember the CAA are carrying out glider airworthiness audits (the CAA call them ACAM audits) the feedback is generally satisfactory but "with room for improvement".

What's next?

In 2010 we plan to offer some inspector training, we are currently preparing a Wood Structure Inspection and Repair course and a Component Maintenance (including Form 1) course. We will publish details as soon as everything is finalised. Please Don't apply now!

We are planning to offer more courses to help existing inspectors and probably something for those who wish to become inspectors, We're only at the initial planning stage and will publish when we have more information.

The new EASA license for light aircraft including gliders is getting closer. It has been renamed the "L" license (changed from ELA). We have responded to EASA's Notice of Proposed Amendment and the resulting Comment Response Document and are actively involved with the CAA and EASA with the transfer of BGA inspectors in mind and the protection of inspector's rights.

## **BGA AIRWORTHINESS ORGANISATION**

The new BGA Airworthiness Organisation goes live in January 2010. In the vast majority of cases this will mean no difference to inspectors and owners or the aircraft looked after but there are some significant differences for a few. The main differences apply to an aircraft you may be thinking of working on where the ARC has been renewed through a CAMO other than the BGA.

Please study the additional information on page 4 of this newsletter and on the BGA web site.

## **GLIDERS SUPPORTED BY DG FLUGZEUGBAU**

The BGA is aware of the recent comments on the DG Flugzeugbau website noting a requirement for annual support contracts with DG for certain glider types where the Type Certificate is held by DG. The detail is at <http://www.dg-flugzeugbau.de/betreuung-e.html>

The BGA understands that any company should charge for supplied goods and services. However, the BGA does not agree with forcing anyone to contract to a service that they do not need in full and/or is not accessible to them. The BGA is working with a number of key stakeholders to understand the implications of this proposed change and what can be done to ensure that Type Certificate holder charging for services supplied to owners of gliders is appropriate and proportionate. The BGA Maintenance Organisation does not intend to change any of its requirements affecting ARC issue unless the CAA directs otherwise.

Meanwhile, the BGA is advising concerned owners to contact DG and explain why they believe the proposed annual contract and fee is inappropriate. The BGA will keep owners aware of developments from its work on this important issue.

## **ANNUAL INSPECTION TASKS**

As a result of some recent CAA glider audit observations, Inspectors are reminded that when completing an annual inspection all applicable tasks in the maintenance programme must be completed. It is not acceptable to defer or not complete any applicable item.

Example 1: if water ballast is fitted you are required to carry out the required checks even if the aircraft owner does not use the water ballast system. If the system is deactivated the checks would be required to ensure the deactivation is still established.

Example 2: if an oxygen cylinder is installed and the hydrostatic test is not due you must still certify the task as you are stating the last test is within date, plus you are also checking the bottle and system installation.

These are just two examples of possible tasks, there could be more and this is applicable to both sailplanes on the BGA GMS maintenance programme and powered aircraft on CAA/LAMP or CAA/LAMS maintenance programmes. Additionally, part of the Airworthiness Review for ARC renewal is checking that all maintenance has been completed and properly certified. Only if a particular system is not installed on the aircraft can a N/A be entered on the worksheet.

### **BGA OFFICE 2009 CHRISTMAS HOLIDAYS**

The BGA office will be closed for Christmas & New Year holidays;

14.00 Wednesday 23 December to 08.00 Tuesday 29 December.

14.00 Thursday 31 December to 08.00 Monday 4 January.

Merry Christmas & Happy New Year.

## ADDITIONAL INFORMATION FOR BGA INSPECTORS

You will find answers to just about all of your questions on the BGA web site in the Airworthiness Section>Part M.

To assist you with additional queries the following information may help.

### *1, Why has the BGA modified the system?*

Two main reasons;

So we can identify and provide support to inspectors and glider owners whilst providing an efficient and affordable airworthiness service to all clubs and owners.

And

To identify the aircraft within the BGA CAMO and maintenance organisation so we provide the necessary level of oversight to the satisfaction of the CAA.

### *2, What aircraft are not automatically included?*

Aircraft where the ARC has been issued by a CAMO other than the BGA. Aircraft where the second or subsequent ARC has been issued by a National Aviation Authority (see web site FAQ and 3, below)

### *3, How do inspectors identify if an aircraft is in the BGA Airworthiness Organisation?*

Look at the Airworthiness review Certificate.

If it has been issued by a BGA ARC signatory and bears the approval number **UK.MG.0279** in the ARC reference number, or for CAA issued ARC's the reference number will end **..../001** . If either of these is the case the aircraft is in the BGA Airworthiness Organisation

Alternatively if the ARC has some other CAMO approval number or the CAA ARC is **.../002** and on, then you will need to see the official receipt showing the dates that the aircraft is within the BGA Airworthiness Organisation.

### *4. What if the owner insists it's in but is unable to prove it?*

If necessary you can contact the BGA during office hours and ask the question.

### *5. What if the aircraft is not in the Airworthiness Organisation and the owner wishes me to work on it?*

The owner will need to contact the BGA by application form or by telephone and bring the aircraft into the BGA Airworthiness organisation..

### *6. What if the aircraft ARC originally qualified the aircraft to be in the BGA Airworthiness Organisation but the 3 month grace period has expired?*

The BGA Airworthiness Organisation for applicable aircraft lasts for 3 months after the ARC has expired. This gives a reasonable time to complete the task in hand. If the 3 months is exceeded then the aircraft needs to be brought into the BGA Airworthiness Organisation. A BGA inspector should not work on the aircraft if the 3 month grace period has lapsed as the inspector would not be authorised or insured.

### *7. What tangible benefit does an owner get from bringing an aircraft into the BGA Airworthiness Organisation?*

12 + 3 months BGA airworthiness support, access to BGA inspectors, access to BGA complex maintenance task approval, support with EASA and CAA queries and problems and an ARC. The ARC remains "in the bank" for 12 months unless used.