



BGA Engineering News

Published by the British Gliding Association

Number 43, July 2007.

EASA GLIDER TRANSITION ARRANGEMENTS

The procedure for EASA gliders transition from BGA C of A to EASA C of A with Airworthiness Review Certificate (ARC) is now well developed and due for formal publication in the next issue of *Sailplane & Gliding* and at the same time on the BGA web site in a new "Transition" section.

BGA C of A can continue to be renewed/issued up to 1 October 2007. Any BGA 267s dated after 30 September 2007 cannot be accepted for renewal as these EASA aircraft are subject to the transition process.

Annex II gliders can of course have their C of A renewed/issued after 1 October 2007. There will be a list of Annex II gliders published on the BGA web site.

There will be a Transition Package available to download from the BGA web site or alternatively order a paper copy from the BGA office containing all the necessary paperwork, forms and guidance material for the transition.

The only pre-requisite is that the glider is registered with the CAA and displays the "G-" registration marks. AMP leaflet 3-7 has been updated and the new version will be on the web site within a few days. It is strongly recommended that the registration process be started about 3 months prior to the expiry of the BGA C of A. You can still fly with a "G" registration on the old BGA C of A up until 28 September 2008 (provided the C of A is valid of course!).

The transition process in essence is as follows;

- A normal "C of A" inspection using a newly updated BGA 267
- A documentary review and physical check called an "Airworthiness Review" establishing the status of the aircraft documentation and confirming physical condition. This also contains the Part M requirement for the owner's permission to carry out the review.
- A declaration of all existing modifications and major repairs by listing and recording. This is establishing a modification/repair status. All mods and repairs embodied under the old BGA system are deemed to be approved by EASA.
- A review of Airworthiness Directives and Lifer items to check compliance and record status.
- The completion of an equipment list to assess the build status of the glider. Newer gliders (post 9/03) will need to show that the basic required instruments are released by inclusion of copies of the EASA form 1's
- Supply a copy of the Weighing report. Reweigh only required if due (8 years)

All the new forms will be available to download from the web site as protected word files to allow completion on a PC and saving.

The aircraft owner will also need to contract to the BGA by signing a "Letter of Agreement". This will allow the aircraft to enter into the Controlled Environment for the subsequent renewal of the ARC by the BGA.

REMINDER

Please note: After 28/9/07 all new or used imported aircraft and BGA gliders transitioned to EASA C of A, will require Part 21 approval of ALL mods subsequently embodied, including instrument panels. BGA mods are not Part 21 approved for the purposes of embodying on aircraft after transition.

INSPECTOR TRAINING

To assist with the transition process and to make preparation for Part M, it is necessary for all inspectors to attend a training seminar prior to next years (September 2008) inspector renewal.

The seminars will also cover subjects such as maintenance paperwork and recording, the use of work packs and workshop standards.

The reason for mandatory attendance is that Part M requires continuation training for authorised certifiers. The seminars, with the bi-monthly newsletter and renewal declaration will satisfy that requirement.

Seminars have been arranged so far on the following dates and locations

21 September 2007 The Gliding Centre, Husbands Bosworth.

20 October 2007, Lasham Gliding Society, Alton.

27 October 2007, York Gliding Centre, Rufforth.

3 November 2007, Midland Gliding Club, Long Mynd.

10 November 2007, Kent Gliding Club, Challock.

17 November 2007, Devon & Somerset Gliding Club, Honiton.

Further seminars are planned during 2008 in Scotland, East Anglia, N. Ireland and repeat venues in the Midlands and Southern England as needed.

Booking is via a booking form attached to this newsletter or e-form download from the BGA web site. Please book through Debbie at the BGA office debbie@gliding.co.uk

There is no charge for the seminars, delegates will need to book lunch (and pay for it on the day) Space is limited so preference will be given to current inspectors. We will have sufficient spaces for all inspectors to attend, however please book early as late booking may mean disappointment and having to attend a seminar outside your locality.

OTHER EASA NEWS

Some NPA's (Notice of Proposed Amendments) have been published by EASA. These are on the subjects of Part M & Pilot Maintenance and Engineer Licensing (there are also NPA's on Part 145 organisations and Permit to Fly that do not effect the BGA).

Anyone interested should visit the EASA web site and take a look.

The Part M NPA will be of particular interest as it opens up discussion on some difficult areas of Part M for the BGA and Glider Owners and reflects all the good work that has been going on behind the scenes by the M017 working group where the BGA has significant representation.

http://www.easa.eu.int/home/rm_npa_en.html

SEASONAL NEWS

In most parts of the UK there is only one word to sum it up. WET!

If your home or business has suffered during the recent unprecedented rains and flooding, you have our sympathy. Flying and consequently maintenance related activities, have also been badly hit. Lets hope for better weather during the rest of the Summer.

Jim Hammerton
Chief Technical Officer