



BGA Engineering News

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EASA UPDATE

Following a very constructive meeting with the CAA in March, we now have a clearer understanding of the way forward with the transition of BGA gliders to EASA C of A's, and of EASA Part M for airworthiness and maintenance. A fundamental aim of the BGA in meeting the new requirements is to minimise cost and hassle to owners and inspectors.

The process for the transition from BGA to EASA C of A is currently being discussed in detail with the CAA. The transition period is expected to be 1 year starting from 28 September 2007. The transition is only applicable to EASA aircraft - Annex II gliders (historic and experimental aircraft) will remain on the old BGA system and with BGA registration for the foreseeable future. You can find a listing of Annex II types on the EASA web site

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

The Part M processes are also applicable to EASA Motor Gliders and Tugs. Annex II Motor Gliders and Tugs will remain on the old M3 system with CAA registration and CAA, 3 yr, C of A.

EASA Working Practices

There are some aspects of the new regulation and working practices that should be considered by BGA owners, inspectors and maintainers.

BGA aircraft owners will be asked to enter into a simple agreement with the BGA to enable the BGA to act as their Continuing Airworthiness Management Organisation (CAMO). By entering into the agreement, the obligations on both sides will be laid out (BGA and Owner) and will allow the aircraft to operate in a "Controlled Environment". This will enable the C of A validation document – Airworthiness Review Certificate (ARC), to be extended or renewed by the BGA and save the expense, hassle and time associated with CAA involvement. CAA have already clearly declared their support in principle for this approach. Details will be sent to owners in good time in anticipation of the transition to an EASA C of A.

As part of the Controlled Environment, the relationship between aircraft owner and inspector will subtly change; the inspector will be expected to be more involved with the maintenance management of the aircraft. This means that instead of an annual contact at time of C of A renewal, the inspector will also be asked to ensure that any unscheduled items such as AD's or repairs are properly carried out on the aircraft he/she is involved with. The majority of inspectors are already doing this by maintenance managing or offering a "Service" to their "Customers". The maintenance management will include a closer scrutiny of the recording of the mandatory modification standard (AD's and TN's) of an aircraft, the currency of the flight manual and conformity to the type certificate in what EASA call Continuing Airworthiness Management.

EASA Maintenance Facilities

Maintenance facilities will need to be approved for all but the most basic maintenance tasks i.e. anything above pilot maintenance. (Pilot's self-authorized maintenance (currently under review)). This means glider professional workshops, club workshops, private individuals workshops or garages all will need approval through the BGA. The approval is to comply with Part M subpart F, Maintenance Organisation. No need to worry - the approval will be along the lines of the current M3 system where the facility must be appropriate for the intended task. A professional maintainer with repair facilities will be expected to have high-level set up, where as at the other end of the scale, for example, an individual inspector offering a "C of A" service to private individuals may use his domestic garage, provided it is suitable of course. As the maintenance facilities must be approved, the CAA will be conducting more visits to individual sites and so I recommend you keep things tidy and your paperwork up to scratch.

Modifications

As a result of the EASA ART visit in January, we can now confirm that all BGA modifications approved under the BGA airworthiness system (in accordance with the Exposition and processes in place on the 19 January 2007) are deemed compliant with Part 21 requirements for gliders with a BGA C of A. What does this mean, you ask?

This is very good news because, up until the time any BGA aircraft is issued with an EASA C of A, any modification approved under the existing BGA system may be installed and is allowed to remain. This includes all those instrument panels installed in post 28/9/03 aircraft. It also means that existing BGA mods can be embodied on new aircraft in accordance with existing simple procedures. The only conditions are that on post 28/9/03 aircraft the "Required" instruments must be released and once the aircraft is transferred to EASA C of A (between 28/9/07 and 27/9/08), the future application of **all** mods will need full Part 21 approval.

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.

A comprehensive briefing paper will be circulated during summer 2007 describing the changes in detail and explaining how the BGA will continue to facilitate your glider airworthiness with minimal disruption.

RTO Appointments

We are pleased to announce that John Rogers has been appointed as Regional Technical Officer for the Central Region.

Here is an up to date list of the RTO's;

Scotland	Joe Fisher
North England	Reg Wooller
Central North	Ken Ballington
Wales and West Midlands	Ian Hey
Northern Ireland	John Lavery
East Midlands and East Anglia	David Mason
Central	John Rogers
South East	Ian Pattingale
South West	Doug Jones

Initial contact is via the BGA office.

Seasonal advice

It was too wet and now, guess what?, its too dry! and we may have an early outbreak of tinder dry grass in wheel boxes, remember the brand new Duo-Discus Turbo that burnt out last year most likely just because of that! **Keep those wheel boxes clear**

You may have noticed by the sudden increase of bugs on your windscreen, that the insect population is catching up with the early spring. Many will now be looking for homes to raise their offspring and for some a nice clear pitot tube is an ideal home.

Unfortunately, the little blighters build their homes well into the nice tubes they find, so spotting it can be difficult. The best form of defence is to prevent them getting into the tube in the first place by using Pitot covers. Don't forget to use a cover with a visible flag and remove it before you fly for obvious safety, and possibly embarrassment reasons.

Jim Hammerton
Chief Technical Officer