



# BGA Engineering News

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## **PART M UPDATE**

The hot news from our European colleagues is that the revised Part M has been approved by the European Commission. It has not filtered down to the EASA web site yet, but will soon.

What does this mean for us? It means that, for our sector, the Part M rules are relaxed somewhat; the rules for maintaining your glider and the ARC renewal process will be more appropriate. This is due to all the excellent work by the M.017 EASA working group that was chaired by the BGA Technical Committee chairman.

We now have to revisit our pending Part M approval and adapt as necessary to take advantage of the revised and lighter regulations.

## **PART M QUALITY GROUP**

Further to last issue: we are able to accept suitable BGA inspectors into the quality group who are engaged in continued airworthiness tasks. However, to permit this and to provide the necessary level of independence, they will not be able to audit aircraft they are involved with or at their home club. Clear guidelines will be produced .

If you are interested please contact the BGA Quality Manager, Peter Johnson at [office@gliding.co.uk](mailto:office@gliding.co.uk)

## **WORKSHOPS AND MAINTENANCE FACILITIES**

We are frequently asked what facilities will be required for maintaining gliders and powered aircraft under Part M. We will be developing guidelines as part of the part M process but in the interim here are a few guidelines that may help.

Part M is all about setting the minimum standards needed to comply with the regulation. Aiming for the minimum is not really the right approach though - you should be aiming for the best standard you can achieve, obviously within physical and budgetary constraints. These must meet the minimum standards but will, hopefully, exceed them.

Any maintenance facility must, in the first instance, be suitable for the intended maintenance. This could vary from a basic workshop or hangar to a fully equipped maintenance workshop.

There are several basic requirements: indoors - protected from the elements and large enough to carry out the maintenance; hard floor; adequate heating (if needed), lighting and power; clean, uncluttered, well-organised working area; adequate segregation from other activities; work benches and other equipment needed for the maintenance; a secure area to store, access, compile and protect maintenance data and records; and an area to store new parts, items removed during maintenance, and u/s parts.

Any required tooling or equipment should be available with somewhere to safely store them and calibration arranged, if required.

Depending on the scope of the maintenance work, you may need to consider special tooling and equipment, dust/fume extraction and contamination of the environment or persons.

You need to consider health and safety, fire protection, COSHH and waste disposal. These issues all have their own special regulations.

Just about all of this is common sense and good practice. The aim is to have suitably equipped maintenance facilities to help ensure a safe and high standard of maintenance. So if you have an old dirty, leaky Nissan hut with inadequate lighting and with the odd "dead" glider lurking in the corner, it most probably won't be suitable. The same Nissan hut with a good roof, plenty of light, maintained in a clean and tidy fashion and without rubbish would probably fit the bill.

Basic details and requirements are laid out in Part M, subparts D (Maintenance Standards) and F (Maintenance Organisation).

A tip when it comes to lighting: white or bright walls have a dramatic effect on making best use of available lighting; dark surfaces seem to absorb light.

## **DATE FOR YOUR DIARY**

The BGA AGM and Annual Conference will be on 7 March 2009 at Hellidon Lakes Hotel, Nr Daventry. Details on the BGA web site and S&G.

## **CONTINUED AIRWORTHINESS AND REPETITIVE ADs**

There appears to be some confusion about repetitive Airworthiness Directives. During the recent transition process, inspectors were asked to list all applicable ADs and indicate compliance. However, some inspectors are unsure about which ADs are repetitive inspections, e.g. the annual inspection of l'Hotellier connectors.

The majority of these inspections are built into the maintenance programme (BGA GMS or LAMP). However, if an AD is called up to be repeated on the particular aircraft you are maintaining, you **MUST** re-certify compliance with the AD each time you do it. This is very simple - just put "...AD ??/???? complied with....." as part of the log book entry for the maintenance event.

## **MODS TO EASA GLIDERS AFTER TRANSITION**

After a glider has been inspected and the transition paperwork sent to the BGA, it is considered transitioned. The application will be processed in turn. The transition process established a design and maintenance status for the glider which was accepted by EASA in that condition.

We are often asked about subsequent modifications and the use of BGA approved mods.

BGA approved mods may not be incorporated after the glider has been transitioned. This is because they are not approved in accordance with Part 21 and are only accepted by EASA if they were embodied on a BGA glider prior to transition. This has nothing to do with part M so any exemptions currently in place are not applicable.

If you wish to embody a mod on an EASA glider, it must be approved in one of the following ways:

- EASA approved minor or major change
- DOA approved minor change
- Manufacturer or TC (Type Certificate) holder approved change. This may be in the form of a TN (Technical Note), SB (Service Bulletin) or may be contained in the maintenance manual for the aircraft or other publication issued by the TC holder.

You must follow the modification instructions exactly, although some only provide guidelines. In these cases you should use best practice, referring to any applicable standard practices.

The BGA has generic equipment and instrument mods with EASA for approval and we are hoping to have these available in the near future.

Jim Hammerton  
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