



BGA Engineering News

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INSPECTOR RENEWAL

All current inspectors will soon be receiving a renewal application. Your authorisation expires on 30 September. To enable continued certification privileges, please return your application as soon as possible. We are pleased to advise that the renewal cost has been kept down to the same as last year.

EASA GLIDER TRANSITION ARRANGEMENTS PROGRESS REPORT

Transition packs are starting to arrive at the BGA office. Thank you for those taking the first steps and sending your packs in early.

Please don't forget in the early months if the BGA C of A is due to expire and you are short of time to complete the transition process, contact Terry at the office as once we have received the pack from you we are able to renew the BGA C of A for a couple of months to allow time for the transition.

As expected we are receiving a great many questions!!

Most of these can be answered by looking at the FAQ's on the BGA web site. New FAQ's are being updated all the time.

We recommend you read the information available. Transition guidance material, completion guides, the recent pack sent to owners and in S & G. most of your questions should be answered. Please don't just pick up the phone and ask the BGA before doing the research yourself. We are extremely busy with all that is on going at the moment and every question takes time to answer. Whilst we are doing that we are not doing something else. Thanks.

One rather complex question keeps cropping up. *What about modifications to a glider?*

This is actually straightforward.

If a modification is properly recorded in the log book, as has always been the requirement!, as long as it was done in accordance with existing procedures at the time, it is deemed to be accepted by EASA. This is if an inspector has approved it as a minor mod or it has a BGA mod approval number. Just list it on the form – job done.

However if it is not recorded then it is a problem.

There are three possible options,

1. Get the mod written up and certified by the person who did it.
2. Assess it and if satisfied – certify it in the log book.
3. If not satisfied – remove it or return to original configuration.

AMP leaflet 3-3 gives guidance on modification approval. It is not possible to transition a glider with unrecorded modifications.

Some common sense is needed when assessing what is required to be recorded. Generally modifications that affect the airworthiness or operation of the glider should be recorded. Very small changes that have no impact and have the same fit, form and function need not be listed.

FLIGHT MANUALS

As part of the transition process for gliders it is necessary to supply the CAA-UK with a master copy of a flight manual for each glider type. The BGA requested the major glider manufacturers to supply a complimentary copy for the CAA to satisfy this requirement. Unfortunately there is a significant shortfall in the supply of flight manuals for the CAA. This means that for glider types

that the CAA do not have a flight manual for it will be necessary for the first glider owner transitioning that type to supply a master copy manual.

A list of flight manuals, revision status and links to the Type Certificate Data Sheets will be published on the BGA web site very soon.

INSPECTOR TRAINING

Spaces still available at the following seminars.

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 by 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.

TRANSITION FOR POWERED AIRCRAFT (SLMG and TUGS)

All EASA powered aircraft (Motor Gliders and Tugs) also need to go through a transition to EASA Non expiring C of A and ARC. I am pleased to advise that as these aircraft are already in a regulated environment the transition is much more simple than for unregulated gliders. The Application on the AD 200 is the same (latest revision 8/07), complete and send to BGA with fee.

The recommendation for renewal is slightly different. There is a revised report form BGA 202T. Please continue to use the revised BGA 202 for Annex II powered aircraft.

Once the BGA part M approval is agreed with the CAA, owners will need to sign a letter of agreement with the BGA as their CAMO to allow the BGA to issue a new ARC in a year's time. This will be the same letter as glider owners will be asked to sign.

ANNEX II AIRCRAFT

There seems to be some confusion over gliders that are annex II. We are advised that various lists have been published that now appear to be out of date. The only definitive lists are those published by EASA and the CAA. The EASA list of EU Products lists all those aircraft that are NOT annex II and the Annex II list in the CAA's CAP 747 is an annex II listing applicable to the UK.

The main problem with previous lists is although they were published in good faith and were accurate at time of publication, the criteria for annex II has been amended and this means some aeroplanes and gliders that were previously in are now out and vice-versa.

Jim Hammerton
Chief Technical Officer