

BGA Airworthiness and Maintenance Procedure	AMP 1-2a
BGA CAO PART 66L TRAINING PROCESS	

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Amendment Record

Changes to this document are to be recorded below.

Revision No/Date	Details	Approved by

Glossary of terms

Accountable manager	Responsible for ensuring the BGA CAO is adequately resourced (CAO.A.035 Personnel requirements)
BGA	British Gliding Association
BGA Inspector	A person authorised as a BGA Inspector by the BGA
CAO	Combined Airworthiness Organisation
CTO	Chief Technical Officer
Deputy CTO	Nominated by the BGA and adopts the CTO role in the CTO's unavoidable absence
Sponsor	A suitably experienced BGA inspector with Part-66L licence operating within the BGA CAO who has agreed to co-ordinate and mentor the trainee's activities
Technical Committee	Subject matter expert sub-committee appointed by and reporting to the BGA Executive Committee
Trainee	A potential holder of a Part-66L licence training with the BGA CAO

1) Introduction

The BGA CAO undertakes training leading to the Part 66-L licence rated for sailplanes and powered sailplanes (L1C, L1, L2C, L2). This training follows the in-house training provisions of Part 66 under the BGA CAO authority UK.CAO.0025.

2) Aims of Training

The aims of the training are:

- To ensure that a trainee has sufficient knowledge, aptitude, competence and skill to be able to correctly inspect and maintain sailplanes and to complete the required documentation, in accordance with the appropriate manufacturer's flight and maintenance manuals and associated supplements.
- To ensure that a trainee has sufficient working knowledge of the appropriate airworthiness legislation and BGA CAO administrative procedures to complete all the documentation required for the release to service and continued airworthiness of sailplanes.
- To ensure the trainee has sufficient knowledge and preparation to qualify as a BGA inspector.
- To ensure that a trainee has sufficient knowledge and preparation to pass the Part-66L examinations (basic knowledge modules and sailplane specific modules).
- All of this is to be conducted within the framework of Part 66 and on a course approved by UK CAA, within which sufficient training, studying and period of experience are embodied.

The process described in detail below can be summarized as:

Decide to become a BGA inspector



Identify a Sponsor



Develop and record practical experience

Study for and complete the CAA's theoretical knowledge exams



Complete the final assessment

3) Requirements and course compliance

The following table matches the Part66L requirements and training compliance:

Requirement	Training compliance
<p>Training</p> <p>Shall include a representative cross section of maintenance activities relevant to the aircraft type.</p> <p>Shall include demonstrations using equipment, components, simulators, other training devices or aircraft.</p> <p>Five annual inspections.</p>	<p>This publication describes the processes for for training with licensed sailplane engineers, and for assessment. This includes formal internal maintenance courses.</p> <p>This publication mandates coverage of representative tasks and these to be performed on multiple types of sailplanes including mixed equipment</p> <p>This publication includes suggested experience topics.</p>
<p>Basic Experience</p> <p>Normally at least 2 years of practical maintenance experience in operating aircraft covering a representative cross section of maintenance activities. Note that it is possible to qualify with 1 year of experience, but the Part-66L privileges will be limited to non-complex maintenance.</p>	<p>Trainee engaged for at least a year. This publication's requirements cover a representative cross section of maintenance activities across several types of sailplanes. [66.A.30(2)(b)(ii)]</p> <p>Work is part time including weekends or equivalent as long as the applicant has achieved a sufficient level of competency reference [AMC 66.A.30(a)]</p> <p>To be considered as recent experience; at least 50% of the required recent experience should be gained within the 12-month period prior to the date of application for the aircraft maintenance licence. The remainder of the recent experience should have been gained within the 7-year period prior to application. It must be noted that the rest of the basic experience required by 66.A.30 must be obtained within the 10 years prior to the application as required by 66.A.30(f).</p>
<p>Basic Knowledge [66.A.25]</p> <p>The minimum requirement for Part66L L1 (composite sailplanes) is a pass in 1L, 2L, 3L, 5L, 7L and 12L.</p>	<p>Self-study based on directed reading and course materials.</p> <p>Examinations taken via CAA e-examinations.</p>

4) Requirements

- a) The BGA CAO aims to organise sufficient engineers with appropriate geographical coverage to meet its mission of providing accessible inspection and maintenance services throughout the UK. It may not be possible to support all trainees who present themselves; it will always be key to assess the long-term commitment of potential engineers to support BGA clubs and their members and who can contribute to offering maximum availability across gliding clubs.
- b) The engagement of engineers by the BGA CAO is ultimately the responsibility of the Accountable Manager, who will take advice from the BGA Technical Committee and the BGA CAO CTO.
- c) A trainee must:
 - i) have attained the age of 18 years to apply for a Part66L licence [66.A.15]
 - ii) be sponsored by a suitably experienced BGA inspector with Part-66L licence operating within the BGA CAO who has agreed to co-ordinate and mentor the trainee's activities (the "Sponsor").
 - iii) have at least two years of *practical experience involving sailplanes*. This could be practical operation such as crewing or piloting, working for a manufacturer, or repairing and maintaining sailplanes and associated equipment.
 - iv) be able to demonstrate previous technical ability and experience. This may include technical, academic or vocational qualifications or suitable experience working in a technical area. This requirement may be replaced by a greater amount of practical experience involving sailplanes.
 - v) demonstrate sufficient knowledge, aptitude, competence and skill to have *the potential to qualify as a BGA inspector*. A good general working knowledge of all aspects of the appropriate airworthiness legislation and acceptance of the need for quality in administrative procedures is required.
 - vi) be prepared to attend (at own expense) BGA CAO-facilitated maintenance and inspection courses.
 - vii) be prepared to attend a BGA Inspector Part66L Continuation Training arranged during the training period.
 - viii) have access to all required documentation, such as manufacturers' manuals, Service Bulletins, Airworthiness Directives, airworthiness regulations, CAA documents, etc, and to be responsible for ensuring that all such documents are kept up to date.
 - ix) give a commitment to obtain access to the necessary test equipment.
 - x) have access to the appropriate office and computer equipment (computer, printer, scanner, email and web access)
 - xi) demonstrate the capability to read, write and communicate with a high proficiency

in English, normally ELP level 6.

xii) be prepared to undertake training “in the field” with current BGA inspectors who hold a Part 66-L (L1C) licence, over a period of at least a year [66.A.30].

xiii) be prepared to undertake self-organised study for the written exams, with guidance from the BGA CAO and the Sponsor.

5) Finding a sponsor

- a) A Sponsor is a suitably experienced BGA inspector with Part-66L licence operating within the BGA CAO who has agreed to co-ordinate and mentor the trainee’s activities. The potential trainee should identify a Sponsor who is a ‘good fit’ – they do have to work together! The Sponsor should undertake a review of the potential trainee’s technical and theoretical knowledge and aptitude. Potential trainees may contact the BGA Chief Technical Officer (CTO) if required for guidance on securing a Sponsor.

6) Theoretical Knowledge Training

- a) The Sponsor will assist the trainee in accessing training materials for the basic knowledge modules and the sailplane specific theory modules. BGA CAO theoretical knowledge training is available to trainees. The Sponsor can assess the trainee’s readiness to sit the examinations and advise the trainee.
- b) The trainee is responsible for organising and funding sitting(s) of the CAA Part 66-L theoretical knowledge examinations. The examination fees are listed in the current CAA Scheme of Charges.
- c) The theoretical knowledge examinations are as follows (with reference to Part 66 examination module numbers):

L1C: composite sailplanes	1L, 2L, 3L, 5L, 7L and 12L
L1: sailplanes	1L, 2L, 3L, 4L, 5L, 6L, 7L and 12L
L2C: composite powered sailplanes. Note: ELA1 aeroplanes are outside the scope of this training*	1L, 2L, 3L, 5L, 7L, 8L and 12L
L2: powered sailplanes Note: ELA1 aeroplanes are outside the scope of this training*	1L, 2L, 3L, 4L, 5L, 6L, 7L, 8L and 12L

*To remove the ‘ELA1 aeroplanes’ limitation on a Part-66L licence, refer to the CAA.

- i) module 1L ‘Basic knowledge’: 12 questions. Time allowed: 15 minutes.
- ii) module 2L ‘Human factors’: 8 questions. Time allowed: 10 minutes.
- iii) module 3L ‘Aviation legislation’: 24 questions. Time allowed: 30 minutes.
- iv) module 4L ‘Airframe wooden/metal tube and fabric’: 32 questions. Time allowed: 40 minutes.
- v) module 5L ‘Airframe composite’: 32 questions. Time allowed: 40 minutes.
- vi) module 6L ‘Airframe metal’: 32 questions. Time allowed: 40 minutes.
- vii) module 7L ‘Airframe general’: 64 questions. Time allowed: 80 minutes.
- viii) module 8L ‘Power plant’: 48 questions. Time allowed: 60 minutes.

- ix) Module 12L 'Radio Com/ELT/transponder/instruments': 16 questions. Time allowed 20 minutes.

7) Practical training and experience requirements

- a) The trainee must gain practical experience covering a representative cross section of maintenance activities on sailplanes and through specific training.
- b) The maintenance experience should cover a wide range of tasks in terms of length, complexity and variety in a real-world maintenance environment.
- c) The specific tasks for sailplanes and powered sailplanes are detailed at Appendix 1. Headings are listed here:
 - i) General activities
 - ii) Levelling and weighing
 - iii) Flight controls and flight control systems
 - iv) Electrical systems
 - v) Avionics systems
 - vi) Cabin equipment / systems
 - vii) Wooden structures/Metal tubes and fabric
 - viii) Composite structures
 - ix) Metal structures
- d) Experience of a good spread of sufficient different sailplane types and systems shall be gained. A minimum of one example of an unairworthy sailplane shall be inspected. At least two full sets of inspection paperwork shall be experienced.
- e) The distribution of the required tasks is to be determined by the Sponsor, on an individual case basis, with a minimum of 5 annual inspections for all trainees (covering at least 3 different types). It is acceptable that the experience covers maintenance performed only during the weekends or equivalent periods provided that the applicant has achieved the required level of competency.

8) Specific practical training.

- a) Specific practical training is provided by a suitably qualified and experienced BGA inspector with Part 66-L licence within the BGA CAO.
- b) The following specific practical training requirements are to be completed:
 - I. Swaging cables.
 - II. Weighing sailplanes.
 - III. Control mass balance.

9) Assessment during practical skill and training.

For each task, the trainee should demonstrate sufficient knowledge, competence and skill.

10) Recording experience and training.

Experience including training shall be recorded **in detail** (see the BGA published logbook for

guidance) by the trainee in their logbook. The detail helps with the final assessment. A suitably qualified and experienced BGA inspector with Part 66-L licence within the BGA CAO who has overseen training is to confirm the training in the logbook with their signature, name and licence number.

11) Recommendation for final assessment.

- a) When the Sponsor is satisfied that the trainee has sufficient experience of maintenance and has completed the training to the required standard, the Sponsor should complete the course completion certificate (Appendix 2 below) and inform the BGA Office in writing that the trainee is ready for the final assessment.
- b) Unless the BGA CTO determines that special circumstances apply, the full set of Part 66-L CAA examinations must be passed prior to the final assessment taking place.
- c) The trainee may at this point apply to become a BGA Inspector prior to qualifying for a Part66L licence. Until the Part66L licence has been issued, the BGA Inspector authorization will have to be limited to non-Part 21 sailplanes.

12) Final assessment.

- a) The final assessment is based on inspection of a sailplane. The assessment is carried out by the BGA CAO or a person specifically appointed for that specific assessment by the BGA CTO. The assessor must not have overseen more than 50% of the trainee's training.
- b) The approach detailed in APPENDICES TO AMC TO ANNEX III (PART-66) Appendix III — Evaluation of the competence: assessment and assessors should be followed by the assessor and include oral assessment.
- c) If the trainee is unsuccessful, any training or studying that may be required before a further inspection and assessment should be discussed between the Sponsor and trainee.
- d) Where the trainee is successful, the assessing inspector is to complete the assessment report (Appendix 3 below) and submit a copy of the report and a copy of the course completion certificate to the BGA office.

13) Endorsement of Part 66-L licence application

- a) On receipt of the report of a successful assessment, the BGA CAO CTO will review the documentation for completeness. In the event of errors or omissions, the Trainee and the Sponsor will be advised.
- b) Once satisfied, the BGA CAO CTO shall inform the trainee that the BGA CAO is ready to endorse their Part-66L licence application.

14) BGA Inspector authorisations

Whilst the scope of Part 66-L covers all maintenance and inspection work on sailplanes, for assurance and insurance purposes, the BGA CAO requires BGA Inspector authorisations to

be held by those certifying maintenance outside of the scope of pilot/owner maintenance. The BGA inspector authorisation specifies levels appropriate to demonstrated knowledge and experience. For details refer to the BGA CAO exposition and AMP 1-2.

P Stratten
Accountable Manager
13 June 2025

APPENDIX 1

SPECIFIC TASKS FOR SAILPLANES AND POWERED SAILPLANES

a) General activities

- i) Placards check or replace
- ii) Weighing, weight & balance sheet
- iii) Documentation of annual inspection, repair
- iv) Review records for compliance with airworthiness directives
- v) Five annual inspections
- vi) Inspection after an occurrence
- vii) Dismantling/reinstallation of wings and empennages

b) Leveling and weighing

- i) Level the sailplane
- ii) Weighing, weight & balance sheet
- iii) Prepare a weight and balance amendment
- iv) Check the list of equipment

c) Flight controls and flight control systems

- i) Aileron, flaps: Removal — Balancing — Reinstallation
- ii) Elevator: Removal — Balancing — Reinstallation
- iii) Rudder: Removal — Balancing — Reinstallation
- iv) Rudder cable: Fabrication and installation
- v) Elevator pushrod: Installation
- vi) Safeguarding of pins, screws, castellated nuts
- vii) Sealing of gaps

d) Electrical systems

- i) Electrical components, wiring: Removal — Installation
- ii) Batteries — Servicing

e) Avionics systems

- i) COM: Removal — Installation
- ii) NAV: Removal — Installation
- iii) XPDR: Removal — Installation
- iv) Antenna/antenna cable: Removal — Installation

f) Cabin equipment/systems

- i) Belts/safety harnesses: Removal — Installation
- ii) Oxygen system removal installation — Test
- iii) Canopy replacement or repair
- iv) Pitot/static system: Removal — Installation — Test
- v) Flight instruments: Removal — Installation
- vi) Installation of approved equipment
- vii) Compass: Installation — Compensation
- viii) Tow release: Removal — Installation

- ix) Water ballast system: Removal — Installation — Test
- x) Undercarriage: Removal — Installation
- xi) Brake system: Replacement of components
- xii) Fuel — Engine — Propeller — Engine — Instruments*
- xiii) Refer to the tasks related to propeller, piston engine, fuel and control, ignition, engine indications and exhaust, which are contained in Table A 'Specific tasks for aeroplanes'*
- xiv) Verification and adjustment of folding system of powered sailplanes*

*L2 only

g) Wooden structures/Metal tubes and fabric

- i) Inspection/testing for damages
- ii) Rib structure repair
- iii) Plywood skin repair
- iv) Recover or repair structure with fabric
- v) Protective coating and finishing
- vi) Install patch on fabric material
- vii) Repair of fairings

h) Composite structures

- i) Laminate repair
- ii) Sandwich structure repair
- iii) Partial gel coat repair
- iv) Complete gel coating
- v) Repair of fairings

i) Metal structures

- i) Crack testing
- ii) Repair of covering
- iii) Drilling cracks
- iv) Riveting jobs
- v) Bonding of structures
- vi) Anti-corrosion treatment
- vii) Repair of fairings

APPENDIX 2 TRAINING COMPLETION CERTIFICATE

I confirm that (full name).....
has completed the required practical experience to qualify for a Part66L licence.

Sponsor signature:

Sponsor name:

Sponsor Part66L licence no:

Sponsor BGA Inspector No:

Date:

APPENDIX 3 PART66L TRAINING FINAL ASSESSMENT REPORT

The final assessment is based on inspection of a sailplane. The assessment is carried out by a Training Engineer appointed for that specific assessment by the BGA CTO. Note: The assessing Training Engineer must not have been the Training Engineer for more than 50% of the trainee's training.

The approach detailed in APPENDICES TO AMC TO ANNEX III (PART-66) Appendix III — Evaluation of the competence: assessment and assessors should be followed by the assessor and include oral assessment.

If the trainee is unsuccessful, the assessing Training Engineer shall detail any training or studying that may be required before a further inspection and assessment. In this case, the Sponsor should discuss these training requirements with the trainee.

All items must be passed to satisfactorily complete the assessment.

Candidate name:

Item	Result and date	Assessors name, signature and BGA inspector number
Environment awareness (act safely, apply safety precautions and prevent dangerous situations)		
Systems integration (demonstrate understanding of aircraft systems interaction)		
Knowledge and understanding of areas requiring special emphasis or novelty.		
Using reports and ability to read and interpret instructions		
Aircraft documentation finding and handling (identify the appropriate aircraft documentation, navigate, execute and obey the prescribed maintenance procedures)		
Perform maintenance actions (demonstrate safe handling of aircraft, engines, components and tools)		
Aircraft maintenance closure/reporting (initiate appropriate actions/follow- up/records of testing, establish and sign maintenance records/logbooks).		

Please note that it is an offence to deliberately provide false information relating to an application for a Part66L licence.