

BGA AIRWORTHINESS AND MAINTENANCE PROCEDURES

PART 2, LEAFLET 2-2

FACILITIES AT BGA M3 MAINTENANCE ORGANISATIONS

INTRODUCTION

1. The CAA's requirements for the facilities to be provided at BGA M3 Maintenance Organisations are outlined in general terms in British Civil Airworthiness Requirements (BCAR), Section A8-15. This leaflet provides guidance to BGA Clubs on how the CAA requirements might be met.

REQUIREMENTS

2. The requirement for the provision of facilities for the grant of CAA M3 approval is outlined below. Additional guidance on the interpretation of the requirements may be obtained from the BGA CTO. The facilities required of an M3 facility conducting Tug maintenance will need to be of a higher level than those required for Motor Glider maintenance but under normal circumstances approval for Tug maintenance will include approval for Motor Glider maintenance.

ACCOMMODATION

3. The CAA makes the following requirements for accommodation:

- a. Hangar accommodation, with adequate lighting and power supplies and of sufficient size to house the maximum number of aircraft expected to be worked on at any one time, shall be provided.
- b. The accommodation shall include suitable areas where publications and drawings may be studied and where aircraft maintenance documents may be prepared and stored.
- c. Adequate storage arrangements, together with the necessary records and systems for controlling aircraft components, parts and materials shall be provided.
- d. A separate secure quarantine stores area is needed where defective components are isolated in a clearly labelled state and stored awaiting repair, disposal or despatch to a repair shop.

EQUIPMENT

4. The CAA makes the following requirements for equipment:

- a. Adequate equipment, including general maintenance equipment and specialised tools shall be provided. Guidance on the range of equipment needed is provided below.
- b. The calibration of test equipment shall be checked as frequently as is necessary to maintain confidence in the accuracy of the equipment.
- c. A tool store facility to store and account for tools and test equipment is necessary, together with a suitable inventory control system to ensure that items are fully accounted for at the end of each work period.

PUBLICATIONS AND INFORMATION

5. The CAA requires the M3 organisation to have access to the following publications and information.
 - a. The Organisation shall make available to the staff concerned the necessary technical data, e.g. CAA publications, approved manuals, specifications, data sheets and related literature appropriate to the class of work for which Approval is sought.
 - b. The technical data shall consist of that issued from the manufacturers by way of maintenance manuals, micro fiche, service bulletins and other forms of continuing airworthiness information.
 - c. Written agreements shall be made by the Organisation with the appropriate manufacturers, or other recognised suppliers, for the supply of amendments and changes to the publications held. A suitable system for amending the documents shall be provided.
 - d. Where technical data is held on loan it shall be the responsibility of the user to ensure that the documents concerned are amended up to date.

The BGA supports certain motor gliders (BGA Approved Types) in respect of Mandatory Directives and Manufacturers service bulletins and information by inclusion in the BGA Compendium and Bi-Monthly TNS. It will normally be the responsibility of the aircraft owner or maintenance organisation to subscribe to, or obtain copies of, manufacturers publications

EXAMPLES OF EQUIPMENT

6. In order to perform the maintenance operations listed in the CAA Light Aircraft Maintenance Schedule, BGA approved Local M3 Maintenance facilities will need to have access to the following range of equipment (this list is not exhaustive);
 - a. Aircraft cleaning equipment.
 - b. Engine cleaning equipment
 - c. Lubrication equipment (oils and grease).
 - d. Battery servicing equipment.
 - e. Spark plug cleaning facilities.
 - f. Fabric, dope, paints etc.
 - g. Corrosion control facilities appropriate to aircraft being serviced.
 - h. Aircraft jacking equipment appropriate to aircraft being serviced.
 - i. Tyre inflation, repair, replacement facilities.
 - j. Tools - special to the maintenance facilities of specific aircraft types.
 - k. Test equipment (as required) for electrical and instrument systems.
 - l. Non-destructive testing (dye penetrant) equipment.

Note: A detailed checklist of M3 facilities is available from the BGA.