 Airworthiness Review Checklist BGA 276

 BGA CAA Approval No. UK.CAO.0025

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| BGA Number (if applicable) | RegistrationG- | Fin ident (if appl.) | Works/Serial Number: |
| Aircraft Type | Flight Hours at review | Flight Cycles/ Launches at review: |
| Engine Make: | Engine Type; | Engine Serial No:  | Engine Hours at review |
| Propeller Make: | Propeller Type: | Propeller Serial No: | Propeller hours at review |
| Name of BGA Chief Engineer: | Place of Document Review: | Date of Document Review: |
| Name of BGA inspector assisting (if appl.): | Place of Physical Survey: | Date of Physical Survey: |
| Owner Declared Maintenance Programme issue -  | Date Annual Inspection completed  | Date of current (last) ARC expiry: |
| Owners/Operators Name AddressPost code  Email address  |
| **Document Check** |
| [ ]  Certificate of Registration[ ]  Certificate of Airworthiness[ ]  Current/Expiring Airworthiness Review Certificate[ ]  Aircraft Maintenance Programme (AMP)[ ]  Radio Licence - if applicable |
| **Airworthiness Review [ML.A.901 (a)]** | **Answer / Comments** | **Certified** |
| Airframe, engine, and propeller flying hours and associated flight cycles have been properly recorded; Satisfactory [ML.A.903 (a) (1)].Review all documents[ ]  Airframe logbook[ ]  Engine logbook - if applicable[ ]  Propeller logbook - if applicable.  | Yes [ ]  / No [ ] Comments: |  |
| The flight manual is applicable to the aircraft configuration and reflects the latest revision status – Satisfactory. [ML.A.903 (a) (2)]. Flight manual details:Basic FM issue: Current revision number: Supplements: Review all documents. [ ]  Flight Manual[ ]  Flight Manual supplementsNote: This section N/A for SAS gliders | Yes [ ]  / No [ ] Comments: |  |
| All the maintenance due on the aircraft according to the maintenance programme has been carried out, Satisfactory: [ML.A.903 (a) (3)]. Review all documents [ ]  Logbooks[ ]  Work packs – Reference to DAH manuals [ ]  Component Releases (CAA/EASA Form 1, C of C)[ ]  Maintenance Records[ ]  Manufacturers technical notes or service bulletins[ ]  Other documents checked: | Yes [ ]  / No [ ] Comments: |  |
| All known defects have been corrected or deferred in a controlled manner Satisfactory: [ML.A.903 (a) (4)];[ ]  Defect sheets[ ]  Carried forward defects - if applicable | Yes [ ]  / No [ ] Comments: |  |
| All applicable ADs have been applied and properly registered - Satisfactory [ML.A.903 (a) (5)]:Review all documents.[ ]  State of Design AD’s (e.g., EASA AD’s)[ ]  CAA AD’s and GR’s (CAP747)[ ]  Equipment AD’s [ ]  BGA Compendium of inspections and Airworthiness DirectivesNote: some aircraft may have no AD's published, tick box and comment "No ADs published" | Yes [ ]  / No [ ] Comments: |  |
| All modifications and repairs made to the aircraft have been registered and are in compliance with Annex I (Part-21)– Satisfactory: [ML.A.903 (a) (6)]:Review all documents.[ ]  Modification package[ ]  Repair package[ ]  Manufacturers technical notes or service bulletinsNote: if no parts fitted or no repairs or modifications carried out then N/A is acceptable | Yes [ ] / No [ ] Comments: |  |
| All service-life-limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit; – Satisfactory [ML.A.903 (a) (7)]:Review all documents.[ ]  Airframe service life[ ]  Intermediate airframe life inspections[ ]  Engine service life - if applicable[ ]  Propeller service life - if applicable[ ]  Equipment / Component service life (Tost hook, hoses, seat belts, magneto) - if applicableNote 1: Provided service life is valid the ARC is valid. If it is noticed that any mandatory service life may expire before the next review is due, note as comment and advise owner.Note 2: Some aircraft do not have lifed items - enter N/A in that case | Yes [ ]  / No [ ] Comments: |  |
| All maintenance has been certified in accordance with Part-ML– Satisfactory [ML.A.903 (a) (8)]:[ ]  Maintenance release by appropriately qualified engineer (CRS)[ ]  Pilot owner maintenance correctly released with glider pilot license - if applicable | Yes [ ]  / No [ ] Comments: |  |
| The current mass and balance statement reflects the configuration of the aircraft and is valid– Satisfactory [ML.A.903 (a) (9)]: Date of last weighing: Review all documents. [ ]  Mass & balance report[ ]  Weighing report[ ]  Checked within last 10 years[ ]  Equipment list | Yes [ ]  / No [ ] Comments: |  |
| The aircraft complies to the latest revision of its type design approved by CAA -Satisfactory [ML.A.903 (a) (10)]:CAA TCDS/SAS No:  revision: Review aircraft against latest issue of the Type Certificate or Specific Airworthiness Specification as applicable and any embodied Supplementary Type Certificates | Yes [ ] / No [ ] Comments: |  |
| if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of Part-21- Satisfactory [ML.A.903 (a) (11)]:[ ]  Noise Certificate - if applicable | Yes [ ] / No [ ] Comments: |  |
| **Physical Survey [ML.A.903 (c)]** A physical survey of the aircraft shall be carried out in a suitable hangar or workshop to ensure that: |
| All required markings and placards are properly installed - Satisfactory | Yes [ ]  / No [ ]   |  |
| The aircraft complies with its approved flight manual - Satisfactory | Yes [ ]  / No [ ]  |  |
| The aircraft configuration complies with the approved documentation - Satisfactory | Yes [ ]  / No [ ]  |  |
| No evident defect can be found that has not been addressed - Satisfactory | Yes [ ]  / No [ ]  |  |
| No inconsistencies can be found between the aircraft and the documented review of the aircraft records - Satisfactory | Yes [ ]  / No [ ]  |  |

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| **Aircraft Maintenance Program review (AMP)** [ML.A.302 (c) 9.] |
| The AMP shall be reviewed at least annually in order to assess its effectiveness,[ ]  Review of the results of the maintenance performed during the period to see if it shows deficiencies in the aircraft linked with deficiencies in the content of the AMP,[ ]  Check for revisions in the DAH data which may affect the programme (even in a MIP is used). [ ]  Changes in the aircraft configuration and type and specificity of operation. [ ]  Changes in the list of pilot owners. [ ]  Applicable mandatory tasks for compliance with Part 21 such as AD’s, Airworthiness Limitations, CMR tasks, and specific maintenance requirements contained on the TCDS[ ]  Ensure AMP is amended as required | Yes [ ]  / No [ ] Comments: |  |
| Details of findings identified during survey and corrective actions |
| Finding: | Corrective action taken: |  |
| Unsatisfactory answers to the above questions will prohibit the ARC being issued. In this case, please refer to the BGA CTO for guidance. |
| BGA Chief Engineer/ARC signatory: Note that you cannot issue an ARC if you have not maintained 12-month ARC issue currency. Contact BGA office if that affects you.Signed: Name: BGA Insp No: Date:The Airworthiness Review may be anticipated by up to 90 days without loss of continuity.This airworthiness review checklist should be filed in the aircraft continuing airworthiness records and a copy to BGA. |
| **A copy of the ARC and 276 along with payment for the ARC fee must be received by the BGA Office within 5 days of issue to comply with legal requirements.**For current fees and information on how to pay go to: <https://members.gliding.co.uk/fees> |
| If you would like email confirmation of processing by BGA, please type or print email address below: (only available via email) |