

## **BGA Airworthiness and Maintenance Procedure**

### **BGA INSPECTOR AUTHORISATION AND RATINGS**

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#### **1. Introduction**

As described in the BGA Airworthiness Exposition, all work, other than 'Pilot/Owner Maintenance', carried out on aircraft under the control of the BGA airworthiness system is to be certified by an appropriately authorised BGA Inspector or an appropriately type-rated Aircraft Engineer.

BGA inspectors are a highly valued and important part of UK gliding. Their experience and skills are regularly relied on by gliding clubs and private owners. BGA authorised inspectors are required to understand and comply with the applicable airworthiness and maintenance requirements, including the [BGA Airworthiness Exposition](#) and the [AMP](#).

The BGA Airworthiness Exposition details the certifying staff and maintenance requirements that define the BGA Inspector authorisation. The following detail is for guidance only.

#### **2. BGA Inspector Experience requirement**

Applicants for a BGA Inspector authorisation must be able to demonstrate they have the following minimum experience:

- a) Four years of relevant maintenance experience
- b) Reduced to two years if the applicant has satisfactorily completed an approved training course

Relevant experience must include assistance with the majority of maintenance activities including but not limited to:- Annual (C of A) inspections, rigging and de-rigging, repairs, replacements, electrical and instrument work including calibration, weighing and preparing reports for the BGA, CAA/EASA paperwork relevant to the approval or endorsement applied

for. A Personal Experience Record (PER) will have to be submitted for approval. This may be used for discussion at the interview. If in engineer's log book format, the PER will be returned to the applicant for use with subsequent applications for extensions and endorsements to approval. [BGA Form 220](#) may be used for the PER; however, an alternative format may be acceptable. In this case approval should be sought from the CTO.

### **1. Application and Issue**

Application for initial issue or additional rating is made using a [BGA Form 221](#). The application is logged and assessed in confidence. If the applicant meets the requirements, he/she will be invited to attend a technical interview at a mutually convenient date and location.

On successful completion of the application process, the new inspector is issued with an annually renewable BGA Inspector authorisation detailing individual ratings. All BGA Inspector authorisations are for maintenance and repair of BGA and EASA approved types. The CTO may, at his discretion, grant one-off or limited approval if a particular case merits this due to an operational requirement. These authorisations may take the form of a card, authorisation letter or e-mail.

### **2. BGA Inspector ratings**

- Glider Inspector (AF)
- Wood Repair (WR)
- Composite Repair (CR)
- Metal (skin) Repair (MR)
- Self Sustaining Sailplane (SS)
- Powered Sailplane & Motor Glider (MG)
- Electric Powerplant (EP)
- Jet Powerplant (JP)
- Radio Engineer (RE)
- Tug Inspector (TG)
- Senior Tug Inspector (ST)
- Engine Overhaul (EO)
- Chief Engineer/ARC signatory (CE)
- Duplicate Inspections only (DU)

Where not specified in the BGA Airworthiness Exposition, specific experience requirements should be obtained from the BGA CTO.

### **3. Annual renewal of BGA Inspector authorisation**

Annual notification of and renewal of BGA inspector authorisations are managed by the BGA office. Renewals are made using the form supplied by the BGA office.

### **4. Continuation training**

BGA inspectors must attend continuation training at five year intervals.

## **5. Renewing a lapsed BGA Inspector authorisation**

An inspector authorisation that lapsed by less than 12 months may be renewed on application with the renewal fee. An inspector authorisation that lapsed by more than 12 months requires submission of a completed inspector application form (stating your previous inspector number) together with personal experience sheets detailing at least six months applicable maintenance experience within the past two years.

In both cases BGA inspector continuation training must be in-date to renew a lapsed authorisation.

Please note: Renewing an authorisation does not automatically renew a lapsed ARC Signatory endorsement. If the ARC Signatory has lapsed (less than 2 ARC renewals in the past 2 years) the inspector will be required to carry out an Airworthiness Review under supervision of the CTO or RTO after the inspector authorisation has been renewed.

## **6. Compliance with BGA approvals**

A BGA inspector is only authorised and insured to certify aircraft within the BGA Airworthiness Organisation. A BGA inspector is not authorised or insured to certify any work or carry out any airworthiness review, renew or extend any ARC, or allowed to certify any maintenance activity as part of another Subpart F or BCAR A8-24 organisation or on aircraft not registered with the BGA as current within the BGA airworthiness organisation.

## **7. Records**

Details of initial and continuation training for each BGA Inspector are held at BGA Head Office.

## **8. Responsibility**

It is the responsibility of the qualified person to establish competency either through personal knowledge or by direct supervision. The person maintaining an aircraft or component shall have access to and only use applicable current maintenance data including as appropriate:

- a) Maintenance Manuals
- b) Flight Manuals
- c) Parts Catalogues
- d) Maintenance Programme
- e) Airworthiness Directives
- f) Manufacturer or TC holder published information
- g) Modification packages
- h) Repair schemes
- i) Acceptable standards and practices manuals
- j) BGA AMP Manual

## **9. ARC Signatories**

Chief Engineers ie ARC signatories are listed in the BGA Airworthiness Exposition.

## **10. Compliance and Standards**

Good quality work including compliance with the relevant requirements is a fundamental element of airworthiness. All inspectors are encouraged to maintain high standards. Non-compliance is normally identified through the quality system. The BGA welcomes reporting

of evidence of non-compliance or poor standards. The BGA does not get involved with commercial or contractual matters between owners and inspectors.

Where non-compliance or an unacceptable standard of work has been identified, the BGA priorities are to;

- ensure the safety of any aircraft involved, and
- offer support and guidance within measures taken to ensure compliance and appropriate standards

### **11. Liability insurance**

The BGA maintains an aviation risk insurance policy that insures the BGA including its inspectors in respect of activities and responsibilities in connection with the airworthiness of gliders, motor gliders and tugs that are recorded as being within the BGA airworthiness organisation. The BGA recommend that professional maintainers or repairers should hold individual professional indemnity insurance. Note that the BGA policy is only applicable to inspectors resident in the United Kingdom. The BGA recommends that if inspectors maintain aircraft in a professional capacity, they obtain additional professional indemnity insurance to cover product liability, hangar keepers and general risks. If inspectors employ anyone (not necessarily paying them) they may need employer's liability insurance. Inspectors seeking insurance advice should always consult an insurance broker advice.

### **12. Support**

There is a significant amount of supporting information on the BGA website. The BGA Chief Technical Officer (CTO) is effectively the BGA's chief inspector. He is assisted by a number of Regional Technical Officers (RTO). The CTO and RTO's can be contacted through the BGA office.

End.