

C of A and NARC Application

CAA Approval No DAI/8378/73

For the transition from CAA expiring C of A to non expiring

C of A and NARC for Annex II powered aircraft.

See AMP 2-12 for information

**Annex II Only**

Registration: **G-**

Owner/Lessee Name:

Address:

Postcode:

BGA C of A Renewal fee £(for current fees please refer to BGA web site)

**Part 1 -**

Date of expiry of current C of A:

Note: if the current C of A will have expired longer than 12 months before processing by BGA, please contact the BGA CTO before proceeding further.

Aircraft Make:  Type: Serial No:

Engine Make: Type: Serial No:

Propeller Make: Type: Serial No:

**(Refer to GINFO to confirm information)**

Total Airframe Hours at 31 December prior to this renewal: Number of flights:(if recorded) (no decimals)

Is the aircraft equipped for glider towing:

Date last annual inspection completed:

**Part 2**

BGA M3/A8-25 site where Star Annual has been completed:

# Compliance Statement

It is confirmed that compliance with the following has been established and is properly entered and certified in the aircraft technical records.

All modifications/changes and repairs revealed during this inspection and carried out since last C of A renewal have been assessed for approval and are properly recorded and certified in the appropriate log books:

All applicable Airworthiness Directives have been reviewed and embodied as required up to:

**Motor Gliders:** BGA Airworthiness Compendium date:

BGA Technical News Sheets issue:

Manufacturers AD check review date:

**Tug Aircraft:** (including Motor Gliders not supported by BGA Compendium of Airworthiness Directives)

CAP 747 issue  revision

Aircraft state of design AD’s:  (Bi-weekly, Issue or Date)

Engine state of design AD’s:

Propeller state of design AD’s:

Equipment state of design AD’s:

The aircraft complies with TCDS/AAN:  revision:

Maintenance programme reference:       Issue:  Amendment:

All scheduled maintenance items and component lives satisfactory:

All known defects since last C of A renewal have bee corrected or carried forward in a controlled manner

All maintenance carried out since last C of A renewal has been properly released to service

Current weight schedule reflects condition of aircraft:

Date of latest weight & C of G schedule:

Date of last weighing:

The aircraft conforms to the correct amendment of the Flight Manual

Flight Manual amendment/revision status: issue:  Revision:

Flight manual supplements:

Radio equipment installed is in accordance with radio license: or N/A if non radio

Radio license expiry:

BGA 278 Airworthiness Review completed (parts A & B) date:

All findings from the document & physical surveys have been appropriately addressed

Only if required: Maintenance check flight completed date:  Flight test schedule

Certificate of fitness for flight under "A" conditions issued date:  Expiry date: N/Aif previous C of A valid

**Part 3**

# Certification and Recommendation

The aircraft work pack & documentation have been reviewed and are complete, the Star Annual check has been carried out in a suitable environment at a BGA M3/A8-25 site, all completed work is correctly released and the above information is correct.

I recommend to the BGA that above aircraft is transitioned to Non expiring C of A and NARC

BGA Chief Engineer.

Signed: Name: Date: BGA Auth. No:

Instructions for use;

This form is used for Annex II motor glider and tug transition from C of A to NARC by BGA M3/A8-25 sites

Look up the current fee on the BGA web site and make payable to British Gliding Association

<http://www.gliding.co.uk/bgainfo/technical/fees.htm> Include the payment with this form and renewal package

Post the completed renewal package to BGA head office;

8 Merus Court, Meridian Business Park, Leicester. LE19 1RJ

Items to send;

BGA 202

BGA 278

Old C of A (if expired) (Copy if still current)

Maintenance check flight report (if applicable)

Fee

**DO NOT SEND:**

Copies of maintenance worksheets, LAMS check sheets, release certificates and other maintenance paperwork. All these must be kept with the aircraft records DO NOT send to BGA unless specifically requested.