



British Gliding Association

Kimberley House, Vaughan Way, Leicester. LE1 4SE.

LETTER OF AGREEMENT

To comply with EU regulation 2042-2003 Part M, on receipt of this letter of agreement signed by the owner the BGA will act as the Continuing Airworthiness Management Organisation in the uncontrolled environment for the aircraft listed below.

“The owner entrusts to the approved organisation (BGA) the management of the continuing airworthiness of the aircraft, the development of a maintenance programme that shall be approved by the airworthiness authorities of the Member State where the aircraft is registered, and the organisation of the maintenance of the aircraft according to said maintenance programme in an approved organisation.

According to the present arrangement, both signatories undertake to follow the respective obligations of this arrangement.

The owner certifies, to the best of their belief that all the information given to the approved organisation concerning the continuing airworthiness of the aircraft is and will be accurate and that the aircraft will not be altered without prior approval of the approved organisation.

In case of any non-conformity with this arrangement by either of the signatories, it will become null. In such a case, the owner will retain full responsibility for every task linked to the continuing airworthiness of the aircraft and the owner will undertake to inform the competent authorities of the Member State of registry within two full weeks”.

(Extract: Part M, Appendix 1)

The BGA will maintain a Continuing Airworthiness Management Organisation approval (CAMO) to fulfil the obligations above. This CAMO and obligations are detailed in the BGA Airworthiness Exposition and summarised in BGA AMP Leaflet 1-4#

The aircraft owner/operator obligations are summarised below:

- Have a general understanding of the maintenance programme
- Have a general understanding of Part M
- Present the aircraft at an approved maintenance organisation as agreed with that organisation
- Not modify the aircraft without first consulting with a BGA inspector
- Inform the BGA Satellite continuous airworthiness management organisation (CAMO) of all maintenance exceptionally carried out without the knowledge of that satellite organisation
- Report all significant defects to the BGA Satellite CAMO
- Inform the member state of registry if the present arrangement is denounced by either party
- Inform the member state of registry and the BGA if the aircraft is sold
- Report occurrences, incidents and accidents through BGA reporting procedures
- Comply with BGA Laws and Rules for Glider Pilots
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I will comply with the above obligations for inclusion in the BGA Part M CAMO and I wish to enter the following aircraft:

(Please include Motor Gliders and Tugs that you wish to include in the BGA CAMO).

Registration & BGA Number	Aircraft Type	Aircraft serial number	Owners/Operators name and address
G- BGA			



J Hammerton. Chief Technical Officer,
For the British Gliding Association, dated 18 September 2007.

Signed.....Name.....Date.....
as Aircraft owner, Aircraft operator**.

Please return a signed copy of this agreement to the BGA and retain a copy in the aircraft files for future reference.

CAA approval ref UK.MG.0279