



General advice on buying a new or used glider.

Before deciding on what type of glider to buy, first check the model is type approved for the issue of a BGA or EASA C of A.

Look in CAA publication CAP 747 available do download from the CAA web site;

www.caa.co.uk/docs/33/CAP747.PDF

Also check the EASA web site for new additions;

www.easa.eu.int/home/tc_aircraft_en.html or

EU product listing

http://www.easa.eu.int/doc/Certification/Design_Appro/EU%20Product%20type%20certificates.pdf

EASA Annex II listing

<http://www.easa.eu.int/doc/Certification/ptf/New%20Annex%20II%20Issue%208%20dated%20130907.pdf>

All EU products must be registered with the CAA and will be issued with an EASA Non expiring C of A and Airworthiness Review Certificate.

Only Annex II types are eligible for BGA registration and a BGA C of A.

The Glider Transition process (BGA C of A to EASA C of A) is not applicable to any glider coming into the UK after 28 September 2007.

If the aircraft type is not type approved either as an EU product or as a BGA approved Annex II operating in the UK, you will not normally be able to get a C of A or operate the glider until the type certification is completed. Contact the CAA for a “prototype” investigation quotation.

It strongly recommended that you get a BGA inspector to survey the aircraft prior to purchase. This is especially important for used aircraft.

EU Products:

Documents that will be required;

For New gliders from within the EU;

EASA form 52 Statement of Conformity.

Certificate of Non-registration issued by the manufacturing country competent authority

Factory weighing report

Factory flight test

Equipment list

Equipment release documents

For Used gliders from within the EU;

EU Domestic C of A issued or renewed within the previous 12 months, or

Export C of A issued within the past 60 days, or

EASA non expiring C of A with valid ARC

Certificate of De-registration issued by the last state of registry.

For New or Used Gliders from outside the EU

Export C of A issued within the past 60 days

Certificate of De-registration issued by the last state of registry.

For All gliders;

The maintenance history including previous log books

Details of any modifications.

Details of accidents and repairs.

Flight manual – English version and up to date

Maintenance and repair manuals for airframe (and engine) – recommended

Copy of the Type Certificate Data Sheet (TCDS)

Insurance Certificate (for registration)

On return the UK:

Contact the BGA for a BGA Number and Trigraph (no charge)

Register with the CAA by completing a CA1 form and sending the appropriate fee, and display "G-" registration markings and Trigraph or Comp number on the Fin. (BGA Op reg 1.9)
Guidance can be found in BGA AMP leaflet 3-7.

<http://www.gliding.co.uk/bgainfo/technical/ampmanual/3-7.pdf>

You will need the non or de-registration and insurance certificates for this.

Forms and fees for registration are available on the CAA web site

<http://www.caa.co.uk/default.aspx?catid=122&pagetype=90&pageid=138>

or by telephoning the Aircraft Registration Section on 020 7453 6666

You should follow the CAA process for obtaining an EASA C of A and ARC by completing a CA3 form and sending the appropriate fee for a "Glider C of A initial Issue - series" (Self Sustainers are classed as Gliders) DO NOT apply to the BGA or use the transition process.

<http://www.caa.co.uk/default.aspx?catid=720&pagetype=90&pageid=3924>

forms and fees for C of A application are available on the CAA web site

<http://www.caa.co.uk/docs/33/CA3+notes-20070816.pdf>

The CAA fee is currently £160 (1/11/07) for a glider C of A issue with Airworthiness Review Certificate.

New gliders

will require an acceptance check to bring on to BGA Glider maintenance programme this is detailed on the new BGA 267 plus any additional work that may be required

<http://www.gliding.co.uk/bgainfo/technical/gms/bga267.doc>

The BGA GMS maintenance programme is available on the BGA web site

<http://www.gliding.co.uk/bgainfo/technical/gms.htm>

or to purchase from the BGA shop

The factory flight test and weighing are acceptable for new aircraft provided the equipment fit is accurately reflected.

Used gliders

will require either a full "C of A" inspection or bridging inspection depending on where it is in the maintenance cycle. (New BGA 267)

Re-weigh

Note:

If the instrument panel installation is changed or altered, modification approval will be required before an EASA C of A can be issued. Only released primary instruments are used

It is strongly recommended for safety reasons, that Imperial flight instruments are fitted (Feet/Mb, Kts) see the Flight Manual for details of approved instruments.

Owners of new to the UK gliders should complete the BGA Letter of Agreement (BGA LOA) for inclusion into the BGA CAMO and controlled environment. This will enable the BGA to renew the ARC in future years.

<http://www.gliding.co.uk/bgainfo/technical/easa/documents/loa.pdf>

Annex II gliders:

Obtain BGA Number and Trigraph

Display Trigraph or Comp number on fin and BGA number (BGA Op Reg 1.9)

Documents that will be required:

Certificate of De-registration

Export C of A or Current Domestic C of A

Weighing report

BGA Inspector will carry out the initial inspection to BGA 267 and may issue a BGA 30 day ticket
BGA Inspector will apply for BGA C of A forwarding all the listed documents.

Buying from within the UK

If the glider is "G" registered you are required by law to notify the CAA and change the registration details.

The seller has to notify the CAA and the purchaser is required to complete an application form (CA1) and pay the appropriate fee to the CAA. The BGA should be advised of the change to maintain our records and so important airworthiness information can be correctly forwarded.

It is necessary to complete a new BGA Letter of Agreement to allow the CAMO transfer.

If the glider is registered with the BGA (BGA C of A) the new owner must inform the BGA as soon as possible.

Documents to be transferred with the glider

Current C of A (& ARC)

Log books

Maintenance history

Weighing report

The general advice as for buying a glider from overseas, also applies.

The information above is produced by the British Gliding Association and is for general guidance. No responsibility can be accepted for errors or omissions and subsequent changes to EASA and UK CAA requirements. The information is believed to be correct and accurate at date of publication. For the latest situation regarding the issue of EASA C of A and CAA (G) registrations contact the BGA.