

## Buying and Selling a Sailplane

Buying a sailplane (or any other aeroplane) is a large investment for anyone and to avoid complications there are various steps that should be followed and regulations that must be complied with. There have been a number of changes over the past few years since EASA came along that mean that some previous practices are no longer appropriate or allowed.

This briefing note is designed to explain what you need to do to work through the purchase process. The information is applicable for sailplanes, powered sailplanes and powered aircraft

### **CHECK TYPE APPROVAL**

Before deciding on what type of aircraft to buy, you should first check whether the model is type approved for the issue of a BGA or EASA C of A and whether it is within the BGA scope of approval. Refer to the CAA's CAP 747 available on the CAA web site.

For products manufactured within the EU and for products manufactured outside the EU refer to the EASA website.

You will also need to ensure that the aircraft type is within the BGA scope of approval. Generally, if the aircraft you are planning to purchase is not the first of its type in the UK, this will be the case. However, if your chosen aircraft is not currently within the BGA scope of approval, there may be an approval variation fee due to the CAA which you will have to pay. A phone call to the BGA will confirm the position.

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The Transition process for EASA aircraft (BGA C of A to EASA C of A) is not applicable to any sailplane unless it was registered with the BGA and held a BGA C of A prior to September 2007

It is strongly recommended that a BGA inspector or licensed engineer surveys the aircraft and its records prior to purchase.

Details of the documents that will be required for registration are available on the CAA website under 'C of A', 'Transfer documentation'.

In summary, if you are buying a new EASA aircraft from within the EU, you will need:

- EASA form 52 Statement of Conformity<sup>#</sup>
- Certificate of Non-registration<sup>#</sup>
- Factory weighing report
- Factory flight test
- Equipment list
- Equipment release documents
- Flight Manual (in English)
- Maintenance Manual

If you are buying a used EASA aircraft from within the EU, you will require

- EASA non expiring C of A<sup>#</sup>
- Valid Airworthiness Review Certificate (ARC)<sup>#</sup>
- Certificate of de-registration issued by the last state of registry<sup>#</sup>
- The maintenance history including log books
- Details of any modifications.
- Details of accidents and repairs.
- Flight manual (in English and up-to-date)
- Maintenance manual

If you are buying a new or used EASA aircraft from outside the EU, you will require:

- an Export C of A issued within the past 60 days<sup>#</sup> in lieu of EASA form 52 or EASA C of A and ARC.
- You will also require all the other documents detailed above depending on whether you are purchasing a new or used aircraft

<sup>#</sup>CAA "transfer documents"

## NOTE

It is possible to import a used EASA aircraft without a current ARC. However, the CAA will treat such an application on a case-by-case basis. The fees are likely to be determined by the amount of time and investigation work the CAA are required to do. The CAA's advice as follows:

- A) If the aircraft has not been de-registered from the existing member state's register, the CAA's first option is to request that the owner obtains an ARC from the current state of registry. After this has been obtained, an application would need to be made to the CAA for the issue of a C of A. The CAA process is to issue the C of A based on the current ARC and then revalidate the ARC with the new 'G' registration.
- B) If the ARC has expired and the aircraft is no longer on the issuing member state's register, the general process is to request a statement from the previous state of registry confirming that the C of A was valid (i.e. it had not been suspended or revoked) at the time it left their register and ask for details of any incidents or accidents that have been reported to them under Part M, point M.A.202, Occurrence reporting. Following confirmation by the CAA that the information received is acceptable, they will require an appropriately approved CAMO to carry out an Airworthiness Review and make a recommendation to the CAA.
- C) In respect to item B above, it is at the discretion of the CAA whether a survey by a regional office surveyor is required before the C of A and ARC can be issued.

## USING THE BGA CAMO

There are five distinct steps that you must follow if you wish to operate the aircraft under the BGA Airworthiness Organisation and CAMO (i.e. if you wish BGA inspectors to examine, work on and/or issue ARCs for the aircraft).

- A) Contact the BGA to register the aircraft and download a copy of the BGA Glider Maintenance Programme (GMP) from the BGA web site. You will be given a BGA Number and trigraph. (Self launching powered aircraft use the CAA Light Aircraft Maintenance Programme - LAMP).
- B) Register the aircraft with the CAA and apply the appropriate registration marks to the aircraft. BGA AMP Leaflet 3-7 has more details. You will need to arrange insurance to complete the registration. Don't forget the BGA-required fin markings (BGA Operational Regulations).
- C) If you are purchasing a used aircraft you will need to apply to the BGA for an Airworthiness Support Package (not needed for new aircraft). This will entitle you for the next 12 months to receive BGA airworthiness support for the aircraft, will allow BGA inspectors to certify any maintenance and issue ARCs through the BGA CAMO. The fee for the Airworthiness Support Package also covers the issue of your next ARC (as long as this is within 12 months of purchasing airworthiness support).
- D) You must complete a BGA Letter of Agreement (LOA) and send this to BGA. As part of the BGA maintenance programme, all used sailplanes must be re-weighed.
- E) For new sailplanes: Apply to the CAA for a C of A using their on-line portal (you must pay by card or bank transfer). Make sure you ask for an email copy as this has an important reference number needed later. Then apply for the ARC using the on-line process (many of the questions are repeated). You will need the C of A application reference during the ARC application. It is quite complicated so you may need assistance from an inspector. As this is part of the initial C of A/ARC process, the fee will be nil as you will have already paid it during the C of A application. The CAA will issue a new non-expiring C of A and a new ARC valid for one year. In addition, for new sailplanes, you need to complete the acceptance check as stated on the BGA Form 267

For used sailplanes: Apply to the CAA for a C of A using the on-line portal (and where you must pay by card or bank transfer). The CAA will issue a new non-expiring C of A and amend the existing

ARC. The ARC and annual expiry dates will remain unchanged. The maintenance cycle will remain un-changed. The next annual inspection and the renewal of the current ARC will be due at the same time as prior to importation.

The forms are on the CAA website:  
[www.caa.co.uk/forms](http://www.caa.co.uk/forms)

You can calculate CAA fees using their calculator

### Notes and Tips

Only primary instruments (ASI, altimeter for sailplanes plus compass for powered sailplanes) released with an EASA Form 1 or equivalent may be installed. Variometers, loggers, flight computers plus compasses in sailplanes are optional instruments and should have a Certificate of Conformity or be traceable to a previous transitioned installation.

For safety reasons, it is strongly recommended that all flight instruments fitted use imperial units (feet, Kts, etc). See your aircraft's Flight Manual for details of approved instruments.

If the aircraft has any radio equipment installed you will need to apply for a radio licence.

To avoid extensive complications, you should ensure that the ARC has not expired or is due to expire before applying for your new C of A. The CAA does not recognise an expired ARC as a valid transfer document.

You can, if you wish, operate the aircraft on its old EU registration, C of A and ARC. However, it must be operated as such - a foreign aircraft. The BGA will be unable to provide any airworthiness support or inspector certification. This means that upon expiry of the current ARC, the aircraft will need to go back to the country it was imported from for an ARC renewal.

Once an aircraft has been de-registered in its previous country of registration, the C of A and ARC are invalid for flight.

The CAA doesn't usually survey imported EASA aircraft but does have the right to. Applications for new Cs of A and ARCs should be sent to:

Applications and Approvals Dept.  
Civil Aviation Authority  
Aviation House  
Gatwick Airport – South  
West Sussex RH6 0YR

## SELLING AN EASA AIRCRAFT

You do not need an export C of A if you are selling an EASA aircraft within Europe; the EASA C of A and valid ARC are the required transfer documents. If you are selling to somebody outside the EU, you may need an export C of A. Contact the CAA for details.

You must advise the CAA registration section if you sell an EASA aircraft.

You are obliged to transfer the log books and complete maintenance history to the new owner.

You must advise the BGA you have sold the aircraft.

## **BUYING ANNEX II SAILPLANES FROM OUTSIDE THE UK**

Ensure the type of sailplane is BGA type approved. Generally, if the sailplane is type approved in another EU country and holds a national C of A, it will be acceptable to the BGA. If you are not sure, check prior to purchase.

- Register the sailplane with the BGA (no charge). You will be given a BGA Number and trigraph.
- Display the trigraph (or BGA competition number) on the sailplane's fin and display the BGA number (see BGA Operational Regulation 1.11)

You will require the following documents:

- Certificate of De-registration
- Export C of A or current domestic C of A
- BGA Form 267
- New weighing report

A BGA Inspector will carry out the initial inspection to BGA 267 and reweigh the sailplane and, if appropriate, may issue a BGA 30 day ticket.

The BGA Inspector will apply for your BGA C of A, forwarding all the listed documents.

## **BUYING AND SELLING WITHIN THE UK**

If the glider is CAA-registered (has a G-registration), both parties must (by law) notify the CAA to change the registration details within 28 days. Details are on the back of the your registration document.

### **Sellers**

The seller of an EASA aircraft must advise the CAA of the sale as soon as possible by completing the back of the registration document and forwarding to the CAA Aircraft Registration Section.

### **Purchasers**

The new owner of an EASA glider must complete the CAA Aircraft registration process by completing form CA1 and forwarding it to the CAA with the current fee.

More information is on the CAA web site.

Failure to notify and complete the process within the 28 day period will result in the CAA suspending the Certificate of Airworthiness. This will effectively mean that the aircraft has become grounded. If the registration is not completed within two months, the Certificate of Airworthiness will be revoked by the

CAA. To reinstate the C of A the owner will need to apply for a new C of A and pay the appropriate fees to the CAA.

### **Notify the BGA**

All owners (of both EASA and Annex II aircraft) are reminded that they should advise the BGA about changes of ownership. This is very important: without this information the BGA will not be able to send important airworthiness information, ARC/BGA C of A reminders, etc.

The new owner of an EASA glider must also complete a new BGA Letter of Agreement to allow the CAMO transfer.

## **DOCUMENTS**

The following documents are to be transferred with the glider:

- Certificate of Airworthiness (all gliders)
- Current ARC (EASA gliders)
- Log books
- Maintenance history
- Weighing report
- Any other relevant documents

For Annex II sailplanes the new owner must advise the BGA. CAA notification is not applicable.