Chapter A3-1 Certificates of Airworthiness

1 Introduction

1.1 The issue of a Certificate of Airworthiness is dependent on the aircraft being registered in the United Kingdom and will be subject to compliance with the procedures outlined in this Chapter A3–1.

1.2 Before the issue of a Certificate of Airworthiness the aircraft should normally conform to a design standard approved or accepted by the CAA. The procedures for type certification are given in Chapter A2–2.

NOTE: BCAR Chapter A3-1 has been derived from European Commission Regulations (EC) No. 1702/2003 Part 21 and (EC) No. 2042/2003, Part M and references the corresponding Part 21 or Part M paragraph after each subtitle, in italic text.

2 Scope *(Part 21A.171)*

2.1 This requirement establishes the procedure for issuing certificates of airworthiness to those aircraft defined in Regulation (EC) No. 216/2008, Article 1 paragraph 2 ('State aircraft') and Annex II to that Regulation. These aircraft are known collectively as 'non-EASA' aircraft.

3 Eligibility *(Part 21A.172)*

Any natural or legal person shall be eligible as an applicant for an airworthiness certificate for that aircraft under this requirement.

4 Application *(Part 21A.174)*

4.1 An application for a certificate of airworthiness shall be made in a form and manner established by the CAA. An application form SRG 1710, which can be found on the CAA website, shall be completed, and returned together with the appropriate fee, as detailed in the CAA Scheme of Charges.

4.2 The Applicant shall pay charges equal to the cost of the investigation, but not exceeding the amount prescribed in the CAA Scheme of Charges. See Official Records Series 5, Airworthiness, Noise Certification and Aircraft and Aircraft Engine Emissions Scheme of Charges – available on the CAA website.

4.3 During the investigation, if it is necessary for a CAA Surveyor to travel outside of the UK, the CAA will require the Applicant to meet the additional costs involved.

4.4 Each application for a certificate of airworthiness should include:

a) with regard to new aircraft:

i) a statement of conformity attesting to the design standard. For an imported aircraft, a statement signed by the exporting authority that the aircraft conforms to a design approved by the CAA;

ii) a weight and balance report with a loading schedule;

iii) the flight manual, when required by the applicable airworthiness requirements for the particular aircraft;

b) with regard to used aircraft:

i) a statement by the National Airworthiness Authority for the State of Registry where the aircraft is, or was, registered, reflecting the airworthiness status of the aircraft on its register at the time of transfer. This will normally be by issue of an Export Certificate of Airworthiness (issued within the 60 days preceding receipt of the application by the CAA) or alternatively a current Certificate of Airworthiness issued or renewed less than twelve months prior to the date of receipt of the application by the CAA, or by a method deemed acceptable to the CAA;

ii) a weight and balance report with a loading schedule;

iii) the flight manual when such material is required by the applicable airworthiness requirements for the particular aircraft;

iv) historical records to establish the production, modification, and maintenance standard of the aircraft, including all limitations;

— a recommendation for the issuance of a certificate of airworthiness and a National Airworthiness Review Certificate following an airworthiness review in accordance with Chapter A8-25, paragraph 10.

4.5 Any deviations from the approved design standard should be declared and agreed by the CAA prior to the application being accepted, and where appropriate agreed with the exporting authority.

5 Language *(Part 21A.175)*

5.1 The relevant records, manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications shall be presented in English.

6 Transferability *(Part 21A.179)*

6.1 Where ownership of an aircraft has changed, the certificate of airworthiness shall be transferred together with the aircraft provided the aircraft remains registered in the UK.

7 Inspections *(Part 21A.180)*

7.1 In accordance with Article 36(2) of the Air Navigation Order, any person authorised by the CAA, may inspect the aircraft or its equipment or any documents relating to the aircraft, at any reasonable time.

8 Duration and continued validity *(Part 21A.181)*

8.1 A certificate of airworthiness shall be issued for an unlimited duration. It shall remain valid subject to:

a) compliance with the applicable type-design and continuing airworthiness requirements; and

b) the aircraft remaining on the UK register; and

c) the type-certificate under which the airworthiness certificate was issued remaining valid;

d) the certificate not being surrendered or revoked.

9 Issue of certificate of airworthiness *(Part 21A.183)*

9.1 In order to satisfy the CAA in accordance with Article 18 of the Air Navigation Order and enable the CAA to issue a certificate of airworthiness, the applicant should normally provide:

9.1.1 for new aircraft:

a) the documentation required by paragraph 4.4b);

b) evidence that the aircraft conforms to an approved design and is in a condition for safe operation. This may include inspections by the CAA.

9.1.2 for used aircraft:

a) the documentation required by paragraph 4.4b) demonstrating that;

i) the aircraft conforms to a type design approved under a type-certificate, any applicable supplemental type-certificates, changes or equivalent, or repairs have been approved in accordance with BCAR requirements, and any applicable airworthiness directives have been satisfied; and,

ii) the aircraft has been inspected in accordance with the applicable provisions of BCAR requirements; and,

b) evidence that the aircraft conforms to an approved design and is in a condition for safe operation. This may include inspections by the CAA.

10 National Airworthiness Review Certificate

10.1 An aircraft with a national certificate of airworthiness must not fly unless it has a valid national airworthiness review certificate.

10.1.1 A national airworthiness review certificate is valid for one year but may be extended for up to 2 further years (making three in all).

10.2 Initial issue of national airworthiness review certificate.

10.2.1 Where an aircraft has not previously held a national airworthiness review certificate a national airworthiness review certificate must be issued by the CAA.

10.2.2 The CAA may do this after itself carrying out an airworthiness review. Alternatively it may rely on a recommendation. A continuing airworthiness management organisation (CAMO), which has been approved for this purpose[1] can make a recommendation for any aircraft within its scope after carrying out an airworthiness review.

10.2.3 In the case of an aeroplane or a helicopter with a maximum total weight authorised of 2730kg or less, an aeroplane and rotorcraft maintenance organisation which has been approved for this purpose[2] can make a recommendation after carrying out an airworthiness review.

10.3 Issue of national airworthiness review certificate where one has previously been issued.

10.3.1 Where an aircraft has previously held a national airworthiness review certificate, following an airworthiness review in accordance with Chapter A8-25, a national airworthiness review certificate may be issued for an aircraft:

a) by the CAA in the same way as it issues the initial national airworthiness review certificate, i.e. after carrying out an airworthiness review itself, or on the basis of a recommendation. An aeroplane and rotorcraft maintenance organisation which has been approved for this purpose can make a recommendation for aircraft not used in commercial air transport of 2730 kg MTOM or less, and not used for State purposes; or

b) by a CAMO approved for this purpose.

10.4 Extension of a national airworthiness review certificate of an aircraft in a controlled environment:

10.4.1 The validity of a national airworthiness review certificate of an aircraft in a controlled environment may be extended by the CAMO which is managing the airworthiness of the aircraft on a maximum of two occasions, for a period of 12 months on each occasion.

10.4.2 An aircraft is deemed to have been in a controlled environment if it is an aircraft which has been continuously managed during the previous 12 months by a CAMO approved for the purpose, and maintained by a maintenance organisation approved in accordance with BCAR requirements, or where permitted, pilot maintenance.

10.5 Extension of a national airworthiness review certificate of an aircraft, which is not in a controlled environment:

10.5.1 The validity of a national airworthiness review certificate of an aircraft not used in commercial air transport with a maximum total weight authorised of 2730kg or

[1] A CAMO may be approved under article A14 of the ANO – see also BCAR A8-25
[2] An aeroplane and rotorcraft maintenance organisation may be approved under article A15 of the ANO – see also BCAR A8-25

less, or which is not used for State purposes, and which is not in a controlled environment may be extended on a maximum of two occasions, for a period of 12 months on each occasion after carrying out an annual review by:

a) an appropriately licensed engineer;

b) a CAMO or an aeroplane and rotorcraft maintenance organisation approved for this purpose.

10.5.2 The validity of a national airworthiness review certificate of an aircraft with a maximum total weight authorised of more than 2730kg, or which is used for commercial air transport or for State purposes, which is not in a controlled environment may be extended on a maximum of two occasions, for a period of 12 months on each occasion after carrying out an annual review by a CAMO approved for this purpose.

10.6. A national airworthiness review certificate must not be issued or a recommendation to issue made if there is evidence or reason to believe that the aircraft is not airworthy.

10.7 Conduct of annual review.

10.7.1 An annual review[3] is a check to establish that:

1) all maintenance specified in the approved maintenance programme has been carried out in accordance with the programme;

2) all modifications and inspections deemed mandatory by the CAA have been carried out as required by the CAA;

3) all defects entered in the aircraft records have been rectified or deferred in accordance with CAA approved procedures; and

4) all required certificates of release to service have been issued.

10.8 Assistance to be provided by the owner or operator.

10.8.1 When the CAA carries out the airworthiness review and/or issues the national airworthiness review certificate itself, the owner or operator must provide the CAA with:

a) the documentation required by the CAA;

b) suitable accommodation at the appropriate location for its personnel; and

[3] See A8-25

c) when necessary, the support of personnel appropriately qualified in accordance with Part-66 or in accordance with BCAR Section L.

10.9 A national airworthiness review certificate must not be issued or extended, or a recommendation to issue be made, if there is evidence or reason to believe that the aircraft is not airworthy.

10.10 Potential safety threat.

10.10.1 Whenever circumstances reveal the existence of a potential safety threat, the CAA must carry out the airworthiness review and issue the national airworthiness review certificate itself.