

EASA Airworthiness Regulation *What it Means to You*



A BGA Guide *For UK Owners & Operators*



British Gliding Association



INTRODUCTION

On the 28th September 2008, the exemption from European airworthiness rules that the majority of British gliders currently enjoy comes to an end.

From that date on, all British gliders (apart from some historical and experimental gliders – detailed in this document) will have to have an EASA Certificate of Airworthiness and associated Airworthiness Review Certificate in order to continue flying.

To ensure that all gliders will have the correct certification by the 28th September 2008 deadline, the BGA has agreed with the CAA that we will begin the process of transition from the current system of BGA Certificates of Airworthiness on 1st October 2007. If your glider has a BGA C of A that expires on or after October 1st this year, you will not be able to apply for a new BGA C of A. Instead, you will need to apply for an EASA C of A.

This BGA booklet explains the background to these changes and takes you through the steps that have to be completed to keep your glider in the air.

BACKGROUND

Some years ago, the UK, along with all other European Union (EU) member states, accepted that airworthiness would, in future, be regulated by a pan-European aviation authority, EASA. In the early days of EASA, consultation was virtually non-existent and, despite a certain amount of pleading by European gliding organisations after the event, nearly all gliders with a mass exceeding 80kg were pulled into EASA airworthiness regulation. 'Nearly all' because a few historic types are exempted from EASA regulation under what is known as Annex II. This explains the terms 'EASA gliders' and 'Annex II gliders'. A list of Annex II gliders is given on pages 10 and 11 of this booklet.

EASA airworthiness certification regulation became EU law in September 2003. Realising that the UK was not yet in a position to implement the new rules, the Department for Transport (DfT) agreed with the BGA that the existing BGA airworthiness process provided a safe alternative and therefore supplied us with a temporary exemption from the new regulation. With one or two detail changes along the way, it was decided that the BGA fleet of EASA gliders would remain exempt until September 2008.

While all gliding in the EU has been burdened with a one-size-fits-all airworthiness system that applies to everything from a glider to an A380, the UK faced a particular challenge because (unlike most other European countries) our glider airworthiness system was run by the BGA itself – without any state involvement. Moving an EASA glider from this system into an EASA-regulated one threatened to create big problems for UK glider owners. Ironically, our very

success in running our own system meant there was a risk that all UK glider maintenance, repairs and modifications would not be recognised and would have to go through a potentially costly approvals process. Another possibility was that the CAA would have to directly manage all UK glider airworthiness.

Anticipating these issues, the BGA had much earlier developed contact with both the DfT and EASA to ensure that they understood the BGA's expert opinion. Following a meeting in 2006 between the BGA, DfT and EASA, the latter carried out a review of the BGA airworthiness system in early 2007, using a major EU member state regulated glider airworthiness process as a benchmark.

Following this, the BGA was delighted when EASA confirmed that the BGA airworthiness system was deemed equivalent to a nationally regulated system. This has enabled the CAA to accept that EASA gliders – managed until now under the BGA airworthiness system – can be transferred to an EASA-regulated environment, unaffected by any existing BGA-approved modifications or repairs. (There are a few gliders with BGA-approved modifications that have been identified by EASA as requiring follow-up action that may result in a restricted EASA C of A.) All that remained to do between spring and autumn 2007 was to develop and agree how the transfer process would work with the minimum of disruption and cost to glider pilots.

A small team of dedicated BGA volunteers and staff has worked tirelessly to achieve this result. It will continue to do so in the year ahead to make these changes as painless as possible for you.



WHAT DOES THIS MEAN TO YOU?

If your current BGA Certificate of Airworthiness expires before 1st October 2007, you should renew it in the normal way. When your renewed BGA C of A expires, you will need to obtain an EASA C of A next year, by the time your BGA C of A expires or by September 28th 2008, whichever comes earlier.

If your current BGA C of A expires on or after 1st October 2007, you will not be able to obtain a new BGA C of A. Instead, you must obtain an EASA C of A and the accompanying Airworthiness Review Certificate (ARC). The only exceptions to this rule relate to the small number of Annex II aircraft which remain under the current BGA airworthiness system.

Although there are still a few points of detail to be ironed out, the transition process for EASA gliders is now sufficiently well defined to allow owners and operators to begin planning the transfer from a BGA C of A to an EASA C of A.

The flowchart shown on the next page is not designed to be a substitute for reading, absorbing and understanding the detailed advice that is given in this booklet (which will be supplemented as required with information on the BGA website), but we hope it will help you visualise the new process.

As every British glider owner knows, the BGA C of A was valid for one year and had to be renewed annually. By contrast, an EASA C of A is issued for the life of the aircraft and confirms the aircraft's 'initial airworthiness' under what's known officially as 'Part 21' of the European rules.

However, an EASA C of A has to be revalidated annually, by the issue of an Airworthiness Review Certificate (ARC). This 'continuing airworthiness', which includes maintenance, is subject to detailed EASA regulation of its own – the so-called 'Part M'.

HOW TO APPLY FOR AN EASA CERTIFICATE OF AIRWORTHINESS

Step 1 – Registration

All aircraft must be state registered (ie issued with a G-XXXX registration by the CAA) before they can be issued with an EASA C of A. The CAA will charge you a £60 fee for registering each glider. See page 5 for detailed advice on registering your glider with the CAA. Remember – once your glider has been state registered, the law requires you to display the allocated markings before the glider's next flight. You can, though, continue to fly on your current BGA C of A after CAA registration, until it expires. The BGA recommends that you start the registration process about three months before the expiry of your BGA C of A.

Step 2 – Find an Inspector

The BGA inspector who already knows your glider well will probably be the best inspector to guide you through the process of transition to an EASA C of A. The BGA advises you to discuss this transition in the context of inspector availability, your glider, your

BGA C of A expiry date and the transition timetable. With the timetable in mind, please note:

- To help prevent bottlenecks we have agreed with the CAA that we will try to carry out the transition just prior to the expiry of each existing BGA C of A.
- The transition process will apply to EASA gliders with a BGA C of A expiring on or after October 1, 2007.
- Irrespective of the date of expiry of a BGA C of A, a new BGA C of A will not be issued to any EASA glider if the Form 267 Certificate of Release to Service (recommending renewal of the BGA C of A) which accompanies the application is dated on or after October 1, 2007.

We will be providing specific guidance material for inspectors, to be backed up with training seminars later this year.



Step 3 – Obtain a Transition Pack

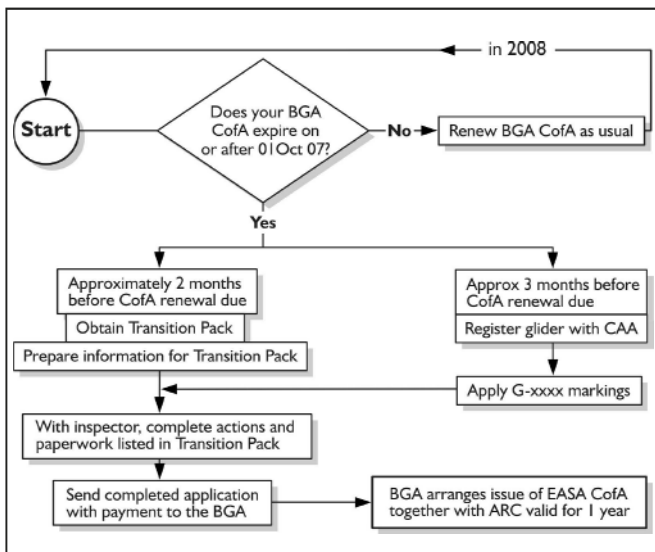
To complete the transfer, the owner must provide the BGA inspector with important information, which the inspector must subsequently verify. To help with this, the BGA has produced a transition pack. This will be available on the BGA website from the end of July 2007. Alternatively, you can obtain a copy from the BGA office. It is suggested that you get a transition pack about two months before you intend to apply for an EASA C of A. The transition pack will include:

1. A covering letter from the BGA to owners.
2. Information and guidance material.
3. The transition documents and checklist – this includes documents declaring modification and repairs, equipment, airworthiness directives, weighing, etc.
4. An EASA-compliant BGA 267 (glider maintenance schedule report).
5. An owner/BGA letter of agreement and covering letter.

The BGA strongly recommends that you and your inspector take time to read the detailed guidance material before completing the paperwork and transition process, as mistakes and queries will delay and complicate the process.

Step 4 – Complete the Paperwork

Collating the information required by the pack may take time. Starting two months prior to making your final application for an EASA C of A would be a wise contingency.



Drawing © SN Longland

Step 5 – Application

The completed pack of information must then be forwarded to the BGA for further verification against data held by the BGA and for quality checking. Once satisfied that everything is in place, the BGA will arrange the issue of an EASA C of A complete with the first-year ARC (thus validating the non-expiring EASA C of A for one year).

The application should be accompanied by a payment of £120, which includes the fee that the CAA charges for issuing an EASA C of A with first-year ARC.

Please note that, in any event, affected gliders must be issued with an EASA C of A by September 28, 2008. After that date, no gliders (apart from the Annex II gliders) may fly anywhere in the EU, including in the UK, without an EASA C of A and valid ARC.

The BGA will publish additional information and advice as it becomes available over the coming months. Please stay up to date with the latest advice by visiting the new EASA C of A Transition pages, which you can find on the BGA website at www.gliding.co.uk. If you have questions which this booklet doesn't answer, try the FAQ section on these web pages.



APPLYING FOR CAA REGISTRATION

You must register your glider with the Civil Aviation Authority before applying for an EASA Certificate of Airworthiness. Registering your glider with the CAA costs £60.

First of all, make sure you consider the timescale you'll need to meet, and ensure you apply to register your aircraft roughly three months before you apply for an EASA C of A. Don't forget to factor in the time you'll need to have the glider marked with its UK registration (G-XXXX) once the glider is registered and before it is next flown.

Distribution of Forms

The CAA registration application form CA1 and reply-paid envelopes will be posted to all glider owners affected by the transition to EASA C of A. The various forms associated with registration are also available on the CAA website.

Availability of Registration Marks

By default, applicants will be allocated a registration mark in the form 'G-CTTT', where TTT is the currently allocated BGA trigraph (the three letters allocated with the BGA number). If this mark has already been allocated, the C will be replaced by another letter, usually D, to give a unique registration.

Please note that if your trigraph contains the letter Q then the CAA is unable to issue a trigraph-related registration as the letter Q cannot be issued as part of a G-XXXX registration.

In these circumstances, you can proceed in one of two ways. If you wish, the CAA will provide you with a standard sequential registration mark. You will be allowed to choose from approximately 75 marks that are 'in sequence' at the time of application. To do this, you should enter 'please telephone' in the 'Proposed Mark' section of question 4 on the CAA registration application form CA1. The CAA will contact you upon receipt of the application form to allow you to make your choice.

Alternatively, if you would prefer to have a CAA registration that corresponds to your trigraph, the BGA will endeavour to change your trigraph by substituting 'O's for any 'Q's in your current trigraph - for example 'AYQ' would become 'AYO.' (It should be relatively easy to make this change to the glider's current physical markings). If you wish to take this option, you

must arrange the trigraph change with the BGA office before applying for CAA registration.

Note that the above two options only apply if your current trigraph contains the letter Q.

Alternatively, applicants can specify an 'out-of-sequence' registration mark, akin to a personalised car number plate. Note that this option carries an additional CAA charge of £160.

Completing the CA1

The CA1 form is designed to cover all eventualities in registering any aircraft from a microlight to a 747. However, the CAA experience of glider registration applications to date has been very positive as applications have, on the whole, been completed correctly.

General advice on completing the CA1 is provided along with the form. Following this, together with the glider-specific advice below should help your application to be trouble-free.

1b – Enter 'Glider'

1c – This should be completed if the glider is self-sustaining

1d – Enter 'Piston' or 'Wankel' as and if appropriate

1e – Enter the glider's maximum all up weight as defined by the manufacturer in kg, including water ballast

1f – Enter 'Nil' if single seater; '1' if two seater

1g – Enter 'No'

4b – Normally the CAA will advise the registration mark (but see above)

5 – Enter the BGA trigraph in addition to any previous marks

6 – If the glider is owned by a co-ownership syndicate then the owners' details should be entered in 6a with the group name in 6b.

Where there are three or more individual owners of an aircraft it is recommended that one of the owners, or at the most two, are nominated as trustees of the syndicate. The details of the other shareholders need to be given on a CAA registration department-supplied 'trustee grid' form. In this way any member may leave or join the group without the need to re-register the glider on every occasion and thus incurring a fee.

Unfortunately, the glider must be re-registered if the trustee leaves the group.

9a – This must be completed. The month and year is sufficient.



If you have more than one glider

For owners with large numbers of gliders (e.g. clubs) the CAA advise that they should be able to accept a single CA1 application containing all the constant information and a separate schedule of the variable elements, such as the glider type, date of ownership, etc. In these circumstances, you should contact the CAA registration department directly and they will devise a schedule format that is appropriate for your needs. The usual CAA fee of £60 per glider will still apply.

Applying CAA Registration Marks

The following advice regarding the interpretation of the CAA publication CAP 523 Display of Registration Marks as it applies to gliders is taken from BGA AMP Part 3, Leaflet 3-7 (available in full on the BGA web site). CAP 523 is available from the CAA web site (www.caa.co.uk)

Any owner can apply registration marks in accordance with the supplied guidance but if care is not taken the end result can easily present an unbalanced appearance on what is otherwise a beautiful glider fuselage. The BGA strongly advises that owners seek expert advice on the size and layout of registration marks.

Fuselage: The registration marks should be centred on the tail boom about midway between the trailing edge of the wing and the leading edge of the fin or tailplane. The height of the letters should be approximately one quarter of the circumference of the tail boom at the midway point. (1m circumference fuselage would mean 250mm high letters).

Wing: The registration marks should be centred about the mid section or the predominantly constant section of the underside of the left (port) wing. Marks can cross segmented wing sections but cannot cross optional and removable tip sections. Marks should not cross onto flaps and ailerons but may cross air brake caps. Edge margins should be left at approx 150 mm from the leading edge (tops of letters) and 100mm from the trailing edge of the wing (not control surface). If the wing has factory fitted turbulator tapes or is 'blown', advice should be sought from the manufacturer prior to applying registration marks in case there are any aerodynamic considerations to be aware of.

Size: CAP 523 lays down the size, proportions and format of the letters taking into account the structural limitations above. Embellished fonts are not allowed.

Colour: Letters should be in a contrasting colour to the background. However, on GRP aircraft, dark colours must be avoided due to heat degradation of some structures. Always follow the sailplane manufacturer's advice but, in the absence of any other guidelines, for white GRP aircraft, letters should be mid-grey, mid-blue or an equivalent contrasting colour. Light colours will probably offer insufficient contrast and therefore will not normally be acceptable.

Application and thickness: For most normal applications, stick on vinyl letters will be perfectly adequate and be the most economical option. Remember to cut the letters at wing intersections or air brake caps and clear any vents or drains. Letters should be positioned well clear of static instrument ports. For some high performance applications the letters can be painted very thinly or even set into the gel coat. Both these applications are more labour intensive and therefore more costly.

Please remember: If the size, position or colour of the registration marks is incorrect or not displayed to the best advantage the CAA could insist that they are redone.

Fireproof identification plate: The nationality and registration marks should be engraved on a small plate made from stainless steel or similar material. The letters should be approximately 10mm high in plain font. The registration letters may be incorporated on the aircraft serial number plate using appropriately sized letters.

BGA Markings

BGA Laws and Rules states that a glider with an EASA C of A does not need to display a BGA number. However, owners who have registered their glider are reminded of the continuing requirement (BGA Operational Regulation 1.9) for BGA-approved identification markings (that is, the trigraph or competition number) to be displayed as large as practicable on each side of the fin and/or rudder of the glider in a substantially vertical plane.



Displaying the 'BGA approved identification marking' under the right (starboard) wing is optional.

Assistance

Any BGA club member who has a query regarding registration should in the first instance refer to the CAA registrations department pages on the CAA website.

If these don't provide the answer, either the CAA registrations department or the BGA office can be contacted by email or phone.

These notes have been supplied to assist registration applicants, but please be aware that the definitive advice is contained on the aircraft registration pages of the CAA website at www.caa.co.uk

FREQUENTLY ASKED QUESTIONS

How can I find out whether my glider is an EASA glider?

Virtually all gliders flying are EASA gliders and therefore covered by the new regulations. Exempted gliders are described in Annex II to EC Regulation 1592/2002. EASA has published a list of Annex II types. The sections of this list pertaining to gliders has been reproduced in this booklet, but you can download the full list from <http://www.easa.eu.int/doc/Certification/ptf/New%20Annex%20II%20Issue%205%20Published%20290607.pdf>

Note that EASA states that the list is provided for information purposes only and may not be complete. The definitive criteria for inclusion in Annex II are detailed in the regulation. It is intended to publish an Annex II list applicable to the UK only on the BGA web site.

Lists of aircraft are also published on the CAA web site in CAP 747 - <http://www.caa.co.uk/docs/33/CAP747.PDF> section 1, part 2. These lists are also subject to revision.

I think my glider may be 'Annex II' but it's not listed. What should I do?

We recommend you contact the BGA as soon as possible and we will try to assist you.

Why does my glider need an EASA C of A?
See the 'Background' section in this booklet.

What about tugs and motor gliders?

The legislation covers everything from a glider to large commercial airliners. This document only covers the process for transferring sailplanes from BGA certification to EASA certification. EASA Motor Gliders and Tugs will be automatically transitioned to an EASA C of A with ARC by the CAA at the first C of A renewal after 28 September 2007.

Annex II motor gliders and tugs will continue to have CAA Cs of A issued through the M3 system.

More information is in the BGA AMP manual.

Why does the transition pack include a Letter of Agreement?

To enable the Airworthiness Review Certificate (ARC) that validates your C of A to be issued by a Continuing Airworthiness Management Organisation (CAMO), your glider needs to be in a 'Controlled Environment'. A requirement for this is that the continued maintenance management of your glider is 'contracted' to the CAMO. The BGA will become a CAMO and the Letter of Agreement is required to form a contract between the aircraft owner and BGA to satisfy the requirement.

How long will the transition process take?

The BGA recommends that you begin the process approximately 3 months before the expiry of your current BGA C of A



What is a Controlled Environment?

A Controlled Environment is a situation where the airworthiness is continually managed by a Part M subpart G CAMO. The BGA has been doing this for many years, albeit in an informal manner. The benefit of a Controlled Environment is that, after initial issue, the ARC can be renewed by the CAMO after the first year and then extended twice again by the same CAMO thus reducing some of the verification requirements every year.

Who can I talk to about registration & how do I get more information about the transition process?

Further information about CAA registration is available from the Aircraft Registration section of the CAA web site (www.caa.co.uk). Additional information specific to gliders is provided in the BGA AMP leaflet 3-7. This can be downloaded from the BGA web site (www.gliding.co.uk/technical/ampmanual.htm). If these don't provide the answer, you can contact either the CAA (details on their web site) or the BGA office.

Full details of the process for obtaining an EASA C of A are included in the transition pack which will be available on the BGA web site from around the end of July 2007.

How do I contact an inspector who can assist me with the transition?

The inspector who currently deals with your BGA C of A can probably help you. If you need to find a new inspector, you may want to start by asking at your club for local advice. Alternatively, the BGA office will be happy to provide details of inspectors who may be able to help you.

My Inspector is having trouble with the transition paperwork?

Firstly, please read the various guidance documents produced as these should answer all your questions. Secondly, ask other inspectors who may be more familiar with the process. Thirdly, ask your inspector to attend one of the BGA inspector seminars. As a last resort, you can call the BGA. Please bear in mind that we are always willing to help but time is precious. While providing answers that are already readily available elsewhere, we are not doing something else.

How much will the transition cost?

The engineering fees will depend on who does the work and how much is to be done. If the aircraft records are well maintained and complete, the task will be far quicker; if these records are in a bad state it will take longer. The transition fee set by the BGA includes the CAA fee for the EASA C of A with the ARC. Current fees can be found on the BGA web site, <http://www.gliding.co.uk/bgainfo/technical/fees.htm>

How can I check the progress of my EASA C of A application?

You should not need to but, if you have a query, please email the BGA office at office@gliding.co.uk using an obvious subject header and provide the BGA number and G-registration of the glider.

How will the BGA contact me in case of problems?

In the transition package there is a check list where you should complete your contact email and telephone number. Please print this clearly!

What will happen if my transition package is incomplete or incorrect?

Due to the high number of aircraft to transition in a relatively short time period, it is probable that your transition package will be returned to the glider owner unprocessed. It is therefore very important that the transition paperwork is fully completed and accurate. Once the transition package is received back again at the BGA office it will be processed in turn.

My glider is modified. Can I still transition?

Yes. Minor modifications should have been previously approved and signed off by a BGA inspector; major modifications should have been approved by the BGA Technical Committee through the CTO.

I have received a flight manual supplement from the BGA. What should I do with it?

Keep it safe and include it in your flight manual. Make a record of the amendment on the revisions page. FM supplements are issued where there has been a change to limitations, such as a weight increase or a flight envelope restriction.

Where will my EASA C of A and ARC be sent?

The CAA policy is to return all Cs of A and ARCs to registered owners by first class post. If you require a different form of dispatch or collection, please contact the CAA directly at



Approvals and Applications Department,
Aviation House, Gatwick Airport South, West
Sussex. RH6 0YR. 01293 768374.

Can I speed up my application?

No. All applications are processed in the order they are received. It is important to make sure you apply for the transition in plenty of time to prevent being grounded whilst the application is being processed.

Are there any pilot licensing implications once my glider has an EASA C of A?

No – the existing BGA system applies. EASA glider pilot licensing is not going to occur for a few years and is currently being addressed at a pan-European level by representatives from all air sports. The BGA is very involved in these negotiations with EASA and will keep all UK pilots informed as details become available.

Can I anticipate the transition process?

Yes. You can complete the transition process up to a maximum of 90 days before the expiry of your current BGA C of A. The expiry of the newly issued ARC will be 1 year from the expiry of the old BGA C of A so you will not lose any of its validity.

If my BGA C of A expires after 1st October 2007, can I apply for a new one in advance and put off having to apply for an EASA C of A for a year?

Yes. As before, you can apply for a new BGA C of A up to 60 days before your current BGA C of A expires. If you apply before 1st October you will be given a new BGA C of A. However, irrespective of the date of expiry of your current BGA C of A, this new C of A cannot have validity beyond 28 September 2008. We would urge owners not to use this delaying tactic. If too many owners do this, it will create a transition bottleneck in September 2008 and this may mean that the BGA will be unable to process all transitions in time for the 28 September 2008 deadline for the issue of EASA C of As. Any glider whose EASA C of A has not been issued by 28 September 2008 will not be allowed to fly after that date.

My BGA C of A has expired. Can I still transition my glider?

Yes. The ARC will be valid for 1 year from the date it is processed by the CAA.

Can I fly my glider whilst the transition is in progress?

Yes, provided your old BGA C of A has not expired.

Can I extend my BGA C of A if the transition is delayed?

Yes. Provided the BGA has received the transition package and it is complete, you may apply to the BGA CTO for an extension in accordance with existing practices. However, it is not possible to extend any BGA C of A beyond 28 September 2008. It should be noted that late application for transition is not an acceptable reason to extend a C of A.

Can my inspector issue a BGA 30-Day ticket after the transition paperwork is completed.

No. BGA 30-Day tickets are not allowed.

My inspector has advised me that my Flight Manual is not up to date, what should I do?

You need to contact the glider manufacturer, through the UK agent if possible, for the required updates. In some cases it may be advantageous to purchase a new manual. Some manufacturers publish Flight Manuals on their web sites.

My Glider is an 'orphan' with no current Type Certificate Holder. What should I do?

Being 'orphan' does not exempt the glider from EASA regulations unless otherwise covered by Annex II. You should transition in the normal way; however you will need to obtain a copy of a Specific Airworthiness Specification (SAS) for the aircraft. This will advise if a flight manual is required. SAS are due to be published on the EASA web site.

Do I need a radio licence when I register my glider with the CAA?

The requirement for radio licensing is unchanged. In general, if your glider has a radio, it needs to be licensed. The glider becoming UK registered does not affect the category of radio licence required. For further details see <http://www.caa.co.uk/default.aspx?catid=8&pagetype=90&pageid=2#aircraft>

Can I sell my glider after transition?

Yes, of course. Selling to Europe will be easier as you will now have a C of A that is valid EU-wide.

Does having an EASA C of A change anything?

Yes. You can fly your aircraft anywhere with Europe without having to obtain permission from the local airworthiness authority. The EASA C of A is also valid worldwide and it is ICAO compliant.



ANNEX II GLIDERS

The table below is reproduced from the EASA list of Annex II glider types. EASA states that his list is not definitive and is provided for information purposes only. All of the glider types in the table are believed to be covered by the Annex II specifications and, as such, are exempt from the EASA Certificate of Airworthiness system and the need to obtain a CAA registration.

Other types may also be exempt, based on the Annex II criteria. These include:

Historic aircraft meeting the criteria below:

- (i) non complex aircraft whose:
 - initial design was established before 1.1.1955 and
 - production has been stopped before 1.1.1975.

or
(ii) aircraft having a clear historical relevance, related to:

- a participation in a noteworthy historical event; or
- a major step in the development of aviation; or
- a major role played into the armed forces of a Member State.

Other criteria for exemption also exist. For full details, refer to the definitive legislation. If in doubt, please contact the BGA.

It is anticipated that a specific Annex II UK list will be published in the near future. Watch the BGA web site.

State of Design	Manufacturer	Type
Austria	Oberlerchner	Mg19 Series
	Oberlerchner	Gb II Edelweiss
	Oberlerchner	Mg23 Series
	Oberlerchner	AV36
	Akaflieg Wien	AFW-8
	Zentralwerkstätte Österr. Aeroclub	Standard Austria
	Spilka Wettstein	L-Spatz W
Czech Republic	All sailplanes that first flew before 1955	Including Z-23, Z-25, Z-125, 425, Sohaj all marks, VT-109 LF-107, VT-16, 116 etc
Finland	sailplanes	All sailplanes designed before 1955, manufactured before 1975
France	Avialsa	CR A 60 Fauconnet
	Fauvel	All AV series sailplanes
	Arsenal de l'aeronautique Nord/SNCAN	Arsenal 4111 1300/2000
		C-800
		900
		901 series
		901 S series
Germany	Scheibe Flugzeugbau	Mü 13 D Mü 13 E Bergfalke (all variants)
		Spatz (all variants including L-Spatz)
		Specht
		Sperber

State of Design	Manufacturer	Type
Germany (continued)		LCF 2
		SF 24 A "Motorspatz I"
		SF 24 B "Motorspatz I"
		SF 27 M-A
		Specht
	Schempp-Hirth	Gö3 "Minimoa"
		Hütter H-17aS
	Focke-Wulf	Weihe 50
		Olympia Meise 51
		Kranich II
		Kranich III
	Akaflieg München	Mü 17
		Mü 22
		Mü 22 b
	Fritz Raab	Doppelraab IV Doppelraab V Doppelraab VI Doppelraab 7
	Schleicher	Rhönbussard ES 49 Condor IV/3 Rhönerleche I Rhönerleche II Ka 2 / Ka 2b Ka 3 K 11
		K 12
	LSG Wolfenbüttel	Cumulus Cu-IIIF Cumulus Cu-IIIF
	Wolf Hirth	Goevier III Hi 25 "Kria"
	Heini Dittmar	Condor IV
	Möwe Flugzeugbau	HD 53



State of Design	Manufacturer	Type
Germany (continued)	F.B. Schmetz	Condor IV/2 HKS 1 HKS 3
	Greif Flugzeugbau Atze Ahrens	Greif I Lüty Ly-532 Lüty Ly-542 K
	Herbert Gomolzig	Grunau Baby V
	Flugzeugbau Köhler-Peters	Sp 1-0 Sp 1-V
	Siebert	Sie 3
	Ing. A. Vogt	Lo 100 Lo 150
	Akaflieg Darmstadt	D 34 c D 34 d
	Segelflugzeugbau Rock & Co	Geier II Geier II B
	Fichtel & Sachs	K8B/KM 48
	E. Bruns	Ka 8B/Stihl Ka 6/Stihl
		L-Spatz 55/Stihl L-Spatz III/Stihl
	Edmund Schneider	Grunau Baby II b
	VEB	Grunau Baby II b - DDR
	Rudolf Kaiser	Ka 1
	Fa. Bitz	L 10 "Libelle"
	Rheintalwerke G. Basten	Greif II
	Apparatebau Lommatzsch	LOM Libelle 57/58 FES 530/I. 530/II Lehrmeister LOM 61 Favorit Grunau 9 Grunau SG-38
		Zögling 12 m Kranich II Rhönsperber Habicht E Baby III Hü 17b

State of Design	Manufacturer	Type
Italy	Sailplanes	All sailplanes designed before 1955, manufactured before 1975
	Caproni (Antares)	A21SJCalif
Hungary	AeroEver	Z 03 Ifjusag R-22 series, Futar, Super Futar, etc
Poland	Sailplanes	All sailplanes including up to PZL- Bielsko SZD-14
Switzerland	August Hug	Spyr 4 Spyr 5 Spyr 5A
	Karpf	Grunau GB II
	Segelflugzeugbau	Zögling Karpf Baby
	Moswey-Werke	Moswey II... series Moswey III... series Moswey IV... series
	A. Neukom	Effe Top series
	Spalinger	S 16... series S 18... series S 19... series S 22... series S 25... series S 21... series WLM-... series
USA	Schweitzer	1-26, 2-32, 2-33
UK	Abbott-Baynes Birmingham Guild	All sailplanes BG100
	Elliots of Newbury (EON)	Olympia
	Shenstone	Harbinger
	Slingsby	All models up to and including T50
	Swales	SD3



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