

1. Introduction

By default (and with the CAA's agreement) the BMAA takes responsibility for the continued airworthiness of aircraft in its fleet that are orphaned. An aircraft is orphaned when, for whatever reason, the manufacturer ceases to be in a position to support the type.

Being responsible for continued airworthiness is primarily a safety role. It is not the same as being responsible for the type design, and does not extend to being responsible for providing replacement parts. The CAA has advised that taking on production responsibilities would be incompatible with the BMAA Technical Office's current role.

This document describes the normal, default actions the BMAA Technical Office will take on an aircraft being orphaned.

2. UK manufacturer / type-approval holder ceases trading or loses approval

This is the traditional orphan aircraft scenario.

The BMAA will acquire what design data it can. Procedures exist to enable replacement parts to be manufactured – under the BMAA's control – by 3rd parties.

3. Foreign manufacturer

3.1. Foreign manufacturer ceases trading (UK type-approval holder remains)

While the UK type-approval holder remains the type is not orphaned.

If the UK type-approval holder subsequently ceases trading, or loses approval, the situation is essentially the same as when a UK manufacturer / type-approval holder ceases trading or loses approval (see section 2).

3.2. UK type-approval holder ceases trading or loses approval (foreign manufacturer remains)

This is an interesting scenario as 'genuine' replacement parts continue to be manufactured, but, due to the lack of a type-approval holder, they are no longer approved for use in the UK.

The BMAA will acquire what design data it can, particularly with reference to any UK-specific variant or modifications. The BMAA will make contact with the foreign manufacturer. The BMAA will discuss with the CAA the possibility of agreeing procedures to permit the BMAA to release parts from the foreign manufacturer over the short to medium term. Procedures exist to enable replacement parts to be manufactured – under the BMAA's control – by 3rd parties.