



# BMAA TECHNICAL INFORMATION LEAFLET (TIL)

## TIL 074 ISSUE 2

### 'SPECIAL' PERMIT REVALIDATION INSPECTIONS

#### Contents

1. Introduction.....	1
2. FAQ.....	1
2.1. Should I contact the Technical Office before undertaking a 'special' Permit revalidation inspection? .....	1
2.2. What do I need to consider when inspecting in these unusual circumstances? .....	1
2.3. Why might the check flight be illegal? .....	2
2.4. How can a legal check flight be flown if the Permit to Fly has been revoked? .....	2
2.5. How do I check that the aircraft is registered correctly and the Permit to Fly has not been revoked?.....	2
2.6. Are there any additional inspection requirements? .....	2
'SPECIAL' PERMIT REVALIDATION INSPECTION REPORT FORM .....	3
Appendix 1 - checking Registration and Permit to Fly on G-INFO .....	4
Appendix 2 - what to check on G-INFO .....	5

## 1. Introduction

This TIL is advisory material for BMAA Inspectors who are inspecting aircraft in unusual circumstances, such as:

- The aircraft is returning to a Permit after having been flown as a deregulated single-seat 'SSDR' Microlight;
- The aircraft is returning to the UK after having been transferred abroad (i.e. onto a foreign register);
- The aircraft has been rebuilt after having been written off or recorded as destroyed;
- The aircraft has not been flown for an extended period of time.

This document (issue 2) is issued in February 2019. It supersedes issue 1, September 2018. Form BMAA/AW/091 is added in place of the (previously recommended) declaration. Comments or queries on this document should be emailed to [technical.office@bmaa.org](mailto:technical.office@bmaa.org).

## 2. FAQ

### 2.1. Should I contact the Technical Office before undertaking a 'special' Permit revalidation inspection?

Yes. The Technical Office may have details about the aircraft's history that an Inspector needs to know. Also, if the aircraft's details on G-INFO need changing this might require the Technical Office to provide information to the CAA. The Technical Office can advise whether the Permit to Fly has been revoked, and, if it has, provide special authorisation to allow a check flight.

### 2.2. What do I need to consider when inspecting in these unusual circumstances?

There are 2 areas that need to be considered, both of which are discussed in this TIL:

1. Additional inspection items, and inspection items that warrant a more detailed investigation than usual;
2. Ensuring the aircraft is registered correctly, and is legal, before the check flight takes place.

### 2.3. Why might the check flight be illegal?

BMAA check flights are flown on an aircraft's Permit to Fly. This is true even if the annual Certificate of Validity (CoV) has expired; in this case the inspection form (AW/005, 006 or 007) acts as a Permit Flight Release Certificate (PFRC) that validates the Permit to Fly for the check flight.

If an aircraft has been an SSDR, registered abroad, reported destroyed, or even just been out of service for a long time, the CAA is likely to have revoked the Permit to Fly. It is therefore vital that an Inspector not only checks that the aircraft is registered correctly, but also checks that the Permit to Fly has not been revoked *before* signing the PFRC for a check flight.

### 2.4. How can a legal check flight be flown if the Permit to Fly has been revoked?

The BMAA has a 'B Conditions' approval to allow aircraft that do not have a Permit to Fly to be legally flown. This is normally used for test flying of prototypes, modified aircraft, and newly completed amateur-built aircraft. However, B Conditions are also used for check flying aircraft whose Permit to Fly has been revoked.

Once the inspection is complete forward the paperwork to the Technical Office with details of the proposed check pilot and check flight airfield. The Technical Office will then generate a Certificate of Clearance for Flight for Test Purposes to allow the check flight to be performed.

### 2.5. How do I check that the aircraft is registered correctly and the Permit to Fly has not been revoked?

Check G-INFO as follows (also see Appendix 1 and Appendix 2):

- In the **REGISTRATION DETAILS**, the **STATUS** field says **Registered**
- In the **AIRCRAFT DETAILS**, the **MANUFACTURER, TYPE, SERIAL NO, ENGINES (PROPELLERS)** and **MTOW** fields are up-to-date and correct.
- In the **AIRCRAFT DETAILS**, the **AIRCRAFT CLASS** field says **MICROLIGHT** (or **FIXED-WING LANDPLANE** if it's a non-Microlight) - but not **MICROLIGHT (SINGLE SEAT DE-REGULATED)**!
- In the **AIRCRAFT DETAILS**, the **COFA / PERMIT** field says **Permit to Fly**
- In the **REGISTERED OWNER DETAILS**, the **REGISTERED OWNERS** field is correct.

### 2.6. Are there any additional inspection requirements?

The BMAA Permit revalidation inspection schedules covers everything that needs to be inspected. However, some inspection items may warrant more investigation than usual. The list in form BMAA/AW/091, below, gives an indication of what to concentrate on, but precisely what's required will be very dependent on individual circumstances.

Form BMAA/AW/091 must be used to support a 'special' Permit revalidation inspection. This form is on the next page.



# FORM BMAA/AW/091 issue 1

## ‘SPECIAL’ PERMIT REVALIDATION INSPECTION

### REPORT FORM

Registration: <b>G</b> - <u>    </u> <u>    </u> <u>    </u> <u>    </u>	Type:
--	-------

Reason for ‘special’ inspection:

SSDR	Abroad	Destroyed	Long lay-off	Considerations	✓ or N/A
✓	.	.	.	The changes converting the aircraft to single-seat occupancy have been properly reversed. Includes any associated changes to placards (e.g. due occupancy change, MAUW change, etc).	
✓	✓	.	.	Any changes (modifications or repairs) made to the aircraft during the period in question are removed (or retrospectively approved).	
✓	✓	.	.	Replacement parts fitted during the period in question are all acceptable (i.e. genuine, not pattern, parts).	
.	.	✓	.	Aircraft properly repaired and rebuilt (NB approval required for any repairs other than straightforward repair by replacement).	
.	.	.	✓	Detailed corrosion check; corroded items (e.g. bolts, nuts, washers, etc) replaced as required.	
.	.	.	✓	Perishable items (e.g. fuel lines, rubber mounts, etc) replaced as required.	
.	.	.	✓	Moving parts checked for operation and friction; replace or lubricate as required.	
.	.	.	✓	Engine checks and maintenance programme due to lay-off.	
✓	✓	✓	✓	Placards all present and correct.	
✓	✓	✓	✓	Compliance with SBs and MPDs up-to-date and documented in logbooks.	
✓	✓	✓	✓	Scheduled maintenance up-to-date and documented in logbooks.	
✓	✓	✓	✓	Permit to Fly ‘Occupant Warning’ placard, and fireproof ID plate (G-XXXX), present.	
✓	✓	✓	✓	Registration marks in place under wing (min 50 cm height), and on side (min 30 cm height if possible & not weight-shift), in clear font/colour. See CAA CAP 523.	
✓	✓	✓	✓	Logbooks up-to-date.	
✓	✓	✓	✓	Aircraft re-weighed.	

**Comments:**

**I have inspected the aircraft to the applicable annual inspection requirements, paying particular attention to areas that warrant it (as described in this form). The aircraft meets the requirements for validation of (and, if applicable, issue of a new) Permit to Fly.**

Signature:	BMAA Inspector #:  BMAA Member #:	Date:
------------	---	-------

# Appendix 1 - checking Registration and Permit to Fly on G-INFO



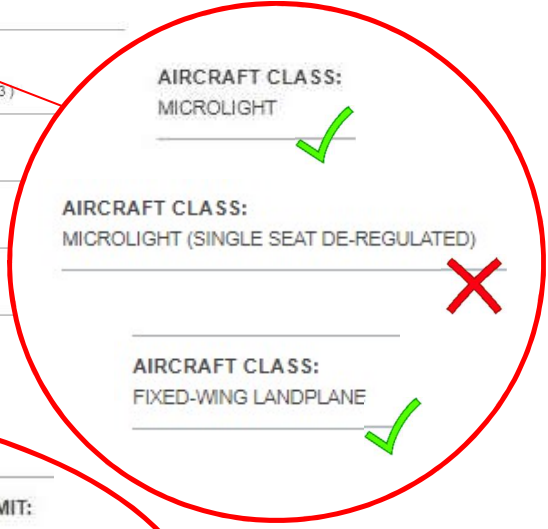
**REGISTRATION DETAILS**

MARK: G- <input type="text"/>	CURRENT REG. DATE: 09-Jul-1999
PREVIOUS ID: NEW UK	DE-REG. DATE:
<b>STATUS:</b> Registered	TO:

[View Registration History](#)

**AIRCRAFT DETAILS**

MANUFACTURER: CYCLONE AIRSPORTS LTD TRADING AS PEGASUS AVIATION	TYPE: PEGASUS QUANTUM 15-912
SERIAL NO: <input type="text"/>	ICAO 24 BIT AIRCRAFT ADDRESS: Binary: <input type="text"/> Hex: <input type="text"/> Octal: <input type="text"/>
ICAO AIRCRAFT TYPE DESIGNATOR: ULAC	
POPULAR NAME: QUANTUM	<b>AIRCRAFT CLASS:</b> MICROLIGHT
EASA CATEGORY: NON EASA	ENGINES (PROPELLERS): 1: 1 x ROTAX 912 ( HELICE ECOPROP 167/L/104/3 )
MTOW: 390 kg	TOTAL HOURS: 259 at 31-Dec-2009
YEAR BUILT: 1999	APPROVED MAINT. PROGRAMME: None
<b>COFA / PERMIT:</b> Permit to Fly	PERMIT VALIDITY EXPIRY: 12-Oct-2011
VALIDITY REFERENCE: <input type="text"/>	



# Appendix 2 - what to check on G-INFO

**REGISTRATION DETAILS**

<b>MARK:</b> G- <i>(Red circle)</i>	<b>CURRENT REG. DATE:</b> 14-Aug-2012
<b>PREVIOUS ID:</b> NEW UK	<b>DE-REG. DATE:</b>
<b>STATUS:</b> Registered <i>(Red circle)</i>	<b>TO:</b>

[View Registration History](#)

see Appendix 1

**AIRCRAFT DETAILS**

<b>MANUFACTURER:</b> CYCLONE AIRSPORTS LTD TRADING AS PEGASUS AVIATION	<b>TYPE:</b> PEGASUS QUANTUM 15-912 <i>(Red circle)</i>
<b>SERIAL NO:</b> <i>(Red circle)</i>	<b>ICAO 24 BIT AIRCRAFT ADDRESS:</b> Binary: Hex: Octal:
<b>ICAO AIRCRAFT TYPE DESIGNATOR:</b> ULAC	
<b>POPULAR NAME:</b> QUANTUM	<b>AIRCRAFT CLASS:</b> MICROLIGHT <i>(Red circle)</i>
<b>EASA CATEGORY:</b> NON EASA	<b>ENGINES (PROPELLERS):</b> 1: 1 x ROTAX 912-UL ( HELICE ECOPROP ) <i>(Red circle)</i>
<b>MTOW:</b> 409 kg <i>(Red circle)</i>	<b>TOTAL HOURS:</b> 828 at 05-Sep-2016 <i>(Red circle)</i>
<b>YEAR BUILT:</b> 2001	<b>APPROVED MAINT. PROGRAMME:</b> None
<b>COFA / PERMIT:</b> Permit to Fly <i>(Red circle)</i>	<b>PERMIT VALIDITY EXPIRY:</b> 08-Jun-2019
<b>VALIDITY REFERENCE:</b> <i>(Red circle)</i>	

check this matches the type designator from the TADS/HADS

see Appendix 1

check this is fewer than the current hours

see Appendix 1

**REGISTERED OWNER DETAILS**

<b>OWNERSHIP STATUS:</b> Owned	<b>REGISTERED OWNERS:</b> <i>(Red circle)</i>
-----------------------------------	--

check this is the current owner