



FORM BMAA/AW/002a
**INITIAL APPLICATION FOR ASSESSMENT BY BMAA OF A
 PROPOSED MICROLIGHT AIRCRAFT MODIFICATION**

1. Aircraft details

- On many aircraft the variant is defined by powerplant configuration. If this is the case state a) engine make / type, b) reduction drive ratio and c) propeller make / type, number of blades and pitch setting. State if the engine is inverted.
- Details should represent the current aircraft configuration (pre-modification). Details should represent the current aircraft configuration (pre-modification).
- Aircraft must be wholly owned by BMAA members (a BMAA Aircraft Ownership Trustee Grid should be submitted with this form for syndicate/group/company owned aircraft).

Registration: G-	Type:	Serial #:
Variant:		
Nominated Owner:		BMAA #:

Is the modification already implemented on the aircraft?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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If “yes”, please note that:

- Approval is not guaranteed.
- Some modifications require stage inspections during implementation (impossible if already implemented).
- It is illegal to fly the aircraft before the modification is approved. As modification approval can take a significant time, remove the modification until approval is granted if you wish to fly in the short term.
- You may not apply for modification approval together with an application for revalidation of the Permit to Fly.

2. Applicant

- The applicant need not be a BMAA member.
- Most correspondence must be in writing. Email is most convenient for the BMAA.

Applicant:		BMAA #:
Address:		
		Postcode:
Daytime telephone #:	Email address:	
Preferred means of correspondence: Email <input type="checkbox"/> Royal Mail <input type="checkbox"/>		

3. Inspector

- A suitably qualified BMAA Inspector is required to inspect and sign-off modifications.
- There is no longer a requirement for the nominated Inspector to sign this form, but the nominated Inspector should have been asked by the applicant, and agreed in principle to being involved in the project.

BMAA Inspector:	BMAA Inspector #:	BMAA #:
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4. NTO

- Modifications to supported, type-approved (factory built, not amateur built) aircraft that may have a significant effect on airworthiness require the type-approval holder to declare that they have No Technical Objection (NTO) to the modification. When NTO is not required it is nonetheless good practice to approach the designer for his comments or advice.

Has the type-approval holder provided No Technical Objection (NTO)?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Have you approached the designer for his comments or advice?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

5. Proposed modification

- Attach document(s) describing the modification in detail. On receipt of this application the BMAA will advise the applicant of any additional information required.
- If more than three documents, generate a master document to reference all subsidiary documents.
- Ensure documents are unambiguously marked with an issue number (or date) to avoid confusion if it is necessary to re-issue them.

Title:	
Reason for modification:	
Description (document references):	
1.	issue #:
2.	issue #:
3.	issue #:

Estimated weight change:	[kg]	Increase or decrease?	Increase <input type="checkbox"/>	Decrease <input type="checkbox"/>
Estimated CG change (3-axis):	[mm]	Forward or aft?	Forward <input type="checkbox"/>	Aft <input type="checkbox"/>

Does this modification exist on another aircraft?		Yes <input type="checkbox"/> No <input type="checkbox"/>
If “yes”, please provide details...		
Registration: G-	Modification reference:	(MAAN <input type="checkbox"/> Minor modification <input type="checkbox"/>)

6. Technical justification

- It is the applicant’s responsibility to demonstrate that the modified aircraft continues to be airworthy (continues to comply with its approval basis e.g. BCAR Section S). On receipt of this application the BMAA will advise the applicant of what additional information is required.

I have not prepared a technical justification and request the BMAA advise on what is required	<input type="checkbox"/>
I enclose a partial technical justification and request the BMAA’s feedback	<input type="checkbox"/>
I enclose a full technical justification	<input type="checkbox"/>

- If a partial or full technical justification attach document(s). On receipt of this application the BMAA will advise the applicant of any additional information required.
- If more than three documents, generate a master document to reference all subsidiary documents.
- Ensure documents are unambiguously marked with an issue number (or date) to avoid confusion if it is necessary to re-issue them.

Technical justification (document references):	
1.	issue #:
2.	issue #:
3.	issue #:

- The BMAA Technical Team consists of suitably qualified and experienced BMAA members who have indicated that they may be available to assist members who do not have the requisite expertise themselves – owners are strongly advised to make use of this valuable resource. Details are found in TIL 024 available on the BMAA website.

Have you used/arranged engineering support to assist in justifying the modification?	Yes <input type="checkbox"/> No <input type="checkbox"/>
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7. Declaration

- o Both declarations must be signed.

Once approved I agree to abide by any conditions pertaining to the modification.		
Signed:	BMAA # (owner):	Date:

The information in this application is correct. I will inform the BMAA of any changes to the design of the modification prior to approval.		
Signed:	Name (applicant):	Date:

8. Checklist

- o This checklist is for the applicant's convenience to assist in making as full an application as possible. On receipt of this application the BMAA will advise the applicant of what additional information is required.
- o Approval work is charged at an hourly rate: see BMAA Online shop for current fee. Do not send payment with application.

Document(s) describing modification attached	<input type="checkbox"/>
Technical justification document(s) attached	<input type="checkbox"/>
No Technical Objection (NTO) / designer's comments or advice attached	<input type="checkbox"/>
Certificate of Conformance / other evidence of conformity attached (engines and propellers)	<input type="checkbox"/>
Section 7 signed (both declarations)	<input type="checkbox"/>
BMAA Aircraft Ownership Trustee Grid enclosed (if applicable)	<input type="checkbox"/>

Note: a modification application is generally a two-stage process. Subsequent to this initial application the BMAA will advise the applicant of what further information is required – in particular with regard to a technical justification for the modification.

9. BMAA use only

Received:	Assessment: Major <input type="checkbox"/> Minor <input type="checkbox"/> Series Major <input type="checkbox"/>	Ref:
Signed:	Position:	Date: