

**CIVIL AVIATION AUTHORITY**

Air Navigation Order 2009

**APPLICATION FOR REGISTRATION OF AIRCRAFT  
OR CHANGE OF OWNERSHIP**



This form, when completed, should be forwarded to the **Civil Aviation Authority, Aircraft Registration Section, CAA House, 45–59 Kingsway, London WC2B 6TE**, and must be accompanied by the appropriate registration fee (see Table B). The fee may be paid by certain credit and debit cards (see back of form) or cheque. Cheques must be drawn on a UK bank in Pounds Sterling and made payable to the Civil Aviation Authority (not CAA). This form may be faxed to **(020) 7453 6670** or scanned and emailed to [aircraft.reg@caa.co.uk](mailto:aircraft.reg@caa.co.uk) if accompanied by credit or debit card details. The section is open to the public at the above address between 1000 and 1600 hours, Monday to Friday. Enquiries by telephone can be made, during normal office hours, on **(020) 7453 6666**, by email or visit our website at [www.caa.co.uk/aircraftregister](http://www.caa.co.uk/aircraftregister).

<p>1 (a) Designation of aircraft: Name, Type, Series (as described by the Constructor)</p> <p>(b) Classification (see column 4, Table A page 4)</p> <p>(c) Number of engines fitted</p> <p>(d) Engine class (piston, turbine, turbofan or turbojet)</p> <p>(e) Maximum take off weight (kg)</p> <p>(f) Maximum passengers carried (see Note viii page 3)</p> <p>(g) Specify if in microlight category (see Note vi page 3) If yes, is it a "sub 115 kg microlight" (see Note vii)</p> <p>(h) Charge payable (see Table B page 4)</p>	<p>(a) MAGNI M24C ORION</p> <p>(b) ROTORCRAFT (GYROPLANE)</p> <p>(c) 1</p> <p>(d) PISTON</p> <p>(e) 500</p> <p>(f) 1</p> <p>(g) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>(h) 254.00</p>
<p>2 (a) Name of Constructor and country of manufacture</p> <p>(b) Year of construction</p>	<p>(a) MAGNI GYRO LTD, UK</p> <p>(b) 2012</p>
<p>3 Aircraft Constructor's Serial Number/LAA/BMAA Project No</p>	
<p>4 UK Registration Mark</p> <p>Current</p> <p>Proposed</p> <p>Former</p>	<p>(a) G—</p> <p>(b) G— MAGN</p> <p>(c) G—</p>
<p>5 Current or previous non-UK identity if the aircraft is not currently UK Registered</p>	
<p>6 (a) Body Corporate, Undertaking <b>OR</b> Person(s) in whose name(s) the aircraft is to be registered (if necessary please continue on separate sheet) (See Notes i and ii page 3))</p> <p>(b) Name of unincorporated flying group e.g. 'G-ABCD Group' or 'Charlie Delta Group' if applicable (see note i page 3)</p> <p>(c) If to be registered to an individual state date of birth</p>	<p>(a) Company name NET2NET IPS LTD <b>OR</b> Surname: Forenames: (in full)</p> <p>(b)</p> <p>(c)</p>
<p>7 Address(es) of Body Corporate, Undertaking or individual in whose name(s) the aircraft is to be registered (please include postcode). (See Notes i, ii and iii Page 3)</p> <p>Telephone/fax number/e-mail at which applicant can be contacted during normal business hours.</p>	<p>ROSE COTTAGE SCOTT WOOD LANE, LEEDS, WEST YORKSHIRE.</p> <p>Post Code LS7 2DP</p> <p>Tel 0113 827 2184 Fax 0113 827 2185 Email <a href="mailto:info@net2net-ips.com">info@net2net-ips.com</a></p>

<p>8 If the aircraft is to be registered in the name of a Body Corporate or Undertaking, state:</p> <p>(a) in what country that body is incorporated;</p> <p>(b) the Company Registration Number; or date and place of registration where no number issued</p>	<p>(a) ENGLAND AND WALES</p> <p>(b) 8075047</p>																				
<p>9 Is the body or person(s) named in 6 overleaf the owner of the aircraft? If YES answer questions (a) and (b) below. If NO continue to question 10.</p> <p>(a) When did the body or person(s) shown in 6 overleaf become the owner of the aircraft?</p> <p>(b) Is the aircraft wholly owned by the body or person(s) names in 6 overleaf? If jointly owned state the percentage shareholding of each person or body entitled as owner to a legal interest in the aircraft or a share therein.</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>(a) DECEMBER 2012</p> <p>(b) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>																				
<p>10 Is the body or person(s) named in 6 overleaf the charterer by demise, i.e. by loan, lease, hire or hire purchase agreement (but not a mortgage). If YES, answer questions (a), (b) and (c) below. (Not applicable if the aircraft is to be registered to the owner and all questions in section 9 are completed).</p> <p>(a) State the name and permanent address of the owner of the aircraft and of intermediate lessors in order to detail the full lease structure. (If necessary please continue on a separate sheet.)</p> <p>(b) When did the charter commence?</p> <p>(c) What is the expiry date of the charter?</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>(a)</p> <p>(b)</p> <p>(c)</p>																				
<p>11 In what capacity is the person, Body Corporate or Undertaking in whose name the aircraft is to be registered entitled to have an aircraft registered in his name in the United Kingdom? (Tick appropriate heading)</p> <table border="0"> <tr> <td><input type="checkbox"/></td> <td>(a) The Crown in the right of Her Majesty's Government in the United Kingdom</td> <td><input checked="" type="checkbox"/></td> <td>(f) Body incorporated in the United Kingdom, or in some other part of the Commonwealth and having its principal place of business in the United Kingdom or any other part of the Commonwealth.</td> </tr> <tr> <td><input type="checkbox"/></td> <td>(b) British citizen.</td> <td><input type="checkbox"/></td> <td>(g) Undertaking formed in accordance with the law of a European Economic Area State and having its registered office, central administration or principal place of business within the European Economic Area.</td> </tr> <tr> <td><input type="checkbox"/></td> <td>(c) Commonwealth citizen (See Note v page 3).</td> <td><input type="checkbox"/></td> <td>(h) Firm carrying on business in Scotland.</td> </tr> <tr> <td><input type="checkbox"/></td> <td>(d) Nationals of any European Economic Area State</td> <td><input type="checkbox"/></td> <td>(i) An unqualified person residing or having a place of business in the United Kingdom.</td> </tr> <tr> <td><input type="checkbox"/></td> <td>(e) British protected person.</td> <td></td> <td></td> </tr> </table>		<input type="checkbox"/>	(a) The Crown in the right of Her Majesty's Government in the United Kingdom	<input checked="" type="checkbox"/>	(f) Body incorporated in the United Kingdom, or in some other part of the Commonwealth and having its principal place of business in the United Kingdom or any other part of the Commonwealth.	<input type="checkbox"/>	(b) British citizen.	<input type="checkbox"/>	(g) Undertaking formed in accordance with the law of a European Economic Area State and having its registered office, central administration or principal place of business within the European Economic Area.	<input type="checkbox"/>	(c) Commonwealth citizen (See Note v page 3).	<input type="checkbox"/>	(h) Firm carrying on business in Scotland.	<input type="checkbox"/>	(d) Nationals of any European Economic Area State	<input type="checkbox"/>	(i) An unqualified person residing or having a place of business in the United Kingdom.	<input type="checkbox"/>	(e) British protected person.		
<input type="checkbox"/>	(a) The Crown in the right of Her Majesty's Government in the United Kingdom	<input checked="" type="checkbox"/>	(f) Body incorporated in the United Kingdom, or in some other part of the Commonwealth and having its principal place of business in the United Kingdom or any other part of the Commonwealth.																		
<input type="checkbox"/>	(b) British citizen.	<input type="checkbox"/>	(g) Undertaking formed in accordance with the law of a European Economic Area State and having its registered office, central administration or principal place of business within the European Economic Area.																		
<input type="checkbox"/>	(c) Commonwealth citizen (See Note v page 3).	<input type="checkbox"/>	(h) Firm carrying on business in Scotland.																		
<input type="checkbox"/>	(d) Nationals of any European Economic Area State	<input type="checkbox"/>	(i) An unqualified person residing or having a place of business in the United Kingdom.																		
<input type="checkbox"/>	(e) British protected person.																				
<p>12 Is any unqualified person or body (other than 11 (a) – (i) above) entitled as owner to any legal or beneficial interest (other than as a member of a flying club) in the aircraft or any share therein? If YES, give particulars (name, address, nationality).</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>																				
<p>13 If the aircraft is to be registered in the name of a person as defined in 11(c), (d), (e) or (i) above, state (a) the nationality of such person.</p>	<p>(a)</p>																				
<p>14 In order to comply with EC Regulation 785/2004 on Insurance Requirements For Air Carriers and Aircraft Operators and the Civil Aviation (Insurance) Regulations 2005 please state:</p> <p>(a) whether the aircraft is insured in compliance with the regulations? (see note ix page 3)</p> <p>If the aircraft is NOT currently insured in compliance with the regulations, please note that by indicating No and signing this form you are confirming that you will not permit the aircraft to be flown unless you have first provided the CAA with a certificate of insurance or valid evidence of insurance.</p> <p>(b) whether evidence of compliance, such as a copy of the Certificate of Insurance (showing flight cover), has been supplied with this application? If the aircraft is insured in compliance with the regulations you must include a copy of the Certificate of Insurance. (see note ix page 3 for exclusions)</p> <p>(c) Is the aircraft used exclusively for non-commercial operations? (see note x page 3)</p> <p>(d) Is the aircraft operated by an air carrier, i.e. an air transport undertaking with a valid operating licence? (see note ix page 3)</p>	<p>(a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>(b) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>(c) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>(d) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>																				

**I/We hereby declare that the foregoing particulars and answers are true in every respect, and I/We apply for the aircraft to be registered in the United Kingdom. (See Note (xii) page 3).**

Date 19/10/2012 Signature(s) .....

(of all parties named overleaf – See Note (iv) page 3)

Name(s) MAUREEN SMART  
(Block Letters)

Position held DIRECTOR  
(See Note (iv) page 3)

## NOTES TO BE READ WHEN COMPLETING THIS APPLICATION FORM

- (i) If the aircraft is to be registered in the name of an unincorporated body or more than one individual the full names and addresses of all persons sharing the ownership should be given. In the case of an unincorporated flying group, whose assets are held by trustees, the names and addresses of the trustees holding the assets should be given together with a separate list of the full names, addresses, nationalities and percentage shareholding of all members of the group. In the case of an aircraft chartered by demise and registered under the Air Navigation Order 2009, Article 5(4), the name and address of the charterer should be given.
- (ii) Please use the most suitable correspondence address for the distribution of safety material. The address given will be used on the UK Register of Civil Aircraft, the Certificate of Registration, correspondence from the Aircraft Registration Section and for the distribution of safety related information.
- (iii) The UK Register of Civil Aircraft is available to the public, including via the CAA website, and includes the names and addresses of registered owners of aircraft.
- (iv) **The owner or charterer should sign personally;** where more than one person is shown as owner (see Note (i)) each person should sign. In the case of a Body Corporate or Undertaking, a Director, Secretary or other authorised officer of the company should sign, stating the position they hold, and a covering letter should be attached to the application giving the names of all such authorised officers.
- (v) The attention of applicants wishing to register aircraft is drawn to Section 37 of the British Nationality Act, 1981 which states that the phrase 'Commonwealth citizen' (see Section 11c) includes British dependent territories citizens, British overseas citizens and British subjects.
- (vi) Microlight aeroplane means an aeroplane designed to carry not more than two persons which has:
  - (a) a maximum total weight authorised not exceeding:
    - 300 kg for a single seat landplane, (or 390 kg for a single seat landplane of which at least 51% was built by an amateur or non-profit making association of amateurs, for their own purposes and without any commercial objective, in respect of which a permit to fly issued by the CAA was in force prior to 1st January 2003);
    - 450 kg for a two seat landplane, or
    - 330 kg for a single seat amphibian or floatplane, or
    - 495 kg for a two seat amphibian or floatplane, or
    - 315 kg for a single seat landplane equipped with an airframe mounted total recovery parachute system; or
    - 472.5 kg for a two seat landplane equipped with an airframe mounted total recovery parachute system; and
  - (b) a stalling speed, or minimum steady flight speed in the landing configuration, at the maximum weight authorised not exceeding 35 knots calibrated airspeed.
- (vii) "Sub 115 kg microlight" means a microlight aeroplane that:
  - (a) is designed to carry one person only;
  - (b) has a maximum weight without its pilot and fuel of 115kg;
  - (c) has a maximum wing loading without its pilot and fuel of 10kg per sq/m; and
  - (d) is flying on a private flight.
- (viii) The maximum number of passengers carried is required in order to calculate the minimum insurance cover needed to meet the requirements of Regulation EC 785/2004 on Insurance Requirements for Air Carriers and Aircraft Operators. This figure does *not* refer to the maximum number of seats that the aircraft has but rather the maximum number of passengers that are going to be carried during the period of insurance.
- (ix) If the aircraft is insured in compliance with the regulations you *must* include a copy of the certificate of insurance with this application unless the aircraft is operated by an air carrier, i.e. an air transport undertaking with a valid operating licence. In which case, evidence of insurance need not be supplied with this application providing an ATL28 Insurance form that covers this aircraft has been submitted to the CAA, Consumer Protection Group, Airline Licensing and Consumer Issues. Also see note x with regards to State aircraft.
- (x) If the aircraft is to be used exclusively for non-commercial operations and has a maximum take-off mass of 2700 kg or less the minimum insurance cover requirements, calculated in accordance with Regulation EC 785/2004 on Insurance Requirements for Air Carriers and Aircraft Operators, are reduced accordingly. "Commercial Operation" means an operation for remuneration and/or hire.
- (xi) If the aircraft is used exclusively as a State aircraft (i.e. in military or customs service) the provisions of Regulation EC 785/2004 on Insurance Requirements for Air Carriers and Aircraft Operators do not apply
- (xii) The attention of all persons completing and signing this form is drawn to the importance of ensuring that the entries are correct. The making of a false statement for the purpose of procuring the issue of a Certificate of Registration is an offence under the Air Navigation Order 2009.**

**TABLE A GENERAL CLASSIFICATION OF AIRCRAFT ACCORDING TO PART A OF SCHEDULE 2 TO AIR NAVIGATION ORDER 2009**

(See Section 1(b) of form page 1)

1	2	3	4
Aircraft	{ Lighter than air aircraft  Heavier than air aircraft	{ Non-power driven Power driven  Non-power driven Power driven (flying machines)	{ Free Balloon Captive Balloon  Airship
			{ Glider Kite Aeroplane (Landplane) Aeroplane (Seaplane) Aeroplane (Amphibian) Aeroplane (Self-launching Motor Glider) Rotorcraft (Helicopter) Rotorcraft (Gyroplane)

**TABLE B CHARGES FOR THE ISSUE OF A CERTIFICATE OF REGISTRATION**

(See Section 1b of form page 1)

Valid from 1 April 2012 until at least 31 March 2013:

Cheques must be made payable to the Civil Aviation Authority (not CAA), or complete details below for payment by credit or debit card.

Balloon	£69.00
Unpowered glider	£69.00
Microlight aircraft	£69.00
Any other aircraft having a maximum weight Not exceeding 15 000 kg	£69.00
Exceeding 15 000 kg	£138.00
Out of sequence registration ( <i>in addition to registration fee</i> ) in the case of any aircraft	£185.00

Aircraft may be allocated any four-letter sequence that is either not in use, or has not previously been used, except for certain reserved groups of letters. Owners should note that registration marks cannot be transferred from one aircraft to another, although it is possible for an aircraft to be given a different set of marks subject to certain conditions. For further details or to check the availability of marks please contact the Aircraft Registration Section, contact details on page 1.

I wish to pay by Visa  Mastercard  Eurocard  Switch  Delta  Maestro , the charge specified in the current CAA Scheme of Charges, please charge to my account.

Card number Issue no

--	--

Security code (on reverse of card) Start Date Expiry Date

--	--	--

Signature

Name on card (BLOCK CAPITALS)

Card Holder's Address

Postcode