

## Follow-up Action on Occurrence Report

### **ACCIDENT TO HAWKER HUNTER T7, G-BXFI, NEAR SHOREHAM AIRPORT, WEST SUSSEX, ON 22 AUGUST 2015**

<b>CAA FACTOR NUMBER</b>	:	F4/2018
<b>FACTOR PUBLICATION DATE</b>	:	30 April 2018
<b>TYPE OF FLIGHT</b>	:	Aerial Display
<b>CAA OCCURRENCE NUMBER</b>	:	201511517
<b>AAIB ACCIDENT REPORT</b>	:	1/2017

#### **SYNOPSIS**

From the AAIB report

The aircraft was taking part in an air display at Shoreham Airport during which it conducted a manoeuvre with both a vertical and rolling component, at the apex of which it was inverted. Following the subsequent descent, the aircraft did not achieve level flight before it struck the westbound carriageway of the A27.

This FACTOR updates the CAA's response to Safety Recommendation 2017-010, for which a response was initially provided in FACTOR F1/2017 as referenced below.

#### **FOLLOW UP ACTION**

##### **Recommendation 2017-010**

It is recommended that the Civil Aviation Authority prohibit the use of phenolic asbestos drop tanks on civil registered aircraft.

**Extract from FACTOR F1/2017, published 03 May 2017**

##### **CAA Response**

The CAA will work with industry to see if and how alternatives to phenolic asbestos drop tanks on civil registered aircraft could be introduced. If there are no practical alternatives the CAA will instruct aircraft operators to ensure that hazard information is available to interested third parties. This is a complex piece of work, involving significant engagement with industry. We will report our outcomes by April 2018.

**CAA Status – Open**

## **Update April 2018**

Since our initial response, the CAA has:

- Undertaken a review which has considered: the materials and construction methods; the post-crash health risks to the occupants of the aircraft and third parties (including first responders); the practical effects of prohibition on operational safety; the practicalities of retrofitting alternative tanks and the practicality of manufacturing new tanks.
- Published a revision to CAP403 which states 'All operators of aircraft used for flying displays are required to identify, and where practicable replace or remove any materials that may be hazardous to first responders and other personnel should an accident occur.' Additionally, Flying Display Directors are now directed to promulgate hazardous material information to emergency services<sup>1</sup>
- Published a new document, CAP1640 'Ex-Military Aircraft Design, Restoration and Continuing Airworthiness Approval', which includes further guidance.

In conclusion, the CAA has determined:

- The prohibition of PA drop tanks could increase operational risk, due to the potential for more take-offs and landings (increased fatigue) and less diversion options from the reduction in range with the tanks removed.
- Following a review of relevant publications, discussion with the affected industry and noting the civil trend towards increasing composite airframe content, prohibiting phenolic asbestos drop tanks on ex-military jets would be disproportionate to the level of risk reduction.
- That there are no viable alternatives to phenolic asbestos drop tanks on civil registered ex-military aircraft due to manufacturing and cost issues.

Therefore, the CAA consider that work to address Safety Recommendation 2017-010 is now complete.

**CAA Status - Closed**

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<sup>1</sup> CAP403, Para 2.3 states: 'Additionally, the FDD certifies that a process is in place to communicate information concerning the handling of potential hazardous materials or equipment contained within performing aircraft in the event of an incident.'