

CAA Response to AAIB Recommendation 2017-009



Requirement

Following the tragic accident involving Hunter G-BXFI at the Shoreham airshow in 2015, the CAA was required to complete a number of actions in response to 31 AAIB Recommendations. One of the recommendations was:

Safety Recommendation 2017-009

It is recommended that the Civil Aviation Authority require operators of aircraft used for flying displays to identify, and where practicable remove, any hazardous materials.

The CAA response to AAIB 2017-009 was:

CAA Response

The CAA will ask operators of aircraft used for flying displays to identify and where practicable remove any hazardous materials. Operators are already required to notify the Flying Display Director (FDD) of hazardous materials. The work on identification or alternatives and removal of hazardous materials will be more complex and we will aim to complete this work by April 2018.

Since the recommendation was made, the CAA has:

- Amending CAP 403, "Flying Displays and Special Events: Safety and Administrative Requirements and Guidance" to include the following text:

'All operators of aircraft used for flying displays are required to identify, and where practicable replace or remove^[1] any materials that may be hazardous to first responders and other personnel should an accident occur.

^[1] Any replacement or removal must be carried out with the support of the aircraft's Maintenance Organisation and/or Continued Airworthiness Management Organisation. Any removals which constitute a Design Change shall be approved in accordance with the aircraft's Continuing Airworthiness requirements.'

and Including similar requirements in a new document, CAP1640 'Ex-Military Aircraft Design, Restoration and Continuing Airworthiness Approval':

'Operators of ex-military aircraft used for flying displays must identify and where practicable (i.e. where this does not affect airworthiness) remove any hazardous materials. For example, drop tanks might contain phenolic asbestos; in this instance, if operationally possible then the aircraft should be flown in the clean configuration.'

- Undertaken a review of the use of phenolic asbestos drop tanks in ex-military jets, the result of which is published in the CAA response to Safety Recommendation 2017-010.
- Amended BCAR Section S to include placarding of Ballistic Recovery Systems which is in the process of EU ratification with regard to Safety Recommendation 2015-009.
- Reviewed examples of other hazardous materials on Annex II (i.e. non-EASA) aircraft types and found the risk to be negligible and/or removal and replacement by the manufacture of replacement components impractical.