

# CAA Response to AAIB Recommendation 2015-044



## Requirement

As a result of the tragic crash of Hunter G-BXFI, Safety Recommendation 2016-044 was made:

*Safety Recommendation 2015-044 'It is recommended that the Civil Aviation Authority establish a minimum amendment standard for the technical publications for each ex-military jet aircraft operated on the United Kingdom civil register.'*

In FACTOR F1/2016 (issue 2) The CAA responded:

*'Working in conjunction with industry, the CAA will establish a minimum amendment standard for the technical publications for each individual ex-military jet aircraft operated on the UK civil register. The established standard will be recorded in the Airworthiness Approval Note (AAN) for each aircraft. The CAA will complete this work by December 2018.'*

## Actions

To establish a minimum amendment standard for the technical publications for individual ex-military jet aircraft operated on the UK civil register, the CAA has:

- Surveyed individual aircraft and their records.
- Established working relationships with the RAF Museum at Hendon and the UK MoD.
- Established an information exchange method with BAE Systems.
- Established an information exchange method with the Rolls-Royce Heritage trust.
- Reviewed document libraries within the organisation responsible for the Continued Airworthiness Management and Maintenance of ex-military jet aircraft.
- Prepared an Addendum to the Airworthiness Approval Notes (AANs) for each individual ex-military jet aircraft which defines the required baseline military publications and their revision status for operation and maintenance.

## Actions

Since the recommendation was closed, working relationships have been established with the RAF Museum at Hendon and the MoD. This has been supplemented by the establishment of information exchange methods with both BAE Systems and the Rolls-Royce Heritage trust. Based on these relationships and a document library review within the organisation responsible for the Continued Airworthiness Management and Maintenance of ex-military jet aircraft, it was quickly understood that that it was not practical to establish the required documentation baseline as a desktop exercise due to the unique nature of the aircraft comprising the ex-military jet aircraft fleet.

Consequently, the revision status and applicability of the documents has been established in many cases by surveying individual aircraft and their records. In the normal manner, the surveys resulted in the raising of findings where discrepancies or omissions were evident.

This ex-military jet fleet survey activity was followed by the raising of AAN Addenda to the original 'base acceptance' for each aircraft. These Addenda give details of the MoD 'Air Publications' (APs) or equivalent manufacturer's manuals, in accordance with which each individual ex-military jet aircraft is expected to be maintained and operated. The CAA is not the sole arbiter of document applicability for these ageing ex-military aircraft and will continue to work with industry to ensure that such aircraft are maintained to an appropriate standard.

The work of refining the documentation will also continue as the output of other Safety Recommendations (e.g. AAIB 2015-042 on AAES/Ejector Seats) is integrated into the initial application and oversight system.