

# CAA Response to AAIB Recommendation 2017-007



## Requirement

As a result of the tragic crash of Hunter G-BXFI, the following safety Recommendation 2017-007 was made:

*Safety Recommendation 2017-007 'It is recommended that the Civil Aviation Authority review the arrangements for safety regulation and oversight of intermediate and complex ex-military aircraft operated in accordance with Civil Aviation Publication 632, to ensure that they are consistent and appropriate.'*

In FACTOR F1/2017 the CAA responded:

*'The CAA will conduct a review of the safety regulation and oversight of intermediate and complex ex-military aircraft<sup>1</sup>. The CAA will conduct a review in conjunction with the requirements set out in CAP 632. We will work with the ex-military aircraft community on this complex and comprehensive piece of work. This review will be completed by November 2018.'*

## Actions

Since the recommendation was made, the CAA has:

- Reviewed the safety, regulation and oversight of 'intermediate' and 'complex' ex-military aircraft. Specifically, by:
  - Focussing on the Categories for Acceptance for the Initial issue of a Permit to Fly for ex-military aircraft (under Air Display Review action number 24: 'A review of the criteria and requirements for the acceptance of ex-military aircraft on the civil register').
  - Reviewing the Regulatory Framework with the intent of ensuring the validity of a Permit to Fly in both issue and continuing airworthiness (under AAIB Recommendation 2015-047).
- Conducted a review in conjunction with the requirements set out in CAP 632. Specifically, a review of the requirements for operational oversight as detailed in [CAP 632 'Operation of 'Permit-to-Fly' ex-military aircraft on the UK register'](#).
- Worked with the ex-military aircraft community in formulating the outcomes of this work.

As a result of the review, the following have been implemented:

- A new industry guidance document, [CAP1640 'Ex-Military Aircraft Design, Restoration and Continuing Airworthiness Approval'](#) has been published.

<sup>1</sup> The definition of the terms 'intermediate' and 'complex' is contained within CAP553, BCAR Section A, Chapter A8-25, Supplement 2, Paragraph 1.2.

- The oversight of ex-military A8-25 CAMO organisations (as detailed in response to AAIB Safety Recommendation 2015-047) has been enhanced.
- A comprehensive revision to CAP 632 was published in May 2018.
- A programme of actions within the CAA to integrate the operational and airworthiness elements of the oversight of CAP 632 Organisations has been identified, which includes:
  - The adoption of a 'team' approach to approval and oversight by identifying the responsible CAMO/Maintenance Organisation / Airworthiness Surveyor for each CAP 632 approval and scheduling joint/sequenced audits in accordance with a defined internal procedure<sup>2</sup>.
  - The introduction of a new airworthiness checklist in Q-Pulse to be used during the application and oversight of CAP 632 Approvals.
  - The introduction of a template contract, based on EASA (Part M) regulations, to define the responsibilities and interrelationship of the Operator and CAMO/maintenance organisation.

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<sup>2</sup> GA-IAW-WI-001 & Appendix A.