

## Follow-up Action on Occurrence Report

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

**CAA FACTOR NUMBER** : F5/2018  
**FACTOR PUBLICATION DATE** : 08 August 2018  
**TYPE OF FLIGHT** : Air Display  
**CAA OCCURRENCE NUMBER** : 201511517  
**AAIB ACCIDENT REPORT** : 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 2017-007**, for which a response was initially provided in FACTOR F1/2017 as referenced below.

### **FOLLOW UP ACTION**

#### **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 CAP 632, to ensure that they are consistent and appropriate.

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

#### **CAA Response**

The CAA will conduct a review of the safety regulation and oversight of intermediate and complex ex-military aircraft 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, which will be completed by November 2018.

**CAA Status – Open**

## **Update July 2018**

Since our initial response, 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).
- Conducting 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'.
- Working 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.
- 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.
  - The introduction of a new airworthiness checklist 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.

**Therefore, the CAA consider that work to address Safety Recommendation 2017-007 is now complete.**

**CAA Status - Closed**