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Welcome to the fifth edition of the CAP 632 News.

The aim is to share information and raise awareness to improve flight safety. If you would like to contribute articles or request articles on specific subjects please let me know.

Earlier editions of the newsletter are available online at www.caa.co.uk/ga

Editor - George Duncan
01293 573526.

Robb's Slot

2008 was a difficult year, the weather was atrocious and the economic climate experienced serious climate change towards the end of the year. In this case there was no doubt whatsoever that the change was man-made!

It was the poor weather, however, which caused us most concern. It would appear that many of the GA accidents that occurred in 2008 were the result of pilots flying and pressing on in poor weather.

Whether we like it or not, ex-military aircraft are approved for day VMC only, and cannot legally be flown in

IMC conditions. I know there's not a pilot in the world, except you and me, who has not pressed on when it would have been more prudent to land or better still not to have taken off in the first place. Nevertheless, we regularly see ex-military aircraft operating in conditions that, at best, could only be described as marginal.

You may get away with it. You may get away with it more than once but eventually you'll be caught out and the outcome can have far reaching effects. A valuable aircraft is broken or worse, you are broken or worse or an innocent third party is broken or worse.

I attend most AAIB debriefs involving GA aircraft, and we ex-military aircraft pilots may not be as guilty as others, but if we do, the outcome can all too frequently be very serious or fatal.

There is another aspect as well. Many GA pilots look to those of us lucky enough to fly ex-military aircraft as role models to be emulated. If we are seen to be "pressing on", others less able may be tempted to follow our example.

I suggest a resolution for 2009 and beyond, let's set a good example and stay on the ground when the weather is marginal.

Finally, as many of you may have heard already, I have decided to retire, and will leave the CAA on 13 April 2009. It's been a great 10 years, and I shall miss the action. However, I'll still be around the GA community as a CRI and flying my Junkers CL1 replica or whatever else I may be lucky enough to be asked to fly.

All the GA Inspectorate hope you have a safe and successful 2009.

Robb Metcalfe

Changes at the CAA

The CAA Group Director of Safety Regulation, Mike Bell, retired in November 2008 after over 20 years service in the CAA. Taking up the role is David Chapman, the former head of Flight Operations Division.

Bob Jones will now run the Flight Operations Division. Giles Porter now takes over as Robb Metcalfe's boss. Giles Porter was previously Head of the Helicopter Inspectorate.

How does this affect you? The General Aviation section remains the same with Dave Evans and George Duncan conducting CAP 632 audits.

The admin section consists of Jason (01293 57 3525) and Sue.

Remember – please contact us if you have any queries – we will try to help where we can.

Hot Off the Press...

GASIL - *Chief Pilots / Instructors – complimentary copies of General Aviation Safety Information Leaflet (GASIL) will in future be sent to the chief pilots and instructors of ex-military aircraft operated under CAP 632.*

Once you have finished with your copy of GASIL please put it in your crew room for others to read.

Please contact Jason Phelan on 01293 573525 if you are not already receiving your copy. The new format GASIL is published each month and is available online at www.caa.co.uk/gasil.

Selling an Aircraft?

PLEASE notify Dave, Robb or myself if you are selling a CAP 632 aircraft.
(Email: ga@caa.co.uk)

The new owners must operate the aircraft in accordance with CAP 632 and getting an OCM agreed in good time keeps the aircraft flying without delay.

Seats in Ex-military Aircraft

The permit to fly states the maximum number of occupants that are allowed to fly in the aircraft. It also states the role of these occupants – pilots, engineers or crew.

There has been some discussion within the CAA about simplifying the permit conditions – firstly to state the minimum number of pilots required and secondly, to state the maximum number of occupants.

In the interim, please read your permit conditions carefully and stick to them.



© Courtesy of Peter Teichman

Pilot Jet Exemptions

Pilot Jet Exemptions or more accurately Aircraft Type Rating Exemptions have, to date, been processed by David Conduit in PLD. This process has now been transferred to FOI(GA) and will be dealt with by Dave Evans and George Duncan. For any queries please contact Dave Evans on 01293 573510.

Until the application forms (www.caa.co.uk/srg1306) have been amended please send the forms to :

FOI(GA)
CAA
1W, Aviation House
GATWICK AIRPORT
RH6 0YR

Please allow 28 days for processing.

On renewal of an aircraft type rating exemption for Jet Provosts, the categories of JP will be split into JP Mk 1-4 and secondly JP Mk 5 / Strikemaster. Please state which group / type of JP you are applying for on the application / renewal form.

Guidance is also now available in LASORS (www.caa.co.uk/lasors) – under Section F (Type and Class Ratings) under General Information.

Insurance

Rumour has it that increased competition from non-UK based underwriters may force down the cost of insuring ex-military aircraft – good news!!

Foreign Registered Aircraft

Foreign registered aircraft that do not have an ICAO compliant C of A and want to fly in UK airspace must obtain an Exemption Order from the CAA (Applications and Approvals) on 01293 768374.

This Exemption Order is valid for up to 28 days in any calendar year.

This 28 day period may be split into two blocks of 14 days BUT NOT individual days.

The Exemption Order is issued once an equivalent standard to CAP 632 has been demonstrated. For example, if a Lightning was going to fly in UK airspace, under CAP 632 the Lightning would be deemed to be a complex aircraft, so the aircraft manufacturer would have to be willing to support the type design and the maintenance would have to be conducted to the equivalent of an A8-20 maintenance organisation.



© Courtesy of Jim Kelly

OCM Amendments - Sidebars

Please, please make use of “sidebars” to highlight any amendment changes to OCMs.

Please ensure that “sidebars”, or an alternative way of identifying changes, are used. Revisions are much easier to identify and saves playing spot the difference.

Any OCM amendment must be sent to FOI(GA) for agreement prior to incorporation – 01293 573526 with any queries.

The Noddy’s guide to using sidebars in Word is as follows:

1. Save the document as version XX
 2. Select TOOLS – TRACK CHANGES – HIGHLIGHT CHANGES and tick the box “Track Changes whilst Editing”.
 3. Also at this point click “Options” and select “Changed Lines” to either right or left margin as desired.
 4. Save and job done!
 5. To remove these cunning bars – SAVE the document as version XX+1, then select TOOLS – TRACK CHANGES – Accept or Reject Changes, and click Accept All.
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Vintage Twin Jet – the Canberra and the Meteor

Both aircraft have numerous vices.

There are circumstances after an engine failure (the obvious case is an engine failure after take-off) where **control may only be retained by reducing the power on the live**

engine – something not really taught today.

The asymmetric handling of both aircraft is most certainly in a world of its own.

The engines on both the Meteor and Canberra are susceptible to surging – resulting in unexpected and sudden asymmetric thrust.

Specifically with the Meteor –

1. Selecting gear down with airbrake out causes an uncontrolled dive/roll known as the “Phantom Dive”.
2. The aircraft has very limited endurance.
3. The engine driven hydraulic pump and vacuum pump are not duplicated on each engine. A failure of one engine will have different set of system failures compared to a failure of the other engine.

The CAA position remains that to fly the Meteor or the Canberra, a pilot must have done either a military Meteor or Canberra course. Alternatively, the pilot may be trained in a two pilot version of the aircraft covering advanced asymmetric flight, subject to agreement of FOI(GA), CAA.

Remember vices and quirks are by no means limited to the domain of vintage twin jets – freshen up on your own essential knowledge as the new flying season approaches.

Survival Equipment

It is of little value to carry expensive and beneficial safety equipment if the potential user, be it pilot, crew or passenger, cannot use it because of lack of knowledge or training. It is imperative that correct training, both initial and refresher training, is carried out on all safety equipment in use.

For those occupants who do not have an appropriate military background this training must be comprehensive, particularly when advanced survival aids such as ejection seats are being used.

Risk Assessments (RAs) and CAP 632 Operators

The law does not expect you to eliminate all risk, but you are required to protect people as far as ‘reasonably practicable’.



What is Risk Assessment?

A risk assessment is simply a careful examination of what, in your work, could cause harm to people, so that you can weigh up whether you have taken enough precautions or should do more to prevent harm. Workers and others have a right to be protected from harm caused by a failure to take reasonable control measures.

Accidents and ill health can ruin lives and affect your business too if business is lost, equipment is damaged, insurance costs increase or you have to go to court. You are legally required to assess the risks in your workplace so that you put in place a plan to control the risks.

The Law

The Management of Health and Safety at Work Regulations 1999 require the following:

(1) Every employer shall make a suitable and sufficient assessment of -

(a) the risks to the health and safety of his employees to which they are exposed whilst they are at work; and

(b) the risks to the health and safety of persons not in his employment arising out of or in connection with the conduct by him of his undertaking, for the purpose of identifying the measures he needs to take to comply with the requirements and prohibitions imposed upon him by or under the relevant statutory provisions.

The conduct of RAs is thus mandated by Government legislation.

CAA Recommendations

The CAA recommends that RAs not be recorded in the OCM as this means every change has to be approved by the CAA. Placing RAs in a separate document thus reduces the administrative burden.

The procedure for conducting and reviewing RAs should form part of the company Safety Management System (SMS) and this should be reflected in the OCM. As a minimum reviews should be conducted annually. Reviews should also be triggered after any accident or incident and, for example, after any major change to the operating area, staff or equipment. All reviews should be documented even if no changes were deemed necessary.

A person who has knowledge of the type of operation should carry out the RAs but this does not have to be a Health and Safety professional. Any Chief Pilot or Operations Manager should be capable of carrying out satisfactory RAs.

Further Guidance

There is further guidance on RAs in CAP 632 (www.caa.co.uk/cap632) and on the Health & Safety website.

The *Five Steps to Risk Assessments* document is available at: <http://www.hse.gov.uk/pubns/indg163.pdf>

CAP 632 Bulletins

You may hopefully have now seen the first of the CAP 632 Bulletins.

These bulletins are sent via email to 632 operators, chief pilots and chief engineers. If you would like to be added to the email distribution please send an email to George.Duncan@caa.co.uk

All the CAP 632 Bulletins are available from www.caa.co.uk/ga

Mandatory Permit Directives

The following Mandatory Permit Directives (MPD) have recently been issued by the CAA, and will be published in the next amendment to CAP 661 (www.caa.co.uk/cap661).

Compliance is mandatory for applicable aircraft operating on a UK CAA Permit to Fly.

MPDs are listed with Airworthiness

Directives on the CAA website
www.caa.co.uk/mpds

Latest MPDs not yet incorporated into CAP 661:

None relating to ex-military aircraft (as of 22 January 2009).

Congested Area Overflight

Although some Permit to Fly aircraft are now allowed to overfly congested areas, eg microlights and amateur-built aircraft not exceeding 1500kg, ex-military aircraft are still prohibited from doing so. Full details can be found at http://www.caa.co.uk/docs/33/ORS4_691.pdf

Footnote...

Enjoy 2009 and safe flying !



Mandatory Occurrence Reports

Date Printed : 12 March 2009

Safety Regulation Group

Safety Investigation & Data Department

Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Direct Dial 01293 573220
Direct Fax 01293 573972
E-mail sdd@caa.co.uk

Switchboard 01293 567171
Fax 01293 573999
Telex 878753

These records were retrieved from the UK CAA Mandatory Occurrence Reporting (MOR) system by a member of the SIDD Department

The MOR system records include information reported to the CAA, information obtained from CAA investigations, and deductions by CAA staff based on the available information. The authenticity of the contents or the absence of errors and omissions cannot be guaranteed. Records in this system commenced on 1 January 1976 coincident with the introduction of Mandatory Occurrence Reporting in the UK, but occurrences reported voluntarily are also included, and no distinction is made between them.

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of Flight Safety and must not be used for other purposes.

SUBJECT: Ex military Permit to Fly aircraft - MORS in 2008
PERIOD: 1 January 2008 to 31 December 2008
NUMBER OF RECORDS: 8 (2007 – 13, 2006 – 10, 2005 – 6)

A/C Type :	Spitfire	Occurrence Number :	200805898
Flight Phase :	Taxi	Occurrence Date :	07 Jun 2008
Classification :	Occurrences	Location :	Old Warden
Events :	Runway / Taxiway Condition Ground (AD) Occurrence Loss of A/c Control	Location Info :	

Pretitle :

During taxi out left wheel sank into soft ground and a/c tipped onto nose. Propeller damaged.

Precis :

A/C Type :	Hunter	Occurrence Number :	200806579
Flight Phase :	Flight	Occurrence Date :	21 Jun 2008
Classification :	Occurrences	Location :	Leeuwarden
Events :	Bird Strike	Location Info :	

Pretitle :

UK Reportable Accident: Birdstrike during a display. Damage to fuselage and engine. No injury to one POB.

Precis :

This occurrence is subject to investigation by Dutch Authorities. On receipt of their report, the CAA's records will be updated accordingly and the occurrence may be re-opened if further action is deemed necessary.

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of Flight Safety and must not be used for other purposes.

A/C Type :	Piper PA28	Occurrence Number :	200807055
Flight Phase :	Flight	Occurrence Date :	25 Jun 2008
Classification :	Occurrences	Location :	Duxford
Events :	Flight Crew Occurrence Airspace Infringement ATC Conflict	Location Info :	

Pretitle :

Alleged infringement of the Duxford ATZ (Class G) by a PA28 at 2000ft. Traffic info and avoiding action given. An F86 Sabre had to break off display. Standard separation maintained.

Precis :

A/C Type :	Jet Provost	Occurrence Number :	200807436
Flight Phase :	Cruise	Occurrence Date :	12 Jul 2008
Classification :	Occurrences	Location :	Southend (SND)
Events :	UK Airprox (non ATC related) Flight Crew Occurrence	Location Info :	5N

Pretitle :

UK AIRPROX 97/2008 - PA28 and a Jet Provost at 2000ft 5nm North of Southend. PA28 reported taking avoiding action.

Precis :

A/C Type :	P51 Mustang	Occurrence Number :	200807427
Flight Phase :	Approach	Occurrence Date :	13 Jul 2008
Classification :	UK Reportable Accident	Location :	Duxford
Events :	Reportable Accident Engine Malfunction Runway Undershoot	Location Info :	

Pretitle :

A/c struck raised taxiway and LH MLG dug into grass runway following power loss on approach. Substantial damage. No injury to one POB. AAIB AARF investigation.

Precis :

CAA Closure: P51 Mustang was on a final approach to land on a grass runway when the engine began to run roughly. The pilot advanced the throttle which led to a marked reduction in power. The aircraft touched down on the grass short of the runway but was forced back into the air when it crossed the lip of a raised taxiway. During the following touchdown and deceleration, the left main gear was damaged and the propeller hit the ground before the aircraft came to a halt. The cause of the rough running and power loss was not positively determined at the time of publication of this report. See AAIB Bulletin 12/2008, ref: EW/G2008/07/24.

A/C Type :	Jet Provost	Occurrence Number :	200808737
Flight Phase :	Taxi	Occurrence Date :	11 Aug 2008
Classification :	Occurrences	Location :	Humberside
Events :	Runway Incursion Flight Crew Occurrence	Location Info :	

Pretitle :

Jet Provost landed on R/W21 and instructed to backtrack R/W to hold at T, which is South of the

intersection. ATC observed Jet Provost passing hold and instructed an a/c on final R/W09 to go-around.

Precis :

A/C Type :	Hunter	Occurrence Number :	200811643
Flight Phase :	Landing	Occurrence Date :	18 Oct 2008
Classification :	Serious Incidents	Location :	Exeter
Events :	Detached A/c Part Fuel Diversion /Return	Location Info :	

Pretitle :

Serious Incident: On landing, the a/c's external fuel tank, which was empty, separated. Runway inspection revealed one edge light u/s and some surface damage. Subject to AAIB AARF investigation.

Precis :

A/C Type :	Hunter	Occurrence Number :	200813406
Flight Phase :	Cruise	Occurrence Date :	17 Dec 2008
Classification :	Occurrences	Location :	Swindon Corridor
Events :	Flight Crew Occurrence Altitude Deviation TCAS Report Loss of Standard Separation	Location Info :	

Pretitle :

ATC were informed of an a/c having trouble maintaining FL230. A/c subsequently descended to FL227 as an A320 climbing to FL220 passed underneath. A320 received/complied with a TCAS RA.

Precis :

Separation lost.



STAYING CURRENT

This report is reproduced from Flight Safety magazine with the kind permission of the author.

INTRO: This is a short excerpt from a new book, “A View from the Hover, My Life in Aviation”, by John Farley (ISBN 13: 9780953275205). In the excerpt John gives his views on making the best use of flying time to stay both in practice and current.

Let us dream. You have a day off, a license, access to an aeroplane, cash to spare and the weather is perfect so there is only one thing to do - get airborne. If the next thing that comes into your mind is “Where shall we go?” please give yourself 0/10 because, if you are serious about your aviation, the question you should be asking is “What do I need to do on this trip?” Furthermore, you will establish just what exercises you need to do by looking at your currency chart, which is hanging on the wall in your bedroom.

Most GA pilots have no delusions about their abilities, they have no obsessive ambition to become aces, they just want to fly safely and enjoy flying as a hobby. The problem with that very reasonable stance is that aviation has to be worked at all the time and on every flight for it to remain accident free. To complicate things, the demands of any trip can vary enormously and be outside the control of the pilot. A routine circuit on a nice day is hardly the same as one where a fuel pipe lets go at 300 ft after takeoff and the engine cuts, although for the first 40 seconds they were identical.

There are two ways to deal with such serious emergencies. You can just put your faith in others, from the CAA to the engineer in the hangar, hoping they will protect you from a situation you cannot handle. Alternatively, you can be a little less fatalistic and do more training to reduce the odds stacked against you. Even without emergencies there are plenty of ways for pilots to finish up in charge of a bent aeroplane. If we are honest with ourselves, we also know that such events are avoidable if we plan properly and *only operate inside our current levels of skill.*

Those last eight words are at the heart of the issue I want to discuss here. If you accept this notion, which is hardly controversial, then we do need to try and be objective about our currency. Such objectivity requires a lot more information than traditionally appears in accident reports where currency is usually expressed simply as hours flown on type in the last 30 or 90 days. I am deeply suspicious of flying hours as a measure of currency or even of experience for that matter. What should matter is what the pilot did when airborne, not how long it all took.

When I was a civilian testing Harriers, the MOD Flying Orders for Contractors under which I operated required me to fly 20 hours a month on type to retain my Ministry Type Approval. Although I started on the vectored thrust family in 1964, it was not

until 1982 that I managed to log 50 hours on type in any one year. That's right, I flew less than 50 hours each year. Because of this I had to argue and debate with various bureaucrats that such a simple measure as hours was meaningless. At the very least we needed to count sorties.

Take August 1977 as an example. At that time we were just starting on the ski-jump takeoff experiments at RAE Bedford. Once the aircraft had left the ramp and the nozzles had been moved to the conventional flight position, the whole test was over and all that was needed was to leave the gear and flaps down, do a quick 180 and land from a slow approach downwind on the main runway. Airborne time was less than 90 seconds. Then it was off to the boffins to debrief, look at the film etc and decide what to vary on the next launch. We did ten jumps a day at the most. Say 15 minutes for your logbook. About 1.5 hours for a six day week. On the other hand, I was certainly in practice at getting in, starting up, taking off, landing and shutting down because I had done it sixty times in the last week.

Specialising as I did in V/STOL handling trials may be a pretty extreme example of doing a lot in a short time but the principle is still sound. Currency depends on what you do, not how long you take to do it. If you accept this, how should you decide what you need to do on this next trip? You get out your chart and look at where the biggest holes are in your currency. Doubtless you are asking yourself questions like how do you draw up the chart in the first place? Just what should go in it? How should you use the chart to reduce risk?

Let us split flying into pure and applied categories. Pure flying is about handling the aeroplane, making it go up and down, right and left and slower and faster. It is about taking off and landing in good weather conditions from an ample strip or runway. It is also about not stalling when we do this. However, every time we do such pure flying we cannot avoid certain risks that are inherent in being airborne.

On the other hand, applied flying is about what we choose to do with the aeroplane when we are airborne. This might be anything from a simple land away cross country to an instrument approach into Heathrow, from low level display flying to deliberately waiting until it is dark to do some circuits at night. All of this applied flying carries extra risks but my point is that such risks can be totally eliminated at a stroke for the amateur pilot by choosing not to do such stuff. However, the pure flying risks remain. They are inevitable and can only be eliminated by not flying, something which by definition pilots find unacceptable. Therefore I want your chart to be the tool whereby you assess whether you are as skilled and current as you can be at pure flying and so as well placed as possible to minimise these risks.

There are three distinct things to do in constructing your own personal currency chart. Firstly you must make a list of exercises that you feel (know) you should practise. In the early days of your flying careers that list may include most of the PPL syllabus headings. Later, as you become more experienced, some items can be binned, although probably not that many if you are honest with yourself. Another way to look at the list is to ask yourself what things you would want to go and practise today if you were going to re-take your PPL skills test tomorrow. You should certainly include any exercise that you pray would not come up on your skills test!

The next thing is to decide just what maximum period there should be between the practices of all items on the list - 1 month, 2 months or whatever and note that interval in the second column. Then you want a column for each month, where you will fill in the date on which you carry out the actual practice. In no time at all, you will build up a very useful picture of just what you did with your recent time airborne. An example of what I am suggesting is shown at *Fig 1*. It is not intended to be definitive and it is up to you to tailor the concept to your needs.

Just boring holes in the sky is a terrible waste of flying time, whatever your type of aircraft or level of flying experience. Whether you are an amateur or a professional, planning your currency training is very important and needs to reflect the tasks and emergencies you currently face with your normal sort of flying.

MY CURRENCY					
	INTERVAL	January	February	March	April
CIRCUIT WORK					
Runway landing	1 month				
Grass landing	1 month				
Glide landing	2 month				
Flapless landing	2 month				
X-wind landing	1 month				
Landing from a sideslip	3 month				
Fan stop	1 month				
Go-around	1 month				
STALLING					
Clean idle					
Approach idle					
Approach power					
Go-around power					
Turning idle					
Turning cruise					
UNUSUAL ATTITUDES					
Nose high					
Nose low					
FORCED LANDINGS					
Field selection					
Sideslipping					
PFL and go-around					

Fig 1

During my time as a pilot at RAE Bedford, we had several experimental prototypes and some hack aircraft for communications work and continuation training or 'CT' as

the RAF called currency flying. In those days a test pilot was still expected to write data down on knee pads and observe important test instruments often during busy manoeuvres. Since it was the height of professional shame to fly a rare prototype and not bring back the information the boffins needed, it behove a young wannabe test ace to make good use of his CT. We had three Meteors on the flight that could be used for this but what would constitute useful exercises on such a flight?

The Meteor was pretty benign to handle compared to most of the test aircraft so you had to think how to stretch yourself. One thing that I found useful was to fly inverted with one engine at high power and the other near idle, keep it straight and use a stopwatch to time how long the high power engine took to flame out given the small amount of inverted flight fuel available to each engine. With a few of these points at different high rpm values one could plot a nice curve of inverted capability against altitude and rpm. Such data was not of much interest to the world but recording it was a useful exercise to keep a young lad up to speed and ready to tackle jobs that did matter.

The bottom line of all this is that currency training is important. If you don't make time for such training and plan it in a systematic and thoughtful way, then you are letting yourself down and certainly increasing your chances of bending an aeroplane (or worse) when doing even the most basic pure flying, let alone the complex applied stuff.

John Farley

John Farley, OBE, AFC, PhD, began life as an apprentice aircraft engineer, joined the RAF, became a pilot and after squadron service became an instructor and then a test pilot. He was a test pilot on the Harrier and its various predecessors and now writes for *Flyer* magazine.



Charges For 2009

The CAA Scheme of Charges is published under www.caa.co.uk/ors5 : General Aviation and Personnel Licensing (Licence Exemptions).

The relevant charges come into effect on 01 April 2009. Last year's charges are shown in brackets:

Exemption From Article 66 - Dropping of articles.

Exemption issue (single drop)	£ 108 (103)
Exemption issue (2 or more drops)	£ 216 (206)
Application Form: www.caa.co.uk/srg1304	

Note: The dropping of ashes and flower petals at any religious service are exempt from charges, although an Exemption is still required

Exemption From Rule 5 - Low flying – 500ft rule – Rule 5(3)(b).

Where 3 or fewer a/c are involved	£ 108 (103)
Application Form: www.caa.co.uk/srg1304	

Exemption From Rule 21 - Exceed 250kt below FL100 (exemptions valid for 12 months)

For a single aircraft	£ 108 (103)
For 2 or more aircraft	£ 216 (206)
Application Form: www.caa.co.uk/srg1318	

Aircraft Type Rating Exemptions

Initial issue	£ 51 (49)
Renewal, Variation or amendment	£ 25 (24)
Application Form: www.caa.co.uk/srg1306	

Note: As always, if you have any queries regarding these charges, please contact the General Aviation admin section on **01293 573525**.

CAA Contacts: Robb Metcalfe, Head FOI(GA) 01293 573540 robb.metcalfe@caa.co.uk
Dave Evans, FOI(GA) 01293 573510 dave.evans@caa.co.uk
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www.caa.co.uk/ga