

CAP 632 News

Edition 2 (Spring 2006)



Welcome to the second edition of the CAP632 News.

CHANGES TO CAP 632

CAP 632 has been amended! In addition to several minor changes, four of the main changes are highlighted as follows:

- 632 aircraft should not be operated outside UK airspace for more than 3 calendar months in any calendar year, unless with the specific approval of the CAA. REASON – to ensure adequate operational and maintenance oversight.
- Where an aircraft is fitted with live ejection seats, Ejection Seat Safety Devices (e.g. seat pins) are to be carried in the aircraft on ALL flights and high speed taxi tests in a position where they are likely to be found and identified by the

© jPb-imagery
emergency services without assistance from the aircraft's flight or ground crews. REASON – result of a recent AAIB recommendation.

- Chapter 6 now details the information that PLD need for type rating exemption issues and renewals. An application form is now available from www.caa.co.uk under Publications, General Aviation, Forms. REASON – to make the application easier for pilots.
 - Guidance for Essential Training Requirements or Dual Checks is now included in Chapter 7. All operators are requested to develop and make a record of the essential training requirements. REASON – to formalise what most operators do already.
-

CHANGES AT THE CAA

Some may already be aware that several changes have been made to the structure of the CAA. The General Aviation Department is now known as Flight Operations Inspectorate (General Aviation) or FOI(GA).

Rest assured – you still have the same team, Robb Metcalfe, Dave Evans and George Duncan. The admin team remains the same with Jean, Jason & Sue.

250 KNOTS BELOW FL100

A new application form is available from the www.caa.co.uk website under Publications, General Aviation, Forms.

A 250 knot Permission is typically required for transits, display practise, training and aerobatics.

All 250 knot Permissions expire on the 31 March each year and will need to be renewed if required.

7004 – AEROBATIC SQUAWK

A reminder – any civil or military pilot carrying out aerobatic manoeuvres is advised to use the 7004 squawk with Mode C. Pilots should select this squawk 5 mins before commencing aerobatics, and deselect it when finished.

Pilots are also encouraged to contact ATS units and advise them of the lateral, vertical and temporal limits.

This is a special purpose transponder code – MAKE USE OF IT !

HASELL - 7004 check set

Refer to AIP ENR 1.6.2 for more details.

PILOTS JAILED AFTER UKRAINE AIRSHOW DISASTER

LVOV, Ukraine, June 24 (Reuters) - A military court on Friday jailed for up to 14 years pilots and organisers connected with an airshow disaster in 2002 in which a fighter jet ploughed into a crowd in western Ukraine and killed 77 people.

The court found four defendants guilty of failing to fulfil orders, negligence and violating flight rules linked to the world's worst airshow disaster at an airfield outside Lvov on August 27, 2002.

The two pilots of a Sukhoi Su-27 craft, which clipped the ground and cartwheeled into the crowd, were sentenced to 14 and eight years. The crew had ejected shortly before the plane hit the ground.

The accident happened when the fighter failed to pull out of a difficult rolling dive manoeuvre causing the deaths, which included more than two dozen children.

The deputy commander of the local air force division was jailed for six years and the deputy head of flight operations received five years. The crew's main flight trainer was acquitted for lack of evidence.

The disaster prompted a major shake-up in the ranks of the ex-Soviet state's military.

NARROW ROUTE BRIEF (NOTAMs)

For those of you who use the www.ais.org.uk website, here are a few tips to make your life easier.

The Narrow Route Brief (NRB) can be used to cut out irrelevant NOTAMs.

- The NRB searches +/- 4000ft of your specified alt. So selecting **FL040** will give you all the NOTAMs from ground level to 8000ft. Alternatively selecting **VFR** will give you all the NOTAMS from

the surface upto FL120.

- Waypoints – you can't use airfields, but you can use Nav aids - VORs and NDBs.

Lat and Longs need to follow this format:

5330N00140W

Range and bearings from Nav aids need to be in this format:

CHT180020 (CHT 180deg, 20nm)

- Last minute check call the AIS Information Line on

0500 354802

- for TRAs, Airspace Upgrades, Emergency Restriction of Flying.

FLIGHT TESTS

Pilots wishing to conduct Flight Tests must receive a **full brief** from the CAA Flight Department PRIOR to undertaking ANY Flight Test.

This procedure is applicable to the flight test for the renewal of an Ex-military "Permit to Fly":

- Determine the flight test schedule that is appropriate to the type of aircraft to be tested.
- Determine the pilot to fly the flight test.
- Contact the CAA Flight Dept providing the above details:
Chris Taylor on 01293 573089
Chris.Taylor@srg.caa.co.uk
or
Paul Mulcahy on 01293 573106
Paul.Mulcahy@srg.caa.co.uk
- Chris or Paul will then give guidance on a case by case basis - which normally includes a verbal brief with the pilot PRIOR to undertaking the flight. Note this must be done prior to EACH flight test.
- Fly the Flight Test.

TYPE RATING EXEMPTIONS

During the course of the year a small number of out-of-date Exemptions have come to light. Remember the Exemption is only valid for 1 year and must be renewed.

Also once the training has been completed and a final handling test satisfactorily completed, a FULL Exemption must be applied for. You cannot continue to fly on the training Exemption.

A new form is enclosed to facilitate the renewal of Aircraft Type Rating Exemptions.

Further copies can be obtained from the www.caa.co.uk website under Publications, General Aviation, Forms.

Feedback about this new form would be appreciated.

Please contact David Conduit on 01293 573559 or david.conduit@srg.caa.co.uk

CAA DOCUMENTS

It is apparent that a number of enquiries for CAA documents in printed format are being directed incorrectly. Please note that printed copies of CAA publications are only available from:

TSO, PO Box 29, Norwich NR3 1GN

Telephone: 0870 600 5522

E-mail: book.orders@tso.co.uk

Fax orders: 0870 600 5533

Note: AIS Documents (AICs etc) are still produced by Documedia.

MORE ON LOOSE ARTICLES – NOT JUST FOR PILOTS

(Reproduced from GASIL 4 / 2005)

The pilot of Cessna Aerobat was recently surprised to see a long object falling past his face while practising aerobatics. When he was able to retrieve it, he discovered that it was a large screwdriver, apparently the property of a local engineer.

The pilot was concerned that his own pre-flight check had missed so massive an object. Although he could not be sure from where it had emerged during flight, he suspected that it may have been hidden under the carpeting. The screwdriver was returned to its owner, together we believe with some well chosen and probably quite forceful words on the subject of tool control. We often remind pilots and engineers that loose articles can pose a major hazard if they become lodged in the flight control system. This one had the potential to inflict considerable damage to the pilot himself.

FACTORS

“Follow up Action on Occurrence Reports”.

A number of recommendations resulting from MORs are published in the form of FACTORS.

FACTOR F6/2005 is applicable to operators of foreign manufactured ex-military aircraft:

“It is the operators’ responsibility to ensure that they possess all the published service letters and CHECK FOR NEW ONES from the manufacturer.

These must be obtained in English.”
(FACTOR F6/2005).

This and other FACTORS can be found from www.caa.co.uk under Publications, General Aviation, FACTORS.

ANNUAL TRAINING

Operators are strongly advised to develop an “essential training requirement” or “dual check”, and to keep records for each pilot. The “essential training requirement” should require each pilot to practice each of the training elements at least once per chosen period – 6 or 12 months.

The following elements should be considered where appropriate:

- Ejection Seat Drills
- Steep Turns

- Stalling clean and approach config – fully developed or with recovery at the incipient stage
- Incipient Spin Recognition & Recovery – essential if aerobatics are to be flown
- Practice Forced Landing
- In Flight Emergencies including Practice Fire Drill
Practice Engine Relight drill
- Normal and Flapless Circuits & Crosswind Landing
- Simulated Asymmetric Approach

This list is not exhaustive and should be tailored for each aircraft type.

AIRPROX(S) OVER THE CHILTERNS

(Reproduced from GASIL 3/2005)

There is a very imposing building on the edge of the Chiltern hills which goes by the name of Halton House. It lies close to the final approach path to one of Luton Airport’s runways, and within the confines of Royal Air Force station Halton. It also lies within the aerodrome traffic zone (ATZ) of Halton aerodrome, which is active seven days a week with powered aeroplanes, gliders, motor-glidings and occasionally helicopters.

The edge of the Chilterns is a busy route for aircraft, and busy also with regard to chart information. It is difficult to obtain a radar service in the area. However, there is no excuse for the number of pilots of both helicopters and powered aeroplanes who fly through the ATZ during the notified hours without complying with the Rules of the Air. In the case of Halton, as for any aerodrome with an ATZ but without air traffic control or flight information service, pilots with radio must inform the aerodrome of their position and height on entry and exit from the zone, in compliance with Rule 39. They must also conform to the traffic pattern at all times, in accordance with Rule 17 (5).

The activity level at Halton has increased significantly in the last year, and the UK Airprox Board are concerned that the concentration of traffic in the area has produced several airproxs. The risk of collision is obvious, especially with gliders

winch launching up to 2400 feet in close proximity to parts of the Luton CTA and London TMA with bases of 2500 feet. There are also many other busy aerodromes in the vicinity, so in addition to making appropriate radio calls a good lookout (and listen out) is essential at all times.

Of course, Halton is not alone. Other aerodromes also suffer from unwanted visitors on a fairly regular basis. For example, Syerston, between Nottingham and Newark, is another very active aerodrome with an ATZ which features frequently in occurrence and airprox reports. Be aware of every ATZ and comply with the requirements.

PILOT MAINTENANCE

Pilot Maintenance Authorisations should be renewed annually by the A8-20 organisation.

MAINTENANCE ISSUES

Please keep your A8-20 maintenance company informed of the hours flown on a regular basis (at least monthly). The maintenance agreement usually requires the A8-20 company to keep the log books to monitor the maintenance requirements.

PLEASE REPORT IT - MORs

We know that people are reluctant to pass information to the CAA, and understand the reasons. However, the whole concept of a reporting system is to reduce the chances of accidents happening in the future. Merely making others aware that certain things have happened and may

happen again has, we believe, prevented several accidents. In other cases, evidence that a problem exists has produced a case for direct action, which has had the same effect. However, we are aware of occasions when the lack of such information has meant that aircraft have been damaged and people injured.

There is a legal requirement for pilots or operators to report accidents or serious incidents to the AAIB as detailed in AIC 97/2002 (Pink 43). Most people involved in General Aviation are not required by law to report other incidents (although some are, as detailed in Article 142 (5) of the Air Navigation Order 2005). As explained in the first paragraph, such information may be very important in preventing future accidents, so we encourage pilots and operators to make voluntary reports to the Safety Investigation and Data Department of the CAA as detailed in AIC 92/2005 (Pink 89) and CAP 382. AICs are available on the AIS web site www.ais.org.uk, and most CAPs including CAP 382 are available for free download from the www.caa.co.uk website under Publications, General Aviation.

In 2005, only six MORs have been reported for CAP632 aircraft. Four of these were AIRPROXs.

The importance of keeping your eyes out of the cockpit cannot be overstated. Using a transponder with Mode C is strongly recommended. The GA community are now able to purchase portable ACAS equipment – but this only works if you have your transponder on!

It's great to see that the number airspace infringements is down compared to 2004.

Mandatory Occurrence Reports

Date Printed : 25 May 2006

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@srg.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: MORs on 'Permit to Fly' aircraft.
PERIOD : 1 January 2005 to 31 December 2005
NUMBER OF RECORDS : 6 (Last year 16)

A/C Type :	Jet Provost	Occurrence Number :	200501996
Flight Phase :	Circuit	Occurrence Date :	19 Mar 2005
Classification :	Occurrences	Location :	Sandtoft
Events :	UK Airprox (non ATC related)	Location Info :	

Pretitle :
UK AIRPROX 35/2005 - Jet Provost and a PA28 in the Sandtoft circuit at 1000 feet.

Precis :
Occurrence "Opened" 12/4/05 to help facilitate an investigation.

A/C Type :	Microlight	Occurrence Number :	200504545
Flight Phase :	Circuit	Occurrence Date :	09 Jun 2005
Classification :	Occurrences	Location :	Aylesbury
Events :	UK Airprox (non ATC related) Airspace Infringement	Location Info :	0.5 E

Pretitle :
UK AIRPROX 85/2005 - Microlight and Spitfire 0.5nm East of Aylesbury at 1000ft.

Precis :

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 :	Glider	Occurrence Number :	200505690
Flight Phase :	Cruise	Occurrence Date :	16 Jul 2005
Classification :	Occurrences	Location :	Cross Hayes
Events :	UK Airprox (non ATC related)	Location Info :	0.5 E

Pretitle :

UK AIRPROX 111/2005 - K13 Glider and B17, 0.5nm East of Cross Hayes Gliding site at 2000ft.

Precis :

Glider was head on to B17 and turned broadside to identify itself.

A/C Type :	Grumman AA5	Occurrence Number :	200506648
Flight Phase :	Cruise	Occurrence Date :	06 Aug 2005
Classification :	Occurrences	Location :	North Weald
Events :	UK Airprox (non ATC related)	Location Info :	7 E

Pretitle :

UK AIRPROX 143/2005 - AA5 and a P-51 Mustang 7nm East of Elstree at 2300ft.

Precis :

A/C Type :	P51 Mustang	Occurrence Number :	200507283
Flight Phase :	Approach	Occurrence Date :	04 Sep 2005
Classification :	Occurrences	Location :	Boxted
Events :	Collision - Ground/Water/Object (Not CFIT Not AD)	Location Info :	

Pretitle :

Landing gear doors clipped power cables on approach. Aircraft landed safely. Minor surface damage to doors.

Precis :

Pilot suggested that the power cables could be more clearly marked.
CAA Closure: No further CAA action practicable.

A/C Type :	Jet Provost	Occurrence Number :	200507983
Flight Phase :	Descent	Occurrence Date :	24 Sep 2005
Classification :	Occurrences	Location :	
Events :	A/c Equipment / System Failure Engine Shutdown Emergency Call	Location Info :	

Pretitle :

MAYDAY declared due to "generator and fuel failure". Possible driveshaft failure reported. Engine shutdown. Aircraft landed safely.

Precis :

CHARGES FOR 2006

The CAA Scheme of Charges (General Aviation) are published in the CAA Official Record Series. Copies can be viewed on the www.caa.co.uk website under:

Publications, Official Record Series, Official Record Series 5,
ORS No 212 General Aviation or ORS No 209 Personnel Licensing

The relevant charges came into effect on 01 Jan 2006. These are summarised below:

(a) **EXEMPTION FROM ARTICLE 66** - Dropping of articles.

Exemption issue (single drop)	£ 97
Exemption issue (2 or more drops)	£194

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

(b) **EXEMPTION FROM RULE 5** - Low flying – 500ft rule – Rule 5(2)(b):

Where 3 or less a/c are involved	£ 97
----------------------------------	------

(c) **EXEMPTION FROM RULE 23** - 250kt below FL100 (exemptions valid until 31 March)

For a single aircraft	£ 97
For 2 or more aircraft	£194

(d) **COPIES OF DOCUMENTS**

A charge is payable for copies or replacements of documents.

Copy or replacement document	£ 19
------------------------------	------

(e) **AIRCRAFT TYPE RATING EXEMPTIONS**

A charge is payable for the issue of an aircraft type rating exemption.

Initial issue	£ 47
Variation or amendment	£ 22

Note: As always, if you have any queries regarding which charge is payable, please give the General Aviation section on 01293 573526 or 01293 573510 a ring to clarify the situation.
