

Follow-up Action on Occurrence Report

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

CAA FACTOR NUMBER : F1/2016 Issue 2
FACTOR PUBLICATION DATE : 24 January 2017
TYPE OF FLIGHT : Air Display
CAA OCCURRENCE NUMBER : 201511517
AAIB SPECIAL BULLETIN : S4/2015

SYNOPSIS

From AAIB Special Bulletin S4/2015

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.

Seven Safety Recommendations were made and responded to in the original issue of this FACTOR dated 08 April 2016. Issue 2 of this FACTOR addresses amendments and evolutions where the CAA has felt it appropriate as a result of further review and ongoing liaison with AAIB.

Recommendations where the CAA response is unchanged from the original FACTOR are not included in this issue. Therefore, issue 2 should be read in conjunction with the original FACTOR response to provide the complete suite of responses to the seven Safety Recommendations. The amendments and evolutions in this revision completely supersede the original responses to the referenced Safety Recommendations.

Note: Special Bulletin S3/2015 was published on 4 September 2015 to provide preliminary information about the accident gathered from ground inspection, radar data, recorded images and other sources.

This FACTOR is in response to **Special Bulletin S4/2015** which was published by the AAIB on 21 December 2015. This Special Bulletin highlighted findings of the AAIB investigation regarding ejection seat safety and the maintenance of ex-military jet aircraft, and to assist the Civil Aviation Authority in its 'Review of UK Civil Air Displays' announced on 9 September 2015.

FOLLOW UP ACTION

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.

CAA Response

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.

CAA Status - Open

Recommendation 2015-045

It is recommended that the Civil Aviation Authority require that the maintenance programme relating to an ex-military jet aircraft is transferred with the aircraft when it moves to another maintenance organisation to ensure continuity of the aircraft's maintenance.

CAA Response

The CAA is developing a proposal for consultation with industry to introduce a new requirement into BCAR Section A to require a maintenance programme to be transferred with an ex-military jet aircraft if it moves to a new maintenance/continuing airworthiness management organisation, or new owner/operator.

Subject to the outcome of the process of industry consultation, the CAA intends to implement this requirement by April 2018.

CAA Status - Open

Recommendation 2015-046

It is recommended that the Civil Aviation Authority review the effectiveness of all approved Alternative Means of Compliance to Mandatory Permit Directive 2001-001.

CAA Response

The CAA will require ex-military jet aircraft maintenance organisations and/or continuing airworthiness management organisations to conduct a review of their approved Alternative Means Of Compliance (AMOC) to MPD2001-001. Following such a review, each of these affected organisations must make application for a new AMOC in accordance with a new MPD to be issued which will supersede MPD2001-001.

The review process will be completed by April 2018.

CAA Status – Open

Recommendation 2015-047

It is recommended that the Civil Aviation Authority review its procedures to ensure that a 'Permit to Fly-Certificate of Validity' is valid when it is issued.

CAA Response

Responsibility for ensuring that a 'Permit to Fly-Certificate of Validity' is valid when issued sits with the approved maintenance organisation and not the CAA. An organisation approved by the CAA to conduct an airworthiness review on such aircraft is granted the privilege, under its approval, to declare to the CAA that a particular aircraft complies with the requirements of BCAR Section A Chapter A3-7, which includes completing a physical survey of the aircraft and a documented review of its records to determine its airworthiness status. The CAA is not required to validate the work carried out under this approval before a Certificate of Validity is issued. Instead, an organisation's compliance with these requirements, including the adequacy of declarations, is audited as part of CAA's continued oversight activity.

Therefore, in order to deliver the intent of this Safety Recommendation, the CAA will review both the design and implementation of its oversight activity in respect of approved maintenance organisations and the process by which documents such as Permit to Fly Certificates of Validity are issued by approved organisations.

By April 2018, the CAA will conclude this review, and, should any changes be necessary, identify the date by which they will be implemented.

CAA Status – Open