



Civil Aviation Authority
SAFETY NOTICE
Number: SN–2017/002



Version 2 Issued: 13 March 2023

Version 2 is published to update paragraph 2.3.

**Responsibilities of Operators, Continuing Airworthiness
Management Organisations (CAMOs),
Maintenance Organisations (MOs) and Pilots of
Ex-Military Aircraft with a CAA Permit to Fly**

This Safety Notice contains recommendations regarding airworthiness.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	All BCAR A8-23 / A8-24 / A8-25 Organisations
Flight Operations:	All Pilots of Ex-Military Aircraft and CAP 632 Operators
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 The CAA has undertaken a review of air display activities, including ex-military aircraft with a CAA Permit to Fly. Part of this air display review has been concerned with a re-assessment of the initial and continuing airworthiness process which has been applied to these aircraft. This re-assessment is still on-going but as an interim step it is considered necessary to remind operators, CAMOs, MOs and pilots of their responsibilities with regard to the airworthiness of these aircraft. It should be noted that the validity of the Permit to Fly could be at risk if these responsibilities are discharged improperly.

2 Action to be Taken

- 2.1 Each individual ex-military aircraft with a CAA Permit to Fly has its initial airworthiness assessed by the CAA and an Airworthiness Approval Note (AAN) compiled to approve the complete aircraft for the issue of a Permit to Fly. Operators and pilots of these aircraft should

ensure they comply with the contents of the latest issue of the relevant AAN. In addition, operators and pilots should ensure they comply with any other AANs and/or AAN Addenda applicable to the individual aircraft. Compliance with the contents of the applicable AAN or AANs is an on-going responsibility and not just required for the initial issue of the Permit to Fly.

- 2.2 Each individual ex-military aircraft is issued with a CAA Permit to Fly which includes a series of Conditions. Operators, CAMOs, MOs and pilots of these aircraft must ensure, on an on-going basis, that they comply with the Conditions associated with the Permit to Fly.
- 2.3 When specified on the Permit to Fly, ex-military aircraft are required to operate with a Maintenance Programme approved by the CAA. Owners/Operators of these aircraft should ensure that this Maintenance Programme is regularly reviewed and amended accordingly when necessary. Amendments to the Maintenance Programme are approved by the CAA or the CAMO (through an indirect approval procedure).
- 2.4 Operators, CAMOs, MOs and pilots are reminded that modifications and repairs to the aircraft must be appropriately approved by the CAA.
- 2.5 Pilots are reminded of their obligation to record in the aircraft documentation any exceedances of limitations in the Permit to Fly and any issues found with the aircraft that may render the aircraft unserviceable.

3 Queries

- 3.1 Any technical queries or requests for further guidance as a result of this communication should be addressed to GA@caa.co.uk.
- 3.2 Any other queries should be addressed to CAA Corporate Communications at press.office@caa.co.uk.

4 Cancellation

- 4.1 This Safety Notice will remain in force until further notice.