

Safety Recommendation 2017-012

It is recommended that, for ex-military aircraft on the UK civil register, the Civil Aviation Authority requires maintenance and overhaul tasks to be reviewed in the light of the expected aircraft utilisation and calendar-based time limits introduced where appropriate. Where such calendar-based time limits already exist, these should be reviewed to ensure that they are appropriate for the aircraft utilisation.

Date Safety Recommendation made:

2 June 2017

LATEST RESPONSE

Response received:

30 October 2017

The CAA accepts this Recommendation. CAP553; BCAR Section A, requires maintenance programmes to include specific tasks linked to the type and nature of operations and states that the maintenance programme should be reviewed and amended when necessary.

CAP733; Permit to Fly Aircraft, provides supporting guidance which states "The maintenance schedule for the aircraft will need to be reviewed and amended to take account of the utilisation and type of operation. The flying hour related tasks may need to be converted to appropriate calendar periods."

In order to reinforce the regulatory requirement(s), the guidance material currently published in CAP733 will be incorporated into CAP553 by February 2018.

Additionally, the CAA will review organisational and operator competencies to assure ourselves existing programmes are reviewed and are appropriate for the aircraft utilisation. The CAA will achieve this through their routine surveillance of approved organisations and operators and individual aircraft surveys, together with our planned airworthiness liaison forums.

AAIB Assessment – Adequate - Closed

RESPONSE HISTORY

Response received:

25 August 2017

The CAA accepts this Recommendation. CAP553; BCAR Section A, requires maintenance programmes to include specific tasks linked to the type and nature of operations and states that the maintenance programme should be reviewed and amended when necessary.

CAP733; Permit to Fly Aircraft, provides supporting guidance which states "The maintenance schedule for the aircraft will need to be reviewed and amended to take account of the utilisation and type of operation. The flying hour related tasks may need to be converted to appropriate calendar periods."

In order to reinforce the regulatory requirement(s), the guidance material currently published in CAP733 will be incorporated into CAP553 by February 2018.

Additionally, we will review organisational and operator competencies to assure ourselves existing programmes are reviewed and are appropriate for the aircraft utilisation. We will achieve this through our routine surveillance of approved organisations and operators and individual aircraft surveys, together with our planned airworthiness liaison forums.

Previous AAIB Assessment – Partially Adequate - Open