

CAP 1689

Display season 18 mid-season update

Introduction

Well, we are halfway through Display season 18 already, but the busiest months are still to come. This update is designed to assist those of you that have been or are about to be, an Event Organiser (EO), Flying Display Director (FDD) or a display pilot during DS18, by providing you with feedback, from a regulatory perspective, on the season so far.

Sign up to SkyWise for Display Season updates.

Reporting

The CAA is keen to encourage open feedback and reporting from any member of the Flying Display community operating in any capacity to enhance the safety and performance of the Flying Display industry. The CAA would like to receive any comments/observations/lessons learnt related to the safety of either a specific Flying Display or Flying Displays in general. Any issue can be reported, no matter how small and insignificant it may seem, and can cover aspects such as Human Factors, concerns over performance, near misses and matters that might have led to an incident or accident. All reports will be treated confidentially. Either submit an MOR, or contact the GA Unit directly on GA@caa.co.uk. In September/October there will also be a post-season survey that will give you the opportunity to provide feedback on the whole of DS18 directly to the CAA, so look out for that too.

For military events and personnel, please submit a DASOR to the MAA. The MAA and CAA are particularly interested in seeing your hazard observations, ie those 'nearly happened' events as it is understanding those that will help prevent your friends and colleagues from having an accident.

Regulatory knowledge

The CAA and MAA would like to take this opportunity to remind all those involved in Flying Display activities, including Event Organisers and participants of the amendments included in [Edition 15 of CAP 403](#) and [Issue 8 of RA 2335](#). It is vitally important that the regulatory rule set is followed consistently to ensure the safety of all events. You should direct any questions about the regulation of both Civil and Military Events either to the CAA or MAA.

Key issues identified during DS18 by the CAA and MAA

Applications

To assist the CAA with processing applications for an Article 86 Permission or SERA Exemption, we would invite you to note the following key information:

Timeline

The CAA will endeavour to issue a Permission or SERA Exemption not later than 14 days before the date of the proposed event. Therefore, please ensure your application is received by the CAA at least 42 days from the event date. Late applications can have a knock-on effect for the CAA and for separate applicants' due to the time it takes our dedicated team to process each matter, which we endeavour to do on a first-come, first-served basis.

Please note that there has now been a policy revision to the CAA's application process and all future applications (apart from funeral flypasts or ashes drops) that are received by the CAA 7 days or less from the date of the proposed event will be rejected without further consideration of the content.

Risk Assessments

When compiling a risk assessment, applicant FDD's should always review and include reference to the following key safety considerations:

- Propulsion Failure (e.g. engines, rotor blades, propellers, turbine blades)
- Aircraft Collision (e.g. between display or non-display aircraft, birds, UAS, etc.)
- Spectators and secondary spectators
- Pilot Human Factors
- Latent aircraft hazards (e.g. Pyrotechnics, Ejection Seats, Hydraulic fluid, etc.)
- Display area topography (e.g. congested areas, tall hazards, occupied properties, etc.)

Maritime Exclusion Zones (MEZ)

For coastal displays, please consider creating a MEZ under your primary display area and engage with the coastguard. Whilst they have no legal powers to move people on, the Coastguard will be able to provide support to assist in the clearing of the display area. You should also consider the criteria you will use to halt the display if the display area becomes crowded with marine craft. Consider this and write it into your risk assessment.

Maps

To process an application, the CAA requires a current 1:50,000 map that shows the Display Area, primary spectator area(s) and any avoids. Please feel free to supply supporting images to help us understand your requirements better, such as those from Google Earth. Each application (whether, or not it relates to the same location) will be viewed as a new application.

Correspondence

Once your application is received by the CAA it will be allocated to a Flight Standards Officer (FSO) and you will receive an email acknowledging receipt and detailing any further information that may be required. Applicants should reply promptly to any requests for information from the FSO. We have been unable to process a number of applications due to a lack of response from applicants and this has delayed the issue of the Permission.

Application Quality

The basis of a good quality application will be the inclusion of a comprehensive risk assessment. The CAA is not responsible for approving or validating a risk assessment, this responsibility sits with the FDD. Instead, the CAA will look at the risk assessment, as one part

of the application process to determine whether an FDD is competent to fulfil that role at a specified event. Further details can be found in [CAP 403](#) – Chapter 8, para. 18.

Online Risk Tool

Thank you for using the Online Risk Tool which is now part of the application form. We are aware that there have been some issues with it and will look at revising it at the end of this season. Remember that you still have the option to upload your own risk assessment and we can supply a template should you require one. Please continue to provide us with feedback (email GA@caa.co.uk with your comments) and we will do our very best to enhance this facility, where necessary.

FDD feedback

The functions conferred on an FDD do not end at the conclusion of the Flying Display. The FDD must send the [SRG 1305 Post Event Feedback Form](#) to the CAA (or [Form 4](#) to the MAA and the CAA for a mil event). Remember, returning the relevant form within 7 Days is a condition of the Permission. It is not acceptable to send hand-written notes or reissued forms from previous events to the CAA or the MAA.

The feedback we have so far received for DS18 has provided us with the following safety data:

Event	Number of events
Incidents	3
Undesirable events	3
Third party airspace infringements	7
Mechanical failures	4
Too low calls	7
Too close calls	3

Trends and lessons identified

2017 Mustang collision

As you may know, there was an incident at Duxford last year where two pilots narrowly avoided disaster when their Mustangs came together during a formation join with a B17. This is a good example of Human Factors and one of the pilot's, John Dodd, has kindly written down what happened for us to share. You can read about it in John's words at Appendix 1.

Monitoring

FDDs are undoubtedly very busy during the Flying Display, however it is imperative that the display items are monitored whilst they are airborne. At larger shows, this is one of the roles of the FCC. Please make sure that each display is monitored throughout.

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