

CAP 1724

Flying Display Standards Document

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Revision History

Edition 1**February 2019**

Initial issue.

Edition 2**January 2020**

Amendments to this Edition of CAP 1724 are based on a review of the feedback received from the Flying Display community following publication of Edition 1.

Revised text in red underline.

There have been significant changes to the layout to make it easier to understand the categorisation of DAs and aerobatic, formation and tailchase skill levels. The General Rules and Limitations have been amended and moved from an Appendix to the main body of the CAP to make it clear that they are mandatory. There have been changes to the groups and categories of aircraft for DAs. Amendment of aerobatic skill levels, including the addition of an entry-level Limited Aerobatic skill level.

Edition 3**March 2021**

This edition incorporates feedback from the Flying Display community, mostly focussed on providing further clarity where required, and minor editorial changes. Amendments include clarification of DA requirements for a large formations with multiple elements, considerations for displaying multi engine aircraft, clarification of the manoeuvres to be declared on form SRG 1327, further guidance concerning the documents check carried out as part of a DA evaluation, display pilot considerations concerning the management of G-forces, considerations for variations to a display to be covered as part of a DA evaluation, clarification of the validity of initial issue DAs, the introduction of a DA Exemption process, further recommendations for Human Factors content of DA evaluations and minor amendments to the Appendix C checklist.

Edition 3, amendment 1**May 2021**

This amendment reflects changes to formation requirements in paragraph 1.12 and 1.13 only. No other changes introduced.

Edition 4**March 2022**

A review of the content of the CAP has been carried out and duplicated / unrequired content deleted. Other amendments include: a reminder to pilots concerning the mandatory use of transponders; a requirement that applicants for initial issue DA submit a C.V. to CAA GAU; DAEs now offered greater flexibility in the content of DA evaluations; time period for the retention of records added; the introduction of skill levels for rotary wing aircraft; the splitting of group H & G into individual groups; clarification of the DA requirements for pilots of sailplanes with engines (TMGs, SLSSs, SLMGs, etc) and the removal of the requirement for newly qualified display pilots to attend a display symposium before being eligible for TDA status.

Changes and amendments

Changes and amendments in this CAP are underlined in red

Terminology and Definitions

Throughout this CAP the following terms and definitions are used:

Term	Abbreviation	Definition
Aerobatic Manoeuvre		The definition of an aerobatic manoeuvre is defined in Schedule 1 of the Air Navigation Order (ANO).
Airborne Flying Display Director	AFDD	A Pilot holding a UK Display Authorisation (DA) participating in their own single item Flying Display who is responsible to the CAA for the safe conduct of that Flying Display ¹ .
Air Navigation Order	ANO	Air Navigation Order 2016 (as amended).
A-LOC	A-LOC	Almost loss of consciousness (or Acceleration-induced near-loss of consciousness)
Applicant		A person seeking the issue, renewal or upgrade of a CAA Permission, Exemption, approval or authorisation.
Confidential Human Factors Incident Reporting Programme	CHIRP	The UK Confidential Human Factors Incident Report Programme for Aviation.
Close Formation		Close Formation is defined as when an aircraft is flying in close proximity (usually within 50 metres) to another aircraft in such a manner as to require the following aircraft to take all external visual references solely from the lead aircraft.
Crowd Line		The line delineating the closest edge of any area, including Car Parks, accessible to Spectators with respect to the Display Area / line.

¹ The EO and the AFDD might in some cases be the same person.

Term	Abbreviation	Definition
Display Area		The Display Area is the ground area footprint of the airspace within which displaying aircraft may be manoeuvred at a height below that imposed by SERA.5005(f)(1), SERA.5005(f)(2), subject to the limits of the flying display permission, any further restrictions imposed by the FDD, and the pilot's DA / Military Public Display Authority (PDA).
Display Authorisation	DA	A national document detailing the groups and categories of aircraft in which a pilot is authorised to display, together with any limitations and other specific endorsements.
Display Authorisation Evaluator	DAE	A person authorised by the CAA to conduct evaluations for the award of a Display Authorisation.
Display Item		A single, formation or group of aircraft, flying as one single display 'act' throughout.
Display Line or Display Axis		A line defining the track and distance along which displaying aircraft may operate.
Display Pilot		A pilot who holds a Display Authorisation (DA) or exemption, issued by their National Aviation Authority, or an appropriate military Public Display Authority (PDA), or military exemption, which allows them to take part in a Flying Display.
Display Routine		A series of linked manoeuvres to be performed during a Flying Display.
Evaluation Oversight Officer	EOO	The CAA Flight Standards Officer (FSO) responsible for the management of the DAE and DA process.
Fédération Aéronautique Internationale	FAI	The world air sports federation.
Flying Control Committee	FCC	A group of suitably experienced persons assembled to assist the FDD in safety management of a Flying Display.
Flying Display		Any flying activity deliberately performed for the purpose of providing an exhibition or entertainment at an event that has been advertised and is open to the public.

Term	Abbreviation	Definition
Flying Display Director	FDD	The person responsible to the CAA for the safe conduct of a Flying Display ² .
Flypast		An aircraft flying, either singly or in formation, past a gathering of Spectators along a pre-planned route without manoeuvring, other than when necessary for safe and accurate navigation. Accordingly, this will not include Aerobatic Manoeuvres. A Flypast is considered to consist of one single pass unless otherwise specified on the appropriate Permission.
G-LOC	G-LOC	G-induced loss of consciousness (or Acceleration-induced loss of consciousness)
Military Aviation Authority	<u>MAA</u>	The military authority responsible for the regulation of military-registered air systems, and military flying displays.
Minimum Aerobatic Height		The minimum height above which the aircraft must be capable of complete recovery from an aerobatic manoeuvre. This will be the most restrictive of: ▪ The minimum aerobatic height specified in the Permission; ▪ The minimum aerobatic height quoted on relevant pilot's DA (in relation to the aircraft category being flown); or ▪ The minimum aerobatic height imposed by the FDD.
Minimum Multi-Engine Display Speed(s)	MMEDS	For the purposes of this CAP, MMEDS is defined as a speed at which, in the event of the sudden failure of the critical engine during any part of a display, it is possible to maintain control and establish a safe flight path.
Minimum Separation Distance	MSD	The minimum separation, in all directions, between any part of an aircraft in flight and the ground, water or any obstacle.
Non-Aerobatic Flying Display		A Non-Aerobatic <u>Flying</u> Display is defined for these purposes as a display made up of manoeuvres which do not require the pilot to exercise the privileges of an Aerobatic DA; where aerobatic manoeuvres are as defined in Schedule 1 of the <u>ANO</u> .

² The Event Organiser and FDD might in some cases be the same person.

Term	Abbreviation	Definition
Participant		A Flying Display or Special Event performer, or any person directly involved in the conduct of a Flying Display performance.
Permission		The document issued by the CAA permitting the proposed flying activity to take place.
Private Flying Display		Any flying activity deliberately performed for the purpose of providing an exhibition or entertainment at a private event requiring a Permission to operate contrary to the requirements of SERA.5005(f) . (See also 'Flying Display' ³)
Regulatory Article 2335	RA2335	Regulation detailing the requirements for Flying Displays held over MOD Occupied Property and events over non-MOD Occupied Property where the only participants are military registered aircraft.
Separation Distance		The lateral distance between the displaying aircraft and Crowd Line.
Special Event		Any flying activity deliberately performed requiring a Permission to operate contrary to the requirements of the ANO , the Rules of the Air or SERA . Special Events include Funeral Flypasts, the dropping of articles and can include film work or any other unusual activity ⁴ .
Spectator		A person attending a Flying Display specifically to witness the event.
Swept Wing Jet		Any jet aircraft the CAA classifies as 'Swept' including, but not limited to, those where the wing leading edge is at an angle of 30 degrees or more from the perpendicular to the longitudinal axis ⁵ .
Tailchase		A Tailchase is defined as one or more aircraft following a leader through a series of manoeuvres.
Tyro Display Authorisation	TDA	An authorisation available to a newly qualified display pilots subject to the conditions detailed in CAP1724.

³ Where reference in this CAP is made to a 'Flying Display' the content applies also to a 'Private Flying Display'.

⁴ Special Event Permissions do not include aerobatics, unless otherwise stated

⁵ Classification of a particular aircraft type is the responsibility of the CAA.

General Information

Introduction

Flying Displays demand the highest level of skill and precision from pilots who often fly a variety manoeuvres at energy levels and proximity to people that is outside normal aviation practice. Because of this, Display Pilots must approach display flying with the appropriate attitude and have the knowledge, skill and experience to mitigate the relevant risks. This publication sets down the required standards and provides guidance on best practice to ensure that pilots participating in Flying Displays can demonstrate the correct attitude, acquire the necessary knowledge and skills, and continue to maintain such attitudes and skills over time.

As the Competent Authority for the UK, the CAA is responsible for issuing Display Authorisations (DA) in accordance with Article 86 of the Air Navigation Order 2016 (ANO). The CAA authorises Suitably Qualified and Experienced Personnel (SQEP) to act as Display Authorisation Evaluators (DAE) who use the processes in this document to mentor and evaluate display pilots. Each evaluation will, by necessity, be a subjective assessment of the individual concerned, both in terms of fitness (attitudes and behaviours) and competence (practical skills and abilities). The CAA provides oversight of this process to ensure that the necessary standards are maintained.

Unless otherwise stated, nothing in this publication is intended to conflict with the ANO or other legislation, which, for the avoidance of doubt, **must** be regarded as overriding. Furthermore, compliance with this publication does not, by itself indemnify any person or persons against liability for an accident or serious incident occurring.

Whilst every effort is made to ensure that all information is correct at the time of publication, the CAA reserves the right to amend this document as required to accommodate changes to the law, to correct errors and omissions or to reflect changes in national policy and best practice.

Throughout this document the following editorial practices and definitions **shall** apply:

- **‘Shall / Shall not’** and **‘Must / Must not’** are used to indicate a mandatory requirement.
- **‘Expect’**, **‘Should’** and **‘Should not’** are used to indicate strong obligation.
- **‘May’** is used to indicate discretion.
- **‘Applicant’** is used to indicate a person who is seeking the issue, renewal or upgrade of a DA.

This document **should** be read in conjunction with [CAP 403: Flying Displays and Special Events: Safety and Administrative Requirements and Guidance](#).

Please address any queries or comments on this document to the CAA GA Unit at ga@caa.co.uk.

Safety Management

At Flying Displays, DA holders are responsible for ensuring that they comply with the Rules of the Air and the ANO, the conditions of their licence(s) and Display Authorisation, the conditions of a Flying Display Permission issued by the CAA, the limitations and conditions attached to an aircraft's Certificate of Airworthiness or Permit to Fly and the relevant limitations of this CAP, and [CAP 403](#). They will be accountable to the CAA for a failure to comply with any of the applicable regulations or conditions. Pilots are reminded that it is an offence under the ANO to recklessly or negligently endanger any person, property or aircraft.

The responsibilities of the FDD, FCC and EO at Flying Displays are detailed within [CAP 403](#).

Reporting

Open and honest reporting is an important part of an effective flight safety system; this allows all those involved in Flying Displays to learn from others' incidents in order to prevent accidents in the future. The CAA welcomes open reporting from all involved in Flying Displays such that they can be shared with others. Furthermore, reporting to the CAA allows the Authority to focus its regulation and support efforts

into the areas that will make the greatest difference; if the Authority doesn't know about an issue it will not be able to do anything about it.

Any observation, incident or issue **should** be reported, no matter how small and insignificant it may seem, and can cover aspects such as Human Factors (HF), concerns over performance, near misses, things that might have led to an incident or accident had they been left or not caught, etc. Although Flying Display Directors (FDDs) **must** submit form [SRG1305 / Form 4](#), the joint CAA / MAA 'Flying Display Director Post Display Feedback Form', the same form may be used by anyone wishing to report an issue in the interests of Flying Display safety. All reports will be treated confidentially and all personal information will be removed during any follow up to protect the reporter. Additionally, occurrence reports may be submitted using the CAA [aviation reporting portal](#).

Subject to exercising discretion in relation to the confidentiality of the individual(s) involved, participants, organisers and supervisors are also encouraged to report any incidents or examples of errors of a Human Factors nature that occur during a display to [CHIRP](#) who have a dedicated Flying Display reporting stream designed to promulgate to the wider community any lessons learned that could be of benefit to others.

Further information concerning reporting options available can be found on the CAA website [here](#).

Feedback

The CAA seeks to continually improve its regulation and guidance and feedback from practitioners is essential to success. Any comments on or suggestions about CAP 1724 should be sent to ga@caa.co.uk with subject line 'CAP 1724 feedback'.

Chapter 1

General Rules and Limitations

Legal requirements

- 1.1. All pilots of civil registered aircraft flying in the UK are required, by UK law, to comply with the ANO and the associated Rules of the Air / National regulations including the Standardised European Rules of the Air (SERA). Failure to comply may be a criminal offence and can result in suspension of licence privileges and criminal prosecution.
- 1.2. Pilots have specific responsibilities with regard to their participation in Flying Displays in the UK. The ANO⁶ states that any pilot flying at a Flying Display **must**:
 - a) Ensure that the FDD has the required Permission for the event
 - b) Ensure that they are capable of complying with the conditions of the Flying Display Permission
 - c) Hold an appropriate, valid Display Authorisation⁷
- 1.3. Pilots **shall** ensure that any required exemptions from the ANO, Rules of the Air Regulations and SERA, are in place before carrying out practice flights at any location.
- 1.4. Where a long term CAA Permission for display practice is in effect, pilots **must** ensure they understand the precise nature of the permitted activity and any conditions contained in that Permission prior to flying.
- 1.5. Pilots **must** comply with an aircraft's Certificate of Airworthiness or Permit to Fly at all times. More restrictive limits contained within such documents

⁶ Article 86(2), The Air Navigation Order 2016 refers.

⁷ In exceptional circumstances, the CAA **may** issue an Exemption to the requirement to hold a DA. Applications for DA Exemptions should be made using form [SRG 1328](#)

take precedence over any CAA Permission issued for a Flying Display or Special Event.

Airborne Flying Display Directors (AFDD)

- 1.6. Provided a pilot holds a DA and a valid AFDD / FDD accreditation, and the appropriate behavioural and attitudinal assessment has been completed satisfactorily, Display Pilots **may** act as AFDDs at Flying Displays consisting of up to 3 single AFDD Display Items per day at the location of the event.
- 1.7. Further details of AFDD accreditation and requirements can be found in [CAP 403](#).

Minimum rest

- 1.8. Prior to the beginning of any day containing Flying Display activity, display pilots **should** have a minimum period of 11 hours continuous rest, of which 8 continuous hours are available for sleep. Pilots returning to the UK having crossed multiple time zones **should** consider appropriate acclimatisation to ensure they are suitably rested.

Close Formation (f)

- 1.9. A close formation leader is responsible for all aspects of their formation of aircraft. This includes, but is not limited to:
- a) Briefing and walk through of the planned display routine or flypast
 - b) Safety, including procedures for joining, breaking and escape
 - c) Terrain clearance
 - d) Positioning and handling
 - e) Ensuring each formation member has the appropriate formation skill level on their DA
 - f) Establishing to their satisfaction that for each formation member, their recent practice (or experience) in close formation is adequate

- 1.10. It is highly recommended that all formation teams / scenarios develop and adopt their own SOPs covering all aspects of normal operation and escape / emergency procedures.
- 1.11. The size of the planned close formation dictates the DA requirements of all participants. All formation members **must** have a valid DA for the required number of aircraft in the formation.
- 1.12. Where a formation is planned with multiple elements, pilots may participate subject to the following limitations:
- a) The overall formation leader **must** hold an Unlimited Numbers Formation Leader DA
 - b) Individual formation element leaders **must** hold an Unlimited Numbers Formation Leader DA
 - c) All other formation members **must** hold, as a minimum, a formation member DA for not less than the number of aircraft in the element
- 1.13. Where a formation is planned with multiple elements, where each element can depart / break-out of formation without affecting the remaining elements, pilots may participate subject to the following limitations:
- a) The overall formation leader **must** hold an Unlimited Numbers Formation Leader DA
 - b) Individual formation element leaders **must** hold, as a minimum, a formation leader DA for not less than the number of aircraft in the element
 - c) All other formation members **must** hold, as a minimum, a formation member DA for not less than the number of aircraft in the element
 - d) The elements **must** be flown with sufficient separation between each element to enable each element leader to clearly define their own flight path and, if necessary, for them to disengage their element from the formation without endangering other aircraft

Formation briefings and walk throughs

- 1.14. A formation leader is responsible in ensuring that a thorough formation briefing is given and **must** ensure sufficient time is available to conduct one.
- 1.15. All formations at Flying Displays **must** be briefed prior to flying⁸ and the brief **should** include a walkthrough. The following **must** be briefed as a minimum:
- a) Overview - Leader establishes the skill level and recent formation experience of formation members, gives an overview of the intended display, and confirms that members have the required competence
 - b) The formation positions of each pilot and aircraft
 - c) SUTTO – start-up procedures, taxi order and spacing, line-up positioning, takeoff formation and stream interval as appropriate
 - d) Formation join-up
 - e) Formation changes
 - f) Formation spacing
 - g) Formation flypast / aerobatic minimum height(s) (the most restrictive of the entire formation)⁹
 - h) Formation minimum separation distance from the crowd (the most restrictive of the entire formation and how the leader will ensure that formation members do not infringe the applicable minima)
 - i) Display components such as aerobatic elements, splitting into sub formations, separation, tailchase elements (aerobatic and non-aerobatic), timings, and situational awareness calls
 - j) Display site topography and hazards
 - k) Recovery / landing sequence
 - l) Loser plan (including formation leadership)
 - m) Break-out, unsighted, loss of situational awareness (SA)

⁸ Where possible, formation leaders should circulate pertinent pilots notes prior to their formation briefing.

⁹ For formations (including display teams) consisting of pilots who hold differing DA minimas, leaders must adopt the highest individual minima for the whole formation whilst flying in formation. Recognising that formation members may be stepped down the leader **must** fly at a height which permits the lowest aircraft to remain above the required minimum height.

- n) Emergencies – power loss, systems failures, shepherding, radio failure
 - o) Questions – Leader to confirm that members have understood the brief and are prepared to proceed. If the formation leader is not content with the ability, currency or competence of any of the pilots in the formation, then the leader **should not** allow that pilot to take part in the formation
- 1.16. Following the formation detail, the formation leader **should** conduct a post flight debrief to identify any safety issues and lessons learnt.

Tailchase (t)

- 1.17. During a tailchase, each aircraft in turn will generally follow the leader's flight path but retain a high degree of individual decision making over the exact path taken using the principles of lead and lag. Separation distances between aircraft usually vary from 50 to 200 metres.
- 1.18. Mock combat or dog-fight displays, whilst not necessarily following the definition of a Tailchase, do require many of the same skills such as assessment of closing speed and angle off. Consequently, these types of display are to be treated as tailchases from the DA point of view.
- 1.19. A flypast of individual aircraft in loose trail (>200 metres separation) with manoeuvres restricted to gentle turns is not a tailchase and a Formation / Tailchase DA is not required for this type of display.
- 1.20. Tailchases are restricted to a maximum element size of 4 aircraft. However, more than one element may participate in a tailchase with the leader of the rear element(s) deciding the specific flight path for their element under the overall direction of the main leader. Where more than one element is involved in the tailchase, each element leader **must** hold a DA which specifically authorises the pilot to lead tailchasing and additionally, the overall formation leader **must** hold an authorisation for Unlimited Formation Leading on their DA.

Displaying multi-engine aircraft

- 1.21. Deliberate asymmetric flight **must not** be conducted as part of a display routine at UK Flying Displays.
- 1.22. So as to not impose additional hazard to persons on the ground in the event of an engine failure, multi-engine aircraft **must not** be flown below the MMEDS established for the display being flown.
- 1.23. DAEs **must** ensure that during initial evaluation or renewal, pilots of multi-engine types have planned escapes manoeuvres for asymmetric emergencies during their display planning.

Flight exceeding 250 KIAS

- 1.24. Operators of aircraft that intend to exceed the maximum speed limit of 250 KIAS when flying below Flight Level 100 **must** apply for a specific approval from the CAA GA Unit to allow alleviation from the SERA speed limitations. Applications for such approvals **should** be made using the [Flying Display, Special Event or unusual aerial activity notification application](#) form.

Use of Transponder

- 1.25. Pilots operating transponder equipped aircraft are reminded of the mandatory requirement for the equipment to be turned on in flight to provide a level of conspicuity. Display aircraft (whether displaying or practising) **should** transmit the published conspicuity code (squawk) of 7004, unless otherwise directed.

Crowd separation distances

- 1.26. **General.** The minimum lateral Separation Distances between display aircraft and the crowd line are detailed in [CAP 403](#). The following paragraphs provide additional guidance.
 - a) **On-crowd wind.** During any display, pilots **should** be aware of, and make due allowance for, an on-crowd wind component.

b) **Formations.** The minimum lateral separation **must** be observed by the aircraft nearest to the crowd. This applies equally to formation flypasts, tailchases, low approaches and run and breaks, during which the leader may need to offset outside the marked display line to allow aircraft nearer to the crowd to maintain the required minima. If a formation consists of aircraft with differing minimum lateral separation distances, formation leaders **must** adopt the most limiting separation distance for the entire formation.

c) **Getting it wrong.** If a pilot misjudges their separation from the crowd, e.g. if the wind is stronger than anticipated, they **should** make an early decision to abort / escape a manoeuvre if safe to do so. However, the safe flight of the aircraft **must** be prioritised over crossing the display line as it is better to end up 'Too Close' than risk a departure from controlled flight (or an aircraft overstress) in an attempt to avoid a 'line bust'.

d) **Taxiing.** [CAP 403](#) states the absolute minimum distance for taxiing aircraft, however, pilots **must** consider the effect of propeller slipstream, rotor downwash, jet efflux from their aircraft and ensure they taxi at a suitable distance from spectators so as not to cause an unsafe situation. This is particularly relevant to rotary aircraft, which may need to hover-taxi. Consideration must also be given to the surface condition and any on-crowd wind.

Minimum heights during displays

- 1.27. All aerobatic manoeuvres **must** be flown such that the aircraft can be fully recovered above the minimum aerobatic height as per the pilots DA, FDD limitation or CAA Permission (whichever is higher).
- 1.28. The aerobatic minimum height for Category G1, G2 and H aircraft **must not** be lower than 500' AGL / ASL.

- 1.29. For pilots operating to different aerobic and non-aerobic minimum display heights, whether as part of their DA or the event requirements, the following also apply¹⁰:
- a) Where one Aerobic Manoeuvre is linked directly to another, the aircraft **must** remain above minimum aerobic height throughout the transition.
 - b) Where a mixture of aerobic and non-aerobic manoeuvres are flown, blending is permitted as follows:
 - i) Once certain of being able to recover by minimum aerobic height, where the next manoeuvre is non-aerobic, a gentle straight descent to minimum flypast height is permitted providing the aircraft remains at a pitch angle of 30 degrees or less (in practice, the descent will be shallow and flown at much less than 30 degrees). The minimum flypast height **must not** be used as the target minimum for recovery from aerobic manoeuvres.
 - ii) A straight climb from minimum flypast height into an aerobic manoeuvre is permitted providing the aircraft remains at a pitch angle of 30 degrees or less until passing minimum aerobic display height.
- 1.30. When applying for, renewing or upgrading a DA, pilots **must** demonstrate an understanding of the requirement to:
- a) Establish entry parameters for all aerobic manoeuvres, including the speed adjustment required when entering from a climb to aerobic minimum height (e.g. from Flypast minimum height)
 - b) Achieve aerobic gate parameters at all critical junctures of a manoeuvre, such as the apex of a loop before committing to 'pulling through the vertical' to continue the manoeuvre
 - c) Ensure that complete recovery is possible above minimum aerobic height

¹⁰ This paragraph does not apply to non-aerobic flying displays.

- d) Plan and, where possible, practise escape manoeuvres for those occasions when gate parameters are not achieved
- e) Remain above minimum aerobatic height when directly linking aerobatic manoeuvres

Arrivals and departures

- 1.31. All arrivals and departures **must** be in accordance with the aerodrome procedures, command orders (for military Flying Displays) and relevant regulation. Pilots **must not** use the privileges of their DA / PDA during arrivals or departures unless arriving into a pre-organised display practise or display. Unbriefed and unexpected manoeuvres are equally, if not more, dangerous during arrivals and departures to and from a Flying Display as those carried out during a display. For pilots of civilian aircraft who do not hold a DA / PDA, use of the Military Long Term SERA 5005(f)(2) Permission for MOD Occupied Property is not permitted. This also applies to static display aircraft captains who might be keen to fly a non-standard arrival or departure.

Pre-display notification to FDDs

- 1.32. A certified declaration as contained at form [SRG1327](#) is considered to be an acceptable minimum level of documentation for civilian pilots to provide to the FDD and **should** be submitted to the FDD no later than 7 days prior to the Flying Display. However, FDDs have the right to check all documentation at their discretion¹¹.
- 1.33. Form [SRG1327](#) is divided into two parts, part 1 containing pilot specific information and part 2 concerning aircraft details. To provide a degree of flexibility and offer the option of the use of alternative aircraft to cover eventualities such as unserviceability, a pilot may submit a form [SRG1327](#) Part 2 for multiple aircraft to a FDD.

¹¹ The FDD **must not** permit any person to act as pilot of an aircraft which participates in a Flying Display unless such person holds an appropriate pilot display authorisation. A copy of the pilot's DA **should** be submitted to the FDD along with the form SRG1327.

- 1.34. In addition to the mandatory requirement to inform the FDD of hazardous materials contained on or within the display aircraft, pilots **should** consider the points that first responders need to know in the event of an incident. It **may** be deemed beneficial to provide additional information regarding such things as break-in locations, canopy / cockpit access, seat belt release, etc, in the form of a First Responders Guide to better support the response to an emergency.
- 1.35. Any pilot intending to fly aerobatic manoeuvres **must** notify the FDD, in advance, of the routine / sequence / repertoire of manoeuvres that they intend to perform¹² by entering the required detail on their form [SRG1327](#). It is acknowledged that pilots **may** need to adapt their aerobatic display routine appropriately to local conditions on the day of the display. Pilots **should** discuss any aspect of the local conditions that might affect their display routine with the FDD.

Responsibilities to military organisers

- 1.36. Under military flying regulations (RA2335), military organisers are required to review the DA of participating civilian pilots as evidence of display competency and limitations.

STOP, TERMINATE and standard call procedures

- 1.37. Display Pilots **must** be fully conversant with the 'STOP', 'TERMINATE' and standard calls along with the 'STOP call and Safety Breach Reporting and Procedures' sections contained in [CAP 403](#).
- 1.38. Where a 'STOP' call is issued, display pilot(s) will be subject to an immediate provisional suspension of their Display Authorisation pending the outcome of an investigation by the CAA. If the safety breach or 'STOP' is called due to an issue associated with a formation or tailchase, all of the pilots involved will be subject to the provisional suspension of

¹² This allows the FDD to identify any concerns specific to their event in advance and allows the FDD and FCC to identify early any concerns that may arise during a display.

their DAs¹³. The pilot(s) **must not** exercise the privileges of their Display Authorisation until the CAA withdraws the provisional suspension or the outcome of further regulatory enforcement action is known¹⁴.

- 1.39. FDDs and pilots **should** note that a STOP call, by itself, is not a presumption of 'guilt' for a pilot. The provisional suspension is issued in order that any safety issues can be highlighted as quickly as possible and will remain in place for the duration of the subsequent CAA investigation. This investigation begins immediately the STOP call is reported to the CAA and will be kept to the minimum time possible, the length of the investigation will depend on the nature of the STOP call and the provision of supporting information and therefore can be of variable length.
- 1.40. The FDD and pilot **should** consider whether, following a TERMINATE call, it is safe to recommence the display. It is advisable to consider 'what ifs' such as this prior to commencing the display.

The recording of Flying Display related activities

- 1.41. DA holders **should** record all DA renewals, upgrades and displays (both actual and practise) along with all associated skill levels (i.e. aerobatic / formation) in their log books to provide:
- a) Documented evidence of compliance with currency requirements
 - b) DAEs with reference material for consideration when assessing evaluation requirements
 - c) Evidence and supplementary information when applying for DA renewals and upgrades

¹³ In the case of large formations or tailchases of greater than 4 aircraft, this will apply to the relevant element only.

¹⁴ See ANO, Article 253 'Powers and Penalties'.

Chapter 2

The Display Authorisation Evaluator (DAE)

Appointment as a DAE

- 2.1. To be nominated as a DAE an individual **must** first be recommended by either a member of the CAA Flying Display regulation team or an organisation associated with a particular display discipline. Members of the Flying Display community may nominate candidates for CAA consideration. The sponsor **must** have personal knowledge of the individual's work, standards and integrity.
- 2.2. Appointment as a DAE is conditional on CAA assessment of current competence, experience and fitness and normally includes the minimum requirements detailed below. The candidate:
- a) **Must** hold a valid pilot's licence with a minimum of 1,000 hours as pilot-in-command or equivalent experience acceptable to the CAA
 - b) **Should** have held a Display Authorisation (DA) for three years
 - c) **Should** be an active Display Pilot
 - d) **Should** have civilian and / or military flying instructional experience¹⁵
- 2.3. The appointment process includes an assessment of the potential DAE's:
- a) Current competency in display flying
 - b) Ability to act as a role model
 - c) Knowledge of display flying and Flying Display regulation
 - d) Knowledge of DA approval, renewal and upgrade processes
 - e) Experience of mentoring and knowledge of ongoing responsibilities in relation to Display Pilot monitoring
 - f) Knowledge of display flying HF
 - g) Knowledge of CAP 1724, [CAP 403](#), the ANO and SERA
 - h) Ability to write useful and meaningful assessment reports
 - i) Ability to maintain personal records of Evaluations and Mentoring

¹⁵ A CRI rating by itself is insufficient for this purpose.

- j) Willingness to engage with both the CAA and the Military Aviation Authority (MAA) to assist in continually improving Flying Display regulation and the safety of the sector
- 2.4. Prospective DAE candidates are required to submit an Application for Fitness Assessment for a Flying Display Role (form [SRG 1303B](#)) to the [CAA GA Unit](#) during the appointment process to inform the fitness assessment and confirm suitability for the role.
- 2.5. For the avoidance of any doubt, DAEs are required to sign the CAA / DAE Agreement (found at appendix E) upon appointment.
- 2.6. DAEs are appointed for 3 years at a time. During this time DAEs may continue to conduct display competency evaluations as long as:
- a) They remain current in Flying Display activity
 - b) They attend at least one annual CAA hosted DAE syndicate meeting
- 2.7. The [CAA GA Unit](#) organises two DAE syndicate meetings each year where current issues relating to DAs and display flying are discussed. Where possible, DAEs **should** attend annually, but **must** attend at least one in every 3 year period.
- 2.8. A DAE certificate will be issued on appointment by the [CAA GA Unit](#).

Reappointment as a DAE

- 2.9. Following a 3 year appointment period, DAEs **may** be reappointed having:
- a) Satisfactorily passed a further fitness assessment following submission of a form [SRG 1303B](#)
 - b) Attended at least 1 DAE syndicate meeting in the previous 3 year appointment period
 - c) Supported the CAA in improving regulation and the safety of the sector
 - d) Re-signed the CAA / DAE Agreement¹⁶

¹⁶ Where there have been changes

- 2.10. Towards the end of a three year appointment period, an observation visit from the CAA **should** be arranged at a mutually convenient time. DAEs **may** then be reappointed following a satisfactory observation visit.

Roles and Responsibilities

- 2.11. The roles of a DAE are as follows:
- a) To set examples of best practice for members of the display community
 - b) To conduct evaluations of display pilots in accordance with CAA guidance
 - c) To encourage reporting of all incidents and occurrences to the CAA
 - d) To actively monitor display pilot standards throughout the display season¹⁷
- 2.12. When conducting DA evaluations, DAEs operate on behalf of the CAA. As such they **shall** discharge their duties accordingly. DAEs are responsible to the CAA for:
- a) Conducting assessments of display pilots in accordance with CAA requirements
 - b) Accurately reporting on the assessments of display pilots by completing form [SRG 1300](#)
 - c) Ensuring that the display pilots they mentor and assess maintain a high standard of professionalism and safety
 - d) Keeping a personal record of all evaluations and mentoring carried out on behalf of the CAA
 - e) To actively improve the safety of the sector

DAE aerobatic, formation and tailchase approvals

- 2.13. Only appropriately approved DAEs may recommend an applicant for the inclusion or upgrade of an aerobatic, formation or tailchase authorisation.

¹⁷ Where a DAE perceives a lapse in safety standards he **shall** bring the matter to the attention of the Display Pilot and, if no improvement is noted, the CAA EOO. If any lapses are observed at a Flying Display, the FDD **should** be informed, followed by the CAA EOO.