

Follow-up Action on Occurrence Report

**ACCIDENT TO FOLLAND GNAT T MK1, G-TIMM, APPROX 1 MILE NORTH OF OULTON PARK,
CHESHIRE ON 01 AUGUST 2015**

CAA FACTOR NUMBER : F5/2016
FACTOR PUBLICATION DATE : 19 August 2016
TYPE OF FLIGHT : Air Display
CAA OCCURRENCE NUMBER : 201510463
AAIB BULLETIN : 5/2016

SYNOPSIS

From AAIB Special Bulletin 5/2016

The aircraft was carrying out an aileron roll at low level during an air display when, at an angle of bank of 107° to the left, the nose attitude dropped relative to the horizon. The pilot reversed the direction of roll but also applied a large pitch input which increased the rate of descent, and caused the aircraft to depart controlled flight and impact with the terrain. The accident was not survivable.

It was concluded that the situation was recoverable up until the application of the pitch input.

FOLLOW UP ACTION

Recommendation 2016-045

It is recommended that the Civil Aviation Authority amend its policy on minimum aerobatic heights for pilots of high performance jet aircraft such that authorised minima are appropriate to a pilot's experience and currency.

CAA Response

The CAA accepts the recommendation and has amended its policy on minimum aerobatic heights for pilots of high performance jet aircraft such that authorised minima are appropriate to a pilot's experience and currency. By the end of 2016, all display pilots holding a Category G rating (high performance jet aircraft) will have their Display Authorisations withdrawn and re-issued with a temporary 500ft minimum altitude restriction placed upon them, this restriction being considered appropriate to the experience and currency of all such pilots. The CAA is considering whether, in certain cases, it may be appropriate thereafter to authorise individual display pilots to perform aerobatics at lower heights, subject to that individual pilot's experience and currency. This will be considered on a case-by-case basis.

CAA Status – Closed

Recommendation 2016-046

It is recommended that the Civil Aviation Authority ensure that the experience and currency requirements contained within CAP 403, Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements, and CAP 632, Operation of 'Permit to-fly' Ex-military Aircraft on the UK Register, manage the risk of a loss of aircraft control to as low a level as reasonably practicable.

CAA Response

The CAA's interpretation of this recommendation places the responsibility on the CAA to ensure experience and currency requirements manage the risk of a loss of aircraft to as low level as reasonably practicable. The CAA does not own this risk and therefore, the CAA does not accept this recommendation. The CAA is required to promote safety and issue guidance that will support appropriate safety outcomes. Consequently, CAP 403 and CAP 632 should provide appropriate guidance and an indicator of best practice to enable those that do own the risk to manage it appropriately. The CAA has reviewed and updated CAP 403 and CAP 632 on a periodic basis since their initial publication. CAP 403 was most recently updated in June 2016, and enhanced experience and currency requirements were added. CAP 632 will be reviewed by the end of March 2017.

CAA Status - Open

Recommendation 2016-047

It is recommended that the Civil Aviation Authority review the medical examination requirements for pilots displaying high performance aircraft to improve the likelihood that medical conditions are identified which are potentially detrimental to displaying such aircraft safely.

CAA Response

The CAA accepts this recommendation and has reviewed the medical examination requirements for pilots displaying high performance aircraft. The CAA published, in its Air Display Review Final Report, "as of 1 April 2016 a display authorisation will only remain valid for pilots of all registered aircraft who hold either an EU medical certificate issued by an AME or an ICAO medical certificate that is of an equivalent or higher standard". All pilots have a legal obligation to truthfully declare their medical history to the AME when applying for a medical certificate. All UK AMEs are instructed to remind applicants of this obligation when completing their application form for a medical certificate. The review did not identify any proportionate measures beyond this new requirement that would improve the likelihood of detecting those medical conditions that increase safety risk when displaying high performance aircraft.

CAA Status – Closed