

Follow-up Action on Occurrence Report

ACCIDENT TO HAWKER HUNTER T7, G-BXFI, NEAR SHOREHAM AIRPORT, WEST SUSSEX, ON 22 AUGUST 2015

CAA FACTOR NUMBER	:	F2/2018
FACTOR PUBLICATION DATE	:	16 February 2018
TYPE OF FLIGHT	:	Aerial Display
CAA OCCURRENCE NUMBER	:	201511517
AAIB ACCIDENT REPORT	:	1/2017
AAIB SPECIAL BULLETIN	:	S1/2016

SYNOPSIS

From the AAIB report

The aircraft was taking part in an air display at Shoreham Airport during which it conducted a manoeuvre with both a vertical and rolling component, at the apex of which it was inverted. Following the subsequent descent, the aircraft did not achieve level flight before it struck the westbound carriageway of the A27.

This FACTOR updates the CAA's responses to Safety Recommendations 2016-041, 2016-044 and 2017-006, for which responses were initially provided in two separate FACTOR publications, as referenced below.

FOLLOW UP ACTION

Recommendation 2016-041

It is recommended that the Civil Aviation Authority require a Display Authorisation to be renewed for each class or type of aircraft the holder intends to operate during the validity of that renewal.

Extract from FACTOR F4/2016 Issue 2, Issued 24 January 2017

CAA Response

The CAA will review the list of different categories of aircraft relevant to pilot Display Authorisation renewal and assess the impact of operating differences between each category. The CAA will expand this work to include a study of the potential for inappropriate transfer of behaviours between aircraft types. The CAA will consider introducing any relevant

findings into the ongoing training and assessment requirements for display pilots, including the requirements for Display Authorisation renewal.

The CAA will conclude this review and publish its findings by April 2018.

Update February 2018

The CAA has reviewed the renewal process for different categories of aircraft relevant to pilot Display Authorisation renewal and proposed amendments to the latest version of CAP 403, which is due to be published in March 2018.

The study of error paths, referred to below in response to recommendation 2017-006, has been expanded to incorporate the impact of operating differences between aircraft categories and the potential for inappropriate transfer of behaviours between aircraft types. The CAA will consider introducing any relevant findings into the ongoing training and assessment requirements for display pilots, including the requirements for Display Authorisation renewal.

Due to the complexity of this study, the CAA will conclude its review and publish its findings by 31 July 2018.

CAA Status – Open

Recommendation 2016-044

It is recommended that the Civil Aviation Authority establish and publish target safety indicators for United Kingdom civil display flying.

Extract from FACTOR F4/2016 Issue 2, Issued 24 January 2017

CAA Response

The CAA will undertake a study to identify and publish meaningful safety indicators for civil display flying. The CAA will conclude this study and publish safety indicators by September 2017.

Update February 2018

The CAA has concluded a study to identify meaningful safety indicators for civil display flying. The CAA finalised an initial study in September 2017 and then embarked on an enhanced process of review and study, which has been completed and the safety indicators have been recently published.

CAA Status – Closed

Recommendation 2017-006

It is recommended that the Civil Aviation Authority undertake a study of error paths that lead to flying display accidents and integrate its findings into the human factors training it requires the holders of display authorisations to undertake.

From FACTOR F1/2017, Issued 03 May 2017

CAA Response

The CAA is working with external experts to understand the influence of human factors on air displays. We will expand this work to include a study of error paths that lead to flying display accidents and integrate the findings into the display authorisation process and associated training and practice. This is a complex piece of work, requiring us to develop appropriate process and roll out to the air show community for safe implementation. We will complete this work by December 2017.

Update February 2018

The CAA has commissioned a study of error paths that lead to flying display accidents, the findings of which will be published together with guidance material for pilots and flying display directors. The CAA commitment to integrate the findings into the display authorisation process and associated training and practice, remains as indicated in the initial response. The CAA is developing appropriate process to introduce the findings to the air show community, which will include incorporating the material into post-display season seminars and 2019 pre-season symposia.

Due to the complexity and breadth of the study, the CAA will publish its findings by 31 July 2018.

CAA Status – Open