



Civil Aviation Authority
SAFETY NOTICE
Number: SN-2018/001



Issued: 26 February 2018

Restricting the Operation of Ex-Military Jet Aircraft at Flying Displays

This Safety Notice replaces Safety Notice 2015/003 and contains recommendations regarding operational safety.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	All BCAR A8-23 / A8-24 / A8-25 Organisations
Flight Operations:	All Display Pilots and CAP 632 Operators
Licensed/Unlicensed Personnel:	All Flying Display Directors and Event Organisers

1 Introduction

- 1.1 The CAA introduced precautionary restrictions relating to civil air display activities in the aftermath of the tragic Shoreham Airshow accident. These included restrictions that applied to swept and straight wing ex-military jet aircraft (Category G1 and G2¹) prohibiting aerobatic displays over land, and limiting these aircraft to carrying out flypasts and manoeuvring turns only.
- 1.2 Following publication of the AAIB's final Shoreham accident report, enhancements made to airshow safety and a review by the CAA of the different flying characteristics of these types of aircraft, the CAA has decided to remove the precautionary restriction that previously applied to straight wing ex-military jets (Category G1). The restrictions continue to apply to swept wing ex-military jets (Category G2).
- 1.3 This SN supersedes SN-2015/003.

¹ As detailed and defined in Chapter 10 of Edition 15 of CAP 403.

- 1.4 The scope of this SN applies to all ex-military jet aircraft operated under CAA CAP 632 'Operation of Permit-to-Fly Ex-Military Aircraft on the UK Register' and civilian foreign registered ex-military jet aircraft. Other types of aircraft are unaffected.

2 Action to be Taken

- 2.1 The CAA has now removed the restriction preventing straight wing ex-military jet aircraft (Category G1¹) performing aerobatics at overland flying displays. Therefore, it is now permissible for Category G1 straight wing ex-military jet aircraft to perform aerobatic sequences at overland Flying Displays. This Safety Notice applies to all overland Flying Displays in the UK.
- 2.2 **Swept wing ex-military jet aircraft (Category G2) remain restricted to flypast and associated positioning manoeuvres at overland Flying Displays.** Flying Displays over the sea remain unaffected for swept wing ex-military jet aircraft provided that the Flying Display Director has properly assessed the risks associated with any third parties, including any vessels moored or transiting in the vicinity of the display line, before permitting aerobatics by any ex-military jet aircraft.
- 2.3 As a consequence of the information contained in this SN, Event Organisers and Flying Display Directors are strongly recommended to review existing risk assessments for all forthcoming civil air displays. Where necessary, additional risk mitigation measures should be introduced.

3 Further Information

- 3.1 The safety standards that apply to all civil air displays in the UK are among the very highest in the world and are reviewed regularly. All air display activities, including the functions of the flying display directors, pilots and maintenance of aircraft, must meet rigorous safety requirements. Individual display pilots are only granted approval following a thorough test of their abilities.

4 Queries

- 4.1 Any operational or technical queries or requests for further guidance as a result of this SN should be addressed to the GA@caa.co.uk e-mail address.
- 4.2 Any other queries should be addressed to CAA Corporate Communications (press.office@caa.co.uk).

5 Cancellation

- 5.1 This SN will remain in force until further notice.