

CAA Response to AAIB Recommendation 2016-041



Requirement

As a result of the tragic crash of Hunter G-BXFI, the following Safety Recommendation 2016-041 was made:

Safety 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.'

In FACTOR F4/2016 (Issue 2) The CAA responded:

'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.'

In FACTOR F2/2018 the CAA provided an update to the response:

'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.'

Actions

The CAA has reviewed the list of different categories of aircraft relevant to pilot Display Authorisation renewal and reflected the findings in CAP 403 (15th Edition), published on 8 March 2018, which now provides the following categories of jet aircraft:¹

- Category G1: Straight-wing single engine jet aeroplanes specified by type;
- Category G2: Swept-wing single engine jet aeroplanes specified by type; and
- Category H: Multi-engine jet aeroplanes specified by type.

¹ [CAP 1628 CAA response to AAIB Recommendation 2017-003.](#)

CAP 403 (15th Edition) Chapter 10 sets out in detail the renewal requirements for pilots that hold a Display Authorisation, including renewal across multiples classes or types of aircraft.

In addition, the CAA has commissioned the Health and Safety Laboratory (HSL) to undertake a study of potential inappropriate transfer of behaviours between aircraft types and published a report accordingly ([Human Factors in Air Displays: Transfer of Behaviours and Error Path Study](#)). The CAA proposes to introduce the findings and recommendations from the study into the ongoing training and assessment requirements for display pilots including the requirements for Display Authorisation renewal.