

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**

**FACTOR F5/2016 has been reissued to reflect the CAA's revised response to Safety
Recommendation 2015-046**

CAA FACTOR NUMBER : F5/2016 Issue 2
FACTOR PUBLICATION DATE : 18th January 2021
TYPE OF FLIGHT : Air Display
CAA OCCURRENCE NUMBER : 201510463
AAIB REPORT : Bulletin 5/2016

SYNOPSIS **From AAIB Report**

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all display pilots holding a Category G rating (high performance jet aircraft) will have their Display Authorisations withdrawn and re-issued with a temporary 500ft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

Update December 2020

As stated in our initial FACTOR response in 2016, the CAA is required to promote safety and issue guidance that will support appropriate safety outcomes. CAP 403 and CAP 632 includes policy and guidance that will enable those that do own the risk to manage it appropriately.

As per our declared commitment, CAP632 was reviewed in 2017 and editions 6 & 7 were consequently issued in April and May 2018 respectively. Additionally, further review was undertaken this year and edition 8 was released in October 2020. The table below highlights the relevant changes in edition 8.

Summary of Changes to CAP632 Edition 8 published 12 October 2020			
CAP632 Edition 7 reference	Subject Area	Summary of Change	CAP632 Edition 8 reference
6.1 – 6.3	Pilot licensing general requirements.	New text describing experience requirements in terms of general and display flying. For MEP, multi-pilot and turbine-powered aeroplanes, new text that OCM should detail experience levels and training requirements.	4.1 – 4.7 with addition of reference to CAP1724 for minimum requirements for display flying.
6.4 – 6.11	Aircraft Type Rating Exemptions (ATRE).	New text describing ATRE and process leading to the Final Handling Test, as well as initial and subsequent renewals of ATRE.	4.21 – 4.30
6.18 – 6.26	Currency for pilots of jet and high-performance propeller-driven aircraft.	New text on currency and recency requirements for pilots of certain CAP632 aircraft and how this must be clearly set out by the operator.	4.8 – 4.16 restructured section with the removal of duplication of the currency for aircraft involved in air display flying now covered in CAP1724. Appendix B3 for Essential Training Requirements.
6.27	Human factors.	New text requiring pilots to undergo some training in human factors aspects of flying and signposting to CAA CAP1047 Civil air displays guide for pilots.	Appendix B8 – B9
6.31 – 6.32	Experienced pilots.	New text requiring 12-month dual check.	Appendix B11
6.34	Inexperienced pilots.	New text requiring 6-month dual check.	Appendix B11
7.29 – 7.35	Essential training requirements.	New text setting out nature of training and requiring safety margins, with content on aerobatic training, training records (including what should be included).	Appendix B3 – B6 and Appendix E Example of Dual Check form (CAP632).

Additionally, CAP403 has continued to be updated and is currently at Edition17, February 2020 and continues to enhance the guidance to ensure experience and currency requirements manage the risk of a loss of aircraft to as low level as reasonably practicable.

CAA Status - Closed