AUGUST 2023

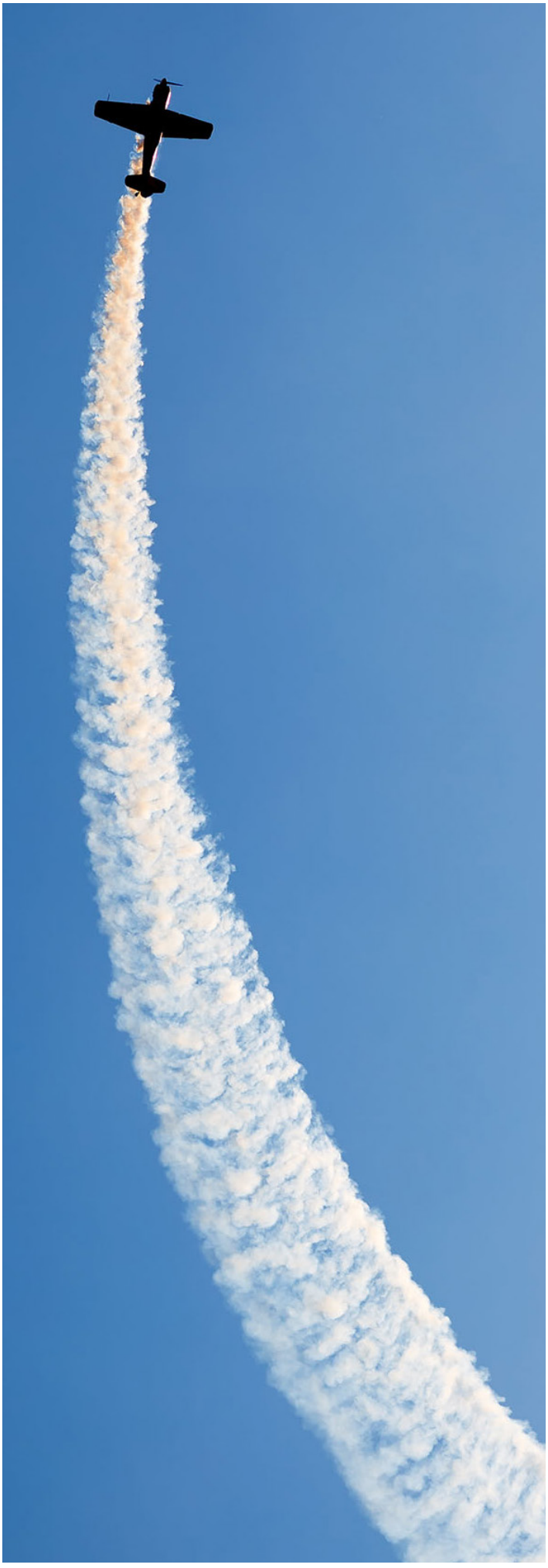
UK Civil Aviation Authority

2023 FLYING DISPLAY

MID-SEASON UPDATE

2023 Flying Display
Mid-Season Update

As we approach the mid-point of this year's Flying Display Season (DS 23), this update is designed to assist all those involved in delivering or participating in flying display activity, by providing feedback and updates on the season and associated activity thus far.



Highlights

- Flying display activity for 2023 is on par with that of 2022.
- Increasingly Flying Display applications are being submitted late or incomplete. Please submit complete applications in good time (at least 42 days in advance) to allow us to issue a timely Permission.
- 95% of the display flying community have completed Human Factors Training. Feedback has, on the whole, been very positive.
- A number of issues have been highlighted in post event reports / assurance visits:
    - Clarification that the CAA uses a Performance Based Oversight (PBO) process to identify flying displays that warrant an assurance visit
    - Pilot Written Briefings should avoid 'cut and paste' from the CAPs and be site and display specific
    - Formation / Balbo Briefings – Leaders, particularly for large formations, are reminded to use CAP 1724 para 1.15 as the basis for their briefings
    - FDDs and AFDDs must ensure Flying Display Risk Assessments are appropriate and site specific
    - AFDDs are reminded that as the person responsible for the safe conduct of the flying activity they should understand that they are responsible for the safety risks posed by the planning and management of Flying Display activity
- Further guidance has been issued on the Restricted Radio Operators Certificate of Competence (ROCC) for Flying Display Directors.
    - FDDs can expect CAA Airspace, ATM & Aerodromes to make contact
- DA holders are reminded to submit renewal / upgrade applications immediately after evaluation. DA holders are also reminded that CAP1724 contains the requirements to prevent groups from lapsing.

Sign up to Skywise for Flying Display Season Updates

Display Activity Update

2023 Flying Display Season

Flying display activity for 2023 is on par with that of 2022 and with a 100% return of Post Event Reports, with Safety Calls as summarised below:

Stop	Too Low	Too Close	Terminate
Nil	7	7	7

The safety calls are all isolated events and with no trends arising – further details will be discussed at the Post-Season Display Symposium.

Post Event Reports

Whilst there are no significant trends arising from Post Event Reports, Display Pilots are reminded that documentation requested by FDDs should be submitted as soon as possible and without delay. A FDD document check is a prerequisite for participation at any display.

CAA Flying Display Application Timelines

Increasingly, Flying Display applications are being submitted late (within the 42-day deadline) or are submitted but without essential pieces of information. This timeline allows the issue of the associated Permission at least 14 days before the event so as to allow appropriate safety planning and distribution by the FDD.

- If applications arrive late or incomplete there is no guarantee that the Permission will be issued within 14 days of the event.
- Applications received within 7 days of the event will not be processed - see CAP 403 para 3.22.
- In short, in order for you to receive your Display Permission on time, please help yourself by submitting completed applications in advance of the 42-day deadline.

Amendment Requests for Permissions

We have received an increasing number of requests for Permission amendments. Whilst we will always endeavour to meet these requests, applicants are reminded that each amendment undergoes the same level of scrutiny as the original Permission and, as such, it may not be possible to staff last-minute requests within the timescale provided. As always, please plan ahead to reduce the need for any amendments.

Human Factors Training Update

In Autumn 2022 the CAA Air Display Regulation Team, in partnership with Baines Simmons, rolled out the 'Human Factors in Air Displays' on-line course. The Course was originally conceived in 2019 as a direct result of AAIB Recommendation 2017-006 following the tragic crash of the Hunter at Shoreham, with the intent to raise awareness of Human Factors (HF) as they relate to the Flying Display community and to integrate HF into existing training for FDDs, DAEs and Display Pilots.

With the varied range of backgrounds of the three main groups in the flying display community it was evident that a 'one size fits all' approach would not satisfy everyone; however, it was felt that the Course would provide a known starting point for the entire community irrespective of their previous involvement in HF training. In addition, as the Course was specifically tailored to address issues faced by the Flying Display community, even those with extensive display experience commented on the positives to be taken from the presentations and, just as importantly, were able to contribute to the discussion with their own examples.

As we transitioned into DS23, around 90% of the entire community had completed the HF Course, with the remaining members well on the way. Overall, the feedback for the course from the community has been very positive, but, more pertinently, the online course has achieved the aim of raising awareness of Human Factors within the community. HF will continue to be an integral element of display symposia, DA Evaluations and FDD Training.

Issues Arising from Post Event Reports and Assurance visits

Assurance Visit Criteria. The CAA is mandated (ANO Article 86) to be *'satisfied that the flying display director is fit and competent to safely organise the proposed flying display'* - it does this through Flying Display Assurance Visits.

The CAA uses a Performance Based Oversight (PBO) process to identify Flying Displays that warrant an assurance visit. The PBO assessment begins with a desk top audit of all Flying Display applications which incorporates the review of PBO criteria which includes, inter alia, the number of aircraft displaying, the type of flight undertaken at the display (aerobatics, formation, pyrotechnics), topography of the display area; secondary spectator complexity) to give rise to a decision for an assurance visit.

Flying Display Risk Assessments

Flying Display Risk management should be focussed on identifying the hazards and associated risks and producing mitigations that reduce the probability and / or severity of any incident, thereby minimising subsequent consequences. The FDD or AFDD should understand the hazards associated with the activity being undertaken, with particular regard to location, in order to identify the key components in effective risk management. **Flying Display Risk Assessments** require any hazard identified by the FDD to be allocated an initial risk rating that assumes legal requirements and good practice recommendations contained both in CAP 403 (para A39) and other applicable regulations are in place, and a residual risk rating following the application of appropriate further mitigations. Further mitigations must extend beyond those published.

- AFDDs are reminded that as the person responsible for the safe conduct of the flying activity carried out pursuant to a Permission issued by the CAA, they must understand that they are responsible for the safety risks posed by the planning and management of Flying Display activity CAP 402 para 8.45 refers.

FDD/FCC Ground Radio Use

Supplementary Amendment CAP452 FDD.pdf was issued on 6 April 2023 to introduce the option of the Restricted Radio Operators Certificate of Competence (ROCC) for Flying Display Directors (FDDs).

The restricted ROCC - FDD is designed for circumstances where an approved and licensed AGCS, FIS or ATC service is provided at the display / event location by a separate organisation or individual, and the FDD is not collocated with the service provider. It allows for the issue of standard safety calls as set out in CAP 403 and for the FDD to intervene in Flying Displays (on the display location's AGCS, FIS or ATC frequency) to pass safety critical messages to display aircraft in a timely manner.

The decision as to whether a restricted ROCC for FDD intervention is needed rests jointly with the event organisers and the FDD themselves.

For clarification: If you already hold a 'full' ROCC for provision of AGCS in the UK then a separate Restricted ROCC for FDDs is not needed. However, there must be authorisation from the WTA licence holder for the use of any collocated 'fixed' service (be it AGCS, FIS or ATC) at which the event is taking place on the reverse of the FDD's (full) ROCC.

A restricted ROCC is considered a sensible provision for locations where the FDD is not collocated with the AGCS provider (or ATS provider).

DA Renewal Requirements

DA holders who have categories in multiple groups, are reminded of the requirements that need to be met to prevent a group lapsing. CAP 1724 para 11.19: "Where more than one group is held, any group that hasn't been renewed within a 26 month period shall be considered as lapsed". To keep groups 'live', and before a display can be flown, DA holders must have renewed "their DA in a category within a group" in the preceding 26 months. The flow chart at paragraph 11.15 in CAP 1724 refers.

DA Renewal / Upgrade Applications

DA holders are reminded to submit their DA renewal / upgrade application without delay following the evaluation. DA holders should then allow 28 days for processing (allow for this when planning evaluation dates and display appearances) and desist from the recent trend of sending emails to the CAA to "chase" their renewal / upgrade applications. DA holders are also reminded that the main purpose of the Temporary Validation Certificate on a DA (signed by a DAE and valid for 28 days from the date of evaluation) is to allow time for the processing. FDDs should accept this and not insist on a re-issued DA from the CAA before permitting a display pilot to perform.

Dates For the Future

FDD Courses: To be held at the Defence Academy, Shrivenham.

- FDD Revalidation Course: 11th December 2023; 19 March 2024; and 10 December 2024.
- FDD Initial Course: 12th – 13th December 2023; 20-21March 2024 and 11-12 December 2024.
- AFDD Course: 12th December 2023; 20 March 2024; and 11 December 2024.

Display Symposiums

Following the reformatted 2023 pre-season Flying Display Symposium, with its greater emphasis on case studies, breakout discussion and interactive sessions, the 2024 Pre-Display Symposium will be held on: 19th – 20th March 2024 at the Defence Academy, Shrivenham.

The 2023 Post Display Symposium will be held on 15th November 2023 at IWM Duxford – this 1-day event will allow for the CAA/MAA to highlight issues and trends arising from the 2023 Display Season and now also provide an opportunity for an in-depth BADA review of DS 23.

We are pleased to announce that there will be no Registration Fee for either the 2023 Post-Display Season or the 2024 Pre-Display Season Symposiums.

Critical Incident Response Programme (CIRP)

Through **Boeing UK** the UK Flying Display Community is offered a limited number of places on the Critical Incident Response Programme (CIRP). This is a 3-day course in first quarter 2024 probably at Boeing offices in London - all details tbc.

Critical Incident Response Programme (CIRP) is a course for peer-support volunteers. CIRP for aviation has existed for almost 20 years. There are many situations which are known to cause a great deal of stress and CIRP serves to mitigate flight crew member stress.

Too much stress or reaction to stress could lead to valued members of the aviation community electing to move away from flying or to impaired performance while airborne. CIRP is a confidential peer-to-peer programme with trained volunteer-peers ready to help mitigate the impact of an accident or incident before stress reactions damage health and performance. Further information on CIRP:

- In Aviation what is a Critical Incident? What is a PEER? What is CIRP? (LinkedIn)
- Critical Incident Response Program (ALPA)

More details will be available at the Post Season Display Symposium.