



**Welcome
to the
Pre-Display Season Symposium
2024**

Flying Display Symposium 2024

Airspace Infringement Reporting

Rob Gratton

Principal, Airspace Infringements Team



Scope



- Background
- What should be reported and why?
- “How should I report”
- CAA’s role/responsibility



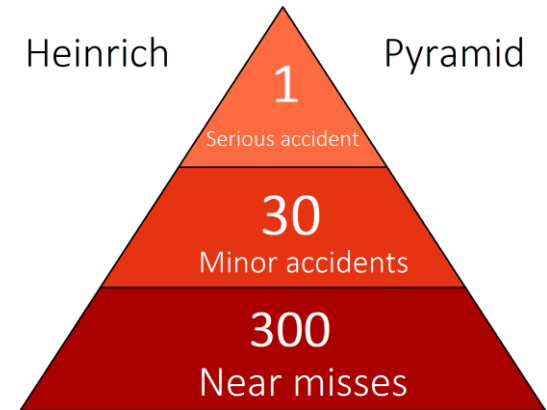
Background



- **Risk – Participants:**
 - Mid-air collision.
 - Distraction leading to loss of control.

- **Risk – Sponsor/FDD:**
 - Mid-air collision.
 - Aircraft accident.
 - Curtailment of display.

- **In recent years:**
 - Airprox – PA28/Boeing 757 – RAF Cosford
 - Airprox – PA48/Cub towing Glider – Old Warden
 - Overflight of a low-level display – PA32 – Midland Air Festival





Background



- Restricted Areas (Temporary) [RA(T)] established for safety of participants and attendees.
 - Provide segregation
 - Prevent/mitigate mid-air collision
- In 2022 there were 35 RA(T) established for flying displays and 33 for Jet Formation Display Teams (JFDT).
- In 2023 that rose to 42 and 36 for JFDT.
- 15 Airspace Infringements.



Why Report?



- All reporting improves aviation safety.
 - Allows the Regulator to establish root cause/contributory factors.
 - Enables education/re-training under a Just Culture to pilot to prevent recurrence and 'step-up' events.
 - Enables wider education to pilots and sponsors to reduce risk.
 - Identification of other methods of notification and engagement.
- Legal requirement under UK Reg (EU) 376/2014 and UK Reg (EU) 2015/1018:
 - Annex III to UK Reg (EU) 2015/1018



Why Report?



ANNEX III

OCCURRENCES RELATED TO AIR NAVIGATION SERVICES AND FACILITIES

Remark: This Annex is structured in such a way that the pertinent occurrences are linked with categories of activities during which they are normally observed, according to experience, in order to facilitate the reporting of those occurrences. However, this presentation must not be understood as meaning that occurrences must not be reported in case they take place outside the category of activities to which they are linked in the list.

1. AIRCRAFT-RELATED OCCURRENCES

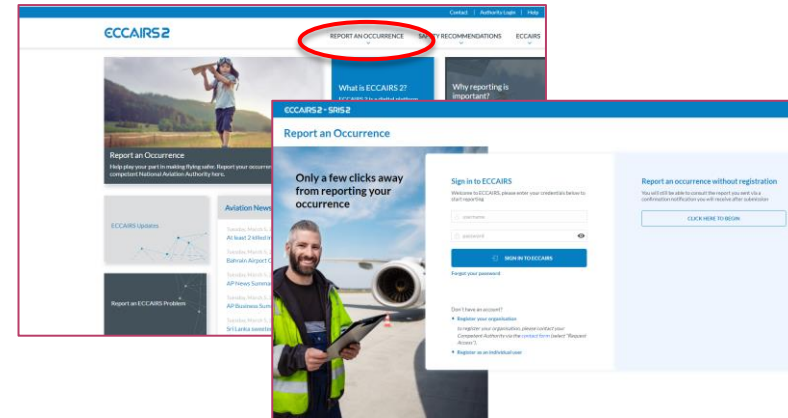
- (1) A collision or a near collision on the ground or in the air, between an aircraft and another aircraft, terrain or obstacle ⁽¹⁾, including near-controlled flight into terrain (near CFI).
- (2) Separation minima infringement ⁽²⁾.
- (3) Inadequate separation ⁽³⁾.
- (4) ACAS RAs.
- (5) Wildlife strike including bird strike.
- (6) Taxiway or runway excursion.
- (7) Actual or potential taxiway or runway incursion.
- (8) Final Approach and Take-off Area (FATO) incursion.
- (9) Aircraft deviation from ATC clearance.
- (10) Aircraft deviation from applicable air traffic management (ATM) regulation:
 - (a) aircraft deviation from applicable published ATM procedures;
 - (b) **airspace infringement including unauthorised penetration of airspace;**
 - (c) deviation from aircraft ATM-related equipment carriage and operations, as mandated by applicable regulations.
- (11) Call sign confusion related occurrences.



How to Report



- Submit a Mandatory Occurrence report via ECCAIRS 2 - <https://aviationreporting.eu/en>



- Submit an ABANL (Alleged Breach of Air Navigation Legislation) - <https://www.caa.co.uk/our-work/make-a-report-or-complaint/report-something/report-and-alleged-breaches-of-air-navigation-legislation/>

Report of Alleged Breach of Air Navigation Legislation

BEFORE YOU START | REPORT | INCIDENT | OTHER WITNES... | EVIDENCE | SUBMISSION IN...

BEFORE YOU START

Whether or not we investigate your report depends upon the information you provide us on this form and whether there is a real or potential impact upon safety, so it is important that you give us:

- A detailed description of the incident,
- The registration of the aircraft if you're reporting an aircraft incident,
- Any good quality photographs or video recordings you have of the incident.

Identity Do you want to report anonymously? * Yes No

If you choose to report anonymously we may not be able to progress an investigation

CONTINUE



What to Include in Report



- Date and time
- Location
- Type and registration (if known)
- Altitude and direction of travel/track
- Impact on event
 - Were displays in progress?
 - What display (aircraft type and nature)
 - Proximity to display
 - Traffic Information or Stop issued
- Witness details
- Photographs, media etc
- All other relevant information e.g. infringing pilot details if known

You can never provide too much information – supplementary info to MOR.responses@caa.co.uk or Infringements@caa.co.uk



CAA's Role/Responsibility



- Carry out an independent review of the occurrence under as Just Culture in a timely manner iaw CAP1404.
- Provide education/training to all relevant parties.
- Root cause and causal factors included in MOR Closure report of ECCAIRS
- Feedback to FDD/Reporter.



Thank you

Any Questions?

Infringements@caa.co.uk



Safety Advisory Group Roles and Responsibilities

Vanessa Mawer

Director

VIH Event Consultancy Ltd





Retirement?



- Associate Consultant and trainer EPC
- Event safety consultant, crowd safety, safety officer, control manager, plan / document writer
- SAG Chair and SAG Administrator
- One of the authors of the Guidance



The History of SAGs

- Ibrox 1971 (LJ Wheatley) – ‘consult’ on safety certificates
- Hillsborough 1989 (LJ Taylor) – an ‘advisory group’ on crowd safety
- Currently – non statutory, good practice for variety of events, not only sports related



What is a SAG

- Multi agency group of statutory agencies
- Competent in their own sphere of work for their own agency
- Often chaired by Local Authority
- Not a decision making group





What is the purpose of a SAG?

- where statutory agencies can provide safety advice/information/guidance to an event organiser
- an exchange of information relating to local matters and considerations/concerns
- for the statutory agencies to gain an understanding of the impact of the event on their core business and existing emergency plans



It doesn't/can't

- Act as a planning group for the event
- Recommend/agree a course of action
- 'sign off' an event as being safe
- Act as 'due diligence' on behalf of a landowner or funder
- Approve or ban an event



‘So, what’s the point? It’s got no teeth....’

- It can provide the most up to date legislation and good practice information
- It can provide the most up to date information about local situations
- You don’t know what you don’t know
- It allows agencies to update their plans relevant to the event



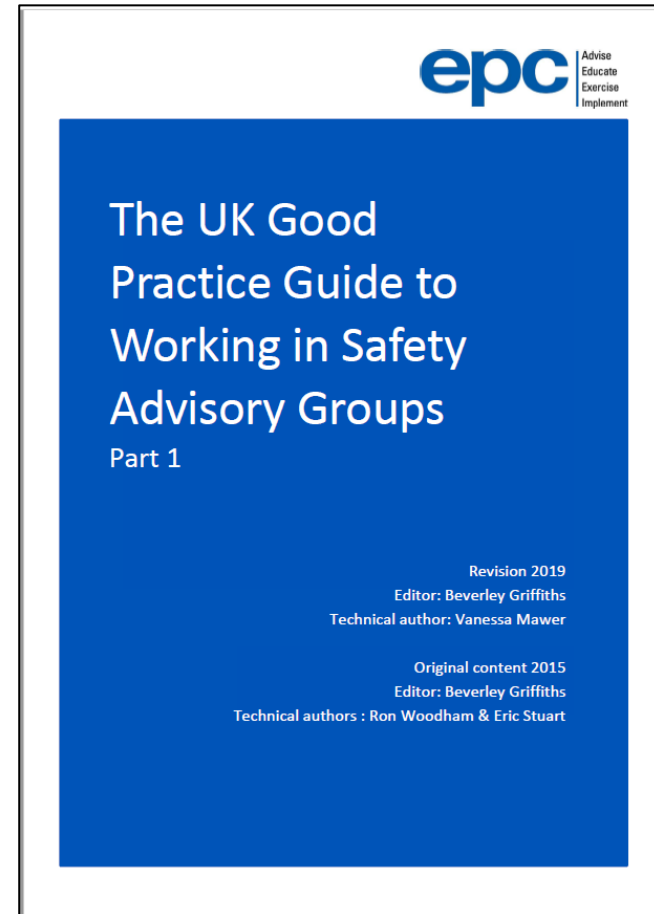
What are the challenges?

- Organisers may not have experienced it before (not everywhere uses the system, or uses it in the same way)
- Organisers may expect it to be a planning meeting
- Organisers may feel challenged on their competency by agencies
- Different names; ESAG, PESAG, JAG, MAG, PEG
- It's not the core role of the agency member



Benchmarking for SAGS

- Cabinet Office College – EPC
– acting as coordinator
between agencies and event
organisations
- UK Good Practice Guide to
Working in Safety Advisory
Groups
- FREE to download from EPC
website





How do I know if I'm at a SAG?

- Each area SAG should have Constitution, terms of reference/criteria
- Should be shared before or at the first meeting
- Why are you here?

event(s) (see sections 3.1-3.3).

3.2.2. Agreeing these terms of reference is a matter for local determination. However, the following examples may assist in this process. These may be either generic or specific according to the nature of the role at this local level. Generic terms of reference may include:

- To promote clarity of roles and responsibilities relevant to the event(s) within the SAG's remit. This should include the SAG members roles and may include the powers and policies of those organisations in relation to events.
- To establish clear timelines for the provision of paperwork to the SAG and agree attendance and timelines with organisers. Where events have failed or been problematic in the years since the first iteration of this document, it is often noted that timeframes previously agreed have slipped significantly or no timeframes had been set in the first place.
- To advise the local authority and/or event organiser in order to ensure high standards of health and safety
- To promote the principles of sensible risk management and good practice in safety and welfare planning. In doing so to balance all reasonable matters of safety and not permit specific members to focus on just one source of danger. The holistic view is essential to ensure all aspects of safety have been considered.
- To promote a consistent, coordinated, multi-agency approach to event planning and management.
- To advise the local authority and/or event organiser in respect of the formulation of appropriate contingency and emergency arrangements.
- To advise the local authority and/or event organiser in respect of relevant legislation and guidance.
- To encourage arrangements to be made to minimise disruption to local communities.
- To consider the implications of significant incidents and events relevant to their venue(s) and events, especially in view of the new definition of safety within the Green Guide and considerations regarding 'Zone X'.
- To consider emerging threats to events, such as terrorism methodologies, drone use and the still developing threat of cyber terrorism and deniability of service
- To consider the implications of significant incidents and events relevant to the surrounding areas and facilities
- To receive reports relevant to debriefs, visits and/or inspections of the venue or event.

3.2.3. In some cases it will be relevant to consider specific terms of reference in addition to these generic examples. These may include:

- To advise the local authority with regard to its functions in relation to safety certification
- To advise the local authority with regard to its powers under the licensing legislation.



Understanding SAGs

- Shouldn't be chaired by the event organiser
- Landowner should be invited – not advice giver but forms part of their due diligence
- Full minutes, shared with event organiser
- Work with them for the best results

Anytown Safety Advisory Group		
<u>MINUTES</u>		
Date:	Venue: via MS Teams	Time: 9.30am
Present:		
Agenda Items:		Action
1	Apologies	
2	Additional Matters to be discussed -	
3	Matters arising from minutes of last meeting	
4	<p>Invited Event Organiser</p> <p>ABC Event</p> <p>At 0950am the organiser, Jo Bloggs arrived in the meeting. The Chair introduced himself and explained SAG; that it is a multi agency group of people from the statutory agencies who are competent to give advice and guidance about event safety. The SAG role helps ensure a consistent approach to event safety across the area/county/town and other parts of the country. The SAG can not approve or ban or permit an event, they work with an organiser to give information about event safety. Agencies sitting on the SAG may have powers if necessary, however this is not the purpose of the meeting.</p> <p>As the organiser didn't have any further updates to give from the details provided in the documents, the Chair invited the agencies to give feedback.</p> <p>AB from Police advised that they had reviewed the plans against last year's and recalled the discussion around xyz.</p> <p>AB from Ambulance asked who the medical company were, the organiser advised that it was Bloggs of Anytown. AB asked that he be given a copy of the medical plan at the earliest, as he is unable to comment on anything until it is received.</p> <p>AB from Emergency Planning asked if the organiser had engaged with the Environment Agency, and the organiser confirmed he had.</p> <p>AB explained that as Administrator she had feedback from the Environment Agency; the tide times have been considered, however, should the weather be inclement on the day of the event and during set up/closing down, there may be higher water than predicted and wave splash if, for example, there are strong onshore winds.</p> <p>AB also gave information from AB from Highways.</p> <p>AB from Building Control clarified if there were any temporary structures and whether these are used in extremes of weather.</p> <p>The Chair asked if the organiser had any questions, and confirmed that AB will send the minutes, along with a date for a further set of documents in line with attendance at the next SAG (11th) meeting if requested/needed.</p> <p>Beetown Event</p>	



Thank you

Questions?



The Legal Eagle

Matthew Bennett

Legal Advisor
CAA Office of the General Counsel



CAA Air Display Regulation

Permissions –v- Exemptions



Introduction

- Exemptions issued against regulatory requirements must be kept under review by the CAA.
- The CAA has recently developed a new policy for managing exemptions.
- GAU colleagues recently reviewed exemptions issued in respect of air display activity against this policy.
- During this review process, GAU has recognised that most display requirements, including those previously managed via exemptions issued by the CAA should, instead, be managed via the permission process outlined in CAP 403.



Permissions



- Legal Context (a reminder of the requirements for air display activity as set out in the Air Navigation Order 2016, as amended ('ANO')):
- The CAA must grant a permission if it is satisfied that the flying display director is fit and competent to safely organise the proposed flying display, having regard in particular to the flying display director's—
 - (a) previous conduct and experience; and
 - (b) organisation, staffing and other arrangements.
- **The CAA may grant such a permission subject to such conditions, which may include conditions concerning military aircraft, as the CAA thinks fit.**



Exemptions



- **Legal Context:**
- The CAA may exempt from any of the provisions of the ANO (other than some exceptions) or any regulations made under the ANO, any aircraft or persons or classes of aircraft or persons, subject to such conditions it deems appropriate.
- Previously, the CAA has issued **exemptions** to enable flying display activity, for example:
 - To allow dropping of articles.
 - A reduction to minimum lateral separation distances between aircraft and crowd line.



Exemptions cont.

- **CAA Policy**
- "The CAA may grant exemptions to any natural or legal personin the event of **urgent unforeseeable circumstances** affecting those persons or **urgent operational needs of those persons**, where all of the following conditions have been met.
- **The CAA applies this policy to all exemptions granted under the ANO.**



Permissions –v- Exemptions

- The expectation is now for the CAA to issue a **permission** and not an **exemption** for certain types of display activity.
- Therefore, FDD's who wish to organise display activity in circumstances where they do not meet all the requirements as set out in CAP 403 must apply to the CAA for a **permission**.
- The CAA will consider issuing a **permission** subject to such conditions as the CAA thinks fit, for example:
 - To allow dropping of articles.
 - To provide for a reduction to minimum lateral separation distances between aircraft and crowd line.



Permissions –v- Exemptions

- In other words, the specific activity will be reflected as a condition in the permission rather than as an exemption from the law.
- Where it is not appropriate for the CAA to issue a **permission**, or where a particular activity associated with display flying requires a derogation from regulatory requirements, the CAA may still issue an **exemption**, providing the activity concerned meets the CAA's exemption policy for example:
 - To allow runway landings where the runway is not clear of other aircraft.



Permissions –v- Exemptions cont.

- In all cases, a flying display director must continue to apply to the CAA for the appropriate permission or exemption using the standard process as set out in CAP 403.
- For DS 2024 the CAA will continue to recognise existing exemptions, as applicable.
- From DS 2025 the CAA will adopt a new approach whereby the default position will be to utilise the permissions process for all display activity rather than consider issuing an exemption from the ANO.
- For further guidance or information relevant to this presentation please contact the CAA's General Aviation Unit.

GA@CAA.CO.UK



The Eastbourne Airshow 2023

Sqn Leader Graeme Muscat

'Red 10'

The Royal Air Force Aerobatic Team





Tea Break, Tea Break, GO!

Post-Break Syndicates:

Syndicate	Room
DAE/ Display Pilots	Main Hall
FDD/ FCC	
Event Organisers	



Lunch





Hazards versus Risks

Sqn Leader David Cooper





Warning Calls



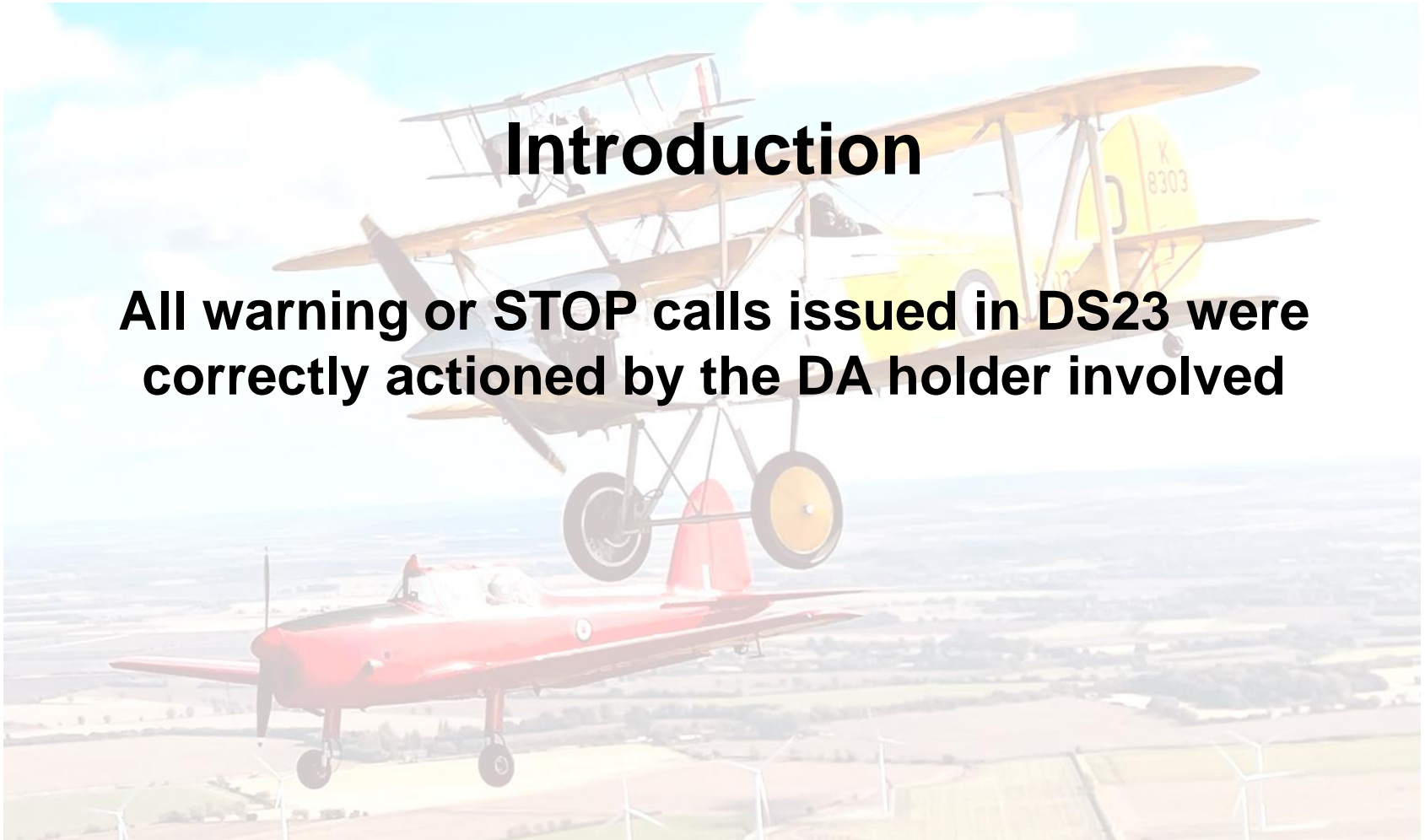


Warning Calls



Introduction

All warning or STOP calls issued in DS23 were correctly actioned by the DA holder involved





Warning Calls



Your Panel:

FDD/ FCC:

Trevor Graham
Jonathan Price
Tom Turner
Matt Wilkins
Paul Freeland

DA Holders:

Tom Cassells
Iain Sinclair Smith
Graeme Muscat (Red 10)
Peter Kirkpatrick



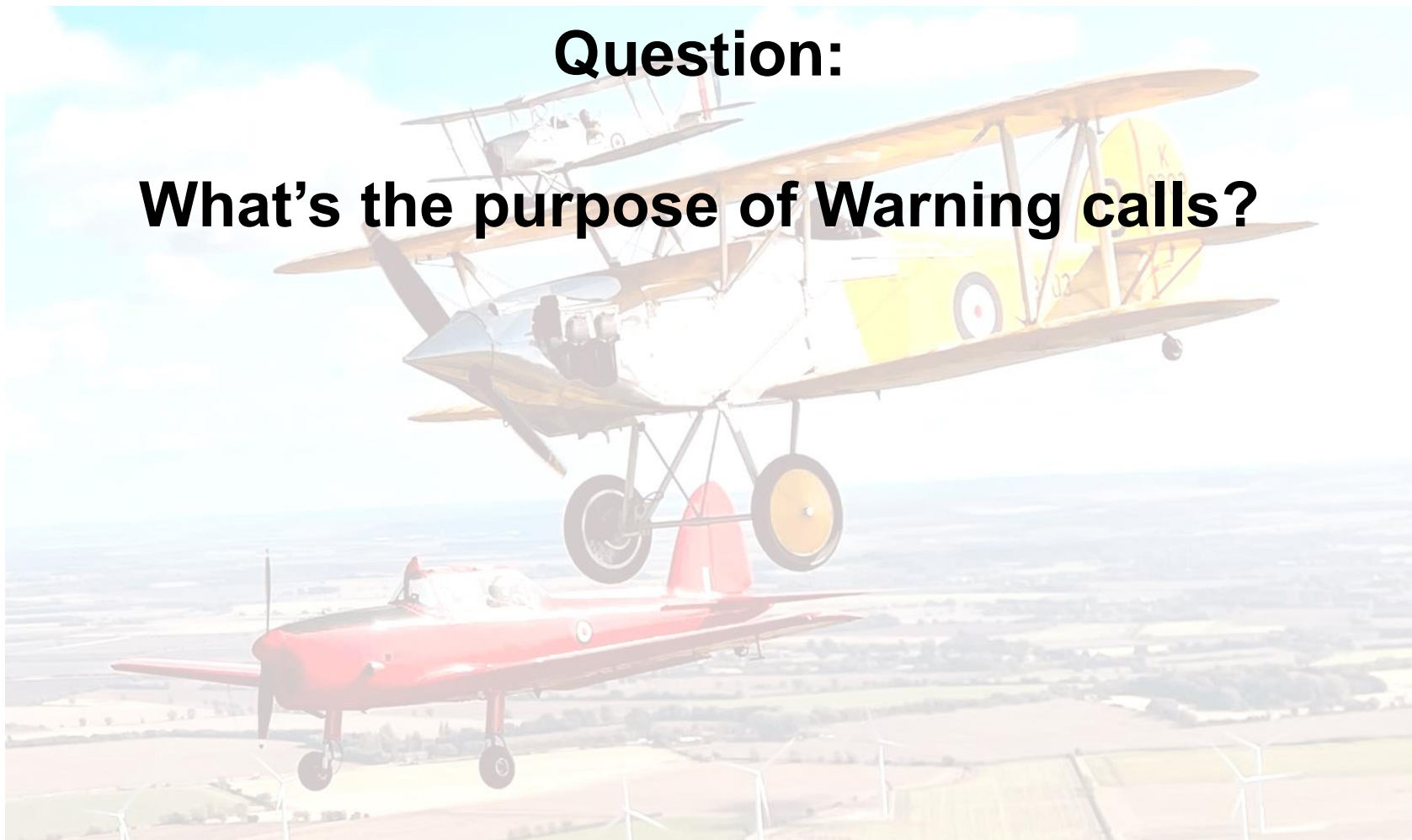


Warning Calls



Question:

What's the purpose of Warning calls?





Warning Calls

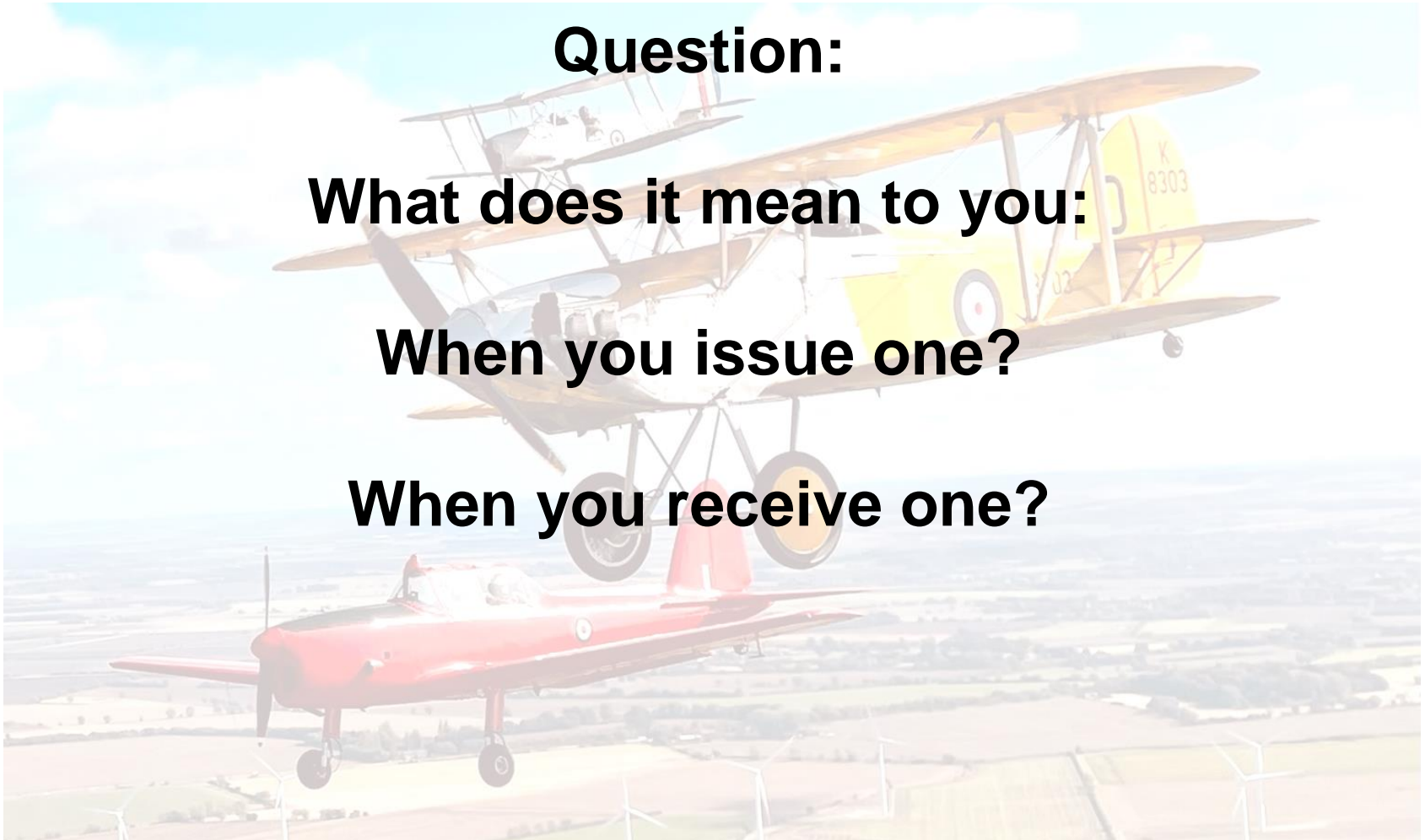


Question:

What does it mean to you:

When you issue one?

When you receive one?



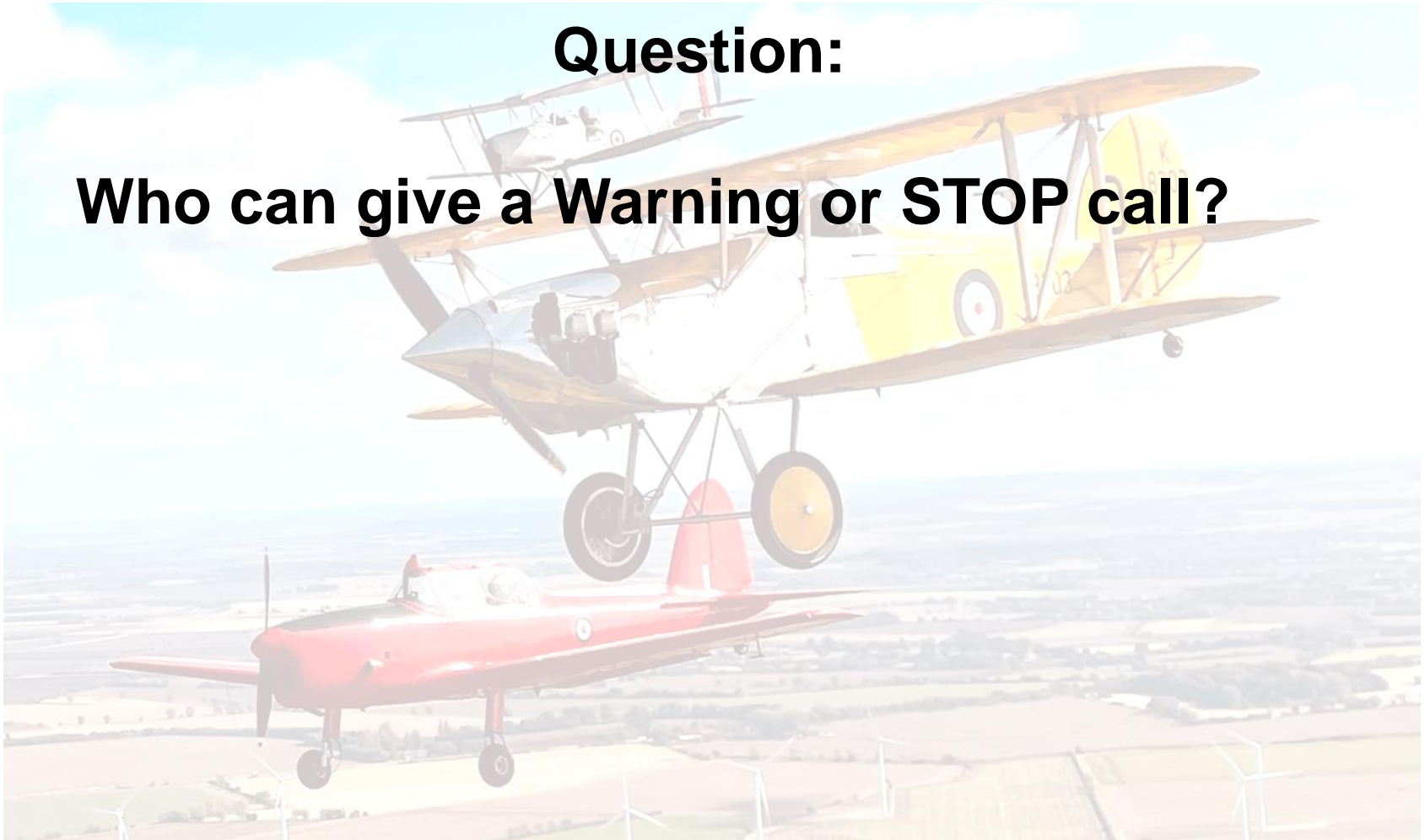


Warning Calls



Question:

Who can give a Warning or STOP call?



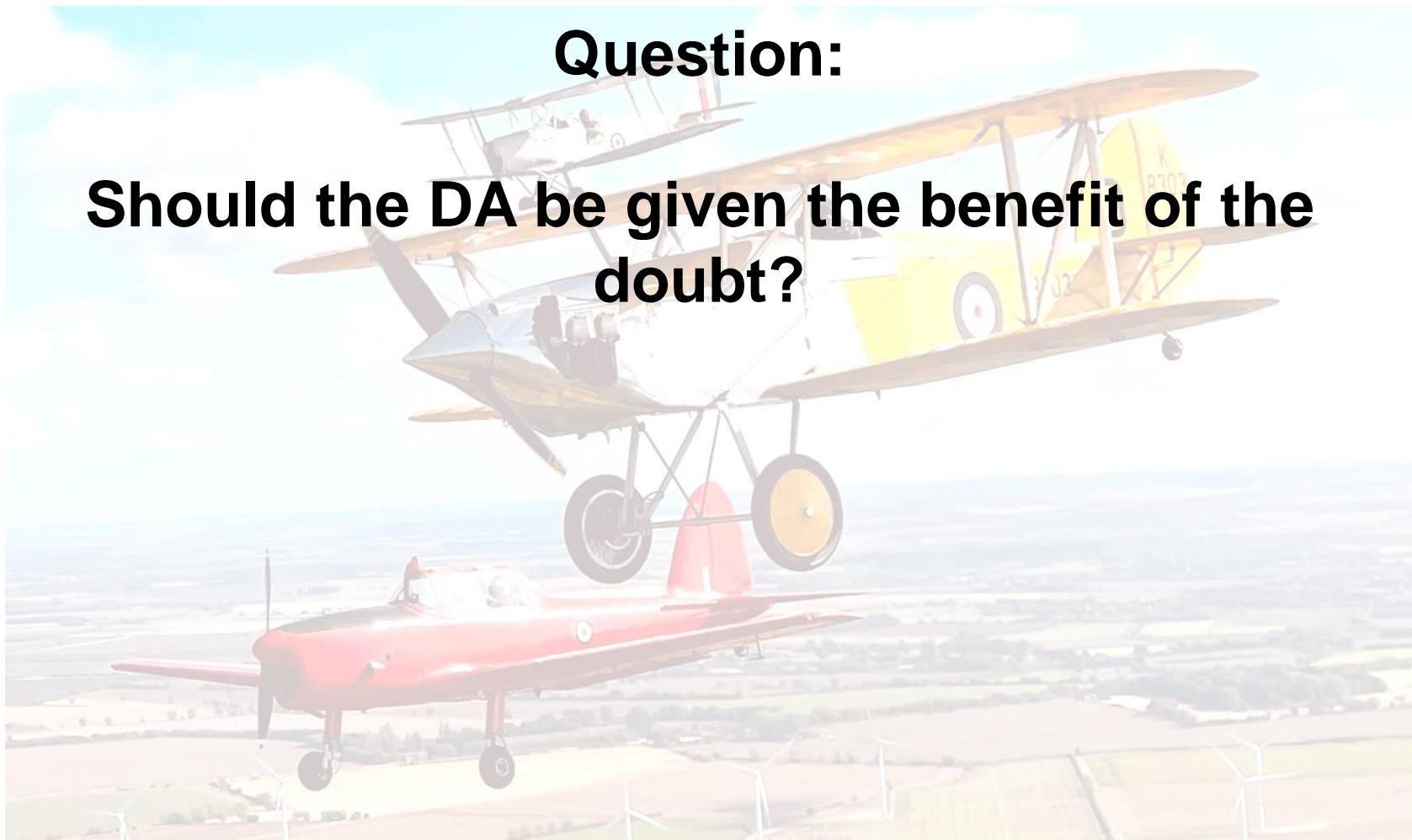


Warning Calls



Question:

Should the DA be given the benefit of the doubt?





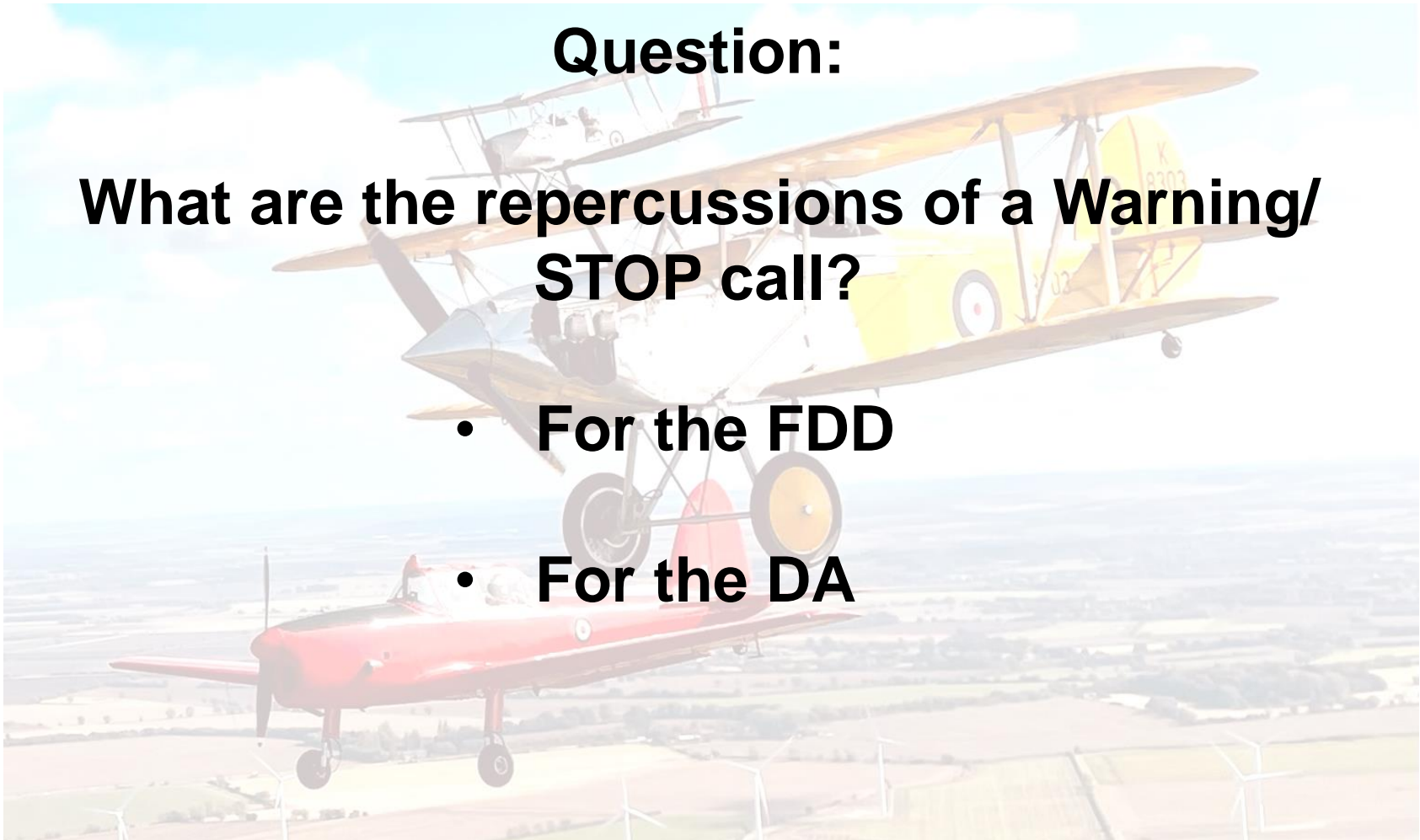
Warning Calls



Question:

**What are the repercussions of a Warning/
STOP call?**

- **For the FDD**
- **For the DA**





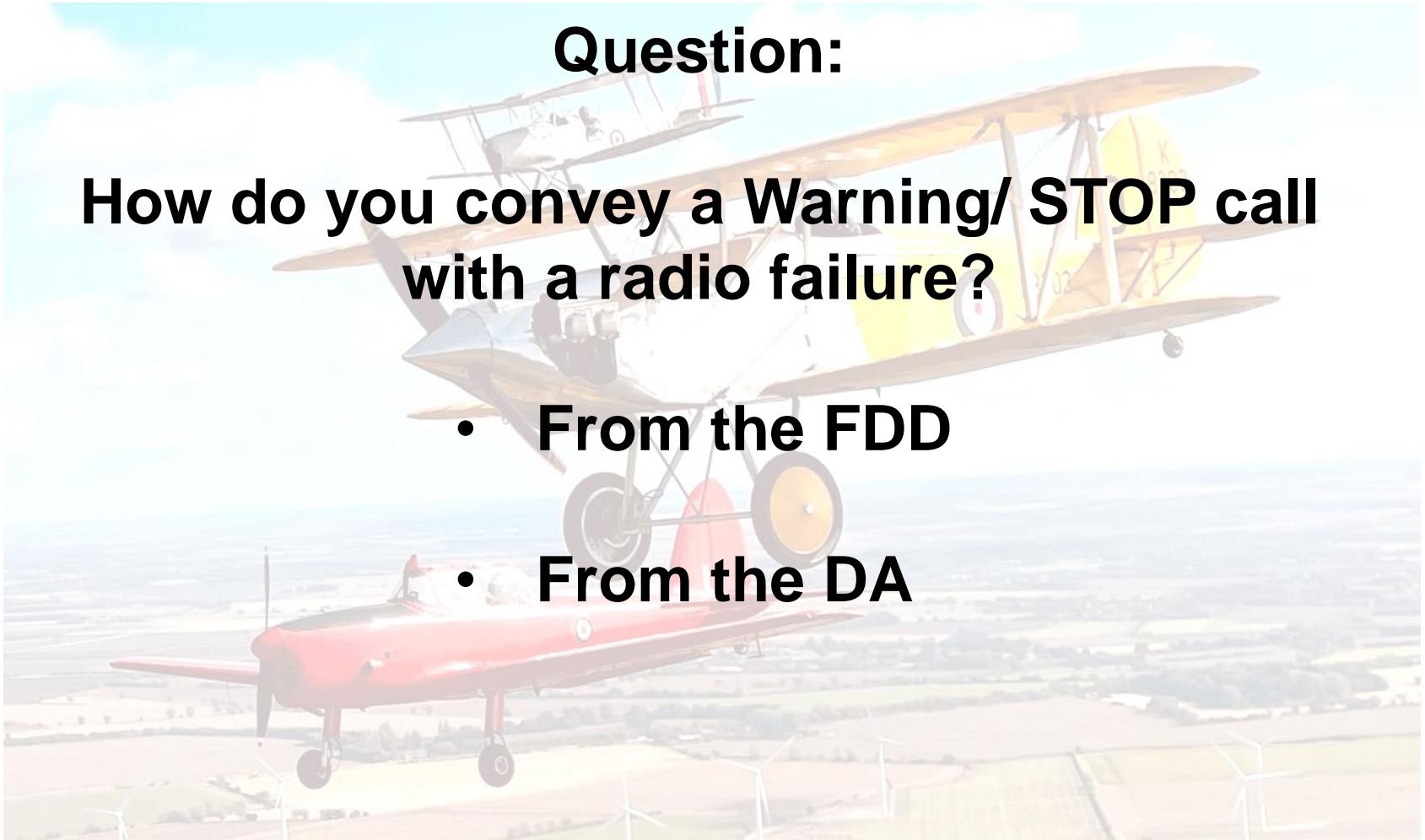
Warning Calls



Question:

How do you convey a Warning/ STOP call with a radio failure?

- **From the FDD**
- **From the DA**





Warning Calls

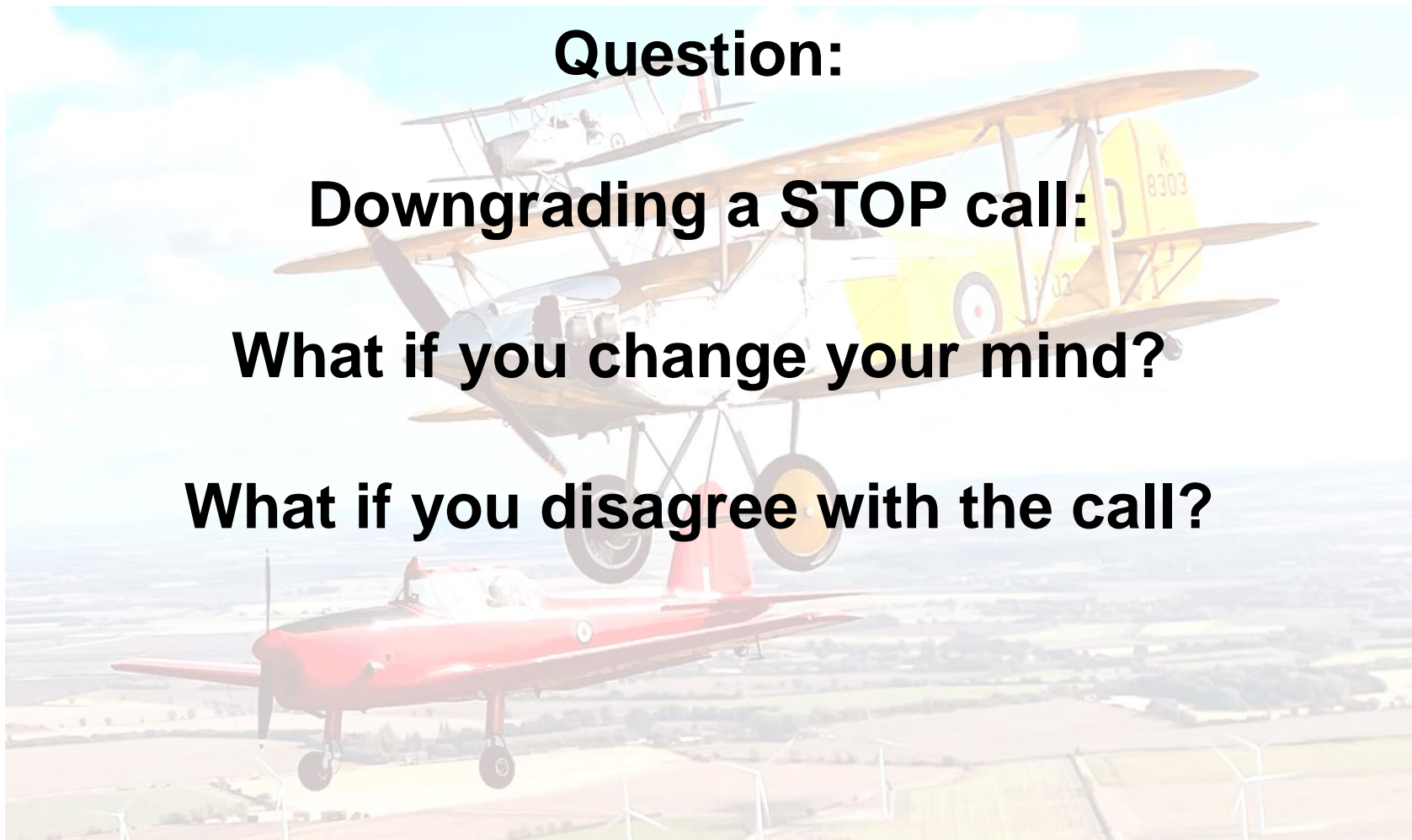


Question:

Downgrading a STOP call:

What if you change your mind?

What if you disagree with the call?





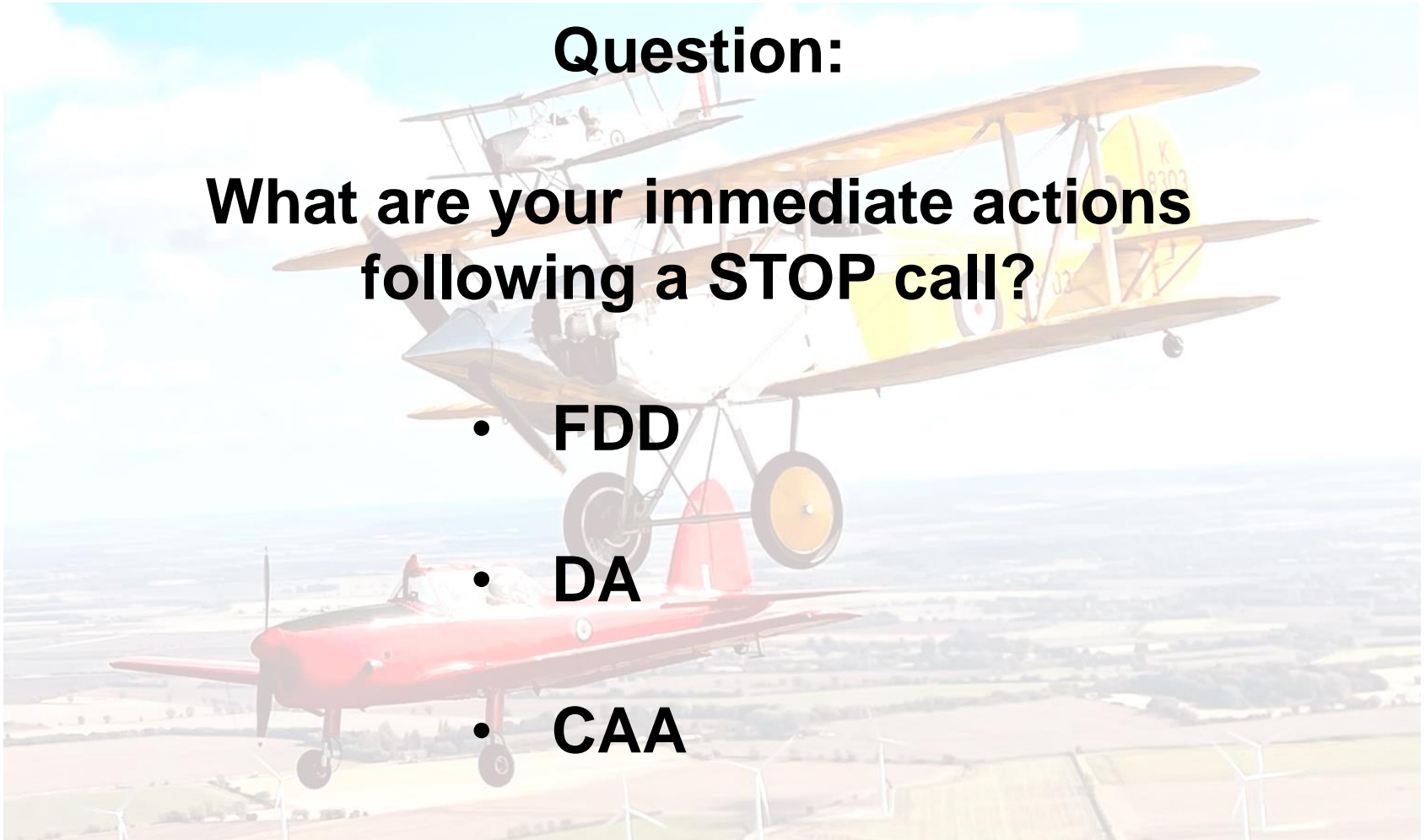
Warning Calls



Question:

What are your immediate actions following a STOP call?

- **FDD**
- **DA**
- **CAA**





Warning Calls



Videos:

When, or would, you call STOP?





Future dates



Flying Display Symposia

***14 November 2024 – Post Season Display Symposium
Duxford***

***18 – 19 March 2025 – Pre-Season Display Symposium
Shrivenham***

DAE Seminar (DAEs only)

13 November 2024 – DAE Seminar Cambourne (Duxford)



Future dates



FDD Revalidation courses

10 Dec 2024

15 April 2025

AFDD Courses

13 March 2024

11 December 2024

16 April 2025

FDD Initial courses

11 – 12 December 2024

16 – 17 April 2025

