

AUGUST 2024



2024 FLYING DISPLAY

MID-SEASON NEWSLETTER

Introduction

As we reach the midpoint of this year's Flying Display Season (DS 24), it is important to reflect on our progress, achievements, and areas for improvement. This newsletter aims to provide feedback and information for everyone involved in delivering or participating in flying display activities.

NOTAMS

Please note NOTAMs are no longer automatically issued as part of the Permission process. Instead, a separate application through the [Airspace Co-ordination and Obstacle Management \(caa.co.uk\)](https://www.caa.co.uk) online portal is required. Additionally, please ensure you provide a minimum of 48 hours' notice for the issuance of a NOTAM.

We are aware that the **Flying Display and Special Events** online application form does not currently reflect this change and are working with our IT colleagues to update the online application form.

Flying Displays in and around Controlled Airspace

A number of flying displays are held either within or close to Controlled Airspace. Flying Display Directors (FDDs) are reminded to engage with the controlling authority at an early stage, ideally before submitting an Article 86 or SERA Permission application to the CAA.

FDDs are further reminded that where access into controlled airspace is required, display timings should be flexible enough to allow for appropriate deconfliction with other airspace users by the Air Traffic Service Unit (ATSU).

However, although the ATSU may deconflict aircraft, there are other airspace users, such as RPAS operators, who would benefit from knowing when and where a flying display will take place. Consideration should still be given to applying for a NOTAM even if the proposed flying display will take place within controlled airspace.



Lastly, it is important to recognise that an Article 86 or SERA Permission does not permit access into controlled airspace. If access into controlled airspace is not granted during the periods stated in the Permission documentation, the flying display may not take place.

Warning Calls

At the Pre-Display Symposium and a Flying Display Focus Group (FDFG) meeting there was considerable discussion on the aims and particularly when to make a Standard Warning or STOP call. Warning Calls aim to assist the FDD in managing and providing for a safe and effective flying display. FDDs should consider the safest and most appropriate time to make a Warning, Terminate or STOP call and to not jeopardise safety by causing an unnecessary distraction for the pilot(s) at a critical point during their display. Further details are in CAP 403 para 6.35 but in essence:

- > The FDD and / or FCC can assist the display pilot in assessing height and distance by using the standard warning calls (Too Low; Too High; Too Close and Terminate).
- > Using standard Warning Call and responses ensures that all participants understand and react correctly to safety instructions, reducing the likelihood of miscommunication, which is critical in the flying display environment.
- > "STOP" call should be made when a consistent breach of minima has occurred, there is concern that a limit is being exceeded, or there is a safety concern that requires a cessation of a display. When a STOP call is made, the pilot is required to cease their display and not recommence it.

A STOP CALL is to be reported to the CAA Duty FSO as soon as is practicable and all Standard Warning and STOP calls are to be reported in detail on the SRG 1305 (Post Event Report Form).

Post-Event Reporting Trends

Whilst Post Event Reports for Display Season 2024 thus far have not revealed any significant safety trends, one item commonly reported concerns Display Pilot paperwork. Display Pilots are urged to submit requested documentation (SRG 1327 or similar) to Flying Display Directors (FDDs) without delay, and after carefully checking the accuracy of the information provided. Completion of an FDD document check is mandatory prior to any participation in any flying display; moreover, timely submission of the information within the SRG 1327 i.e. Hazardous Materials and

Emergency Access points et al can then be shared with the Emergency Services which in turn stand to assist you in the event of an incident.

Flying Display Application Deadlines

The smooth and expeditious planning for a Flying Display requires that applications are made to the CAA within an appropriate timescale. Display Applications should be submitted no later than 42 days prior to the event; this then allows the CAA to discharge its obligations to parties both within and outside the CAA.

However, as the season has progressed, an increasing number of Flying Display applications have been submitted inside the 42-day deadline, some of which also lacked essential information. The documented timeline is structured to ensure that the associated Permission is issued at least 14 days prior to the event, facilitating proper safety planning and distribution. FDDs are reminded that:

- > If applications are received late or incomplete, there is no assurance that the Permission will be issued within 14 days of the event.
- > As per CAP 403 para 3.22, applications received within 7 days of the event will not be processed.

Amendment Requests

There continues to be an increasing number of requests for amendments to Permission already issued. Whilst such requests are accommodated when possible, applicants are reminded that each amendment undergoes the same level of scrutiny as the original Permission. Consequently, it is probable that last-minute requests cannot be accommodated. As always, please plan ahead to minimise the need for amendments.

Additionally, please note that while amendments are not currently chargeable, this stands to change in the future.

Parachuting at Flying Displays

FDDs are reminded that parachute displays should not be included in the flying display schedule unless the parachute aircraft intends to participate in the display itself. If a parachute-dropping aircraft wishes to conduct a flypast or a flying display, the pilot must hold an appropriate Display Authorisation (DA) and only minimum crew are permitted on board.

Sustainability Study

The British Air Display Association (BADA) is collaborating with a Birmingham City University PhD student specialising in sustainability; this is alongside BADA members who, working on sustainable aircraft projects, to enhance sustainability within airshows. This initiative is supported by a number of agencies, ensuring that environmental considerations are at the forefront of the collective effort. The work focuses on practicable steps to help airshows adopt industry-leading initiatives while recognising that display aircraft are essential and contribute minimally to event emissions. While it's impractical to remove display aircraft from an airshow, we can adopt measures like improving recycling efforts and reducing the usage of non-renewable energy sources alongside many other practical sustainable solutions. Together, we aim to develop innovative solutions for more eco-friendly airshows. If you can help support this collaborative project, please do contact BADA.

Airborne Flying Display Directors (AFDDs)

Many AFDDs conduct their flying display risk assessment from a pilot's, rather than from a FDD's, point of view. Whilst the risk to the spectators, third parties and property is mitigated, we often see less attention given to assuring the safety of the pilot in the event of an emergency.

CAP403, paragraph 8.45, states that for AFDDs, "...a suitable person responsible for contacting Emergency Services in the event of an incident must be present on the ground and must be clearly nominated and agreed in advance. The AFDD must brief the responsible person and should provide them with a completed [SRG 1330](#)..."

When flying as an AFDD, please ensure that adequate provision is in place on the ground to support you in the event of an incident.

Conclusion

As we proceed with the second half of DS 24, it is crucial we build on the successes of the first half while addressing the points mentioned above. The dedication and professionalism of everyone involved in delivering and participating in flying display activities are greatly appreciated. Let us continue to work together to ensure a safe, exciting, and memorable remainder of the season.

Thank you for your continued commitment, enthusiasm and most importantly your ongoing collaboration and engagement.

Future Dates

DS24 Post-Season Symposium

13 November 2024 – DAE Seminar (DAEs only), to be held at Belfry Hotel, Cambourne (near Duxford).

14 November 2024 – 2024 Post- Display Season Symposium, to be held at IWM Duxford.

FDD Courses

FDD Revalidation courses:

10 December 2024

15 April 2025

AFDD courses:

11 December 2024

16 April 2025

FDD Initial courses:

11-12 December 2024

16-17 April 2025

All course to be held at the Defence Academy Shrivenham.