

CAA Response to AAIB Recommendation 2017-006



Requirement

As a result of the tragic crash of Hunter G-BXFI, the following Safety Recommendation 2017-006 was made:

Safety Recommendation 2017-006 'It is recommended that the Civil Aviation Authority undertake a study of error paths that lead to flying display accidents and integrate its findings into the human factors training it requires the holders of display authorisations to undertake.'

In FACTOR F1/2017 The CAA responded:

'The CAA is working with external experts to understand the influence of human factors on air displays. We will expand this work to include a study of error paths that lead to flying display accidents and integrate the findings into the display authorisation process and associated training and practice. This is a complex piece of work, requiring us to develop appropriate process and roll out to the air show community for safe implementation. We will complete this work by December 2017.'

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

'The CAA has commissioned a study of error paths that lead to flying display accidents, the findings of which will be published together with guidance material for pilots and flying display directors. The CAA commitment to integrate the findings into the display authorisation process and associated training and practice, remains as indicated in the initial response. The CAA is developing appropriate process to introduce the findings to the air show community, which will include incorporating the material into post-display season seminars and 2019 pre-season symposia. Due to the complexity and breadth of the study, the CAA will publish its findings by 31 July 2018.'

Actions

The CAA has:

- Commissioned the Health and Safety Laboratory (HSL) to undertake a study of error paths that lead to flying display accidents.
- Published the study report and promoted it amongst the Flying Display community ([Human Factors in Air Displays: Transfer of Behaviours and Error Path Study](#))
- Reviewed the findings of the HSL study.
- Developed a Human Factors training syllabus for Flying Display Directors and Display pilots based on the finding of the study.
- Begun integrating Human Factors into existing training for Flying Display Directors and Display pilots.

- Commenced a programme of activity to raise awareness of Human Factors as they relate to the Flying Display community.

The CAA will:

Incorporate the study findings into a dedicated package of Human Factors training for Flying Display Directors and Display Pilots for roll-out on an incremental basis with the first 2 modules being delivered in advance of the 2019 Display Season. This rolling programme will cover 7 modules delivered incrementally over a 36-month period over successive Display Seasons (DS') with a blend of face-to-face and e-learning packages in the following manner:

- **DS19:** Delivery of Module 1 (*'That could be me'*), module 2 (*'what could influence your performance'*) and module 3 (*'How Might We Enhance Our Skills?'*).
- **DS20:** Delivery of modules 1 - 3, and module 4 (*'What Do I Do That Could Benefit Others?'*) and module 5 (*'Time To Define'*).
- **DS 21:** Delivery of all 7 modules on an annual basis.