



Civil Aviation Authority
SAFETY NOTICE
Number: SN-2015/003



Issued: 25 August 2015

Restricting the Operation of Vintage Jet Aircraft at Flying Displays

This Safety Notice contains recommendations regarding operational safety.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	All BCAR A8-20 / A8-23 / A8-24 / A8-25 Organisations
Flight Operations:	All Display Pilots and CAP 632 Operators
Licensed/Unlicensed Personnel:	All Flying Display Directors and Event Organisers

1 Introduction

- 1.1 Following the recent accident at Shoreham Airport on 22 August 2015 involving a Hawker Hunter aircraft, the CAA is taking action to restrict the operation of vintage jet aircraft at flying displays in the UK. The Air Accidents Investigation Branch (AAIB) is currently conducting an investigation to determine the cause of the accident. Whilst this investigation is on-going, the CAA is taking the action in this Safety Notice as a precautionary measure until further notice.
- 1.2 The scope of this Safety Notice is applicable to all ex-military jet aircraft operated under CAA CAP 632 "Operation of Permit-to-Fly Ex-Military Aircraft on the UK Register" and civilian foreign registered ex-military jets. Other types of aircraft are unaffected.

2 Action to be Taken

- 2.1 Until further notice, the CAA is restricting the operation of vintage jet aircraft at flying displays to flypast and associated positioning manoeuvres only. The associated positioning manoeuvres are restricted to low energy reversals.
- 2.2 This restriction applies to all overland displays in the UK. Flying displays over the sea remain unaffected provided that the Flying Display Director assesses and mitigates the risks associated with any third parties, including any vessels moored or transiting in the vicinity of the display line, before permitting high energy manoeuvres by vintage jet aircraft.

2.3 Event organisers and Flying Display Directors are strongly recommended to review existing risk assessments on all forthcoming civil air displays in light of this notice. If necessary, additional risk mitigation measures should be introduced.

2.4 The CAA will review this restriction in consultation with the AAIB.

3 Further Information

3.1 The CAA issued a press release on Monday 24 August 2015 stating:

“The thoughts of everyone at the Civil Aviation Authority (CAA) remain with all of those affected by the tragic accident at the Shoreham Air Show on Saturday 22 August.

Following the accident we immediately began an urgent review and have, today, announced a series of immediate restrictions and changes to UK civil air displays.

The CAA has announced the following:

- As a precaution, on Saturday 22 August we took steps to ensure no further flights were made by Hawker Hunter aircraft - this temporary restriction remains in place.
- Flying displays over land by vintage jet aircraft will be significantly restricted until further notice. They will be limited to flypasts, which means ‘high energy’ aerobatics will not be permitted.
- The CAA will conduct additional risk assessments on all forthcoming civil air displays to establish if additional measures should be introduced.
- We commenced a full review of civil air display safety yesterday and held an initial meeting this morning.

The safety standards that must be met by all major civil air displays in the UK are among the very highest in the world and are regularly reviewed. All air display arrangements, including the pilots and aircraft, must meet rigorous safety requirements. Individual display pilots are only granted approval following a thorough test of their abilities.

The CAA will continue to offer every assistance to the Air Accidents Investigation Branch as it seeks to establish the cause of the accident. The CAA will also act promptly in response to any emerging indications from the AAIB’s investigation.

Further details will be provided in the coming days and we will continue to work with the industry to ensure the most appropriate action is taken as a result of this review.”

3.2 The Terms of Reference for the review will be published shortly.

4 Queries

4.1 Any operational or technical queries or requests for further guidance as a result of this Safety Notice should be addressed to the GA@caa.co.uk e-mail address.

4.2 Any other queries should be addressed to CAA Corporate Communications (press.office@caa.co.uk).

5 Cancellation

5.1 This Safety Notice will remain in force until further notice.