

CAA Response to Shoreham Fatal Accident

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- Safety Directive & Safety Notice
 - SD-2015/003, SN-2015/003
- CAA Review of UK public air display arrangements
 - Interim report due October,
 - Final report by end 2015
- CAA Risk Review Panel
 - To cover remaining 2015 air displays & special events
 - Activity so far

Safety Directive & Safety Notice

- Directive stops all Hawker Hunters on UK civil register flying
- Notice changes AIR DISPLAY rules:
 - Over land - **Vintage jet aircraft**¹ flypast only + ‘low energy reversals’
 - Over sea – **Vintage jet aircraft** may do high energy manoeuvres if FDD assessed & mitigated 3rd party risks, including vessels moored/transiting **in vicinity of the display line**.
 - All event organisers & FDDs should review existing RAs.
 - CAA will review this restriction in consultation with the AAIB.

¹ CAA CAP 632 “Operation of Permit-to-Fly Ex-Military Aircraft on the UK Register” & civil foreign registered ex-military jets.

CAA Review of UK public air display arrangements

- led by **Mark Swan** – CAA Gp Dir, Safety & Airspace Regulation
 - **Independent Challenge Panel** – *possible members*:
 - Geoffrey Podger CB – Chair -(Public health, risk-based regulation & enforcement)
 - Keith Richards (Chair CAA Consumer Relations, barrister)
 - AVM Garry Waterfall (AOC 1 Group)
 - John Turner (British Air Display Association)
 - Barbra Cooper (Kent County Council)

CAA Review - Scope

The Review will evaluate existing civil guidance on flying displays and special events, paying particular attention to those characteristics of an air display that could pose the most risk to the public, including:

- the competency and experience of pilots flying at air displays;
- the skill levels pilots flying at air displays must have to perform different aerobatic manoeuvres;
- the age, condition and performance of aircraft used at air displays;
- the range of permitted manoeuvres, in particular for high performance or vintage jet aircraft;

CAA Review - Scope

The Review will evaluate:

- the content of the air display;
- location and characteristics of the air display venue, including displays not over a recognised aerodrome, coastal locations, and the surrounding area/infrastructure; and
- the potential danger to members of the public.

The Review will also consider what lessons can be learnt from other air display accidents both in the UK and other countries, as well as how other countries authorise air displays.

CAA Risk Review Panel

- To cover remaining events planned in 2015
- Expected to meet weekly prior each weekend
 - Three CAA (current & past) display inspectors plus One BADA representative
 - CAA admin to record discussion/decisions
- Outcome to date:
 - One (single item) permission refused - Insufficient space for the aircraft type between built up areas
 - Some display lines adjusted/shortened
- “Active traffic management”
 - See Dunsfold discussed separately.

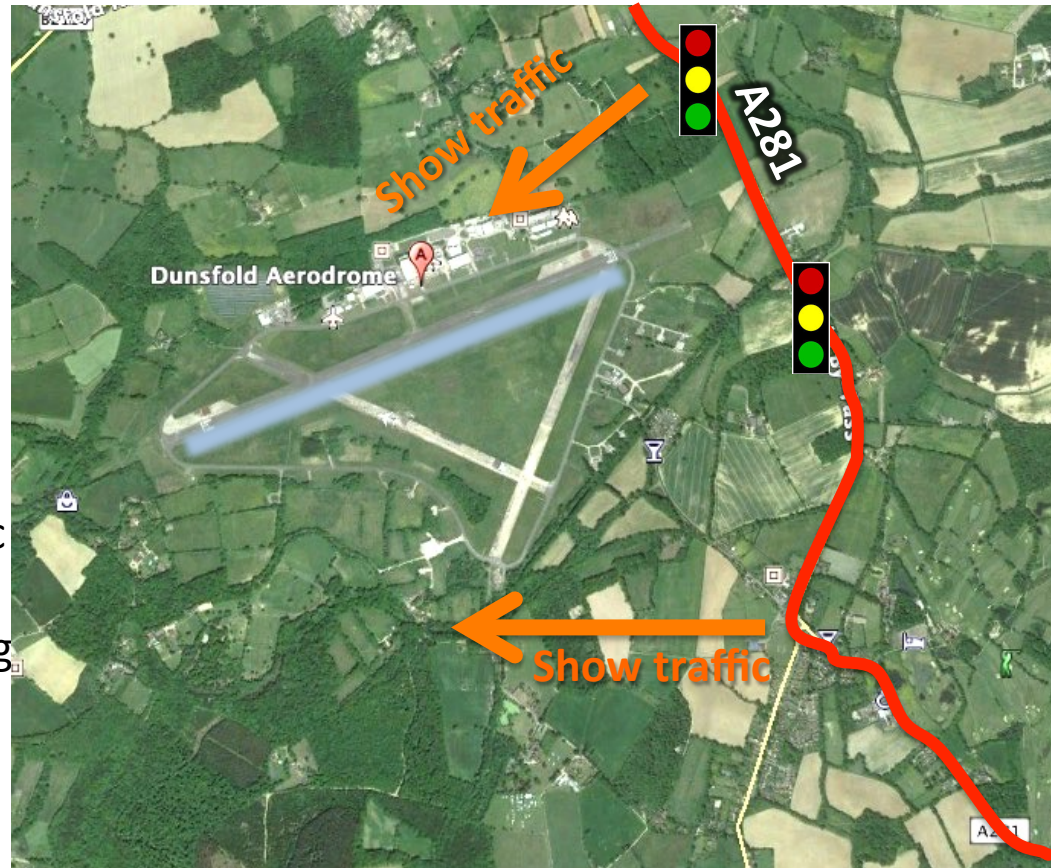
Dunsfold considerations

Article 162 Permission revised & under Mark Swan signature:

Aircraft may only display if A281 traffic is 'actively managed'.

What does ACTIVELY MANAGED mean?

- Stopping A281 traffic during display was suggested but discounted
 - Would produce concentrated queues to south of airfield
- Site entry/exit traffic does not cross display line
- Organisers already had temporary traffic lights available
 - CAA agreed stopping traffic crossing approach path/**display line** if an aircraft emergency was enough = actively managed



Next? Final Outcomes?

- AAIB Buletin 3/2015:
- <https://www.gov.uk/government/news/aaib-special-bulletin-on-hawker-hunter-t7-g-bxfi>
- Broader Considerations:
 - Safe **Aircraft** operated in a
 - Safe **Environment** by a
 - Safe **Crew** using
 - Safe **Procedures** under
 - Safe **Management**