

NOTICE OF PROPOSED AMENDMENT: MAA/NPA/ 20/04

Title of Proposal	RA 2335
RA(s) or Manual Chapter(s)	RA 2335
Stage of Development	Final Proposal
Organizations and/or business sectors affected	Military and Civilian Flying Display Participants and Organizations

RFC Serial No	Add all applicable RFC that have influenced the changes or put None		
	Post	Rank/Name	Date
MAA Author	DSA-MAA-OpAssure-TEST-AirOps	Redacted	10 Mar 20
MAA Supervisor	DSA-MAA-OpAssure-TEST-DepHd	Redacted	10 Mar 20
MAA Independent	DSA-MAA-Reg-Fly	Redacted	10 Mar 20
MAA Legad (if required)	Post	Rank/Name	Date

Cross-references to Other Documents or Relevant Sources	
Other MRP Amendments	N/A
Service Inquiry Recommendations	N/A
AAIB Recommendations	N/A
Other Investigation Recommendations	N/A
Any Other Document	CAP 403 (Civilian Flying Displays) Edition 17

MAA Regulatory Publications Team Contact Details	
Email	DSA-MAA-MRPEnquiries@mod.gov.uk
GPTN	9679 Ext 84189 / 83914 / 82504
Civilian Telephone	030 679 84189 / 83914 / 82504

Feedback Notes for the Regulated Community

The Regulated Community are invited to offer feedback about the proposed amendment in the following areas:

- Air or Flight Safety impact
- Operational impact
- Errors or omissions
- Timescale for implementation
- Cost of implementation
- Amendment to internal processes/orders
- Resourcing the outcome of change
- (Contract amendments because of the change)

The format for feedback is available within a single Excel Template file on both internal ([link](#)) and external ([link](#)) MAA websites; it is important to use this format to ensure that your responses are considered and answered correctly.

Summary of Proposed Amendment

Objective	<ol style="list-style-type: none"> 1. To incorporate lessons identified by the CAA, MAA and the Regulated Community throughout Display Season 2019. 2. To further align, where possible, with CAA Flying Display Regulations (CAP 403 Edition 17) and reduce the complexities associated with differences in the regulation for Display Pilots / Flying Display Directors. 3. To provide further clarification on the specific definitions associated with the planning, organization, management and delivery of Flying Displays, Role Demonstrations and Flypasts (Mil). 4. To specify additional details required for Foreign Military Participants. 5. To reorganise some of the AMC and GM within the regulation.
Changes made	<ol style="list-style-type: none"> 1. Additional guidance on the accountability and responsibilities of ADH, AM(MF) and HoE regarding the conduct of Flying Displays over MOD-Occupied Propeerty and Flying Displays over non MOD-Occupied Property that involve military Air Systems only (including additional detail on the applicability of the term over MOD-Occupied Property). 2. Applicability of the regulation to military Remotley Piloted Air Systems. 3. Introduction of additional Flying Display related definitions. 4. Applicability of Golf Courses when attached to Congested Areas. 5. Amendment to the definition for High Energy Air Systems to include Air Systems with a MTOM of >1200kg and display at >150 KIAS. 6. Introduction of detail for the CAA/MAA appointment of FDD Mentors. 7. Intorduction of the requirement for FDD's to circulate Flying Display Risk Assessment to Participants no later than 42 days prior to the event. 8. Additional detail required for the submission of information regarding the approval and validation of foreign military Participants. 9. Detail on FDD access to the military Aircraft Hazard Document Set. 10. Clarification of ADH / AM(MF) responsibilities for military registered Air Systems without a Release to Service conducting Display Flying. 11. Alignment of the MAA FDD Event Feedback Form with SRG 1305.

	<p>12. Revised Policy for the submission of military FDD Upgrade requests. 13. Revised Policy regarding the conduct of a Flypast (Mil) when a CAA Flying Display Permission is in place for the venue on the same day. 14. Revised Policy to submit a Public Display Authority Form to the MAA. 15. Revised Policy for the video recording of practice Display Flying. 16. Clarification regarding MOD approved parachuting at Flying Displays. 17. Revised minima for military Display Flying outside the Display Area. 18. Revised minimum heights for military Air Systems conducting Flying Displays, Display Flying, Role Demonstrations and Flypasts (Mil). 19. Requirement for HoE, ADH/AM(MF) to consider how Display Flying on military Air Systems may impact the Air System Safety Case (ASSC). 20. Various minor coherency amendments including revision of all the Forms (RA 2335 Forms 1-5) associated with RA 2335.</p>
Impact Assessment	<p>Although the regulation has been issued without change marks and a comment relating to the requirement to read the document in full there have been limited amendmednts to the majority of the regulation and we therefore expect to have a minimal impact on the Regulated Community.</p>
Courses of Action - Risk Evaluation	
Do Nothing	<p>Lessons identified during Display Season 2019 will not be incorporated and concerns over differences between military and civilian Regulations and identified anomalies within the current regualton will persist.</p>
Partial Amendment	N/A
Full Amendment	<p>Differences between military and civilian regulations will be minimised, reducing the potential for the complexities associated with the planning, organization, management and delivery of military and civilian Flying Displays to be realised. Lessons and regulatory anomalies identified during the previous Display Season will be incorporated reducing the potential for contradiction or misinterpretation and further clarification will be realised by the regulated community following the additional clarification provided in some areas. Movement of some details contained within GM sections into AMC will improve coherency with the CAP 403 standards and expectations across the Regulated Community.</p>

Consultation Period Ends	08 Apr 2020
<p>The consultation period for this proposed amendment ends on the stated date. Please send your feedback, using the Response Form, via email to DSA-MAA-MRPEnquiries@mod.gov.uk</p>	

Approval	Post	DSA-MAA-OpAssure-TEST-DepHd	
	Name	Redacted	
	Rank	Redacted	Redacted - Original Signed

► This RA has been substantially re-written; for clarity no change marks are presented – please read RA in entirety ◀

RA 2335 - Flying Displays, Display Flying, Role Demonstrations and Flypasts

Rationale

Military involvement in Flying Displays, Display Flying, Role Demonstrations and Flypasts plays an important role in Defence Engagement in the UK and abroad. These events also allow Heads of Establishment (HoE) to engage with the families and friends of serving military personnel, and Commanders to engage with their local communities. Flying Displays, Display Flying, Role Demonstrations and Flypasts can involve Air Systems operating in close proximity to gatherings of people; this activity involves an increase in Risk to Life (RtL) over normal operating and if not managed effectively this risk could become intolerable. This Regulatory Article (RA) regulates all UK military registered Air Systems¹ (when conducting Display Flying, Role Demonstrations and Flypasts (Mil) worldwide) and foreign military registered Aircraft (when conducting Display Flying, Role Demonstrations and Flypasts (Mil) in the UK); additionally, it regulates all Flying Displays held over MOD-Occupied Property² in the UK, and, Flying Displays held over non MOD-Occupied Property in the UK that involve military Air Systems only. It ensures that appropriate individuals are made responsible for all facets of planning, organizing, managing and delivering Flying Displays, Display Flying, Role Demonstrations and Flypasts (Mil) to ensure RtL remains As Low As Reasonably Practicable (ALARP)³ and Tolerable.

Contents

Applicability of this RA

Definitions Relevant to this RA

2335(1): Flying Display Organization and Management

2335(2): Display Flying, Role Demonstrations and Flypasts (Mil)

2335(3): Separation Distances, Minima and Restrictions

Applicability

Applicability of this RA

1. **Applicability of this RA.** This RA applies to the following:
 - a. The HoE, Event Organizers (EO) and Flying Display Directors (FDD) of Flying Displays held over MOD-Occupied Property.
 - b. Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), EO and FDD involved in Display Flying over non MOD-Occupied Property that involves military Air Systems only.
 - c. All personnel involved in conducting Display Flying, Role Demonstrations or Flypasts (Mil) utilizing military registered Air Systems⁴.
 - d. All personnel involved in conducting Display Flying, Role Demonstrations or Flypasts utilizing civil registered Aircraft over MOD-Occupied Property.
 - e. All foreign military registered Aircraft when conducting Display Flying, Role Demonstrations and Flypasts (Mil) in the UK.

Definitions

Definitions Relevant to this RA

2. **Aerobatic Manoeuvres.** Intentionally performed manoeuvres which involve angles of pitch or bank greater than 90° to the horizon or yawing through angles greater than 20°.

¹ That is any Air System on the Military Aircraft Register or any Aircraft operated by the MOD.

² The term 'over MOD-Occupied Property' refers to Display Flying, Role Demonstration or Flypast activity conducted for personnel located within the boundaries of a MOD site even if the activity is conducted over civilian land or water.

³ Refer to [RA 1210 - Ownership and Management of Operating Risk \(Risk to Life\)](#).

⁴ This includes all military registered Remotely Piloted Air Systems (RPAS) detailed in the [RA 1600 Series](#).

Definitions

3. **Car Parks.** Where the term 'Car Park' is used in this RA, it applies to Car Parks to which Spectators have access during Flying Displays, Role Demonstrations or Flypasts and as such must be considered in the same manner as the Spectator Area.
4. **Civil Aviation Authority (CAA) Flying Display Permission.** The CAA may grant Permission for a Flying Display in accordance with (iaw) the Air Navigation Order (ANO) and Civil Aviation Publication (CAP) 403 through either an Article 86 Permission or a Standardised European Rules of the Air (SERA) 5005(f)(2) Private Flying Display Permission; throughout this RA these are referred to as a CAA Flying Display Permission.
5. **Congested Areas⁵.** Any area in relation to a city, town or settlement which is substantially used for residential, industrial, commercial or recreational purposes.
6. **Crowd Line.** The line delineating the closest edge of any area, including Car Parks, accessible to Spectators with respect to the Display Area / Display Line.
7. **Display Area.** The Display Area is the ground area footprint of the airspace within which displaying Air Systems may be manoeuvred at a height below that imposed by the following, subject to the limits of the Flying Display Permission (if applicable), any further restrictions imposed by the FDD, and the Participants Public Display Authority (PDA) or Display Authorization (DA)):
 - a. Military Air Systems:
 - (1) 500' Minimum Separation Distance (MSD) for aerobatic manoeuvres.
 - (2) 250' MSD for non-aerobatic manoeuvres in Fixed Wing Air Systems.
 - (3) 100' MSD for non-aerobatic manoeuvres in Rotary Wing Air Systems.
 - b. Civil Aircraft⁶:
 - (1) SERA.5005(f)(1) and SERA.5005(f)(2).

All flight outside the Display Area must comply with sub paras a. and b. above.
8. **Display Authorization (DA).** A national document detailing the groups and categories of civilian Aircraft in which a pilot is authorized to display, together with any limitations and other specific endorsements.
9. **Display Datum.** The Display Datum is the point on which individual displays are based and is normally the centre point of the crowd⁷.
10. **Display Flying.** Any flying activity designed to demonstrate an Air System's performance beyond that normally carried out during routine operations and training, whether or not it is performed in front of the public. A PDA, DA, foreign military PDA or civilian equivalent is required (except during Display Flying work-up training as per RA 2335(2)).
11. **Display Flying Supervisor.** A Suitably Qualified and Experienced Person (SQEP) selected by the ADH or AM(MF) to supervise military Display Flying Aircrew during their work-up period and throughout the display season.
12. **Display Item.** A single, formation or group of Air Systems and/or Aircraft, flying as one single display 'act' throughout.
13. **Display Line / Display Axis.** A line defining the track along which displaying Air Systems and/or Aircraft may operate.
14. **Display Pilot.** A pilot who holds a DA or Exemption, issued by their National Aviation Authority, or an appropriate military PDA, which allows them to participate in a Flying Display.

⁵ Refer to Schedule 1 of the ANO 2016. For planning purposes and clarification, a golf course attached to a Congested Area is considered part of that Congested Area and must be treated as such when considering overflight restrictions.

⁶ Civil registered Aircraft limitations and minima are detailed in the ANO, SERA.5005 Visual Flight Rules and CAP 403.

⁷ FDD may elect not to mark the Display Datum if there is a suitable and easily recognisable physical feature in the correct position.

Definitions

15. **Display Sequence.** The Display Sequence is a complete list of all the individual manoeuvres, in chronological order, that are intended to be demonstrated by a Participant during a Flying Display⁸.
16. **Event Organizer (EO).** The EO is the person responsible for all matters pertaining to the wider planning and execution of an event that includes a Flying Display and for the safety of the general public, both at the event and those affected by the wider impacts of the event.
17. **Flying Display.** Any event at which Display Flying is deliberately performed for the purpose of providing an exhibition or entertainment.
18. **Flying Control Committee (FCC).** A group of suitably experienced persons appointed to assist the FDD with the safety management of a Flying Display.
19. **Flying Display Director (FDD).** The person accredited by and responsible to the MAA and/or the CAA for the safe conduct of a Flying Display⁹.
20. **Flying Display Director Mentor (FDDM).** A FDD that has been accredited under the joint CAA / MAA FDD accreditation scheme so endorsed as to permit mentoring of aspiring FDDs¹⁰.
21. **Flypast (Mil).** A Flypast (Mil) involves military Air Systems flying, either singly or in formation, over or past a gathering of Spectators along a pre-planned route without manoeuvring, other than when necessary for safe and accurate navigation. Accordingly, they will not include aerobatic manoeuvres.
22. **MOD-Occupied Property**¹¹. An aerodrome in the occupation of the MOD or of any visiting force in the UK¹² or any other premises in the occupation or under the control of the MOD.
23. **Participant.** An airborne performer (or any person directly involved in the conduct of a performance) conducting Display Flying, Role Demonstrations or Flypasts.
24. **Public Display Authority (PDA).** A document detailing the Display Sequence or individual manoeuvres a military Display Pilot is authorized to conduct in a specific Air System, together with any limitations and other specific endorsements.
25. **Role Demonstration.** Any flying activity designed to demonstrate an Air System or Aircraft's performance commensurate with that normally carried out during routine operations and training.
26. **Spectator.** A person attending a Flying Display specifically to witness the event.
27. **Spectator Area.** An area specifically designated for Spectators by the EO or FDD and approved by the FDD for Flying Display safety purposes which includes all areas to which Spectators have access during the Flying Display.
28. **Secondary Spectator.** A person viewing a Flying Display from a location which has not been specifically designated for Spectators by the EO or FDD.
29. **High and Low Energy Air Systems.** Display Flying is considered High Energy if it contains Air Systems with a Max Take Off Mass (MTOM) of >1200kg and display at >150 Knots Indicated Air Speed (KIAS); all other Display Flying is considered Low Energy.

Regulation 2335(1)

Flying Display Organization and Management

- 2335(1) The ADH/AM(MF), HoE, EO and FDD **shall** plan, manage, organize and deliver all Flying Displays in order to reduce the RtL to at least ALARP and Tolerable.

⁸ CAP 403 equivalent is a Display Routine - A series of linked manoeuvres to be performed during a Flying Display.

⁹ The EO and FDD might in some cases be the same person.

¹⁰ The CAA and MAA review the FDD accreditation list annually and invite SQEP Tier 3 FDD's to become FDD Mentors.

¹¹ Refer to the ANO 2016, [Article 86 Para 15 \(a\)](#).

¹² Visiting Force is any visiting foreign military in this context.

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Flying Display Organization and Management

30. **Applicability of this Regulation.** RA 2335(1) **should** apply to the HoE, EO and FDD of all Flying Displays held over MOD-Occupied Property and ADH/AM(MF), EO and FDD of events held over non MOD-Occupied Property in the UK where the only Participants are military registered Air Systems.

HoE Responsibilities

31. **HoE.** The HoE **should**:

- a. Be accountable for planning, managing, organizing and delivering a Flying Display, assuring themselves that RtL is at least ALARP and Tolerable;
- b. Issue Terms of Reference (ToRs) to the EO and FDD that appropriately bound their responsibilities (see para 70 for guidance);
- c. Provide a safe operating environment within which military Air Systems and civilian Aircraft can conduct Display Flying;
- d. As an ADH-Facing entity, actively support the relevant ADH/AM(MF), or civilian equivalent, in their management of Air Safety and identify any decision, activity or change in circumstances that has the potential to introduce new or increased RtL to an ADH/AM(MF)'s operations, or which challenges the achievement of their ALARP and Tolerable status¹³.

32. **Flying Displays held over non MOD-Occupied Property with military registered Air Systems only.** Where an event is held over non MOD-Occupied Property and/or there is no HoE, the EO **should** accept accountability for the HoE responsibilities listed at para 31 of this RA. If the EO is unable or unwilling to accept accountability the event **should not** involve military registered Air Systems.

33. **Appointing Flying Display Executives.** The HoE **should** appoint suitably experienced Flying Display Executives as follows:

- a. **EO.** The post of EO **should** be held by a suitably experienced person.
- b. **FDD.** The post of FDD (and Deputy FDD, when appointed) **should** be held by a SQEP who **should not** be a Participant in the Flying Display. Additionally, the FDD **should**:
 - (1) Hold a valid FDD accreditation for the Tier of Flying Display being held, iaw para 38, 59, 60, 61 and 62;
 - (2) Be current for the Tier of Flying Display being held, iaw para 38, 59, 63 and 64;
 - (3) Have primacy over the EO in all matters concerning Air Safety.

ADH and AM(MF) Responsibilities

34. **ADH and AM(MF) Responsibilities.** ADH and AM(MF) **should** retain responsibility for the safe operation of Air Systems in their Area of Responsibility (AoR) at Flying Displays and when conducting Role Demonstrations and Flypasts (Mil).

35. ADH and AM(MF) **should** ensure that Display Flying on Air Systems within their AoR is specifically included within the Air System Safety Case iaw RA 1205¹⁴.

Authority and Permissions

36. **Authority to conduct Flying Displays.** Authority to conduct a Flying Display over MOD-Occupied Property **should** be given by the HoE and the MAA informed (DSA-MAA-Display-Forms@mod.gov.uk) at least 42 days prior to the event using [RA 2335 Form 1 \(Flying Display Notification Form\)](#). Administrative arrangements for such events **should** be detailed in orders or instructions.

37. **Events over non MOD-Occupied Property in the UK.** Where an event is held over non MOD-Occupied Property, military registered Air Systems **should** only

¹³ Refer to [RA 1020\(4\): Responsibilities of Aviation Duty Holder-Facing Organizations](#).

¹⁴ Refer to [RA 1205 – Air System Safety Cases](#).

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conduct Role Demonstrations or Flypasts (Mil), unless a CAA Flying Display Permission is in place.

a. **Flying Displays over non MOD-Occupied Property in the UK with military registered Air Systems only.** Such events are MAA regulated and the CAA will not issue a CAA Flying Display Permission; in these circumstances Participant's ADH/AM(MF) **should** (providing they assess the activity is appropriate, ALARP and Tolerable) apply to the MAA for a Waiver to para 37 iaw MAA03¹⁵ having:

- (1) Assured themselves that an EO and FDD have been appointed;
- (2) Ensured that the EO understands and accepts accountability for planning, managing, organizing and delivering the Flying Display, and assuring themselves that RtL is ALARP and Tolerable in lieu of a HoE as per para 31;
- (3) Ensured the FDD understands that this RA applies to the event and complies with its requirements fully;
- (4) Confirmed that the venue is suitable for their Air Systems to conduct Display Flying.

38. **Flying Display Categorization.** The following criteria **should** be used by HoE, EO and FDD¹⁶ in conjunction with Table 1 to categorize Flying Displays into Tiers; FDDs **should** be accredited to at least the same Tier as that of the Flying Display.

a. **High/Low Energy.** As per para 29.

b. **Complexity.** HoE, EO and FDD **should** consider the following when making a judgement on whether an event is High or Low complexity:

- (1) **Airspace.** Consider the complexity of the airspace surrounding the display venue, including proximity to controlled airspace or areas with specific limitations that may affect the type of Air Systems and/or Aircraft displaying.
- (2) **Geography.** Consider the hazards posed by the terrain along with the event layout.
- (3) **Congested Areas.** Consider the proximity, density and size of Congested Areas.
- (4) **Secondary Spectators and Third Parties.** Consider the likelihood and controllability of Secondary Spectators gathering outside the designated Spectator Areas and any effect the Flying Display might have on members of the public in the vicinity. Consider the proximity of major roads, railway lines and local infrastructure and how busy they are likely to be during the event.
- (5) **Display Length.** Consider the effect of the Flying Display window on deconfliction issues, eg 3 items over 2 hrs may be less complex than 3 items over 15 min.
- (6) **Display Team Size.** Consider the number and type of Air Systems and/or Aircraft in a display team with respect to the size and nature of the display venue.
- (7) **Event Type.** Consider the type of event and how flying activity is integrated; is the Flying Display the focus of the event or just an additional attraction?

¹⁵ Refer to Annex C of [MAA03: MAA Regulatory Processes](#).

¹⁶ The MAA may increase the Tier of event anticipated by the HoE, EO and FDD.

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Table 1. Flying Display Tiers

No of Items ¹⁷	Low Complexity		High Complexity	
	Low Energy	High Energy	Low Energy	High Energy
1	Tier 1	Tier 1	Tier 1	Tier 1
2-3	Tier 1	Tier 2	Tier 1	Tier 2
4-7	Tier 1	Tier 2	Tier 2	Tier 2
8-12	Tier 2	Tier 2	Tier 2	Tier 3
13+	Tier 3	Tier 3	Tier 3	Tier 3

Note: Any Flying Display with a High Energy display team of 2 or more Air Systems **should** be categorized as a minimum Tier 2.

39. **EO.** The EO **should** be responsible for all matters pertaining to the wider planning and execution of the event. As a minimum the EO **should**¹⁸:
- a. Be responsible for the production of an event Risk Assessment on behalf of the HoE;
 - b. Ensure that appropriate insurance arrangements are in place for all participating Air Systems and/or Aircraft, whether participating as a Static Display, Flypast, Role Demonstration or conducting Display Flying.
40. **FDD.** As a minimum, the FDD **should** be responsible for¹⁸:
- a. Designating a Display Area. Details of obstacles, hazards, structures occupied by non-essential personnel and any anticipated areas of Secondary Spectators within the Display Area **should** be annotated on a 1:50,000 scale map which is promulgated to all Participants at least 42 days prior to the event;
 - b. Hazard identification and the subsequent assessment of risk, application of control measures and mitigations associated with the Flying Display elements of an event;
 - c. Production and promulgation of a Flying Display Risk Assessment to all Participants at least 42 days prior to the event;
 - d. The coordination, control and safety of all flying activities conducted as part of a Flying Display;
 - e. Monitoring flying discipline during a Flying Display;
 - f. The scrutiny of all Participants' PDA, DA or DA Exemption from regulatory compliance or foreign Participants national equivalents;
 - g. The briefing (including the production of written Display Pilots' notes) and debriefing of all Participants;
 - h. Control of the Flying Display programme and cancellation or modification of the programme in the case of adverse weather or other conditions that directly affect the Flying Display;
 - i. The appointment and management of a FCC, if applicable (see para 41 and 42);
 - j. Ensuring appropriate orders or instructions for the Flying Display are in place, including orders for incident and Post-Crash Management;
 - k. Coordinating the completion and submission of [RA 2335 Form 2 \(Foreign Military Participant Application Form\)](#) seeking approval from the MAA (DSA-MAA-Display-Forms@mod.gov.uk) for foreign military registered Aircraft involvement at least 42 days prior to the event and [RA 2335 Form 3 \(Foreign Military Participant Validation Form\)](#) law para 44 and 73;
 - l. Event occurrence reporting;
 - m. Ensuring that the Local Authority Safety Advisory Group (SAG) is involved in the planning from the earliest opportunity possible.

¹⁷ A display team is classed as a single item.

¹⁸ This list is not exhaustive, and the HoE may wish to expand responsibilities within ToRs.

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- n. Ensuring the submission of a request for Restricted Airspace (Temporary) (RA(T)) iaw CAP 403¹⁹ using CAA Form [DAP1920D \(Flying Displays\)](#) or [DAP1920F \(Flypasts\)](#) has been considered.
- o. Providing written feedback to the MAA ([DSA-MAA-Display-Forms@mod.gov.uk](#)) using [RA 2335 Form 4 \(Flying Display Director Post Event Feedback Form\)](#) within 7 days of the event.
- p. Issuing the FCC with appropriate TORs, if required.
41. **FCC.** A FCC **should** be appointed by the FDD for Flying Displays where there are 4 or more Display Items.
42. The FDD **should** issue the FCC with appropriate ToR that bound its responsibilities. As a minimum, the FCC's responsibilities **should** include:
- Assisting the FDD with the safe execution of the Flying Display;
 - Assisting the FDD to monitor the standard and Flying Display related discipline of Participants;
 - Assisting the FDD in the validation of any display Participants, if required;
 - Providing the FDD with specialist knowledge regarding Display Items;
 - Providing the FDD with SQEP opinion in the case of any regulatory infringements or concerns regarding flying discipline;
 - Advising the FDD on restrictions or additional limitations if required;
 - Monitoring the conduct of all display Participants for regulatory compliance;
 - Intervening or stopping, on the grounds of safety, any display Participant or, in extreme cases where the FDD cannot be consulted, the whole Flying Display;
 - Being available throughout the period of the Flying Display.

Foreign military Participants

43. **FDD Responsibilities.** If foreign military Aircrew²⁰ intend to participate at a Flying Display in the UK, the FDD **should** be responsible for ensuring that:
- Foreign military Participants are approved to conduct Display Flying by the MAA;
 - Foreign military Participants are validated to conduct Display Flying in the UK, if required (see para 44 and 73);
 - A completed [RA 2335 Form 2 \(Foreign Military Participant Application Form\)](#) is submitted to the MAA ([DSA-MAA-Display-Forms@mod.gov.uk](#)) at least 42 days prior to the event;
 - The foreign military Participant submits the planned (zero wind speed) ground track of their Display Sequence on suitable scale mapping (or overlaid on imagery) of the display venue to the FDD as part of the RA 2335 Form 2 submission at least 42 days prior to the event. The Display Sequence **should** include detail on the minima (heights and speeds) for each manoeuvre. The FDD **should** use this information to confirm the Participant complies with this RA, the Display Sequence is suitable for the display venue, and incorporate the Display Item into their Flying Display Risk Assessment, if required.
44. **Foreign military Participant Validations.** If required by the MAA, HoE, EO or the FDD, the validation of such Participants **should** be conducted by the FDD, or a suitably experienced individual nominated by, and on behalf of, the FDD.
- Validation Reporting.** The FDD **should** complete and submit [RA 2335 Form 3 \(Foreign Military Participant Validation Form\)](#) to the MAA ([DSA-MAA-](#)

¹⁹ The establishment of a RA(T) requires the issue of a statutory instrument by the Department for Transport and as such **should** be notified a minimum of 120 days in advance of the event. Applications **should** be sent to the CAA Airspace Regulation department at: [ARops@caa.co.uk](#)

²⁰ For further guidance see para 71-74.

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Display-Forms@mod.gov.uk) prior to the Flying Display for which the validation is intended. For further guidance see para 73.

- b. **Validation during a Flying Display.** Validation of a Participant **should not** take place during the Flying Display for which the validation is intended.

Management of Flying Displays

45. **Secondary Spectators and Third Parties.** The EO and FDD **should** take all reasonable steps to minimize the risk to Secondary Spectators and third parties. Particular consideration **should** be given to the following:

- a. **Congested Areas.** The EO **should** put in place and record appropriate mitigations taken to reduce the risk to personnel within Congested Areas;
- b. **Roads and Railways.** The EO **should** put in place and record appropriate mitigations to ensure RtL is reduced to at least ALARP and Tolerable for third parties on busy roads and railways surrounding a Flying Display venue;
- c. **Secondary Spectators.** The EO **should** identify areas likely to be occupied by Secondary Spectators, take all reasonable steps to prevent Secondary Spectators gathering in high risk areas and record the mitigations taken. Prevention will not always be possible; in this case the EO **should** take all reasonable steps to inform Secondary Spectators of the risk to them;
- d. **Curtailing a Flying Display due to Secondary Spectators or Third Parties.** The presence of Secondary Spectators or third parties may not automatically require a Flying Display to be curtailed or abandoned; an EO and/or FDD **should** use their judgement to assess the risk against the mitigations taken and satisfy themselves that all reasonable steps to ensure any RtL is reduced to at least ALARP and Tolerable.

46. **Arrivals and Departures at Flying Display venues.** All arrivals and departures at display venues **should** be conducted iaw aerodrome procedures and/or extant regulations.

47. **Use of PDA or DA privileges during arrivals and departures.** Participants **should not** use the privileges of their PDA or DA during arrivals or departures unless explicitly approved by the FDD; such approvals **should** be limited to pre-arranged Display Flying practises or when the arrival or departure is conducted as part of the Display Sequence during the Flying Display itself.

48. **Minimum Public Safety Considerations.** HoE, EOs and FDDs **should** ensure that, as a minimum, the following specific minimum requirements for public safety are met:

- a. Spectator Areas (defined as designated Spectator Areas and associated Car Parks) **should** be clearly delineated by barriers. The forward boundary of the Spectator Area, beyond which Display Flying is conducted, is referred to within this RA as the 'Crowd Line'. At display venues where the Spectator Area also defines sides, the Crowd Line, for the purpose of an Air System or Aircraft maintaining the correct lateral distances, **should** be considered to run along the front and down the sides of the Spectator Area.
- b. Adequate markings **should** be set up in the Display Area to enable Participants to maintain appropriate separation from the Spectator Areas. Details of ground markings and lateral separation distances are at para 50, 76 and 107.
- c. Air System and/or Aircraft approach and departure routes to the Display Area **should** be chosen to avoid overflight of Spectator Areas. These routes **should** minimize risk for adjacent Congested Areas.
- d. Air System or Aircraft parking areas **should** be out of bounds to Spectators when engines are running or Air Systems or Aircraft are taxiing.
- e. Suitable routes for emergency vehicles **should** be established, clearly marked, and kept free from obstruction at all times.

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f. Participants **should** advise the FDD of specific hazards relating to their Air Systems or Aircraft. The EO and/or FDD **should** check the hazardous materials of military registered Air Systems on the MOD Aircraft Crash Hazards Document Set (accessible via MOD computer systems only)²¹.

49. HoE, EOs and FDDs **should** ensure that any other hazards to public safety specific to their events are identified, recorded, risk assessed, and that appropriate mitigations are put in place.

50. **Ground Markings.** Full use **should** be made of existing ground features such as runways or taxiways, supplemented as necessary by other visual means including markers (preferably with vertical extent) and lighting. Markers **should** be fixed firmly to minimize the effect of downwash. The following ground markings **should** be provided:

a. **Main Display Line.** The Main Display Line **should** be 230 m from the Crowd Line and parallel to it. The FDD may elect not to mark the Main Display Line if there is a suitable and easily recognisable physical feature, at least the minimum required lateral separation distance from the Crowd Line and in the correct orientation.

(1) FDDs **should** be cognisant of recognisable and/or compelling features that may be a distraction to Participants when considering the requirement to mark the Main Display Line, eg a non-parallel taxiway or runway.

51. **Control of Explosives and Pyrotechnics.** Use of explosives for simulated ground-bursts, smoke or other special effects, or pyrotechnic displays during a Flying Display **should** be strictly controlled by a competent person appointed by the EO. Debris from such effects **should not** impinge on Air Systems, Spectators, Third Parties or the runway/taxiways and the scale of any effects **should** be known prior to the event. Briefings for ground officials and Participants **should** draw attention to the hazardous nature of such devices. Furthermore, Participants **should** be appropriately authorized to conduct such activity.

Civil Registered Aircraft at Flying Displays over MOD-Occupied Property

52. The FDD **should** ensure that pilots flying civil registered Aircraft:

a. Hold a valid DA or DA Exemption iaw CAP 403, or national equivalent as evidence of their competence to conduct Display Flying, even if conducting a Role Demonstration or Flypast;

(1) If a civilian pilot does not hold a valid DA then they **should not** be permitted to utilize a SERA.5005(f)(2) exemption as per para 77.

b. Notify the FDD of their intended Display Sequence at least 24 hours in advance;

(1) This **should** include the measures the Participant would take if they needed to diverge from the intended Display Sequence (for example due to wind effects), and confirm that the intended Display Sequence complies with the airspace restrictions (local avoids, the anticipated location of Secondary Spectators and third parties) derived from the event Risk Assessment.

c. Demonstrate that the intended manoeuvres comply with the conditions placed on their Air System's Certificate of Airworthiness or Permit to Fly;

d. Do not breach the minima permitted by their DA or national equivalent;

e. Comply with the separation distances, minima and restrictions detailed within RA 2335(3).

53. **CAA DA Exemptions at MAA-Regulated Events.** A FDD at a MAA-regulated event **should not** accept a CAA DA Exemption for a Participant flying a civil registered Aircraft where that DA Exemption would allow the Participant to breach any part of this

²¹ MOD Aircraft Crash Hazard information can be obtained from the RAF Events Team, Royal Navy or Joint Helicopter Command Flying Display Tasking Cells, from the display teams themselves or, in extremis via the RAF Regional Liaison Officer (RAFRLO).

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RA. If the FDD considers that the DA Exemption is appropriate for their event, the HoE **should** apply for a Waiver iaw MAA03¹⁵.

54. **Civil Registered Aircraft flown over MOD-Occupied Property by Participants without a DA for that Aircraft.** FDD **should not** allow civil registered Aircraft flown by Participants without a DA for that Aircraft to conduct Display Flying, Role Demonstrations or Flypasts over MOD-Occupied Property without first seeking endorsement from the CAA via GA@CAA.co.uk. The MAA **should** be informed of such activity (DSA-MAA-Display@mod.gov.uk) at least 14 days prior to the event.

55. **Participation of non-Release To Service (RTS) UK military registered Air Systems.** Participation of non-RTS UK military registered Air Systems at Flying Displays, Role Demonstrations or Flypasts (Mil) **should** be approved by the ADH or AM(MF). Such activity **should** conform with the Air System Military Permit to Fly or the limitations as articulated in the appropriate Certificate of Usage. The MAA **should** be informed of such activity (DSA-MAA-Display@mod.gov.uk) at least 14 days prior to the event.

56. **Minimum Height for Participants flying civil registered Aircraft.** The Participants DA specifies the minimum heights to which the holder may display, and FDDs **should** consider permitting them to operate to those minima with the approval of the HoE.

57. **Minimum Lateral Separation Distances for civilian Participants.** The minimum lateral separation distances specified at para 107 **should** apply to all Air Systems or Aircraft in all cases.

Warning and Stop Calls

58. **Standard Warning and Stop Calls.** If the FDD and/or FCC perceive minima are being encroached, breached or have safety concerns that require the cessation of a Participants Display Sequence, the Standard Warning and Stop Calls and responses at Table 2 **should** be used:

Table 2. Standard Warning and Stop Calls

FDD/FCC Warning Call	Pilot Response
'(Callsign) Too Low'	'Roger (Callsign)'
'(Callsign) Too Close'	'Roger (Callsign)'
FDD/FCC Terminate Call	Pilot Response
'(Callsign) Terminate'	'Wilco (Callsign)'
FDD/FCC Stop Call	Pilot Response
'(Callsign) Stop Stop Stop, Acknowledge'	'Wilco (Callsign)'

a. **Too Low Call.** A 'Too Low' Call **should** be made at an appropriate time if the FDD and/or FCC assess that an Air System or Aircraft has descended below the Participant's PDA or DA minima or the minima in place for the Flying Display.

b. **Too Close Call.** A 'Too Close' Call **should** be made at an appropriate time if the FDD and/or FCC assess that an Air System or Aircraft has breached the minimum lateral separation distance appropriate to that Display Item.

c. **Terminate Call.** A 'Terminate' Call **should** be used when a Participant is required to discontinue Display Flying for a reason other than their fitness or competence (eg intruder Aircraft, birds, etc). A 'Terminate' Call can also be used by a Participant to notify their intention to halt a display if deemed necessary for any reason. At the discretion of both the FDD and the Participant, the display may be resumed if safe to do so.

d. **Stop Call.** A 'Stop Call' **should** be made if the FDD and/or FCC have a safety concern related to a Participants' fitness or competence; additionally, a 'Stop Call' **should** be made if a third Warning Call is required. Once a 'Stop Call' has been made, the Participant **should not** be allowed to recommence their display.

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- e. Where an event has a Participant with a non-radio capable Air System, a fully briefed procedure **should** be established to enable communication of Standard Warning and Stop Calls.
- f. For Stop Calls, once the Flying Display is complete (or earlier if safe and practicable) the FDD **should**:
- (1) Confirm the Participant understands they have been stopped and explain why;
 - (2) Where the Participant is flying a civil registered Aircraft, inform the CAA General Aviation Unit as soon as practicable on 01293 573919;
 - (3) Submit a Defence Aviation Safety Occurrence Report (DASOR) and, if appropriate, a Mandatory Occurrence Report (MOR);
 - (4) Record the event on the [RA 2335 Form 4 \(Flying Display Director Post Event Feedback Form\)](#);

Further details of the actions to be taken by a military Participant are at para 90.

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Flying Display Organization and Management

59. **Categorization of an Event as a Flying Display.** The HoE may categorize an event that only has Flypasts or Role Demonstrations as a Flying Display if they consider it necessary. Reasons for this may include:

- a. The complicated nature of an event (such as very unusual mixed formations);
- b. Large gatherings of people;
- c. Complex geography or airspace restrictions.

FDD Accreditation

60. **FDD Accreditation Course.** The CAA and MAA conduct a joint FDD Accreditation Course in order to accredit FDDs in the UK.

- a. **Military Applicants.** The MAA approves military applicants to attend the FDD Accreditation Course; as such military applicants must state their case for being a suitable FDD on their application which must be endorsed by the relevant HoE or ADH/AM(MF)²².
- b. **FDD Tier Accreditation.** A joint CAA and MAA panel will be convened after FDD Accreditation Courses to review each applicant's performance during the course. This accreditation panel will consider their experience, preparation for and interaction during the course, and examination results before accrediting to Tier 1, 2 or 3.
- c. **'Mil' and 'Civ' Accreditation.** The panel will also consider, based on the experience of the individual and the knowledge demonstrated during the course, whether they will be accredited as a 'Mil', 'Civ' or 'Civ / Mil' FDD.
 - (1) **Mil.** The individual is only permitted to be FDD / Deputy FDD at Flying Displays regulated by the MAA iaw RA 2335.
 - (2) **Civ.** The individual is only permitted to be FDD / Deputy FDD at Flying Displays regulated by the CAA iaw CAP 403.
 - (3) **Civ / Mil.** The individual is permitted to be FDD / Deputy FDD at either CAA or MAA regulated Flying Displays. The individual may be accredited to a different Tier for each category, dependent on SQEP.

61. **Validity.** An FDD's accreditation will remain valid for a period of 3 years subject to their ongoing suitability for the role²³.

²² Military applicants will only be accepted when their qualification is primarily for military purposes. Serving military personnel who are not required to act as an FDD for military purposes may apply for accreditation through the CAA.

²³ Successful completion of a FDD Accreditation Course is required every 3 years to maintain accreditation.

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62. **Deputy FDD.** An appropriately accredited FDD²⁴ may act as Deputy FDD to provide resilience for an event. The individual(s) must be annotated as a Deputy FDD on the RA 2335 Form 1, or application for a CAA Flying Display Permission.
63. **Currency.** To maintain currency, individuals must act as FDD within the appropriate Tier of event at least once every two years. However if, for example, a Tier 3 FDD only acts as FDD for a Tier 1 or Tier 2 Flying Display within the currency period, the Tier 3 privileges will be forfeited and those of the lower Tier will be maintained.
64. Currency may also be reset by acting as a Deputy FDD provided that:
- They are annotated on the RA 2335 Form 1 or application for CAA Flying Display Permission;
 - They take an active part in the planning, organization, management and delivery of the Flying Display.
 - They are in attendance for the duration of the Flying Display;
 - The nature and extent of their Deputy FDD participation, and the intent to reset their currency, is annotated by the primary FDD on the [RA 2335 Form 4 \(Flying Display Director Post Event Feedback Form\)](#) / CAA Form SRG 1305.
65. **Shadow FDD.** Tier 1 or Tier 2 accredited FDDs may Shadow the FDD for a higher Tier event in order to build experience. This Shadow FDD role can be used to improve the level of competence with a view to upgrading to a higher Tier in the future. The primary FDD will record the level of participation of the Shadow FDD on the [RA 2335 Form 4 \(Flying Display Director Post Event Feedback Form\)](#) which will enable the CAA and MAA to properly assess the level of experience of the individual if an upgrade is requested.
- If the primary FDD is an FDD Mentor, the Shadow FDD will ensure that their participation in the planning, organization, management and delivery of the Flying Display is appropriately logged and countersigned by the primary FDD so that any experience gained can be demonstrated at the time of application for upgrade.
66. **Upgrading.** To upgrade to a higher FDD Tier or from 'Mil' or 'Civ' to 'Civ / Mil', FDDs are required to provide the MAA with a list of events they have been involved with to demonstrate that they have gained the necessary experience to be considered for an upgrade to the higher Tier. Their submission is required to include detail on their involvement in the planning, organization, management and delivery of the event and provide a written narrative from at least 2 separate sources detailing their performance in the events they have been involved in. Trusted sources include:
- FDD Mentors ('Civ' or 'Mil'), if one was involved;
 - Other FDD ('Civ' or 'Mil') of the Tier the applicant aspires to (or higher);
 - The HoE of an event the applicant was involved in, providing they played a substantial part in planning, organizing, managing or delivering the Flying Display.
67. **Revocation.** If an FDD underperforms, an investigation will be undertaken by the CAA and/or MAA iaw the Defence Aviation Flowchart Analysis of Investigation Results II (DA FAiR II) system detailed in the MAA Manual of Air Safety²⁵. After the investigation, the following actions are available to the CAA and/or MAA:
- No action.
 - Downgrade Tier.
 - Further training.
 - Suspension.
 - Complete revocation.

²⁴ A FDD who is accredited for the Tier of Flying Display at which they are Deputising.

²⁵ The CAA also uses the Flowchart Analysis of Investigation Results (FAiR) System which is detailed in CAP 403.

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68. **SQEP Recording.** The CAA will administer a combined military / civilian FDD list that will be available to HoE and EO. The list will detail an individual qualification (ie which Tier FDD they are) and will record the Flying Displays they have directed²⁶. The MAA is responsible for administering military personnel on the combined list and will also ensure the correct competency is recorded on the military Joint Personnel Administration System.

Management of a Flying Display

69. **FCC.** The FCC will consist of suitably experienced personnel appropriate for the Tier of Flying Display, the Air Systems or Aircraft Participating, and will be issued with ToR from the FDD. The FCC may include the FDD, who may act as Chairman of the FCC, and additional members who have the requisite experience of Display Flying and/or Flying Display planning, organization, management and delivery. Chairmanship of the FCC may also be delegated.

70. **Boundaries of Responsibility.** When HoE are considering the ToRs for the EO and FDD, there are a number of responsibilities that they may wish to allocate. These include, but are not limited to:

- a. The location of Car Parks.
- b. The location and number of Spectator Areas.
- c. Aircraft parking and marshalling areas.
- d. Aircraft refuelling areas.
- e. Emergency vehicle access and egress points.
- f. Emergency control centre location and set up.

Foreign Military Registered Aircraft Participating at UK Flying Displays

71. **Responsibilities of the MAA.** On behalf of the MOD, the MAA maintains oversight of all foreign military registered Aircraft participating at UK Flying Displays. The MAA ensures the Participant is SQEP, suitably approved at a national level and the proposed Display Sequence complies with this RA using the documentation supplied by the Participant and the FDD.

72. **Responsibilities of the FDD.** The FDD is responsible for ensuring that the Participant is suitable for their event and can comply with this RA, CAP 403, the CAA Flying Display Permission (if issued) and any restrictions derived from their event Risk Assessment. Further details are contained in [RA 2335 Form 2 \(Foreign Military Participant Application Form\)](#).

73. **Validation.** The MAA and/or the FDD can mandate the validation of any display Participant. When the MAA mandates validation, then that validation may take place at any display venue within the same display season and, where a Participant has more than one authorized Display Sequence, then validation of any one of the Display Sequences is normally accepted by the MAA as sufficiently appropriate to validate all Display Sequences.

- a. **Guidance on Requirement for Validation.** The MAA is likely to require validation where an individual Participant is new, they have not displayed in the UK before, or for any formation display team. This is guidance only and the MAA may require validation of any foreign military Participant.

74. **Foreign Flypast (Mil).** Foreign military registered Aircraft conducting a Flypast (Mil) at an event other than a Flying Display in the UK do not require formal MAA approval; however, the relevant sections of [RA 2335 Form 2 \(Foreign Military Participant Application Form\)](#) must be submitted to the MAA iaw para 43.c.

Public Safety

75. **Safety and Risk Assessment.** Guidance on managing and recording risk is contained within RA 1210³.

76. **Supplementary Markings.** FDD may provide additional markings to assist Participants identify appropriate minimum distances from the Crowd Line for various

²⁶ If recorded on the Flying Display Notification / CAA Flying Display Permission and FDD Post Event Feedback Form.

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aspects of their Display Sequence, where these are different from the normal 230 m minimum. If used, FDD must ensure that Participants are fully briefed on their position and meaning iaw para 40.g.

77. **Civil Participants Operating Minima.** The CAA has granted the MOD an annual clearance for civilian Participants holding a DA or DA Exemption to operate below the minima stated in SERA.5005(f)(2), during a Flying Display held over nominated MOD-Occupied Properties. This clearance is obtained annually and held by the MAA.

78. **CAP 403 - Flying Displays and Special Events: Safety and Administrative Requirements and Guidance.** CAP 403 provides additional guidance to EO and FDD for the safety planning associated with a Flying Display, including working with Local Authorities, Emergency Services, Highways Authorities, Safety Advisory Groups and wider Health and Safety Executive requirements.

**Regulation
2335(2)**

Display Flying, Role Demonstrations and Flypasts (Mil)

2335(2) ADH and AM(MF) **shall** ensure that personnel involved in conducting Display Flying, Role Demonstrations and Flypasts (Mil) are competent and appropriately trained, approved, authorized and supervised.

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Means of
Compliance
2335(2)**

Display Flying, Role Demonstrations and Flypasts (Mil)

79. **Applicability of this Regulation.** RA 2335(2) **should** apply to all personnel involved in conducting Display Flying, Role Demonstrations and Flypasts (Mil) in UK military registered Air Systems and foreign military registered Aircraft. Additionally, at all times, the most restrictive limitations of this RA or the following **should** be applied:

- a. STANAG 3533/AFSP-5 if applicable.
- b. Orders issued by the ADH or AM(MF) for Air Systems in their AoR conducting Display Flying, Role Demonstrations or Flypasts (Mil).
- c. Orders issued by the HoE, EO or FDD for a specific event.
- d. CAP 403 where a CAA Flying Display Permission exists for a display. Whilst the CAA Flying Display Permission will be time bounded, any Participants flying military registered Air Systems on the same day **should** apply the limitations of the CAA Flying Display Permission and CAP 403 regardless of what time they conduct their flying activity unless approval is obtained from the MAA (DSA-MAA-Display@mod.gov.uk) no later than 14 days prior to the event.
- e. PDA or DA.
- f. Any relevant host nation regulations and orders when conducting Display Flying, Role Demonstrations or Flypasts (Mil) outside the UK.

Aircrew and Support Personnel

80. **Display Flying Aircrew.** ADH or AM(MF) **should** ensure that:

- a. The Aircrew selected to conduct Display Flying are SQEP in both airborne and ground-based aspects of Display Flying;
- b. Where Display Flying Aircrew are responsible for conducting Risk Assessments, they are appropriately trained and supported;
- c. Display Flying Aircrew hold a valid PDA and/or DA prior to conducting Display Flying at a Flying Display.

81. **Display Flying Supervisor.** ADH or AM(MF) **should** nominate a SQEP Display Flying Supervisor.

82. **Display Flying Support Personnel.** ADH or AM(MF) **should** allocate sufficient support personnel and/or resource to allow Aircrew selected for Display Flying to safely and effectively conduct activity throughout the display season.

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83. **Ground Knowledge.** ADH and AM(MF) **should** ensure that, in addition to the pre-season Display Flying work-up detailed in para 86, Aircrew and support personnel selected for Display Flying are appropriately trained in the relevant non-flying aspects of Display Flying, such as Human Factors, Fatigue Management, Supervision and relevant regulatory knowledge (ie RA 2335, the ANO and CAP 403).

Pre-Season and Practice Display Flying

84. **Practice Display Flying.** ADH or AM(MF) **should** assure themselves that practice Display Flying is conducted in such a way and at such a location as to ensure that RtL to Participants, Secondary Spectators and third parties is ALARP and Tolerable.

85. **Practice Display Flying Minimum Height.** ADH or AM(MF) **should** promulgate orders stipulating who can approve Display Flying Aircrew to operate at a height lower than those specified in orders or instructions for routine operations and training; this **should not** be delegated below Sqn Cdr/OF-4. The individuals detailed in orders are responsible for signing the Display Flying Aircrew's training folder²⁷.

86. **Pre-Season Display Flying Work-Up and PDA.** Pre-season Flying Display practices **should** be personally authorized by the Display Flying Supervisor. The following points **should** be considered when supervising and authorizing Display Flying work-up flights:

- a. The Work-up **should** be of a progressive nature leading, in stages, down to the approved display heights, and initially conducted only over their own airfield unless the ADH or AM(MF) directs otherwise;
- b. Consideration **should** be given to the use of appropriate Synthetic Training Devices for initial practice displays;
- c. The previous season's Display Pilot **should** be used in an advisory and/or monitoring capacity during practice and validation;
- d. Each practice Display Flying sortie **should** be monitored by the Display Flying Supervisor. If the Display Flying Supervisor is on the ground, he **should** be in a suitable position to ensure he is not a distraction to the Display Flying Aircrew;
- e. A record of Display Flying practices detailing weather, runway, etc. **should** be maintained in the Display Flying Aircrew's training folder;
- f. The Display Flying Aircrew and the Display Sequence **should** be approved by the ADH or AM(MF) using [RA 2335 Form 5 \(Public Display Authority Form\)](#) as the mechanism to signify that final approval has been granted to conduct Display Flying. The MAA **should** be provided with a completed copy of RA 2335 Form 5 (Public Display Authority Form) once the PDA has been awarded via DSA-MAA-Display-Forms@mod.gov.uk;
- g. The PDA **should** be made available to FDD;
- h. All practice Display Flying below 2000' MSD **should** be video recorded.

PDA

87. **Deviations from PDA.** Deviations from the clearances or permitted modifications to the Display Sequence, as detailed on the approved RA 2335 Form 5 (Public Display Authority Form), **should not** be permitted without authorization by the ADH or AM(MF). If a FDD is unable to accept the Participant's approved Display Sequence the Participant **should not** perform.

88. **Role Demonstrations.** Role Demonstrations do not necessarily require a PDA, however, ADH and AM(MF) **should** issue orders and instructions that, as a minimum, detail the following:

- a. Approved Role Demonstration manoeuvres that may be conducted on Air Systems within their AoR;

²⁷ Or electronic equivalent.

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- b. The approval mechanism, clearance procedures and authorization process for Role Demonstrations;
- c. Safety management procedures, limitations and restrictions;
- d. Competence/SQEP requirements of the Aircrew in the air and on the ground.

89. **Flypasts (Mil).** Flypasts (Mil) do not constitute Display Flying so do not normally require a PDA. However, ADH and AM(MF) **should** publish orders or instructions detailing appropriate limitations specific to the conduct of Flypasts (Mil) on Air Systems within their AoR.

Stop and Warning Calls

90. **Stop Calls.** Where the FDD/FCC has issued a 'Stop Call'²⁸ due to a breach of minima or limits, or other safety concerns surrounding the Participants fitness or competence, a military Participant:

- a. **Should not** conduct further Display Flying until they have permission from their ADH or AM(MF);
- b. **Should** submit a DASOR as soon as practicable.

91. **Warning Calls.** ADH and AM(MF) **should** issue orders or instructions which state the actions to be taken by Display Flying Aircrew after a Warning Call **Error! Bookmark not defined.** has been issued.

92. **Display Venues.** ADH and AM(MF) **should** take all reasonable measures to assure themselves that display venues at which their Air Systems perform are suitable, safe and appropriate for the Air System and the intended Display Sequence. This **should** include being satisfied that:

- a. The EO and FDD are suitably qualified and/or experienced iaw RA 2335(1).
- b. RtL attributable to Display Flying, Role Demonstrations or Flypasts (Mil) remains at least ALARP and Tolerable including having reviewed the FDDs briefing material and Flying Display Risk Assessment.

Parachuting at Flying Displays

93. **Parachuting**²⁹. When participating at a Flying Display, MOD-approved parachute display teams³⁰ **should** be deemed to be on duty. MOD personnel participating in non MOD-approved parachute display teams are deemed to be part of a civilian parachute display team and are not on duty.

94. Parachute display teams **should** be in possession of a valid Parachuting Permission or Exemption Certificate issued by the CAA, and the parachute display **should** be conducted iaw that Permission or Exemption.

95. MOD-approved parachute display teams **should** comply with orders and instructions issued by their Parachuting Duty Holder. Parachute display team leaders should be responsible for parachuting and flying operations carried out by that display team, the provision of a qualified Drop Zone Safety Officer³¹, and ensuring adequate liaison and co-ordination with the FDD.

**Guidance
Material
2335(2)**

Display Flying, Role Demonstrations and Flypasts (Mil)

96. **Applicability of RA 2335 or CAP 403.** Tables 3 and 4 show Flying Display Participants which regulations (relevant to Flying Displays) apply and therefore what flying activity is permitted.

²⁸ iaw para 58.

²⁹ While parachuting itself does not constitute a Participant iaw RA 2335, this para is included for the assistance of the EO and FDD.

³⁰ Both those governed by the MRP (ie generation of Force Elements at Readiness parachuting, commonly referred to as "combat" or "military" parachuting), and those recorded as being on duty but governed by the CAA through CAP 660 (parachuting commonly referred to as "sports" or "non-combat" parachuting).

³¹ Drop Zone Safety Officers are not required to conduct FDD Accreditation.

Guidance Material 2335(2)

Table 3. Events over MOD-Occupied Property

	MOD-Occupied Property			
	Military Registered Air Systems		Civil Registered Aircraft	
	Flying Display	Other Event	Flying Display	Other Event
Permitted Activity	Display Flying, Role Demonstrations and Flypast (Mil) (iaw para 108 and 109)	Role Demonstrations and Flypast (Mil) (iaw para 110)	Display Flying and Flypast	As per the ANO/SERA
Regulation (most restrictive of)	RA 2335	RA 2335	RA 2335 CAP 403	As per the ANO/SERA

Table 4. Events over non MOD-Occupied Property

	Non MOD-Occupied Property in the UK			
	CAA Flying Display Permission ³²			
	Yes		No	
	Military Registered	Civil Registered	Military Registered	Civil Registered
Permitted Activity	Display Flying, Role Demonstrations and Flypast (Mil) (iaw para 108 and 109)	Display Flying and Flypast	Display Flying ³³ , Role Demonstrations and Flypast (Mil) (iaw para 110)	As per the ANO/SERA
Regulation (most restrictive of)	RA 2335 CAP 403	CAP 403	RA 2335	As per the ANO/SERA

Note: For Flying Displays outside the UK, military registered Air Systems must comply with the most restrictive of RA 2335 and relevant national regulations³⁴.

97. **Role Demonstrations or Flypast (Mil) being Categorized as Display Flying.** ADH or AM(MF) may, if they deem appropriate, categorize Role Demonstrations or Flypast (Mil) as Display Flying.

Regulation 2335(3)

Separation Distances, Minima and Restrictions

2335(3) Authorized minimum vertical and lateral separation distances, and other applicable minima and restrictions **shall** be complied with at all times during Display Flying, Role Demonstrations and Flypasts.

Acceptable Means of Compliance 2335(3)

Separation Distances, Minima and Restrictions

General

98. **Congested Areas.** Display Flying, Role Demonstrations or Flypasts (Mil) below 2000' MSD over Congested Areas (as detailed in the UK Military Low Flying Handbook (UKMLFH) **should** be conducted iaw RA 2330³⁵ and the UKMLFH.

99. **ADH or AM(MF) Approval for overflight of Congested Areas.** Display Flying, Role Demonstrations and Flypasts (Mil) over Congested Areas **should** be approved by the Air System ADH or AM(MF) in advance.

100. **Performance Limitations - Speed.** An absolute true limit of Mach 0.90 or 600 KIAS (whichever is reached first) **should not** be exceeded in flight.

³² Unless the MAA have approved a Flypast (Mil) to be conducted on the same day as the CAA Flying Display Permission.

³³ For an event which involves military Registered Air Systems only.

³⁴ NATO Standardization Agreement (STANAG) 3533 / Allied Forces Safety Publication 5 (AFSP-5) governs NATO military Display Flying.

³⁵ Refer to [RA 2330 – Low Flying](#).

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101. **Performance Limitations - Multi-Engine Fixed Wing Air Systems.** Multi-Engine Fixed Wing Air Systems **should not** fly below the speed at which it is still possible to climb away, without change of configuration, if any one engine fails.

102. **Weather Minima.** ADH or AM(MF) **should** stipulate the minimum weather conditions for Display Flying, Role Demonstrations and Flypasts (Mil) by Air Systems in their AoR. The following table **should** be the absolute minimum weather conditions for Participants that hold a valid PDA or DA when operating at a Flying Display (or during PDA work-up iaw RA 2335(2)); the Visual Meteorological Conditions (VMC) minima in RA 2307³⁶ apply at all other times:

Table 8. Weather Minima.

Type of Aircraft	Type of display		Weather minima	
			cloud base	visibility
VSTOL ³⁷ , Rotary Wing and other Air Systems or Aircraft with a stalling speed below 50 KIAS	Flypasts, non-aerobatic Display Flying and Role Demonstrations	Solo Aircraft	500 feet	1500 metres
		Formations	500 feet	3000 metres
	Aerobatic Display Flying	Solo Aircraft	800 feet	3000 metres
		Formations	1000 feet	5 km
All other Air Systems	Flypasts, non-aerobatic Display Flying, 'flat' Aerobatic Display Flying and Role Demonstrations	Solo Aircraft	500 feet	5 km
		Formations	1000 feet	5 km
	Aerobatic Display Flying	Solo Aircraft	1000 feet	5 km
		Piston Formations	1000 feet	5 km
		Jet / Turboprop Formations	1500 feet	5 km

Notes:

- (i) Where a 'flat aerobatic display' is a Display Sequence considered for the Air System it **should** be formally approved as part of the Participant's PDA.
- (ii) Subject to FDD approval, Air Systems unable to display because of low cloud base may fly an instrument approach to land, touch-and-go or low approach.

Flying Display Separation Distances, Minima and Restrictions

103. **Overflight of Spectators.** All Participants **should** avoid overflight of Spectator Areas and Secondary Spectators at a Flying Display.

104. **Inside the Display Area.** Participants **should not** perform aerobatic manoeuvres above any structures occupied by non-essential personnel or Secondary Spectators within the Display Area.

105. Non-aerobatic overflight of any structures occupied by non-essential personnel or Secondary Spectators during a Display Sequence **should not** be conducted at less than 500' MSD.

106. **Outside the Display Area.** UK and foreign military Participants **should** adhere to the following MSD outside of the Display Area³⁸:

- a. Aerobatic Manoeuvres – All Air Systems³⁹. 500' MSD;
- b. Fixed Wing Air Systems – Non-Aerobatic Manoeuvres. 250' MSD;
- c. Rotary Wing Air Systems – Non-Aerobatic Manoeuvres. 100' MSD.

107. **Lateral Separation.** The following minimum lateral separation distances **should** apply to all military registered Air Systems and Aircraft at all Flying Displays and civilian Aircraft at Flying Displays over MOD-Occupied Property. Where a FDD, Participant or their operating authority considers that a greater separation is required

³⁶ Refer to [RA 2307 - Rules of the Air](#).

³⁷ This only applies to Vertical and Short Take Off and Landing (VSTOL) Air Systems operating in VSTOL mode.

³⁸ Civilian Participants are to adhere to the ANO / SERA outside the Display Area.

³⁹ This limitation applies from when the Air System commences its run in for its Display Sequence, Role Demonstration or Flypast (Mil) to when it has completed its Display Sequence, Role Demonstration or Flypast (Mil).

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for any specific Air System, Aircraft or manoeuvre, that minimum **should** be identified and complied with:

- a. **Ground Operations.** During all ground operations, including refuelling, servicing and at any time when engines or rotors are running, a minimum separation distance of 15 m **should** be maintained between Spectator Areas and the nearest point of the Aircraft concerned. This limit applies to Aircraft taxiing or air-taxiing, except when such taxiing is away from a marked taxiway and without the assistance of a marshaller, when the minimum separation distance **should** be increased to 65 m;
- b. **In-Use Runways.** The minimum separation distance between the near edge of any runway used for conventional Fixed Wing take-off and landing (including 'touch and go' and 'low approach') and the Crowd Line **should** be 100 m. However, for light Aircraft with a MTOM of ≤ 1200 kg, and a take-off and landing speed of less than 100 KIAS, this separation may be decreased to 65 m. Other than for emergencies, a runway **should** only be used for non-standard take-off or landing (defined as one not practised as a Standard Operating Procedure conducted during routine operations and training for that Aircraft), if its near edge is at least 230 m from the Crowd Line at all points;
- c. **In Flight.** The normal minimum separation distance between the Crowd Line and Air Systems or Aircraft conducting Display Flying, including Rotary Wing displays that involve aerobatics, **should** be 230 m. However, the following additional minima apply for specific circumstances:
 - (1) **High Speed Air System.** Where the displaying Air System or Aircraft is at a speed in excess of 300 KIAS, and has a velocity vector towards a Spectator Area, the minimum separation distance **should** be increased to 450 m;
 - (2) **Low Energy Air System.** For low energy Air Systems or Aircraft, as defined in para 29, the minimum separation distance **should** be 150 m;
 - (3) **Rotary Wing.** For normal take-off and landing, and during transitional manoeuvres, the minimum separation distance **should** be 65 m. For other stages of non-aerobatic flight, or at any time when an underslung load is carried, the minimum separation distance **should** be increased to 100 m;
 - (4) **VSTOL Air Systems (including V-22).** For vertical take-off and landing, and during non-wing borne flight at low speed, the minimum separation distance **should** be 150 m. By the time conventional wing borne flight is achieved, the Air System **should** be at the normal minimum separation distance of 230 m;
 - (5) **Balloons.** At displays where balloons operate, FDD **should** follow the guidance in CAP 403;
 - (6) **Airships.** Airships are operated as lighter-than-air Air Systems or Aircraft, and as such **should** be subject to regulations applying to Fixed Wing Air Systems or Aircraft;
 - (7) **Model Aircraft.** FDD **should** follow the guidance given in CAP 403 and CAP 658, Model Aircraft; a Guide to Safe Flying;
 - (8) **Remotely Piloted Air Systems (RPAS)⁴⁰.** RPAS **should not** be operated in a manner that presents undue risk or hazard to any person, vessel, structure, vehicle or infrastructure.
- d. **Dual Spectator Areas.** In the case of Flying Displays at airfields / locations where Spectator Areas are on both sides of the Display Axis, the minimum separation distance between the Display Line and the Spectator Areas, specified above, **should** apply on both sides of the Display Line.

⁴⁰ Refer to [RA 1600 Series: Remotely Piloted Air Systems \(RPAS\)](#).

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108. **Minimum Heights at a Flying Display.** ADH and AM(MF) **should** specify minimum heights for Display Flying, Role Demonstrations and Flypast (Mil) flown by their Aircrew, dependent upon the Air System type, Aircrew experience and location of the event. However, they **should not** be less than the MSD⁴¹ specified in Table 5:

Table 5. Minimum Heights Part 1

	MSD (feet) as part of PDA Display Sequence at a Flying Display			
	Fixed Wing	Rotary Wing	Fixed Wing Close Formation	Rotary Wing Close Formation
Flypast Only - Wings Level Flight $\leq 20^\circ$ Angle of Bank (AOB)	100	50	250	100
Non-Aerobatic Flight $\leq 89^\circ$ AOB	100	100	300	100
Aerobatic Manoeuvres, Inverted Flight and Link Manoeuvres	300	300	300	300

- a. **Link Manoeuvres.** Where one aerobatic manoeuvre is linked directly to another, the Aircraft **should** remain above the minimum height for aerobatic manoeuvres throughout the transition. Where an aerobatic manoeuvre is followed by a non-aerobatic manoeuvre, Participants **should** be certain of capturing the minimum height for aerobatic manoeuvres during the recovery before continuing descent to the non-aerobatic minima specified in Table 5;
- b. **Manoeuvre After Take-Off.** Once safely airborne and not below 50' MSD throughout the manoeuvre, the Participant may commence a turn away from the Crowd Line to capture the appropriate Display Line. No more than 60° AOB **should** be used and a positive climbing vector **should** be maintained throughout the manoeuvre. On crossing the appropriate Display Line (if the runway is inside it) the Participant **should** be at or above 100' MSD;
- c. **Rotary Wing and VSTOL Air Systems.** Rotary Wing and VSTOL Air Systems may operate below the MSD in Table 5 during hovering and transition manoeuvres⁴².

109. **Minimum Heights when not part of a PDA Display Sequence at a Flying Display.** ADH and AM(MF) **should** specify minimum heights for Role Demonstrations and Flypasts (Mil) when not part of a PDA Display Sequence at a Flying Display. These heights **should** be dependent upon the Air System type, Aircrew experience and the location of the event. However, they **should not** be less than the MSD specified in Table 6:

Table 6. Minimum Heights Part 2

	MSD (feet) when NOT part of a PDA Display Sequence at a Flying Display			
	Fixed Wing	Rotary Wing	Fixed Wing Close Formation	Rotary Wing Close Formation
Flypast Only - Wings Level Flight $\leq 20^\circ$ AOB	100	50	250	100
Role Demonstration Manoeuvres - Non-Aerobatic Flight $\leq 89^\circ$ AOB	250	100	500	250
Aerobatic Manoeuvres, Inverted Flight and Link Manoeuvres	500	N/A PDA Required	N/A PDA Required	N/A PDA Required

⁴¹ Where the Flying Display is outside the UK, the most restrictive of this Regulation and any applicable local/national orders must be complied with.

⁴² and iaw para 107.c (3) and (4).

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Role Demonstrations and Flypasts (Mil)

110. **Minimum Heights at any other event.** ADH and AM(MF) **should** specify minimum heights for Role Demonstrations and Flypasts (Mil) not conducted as part of a Flying Display. These heights **should** be dependent upon the Air System type, Aircrew experience and the location of the event. However, they **should not** be less than the MSD specified in Table 7:

Table 7. Minimum Heights Part 3

	MSD (feet) at any other event			
	Fixed Wing	Rotary Wing	Fixed Wing Close Formation	Rotary Wing Close Formation
Flypast Only – Wings Level Flight ≤20° AOB	250	100	500	250
Role Demonstration Manoeuvres - Non-Aerobatic Flight ≤89° AOB	250	100	500	250
Aerobatic Manoeuvres, Inverted Flight and Link Manoeuvres	500	N/A PDA Required	N/A PDA Required	N/A PDA Required

111. **Other Restrictions When Conducting Display Flying, Role Demonstrations or Flypasts (Mil):**

- a. **Control of Engines.** Engines **should not** be deliberately shut down or feathered in flight; symmetrical thrust **should** be maintained at all times. In the event of an engine failure or unintended shutdown, the Display Sequence, Role Demonstration or Flypast **should** be Terminated;
- b. **Armament.** Live weapons **should not** be carried at Flying Displays and all weapons circuit-breakers and switches **should** be in the 'safe' condition (except for flares and pyrotechnics when approved under the conditions at sub-para e);
- c. **Rotary Wing and VSTOL Air Systems.** Rotary Wing and VSTOL Air Systems or Aircraft **should not** be flown in such proximity to buildings or Air Systems or Aircraft on the ground as to cause a hazard from downwash. If conducting underslung load activity, due consideration **should** be given to the load becoming unstable or detached;
- d. **Parachute Demonstration/Display.** During the whole period scheduled for parachuting, all flying activity within the descent airspace and Parachute Landing Area⁴³, except that which is necessary for dispatching parachutists, **should** cease. The engines of Fixed Wing Air Systems or Aircraft **should** be shut down and Rotary Wing Air System or Aircraft rotors **should not** be turning until the last parachutist has landed;
- e. **Use of Flares and Pyrotechnics.** The use of flares and pyrotechnics during a Flying Display **should** be subject to a specific Risk Assessment and final approval by the ADH or AM(MF) of the participating Air System or Aircraft, the HoE, the EO and the FDD. Flares, signal and smoke cartridges, and pyrotechnics **should** only be fired from such a height and position that prevents any remnants of the device landing among Spectators, near taxiing or static Air Systems or Aircraft, supporting personnel, ground equipment or Third Parties.

Guidance Material 2335(3)

Separation Distances, Minima and Restrictions

112. **CAA Acceptance of PDA.** Civilian FDD and EO for UK Flying Displays may accept the PDA of military registered Air Systems as proof that they are competent and current in all required facets of Display Flying, as detailed in CAP 403.

⁴³ Including planned alternate Parachute Landing Areas.

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Additional Notes

RA 2335 Form 2: Foreign Military Participant Application Form

UK FLYING DISPLAY APPROVAL QUESTIONNAIRE

The Military Aviation Authority (MAA) is required to provide the Secretary of State for Defence with independent assurance that Flying Display activity over MOD-Occupied Property and/or involving military Air System is conducted safely and in accordance with the relevant regulatory publications. The MAA is responsible for the approval of all foreign military registered Aircraft prior to the conduct of Flypasts, Role Demonstrations or Display Flying in the UK. The MAA approves Flying Display Participant(s) based on their competence and compliance with UK regulations and standards; MAA approval does not relinquish the Flying Display Director (FDD) from deciding whether an Aircraft or Participant is suitable to display at their particular event. Further guidance is provided in RA 2335.

RA 2335 Form 2: Foreign Military Participant Application Form is to be submitted by the FDD if they plan to employ foreign military registered Aircraft to conduct Flypasts (Mil), Role Demonstrations or Display Flying at their event. The question set below is designed to assist the FDD and the MAA assess the level of competence of each of the Participants. Any additional information pertinent to the application may also be submitted by the applicant or FDD using the Continuation Sheet on the final page of the application form.

Instructions:

All Applications:

FDD **should** complete Section 1A.

Flypasts Only:

FDD **should** submit the form (Section 1A only) to the MAA at this stage.

Role Demonstrations / Display Flying:

Foreign Military Participant **should** complete Section 1B.

FDD **should** complete Section 2.

FDD reviews the information provided by the Participant prior to submission of the form to the MAA with:

- A copy of the National Public Display Authority (PDA) or Display Authorization (DA) for each Participant.
- Display Sequence (including a detailed description of each display manoeuvre and associated minima).
- Any other pertinent information deemed relevant to the application (use Continuation Sheet if required).

All applications should be submitted to: DSA-MAA-Display-Forms@mod.gov.uk

SECTION 1A – to be completed by the FDD for all submissions	
Aircraft and Display Team Details	
Display Team Name (if applicable):	
Aircraft type(s) and mark(s) and number in Display Team:	
Is the Aircraft a Development or Production build standard:	
Is/are all the Aircraft listed on your national military register :	Yes / No ¹
Which Nation/State/Country/Company owns the Aircraft:	
Which Nation/State/Country/Company operates the Aircraft: (eg Air Force, Army, civilian company or other organization)	
Application for Flypast / Role Demonstration / Display Flying?	

If the foreign military Participant is conducting a Flypast only, this form **should** be submitted to the MAA at this stage. The MAA will not issue an approval for a Flypast only, but **should** be informed at least 42 days prior to the event.

The form **should** be sent to DSA-MAA-Display-Forms@mod.gov.uk

If the Participant is conducting a Role Demonstration or Display Flying, please complete Section 1B and Section 2.

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¹ If the Aircraft is not listed on the national military Aircraft register please provide additional details on Aircraft registration.

SECTION 1B – to be completed by the Participant for Role Demonstrations or Display Flying	
Aircrew Training, Supervision and Display Flying Approval / Authorisation	
Describe the pre-season training period, including the number and structure of the training sorties conducted, the Display Flying assessments conducted, and how any new team members are supervised. Additionally include any significant issues encountered during the work-up period (eg adverse weather or Aircraft serviceability issues).	
Describe the currency requirements that you are required to comply with during the display season.	
Describe how your organization supervises your Display Flying activity during the season and who approves or authorises your Display Sequence(s).	

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SECTION 1B cont – to be completed by the Participant for Role Demonstrations or Display Flying	
Participant(s) Details	Sheet of (eg 1 of 9)
This section may be completed on a separate page and attached to the submission, but must contain the criteria listed on the left for <u>each</u> display pilot, including any reserve pilots.	
Full Name:	
Rank:	
Date of Birth:	
Team Position (if applicable) (Formation Lead / Member / Reserve / Safety Pilot etc):	
Date appointed as Display Pilot in current organization:	
Total number of flying hours conducted on all Aircraft types:	
List all Aircraft types(s) Display Flying conducted on:	
Total number of Flying Displays flown on all Aircraft types:	
Total number of Flying Displays conducted by Aircraft type:	
Total number of Flying Displays flown in previous 12 mths:	
Total number of Flying Displays at which you have flown the Display Sequence you intend to display in the UK:	
Total number of Flying Displays due to be flown between date of application and your first Flying Display in the UK:	
Last date the Display Sequence detailed in this application is due to be conducted prior to your first UK Flying Display:	
Previous Display Flying experience in the UK, including the total number of displays flown, their locations, dates and the date of your last UK Flying Display (if applicable):	
Display Sequence (provide a detailed description of each manoeuvre and its associated minima (heights and speeds) to enable the FDD to confirm its adherence to RA 2335).	
Are you Certified Medically Fit for Display Flying:	Yes / No Date Medical Valid Until:
Please detail your Public Display Authorization process:	
Authority which issued your Public Display Authorization:	
Individual signatory on your Public Display Authorization:	
Additional Notes	

SECTION 2 – to be completed by the FDD for Role Demonstrations or Display Flying	
FDD Assessment and Certification	
FDD Name (and rank if applicable)	
FDD Accreditation Number	
FDD Contact Details (telephone number(s) and email address)	
Do you have previous experience of working with this Foreign Military Participant(s) / Display Team? If so, please provide full details.	Yes / No
Are there any aspects of your event that may introduce additional complexity for the Participant(s)? (eg airspace restrictions) If so, please provide full details.	Yes / No
Even if not mandated by the MAA, do you intend to conduct a display practice / validation sortie at your event prior to the Flying Display? If so, please provide full details.	Yes / No

FDD Declaration	<p>I confirm that:</p> <ol style="list-style-type: none"> 1. I support this application. 2. Having reviewed all of the documentation submitted, this Participant or Display Team is suitable for my event and is able to comply with the regulations detailed in RA 2335 and CAP 403 (if required). <p>FDD Signature: <input style="width: 100%; height: 40px;" type="text"/></p>
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Nomination of Validating Officer *(if different to the FDD applying for the Foreign Military Participant Approval)*

In the event that the MAA stipulates that a validation flight is required prior to a public display in the UK, or if you elect to conduct a validation flight prior to your event (either in the UK or overseas), and you don't intend to conduct the validation yourself, please nominate a suitably experienced individual to review the validation flight on your behalf.

Name (and rank if applicable)	
FDD Accreditation Number (if applicable)	
Contact Details (telephone number and email)	
Qualifications and/or Flying Display Experience	

Continuation Sheet (if required)

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RA 2335 Form 3: Foreign Military Participant Validation Form

This form **should** be completed by Flying Display Directors (FDD) (or those nominated to conduct validations on the FDD's behalf) following the validation of foreign military Participants prior to participation at UK Flying Displays. The question set is designed to capture evidence of safe adherence to both the pre-notified Display Sequence and compliance with the regulations detailed in RA 2335 and CAP 403 (if applicable).

Once completed, this form **should** be emailed to: DSA-MAA-Display-Forms@mod.gov.uk prior to the event.

Full Name (and rank if applicable):	
Participants Name(s):	
Aircraft Type(s) and Mark(s)	
Date of Validation Flight:	
Location of Validation Flight:	
Environmental Conditions:	
Safe adherence to Display Sequence / Display Minima?	
Compliance with RA 2335 (and CAP 403 if applicable)?	
Comments and Observations (identification of manoeuvres which may present challenges with UK Flying Display venue or regulations)	
Outcome of Validation Flight:	

Signature of Validating Officer confirming the Participant listed above demonstrated a safe and regulatory compliant Display Sequence which is suitable for the display venue for which it is intended.			
Name:		Rank/Title:	
Signature:		Date:	

Signature of FDD confirming that you are content that the Display Sequence demonstrated by the Participant during the validation was both regulatory compliant and suitable for your display venue.			
Name:		Rank/Title:	
FDD Accreditation Number:			
Signature:		Date:	

RA 2335 Form 4: Flying Display Director Post Event Feedback Form

In accordance with RA 2335, this form **should** be completed by the Flying Display Director (FDD) and submitted to the MAA via DSA-MAA-Display-Forms@mod.gov.uk within 7 days of the event

Event Name:

Venue:

Event Date(s):

Tier Level of Event:

Flying Display Director(s):

FDD Accreditation Number(s):

Event Organiser:

Head of Establishment:

1. Accidents¹, Incidents² and Undesirable Events³

- a. Were there any flying accidents at your Flying Display? Yes / No

If Yes, please give details:

- b. Were there any flying related safety incidents at your Flying Display? Yes / No

If Yes, please give details:

- c. Were there any undesirable events? Yes / No

If Yes, please give details:

2. Hazardous Events

- a. Were there any runway excursions by participating aircraft? If so, how many?
- b. Were there any runway incursions at your Flying Display? If so, how many?
- c. Did any 3rd party aircraft enter the Display Area or RA(T) during your Flying Display? If so, how many?
- d. Did any participating aircraft suffer any mechanical failures during your Flying Display? If so, how many?

If any of the above occurred, please provide as much detail as possible below. If known, please include details of aircraft type, registration, pilot name(s), position and height (use Continuation Sheet at Annex A if required).

¹ An accident is defined in EU Regulation 996/2010 as: an occurrence associated with the operation of an aircraft in which: (a) a person is fatally or seriously injured as a result of being in the aircraft, or, direct contact with any part of the aircraft or, direct exposure to jet blast, or the aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft.

² An incident is defined in EU Regulation 996/2010 as an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

³ An undesirable event is defined as an occurrence, other than an accident or incident which affects or could affect the safe operation of an aircraft.

3. Drones

Was there any drone activity at your event that caused a potential safety risk?

If so please provide details below, include position, height and description plus any action taken eg was the pilot spoken to (use Continuation Sheet at Annex A if required):

4. Warning Calls

- a. Number of 'STOP' calls made during your Flying Display.
- b. Number of 'Too Low' calls made during your Flying Display.
- c. Number of 'Too Close' calls made during your Flying Display.
- d. Number of Terminate calls made during your Flying Display.

If any STOP, Too Low, Too Close or Terminate calls were made, please complete the section below with details of what the call was, when and why the call was made, who the call was made to (pilots name, aircraft type and reg) and details of any subsequent actions taken.

Are there any other safety issues that occurred during your Flying Display that you would like to highlight? (use the Continuation Sheet at Annex A if required):

Finally, please tell us about any lessons that you learnt from your Flying Display (Eg pre-event paperwork issues, Safety Advisory Group (SAG) problems, issue on the day etc.), so that the Civil Aviation Authority (CAA) can communicate this to other FDDs, Event Organizers (EO), Display Pilots and Display Authorization Evaluators (DAE) (use the Continuation Sheet at Annex A if required):

Annex A – Continuation Sheet

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Email to: DSA-MAA-Display-Forms@mod.gov.uk within 7 days of the Flying Display iaw RA 2335.

Aviation Duty Holder / Accountable Manager (Military Flying)

Date

Name

Rank:

Appointment:

Signature:

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