

**FOLLAND GNAT T
MK 1,
G-TIMM**

**Approx 1 mile North of
Oulton Park, Cheshire**

01 August 2015

Accident

Investigation Synopsis

The aircraft was carrying out an aileron roll at low level during a flying display when, at an angle of bank of 107° to the left, the nose attitude dropped relative to the horizon. The pilot reversed the direction of roll but also applied a large pitch input which increased the rate of descent, and caused the aircraft to depart controlled flight and impact with the terrain. The accident was not survivable.

It was concluded that the situation was recoverable until the application of the pitch input.

Three Safety Recommendations are made on: minimum aerobatic heights; managing the risk of loss of aircraft control; and medical examination requirements for pilots of high performance aircraft.

Safety Recommendation 2016-045

Safety Recommendation 2016-045

It is recommended that the Civil Aviation Authority amend its policy on minimum aerobatic heights for pilots of high performance jet aircraft such that authorised minima are appropriate to a pilot's experience and currency.

Date Safety Recommendation made: 05 May 2016

LATEST RESPONSE

Response received: 19 August 2016

The CAA accepts the recommendation and has amended its policy on minimum aerobatic heights for pilots of high performance jet aircraft such that authorised minima are appropriate to a pilot's experience and currency. By the end of 2016, all display pilots holding a Category G rating (high performance jet aircraft) will have their Display Authorisations withdrawn and re-issued with a temporary 500ft minimum altitude restriction placed upon them, this restriction being considered appropriate to the experience and currency of all such pilots. The CAA is considering whether, in certain cases, it may be appropriate thereafter to authorise individual display pilots to perform aerobatics at lower heights, subject to that individual pilot's experience and currency. This will be considered on a case-by-case basis.

Safety Recommendation Status Closed

AAIB Assessment Adequate

RESPONSE HISTORY

N/A

(SRIS Reference: GB.SIA-2016-0045)

Safety Recommendation 2016-046

Safety Recommendation 2016-046

It is recommended that the Civil Aviation Authority ensure that the experience and currency requirements contained within CAP 403, Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements, and CAP 632, Operation of 'Permit-to-fly' Ex-military Aircraft on the UK Register, manage the risk of a loss of aircraft control to as low a level as reasonably practicable.

Date Safety Recommendation made: 05 May 2016

LATEST RESPONSE

Response received: 12 January 2021

As stated in our initial FACTOR response in 2016, the CAA is required to promote safety and issue guidance that will support appropriate safety outcomes. CAP 403 and CAP 632 includes policy and guidance that will enable those that do own the risk to manage it appropriately.

As per our declared commitment, CAP632 was reviewed in 2017 and editions 6 & 7 were consequently issued in April and May 2018 respectively. Additionally, further review was undertaken this year and edition 8 was released in October 2020.

Additionally, CAP403 has continued to be updated and is currently at Edition17, February 2020 and continues to enhance the guidance to ensure experience and currency requirements manage the risk of a loss of aircraft to as low level as reasonably practicable. CAA Status - Closed

Safety Recommendation Status Closed

AAIB Assessment Adequate

Action Status Planned Action Completed

RESPONSE HISTORY

Response received: 19 August 2016

The CAA's interpretation of this recommendation places the responsibility on the CAA to ensure experience and currency requirements manage the risk of a loss of aircraft to as low level as reasonably practicable. The CAA does not own this risk and therefore, the CAA does not accept this recommendation. The CAA is required to promote safety and issue guidance that will support appropriate safety outcomes. Consequently, CAP 403 and CAP 632 should provide appropriate guidance and an indicator of best practice to enable those that do own the risk to manage it appropriately. The CAA has reviewed and updated CAP 403 and CAP 632 on a periodic basis since their initial publication. CAP 403 was most recently updated in June 2016, and enhanced experience and currency requirements were added. CAP 632 will be reviewed by the end of March 2017.

AAIB Assessment – Partially Adequate Open

(SRIS Reference: GB.SIA-2016-0046)

Safety Recommendation 2016-047

Safety Recommendation 2016-047

It is recommended that the Civil Aviation Authority review the medical examination requirements for pilots displaying high performance aircraft to improve the likelihood that medical conditions are identified which are potentially detrimental to displaying such aircraft safely.

Date Safety Recommendation made: 05 May 2016

LATEST RESPONSE

Response received: 19 August 2016

The CAA accepts this recommendation and has reviewed the medical examination requirements for pilots displaying high performance aircraft. The CAA published, in its Air Display Review Final Report, "as of 1 April 2016 a display authorisation will only remain valid for pilots of all registered aircraft who hold either an EU medical certificate issued by an AME or an ICAO medical certificate that is of an equivalent or higher standard". All pilots have a legal obligation to truthfully declare their medical history to the AME when applying for a medical certificate. All UK AMEs are instructed to remind applicants of this obligation when completing their application form for a medical certificate. The review did not identify any proportionate measures beyond this new requirement that would improve the likelihood of detecting those medical conditions that increase safety risk when displaying high performance aircraft.

Safety Recommendation Status Closed

AAIB Assessment Adequate

RESPONSE HISTORY

N/A

(SRIS Reference: GB.SIA-2016-0047)