

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

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

Where the event included civil display items or took place at a non-MOD Establishment, a copy of the report is also to be sent to the Civil Aviation Authority (CAA) via [Matthew.Hill@caa.co.uk](mailto:Matthew.Hill@caa.co.uk) and [qa@caa.co.uk](mailto:qa@caa.co.uk).

Event Name:

Venue:

Event Date(s):

Tier Level of Event:

Flying Display Director(s):

FDD Accreditation Number(s):

Event Organiser:

Head of Establishment:

**1. Accidents<sup>1</sup>, Incidents<sup>2</sup> and Undesirable Events<sup>3</sup>**

- 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 3<sup>rd</sup> party Aircraft enter the Display Area or Restricted Area (Temporary) 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?

<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> 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.

## UNCONTROLLED COPY WHEN PRINTED

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).

### 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):

UNCONTROLLED COPY WHEN PRINTED

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 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):

--

The following Participants / Display Item(s) flew at this Flying Display on the dates annotated:

[illegible]

FDDs are reminded of the importance of reporting Safety related events which endanger or which, if not corrected or addressed, could endanger an Aircraft, its occupants or any other person. FDDs **should** report any events that fall into this category through the submission of a Defence Aviation Safety Occurrence Report ([DASOR](#)) on the Air Safety Information Management System ([ASIMS](#)) using #flying\_display and / or via the CAA Mandatory Occurrence Reporting ([MOR](#)) process.

FDDs are also encouraged to report any Incidents or examples of errors involving Human Factors that occur during a Flying Display via the Defence Confidential Occurrence Reporting System ([DCORS](#)) or via the Aviation and Maritime Confidential Incident Reporting System ([CHIRP](#)) which has a dedicated Flying Display reporting stream designed to promulgate to the wider community any lessons learned that could be of benefit to others.

UNCONTROLLED COPY WHEN PRINTED

I can confirm that the Deputy FDD listed below played an active part in the planning, organization, management and delivery of the Flying Display (see Additional Information for detail on the level of participation in the planning, organization, management and delivery of the Flying Display).

Name:	FDD Accreditation Number

The Flying Control Committee (FCC) comprised:

Name	FDD Accreditation Number (If held)

**Flying Display Director Name (and rank):**

**Flying Display Director Accreditation Number:**

**Signed:**

**Date:**

**5. Additional Information:**

--

**Annex A – Continuation Sheet**