

NPA/25/41

Title of Proposal: Regulatory Article (RA) 2335: flying displays, display flying, display parachuting, role demonstrations and flypasts.

RA(s) or Manual Chapter(s): RA 2335.

Organizations and / or business sectors affected: All ADH / AM(MF), DH and Flying Display Directors.

RFC Serial No: MAA_RFC_2025_042, MAA_RFC_2025_095, MAA_RFC_2025_015.

MAA Author

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MAA LegAd (if required)

Post	Name	Rank	Signature
N/A	N/A	N/A	Choose an item.

Cross-references to Other Documents or Relevant Sources

Other MRP Amendments: MAA/RI/2025/04 - Amendment to Regulatory Articles (RA) 2330(3): Low Flying – General; and RA 2335(3): Separation Distances, Minima and Restrictions

Service Inquiry Recommendations: N/A

AAIB Recommendations: N/A

Other Investigation Recommendations: N/A

Any Other Document: CAA CAP 403

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 and external MAA websites; it is important to use this format to ensure that your responses are considered and answered correctly.

Summary of Proposed Amendment

Objective: Post-Display season re-write.

Changes made: On completion of the Flying Display Season (DS), the MAA Display Team (DT) review RA 2335 to ensure it remains fit for purpose. The DT looks at lessons identified during the DS to adapt the RA to meet future requirements. Additionally, RA 2335 takes account of changes that will be made to CAA CAP 403 and CAP 660 as it is essential these documents remain closely aligned.

The key changes made to Issue 14 of RA 2335 are the introduction of a requirement for all MOD flying display events to use a Public Address System, the requirement to notify the MAA of all Foreign Military Aircraft conducting flypasts at displays and adding the requirement for all Foreign Military Parachute Display Team (PDT) to obtain a CAA Article 90 permission. Clarification has been added regarding the requirement for Military Parachute Display teams to use a Safe Usable Area (SUA) and the introduction of requirement for PDTs to maintain a minimum separation distance of 15 metres from Spectators when landing in the SUA.

Other changes include providing new definitions for Display Parachutist and Parachute Display, removing the requirement Military Flying Display Directors to have a mentor and replacing references to Remotely Piloted Air Systems (RPAS) with Uncrewed Air Systems (UAS).

In addition to commenting on the content of the RA, the community are also requested to provide feedback on the current RA construct and its usability.

Impact Assessment: Minimal impact on all display activity. Enhanced safety impact with regard to the use of Public Address Systems and the introduction of a minimum separation distance from spectators for PDT. Some short term impact to Team Managers and DH / ADH as current documentation will require review to ensure compliance; however, this should be minimal as the regulation has been written to take into account the core documentation in use with the Teams, including CAA CAP 403 and CAP 660.

Consultation Period Ends: 20 December 2025

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

MAA Approval

Post	Name	Rank	Signature
DSA-MAA-OpAssure-Test-DepHd	Redacted	Redacted	Redacted - Original Signed

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

Rationale

Military involvement in Flying Displays, Display Flying, Display Parachuting, Role Demonstrations and Flypasts¹ plays an important role in Defence Engagement in the UK and abroad. These activities also allow Heads of Establishment (HoE)² to engage with the families and friends of serving military personnel, and Commanders to engage with their local communities. Flying Displays, Display Flying, Display Parachuting, Role Demonstrations and Flypasts can involve Aircraft and / or Parachutists operating in close proximity to gatherings of people; this activity involves an increase in Risk to Life (RtL) over normal operating. This Regulatory Article (RA) regulates all UK military registered Aircraft³ (when conducting Display Flying, Role Demonstrations and Flypasts worldwide) and foreign military registered Aircraft (when conducting Display Flying, Role Demonstrations and Flypasts in the UK); additionally, it regulates all Flying Displays held over MOD-Occupied Property⁴ in the UK, Flying Displays held over non MOD-Occupied Property in the UK that involve military registered Aircraft only, and, all military Display Parachuting. It ensures that appropriate individuals are made responsible for all facets of planning, organizing, managing and delivering Flying Displays, Display Flying, Display Parachuting, Role Demonstrations and Flypasts to ensure RtL remains As Low As Reasonably Practicable (ALARP)⁵ and Tolerable.

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

2335(3): Separation Distances, Minima and Restrictions

2335(4): Flying Display Director Accreditation

2335(5): Display Parachuting Organization and Management

2335(6): Display Parachuting Training and Practices

2335(7): Display Parachuting Separation Distances, Minima and Restrictions

Applicability

Applicability of this RA

1. **Applicability of this RA.** When conducting Flying Displays, Display Parachuting, Practices and Validations 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 UK military registered Aircraft only.
- c. All personnel involved in conducting Display Flying, Role Demonstrations or Flypasts utilizing military registered Aircraft⁶.

¹ Words and terms in this Regulation with capitalization are defined in either [MAA02: MAA Master Glossary](#) or UK CAA CAP 403.

² Refer to MAA02 – MAA Master Glossary. Note that the MAA02 definition of HoE requires all MOD establishments to have a HoE and, for the context of this Regulation, where a Defence Contractor Flying Organization is also the operator of an unlicensed non-MOD Aerodrome then by definition a HoE will be in place. Additionally, the term HoE also includes Commanding Officers of aviation capable His Majesty's (HM) / MOD Ships.

³ That is any Aircraft on the Military Aircraft Register, or any Civil Registered Aircraft utilized and piloted by the MOD.

⁴ The term 'over MOD-Occupied Property' refers to Display Flying, Display Parachuting, Role Demonstration or Flypast activity conducted for personnel located within the boundaries of an MOD site even if the activity is conducted over civilian land or water.

⁵ Refer to [RA 1210 – Ownership and Management of Operating Risk \(Risk to Life\)](#).

⁶ This includes all military registered ►Uncrewed◄ Air Systems (►UAS◄) detailed in the [RA 1600 Series: ►Uncrewed◄ Air Systems](#).

Applicability

- d. All personnel involved in conducting Display Flying, Non-Aerobatic Display Flying⁷ or Flypasts utilizing civil registered Aircraft over MOD-Occupied Property.
- e. All personnel involved in Display Parachuting utilizing civil or military registered Aircraft over MOD-Occupied or non-MOD-Occupied Property.
- f. All foreign military registered Aircraft when conducting Display Flying, Role Demonstrations and Flypasts 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°. Exceptions to this definition are:
 - a. Stalling and spinning.
 - b. Operational training manoeuvres stipulated by ADH / AM(MF).
 - c. Yawing turns in Rotary Wing Aircraft and Vertical and Short Take-Off and Landing (VSTOL) Aircraft.
 - d. Trials or air weapons range manoeuvres stipulated by appropriate authorities.
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, Parachuting Displays, Role Demonstrations or Flypasts and as such will be considered in the same manner as the Spectator Area.
4. **UK Civil Aviation Authority (CAA) Flying Display Permission.** A Permission granted by the UK CAA for a Flying Display in accordance with (iaw) the Air Navigation Order (ANO) and Civil Aviation Publication (CAP) 403⁷ 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 this is referred to as a UK CAA Flying Display Permission.
5. **Congested Area⁸.** 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 Aircraft may be manoeuvred below the following Minimum Separation Distance (MSD)s, subject to the limits of the UK CAA Flying Display Permission (if applicable), any restrictions imposed by the FDD, and the individual Participant's Public Display Authority (PDA) or Display Authorization (DA):
 - a. Military Registered Aircraft:
 - (1) 500' MSD for Aerobatic Manoeuvres.
 - (2) 250' MSD for Non-Aerobatic Manoeuvres in Fixed Wing Aircraft.
 - (3) 100' MSD for Non-Aerobatic Manoeuvres in Rotary Wing Aircraft.
 - b. Civil Registered Aircraft⁹:
 - (1) SERA.5005(f)(1) and SERA.5005(f)(2).
8. **Display Authorization (DA).** A national document detailing the groups and categories of Civil Registered 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 the Display Line upon which individual displays are based and is normally the centre point of the crowd¹⁰.

⁷ As defined in [CAP 403 – Flying Displays and Special Events: Safety and Administrative Requirements and Guidance](#).

⁸ Refer to Schedule 1 of the ANO 2016 or [MAA02: MAA Master Glossary](#). 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.

⁹ Civil Registered Aircraft limitations and minima are detailed in the ANO, SERA.5005 Visual Flight Rules and CAP 403.

¹⁰ FDD may elect not to mark the Display Datum if there is a suitable and easily recognisable physical feature in the correct position.

Definitions

10. **Display Flying.** Any flying activity designed to demonstrate an Aircraft's performance beyond that normally carried out during routine operations and training, whether or not it is performed in front of the public.
11. **Display Flying Supervisor.** A Suitably Qualified and Experienced Person (SQEP) selected by the ADH / AM(MF) to supervise Display Flying Aircrew during their work-up period and throughout the display season.
12. **Display Team / Display Item.** A single, formation or group of Aircraft or Parachutists, flying as one single display 'act' throughout.
13. **Display Line / Display Axis.** A line defining the Track along which displaying Aircraft may operate.
14. **Display Pilot.** A pilot who holds a DA, DA Exemption, or civilian equivalent issued by their National Aviation Authority, or a military PDA, which allows them to participate in a Flying Display.
15. **► Display Parachutist.** A Parachutist who holds a military PDA, either individually or as part of a Parachute Display Team, or civilian equivalent issued by their National Aviation Authority, which allows them to participate in a Parachuting Display. ◀
16. **Display Parachuting.** Any parachuting activity deliberately performed for the purpose of providing an exhibition or entertainment whether or not it is performed in front of the public. All military Parachutists require a PDA or foreign equivalent (except during Display Parachuting work-up training as per RA 2335(6)).
17. **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 Display¹¹.
18. **Display Site.** The Display Site is the combined area encompassing the Display Area and the surrounding airspace utilized for the Flying or Parachuting Display.
19. **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 or Parachuting Display and for the Safety of the general public, both at the event and those affected by the wider impacts of the event.
20. **Flying Control Committee (FCC).** A group of suitably experienced persons appointed to assist the FDD with the Safety Management of a Flying Display.
21. **Flying Display.** Any event at which Display Flying is deliberately performed for the purpose of providing an exhibition or entertainment. For the purpose of this RA a Flying Display commences when the first Aircraft begins Display Flying and finishes when the last Aircraft completes Display Flying¹².
22. **Flying Display Director (FDD).** The person responsible for the safe conduct of a Flying Display^{13, ►14 ◀}.
23. **►◀**
24. **Flypast¹⁵.** A Flypast involves military registered Aircraft 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 or repositioning. Accordingly, Flypasts will not include Aerobatic Manoeuvres but may include up to 3 pre-planned passes.
25. **High and Low Energy Display Flying.** Display Flying is considered High Energy if it contains Aircraft with a Max Take Off Mass of >1200 kg or if the Aircraft display speed >150 Knots Indicated Air Speed (KIAS); all other Display Flying is considered Low Energy.

¹¹ The CAP 403 equivalent is a Display Routine - A series of linked manoeuvres to be performed during a Flying Display.

¹² The FDD may define a wider time window for the display for display management purposes.

¹³ The EO and FDD might in some cases be the same person.

¹⁴ ► The UK CAA and MAA review the FDD accreditation list annually and the UK CAA invite SQEP Tier 3 FDDs to become FDD Mentors. The CAA Mentor system has not been adopted by the Military and supervision of FDDs remains a HoE responsibility. ◀

¹⁵ Refer to [CAP 403 Flying Displays and Special Events](#), for the definition of a civilian flypast.

Definitions

26. **MOD-Occupied Property**¹⁶. An Aerodrome in the occupation of the MOD or of any visiting force in the UK¹⁷ or any other premises in the occupation or under the control of the MOD.
27. **► Parachuting Display**. Any event at which Display Parachuting is deliberately performed for the purpose of providing an exhibition or entertainment. For the purpose of this RA a Parachuting Display commences when the first Parachutist exits the drop Aircraft and finishes when the last Parachutist lands. ◀
28. **Participant**. An airborne performer or any person directly involved in the conduct of Display Flying, Display Parachuting, Role Demonstrations or Flypasts.
29. **Public Display Authority (PDA)**. A document detailing the Display Sequence or individual manoeuvres a military Display Pilot is authorized to conduct in a specific Aircraft, together with any limitations and other specific endorsements.
30. **Role Demonstration**. Any flying activity designed to demonstrate an Aircraft's performance commensurate with that normally carried out during routine operations and training.
31. **Secondary Spectator**. A person viewing a Flying Display from a location which has not been specifically designated for Spectators by the EO or FDD. This definition may include third parties.
32. **Spectator**. A person attending a Flying Display specifically to witness the event.
33. **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.
34. **Validation**. An assessment, conducted by a suitably experienced individual, that a foreign military Display participant's authorized public Display Sequence is regulatory compliant¹⁸.

Regulation 2335(1)**Flying Display Organization and Management**

- 2335(1) All Flying Displays, Practices and Validations **shall** be planned, managed, organized and delivered by SQEP ensuring RtL is ALARP and Tolerable.

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35. **HoE**. The HoE **should**:
- Be Accountable for planning, managing, organizing and delivering a Flying **► or Parachuting** ◀ Display, assuring themselves that RtL is ALARP and Tolerable.
 - Issue Terms of Reference (ToRs) to the EO and FDD that appropriately bound their Responsibilities (see para 67 for guidance).
 - Provide a Safe Operating Environment within which Aircraft **► or Parachutists** ◀ can conduct Display Flying **► or Display Parachuting**. ◀
 - As ADH-facing and AM(MF)-facing actively support the relevant ADH / AM(MF), or 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 status¹⁹.
36. **Appointing Flying Display Executives**. The HoE **should** appoint suitably experienced Flying Display Executives as follows:

¹⁶ As defined in CAP 403 and ANO 2016, [Article 86 Para 15 \(a\)](#).

¹⁷ Visiting Force is any visiting foreign military in this context.

¹⁸ This definition of Validation is relevant to Display Flying **► and Parachuting** ◀ only and differs from the definition of Validation contained in the MAA02 Master Glossary.

¹⁹ Refer to [RA 1032 – Aviation Duty Holder-Facing Organizations and Accountable Manager \(Military Flying\)-Facing Organizations - Roles and Responsibilities](#).

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- 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 ►113, and 114. ◀
 - (2) Be current for the Tier of Flying Display being held, iaw para ►45, 113, 114 and 118. ◀
- c. The FDD **should** have primacy over the EO in all matters concerning Air Safety.

37. **Flying Displays held over non MOD-Occupied Property with military registered Aircraft only.** Where a Flying Display is held over non MOD-Occupied Property and / or there is no HoE, the EO or FDD **should** accept Accountability for the HoE Responsibilities listed at para ►35, 36, 53 and 57 ◀ of this RA. If the EO or FDD is unable or unwilling to accept Accountability, the Flying Display **should not** involve military registered Aircraft.

ADH / AM(MF) Responsibilities

38. **ADH / AM(MF) Responsibilities.** ADH / AM(MF) **should** retain Responsibility for the safe operation of Aircraft in their Area of Responsibility (AoR) when they are involved in Display Flying, Role Demonstrations and Flypasts.
39. ADH / AM(MF) **should** ensure that Display Flying conducted by Aircraft within their AoR is specifically included within the Air System Safety Case (ASSC)²⁰.

Authority and Permissions

40. **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 \(Flying Display Notification Form\)](#). For Parachuting Displays only, the MAA **should** be informed using [RA 2335 Form 9 \(Parachuting Display Notification Form\)](#). The HoE **should** detail in orders the administrative arrangements for such events.

41. **Events over non MOD-Occupied Property in the UK.** Where an event is held over non MOD-Occupied Property, military registered Aircraft **should** only conduct Role Demonstrations or Flypasts, unless a UK CAA Flying Display Permission is in place.

- a. **Flying Displays over non MOD-Occupied Property in the UK with military registered Aircraft only.** Such events are MAA regulated for which a UK CAA Flying Display Permission will not be issued; in these circumstances a Participant's ADH / AM(MF) **should** (providing they assess the activity is appropriate, ALARP and Tolerable) seek a Waiver to para ►41 ◀ from the MAA iaw MAA03²¹ 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 Event.
 - (3) Ensured that the FDD understands that this RA applies to the event and complies with its requirements fully.
 - (4) Assured themselves that the FDD has conducted a Risk Assessment in lieu of an HoE as per para ►57. ◀
 - (5) Confirmed that the venue is suitable for their Aircraft to conduct Display Flying.
- b. Where there are multiple Participants and more than one ADH / AM(MF), the ADH / AM(MF) with the most Aircraft involved in the Flying Display **should**

²⁰ Refer to [RA 1205 – Air System Safety Cases](#).

²¹ Refer to Annex B of [MAA03: MAA Regulatory Processes](#).

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liaise with the other Participants ADH / AM(MF) prior to submission of a combined Waiver request, covering all Aircraft involved, to the MAA.

42. **Participation ▶ of ◀ UK military registered Aircraft under a Military Permit to Fly (Development) (MPTF (Development)).** Participation of UK military registered Aircraft operating under an MPTF (Development) at Flying Displays, Role Demonstrations or Flypasts **should** only be conducted by Defence Contractor Flying Organizations²² and be approved by the relevant AM(MF). Such activity **should** conform with the MPTF (Development). The MAA **should** be informed of such activity (DSA-MAA-Display@mod.gov.uk) at least 14 days prior to the event.

43. **Flying Display Categorization.** The following criteria **should** be used by HoE, EO and FDD in conjunction with Table 1 to categorize Flying Displays into Tiers²³ :

- a. **High and Low Energy** Display Flying (as per para ▶ 25 ◀).
- b. **Complexity.** HoE, EO and FDD **should** consider the following criteria 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 Aircraft displaying.
 - (2) **Geography.** Consider the Hazards posed by the terrain along with the event layout.
 - (3) **Congested Areas and Public Assemblies**³². Consider the proximity, density and size of Congested Areas and any Public Assemblies not directly related to the Display.
 - (4) **Secondary Spectators and Third Parties.** Consider the likelihood and controllability of Secondary Spectators and third parties 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 hours may be less complex than 3 items over 15 minutes.
 - (6) **Display Team**²⁴ / **Display Item Size.** Consider the number and type of Aircraft in a Display Team / Display Item with respect to the size and nature of the display venue.
 - (7) **Event Type.** Consider the type of event and how Display Flying activity is integrated; ie is the Flying Display the focus of the event or just an additional attraction?
 - (8) **▶ Parachuting.** Consider the scheduling and positioning of Parachute Display items within the Display program and how they affect the complexity of the event. ◀

Table 1. Flying Display Tiers

No of Items ²⁴	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 3 or more Aircraft **should** be categorized as a minimum Tier 2; ▶ parachuting display items **should not** be included as items when calculating the Tier of a Flying Display. ◀

²² Refer to [RA 1028 – Contractor Flying Approved Organization Scheme](#).

²³ The MAA may increase the Tier of event anticipated by the HoE, EO and FDD.

²⁴ A Display Team is classed as a single Display Item.

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EO, FDD and FCC Responsibilities

44. **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**²⁵:

- a. Be responsible for producing an event Risk Assessment.
- b. Ensure that appropriate insurance arrangements are in place for all participating Aircraft, whether participating as a Static Display, Flypast, Role Demonstration or conducting Display Parachuting or Display Flying²⁶.
- c. **► Ensure that a public address system covering the spectator area is in place. In addition, a commentator **should** be appointed and provided with a robust method of communication to the FDD and EO. The commentator **should** be in possession of appropriate pre-scripted emergency messages. ◀**

45. **FDD.** At events over MOD-Occupied Property the FDD is responsible to the HoE for the safe conduct of the Flying Display. FDDs **should** be accredited to at least the same Tier as that of the Flying Display. As a minimum, the FDD **should** be responsible for²⁵:

- a. Designating a Display Area. Details of Obstacles, Hazards, Structures occupied by non-essential personnel and any anticipated areas of Secondary Spectators or third parties 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. **► Assessment of the likely UAS threat and consider employing a UAS detection capability. ◀**
- d. Production of a Flying Display Risk Assessment which **should** be made available to all Participants prior to the event.
- e. The coordination, control and Safety of all flying activities conducted as part of a Flying Display. **► For a display on an airfield, the FDD **should** establish the time(s) at which Air Traffic Control (ATC) will hand over responsibility for the airfield to conduct Display Flying and the point(s) at which the FDD hands the Responsibility for airfield back to ATC for normal operations²⁷. ◀**
- f. Monitoring flying discipline during a Flying Display.
- g. The scrutiny of all Participants' DA, DA Exemption, PDA or foreign Participants national equivalents for regulatory compliance.
- h. The briefing (including the production of written Display Pilots' notes) and debriefing of all Participants.
- i. 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.
- j. The appointment and management of a FCC, if applicable (see para **►46 and 47 ◀**).
- k. Ensuring appropriate orders or instructions for the Flying Display are in place, including orders or instructions for Incident and Post-Crash Management.
- l. 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

²⁵ This list is not exhaustive, and the HoE may wish to expand Responsibilities within ToRs.

²⁶ For insurance requirements see [JSP 360 - Use of Military Aerodromes by Civil Aircraft](#), Part 2: Guidance, Chapter 2: Insurance and Fees, Para 4.

²⁷ **► A guide has been produced by RAF No 2 Group (BM Order 143) and can provide a baseline for FDD ATC coordination activity. ◀**

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involvement at least 42 days prior to the event and [RA 2335 Form 3 \(Foreign Military Participant Validation Form\)](#) iaw para ►49 and 51. ◀

m. Coordinating the completion and submission of [RA 2335 Form 7 \(Foreign Military Parachute Display Application Form\)](#) seeking Approval from the MAA (DSA-MAA-Display-Forms@mod.gov.uk) for foreign Parachute Display involvement at least 42 days prior to the event and [RA 2335 Form 8 \(Foreign Military Parachute Display Validation Form\)](#) iaw para ►49 and 51. ◀

n. Event Occurrence reporting.

o. Ensuring the Local Authority Safety Advisory Group (SAG) is involved in the planning from the earliest opportunity possible.

p. Ensuring appropriate airspace reservations have been considered iaw CAP 403 and the relevant submissions are made using UK CAA ►[on line air space restrictions form](#) ◀ within the timescales specified²⁸.

q. 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 ►5 ◀ days of the event.

r. When appointed, issue the FCC with ToRs that bound its Responsibilities.

46. **FCC.** An FCC **should** be appointed by the FDD for Flying Displays where there are 4 or more Display Items.

47. **FCC Responsibilities.** As a minimum, the FCC's Responsibilities **should** include:

- a. Assisting the FDD with the safe delivery of the Flying Display.
- b. Assisting the FDD to monitor the standard and Flying Display related discipline of Participants.
- c. Assisting the FDD in the Validation of any display Participants, if required.
- d. Providing the FDD with specialist knowledge regarding Display Items.
- e. Providing the FDD with specialist opinion regarding regulatory infringements or flying discipline concerns.
- f. Advising the FDD on restrictions or additional limitations if required.
- g. Monitoring the conduct of all display Participants for regulatory compliance.
- h. Intervening or stopping, on the grounds of Safety, any display Participant or, in cases where the FDD cannot be consulted, the whole Flying Display.
- i. Being available throughout the period of the Flying Display.

Foreign Military Participants at Flying Displays in the UK

48. **Responsibilities of the FDD.** On behalf of the MOD the MAA maintains oversight of all foreign military registered Aircraft and foreign military Parachute Display Teams participating at UK Flying Displays. The FDD **should** ensure that all Participants are SQEP, suitably Approved at a national level and the proposed Display Sequence complies with this RA using the documentation supplied by the Participant and submit to the MAA for approval using a [RA 2335 Form 2 \(Foreign Military Participant Application Form\)](#).

49. **FDD Responsibilities.** If foreign military Aircrew²⁹ and / or foreign Display Parachutists intend to participate at a Flying Display in the UK, the FDD **should** ensure that:

²⁸ The establishment of a Restricted Airspace (Temporary) (RA(T)) requires the issue of a statutory instrument by the Department for Transport and requires notification a minimum of 90 days in advance of the event. RA(T) applications are requested from and submitted to the UK CAA Airspace Regulation department at: AROps@caa.co.uk.

²⁹ For further guidance on foreign military registered Aircraft Participating at UK Flying Displays see para ►71-72. ◀

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- a. Foreign military Participants are approved to conduct Display Flying, Display Parachuting ► or ◀ Role Demonstrations ► ◀ at Flying Displays in the UK by the MAA.
- b. ► The MAA **should** be notified of foreign military participants conducting Flypasts at Flying Displays using a [RA 2335 Form 2 \(Foreign Military Participant Application Form\)](#) completing as much detail as possible. The profile to be flown **should** be included in the notes section of this form. ◀
- c. Foreign military Participants are validated to conduct Display Flying, Display Parachuting ► or ◀ Role Demonstrations ► ◀ at Flying Displays in the UK, if required (see para ► 50 and 51 ◀).
- d. A completed [RA 2335 Form 2 \(Foreign Military Participant Application Form\)](#) and / or [RA 2335 Form 7 \(Foreign Military Parachute Display Application\)](#) is submitted to the MAA (DSA-MAA-Display-Forms@mod.gov.uk) at least 42 days prior to the event.
- e. The foreign military Participant submits the planned (zero wind speed) Display Sequence to the FDD which **should**, where appropriate, include detail on minimum Heights and maximum speeds for each manoeuvre. The FDD **should** use this information to confirm the Participant complies with this RA and that the Display Sequence is suitable for the Display Site. Confirmation that the sequence is suitable **should** be included within the RA 2335 Form 2 or RA 2335 Form 7 submission. A map showing the Display Site with the Display Sequence footprint overlaid may be included with the RA 2335 Form 2 or RA 2335 Form 7 submission or provided when requested by the MAA. The FDD **should** ensure the Display Item is included within the Flying Display Risk Assessment.
- f. Where a foreign military display Participant has a nationally approved sequence (PDA or equivalent) which does not adhere to the limits within this RA then the HoE (or equivalent accountable individual for a UK CAA regulated event), working with the FDD or EO, **should** consider which is safer; to request the foreign display Participant to change the approved display or to obtain a Waiver²¹ from the MAA to allow the nationally approved sequence to be flown.

50. **Foreign Military Participant Validation.** Foreign Military Display Participants **should** be validated prior to performing ► at ◀ their first UK Display. Validation at subsequent venues and Displays could be required; the decision on subsequent Validations **should** be made by the MAA once the documentation for the venue has been supplied by the Participant and the FDD. Validations **should** take place at any display venue within the same display season.

51. If required by the MAA, HoE, EO or the FDD, the Validation of Foreign Military Participants **should** be conducted by the FDD, or a suitably experienced individual nominated by, and on behalf of, the FDD.

- a. **Validation Reporting.** The FDD **should** complete and submit [RA 2335 Form 3 \(Foreign Military Participant Validation Form\)](#) for Foreign Military Aircraft and / or a [RA 2335 Form 8 \(Foreign Military Parachute Display Team Validation Form\)](#) to the MAA (DSA-MAA-Display-Forms@mod.gov.uk) prior to the Flying Display for which the Validation is intended. For further guidance see para ► 71 and 72. ◀

- b. **Validation during a Flying Display or Parachuting Display.** Validation of a Participant **should not** take place during the Flying Display or Parachuting Display for which the Validation is intended. Validation may take place on the day of a Flying Display or Parachuting Display but in order to protect Spectators, Secondary Spectators and third parties, Validation **should not** take place after the arrival on site of the first Spectator through to the departure from site of the last Spectator.

- c. **Validation in areas where overflight of Third Parties or Secondary Spectators cannot be avoided.** When validating a Display Sequence at a venue where the display footprint either overflies or could overfly third parties or Secondary Spectators, then the FDD **should** assess the Risk to these persons and, if appropriate, conduct Validation at an alternative location. If the Risk to third parties and Secondary Spectators cannot be avoided, then the HoE

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should ensure the Risk is ALARP and Tolerable and record the decision appropriately.

Foreign Military Registered Aircraft conducting Flypasts at other events

52. **Foreign Flypast.** Foreign military registered Aircraft conducting a Flypast at an event other than a Flying Display in the UK do not require formal MAA Approval ► **nor Validation** ◄; however, the relevant sections of [RA 2335 Form 2 \(Foreign Military Participant Application Form\)](#) **should** be submitted to the MAA (DSA-MAA-Display-Forms@mod.gov.uk) at least 14 days prior to the event. ► ◄ The activity **should** be conducted iaw RA 2330³⁰ and the UK Military Low Flying Handbook (UKMLFH)³¹.

Safety Considerations

53. **Secondary Spectators and Third Parties.** The HoE, 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 and Public Assemblies**³². Flight over Congested Areas and Public Assemblies **should** be conducted iaw RA 2330³⁰. Where flight over Congested Areas and Public Assemblies cannot be undertaken iaw RA 2330 the HoE, working with the FDD and / or EO, **should** put in place appropriate mitigations to ensure RtL is ALARP and Tolerable and obtain a Waiver against RA 2330³⁰, iaw MAA03²¹.
- b. **Roads and Railways.** The HoE, working with the FDD and EO, **should** put in place and record appropriate mitigations to ensure RtL is reduced to ALARP and Tolerable for third parties on busy roads and railways surrounding a Flying Display venue.
- c. **Secondary Spectators.** The HoE, working with the EO, **should** identify areas likely to be occupied by Secondary Spectators and take all reasonable steps to prevent Secondary Spectators gathering in high-Risk areas. 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 and record the mitigations taken.
- d. **Third Parties.** The HoE, working with the EO, **should** identify areas likely to be occupied by third parties and take all reasonable steps to relocate them. This may not always be possible; in this case the EO **should** take all reasonable steps to inform third parties of the event. The HoE **should** ensure that any RtL is reduced to ALARP and Tolerable and record decisions made and mitigations taken.
- e. **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 the HoE that all reasonable steps to ensure any RtL is reduced to ALARP and Tolerable and record decisions made and mitigations taken.

54. **Arrivals and Departures at Flying Display venues.** All arrivals and departures at display venues **should** be conducted iaw Aerodrome procedures and / or extant Regulations.

55. **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 practices or when the arrival or departure is conducted as part of the Display Sequence during the Flying Display itself.

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

³⁰ Refer to [RA 2330 – Low Flying](#).

³¹ UKMLFH para 01.04.07 and 01.04.08 refers.

³² For the purpose of this RA, a Public Assembly is deemed to exist where there is a gathering of more than 1000 people.

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- a. Spectator Areas **should** be clearly delineated by barriers. At display venues where the Spectator Area also has defined sides, the Crowd Line, for the purpose of an Aircraft maintaining the correct lateral separation 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 ►59 and 102◄ respectively.
 - c. 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 and Public Assemblies³², see para ►53.◄
 - d. Aircraft parking areas **should** be out of bounds to Spectators when engines are running or Aircraft are taxiing within the parking area.
 - e. Suitable routes for emergency vehicles **should** be established, clearly marked, and kept free from obstruction at all times.
 - f. Participants **should** advise the FDD of specific Hazards relating to their Aircraft. The EO and / or FDD **should** check the hazardous materials of military registered Aircraft on the MOD Aircraft Crash Hazards Document Set (accessible via MOD computer systems only)³³.
57. **Risk Management.** The HoE, working with the EO and FDD, **should** ensure that Hazards to public Safety specific to their event are identified and that Risk Assessments are carried out. The core elements of a Risk Assessment, that focuses on RtL, that **should** be conducted are:
- a. Hazard identification.
 - b. Assessment of the Risk (likelihood, consequence, who is exposed, existing mitigation, and Accountability).
 - c. Reduce Risk until ALARP and ensure any residual Risk is Tolerable.
 - d. Record significant findings.
 - e. Monitor and review.
58. HoEs **should** maintain clear, unambiguous and auditable records of each of their Risks including details of Risk decisions and periodic Risk reviews.
59. **Main Display Line and other Ground Markings.**
- a. 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.
 - b. The Main Display Line **should** be a minimum of 230 m from the Crowd Line and parallel to it.
 - c. FDDs **should** consider recognizable and / or compelling features that may be a distraction to Participants when considering how to mark the Main Display Line, eg a non-parallel taxiway or Runway³⁴.
 - d. FDDs **should** mark the Display Datum if there is not a suitable and easily recognisable physical feature to identify the correct position³⁴.
 - e. FDD **should** provide additional markings to assist Participants to identify appropriate minimum lateral separation distances from the Crowd Line for various aspects of each Participants' Display Sequence, where these are

³³ MOD Aircraft Crash Hazard information can be obtained from the RAF Events Team, Royal Navy or Joint Aviation Command Flying Display Tasking Cells, from the Display Teams themselves or, in extremis via the RAF Regional Liaison Officer (RAFRLO).

³⁴ The FDD may elect not to mark features such as Display Datum, supplementary Display Lines and even the Main Display Line if there is a suitable and easily recognizable physical feature, at least the minimum required lateral separation distance from the Crowd Line, and in the correct orientation.

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different from the 230 m Main Display Line. If used, FDD **should** ensure that Participants are fully briefed on their position and meaning iaw para 44.g.

f. For Parachute Displays the display area and separation from the crowd are outlined at para ►148.◄

60. **Control of Explosives and Pyrotechnics.** The use of explosives and blank ammunition for simulated ground-bursts, smoke, pyrotechnics or other special effects 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 Aircraft, Spectators, third parties or the Runway / taxiways. ►◄ The scale of any effects **should** be known prior to the event. Briefings for ground officials and Participants **should** describe 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

61. The FDD **should** ensure that pilots flying Civil Registered Aircraft³⁵:

a. Hold a valid DA ►or◄ DA Exemption ►◄ as evidence of their Competence to conduct Display Flying, even if only conducting a Flypast. ►If a civilian pilot does not hold a valid DA Exemption, then they **should not be permitted to utilize a SERA.5005(f)(2) Permission as per para 74.**◄

(1) ►◄

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

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

(2) Civilian pilots who do not have a formal Display Routine for Display Flying **should** submit a list of approved manoeuvres to the FDD. Prior to the Flying Display briefing, the pilot and FDD **should** agree on the manoeuvres to be used for the display. The pilot **should** confirm that the Display Site is suitable for their display and that they can comply with any 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 Aircraft's UK CAA Certificate of Airworthiness, UK CAA Permit to Fly or national equivalent if not a UK registered Aircraft.

d. Do not breach the minima permitted by their DA ►or◄ DA Exemption ►◄.

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

62. **UK CAA Exemptions³⁶ at MAA-regulated events.** As part of a reciprocal arrangement (see para ►111◄) the MAA accepts a UK CAA Permission for civilian Display Participants to display at MAA regulated events iaw their UK CAA Display ►Authorisation◄, which may permit flight that is less restrictive than the minima outlined in SERA.5005 and this RA. Consequently:

a. The FDD at an MAA-regulated event may accept a DA for a Participant flying a civil registered Aircraft where the DA would allow the Participant to breach any part of this RA. In such cases, the FDD **should** identify the areas where the display routine is not compliant with MAA Regulatory Publications (MRP) and inform the HoE.

b. The HoE **should** assess any additional Risk caused by non-compliance and ensure that this Risk is ALARP and Tolerable. If the Risk cannot be

³⁵ For military Display Pilots flying MOD-owned Civil Registered Aircraft the requirements detailed in RA 2335(2) apply.

³⁶ Other than a DA Exemption which permits a pilot to conduct Display Flying without a DA.

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reduced to ALARP and Tolerable, the HoE **should not** allow the display to take place. The HoE **should** record the decision appropriately.

63. **Civil Registered Aircraft flown over MOD-Occupied Property by pilots without a DA for that Aircraft.** FDD **should not** allow Civil Registered Aircraft flown by pilots without a DA or DA Exemption for that Aircraft to conduct Display Flying, Role Demonstrations or Flypasts over MOD-Occupied Property without first seeking endorsement from the UK 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.

Warning and Stop Calls

64. **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 / Routine, the Standard Warning, Terminate and Stop Calls and responses at Table 2 **should** be used. FDDs **should** consider the safest and most appropriate time to make a Warning, Terminate or STOP call and to not jeopardise Safety by causing an unnecessary distraction for the pilot at a critical point during their display. Where Safety critical circumstances require a radio call that is not listed below, the FDD or FCC member **should** make the radio call using clear unambiguous language. When such a call is made the FDD **should** ensure a Defence Aviation Safety Occurrence Report (DASOR) is submitted.

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 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 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 suspend 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 Sequence / Routine may be resumed if safe to do so.
- d. **Stop Call.** A 'Stop' Call **should** be made if the FDD and / or FCC has 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** continue their display or recommence their Display Sequence / Routine. A 'Stop' Call can be made outright, or because of the need to issue a third Warning Call.
- e. Where an event has a Participant with a non-radio capable Aircraft, a fully briefed procedure **should** be established to enable communication of Standard Warning, Terminate and Stop Calls.
- f. For Warning calls only, where the FDD / FCC considers, for Flight Safety reasons, there is no 'appropriate time' to make a call during the Participant's remaining display, they **should** verbally debrief the Participant once landed. In addition to the verbal debrief, the Occurrence **should** be recorded as a 'Warning call' on the 'Flying Display Director Post Display Feedback Form'

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RA 2335 Form 4 along with a narrative detailing debrief points and justification for withholding the call.

g. 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 UK CAA General Aviation Unit as soon as practicable on 01293 573919 and, if appropriate, submit a Mandatory Occurrence Report (MOR).
- (3) Where the Participant is flying a military registered Aircraft or the event is conducted over MOD-Occupied Property, submit a DASOR³⁷.
- (4) Where the participant is flying a foreign military registered Aircraft the FDD **should**:
 - i. Prevent any further Display Flying for the participant until clearance to recommence display flying is received from the from the participant's national command chain.
 - ii. Consider the circumstances of the Stop Call and any further actions required prior to the participant recommencing Display Flying. The FDD **should** assess whether an additional Validation is required.
 - iii. Inform the MAA of the Stop Call being issued and any follow up actions taken.
 - iv. Ensure all details of the Stop Call, participants national command chain actions and requirement for further Validation are included in the [RA 2335 Form 4 \(Flying Display Director Post Event Feedback Form\)](#)³⁸.
- (5) Record the event on the [RA 2335 Form 4 \(Flying Display Director Post Event Feedback Form\)](#)³⁸.

65. **Participant action after the Issue of a Stop Call.** Where the FDD / FCC has issued a 'Stop' Call³⁹ due to a breach of minima or limits, or other Safety concerns surrounding military Display Participant fitness or Competence, the Participant **should**:

- a. Cease further Display Flying / Parachuting until approved by their ADH / AM(MF).
- b. Submit a DASOR as soon as practicable.

66. **Action after the Issue of a Warning or Terminate Call.** ADH / AM(MF) **should** issue orders or instructions which state the actions to be taken by Display Participants after a Warning or Terminate Call is issued.

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Flying Display Organization and Management

Management of a Flying Display

67. **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 may 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.

³⁷ If a FDD is unable to access the Air Safety Information Management System (ASIMS) to submit a DASOR then they **should** contact the MAA via email (DSA-MAA-Display@mod.gov.uk) and request guidance on how to submit a DASOR.

³⁸ MAA equivalent to UK CAA Form Safety Regulation Group (SRG) 1305.

³⁹ iaw para 64.

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- e. Emergency vehicle access and egress points.
- f. Emergency control centre location and set up.

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

69. **Categorization of an Event as a Flying Display.** The HoE (EO or FDD for events with no 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.

70. ▶◀

Foreign Military Registered Aircraft or Parachute Display Teams Participating at UK Flying Displays

71. **Validation.** The MAA and / or the FDD can mandate the Validation of any foreign military display Participant in order to ensure the display Participant can conduct a Display Sequence compliant with the MRP or in accordance with any provisions stipulated in Waiver Approvals where compliance cannot be demonstrated. 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 the Participant to fly all Display Sequences.

72. **Subsequent Display Validations.** FDDs may utilize information from any previous in-season Validation as part of their documentation submitted to the MAA. The MAA may mandate Validation if the new Display Site layout presents significantly greater limitations, or any Display Sequence has been changed since the original Validation. Subsequent Validations follow the same process as for the initial Validation.

Public Safety

73. **Safety and Risk Assessment.** Guidance on managing and recording Risk is contained within RA 1210⁵.

74. **Civil Participants Operating Minima.** The UK CAA has granted the MOD a Permission for civilian Participants holding a DA or DA Exemption to operate to less restrictive minima than that stated in SERA.5005(f)(2) during Flying Displays held over nominated MOD-Occupied Properties.

75. **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, SAG and wider Health and Safety Executive requirements.

Regulation 2335(2)

Display Flying, Practices, Role Demonstrations and Flypasts

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

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Display Flying, Practices, Role Demonstrations and Flypasts

76. **Display Flying Regulations.** The most restrictive Regulations of this RA or the following **should** always be applied:

- a. North Atlantic Treaty Organization (NATO) Standardization Agreement (STANAG) 3533 / Allied Flight Safety Publication (AFSP) 5, if applicable⁴⁰.
- b. Orders or instructions issued by the ADH / AM(MF) for Aircraft in their AoR conducting Display Flying, Practices, Role Demonstrations or Flypasts.
- c. Orders or instructions issued by the HoE, EO or FDD for a specific event.
- d. CAP 403 where a UK CAA Flying Display Permission exists for an event. Whilst the UK CAA Flying Display Permission will be time bounded, any Participants flying military registered Aircraft 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) at least 14 days prior to the event.
- e. PDA, DA or DA Exemption.
- f. Any host nation Regulations and orders or instructions when conducting Display Flying, Practices, Role Demonstrations or Flypasts outside the UK.

Aircrew and Support Personnel

77. **Display Flying Aircrew.** ADH / 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.

78. **Display Flying Supervisor.** ADH / AM(MF) **should** nominate a SQEP Display Flying Supervisor.

79. **Display Flying Support Personnel.** ADH / 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.

80. **Ground Knowledge.** ADH / AM(MF) **should** ensure that, in addition to the pre-season Display Flying work-up detailed in para ►83◄, 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, CAP 403 and CAP 1724).

Pre-Season and Practice Display Flying

81. **Practice Display Flying.** ADH / 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. Practice Display Flying **should not** take place during a Flying Display. Practice Display Flying may take place on the day of a Flying Display but in order to protect Spectators, Secondary Spectators and third parties, practice Display Flying **should not** take place after the arrival on site of the first Spectator through to the departure from site of the last Spectator.

82. **Practice Display Flying Minimum MSD.** ADH / AM(MF) **should** promulgate orders or instructions stipulating who can approve Display Flying Aircrew to operate at an MSD lower than those specified in orders or instructions for routine operations and training. ►This approval stipulation◄ **should not** be delegated below Sqn Cdr or an OF-4. The individuals detailed in orders or instructions are responsible for signing the Display Flying Aircrew's training record⁴¹.

⁴⁰ If a Flying Display involves Participants from two or more NATO Nations the NATO STANAG / AFSP 05 applies.

⁴¹ Or electronic equivalent.

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83. **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 applied when authorizing and supervising Display Flying work-up flights:

- a. The work-up **should** be of a progressive nature leading, in stages, down to the approved display MSD, and initially conducted only over their own Airfield unless the ADH / 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.
- d. Each practice Display Flying sortie **should** be monitored by the Display Flying Supervisor. If the Display Flying Supervisor is on the ground, they **should** be in a suitable position to ensure they are not a distraction to the Display Flying Aircrew.
- e. All practice Display Flying below 2000' MSD **should** be video recorded.
- f. A record of Display Flying practices detailing weather, Runway, etc. **should** be maintained in the Display Flying Aircrew's training record.

Public Display Authority

84. **ADH / AM(MF) Display Sequence Approval.** The Display Flying Aircrew and the Display Sequence **should** be approved by the ADH / 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 in front of the general public. 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.

85. **PDA Form.** The PDA, as detailed on the approved RA 2335 Form 5, **should** detail all of the permitted activity, as well as any limitations. ▶ **This** ◀ **should** be made available to the FDD. If an FDD does not accept the Participant's PDA or Display Sequence the Participant **should not** perform.

86. **Deviations from PDA.** Deviations from the PDA 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 / AM(MF). If a FDD does not accept the Participant's PDA or Display Sequence the Participant **should not** perform.

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

- a. Approved Role Demonstration manoeuvres that may be conducted by Aircraft within their AoR.
- 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 and other personnel in the air and on the ground.

88. **Flypasts.** Flypasts do not constitute Display Flying so do not require a PDA. However, ADH / AM(MF) **should** publish orders or instructions detailing appropriate limitations specific to the conduct of Flypasts on Aircraft within their AoR. A Flypast **should not** exceed 3 pre-planned passes.

Display Venue Suitability

89. **Display Venues.** ADH / AM(MF) **should** assure themselves that display venues at which Aircraft and / or Parachutists within their AoR perform are suitable, safe and appropriate for the Aircraft and / or Parachutists and their intended Display Sequence. This **should** include being satisfied that:

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- a. The FDD and / or EO are suitably experienced or qualified iaw para ► 36. ◄
- b. Rtl attributable to Display Flying, Role Demonstrations or Flypasts remains ALARP and Tolerable including having reviewed the FDD's briefing material and Flying Display Risk Assessment.
- c. Requirements for Display Venue suitability for Parachute Displays not at an Air Display are contained in RA 2335(7).

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Display Flying, Practices, Role Demonstrations and Flypasts

90. **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.

Table 3. Events over MOD-Occupied Property

	MOD-Occupied Property			
	Military Registered Aircraft		Civil Registered Aircraft	
	Flying Display	Other Event	Flying Display	Other Event
Permitted Activity	Display Flying, Role Demonstrations and Flypast (iaw para ► 100 and 101 ◄)	Role Demonstrations and Flypast (iaw para ► 103 ◄)	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			
	UK CAA Flying Display Permission ⁴²			
	Yes		No	
	Military Registered	Civil Registered	Military Registered	Civil Registered
Permitted Activity	Display Flying, Role Demonstrations and Flypast (iaw para ► 100 and 101 ◄)	Display Flying and Flypast	Display Flying ⁴³ , Role Demonstrations and Flypast (iaw para ► 103 ◄)	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 Aircraft must comply with the most restrictive of RA 2335 and relevant national Regulations⁴⁴.

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

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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, Practices, Role Demonstrations and Flypasts.

⁴² Unless the MAA have approved a Flypast to be conducted on the same day as the UK CAA Flying Display Permission.

⁴³ For an event which involves military registered Aircraft only (see para ► 41a ◄ of this RA).

⁴⁴ NATO STANAG 3533, AFSP 5 or any host nation Flying Display Regulations.

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Separation Distances, Minima and Restrictions

General

92. **ADH / AM(MF) Approval for overflight of Congested Areas.** Display Flying, Practices, Role Demonstrations and Flypasts over Congested Areas **should** be approved by the Aircraft ADH / AM(MF) in advance. Where a Congested Area is within the Display Site of a civilian event where the UK CAA has issued a Flying Display Permission then the ADH / AM(MF) **should** determine if the Display Sequence will overfly the Congested Area at Heights below those minima specified in RA 2330³⁰ and if so, ensure a Waiver request iaw MAA03²¹ has been applied for and approved.

93. **Congested Areas and Public Assemblies³².** Display Flying, Practices, Role Demonstrations or Flypasts over Congested Areas and Public Assemblies **should** be conducted iaw the Height limits in RA 2330³⁰ and the UKMLFH. If Display Flying, Role Demonstration or Flypast over the Congested Area or Public Assembly at Heights below those minima specified in RA 2330³⁰ is considered appropriate, the ADH / AM(MF) **▶ should ◀** conduct a Risk Assessment considering Spectators, Secondary Spectators and third parties, and **should** ensure the Participant's flight over the Congested Area or Public Assembly is ALARP and Tolerable. This **should** be recorded formally in the appropriate Risk Assessment. In addition:

a. For Flypasts tasked over **▶ Congested Areas or ◀ Public Assemblies ▶ at any other event (not as part of an Air Display) ◀**, para **▶ 93 ◀** sub-para b to d do not apply; refer to para **▶ 104. ◀**

b. **Military Regulated Events.** The HoE **should** seek a Waiver iaw MAA03²¹ for Display Participants flying over the Congested Area or Public Assembly³² at Heights less than those stipulated in RA 2330³⁰ para 25. Flight over the Congested Area or Public Assembly may be part of a Display Sequence, positioning for a Display Sequence, transition to the Display Area, conducting a Display Practice or conducting a Validation.

c. **Civilian Regulated Events.** UK and foreign Military Aircraft participating at a UK CAA regulated event are military regulated and **should** operate to the most restrictive of RA 2335 or CAP403. For flight over Congested Areas and Public Assemblies³² RA 2335 is the most restrictive Regulation and Waivers **should** be sought as follows:

(1) **UK Military Participants.** In lieu of an HoE the ADH / AM(MF) **should** seek a Waiver iaw MAA03²¹ for UK Display Participants flying over the Congested Area or Public Assembly³² at Heights less than those stipulated in RA 2330³⁰ para 25. This Waiver is required when conducting a Display Sequence, positioning for a Display Sequence, transition to the Display Area or conducting a Display Practice .

(2) **Foreign Military Display Participants.** Foreign military display participants do not operate under an ADH construct but are approved by the MAA. For flight over Congested Areas and Public Assemblies³² at Heights less than those stipulated in RA 2330³⁰ para 25 the FDD **should** seek a Waiver iaw MAA03²¹. This Waiver is required when conducting a Display Sequence, positioning for a Display Sequence, transition to the Display Area, conducting a Display Practice or conducting a Validation.

d. **Events over Civilian Occupied Property involving only Military Display Items.** Where an event is held over civilian property involving only military Display Items the UK CAA will not issue an Article 86 Permission and the event will be military regulated. If the event is an Air Display the FDD **should** confirm that the ADH has conducted a Risk Assessment and obtained a Waiver iaw MAA03²¹ for flight over the Congested Area or Public Assembly³² at Heights less than those stipulated in RA 2330³⁰ para 25. If the event is a Role Demonstration **▶ ◀** then the ADH, in addition to conducting their Risk Assessment, **should** obtain a Waiver for flight over the Congested Area or Public Assembly iaw MAA03²¹.

94. **Performance Limitations - Speed.** An absolute true limit of Mach 0.95 or 600 KIAS (whichever is reached first) **should not** be exceeded.

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

96. **Weather Minima.** ADH / AM(MF) **should** stipulate the minimum weather conditions for Display Flying, Practices, Role Demonstrations and Flypasts by Aircraft 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, conducting a Flying Display Practice or during PDA work-up iaw RA 2335(2); the Visual Meteorological Conditions (VMC) minima in RA 2307⁴⁵ apply at all other times:

**Table 5: Weather Minima*

Type of Aircraft	Type of display		Weather Minima	
			Cloud base (feet)	Visibility
VSTOL ⁴⁶ , Rotary Wing and other Aircraft with a stalling speed below 50 KIAS	Flypasts, non-aerobatic Display Flying and Role Demonstrations	Solo Aircraft	500	1500 metres
		Formations	500	3000 metres
	Aerobatic Display Flying	Solo Aircraft	800	3000 metres
		Formations	1000	5 km
All other Aircraft	Flypasts, non-aerobatic Display Flying, 'flat' Aerobatic Display Flying and Role Demonstrations	Solo Aircraft	500	5 km
		Formations	1000	5 km
	Aerobatic Display Flying	Solo Aircraft	1000	5 km
		Piston Formations	1000	5 km
		Jet / Turboprop Formations	1500	5 km

Notes: (i) Where a 'flat aerobatic display' is a Display Sequence considered for the Aircraft it **should** be formally approved as part of the Participant's PDA.

(ii) Subject to FDD Approval, Aircraft unable to display because of low Cloud Base may fly an Instrument Approach to land, touch-and-go or low approach.

Display Flying Separation Distances, Minima and Restrictions

97. **Overflight of Spectators.** All Participants **should** avoid overflight of the Spectator Areas unless a Waiver has been granted for a specific condition such as crowd rear arrival. The Risk created by overflight of Secondary Spectators and third parties during a Flying Display, Validation or Practice **should** be assessed by the HoE to ensure RtL is ALARP and Tolerable. The associated Risks, mitigations and decisions **should** be documented.

98. MSD Inside the Display Area.

- Participants **should not** perform Aerobatic Manoeuvres above any structures occupied by non-essential personnel, Secondary Spectators or third parties within the Display Area.
- Participants **should not** perform non-aerobatic overflight of any structures occupied by non-essential personnel, Secondary Spectators or third parties during a Display Sequence at less than 500' MSD within the Display Area.

99. **MSD Outside the Display Area.** UK and foreign military Participants **should** adhere to the following MSD outside of the Display Area at Flying Displays in the UK⁴⁷:

- Aerobatic Manoeuvres – All Aircraft⁴⁸. 500 feet MSD.
- Fixed Wing Aircraft – Non-Aerobatic Manoeuvres. 250 feet MSD.
- Rotary Wing Aircraft – Non-Aerobatic Manoeuvres. 100 feet MSD.

⁴⁵ Refer to [RA 2307 – Rules of the Air](#).

⁴⁶ This only applies to VSTOL Aircraft operating in VSTOL mode.

⁴⁷ Civilian Participants **should** adhere to the ANO / SERA outside the Display Area.

⁴⁸ This limitation applies from when the Aircraft commences its run in for its Display Sequence, Role Demonstration or Flypast to when it has completed its Display Sequence, Role Demonstration or Flypast.

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100. **MSD at a Flying Display.** ADH / AM(MF) **should** specify minimum MSDs for Display Flying, Role Demonstrations and Flypast flown by their Aircrew, dependent upon the Aircraft type, Aircrew experience and location of the event. However, they **should not** be less than the MSD⁴⁹ specified in Table 6 unless para ►100c◄ applies:

Table 6. Minimum MSD 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 ≤20° Angle of Bank (AOB)	100	50	250	100
Non-Aerobatic Flight ≤90° 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, Aircraft **should** remain above the minimum MSD 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 MSD for Aerobatic Manoeuvres during the recovery before continuing descent to the non-aerobatic minima specified in Table 6.

b. **Manoeuvre After Take-Off.** Once safely airborne and not below 50 feet 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 feet MSD.

c. **Rotary Wing and VSTOL Aircraft.** Rotary Wing and VSTOL Aircraft **should** operate at the MSD in Table 6 unless conducting hovering and transition manoeuvres.

101. **MSD when not part of a PDA Display Sequence at a Flying Display.** ADH / AM(MF) **should** specify minimum MSD for Role Demonstrations and Flypasts when not part of a PDA Display Sequence at a Flying Display. These MSD **should** be dependent upon the Aircraft 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 MSD 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 ≤20° AOB	100	50	250	100
Role Demonstration Manoeuvres - Non-Aerobatic Flight ≤90° 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

102. **Lateral Separation.** The following minimum lateral separation distances **should** apply to all military registered Aircraft at all Flying Displays and Civil Registered Aircraft at Flying Displays over MOD-Occupied Property. Where an HoE, FDD, Participant or their ADH / AM(MF) considers that a greater separation is required for

⁴⁹ Where the Flying Display is outside the UK, the most restrictive of this Regulation and any applicable local / national orders apply.

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any specific 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 lateral 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 lateral separation distance **should** be increased to 65 m.
- b. **In-Use Runways.** The minimum lateral 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 except for light Aircraft with a Maximum Take-Off Mass (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, landing or touch and go (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 (150 m for Aircraft with a MTOM ≤ 1200 kg).
- c. **In Flight.** The normal minimum lateral separation distance between the Crowd Line and Aircraft conducting Display Flying, Role Demonstration or Flypast including Rotary Wing displays that involve aerobatics, **should** be 230 m. However, the following additional minima apply for specific circumstances:
 - (1) **High Speed Aircraft.** Where the displaying Aircraft is at a speed in excess of 300 KIAS, and has a velocity vector towards a Spectator Area, the minimum lateral separation distance **should** be increased to 450 m.
 - (2) **Low Energy Display Flying.** For Low Energy Display Flying, as defined in para ►25,◄ the minimum lateral separation distance **should** be 150 m.
 - (3) **Rotary Wing.** For normal take-off and landing, and during transitional manoeuvres, the minimum lateral 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 lateral separation distance **should** be increased to 100 m.
 - (4) **VSTOL Aircraft (including Tilt Rotor Aircraft).** For vertical take-off and landing, and during non-wing borne flight at low speed, the minimum lateral separation distance **should** be 150 m. By the time conventional wing borne flight is achieved, the Aircraft **should** be at the normal minimum lateral separation distance of 230 m.
 - (5) **Balloons.** At displays where balloons operate, FDD **should** follow the guidance in CAP 403 and CAP 1741⁵⁰.
 - (6) **Airships.** Airships are operated as lighter-than-air Aircraft, and as such **should** be subject to Regulations applying to Fixed Wing Aircraft.
 - (7) **Model Aircraft.** FDD **should** follow the guidance given in CAP 403 and CAP 722 Unmanned Aircraft System Operations in UK Airspace⁵¹.
 - (8) ►Uncrewed Air Systems (UAS)◄⁵². ►UAS◄ **should not** be operated in a manner that presents undue Risk or Hazard to any person, vehicle, vessel or structure. The HoE **should** ensure ►UAS◄ are operated iaw CAP ►722◄ or any lateral separation limits specified in the applicable RA 1600 Series Regulation or the ►UAS◄ Letter of Endorsed Categorization. If this separation criteria differs from that in this RA, the most stringent limit **should** be applied.

⁵⁰ Refer to [CAP 1741 – Balloon Declared Operator Guidance](#).

⁵¹ Refer to ►[CAP 722 – Unmanned Aircraft Systems](#)◄

⁵² Refer to [RA 1600 Series: ►Uncrewed◄ Air Systems](#).

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d. **Dual Spectator Areas.** In the case of Flying Displays at Airfields / locations where Spectator Areas (and / or concentrations of Secondary Spectators) are on, or expected to be on, both sides of the Display Axis, the minimum lateral separation distance between the Display Line and the Spectator Areas, specified above, **should** apply on both sides of the Display Line.

Role Demonstrations and Flypasts

103. **MSD at any other event.** ADH / AM(MF) **should** specify minimum MSD for Role Demonstrations and Flypasts not conducted as part of a Flying Display. These MSD **should** be dependent upon the Aircraft type, Aircrew experience and the location of the event. However, they **should not** be less than the MSD specified in Table 8:

Table 8. Minimum MSD 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 $\leq 20^\circ$ AOB	250	100	500	250
Role Demonstration Manoeuvres - Non-Aerobatic Flight $\leq 90^\circ$ AOB	250 ⁵³	100 ⁵⁴	500	250
Aerobatic Manoeuvres, Inverted Flight and Link Manoeuvres	500	N/A PDA Required	N/A PDA Required	N/A PDA Required

104. **Flypasts over ► Congested Areas or ◄ a Public Assembly**³². For Flypasts at any other event over ► Congested Areas or ◄ Public Assemblies at Heights lower than those specified in RA 2330³⁰ para 25, ADH / AM(MF) **should**:

- Conduct a Risk Assessment considering Spectators, Secondary Spectators and third parties, and satisfy themselves that the Risk associated with the Flypast is ALARP and Tolerable.
- Formally record and maintain an auditable record of this Risk Assessment.
- Notify the MAA via email to DSA-MAA-Display@mod.gov.uk with details of the Flypast at the earliest opportunity prior to the activity. ◄

Other Restrictions when conducting Display Flying, Role Demonstrations or Flypasts

105. **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.

106. **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 para ►109◄).

107. **Rotary Wing and VSTOL Aircraft.** Rotary Wing and VSTOL Aircraft **should not** be flown or taxied in such proximity to buildings 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.

108. **Parachute Demonstration / Display.** During the whole period scheduled for parachuting, all flying activity within the descent airspace and Parachute Landing Area⁵⁵, except that which is necessary for dispatching Parachutists, **should** cease. The engines of Fixed Wing Aircraft **should** be shut down and Rotary Wing Aircraft rotors **should not** be turning until the last Parachutist has landed.

⁵³ VSTOL Aircraft may operate below the MSD in Table 8 during hovering and transition manoeuvres iaw para ►100.c (4). ◄

⁵⁴ Rotary Wing Aircraft may operate below the MSD in Table 8 during hovering and transition manoeuvres iaw para ►100.c (3). ◄

⁵⁵ Including planned alternate Parachute Landing Areas.

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109. **Use of Flares and Pyrotechnics.** The use of flares and Pyrotechnics, ► **either air launched or ground based**, ◀ during a Flying Display **should** be subject to a specific Risk Assessment and final Approval by the ADH / AM(MF) of the participating Aircraft, the HoE, the EO and the FDD. ► **The FDD should establish protocols for the monitoring of flare burn out and any second or third order effects of flare / Pyrotechnic use. Procedures should be in place to stop the Pyrotechnics display if required.** ◀

Flares, signal and smoke cartridges, and Pyrotechnics **should** only be fired from such a Height and ► **/ or** ◀ position that prevents any remnants of the device ► **affecting** ◀ Spectators, ► ◀ taxiing or static Aircraft, supporting personnel, ground equipment or third parties.

► UAS ◀

110. ► **UAS** ◀ **as part of a Flying Display.** ► **UAS** ◀ Safety guidance is the Responsibility of the ADH / AM(MF) / ► **UAS** ◀ Responsible Officers (RO) / ► **UAS** ◀ Accountable Managers (AM) / Civilian Operator and the HoE, who, through the FDD, **should** ensure that ► **UAS** ◀ displaying as part of a Flying Display maintain safe separation iaw the ADH / AM(MF) / ► **UAS** ◀ ROs / ► **UAS** ◀ AMs / Civilian Operator's safe operating guidelines.

- a. The HoE **should** record any Risks, ensure that the Rtl caused by the operation of ► **UAS** ◀ at a Flying Display is ALARP and Tolerable and **should** record the Risks and mitigations appropriately.
- b. The FDD **should**:
 - (1) Ensure that all ► **UAS** ◀ activity is appropriately deconflicted from any crewed Display Items.
 - (2) Ensure that ► **UASs** ◀ are not flown as part of a Display Item with a crewed Aircraft.
 - (3) Ensure ► **UASs** ◀ used to provide media footage or live feeds are deconflicted from the Flying Display by either time or distance. If distance deconfliction is taking place, ► **UAS** ◀ operating areas **should** be deconflicted from the Display Area and all display crews briefed on ► **UAS** ◀ operations, locations and timings.
- c. Open Category ► **UAS** ◀⁵⁶. The FDD **should** Review the ► **UAS** ◀ safe separation minima prior to the event. Where minima are unavailable, or the HoE deems them to be inappropriate then the FDD **should** apply the minima applicable to a fixed wing Display Item.
- d. Specific and Certified ► **UAS** ◀⁵⁶. The FDD **should** ensure that Specific and Certified ► **UAS** ◀ are flown to the RA 2335 limits applicable to an appropriate crewed system.

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Separation Distances, Minima and Restrictions

111. **UK Military Participants at UK CAA-regulated events.** The UK CAA accepts a PDA for UK military Display Participants to display at UK CAA regulated events to the PDA limits. The FDD for a UK CAA regulated Flying Display may accept the PDA of UK military registered Aircraft as proof that they are Competent and current in all required facets of Display Flying, as detailed in CAP 403.

112. ► **UAS** ◀ **as part of a Flying Display.** Additional guidance on inclusion of an ► **UAS** ◀ into a UK CAA regulated Flying Display can be found in CAP 403.

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Flying Display Director Accreditation

2335(4) All military FDDs **shall** be suitably qualified and current to manage Flying Displays.

⁵⁶ Refer to RA 1600 – ► **Uncrewed** ◀ Air Systems ► **Categorization** ◀ and CAP 722: Unmanned Aircraft System Operations in UK Airspace.

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Flying Display Director Accreditation

113. **FDD Accreditation Course.** The UK CAA / MAA conduct joint FDD Accreditation Courses to qualify FDDs in the UK:

- a. **Military Applicants.** The MAA approves military applicants to attend the FDD Accreditation Course. Military applicants **should** provide justification for the application and their suitability for the FDD role. ► **The application** ◄ **should** be endorsed by the relevant HoE or ADH⁵⁷.
- b. **FDD Accreditation.** A joint UK CAA / MAA FDD Accreditation Panel is convened after FDD Accreditation Courses to review each candidates' performance during the course. The FDD Accreditation Panel **should** consider the candidates experience, preparation for and interaction during the course, and their examination results before awarding a Tier. Successful candidates are then accredited as a Tier 1, 2 or 3 FDD.
- c. **'Mil' and 'Civ' Accreditation.** The FDD Accreditation Panel **should** also consider, based on the experience of individuals, and their knowledge and understanding of the Regulations as demonstrated during the course, whether they ► **are** ◄ accredited as a 'Mil', 'Civ' or 'Civ / Mil' FDD.
 - (1) **Mil.** The individual **should** only be permitted to be FDD / Deputy FDD at Flying Displays regulated by the MAA iaw RA 2335.
 - (2) **Civ.** The individual **should** only be permitted to be FDD / Deputy FDD at Flying Displays regulated by the UK CAA iaw CAP 403.
 - (3) **Civ / Mil.** The individual **should** be permitted to be FDD / Deputy FDD at both UK CAA and MAA regulated Flying Displays. The individual **should** be accredited to an appropriate tier for each category.

114. **Validity.** FDD Accreditation **should** remain valid for a period of 3 years from the date of accreditation.

115. **Deputy FDD.** An appropriately accredited FDD⁵⁸ can act as Deputy FDD to provide resilience for an event. The individual(s) **should** be annotated as a Deputy FDD on the RA 2335 Form 1, or application for a UK CAA Flying Display Permission.

116. **Currency.** To maintain currency, individuals **should** act as FDD at 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, Tier 3 currency will be lost and currency at the lower Tier **should** be maintained. Similarly, where an FDD is Civ / Mil accredited, ► **Mil currency at the allocated Mil Tier can be maintained by acting as FDD or Deputy FDD at an equivalent or higher Tier Civilian event providing at least one military Flying Display item is included within the event.** ◄ If an event is cancelled on the day, currency credit **should** be given to the FDD.

117. **Deputy FDD Currency.** FDD currency can also be maintained by acting as a Deputy FDD. In order for the currency to be valid, the following conditions **should** be met:

- a. The Deputy FDD details are annotated on the RA 2335 Form 1 or application for UK CAA Flying Display Permission.
- b. The Deputy FDD takes an active part in the planning, organization, management, and delivery of the Flying Display.
- c. Deputy FDD is in attendance for the duration of the Flying Display.
- d. 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 \(Flying Display Director Post Event Feedback Form\)](#).

⁵⁷ Military applicants **should** only be accepted when their qualification is primarily for military purposes; supported by the HoE or ADH. Serving military personnel who are not required to act as an FDD for military purposes can apply for accreditation through the UK CAA.

⁵⁸ A FDD who is accredited for the Tier of Flying Display at which they are Deputizing.

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118. **Shadow FDD.** Tier 1 or Tier 2 accredited FDDs can shadow the FDD for a higher Tier event to build experience. This Shadow FDD role can be used to improve the level of Competence to support an upgrade application to a higher Tier in the future. The primary FDD **should** 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 UK CAA and MAA to properly assess the level of experience of the individual if an upgrade is requested at a later date.

119. **FDD Revalidation.** A qualified FDD can renew their accreditation following successful completion of a FDD Revalidation Course. The FDD Revalidation Course considers the same criteria as the FDD Accreditation Course and is also assessed by a joint UK CAA / MAA FDD Accreditation Panel. Candidates' successful completion of the FDD Revalidation Course extends their FDD qualification for a further 3 years. Exceptionally, the MAA can conduct in-field revalidations. The in-field revalidation process involves oversight of the preparations and delivery of a Flying Display. An FDD wishing to revalidate in the field **should** contact the MAA at least 3 months prior to the Flying Display at which the in-field revalidation will take place.

120. **FDD Upgrades.** To upgrade to a higher FDD Tier or from 'Mil' or 'Civ' to 'Civ / Mil', FDDs **should** provide the UK CAA / MAA with evidence 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. The submission **should** include detail on their involvement in the planning, organization, management, and delivery of the events. FDD upgrade applications **should** be endorsed by the relevant HoE or ADH. FDDs **should** plan to be assessed for an upgrade on the next available FDD course and expect an MAA Assurance visit to a Flying Display being undertaken at their new Tier. Exceptionally the MAA can conduct in-field upgrades. The in-field upgrade process involves oversight of the preparations and delivery of a Flying Display at the requested Tier. An FDD wishing to upgrade in the field **should** contact the MAA at least 6 months prior to the Flying Display at which the in-field upgrade will take place.

121. **Revocation.** If Safety concerns are raised regarding an FDD an investigation **should** be undertaken by the MAA iaw the Defence Aviation Flowchart Analysis of Investigation Results II (DA FAiR II) system detailed in the MAA Manual of Air Safety. After the investigation, the following actions are available to the UK CAA and / or MAA:

- a. No action.
- b. Downgrade Tier.
- c. Further training.
- d. Suspension.
- e. Complete revocation.

122. **SQEP Recording.** The MAA is responsible for administering military FDDs and **should** ensure the correct Competency is recorded on the military Joint Personnel Administration System. This data will detail an individual qualification (ie the Tier of Flying Display they are accredited to conduct) and details of the Flying Displays that they have directed. Military accredited FDD details can be provided on request by the MAA.

Guidance Material 2335(4)

Flying Display Director Accreditation

123. Nil.

Regulation 2335(5)

Display Parachuting Organization and Management

2335(5) Display Parachuting **shall** be planned, managed, organized, and delivered by SQEP ensuring RtL is ALARP and Tolerable.

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Display Parachuting Organization and Management

Parachuting Governance.

124. When participating at a Flying Display, MOD-approved Parachute Display Teams **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.

125. MOD-approved parachute display teams **should** comply with orders or instructions issued by their respective Duty Holder (DH) / ADH. 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 Officer and ensuring adequate liaison and co-ordination is conducted with the FDD or EO where an FDD has not been appointed.

HoE Responsibilities

126. **Authority to conduct Parachuting Displays.** Authority to conduct a Parachuting Display over MOD-Occupied Property **should** be given by the HoE. If the Parachuting Display forms part of a Flying Display then the MAA **should** be informed as part of the Flying Display Notification procedure in para ►40◄. If the Parachuting Display does not form part of a Flying Display then the MAA **should** be informed, at least 21 days prior to the event, using RA 2335 Form 9 (Parachuting Display Notification Form). The HoE **should** detail the administrative arrangements for such events in orders.

DH / ADH Responsibilities

127. **DH / ADH Responsibilities.** DH / ADH **should** retain Responsibility for the Safety of Parachute Display Team personnel in their AoR when they are involved in Display Parachuting. DH / ADH **should** take all reasonable measures to assure themselves that display venues at which Display Parachuting is conducted within their AoR are suitable, safe and appropriate for the intended Display Sequence.

128. **Risk Management.** The DH / ADH, working with the EO and FDD where appropriate, **should** ensure that Hazards to public Safety specific to each Parachute Display, Practice or Training event are identified and that Risk Assessments are carried out. DHs / ADHs **should** maintain clear, unambiguous and auditable records of each of their Risks including details of Risk decisions and periodic Risk reviews. The core elements of a Risk Assessment, that focuses on RtL, that **should** be conducted are:

- a. Hazard identification.
- b. Assessment of the Risk (likelihood, consequence, who is exposed, existing mitigation, and Accountability).
- c. Reduce Risk until ALARP and ensure any residual Risk is Tolerable.
- d. Record significant findings.
- e. Monitor and review.

Authority and Permissions non-MOD Occupied Property in the UK

129. **Events over non MOD-Occupied Property in the UK.** Where an event is held over non MOD-Occupied Property, not as part of a CAA Article 86 Permission Flying Display, military Parachute Displays are MAA regulated. The DH / ADH for the Parachute Display Team **should** satisfy themselves that the activity is appropriate, ALARP and Tolerable. The DH / ADH **should** inform the MAA at least 21 days prior to the event using [RA 2335 Form 9 \(Parachuting Display Notification Form\)](#) having:

- a. Assured themselves that an EO and, if appropriate, an FDD has been appointed.
- b. Ensured that the EO understands and accepts Accountability for planning, managing, organizing and delivering the Event.
- c. Ensured that the Parachute Display Team have conducted a Risk Assessment in lieu of an HoE as per para ►35, 53 and 76.◄

Acceptable Means of Compliance 2335(5)

- d. Confirmed that the venue is suitable for the Parachute Display Team to conduct a Parachute Display.

Display Parachuting Regulations

130. The most restrictive limitations of this RA and the RA 1700 series or the following **should** be complied with:

- a. Orders or instructions issued by the DH / ADH for personnel in their AoR conducting Display Parachuting, Practices and Training.
- b. Orders or instructions issued by the HoE, EO or FDD for a specific event.
- c. CAP 403 where a UK CAA Flying Display Permission exists for an event.
- d. CAA CAP 660, Chapter 5 at all events over non-MOD Occupied property.
- e. Any conditions stipulated by the relevant PDA, as per para ►139.◄
- f. Any host nation Regulations and orders or instructions when conducting Display Parachuting, Training and Practices outside the UK.

Foreign Military Parachute Displays in the UK

131. The MAA maintains oversight of all foreign military Parachute Display Team participating at UK Flying Displays or events on behalf of the MOD. The procedures for the Approval and Validation of foreign military Parachute Display Teams at para ►45.m, 48-51, 71 and 72◄ **should** be followed. Where a foreign military parachuting display 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 ►126◄ of this RA. The EO **should** seek SQEP display parachuting input to the foreign military parachute display Application and ensure that a suitably qualified individual carries out the foreign military parachute display Validation. ►Foreign Military Parachute Display Teams jumping from Aircraft which have a CAA permission require the Parachute Display Team Leader to obtain a CAA permission under Article 90⁵⁹.◄

Post Event Reporting

132. The DH / ADH **should** ensure that post Parachute Display reporting takes place by providing written feed-back to the MAA (DSA-MAA-Display-Forms@mod.gov.uk) using [RA 2335 Form 10 \(Parachute Display Post Event Feedback Form\)](#) within 7 days of the event. If the Parachute Display is part of a Flying Display, then the FDD **should** submit an RA 2335 Form 4 (or SRG 1305 if applicable) and there is no requirement to submit an RA 2335 Form 10. However, the Parachute Display Team Leader **should** ensure that the FDD is provided with any relevant information to include in their report. In addition, any Flight Safety issues **should** be included in the RA 2335 Form 10 and a DASOR submitted.

Parachute Display Team Participants and Supervision

133. DH / ADH **should** ensure that:

- a. The personnel selected to conduct Parachuting Displays are SQEP in both airborne and ground-based aspects of Display Parachuting.
- b. Where Display Parachuting personnel are responsible for conducting Risk Assessments, that they are appropriately trained and supported.
- c. Display Parachuting personnel hold a valid PDA and are current prior to conducting any Parachuting Display activity.
- d. Appropriate airspace reservations have been considered and the relevant submissions are made using UK CAA on-line Airspace Coordination and Obstacle Management form within the timescales specified.

134. **Role Demonstrations.** Role Demonstrations do not necessarily require a PDA, however, DH / ADH **should** issue orders or instructions that, as a minimum, detail the following:

⁵⁹ ►Refer to UK CAA [Article 90](#).◄

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- a. Approved Role Demonstration content that may be conducted by Parachutists within their AoR.
- 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 Parachutists and supporting personnel.
- e. Notification of the Role Demonstration taking place, including any limitations, **should** be forwarded to the MAA using [RA 2335 Form 9 \(Parachuting Display Notification Form\)](#).

**Guidance
Material
2335(5)**

Display Parachuting Organization and Management

135. Nil.

**Regulation
2335(6)**

Display Parachuting Training and Practices

2335(6) DH / ADH **shall** ensure that personnel involved in conducting Display Parachuting are Competent, appropriately trained, approved, authorized, and supervised.

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Compliance
2335(6)**

Display Parachuting Training and Practices

Display Parachuting Supervisor.

136. DH / ADH **should** nominate a SQEP Display Parachuting Supervisor.

Display Parachuting Support Personnel

137. DH / ADH **should** allocate sufficient support personnel and / or resource to allow personnel selected for Display Parachuting to conduct the activity safely and effectively throughout the display season. These support personnel **should** include the following roles as a minimum⁶⁰:

- a. Parachute Display Team Manager.
- b. Parachute Display Team Leaders.
- c. Parachuting Drop Zone Safety Officers (DZSO).
- d. Parachute Display Team Supervisor.

Pre-Season Display Parachuting Work-Up and PDA.

138. Pre-season Display Parachuting practices **should** be personally authorized by the Display Parachuting Supervisor. The following points **should** be applied when authorizing and supervising Display Parachuting work-up jumps:

- a. The work-up **should** be of a progressive nature leading, in stages, to encompass all approved elements of the Parachuting Display.
- b. Consideration **should** be given to the use of appropriate Synthetic Training Devices during the work-up program.
- c. Each practice Display Parachuting drop **should** be monitored by the Display Parachuting Supervisor. If the Display Parachuting Supervisor is on the ground, they **should** be in a suitable position to ensure they are not a distraction to the Display Parachuting personnel.
- d. All practice Display Parachuting **should** be video recorded.
- e. A record of Display Parachuting practices detailing despatch Altitude, drop Aircraft type, landing area conditions and any other relevant details. **should** be maintained by Display Parachuting personnel.

⁶⁰ One individual may undertake more than one role.

Acceptable Means of Compliance 2335(6)

PDA

139. **PDA Form.** The PDA, as detailed on the approved RA 2335 Form 6, **should** contain all permitted activity, as well as any limitations. The PDA **should** be made available to FDD or EO prior to displays being conducted. If an FDD or EO does not accept the Participant's PDA the team **should not** perform. The MAA **should** be provided with a completed copy of RA 2335 Form 6 (Display Parachuting Public Display Authority Form) once the PDA has been awarded via DSA-MAA-Display-Forms@mod.gov.uk.

140. **Deviations from PDA.** Deviations from the PDA or permitted modifications to the Parachute Display Sequence, as detailed on the approved RA 2335 Form 6 (Display Parachuting Public Display Authority Form), **should not** be permitted without written Authorization by the DH.

141. **► Ground Knowledge.** DH / ADH **should** ensure that, in addition to the preseason Display Parachuting work-up detailed in para 138, Parachutists and support personnel selected for Display Parachuting are appropriately trained in the relevant non-parachuting aspects of Display Parachuting, such as Human Factors, Fatigue Management, Supervision and relevant regulatory knowledge (eg RA 2335, CAP 403 and CAP 660).

Stipulation of Minimum Safe Useable Area ◀

142. **Minimum Safe Useable Area (SUA).** DH / ADH **should** stipulate the minimum SUA dimensions for Display Parachuting by personnel in their AoR. **► The stipulated SUA should not be less than the area and dimensions defined in para 147. ◀**

Guidance Material 2335(6)

Display Parachuting Training and Practices

143. Nil.

Regulation 2335(7)

Display Parachuting Separation Distances, Minima and Restrictions

2335(7) Authorized minimum lateral separation distances, and other applicable minima and restrictions **shall** be complied with during Parachuting Displays, Practices, and Training.

Acceptable Means of Compliance 2335(7)

Display Parachuting Separation Distances, Minima and Restrictions

144. **Propellers / Rotors.** DZSO **should** ensure that during the whole period scheduled for Display Parachuting, all flying activity within the descent airspace and Display Venue, except that which is necessary for dispatching Parachutists, **should** cease. The engines of Fixed Wing Aircraft **should** be shut down and Rotary Wing Aircraft rotors **should not** be turning until the last Parachutist has landed.

145. **Control of Pyrotechnics.** The use of Pyrotechnics (smoke generation) during a Parachuting Display **should** be strictly controlled by a Competent person appointed by the DH / ADH. Use of Pyrotechnics and all Safety procedures **should** be agreed by the EO. Briefings for ground officials and participants **should** describe the hazardous nature of such devices.

146. **Display Parachuting Drop Aircraft Post Drop Activity.** DH / ADH / AM(MF) **should** issue orders and instructions for the actions of parachute dropping Aircraft post the exit of the last Display Parachutist. The following limits **should** be applied to Display Parachuting drop Aircraft where the Aircraft Commander does not have a PDA, DA or ADH Approval to coordinate Flypast activity with a Parachute Display:

- a. Display Parachuting drop Aircraft **should not** descend below the drop Altitude until all Parachutists are on the ground.

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2335(4)**

b. Display Parachuting drop Aircraft can loiter above the Display Parachutist drop Altitude to provide Safety overwatch but **should** vacate the Display Area once the last Display Parachutist has landed.

147. ► **Minimum Safe Useable Area (SUA).** The DZSO **should** ensure that the SUA available⁶¹ is a minimum of 5000 square metres in area with a minimum width of 50 metres. ◀

148. **Minimum Separation from Spectators.** ► In addition to the SUA as defined in para 147, a minimum lateral separation distance of 15 m **should** be applied between the SUA and any Spectators. Where this cannot be achieved the DH / ADH **should** put in place appropriate mitigations to ensure RtL is ALARP and Tolerable and obtain a Waiver to use a smaller SUA iaw MAA03²¹. ◀

149. **Minimum overflight of Spectators, Secondary Spectators and Third Parties.** The minimum Height that a Parachutist and their equipment **should** pass over Spectators, Secondary Spectators and third parties is 30 ft.

150. If the minimum distances and / or Heights detailed in para ► 148 and 149 ◀ are breached then the DZSO **should** ensure details of the breach are included on the RA 2335 Form 4 or RA 2335 Form 10 and a DASOR submitted where appropriate.

151. **Minimum Height.** The minimum despatch Height for Display Parachuting is determined by the equipment being used or the Parachutist's qualifications and **should** be defined within the PDA documentation issued by the DH / ADH. The Height at which the parachute ► **should** ◀ be fully inflated and be in a condition to be controlled by the user **should** be 1500 ft AGL.

152. ► ◀

153. At a Flying Display, the Wind Direction Indicator / Balloon release **should** be approved by the FDD prior to the release taking place.

154. **Drop Zone (DZ) Recce.** The DH / ADH **should** ensure that prior to a Parachute Display a DZ recce takes place. An auditable record of the DZ recce **should** be retained for not less than 12 months.

**Guidance
Material
2335(7)**

Display Parachuting Separation Distances, Minima and Restrictions

155. Nil.

⁶¹ ► For displays over non-MOD Occupied property CAP403 / CAP660 refer to the SUA Planed Landing Area (PLA). ◀

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