

CAP 403 Consultation: Summary of proposed changes

Introduction

This document has been published in order to highlight proposed significant changes to edition 19 of CAP 403. It does not include minor changes / corrections to previous text. The aim of this document is to make the consultation process easier and less time consuming by providing an alternative to reading through the entire CAP in order to find proposed changes. The full draft version of edition 19 of CAP 403 has also been offered for consultation for those who prefer to view the complete document and for context if required for those who chose to use this document.

A brief narrative of each amendment has been added in *italics* and all proposed amendments are underlined in red.

Proposed amendments

Definitions

The introduction of the definition of an Aerodrome as applicable to CAP403.

<p><u>Aerodrome</u></p>		<p><u>For the purposes of this CAP, the definition of an Aerodrome is the same as defined in Schedule 1 of the ANO with the addition of the requirement to have been continuously active for 12 years or more. For aerodromes with less than 12 years continuous activity, Local Authority planning permission should be in place. Aerodromes with less than 12 years continuous activity and without Local Authority planning permission must have been surveyed as suitable by a recognised entity with Royal Institution of Chartered Surveyors accreditation.</u></p>
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Chapter 1

Clarification of the application requirements and use of a Long Term Permission for display practice has been added:

Long term Permissions (LTP) for display practice

- 1.7 A CAA Permission is required for any display practice carried out in non-compliance with SERA and the Rules of the Air Regulations. Permissions issued for this purpose are usually issued for a period of 12 months and are location (aerodrome) specific. Applications are to be made using the process and applicable requirements set out in chapter 2 and **must** contain:
- a) A colour 1:50,000 scale Ordnance Survey map extract
 - b) A list of participating aircraft
 - c) A risk assessment for any part of the display practice area that falls outside of the airfield boundary
- 1.8 A LTP for display practice may be used by pilots to practice within the privileges and scope of a valid DA.
- 1.9 Pilots seeking an initial issue DA, or an upgrade to an existing DA, may only use the LTP for display practice following an appropriate briefing from a suitably authorised DAE.
- 1.10 Use of a LTP for display practice requires the authorisation of the airfield manager / operator. Records of each flight made pursuant to the LTP are to be kept by the person nominated on the Permission document.

Chapter 3

Guidance concerning applications for a RA(T) included in a new paragraph

- 3.4 To better inform the decision making process in the grant of a RA(T), supporting information, in the form of a synopsis of the event with a rundown of participants, **should** be provided with applications.

Chapter 5

A reminder to pilots that if a transponder is fitted it must be used:

- 5.51 Pilots operating transponder equipped aircraft are reminded of the mandatory requirement for the equipment to be turned on in flight to provide a level of conspicuity. It is highly recommended that display aircraft transmit the published conspicuity code (squawk) of 7004, unless otherwise directed.

Chapter 6

To make it clearer that the minimum height for displays away from an aerodrome is 200ft, the word 'usually' has been deleted:

- 6.11 Where Flying Displays are held away from an aerodrome, the CAA will impose a minimum height³³. This is ~~usually~~ 200 feet AGL over land and 100 feet ASL over water³⁴. In these circumstances the minimum height becomes the higher of either the CAA's imposed height or that specified in

The existing requirements for touch-and-goes and simulated go-arounds at Flying Displays has been amended and moved from paragraph 5.40 to form a new paragraph at 6.20. A new paragraph 6.21 also added:

Touch-and-goes and simulated go-arounds

- 6.20 Manoeuvres such as high angle of attack passes and simulated go-arounds, or those which include a change of aircraft configuration, **must not** be performed below DA / Permission / FDD minimum height (whichever is the higher) and **must** be flown in accordance with the applicable Minimum Lateral Separation Distance.
- 6.21 Touch-and-goes may be performed at aerodromes over runways that are suitable for the aircraft type to safely land and in compliance with the applicable Minimum Lateral Separation Distance by pilots with an appropriately endorsed DA certificate.

Paragraph 6.23 amended to include a reminder to FDDs that the weather limits associated with aircraft that hold a 250kt exemption may be more restrictive than CAP 403 limits:

- 6.23 FDDs **should** carefully consider the operating characteristics of participating aircraft which **may** necessitate specific increases in the above minima. Weather limits associated with flight pursuant to 250kt Exemptions may be more restrictive than those quoted above.

A strong obligation for display pilots to terminate a display if they encounter a known radio failure added to paragraph 6.42:

6.42 A fully briefed procedure is to be established and in place to communicate a STOP or Terminate call to any participating non-radio aircraft. Similar methods of communication must be considered to cater for a radio failure

during a Display Routine. If an Aldis lamp signal is to be used for such a purpose, for standardisation, it is recommended that a 'steady white' signal be used. The same signal may be used to communicate both STOP and Terminate calls. However, for radio equipped aircraft, pilots should consider terminating the display if a radio failure is recognised.

As SSAC Flights are now permitted on the day of a Flying Display, para 6.62 has been amended:

~~6.606.62 Flights conducted under Safety Standards Acknowledgement and Consent (SSAC) or~~ Charity Flights **must not** be conducted during a day when a Flying Display or associated media coverage is organised.

Chapter 7

A recommendation that commentators should be involved the SAG process added to paragraph 7.8:

7.8 Where SAG meetings are held, attendance by the EO and / or FDD is essential to the Local Authority and Emergency Services understanding of the risks identified at specific events. It is recommended that commentators are exposed to the SAG process to gain familiarity with Emergency Service response action plans.

Chapter 8

The requirement for DAEs to assist with display monitoring deleted from para 8.41. CAP1724 sets out DAE responsibilities and covers what is expected of them when present at a Flying Displays:

- 8.41 During the Flying Display, the FDD, supported by FCC members ~~and assisted by any DAEs present~~, **must** monitor the safety of the performances with reference to conditions contained on the Permission documents and the information that they have about the intended manoeuvres / routine / pilot's DA / PDA minima and any restrictions.

Chapter 16

New paragraph added at 16.17 with clarification that pyrotechnic devices are not to be used after the end of a display and during landing:

- 16.17 All PRT 1 and PRT 2 pyrotechnic devices shall be burnt out by the end of the display flying phase and prior to commencement of the approach and landing phase.
Pyrotechnic devices shall not be deliberately fired or released during landing.

A paragraph added at 16.32 containing a requirement for EOs to sign off risk assessments for Flying Displays containing pyrotechnics:

- 16.32 All risk assessments submitted with Flying Display applications for displays containing pyrotechnics must be countersigned by the Event Organiser.

Appendix C

A new paragraph added at C20 that details the course of action in the case a FDD who fails a renewal;

- C20 If unacceptable, the candidate will be required to re-sit an initial FDD Accreditation course. Additionally, the candidate will lose FDD accreditation with immediate effect, even if the renewal was carried out with existing validity.