

CAP 1724 Edition 7 2025 significant changes

Background

This document has been produced in order to highlight proposed changes in edition 7 of CAP 1724. The aim is 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 7 of CAP 1724 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.

All proposed amendments are underlined in red.

Revision History

Edition 7

XXXXX 2025

Amendments include: clarification that all references to 'pilot' in this CAP apply to 'pilot-in-command', introduction of the definition of 'stable flight', clarification of the conditions associated with the use of a CAA Long Term Permission for display practice, clarification that display pilots are to notify FDDs of the minimum lateral separation distance they intend to use for display, information / guidance for the introduction / use of the new initial DA pre-application notification form, the merging of turboprop and piston engine aircraft DA categories, changes to symposium attendance requirements, minimum aerobatic currency requirements for intermediate, advanced and unlimited skill levels increased, amendments to the Appendix C checklist, DAE third party insurance coverage clarification and the creation of a new Appendix containing useful links as previously included throughout the CAP.

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Terminology and Definitions

Display Pilot¹

A pilot who holds a Display Authorisation (DA) or DA Exemption, issued by their National Aviation Authority, or an appropriate military Public Display Authority (PDA), or military Exemption, which allows them to participate in a Flying Display.

Stable flight

Refers to an aircraft maintaining a predictable and controlled state.

Chapter 1 – General Rules and Limitations

Long Term Permissions (LTP) for display practice

- 1.5. Where a long term CAA Permission for display practice is in effect, pilots **must** ensure they understand the precise nature of the permitted activity and any conditions contained in that Permission prior to flying.
- 1.6. A LTP for display practice may be used by pilots to practice within the privileges and scope of a valid DA.
- 1.7. Pilots seeking an initial issue DA, or an upgrade to an existing DA, shall only use the LTP for display practice following an appropriate briefing and authorisation from their DAE.
- 1.8. Use of a LTP for display practice requires the authorisation of the Permission holder.
- 1.9. No persons other than minimum crew, as detailed in the aircraft Certificate of Airworthiness or Permit to Fly (or equivalent), are permitted onboard a civilian registered aircraft during any flight made pursuant to a LTP except for the carriage of their DAE when conducting DA training or evaluation.
- 1.10. DAEs shall record details of each flight authorised by them made pursuant to a LTP.

¹ For multi crew aircraft, it is the 'pilot-in-command' to which the term 'pilot' refers to throughout this CAP.

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Pre-display notification to FDDs

- 1.37. A certified declaration as contained at form SRG1327 is considered to be an acceptable minimum level of documentation for civilian pilots to provide to the FDD and **should** be submitted to the FDD no later than 7 days prior to the Flying Display².
- 1.41. Display pilots **must** notify the FDD of the lateral separation distance they intend to use prior to the display; form SRG1327 **may** be used.

Chapter 2 - The Display Authorisation Evaluator

Reappointment as a DAE

- 2.9. Following a 3 year appointment period, DAEs **may** be reappointed having:
- Satisfactorily passed a further fitness assessment following submission of a form SRG 1303B
 - Attended at least 1 DAE seminar meeting in the previous 3 year appointment period
 - Continued to satisfy the DAE appointment criteria set out above
 - Supported the CAA in improving regulation and the safety of the sector

Review and Enforcement

- 2.16. In the event a DAE is found to be underperforming, the CAA may provisionally suspend a DAE appointment. The DAE will be contacted without delay.

Chapter 4 – Mentoring and initial assessment

Suitability

- 4.11. Once satisfied that the applicant is suitable for training, the DAE **should** ensure that the applicant submits a completed form SRG XXXX Initial DA

² FDDs **may** choose to use their own alternative method when carrying out their documents check.

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pre-application notification form, a C.V. detailing flying qualifications and experience, and a completed form SRG 1303B to the CAA.

Failure to achieve the required standard

- 4.13 If, following the initial assessment, a DAE considers an applicant to be unsuitable for the grant of an initial issue DA, the DAE shall ensure that the details are emailed to the CAA, clearly indicating the situation, stating the shortfalls and any recommended remedial actions. If this occurs, the applicant should contact the CAA prior to arranging any further training or evaluation.

Chapter 5 – Display Authorisation evaluation process

Ground assessment and discussion

- 5.5. Discussion topics, at the DAEs discretion, may include:
- l) the understanding of any skill levels held by the pilot (formation / aerobatic) other than those being evaluated

Chapter 7 – Display Authorisation – Formation (f)

Formation category evaluations

- 7.6 Where possible the DAE should fly with the applicant (either in the same aircraft or as a formation member) to further assess and understand the applicant's capability during either work-up or evaluation.
- 7.9 Having completed an assessment, the DAE **should** make a recommendation using form SRG 1300. The recommendation **must** include a breakdown of the applicant's previous formation training / experience and workup prior to evaluation.

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Chapter 9 – Display Authorisation – Groups and Categories

Aircraft groups and categories

9.1. The following table illustrates the Display Authorisation aircraft groups and categories.

Description	Group	Category	Description
Single Engine Piston, Turbo Prop & Electric Aeroplanes	SE	A	≤200 hp (shp) / 149 kW
		B	201 hp (shp) / 150 kW to ≤600 hp (shp) / 447 kW
		C	>600 hp (shp) / 448 kW
Multi Engine Piston, Turbo Prop & Electric Aeroplanes	ME	D	≤300 hp (shp) / 223 kW total
		E	301 hp (shp) / 224 kW to ≤600 hp (shp) / 448 kW
		F	>600 hp (shp) / 448 kW, single pilot
		Z	>600 hp (shp) / 448 kW, multi-pilot/crew
Jet Powered Aeroplanes	JPA	G1	Straight wing, single engine jet aircraft
		G2	Swept wing, single engine jet aircraft
		H1	Straight wing, multi engine jet aircraft
		H2	Swept wing, multi engine jet aircraft
Helicopters	HEL	L	Helicopters
Gyroplanes	GYR	M	Gyroplanes
Electric vertical take-off and landing	EVTOL	X	Electric vertical take-off and landing aircraft by type ⁴³
Sailplanes, Hang Gliders and Paragliders	GLI	N	Sailplanes ⁴⁴
		O	Hang gliders



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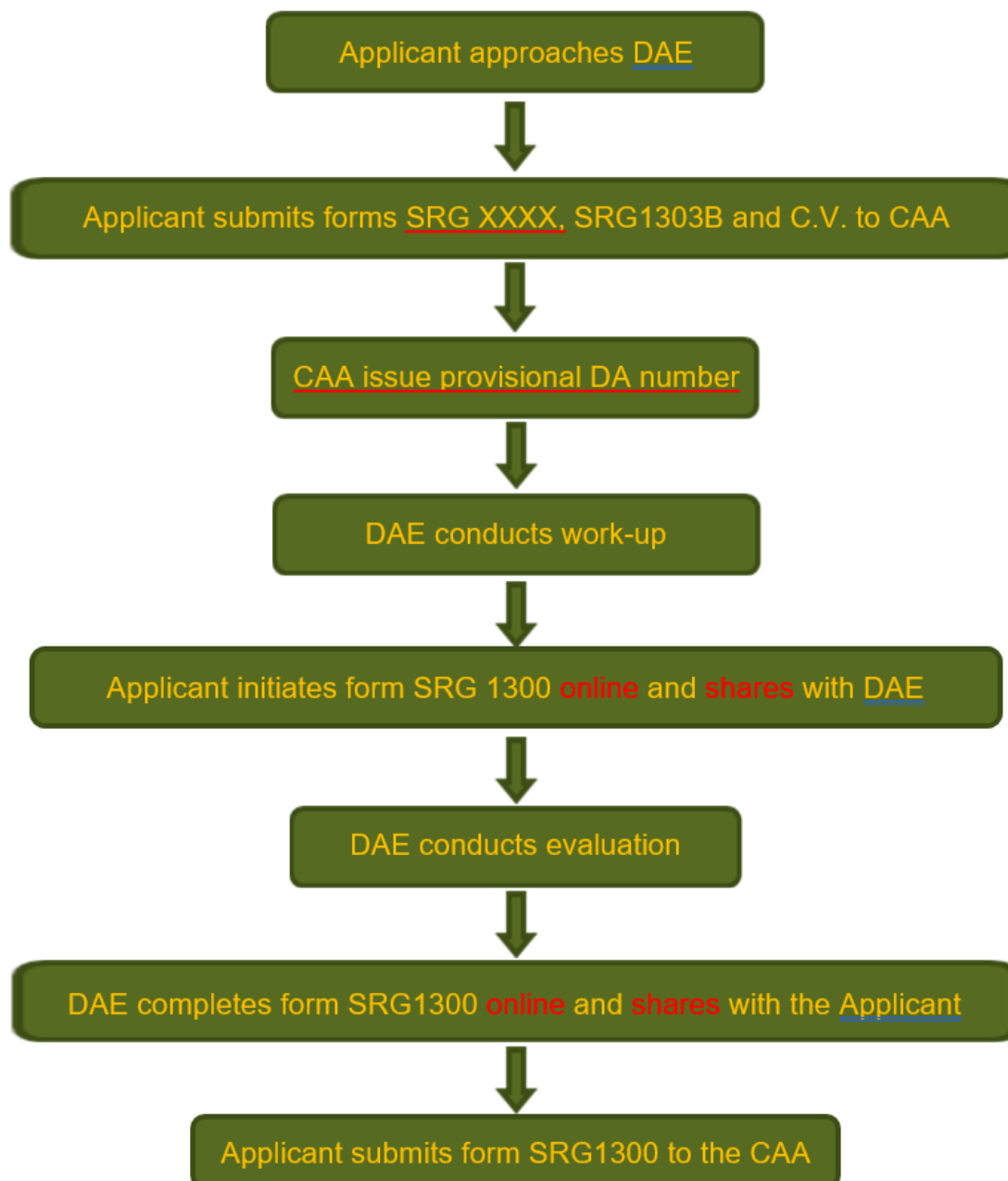
		P	Paragliders
Microlight Aeroplanes	MLA	T	Microlights with weight shift control
		U	Microlights with three-axis control
		V	Microlights with hybrid control
Powered Parachutes, Powered Paragliders, Powered Hangliders	LPA	W1	All types of trike unit powered parachutes
		W2	All types of foot launched powered paragliders
		W3	All types of foot launched powered hang gliders

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Chapter 10 – Display Authorisation – initial application and issue

DA initial application



- 10.1. Once a DAE has agreed to mentor, train and evaluate a pilot, [the applicant shall submit a completed form \[SRG XXXX Initial DA pre-application notification form\]\(#\)](#), a C.V. detailing flying qualifications and experience, and a completed form [SRG 1303B](#) to the CAA.

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- 10.2. Once received, the CAA will process the information and, if satisfactory, issue a provisional DA number so that the proposed DA application can continue.
- 10.5. If a pilot fails to achieve the required standard for an initial issue DA (be it competency, skill and / or fitness of character³), the DAE **must** email the CAA to ensure that the reasons, and any recommended remedial actions, are comprehensively reported.

Chapter 11 - Display Authorisations - Validity, currency, renewals, upgrades, exemptions and enforcement

Validity of a DA

- 11.6. Display Pilots **must** attend a Pre-Display Season Symposium at least once every 4 years⁴. DAs will only be renewed where this requirement is met⁵.

Currency

- 11.7. In addition to a valid Certificate of Test and Competence, a Display Pilot is required to meet certain currency requirements as depicted below before taking part in a Flying Display. Display routines flown at Flying Displays, and those flown during dedicated practices, may be used to maintain currency. Only practices that are representative of a typical display routine will count towards the pilots display currency. Lapsed currency cannot be regained by flying in a Flying Display.
- a) The Display Pilot **must** satisfy the **minimum** applicable currency requirements prior to participating in an actual Flying Display.

³ In line with the CAA Fitness of Character policy (see Appendix G).

⁴ Initial DA holders **must** attend a Pre-Display Season Symposium within the first 24 months of point of issue of the DA.

⁵ DAEs **may** attend either a DAE Seminar or a Pre-Display Season Symposium to satisfy this 4 year requirement.

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Display aircraft	Within 90 days of date of display	Within 30 days of date of display
All except those included below	3 complete display routines flown or practised	1 complete display routine flown or practised in DA category
800 hp or greater, and / or 2730 kg or greater, and / or Jet powered	3 complete display routines flown or practised in DA category	1 complete display routine flown or practised in DA category

b) For aerobatic displays, the Display Pilot **must** satisfy the minimum aerobatic currency requirements prior to participating in an actual Flying Display.

Aerobatic Skill Level	Within 90 days of date of display	Within 30 days of date of display
Standard	3 complete display routines flown or practised	1 complete display routine flown or practised in DA category
Intermediate, Advanced, Unlimited.	3 complete display routines flown or practised <u>at appropriate aerobatic skill level in DA category</u>	1 complete display routine flown or practised at appropriate aerobatic skill level in DA category

Renewal

11.14. If a pilot fails to achieve the required standard for a renewal or upgrade (be it competency, skill and / or fitness of character), the DAE **must** ensure that the reasons, and any recommended remedial actions, are comprehensively reported by email to the CAA GAU. The applicant **must** contact the CAA GAU prior to arranging a further evaluation.

DA Renewal cycle

11.21 A display pilot is not permitted to have a DA evaluation (renewal and / or upgrade) conducted by the same DAE for more than two consecutive

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rolling years. This requirement applies also for the renewal of a lapsed or expired DA.

11.22 Where geographical coverage and specialisation of DAEs means that this is not possible, the following options are available:

- a) Renewal by the same DAE observed by the CAA
- b) Application to the CAA GAU for alleviation from the requirement

Chapter 13 - Human Factors (HF) in Flying Displays

HF in Flying Displays

- 13.9. To ensure HF in Flying Display experiences, insights and best practice are continued to be exposed to the wider display community, AFDDs, DAEs and DA holders **shall**:
- a) continue to have HF discussed at their respective DA Evaluations
 - b) continue to ensure they attend a minimum of one Pre-Display Season Symposia every 4 years⁶.

Appendix A - Guidance for the completion of forms

Responsibilities

- A2 An applicant for a DA is responsible for ensuring that they complete and submit forms SRG XXXX and SRG 1303B to the CAA prior to the commencement of any DA workup training for the initial issue of a DA.

⁶ DAEs may attend either a DAE Seminar or a Pre-Display Season Symposium to satisfy this 4 year requirement.

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Appendix B - Timescales

Display Pilots

B3 The following table contains pertinent timescales relevant to display pilots:

Timescale	Required action
6 months	Initial issue DAs are valid for a period of 6 months.
13 months ⁷	A DA should be renewed prior to the expiry date on the DA certificate.
<u>24</u> months	Initial DA holders must attend a <u>Pre-Display Season</u> Symposium within the first <u>24</u> months of validity.
3 Years	If a DA has lapsed by more than 36 months from the date of last evaluation it will have expired. The initial application process must be followed.
<u>4</u> years	A DA holder must attend a <u>Pre-Display Season</u> Symposium an absolute minimum of once in every <u>4</u> -year period.

⁷ DA renewals may be anticipated and carried out up to 90 days prior to expiry dates without loss of continuity.

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Item	Topic	Guidance	SAT	UN SAT	N/A	Comments
<u>PRE-EVALUATION DISCUSSION AND DOCUMENTS CHECK</u>						
1	<u>Previous DAE engagement</u>	<u>Discuss any other DAE engagement, by the applicant, made in connection with the required evaluation and the explore the reasons for not continuing with that DAE(s).</u>				
GROUND ASSESSMENT AND DISCUSSION						
8	<u>Other Skill Levels</u>	<u>Discuss / assess the understanding of any skill levels held by the applicant (formation / aerobatic) other than those being evaluated on this occasion.</u>				

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Appendix D – Insurance

Display Authorisation Evaluator and CAA Third Party Liability Insurance

- D4 The extent of the CAA’s third-party liability policy cover is limited to DAE’s conducting such examinations or tests as required for the purposes of a decision by the CAA under Article 86(8) of the ANO⁸.

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⁸ DAE tests include supervised Display Authorisation practice, prior to final evaluation, which is conducted in accordance with the conditions of a Long-Term Practice Permission issued by the CAA.

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Appendix G – Useful Links

Forms

Flying Display and Special Event or Unusual Aerial Activity application form	Apply
SRG 1300: Application for a Display Pilot Authorisation	SRG 1300
SRG 1303B: Application for fitness assessment for a flying display role	SRG 1303B
SRG 1305: Flying Display Director Post-Event Feedback	SRG 1305
SRG 1327: Pilots Certified Declaration for Submission to the Flying Display Director	SRG 1327
SRG 1328: UK DA Exemption Application	SRG 1328
SRG 1329: UK Display Authorisation Exemption evaluation form	SRG 1329
SRG XXXX : Initial DA pre-application notification form	SRG XXXX

Publications

Air Navigation Order 2016 (as amended)	ANO
CAP 1694: Human Factors in Air Displays	CAP 1694
CAP 403: Flying Displays and Special Events: Safety and Administrative Requirements and Guidance	CAP 403
CAP 719: Fundamental Human Factors Concepts	CAP 719
CAP 737: Flight Crew Human Factors Handbook	CAP 737
NATS Human Factors in Flying Displays	Human Factors in Flying Displays
ORS 5 CAA Schemes of charges	ORS 5
Regulatory Article (RA) 2335	RA2335
Rules of the Air Regulations 2015 (as amended)	ROTA
Standardised European Rules of the Air	SERA

Contacts

CAA GAU	ga@caa.co.uk
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Reporting	
CAA Air Display HF repository	Repository for HF material
CAA Aviation Reporting Portal	Occurrence Reporting
CAA HF Strategy	HF Strategy
CAA make a report or complaint	Reports or complaints
Confidential Human Factors Incident Reporting Programme	CHIRP
References	
Baines Simmons	FAiR
CAA Fitness of Character Policy	Fitness of Character
CAA General Aviation Unit (GAU) website	GAU
CAA HF strategy	HF Strategy
CAA Human factors in air displays	Human factors in air displays
List of authorised display pilot evaluators	DAEs

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