

OCCURRENCES



Photo for illustration purposes only

Displaying FAiRness

The Just Culture as a learning tool

THE INVESTIGATION

During an Air Display in 2019 the Flying Display Director (who is responsible for the safety oversight of Air Display aerial activity) was required to make a 'STOP Call' to a displaying pilot due to safety concerns.

As a result of the 'Call', the pilot's Display Authorisation was provisionally suspended in line with CAA criteria. The CAA Air Display Team undertook an investigation in accordance with CAP 403 'Flying Displays and Special Events' and the Baines Simmons FAiR (Flowchart Analysis of Investigation Results) Model – a management tool that assists the investigation of events to determine their nature and causes, and ensures that any follow on action is appropriate and effective.

With the investigation complete, the tool guides the CAA towards the correct identification of any behavioural traits that might have been a factor in the incident (behavioural categories include an Error, a Mistake, a Violation, Sabotage or Recklessness). Once the behavioural category has been determined, the tool guides the CAA towards suitable follow up action/resolution.

Following the conclusion of this investigation the display pilot's Display Authorisation was subsequently reinstated, the whole process taking between five to seven working days.

A crucial factor with this example was the open and engaged interaction with the CAA by both the display pilot and the Flying Display Director, giving rise to a rapid conclusion and outcome of the investigation with the subsequent and swift lifting of the provisional suspension of the pilot's Display Authorisation.

The details of the incident and subsequent investigation were then discussed by the Flying Display Director and pilot as part of a presentation at the Post-Display Symposia, an annual event attended by some 240 members from the display community, allowing the community to benefit from the lessons and experiences identified. This open, engaged, frank and honest recount of the incident was very well received by the community.

JUST CULTURE VIEW

The CAA Air Display Team has a mature Just Culture approach concerning enforcement action relative to display flying, primarily based around the principles outlined in CAP 403 'Flying Displays and Special Events', CAP 1724 'Flying Display Pilot Authorisation and Evaluation and the Baines Simmons FAiR System.

Where a 'STOP Call' is issued, the display pilot(s) involved are subject to an immediate provisional suspension of their Display Authorisation pending the outcome of an investigation. During this period the pilot(s) are not allowed to exercise the privileges of their authorisation until the suspension is withdrawn by the CAA or the outcome of further regulatory enforcement action is known (as outlined in ANO, Chapter 4 'Powers & Penalties').

It's important to clarify that issuing a 'STOP Call' is not a presumption of 'guilt'. It is fair to assume that a display pilot will not conduct a performance in a manner that will deliberately endanger themselves, other pilots (if part of a formation) and/or spectators.

Based upon this assumption the CAA Air Display Team is in a position to investigate the evidence, determine what safety issues (if any) can be highlighted and reinstate the suspended Display Authorisation in a fair and timely manner so the pilot(s) can resume their display activity.

The investigation requires the CAA team to contact all relevant parties to establish the background of the incident. In most cases this will include the FDD, the Flying Control Committee, the pilot(s) and the Display Authorisation Evaluator (DAE – CAA Agent in the display community who recommends (to the CAA) the issue of a Display Authorisation).

This case was an excellent example where there was open and honest engagement with the CAA, allowing the Air Display Team to reach its decision in reinstating the Display Authorisation in both a fair and timely manner to the benefit of the display pilot and the wider display community.

UK MANDATORY OCCURRENCE REPORTING

Mandatory occurrence reporting is aimed at continued learning from aviation occurrences. It's aimed at improving safety by ensuring that relevant safety information relating to civil aviation is reported, collected, stored, protected, exchanged, disseminated, and analysed. It is not to attribute blame or liability. Occurrence Reports are treated confidentially to maintain full and free reporting from the aviation community.

What should I report? In a nutshell any occurrence you feel could impact on aviation safety, this will ensure that we always review and learn from events.

How can I report? Reporters should submit MORs to the UK CAA in the following ways: Aviation Reporting Portal at: <https://aviationreporting.eu/> Further details about how reports can be submitted using the reporting portal can be found in [CAP1496](#).