

Safety Guidance for Air Rallies, Fly-ins, Air Races/Contests and Charity Events

CAP1988

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Revision history

This is a new CAP. The content contained has been drawn from previous CAA documents, revised, and expanded as appropriate.

Edition 1 – May 2026

Feedback

The CAA seeks to continually improve its regulation and guidance, and your feedback is helpful to us in doing so. If you have any comments or suggestions about CAP 1988, please send them to ga@caa.co.uk with subject line 'CAP 1988 feedback'.

Terminology, abbreviations and definitions

Term	Abbreviation	Definition
Air Navigation Order 2016	ANO	Air Navigation Order 2016 (as amended).
Air Traffic Services	ATS	References to 'ATS' contained in this CAP apply to all ground to air radio telephony transmission communications carried out.
Contest Director	CD	The CD is the person responsible for the safe conduct of a contest.
Event Organiser	EO	The EO is the person responsible for all matters pertaining to the wider planning and execution of an event that includes the Air Rallies, Fly-ins, Air Races/Contests & Charity Events and for the safety of the general public, both at the event and those affected by the wider impacts of the event.
Fédération Aéronautique Internationale	FAI	The world air sports federation.
Notices to Aviation	NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations

Chapter 1

General information

- 1.1 This non-statutory safety guidance is for Event Organisers (EO) and associated personnel involved in organising fly-ins, air rallies, and races/contests, it may also be of relevance to participating pilots. It is written for events conducted in compliance with the Rules of the Air (unless specifically permitted or exempted) and that fall outside the scope of CAP403 (Flying Displays and Special Events).
- 1.2 The CAA recognises that each event is unique and likely requires careful planning by the EO in order to maintain acceptable standards of safety. This publication summarises relevant best practices to protect both participants and the public and should be scaled appropriately based on the size of the event.
- 1.3 This document also provides guidance for organised charity events involving multiple aircraft. For charity flights involving a single aircraft, please refer to the guidance in CAP1330.
- 1.4 “Flying displays” are defined in Schedule 1 of the Air Navigation Order 2016, as amended (ANO), as:

“any flying activity deliberately performed for the purpose of providing an exhibition or entertainment at an advertised event open to the public.”
- 1.5 Flying Displays are governed by Article 86 of the ANO which contains specific regulatory requirements (appointment of a Flying Display Director, participating pilots requiring a Display Authorisation, etc) and the requirement to obtain a Permission from the Civil Aviation Authority (CAA) for that Flying Display. These requirements along with safety related CAA guidance on their planning and organisation, are detailed in CAP403 (Flying Displays and Special Events).
- 1.6 For safety guidance on balloon only events/competitions, please see CAP1739.
- 1.7 It is important to state that the overall responsibility for individual events listed within this document remains with the EO.
- 1.8 Please see **Appendix A** for a general consideration list for EOs which should be read in conjunction with the following guidance.
- 1.9 **Appendix B and C** contain useful contact information for EOs to apply for various permissions/notifications/exemptions and other items.

Event Organiser

- 1.10 The Event Organiser¹ (EO) is responsible for the planning, organisation and wider aspects of the event. The EO is responsible for the conduct of the event and the safety of any general public that may be attending.
- 1.11 In this document, references to the 'EO' can be extended to refer to any nominated event official by the EO.
- 1.12 Where the EO does not have aviation experience themselves, they are recommended to appoint suitably experienced² individual(s) to assist with event planning and oversee flight safety matters relating to the event. In such a situation, the EO will be subordinate to this appointed individual in terms of managing and mitigating any safety risk to the event posed by flying activity.
- 1.13 For larger events with public participation, the EO may also review relevant parts of CAP403, including Chapter 7 "Event Organiser (EO) – Guidance and Information" and Appendix A "Risk Assessment".

¹ The Event Organiser is the responsible role holder and may be an individual or a company or board of directors.

² "Suitably experienced" means the individual can demonstrate some level of aviation experience, professionally or recreationally and therefore has a clear understanding the risks and responsibilities involved. They may also have obtained experience from other event roles at previous events.

Chapter 2

Air rallies, fly-ins, and charity events

- 2.1 Fly-ins or Air Rallies involve organised gatherings of aircraft. The guidance below is designed predominantly for events which may be widely publicised within the General Aviation (GA) community and could also attract public interest.
- 2.2 Due to the wide variation in venues and aircraft types, it is not possible to exhaustively consider every aspect of these events which could range from small informal gatherings to major ticketed events with substantial public attendance. This guidance should therefore be applied proportionately, considering the scale and nature of the event.
- 2.3 In most circumstances CAA permissions/exemptions are not required for events such as air rallies and fly-ins, provided none of the ANO Article 86 qualifying conditions are met and all flying activity is conducted in accordance with the ANO, The Rules of the Air Regulations 2015 and UK Standardised Rules of the Air.
- 2.4 Because of this variety, the EO is also advised to refer to any available guidance and/or safety procedures that may be published by General Aviation (GA) organisations or other event bodies.

Aerodrome Operator/Air Traffic Services considerations

- 2.5 The Air Traffic Services (ATS)/Air Ground Communication Service (AGCS) provider at the aerodrome should be consulted with about the proposed event so that appropriate arrangements can be made to facilitate the event.
- 2.6 If an activity is intended to attract more than 100 aircraft it is advised that proposals are discussed with the CAA – Airspace, Air Traffic Management and Aerodromes (AAA) department (using the contact details provided in 2.7) prior to any firm arrangements being made. These discussions must be initiated in order to allow at least 60 days from submission to the date of that activity.
- 2.7 If the EO has any doubt on the level or type of ATS, or AGCS that should be provided, they are strongly recommended to contact the relevant ATM Principal Inspector for guidance using the email address below: If a temporary ATS unit is planned, the EO should consult CAP 670 (ATS Safety Requirements) for full guidance.
 - North Region: Atsnorthern.regionaloffice@caa.co.uk
 - South Region: Atssouthern.regionaloffice@caa.co.uk
- 2.8 Depending on the event, wider coordination with other airspace users may be recommended, this may include promulgation of a NOTAM or an Airspace Coordination Notice (ACN). Details of how to apply can be found in Appendix B of this document.

Event planning

- 2.9 The EO is recommended to make available appropriately detailed briefing material to all pilots prior to the event wherever possible, ideally in digital format. Where appropriate, this may include signposting pilots to existing briefing material for the aerodrome.
- 2.10 Where possible it is advisable to continue the use of well-established joining and circuit procedures that an airfield may already have to avoid unnecessary complexity.
- 2.11 Briefing material is recommended to include:
- Airfield Information and layout map including taxi routes and parking areas.
 - Departure/Arrival and circuit information including any local sensitive/avoid areas.
 - Relevant ATS and airspace information.
 - Contact details for the event.
- 2.12 Any briefing material is recommended to include a reminder to pilots that they should depart and arrive in accordance with established practices in accordance with the Rules of the Air.
- 2.13 If the proposed event is to be held at an unlicensed or off-airfield venue, then a pre-assessment of the terrain, approaches, surfaces, overshoots, and other operational aspects is recommended to be considered.
- 2.14 For larger events that may attract public interest, the EO should consider undertaking an appropriately comprehensive risk assessment. Information on Risk Assessments can be found in CAP 1059 and also further generic information can be found on the Event Safety page of the Health and Safety Executive, which includes links to useful documents such as the Events Industry Forum (EIF) Event Safety Guide, 'the Purple Guide'.
- 2.15 The EO should consider inspecting the ground conditions prior to the commencement of the event, focusing on areas of poor surface condition or other hazards. Where necessary this information should be appropriately promulgated to pilots.
- 2.16 Ground manoeuvring can become awkward at some venues with taxiing 'pinch points' which can be exacerbated by soft ground. Planning a taxi flow based on the take-off and landing direction may be worth considering as well as suitable marshalling and ground handling where appropriate.
- 2.17 Where the venue may attract members of the public, the EO should consider suitable risk mitigation for any potential access to active areas of the airfield.

Mitigations could include appropriate warning signs, to help assist with identifying hazards to the public.

- 2.18 Children and animals should always be appropriately supervised.
- 2.19 The EO may wish to consider what suitable distance is sensible to exist between persons on site and an active runway being used for take-offs or landings. This should consider the types of aircraft visiting and the airfield layout. Suggested distances can be found in 'Distance between Spectator Areas and runway centreline' in CAP403 – Chapter 5.
- 2.20 If there are co-located activities or events, then it is highly recommended that co-ordination should take place and agreements clearly defined.
- 2.21 A wind indicator should be established (if not already installed). The wind indicator should be located appropriately (suitably distanced from the runway, taxiways, and any obstacles) to avoid being a hazard to aircraft and to ensure accurate wind information is made available.
- 2.22 It is advised that a suitable method of identifying the runway in use from the air is put in place, if non radio traffic is expected to attend.
- 2.23 Suitable consideration should be made by the EO if a mixture of fixed wing and rotorcraft are likely to attend the event, to ensure safe separation where it is deemed necessary.
- 2.24 Gas-filled toy balloons when released are a potential hazard to aircraft and the sale of such should not be permitted by the EO.
- 2.25 The use of drones by the public at events poses a possible risk to aircraft and their unauthorised use should not be permitted. Consideration should be given by the EO to raising public awareness of their legal responsibility and the importance of compliance.
- 2.26 Event staff should be briefed on appropriate action if unauthorised drone operation is suspected or observed.
- 2.27 The EO should ensure a sufficient Emergency Response Plan (ERP) exists for the event and ensure this is adequate for the event and briefed accordingly. Where no ERP exists already for the particular aerodrome concerned, early engagement with the emergency services is strongly recommended to support planning, including agreement on access routes and rendezvous points.
- 2.28 For larger events with public attendance, local emergency services should not form the only basis of resources for an emergency response plan. Provision of on-site emergency equipment and or services should therefore be considered by the EO. For unlicensed airfields, supplementary guidance for consideration is contained in CAP 793 (Safe Operating Practices at Unlicensed Aerodromes).

- 2.29 The EO may also wish to consider coordinating with their local Safety Advisory Group. EOs should contact their local authority for more information about engaging with this group.

Weather minima

- 2.30 Whilst there are no defined weather minima other than pilots ensuring they are operating in accordance with their license privileges, it is advised that the EO engages in regular communication in the lead up to and during the event to provide any pertinent information that may be relevant and to avoid any excessive periods of congestion or other hazards to air navigation.
- 2.31 EOs may wish to set their own more restrictive weather minima and where necessary restrict/curtail the event as appropriate in the interest of safety.
- 2.32 Please refer to Appendix A for the list of further considerations.

Charity events

- 2.33 It is recommended that an appropriately detailed flight route plan and event plan is made available for all pilots in advance of a charity event, this should ensure that the chance of conflict is mitigated and that flights can avoid areas of high traffic density and/or complex airspace. It is recommended that there is also consideration for safe egress from the route should a flight need to be cut short for any reason.
- 2.34 Pilots should also have available a sufficient verbal or written safety briefing specific to their aircraft type when participating in charity events.
- 2.35 It is recommended that appropriately detailed briefing material is made available by the EO in advance of the event for the benefit of participating pilots.
- 2.36 Prior to the commencement of event charity flying activities, it is recommended that the EO ensures a structured live briefing takes place for the benefit of all participants intending to offer charity flights.
- 2.37 Please refer to Appendix A for the list of further considerations.

Chapter 3

Air races and contests

Introduction

- 3.1 Across the multiple air sports in GA, there are various races and contests that take place each year in the United Kingdom (UK).
- 3.2 In many cases the EO may wish to appoint an individual to hold the title of Contest Director (CD) to oversee flight safety matters relating to the contest alongside any further event staff roles that may exist. In such a situation, the EO will be subordinate to this appointed individual in terms of managing and mitigating any safety risk to the event posed by the flying activity.
- 3.3 At some events the EO and CD may well be the same individual.
- 3.4 The following guidance is not intended to be exhaustive and should be scaled appropriately based on the size of the event.

Air races

- 3.5 Air racing is a type of air sport that involves aeroplanes or other types of aircraft that compete over a fixed course, with the winner either achieving the shortest time, the most points, or the closest to a previously estimated time.
- 3.6 Air racing is generally overseen by an organising/sporting body. The national organisation and control of air racing, including the issue of organising permits and competitors' licences, is undertaken by the Racing, Rally and Records Association (RRRA) of the Royal Aero Club. The detailed rules of air racing, which can be obtained from the RRRA, are designed to ensure a high standard of safety. The EO of an air race is recommended to seek the advice of the RRRA as far as possible in advance of the proposed date of the event.
- 3.7 It is recommended that proposals are discussed with CAA Airspace Regulation and the ATS provider responsible for the management of the specific airspace prior to any firm arrangements being made, as coordination or further arrangements may be required. Please refer to Appendix B for further information on applications.
- 3.8 It is recommended that briefing material is made available by the CD in advance of the event. At the event, a structured live briefing arranged by the CD is recommended before competition flying starts with the participation of all competitors.
- 3.9 For any air race event or contest, consideration should be paid to rules such as low flying, overtaking, and landing with occupied runways.

3.10 To facilitate such contests including air racing, the CAA General Aviation Operations Team can consider providing several permissions/exemptions on specific application, these include:

- Exemption, for both practices and races, for overtaking in the air on both sides under SERA.3210(c)(3);
- Permission, for both practices and races, enabling landing with other aircraft on the runway under Rule 10(1) of the Rules of the Air Regulations 2015;
- Permission, for both practices and races to permit flight below 500 ft at end of a race in accordance with SERA.5005(f)(2) Minimum Height and Visual Flight Rules.

3.11 EOs/CDs may be asked to explain how they will achieve an acceptable level of safety when applying for these permissions or exemptions and may wish to refer to CAP403 for further guidance.

3.12 Article 86 (18) of the ANO states that the requirement for Flying Display Permissions do not apply to aircraft races or contests organised by officially recognised organisations, or the aircraft or pilots participating in them, whether that race, or contest is part of a Flying Display, or not. However, where the public has access to the site of the race or contest, the EO/CD may wish to refer to the sections in CAP403 relating to public safety, particularly in relation to Minimum Separation Distances between aircraft, in flight and on the ground, and the public. This is especially important in enabling the CAA to consider granting any permissions/exemptions to ensure an acceptable level of safety.

3.13 Applications may need to include risk assessments and detailed maps of the flying areas. Further guidance on this can be found in CAP403 – Chapter 2. Please refer to Appendix B for further information about applying for CAA Exemptions/Permissions.

Advisory weather minima

The below weather minima are advisable from the RRRRA General Rules for Air Racing.

Cloud base minima	Visibility Minima	Other Considerations
Ceiling 300 feet above the sum of the highest point on the course and the minimum race height above ground level.	5 km in flight visibility	No practice or racing should take place within 5km of electrically active storm clouds or areas of known extreme turbulence, windshear, downdraughts, or microbursts. No practice or racing should take place in heavy precipitation or severe icing conditions.

Aerobatic contests

- 3.14 Annually there are several aerobatic competitions at various locations in the UK for both fixed wing aircraft and sailplanes. These competitions are regularly run by British Aerobatics, who are the recognised UK sporting body for Aerobatics under the auspices of the Royal Aero Club and is affiliated to the Federation Aéronautique Internationale (FAI) for the administration of contests to international rules.
- 3.15 Aerobatic contest flying is subject to the rules and code of conduct of British Aerobatics, FAI aerobatic sporting code and agreed local flying rules.
- 3.16 Contest flights will take place in an aerobatic box, a notional 1000m³ cube of airspace usually orientated over, or to one side of an airfield. The location of this box should be considered carefully and briefed appropriately.
- 3.17 Aerobatic contests involve high-performance flying, so a NOTAM is strongly recommended to alert other airspace users. A contest NOTAM typically defines a dimension of 2-nautical-mile radius up to 5000 FT above aerodrome level around the aerodrome or contest area. In some cases, a restricted area (temporary) may be considered. For further information please refer to Appendix B of this document.
- 3.18 If this area extends into controlled airspace (CAS), the EO/CD should contact the relevant controlling authority at least 28-days in advance to seek approval for entry into the airspace block and agree on procedures and SSR use. Without approval, all aerobatic aircraft must remain clear of CAS.
- 3.19 Pilots are encouraged where equipped to squawk 7004 unless otherwise instructed, whilst conducting aerobatics.
- 3.20 In certain circumstances there may be a requirement for a SERA.5005(f)(2) permission for flying below 500ft to be obtained from the CAA. An application will need to include risk assessments and detailed maps of the flying areas. Further guidance on this can be found in CAP403 – Chapter 2 and in Appendix B of this document.
- 3.21 It is recommended that briefing material is made available by the CD in advance of the event. At the event, a structured live briefing arranged by the CD is recommended before competition flying starts with the participation of all competitors.
- 3.22 The CD is recommended to ensure there is effective two-way communication between contest aircraft and the organisation to allow the flight to be suspended or discontinued if an urgent safety concern or emergency should arise. If a temporary discrete frequency is required, then applicants should complete the Ofcom form as detailed in Appendix B of this document.

- 3.23 Where the public has access to the site of the contest, the EO/CD is recommended to consider referring to the sections in CAP403 relating to public safety, particularly in relation to Minimum Separation Distances between aircraft, in flight and on the ground, and the public.

Other contests

- 3.24 Other contests that are not primarily performed for public exhibition/entertainment, may include, but are not limited to, activities such as helicopter contests, short take-off/landing events and dropping of articles (for example flour bombing). The following safety guidance, along with the list in Appendix A is provided.
- 3.25 It is recommended that briefing material is made available by the CD in advance of the event. At the event, a structured live briefing arranged by the CD is recommended before competition flying starts with the participation of all competitors.
- 3.26 For helicopters contests, the EO/CD may wish to consider relevant information from the FAI Rotorcraft Commission and the Helicopter Club of Great Britain.
- 3.27 The EO/CD is reminded that appropriate Air Navigation Order 2016 Article 89 Permissions are required for any activity involving the dropping of articles from an aircraft. Further information can be found in Appendix B.
- 3.28 Consideration should be made of sufficient distance between the event activities and any public who may have access to the site. Appropriate warnings should be in place for any public who can access an active part of the airfield so that they are fully aware of hazards.
- 3.29 It is also recommended that due consideration should be given, based on the type and size of aircraft participating, to ensure a suitable distance either side of any active runway centreline (regardless of formal demarcation) is kept clear of all persons. Specific consideration should be made to minimise risk to any adjudicators or event staff in their roles.
- 3.30 Where members of the public may attend, the EO/CD is recommended to consider the suggested distances found in 'Distance between Spectator Areas and runway centreline' in CAP403 – Chapter 5.

Gliding competitions

- 3.31 Gliding competitions are organised as cross-country flying events over several days, where routes utilising several turnpoints are set as a task with distances of over 300km not unusual. The event is highly weather dependent.
- 3.32 Several gliding competitions take place each year across the UK. Participation could range from 10 to 100 gliders or more.

- 3.33 Gliding competitions in the UK are overseen under national sporting body arrangements, the British Gliding Association (BGA) have detailed governance and procedures for the organisation of these events in the UK.
- 3.34 For several competitions, the CAA issues airspace coordination notices and may facilitate access to controlled airspace (where required) in conjunction with ATS Units. The EO is advised to speak to the BGA to ensure the relevant contact can be made in good time.
- 3.35 Considerations to enable such permissions and necessary promulgation should refer to Appendix B of this document for further information.
- 3.36 The CD is advised to take note of potential 'choke points and the potential risk of airspace infringements when designing a task. NOTAM promulgation is recommended to provide situational awareness to other airspace users on the specific daily route the competitors are flying.
- 3.37 It is recommended that briefing material is made available by the CD in advance of the event. At the event, a structured live briefing arranged by the CD is recommended before competition flying starts with the participation of all competitors.
- 3.38 Participating pilots are reminded of their obligations to comply with SERA.5005(f) unless operating in accordance with a CAA exemption, permission or authorisation.

Appendix A – General considerations for events

The following general considerations may be read in conjunction with the above document for more specific guidance.

Pre-event information	Notes
<p>An appropriately comprehensive published set of briefing notes made available ideally in digital format, covering the arrangements for the event should be made available in advance to all participants of the event. Recommended content could include.</p> <ul style="list-style-type: none"> ▪ Contact details for the event organiser and personnel on the day. ▪ Outline of the event programme. ▪ Airfield Information and layout map including taxi routes and parking areas. ▪ Departure/Arrival and Circuit Information including any local sensitive/avoid areas. ▪ Relevant ATS and Airspace information. ▪ Weather Minima (if applicable). ▪ The timing and location of the Event Briefing (if applicable) including how to join remotely if that will be possible. 	
Visiting pilot notifications	Notes
<p>Where visiting pilots are expected, the event may be notified as being 'Prior Permission Required.' A contact number/email address for visiting pilot's information on the day of the event is advised to be circulated.</p>	
Reporting points	Notes
<p>Ensure a place (if not already established) is available for visiting pilots to report to on arrival and departure. Where deemed necessary by the EO, safety briefing material and relevant contact details should be available at this location.</p>	

Event briefing – at the event	Notes
<p>The Event Organiser/Contest Director should appoint assistants where appropriate to oversee the event and to make safety decisions where required. Where deemed necessary (especially for races/contests), the event organiser or contest director should ensure an event briefing is provided by themselves or an assistant shortly prior to the event start. Where participants are scheduled to arrive mid-event, consideration should be given to offering remote access to the event briefing. The event briefing should usually aim to cover the following (non-inclusive) areas:</p> <ul style="list-style-type: none"> ▪ Confirm the details provided in the briefing notes and any subsequent changes. ▪ Weather (actuals & forecast) for the event. ▪ The schedule for the event and any contest activities (if applicable). ▪ Routing / traffic flows, including reporting points. ▪ Relevant NOTAMs, local restrictions, and sensitive areas. ▪ Communication and transponder usage, including during emergencies. ▪ Contingencies (For example- In the event of bad weather or emergencies) 	
Insurance	Notes
<p>While UK civil aviation legislation does not mandate third-party insurance for aviation events, organisers and participants are strongly advised to consider it and seek professional guidance as required, as other non-aviation requirements may apply.</p>	

Public attendance (where applicable)	Notes
<p>Ensure members of the public cannot inadvertently enter active airfield areas unless suitably advised/briefed that they are entering an area active with aircraft and are therefore aware of the risks involved. Where appropriate warning signs and fencing should be erected.</p>	
<p>Members of the public should be reminded of the need to refrain from littering or smoking on active airfield areas. Where appropriate warning signs should be erected.</p>	
<p>Children/Animals should always be accompanied and be supervised.</p>	
Event Emergency Response Plan	Notes
<p>Create and distribute an Event Emergency Response Plan to all event staff and the aerodrome operator.</p>	
<p>Inform the local emergency services/local safety action group as early as possible in the planning stages and ensure they are aware of any emergency response plan. (If applicable)</p>	
<p>Ensure a reliable method of communication has been established to rapidly communicate with all external emergency services and key event personnel in the event of an emergency.</p>	
Weather considerations	Notes
<p>Any significant changes in weather at the aerodrome / event should be notified to participants to avoid any excessive periods of congestion or other hazards to air navigation. Pilots should always be referred to regulated sources of information.</p>	

Appendix B – Application processes and timescales

Action Required	Minimum Required Notice Period	Fee?	Web Link	Tel No:	Email
SERA, Rules of the Air and Article Dropping Permissions /Exemptions (CAA General Aviation)	42 Days	Yes	Special Events UK Civil Aviation Authority	01293 573988	ga@caa.co.uk
Restricted Area (Temporary) (CAA Airspace Regulation)	90 Days	Yes	Airspace restrictions UK Civil Aviation Authority	01293 983880	arops@caa.co.uk
Airspace Coordination Notice (CAA Airspace Regulation)	42 Days	No	Event and obstacle notification UK Civil Aviation Authority	01293 983880	arops@caa.co.uk
NOTAM Action (CAA Airspace Regulation)	2 Full Working Days Minimum	No	Airspace Co-ordination and Obstacle Management	01293 983880	arops@caa.co.uk
Temporary Discrete Frequency (Ofcom)	60 Days	Yes	OfW586a Aeronautical radio ground station licence application form	N/A	spectrum.licensing@ofcom.org.uk

Appendix C – Useful links and email addresses

Name	Link
Aeronautical Information Circulars/AIP/Briefing Sheets	NATS Aeronautical Information Service
Air Navigation Order 2016 (as amended)	The Air Navigation Order 2016
British Aerobatics	British Aerobatics
British Gliding Association	British Gliding Association
CAA Flying Displays and Special Events	Flying displays & Special events
CAP403 (Flying Displays and Special Events)	CAP403
CAP 670 (Air Traffic Services Safety Requirements)	CAP 670
CAP793 (Safe Operating Practices at Unlicensed Aerodromes)	CAP793
CAP1059 (Safety Management Systems: Guidance for small, noncomplex organisations)	CAP 1059
CAP1330 (Charity Flight Guidance)	CAP1330
CAP1590 (Cost Sharing Flights)	Cost sharing flights
CAP1739 (Safety Guidance for Balloon Events and Competitions)	CAP1739
Events Industry Forum (EIF) Event Safety Guide	The Purple Guide
Fédération Aéronautique Internationale	FAI
General Aviation (CAA) Homepage	General aviation
Health and Safety Executive- Event Safety	Event Safety
Helicopter Club of Great Britain	Helicopter Club of Great Britain.
Royal Aero Club- Racing, Rally and Records Association	Racing, Rally and Records Association
Rules of the Air Regulations 2015	Legislation.gov.uk
UK Standardised Rules of the Air	UK Standardised Rules of the Air
Email Addresses	
CAA Airspace Regulation (Utilisation)	AROps@caa.co.uk
CAA General Aviation	ga@caa.co.uk