



Civil Aviation Authority

SAFETY DIRECTIVE**Number: SAFETY DIRECTIVE–2025/001****Version 2 Issued: 28 July 2026**

Version 2 is published to amend the expiry date to ongoing.

Restricting the Operation of Swept-Wing Ex-Military Jet Aircraft at Overland Flying Displays

This Safety Directive contains mandatory action that is required to restore an acceptable level of safety. It is issued in accordance with Article 248(1) of the Air Navigation Order 2016.

Recipients must ensure that this Directive is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisation and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	All BCAR A8-23/ A8-24/ A8-25 Organisations
Flight Operations:	All Display Pilots and CAP 632 Operators
Licensed Personnel:	All Flying Display Directors and Event Organisers

1 Introduction

- 1.1 The CAA introduced precautionary restrictions relating to civil air display activities in the aftermath of the Shoreham Airshow accident in 2015. These included restrictions that applied to swept wing ex-military jet aircraft (Category G2¹) prohibiting aerobatic displays over land and limiting these aircraft to carrying out flypasts and manoeuvring turns only (Safety Notice SN-2018/001).
- 1.2 The scope of this Safety Directive applies to all swept-wing ex-military jet aircraft (Category G2) operated under CAA CAP 632 'Operation of Permit-to-Fly Ex-Military Aircraft on the UK Register' and civilian foreign registered ex-military jet aircraft. Other types of aircraft are unaffected.
- 1.3 This Safety Directive supersedes SN-2018/001, whereby, following a review of SN-2018/001, it was accepted that these restrictions would be better placed within the mechanism of a Safety Directive.

2 Compliance/Action to be Taken This Safety Directive applies to all overland Flying Displays in the UK.

¹ As detailed and defined in CAP 403.

- 2.2 Swept-wing ex-military jet aircraft (Category G2) remain restricted to flypast and associated positioning manoeuvres at overland Flying Displays. Flying Displays over the sea remain unaffected for swept-wing ex-military jet aircraft provided that the Flying Display Director has properly assessed the risks associated with any third parties, including any vessels moored or transiting in the vicinity of the display line, before permitting aerobatics by any swept wing ex-military jet aircraft.
- 2.3 As a consequence of the information contained in this Safety Directive, Event Organisers and Flying Display Directors must review existing risk assessments for all forthcoming civil air displays. Where necessary, additional risk mitigation measures should be introduced.
- 3 Further Information**
- 3.1 The safety standards that apply to all civil air displays in the UK are among the very highest in the world and are reviewed regularly. All air display activities, including the functions of the flying display directors, pilots and maintenance of aircraft, must meet rigorous safety requirements. Individual display pilots are only granted approval following a thorough test of their abilities.
- 4 Queries**
- 4.1 Any operational or technical queries or requests for further guidance as a result of this communication should be addressed to the GA@caa.co.uk e-mail address.
- 5 Cancellation**
- 5.1 This Safety Directive came into force on 15 September 2025, updated on 28 July 2026 and will remain in force until further notice.

Signed: Richard Crockett

Date: 28 July 2026

Operational Directive

1. The Civil Aviation Authority (CAA), in exercise of its powers under article 248 of the Air Navigation Order 2016 ('the Order'), directs the operator ('a specified operator') of any aircraft which is:
 - (a) registered in the United Kingdom and operated by a specified operator for whom the CAA is the competent authority; or
 - (b) flying in the United Kingdom or in the neighbourhood of an offshore installation;to comply with the requirements set out in paragraph 3.
2. This Directive is made in the interests of safe operations by mandating safety measures in order to mitigate risks to the public.

Requirements

3. Swept wing ex-military jet aircraft (Category G2) are restricted to flypast and associated positioning manoeuvres at overland Flying Displays and no aerobatics may be flown. Flying Displays over the sea remain unrestricted for swept-wing ex-military jet aircraft provided that the Flying Display Director has properly assessed the risks associated with any third parties, including any vessels moored or transiting in the vicinity of the display line, before permitting aerobatics by any ex-military jet aircraft.

Revocation and Commencement (if required)

4. Safety Notice SN-2018/001 dated 26 February 2018 is revoked.
5. This Directive came into force on 15 September 2025, updated on 28 July 2026 and will remain in force until further notice.