



Mid-Season Update

Display Season 2026

The first half of Display Season 2026 has been a great success, with flying displays delivered safely across the United Kingdom. Spectators have enjoyed an exceptional variety of aircraft from across Europe, with strong attendance figures once again demonstrating the continued popularity and importance of the flying display sector.

Through assurance activity and engagement with the display community, a number of common themes have emerged. These are highlighted below as reminders for the remainder of the season.

Key updates include:

Medical Requirements

The CAA has received several queries regarding the medical requirements for Display Authorisation (DA) holders. CAP 403 and CAP 1724 require DA holders to hold either:

- > a UK or EU medical certificate issued by an Aeromedical Examiner (AME); or
- > an ICAO medical certificate of an equivalent or higher standard.

For the avoidance of doubt:

- > A Pilot Medical Declaration (PMD) is not valid for flying displays or display practice.
- > Where a Class 1 or Class 2 medical certificate issued by an AME has expired, but the associated LAPL privileges remain valid, the DA remains valid.
- > A GP-issued LAPL medical certificate does not meet the DA medical requirements.

SRG 1327

The CAA has identified several examples of SRG 1327 forms being completed to a poor standard. Whilst not mandatory, the form provides Flying Display Directors with valuable information, including planned display sequences and HAZMAT/rescue details. Pilots are encouraged to complete the form carefully and accurately to ensure FDDs have the information required to effectively support their display.

Foreign Visiting Display Pilots

Display Season 2026 has welcomed a significant number of overseas display pilots, contributing to another outstanding season of flying. It is essential that visiting pilots receive appropriate support to understand both the UK regulatory framework and the collaborative manner in which UK flying displays are conducted. Whilst many are highly experienced, differences between national regulations can be significant and should be fully understood before displaying. The CAA would like to thank all Display Authorisation Evaluators for the considerable support they have provided to visiting pilots throughout the season. Their professionalism and commitment have played a vital role in enabling so many exceptional aircraft to display in the UK.

Flying Display Transponder Code and ATC Liaison

Pilots operating aircraft fitted with a transponder are reminded to select 7004 during flying display operations. Where displays take place close to, or beneath, controlled airspace, early coordination with the relevant ATC unit remains essential to ensure a shared understanding of the planned activity.

MOD Insurance Requirements

Following significant work by Rich Goodwin, the Ministry of Defence has agreed revised minimum liability insurance requirements for civilian aircraft operating from MOD sites.

MTOM	Up to 500 kg	501–2,700 kg	2,701–5,700 kg	Above 5,700 kg
Min Liability Cover	£5 million	£10 million	£25 million	£50 million

This is a welcome and proportionate change that will benefit many civilian display operators.

Flying Display Permission Documentation

Flying Display Permissions have been amended to require Flying Display Directors to notify the CAA not only following a STOP call, but also of any aircraft accident occurring during the flying display. Existing Permissions will not be reissued; however this Mid-Season Update should be taken as formal notification that this additional reporting requirement is now in effect.

Warning Calls

At the time of writing, the CAA has recorded:

1 Too Low Call	Whilst these numbers remain low, they serve as a reminder that minimum separation distances are limits, not targets.
23 Too Close Calls	

Pilots should maintain appropriate margins wherever possible. Particular care should be exercised during light aircraft formation displays, especially in on-crowd wind conditions, and pilots operating multiple aircraft types should ensure they remain familiar with the differing minimum separation distances applicable to each type.

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