



Isle of Man
CIVIL AVIATION ADMINISTRATION

CAA Publication 2

Organisation of Air Displays

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Amendment Record

Version	Date	Details
1	April 2016	Initial issue
2	January 2018	Update to hyperlinks and formatting Updated content to address the latest edition of CAP 403
3	March 2018	Typographical amendment



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Foreword

This CAA Publication (CP) provides Isle of Man Civil Aviation Administration (IOM CAA) policy and guidance on the conduct and management of air displays. This document does not address pilot display authorisations.

As a Crown Dependency of the UK the Isle of Man (IOM) has its own regulatory system and its own legislation. This normally mirrors UK legislation to a large degree, but may contain some differences.

This policy and guidance document is based on and shall be updated as necessary in the event of amendments made to the following references.

- [The Civil Aviation Act 1982](#) as it has effect in the IOM.
- [The Air Navigation \(Isle of Man\) Order 2015](#) (as amended).
- [CAP403](#) (Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements) Thirteenth Edition, Amendment 2016/02.

Legislation

Article 60 of [The Civil Aviation Act 1982](#) as it has effect in the IOM, gives power for the IOM CAA to give effect to the Chicago Convention (i.e. implement ICAO provisions) and to regulate IOM air navigation services. It also enables the IOM CAA to promulgate an Air Navigation (Isle of Man) Order that secures the safety, efficiency and regularity of air navigation and the safety of aircraft.

Article 93 of [The Air Navigation \(Isle of Man\) Order 2015](#) (as amended) details the conduct of air displays in the Isle of Man, which should be read and considered in full. The key requirements are that:

- Persons acting as a Flying Display Director (FDD) require the permission of Isle of Man CAA. Such permission will be granted if satisfied as to the fitness and competence of the FDD to organise safely the proposed flying display.
- Although the requirement for CAA permission to act as a FDD is not legally required for air displays consisting of only military aircraft, UK military participants now require the establishment of a FDD in accordance with CAP403 best practice (see below). Consequently, Isle of Man will issue such permissions as per civilian displays.
- The FDD must not permit pilots to participate in an air display unless the person holds an appropriate pilot display authorisation.

Article 92 of The Air Navigation (Isle of Man) Order 2015 (as amended) details IOM CAA powers to prohibit or restrict flying, which may be required to protect aircraft engaged in flying displays. Consideration will also be made of the need for NOTAM action and/or the publication of an Airspace Coordination Notice.

Accountabilities and Responsibilities

Event organisers are ultimately accountable for the safety of the event. However, the FDD is responsible to the event organiser for the safe conduct of the air display, including completion of the display risk assessment.

The Isle of Man CAA is responsible for the approval and oversight of the FDD and the display arrangements including the risk assessment, and prohibition of other flying activity as necessary.

Policy

The IOM CAA has adopted the content of a number of UK Civil Aviation Publications (CAP), including [CAP403](#) (Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements) subject to the following variations and additions:

- The UK Air Navigation Order is not applicable in IOM and The Air Navigation (Isle of Man) Order 2015 (as amended) should be used instead.
- Standardised European Rules of the Air (SERA) is not applicable in IOM and the Rules of the Air Regulations 2007 as applied to the Isle of Man should be used instead.

- All references to the UK CAA and Airspace Regulation should be considered as meaning the IOM CAA.
- Events involving only military display items **are** subject to IOM CAA permission in the IOM.
- Applications for a flying display and to act as a FDD should be made directly to the IOM CAA and **not** to the UK CAA. The IOM CAA expects completion and submission of all relevant UK forms and documents as specified in [CAP403](#). There is no fee associated with applications. The IOM CAA does not issue pilot display authorisations but requires the pilot of the display aircraft to hold such an authorisation.
- [CAP403](#) Chapter 5 details the considerations to be taken into account by the FDD for the safe location of display axis. IOM CAA expect such considerations to be conducted in coordination with participating air display pilots, such that the chosen axis and associated balance of public safety risks are appropriate to aircraft performance and the display routine to be followed.

Guidance

Display organisers/FDD should make early contact with IOM CAA to discuss their plans so that advice and guidance can be provided.

The intent and guidance contained in [CAP403](#) should be followed by event organisers, FDD, and IOM CAA,