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## Formation flights – at your own risk

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Formation flights originally come from military aviation. However, they are also increasingly popular with general aviation pilots. In principle, formation flights are permitted. BUT: Formation flights entail considerable risks! Short distances between aircraft (Airprox), the weather, visibility, turbulence, the pilots' personal condition - these are all risk factors that need to be taken into account.

**Part-FCL does not prescribe any specific authorization.** Even more important to make a self-critical assessment of your own abilities. The Formation And Safety Team (FAST) has drawn up detailed guidelines for formation flying for the education and training for formation flying. The guide „The Formation Pilot's Knowledge Guide“ contains detailed basic principles and instructions for formation flying. Recognizing of risks is of great importance in this context.



SERA 3135 also stipulates this:

- ✦ Formation flying always requires a prior consultation / briefing:
  - ✦ Airspeeds
  - ✦ Flight altitude
  - ✦ Airspaces
  - ✦ Navigation
  - ✦ Communication
  - ✦ Meeting point and join-up procedure
  - ✦ Positions in the formation
  - ✦ Break-up of the formation
  - ✦ Emergency procedure: Loss-of-Sight
  
- ✦ One pilot is designated as **flight leader**
  
- ✦ Separation is the responsibility of the respective pilots
  
- ✦ In contact with FIS and ATC, as well as in flight plans: The formation is treated as a single aircraft. The flight leader is in radio contact and the remaining aircraft maintain a maximum lateral distance of 0.5nm laterally and 100ft vertically.

**Communication between pilots** in flight is maintained via the official air-to-air Frequencies: 123.135 Mhz

For more information about formation flying visit us on **staysafe.aero**



**Safety first, every flight, every time**