BY ORDER OF THE SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 11-209

4 MAY 2006

AIR COMBAT COMMAND Supplement

10 JANUARY 2007
Certified Current 21 January 2015

Flying Operations

AERIAL EVENT POLICY AND PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: This publication is available digitally.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: HQ USAF/A3OO

Certified by: HQ USAF/A3O
(Brig Gen William L. Holland)

Supersedes AFI 11-209, 25 August 2003.

Pages: 60

(ACC)

OPR: HQ ACC/A3TA

Certified by: HQ ACC/A3
(Maj Gen (sel) Douglas L. Raaberg)

Supersedes AFI 11-209_ACC,
28 September 2001

Pages: 21

This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*. It provides guidance and procedures for Air Force aviation support to public and military events and applies to Air Force personnel who approve, plan, coordinate, and participate in these events. It also implements Department of Defense (DoD) Directive 5410.18, *Public Affairs Community Relations Policy*, 20 November 2001; DoD Instruction 5410.19, *Public Affairs Community Relations Policy Implementation*, 13 November 2001; and DoD Directive 7230.8, *Leases and Demonstrations of DoD Equipment*, 16 February 1995. This publication applies to the Air National Guard (ANG). For the purpose of this instruction, the ANG is functionally considered to be a major command (MAJCOM). Use of the term A3 is synonymous with DO and XO. Refer recommended changes and conflicts between this and other publications to the Air Force Operations Group (HQ USAF/A3OO), 1480 AF Pentagon, Washington, DC 20330-1480, on Air Force Form 847, **Recommendation for Change of Publication**. Any organization may supplement this instruction. MAJCOMs, field operating agencies (FOAs), and direct reporting units (DRUs) must send one copy of their supplement to the Air Force Operations Group (HQ USAF/A3OO), 1480 AF Pentagon, Washington, DC 20330-1480. See **Attachment 1** for a glossary of references and supporting information. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 37-123, *Management of Records* (will become AFMAN 33-363), and disposed of in accordance with the *Air Force Records Disposition Schedule* (RDS) located at ***https://afrims.amc.af.mil/***.

(ACC) AFI 11-209, 4 May 2006, is supplemented as follows. This supplement applies to all ACC units participating in aerial events (including static displays). It does not apply to Air National Guard (ANG) or

Air Force Reserve Command (AFRC) units and members. Maintain records created as a result of the processes in this document in accordance with AFMAN 37-123 (to be AFMAN 33-363), *Management of Records,* and dispose of them in accordance with the AF Records Disposition Schedule (RDS) located at **https://afrims.afm.af.mil**. Contact supporting records managers as required. Send comments and suggested improvements to this supplement on AF Form 847, **Recommendation for Change of Publication**, through channels, to HQ ACC/A3TA, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed.

This revision reorganized the format of chapters and paragraphs for increased understanding; added definitions of public and military events and support to those events; clarified guidance on aerial reviews and aerial demonstrations and associated approval levels; added restriction limiting aerial events to between the beginning of Morning Civil Twilight and the end of Evening Civil Twilight; restructured the public event Exception-to-Policy process; added State Adjutant General to list of individuals authorized a retirement or change of command flyover; delegated authorization to MAJCOM level for approval of static displays in support of on-base retirement or change of command ceremonies; added Prisoner of War and Chief Master Sergeant of the Air Force to the list of eligible categories for a funeral flyover; lowered the aerial victory requirement for funeral flyover eligibility from five to one; clarified guidance on funeral flyover Exceptions-to-Policy; lowered approval for Missing Man Formation to MAJCOM/A3; lowered participation approval level for multi-service, multi-nation or civilian aerial reviews to HQ USAF/A3/5; lowered participation approval for multi-MAJCOM aerial reviews to the MAJCOM level (inform AF/A3OO); aligned USAF Academy event policy with OASD/PA policy; added guidance and policy on dissimilar formations; clarified guidance on parachute teams and jump platforms; added guidance on Heritage and Texan Flights; clarified guidance on overseas events and appropriate approval levels; amplified International Airshows and Trade Exhibitions guidance; expanded guidance on airshows and open houses with references to governing instruction; aligned various definitions with OASD/PA, SAF/PA and AF/A4/7 guidance; redefined Aerial Control Teams; and added an approval matrix at **Attachment 2.**

(ACC) The paragraph numbering system was realigned to coincide with the updated AFI 11-209. Paragraph **1.6.3.1.3. (Added)** integrated COMACC flyover altitude restrictions on non-fighter aircraft to 1000 feet above the highest obstacle within 2000 feet for all non-airshow events. Paragraph **1.6.8. (Added)** added guidance for ACC aircraft when conducting flyovers with pyrotechnic demonstrations. **Figure A2.1. (Added)** aligns ACC approval matrix to the updated AFI (**Attachment 2**). Paragraphs **A4.3.1. (Added)** and **A4.3.2. (Added)** redefine standard flyover profiles, aligning them with added, MDS specific, aerial event profiles in **Attachment 6 (Added)-Attachment 10 (Added)**. Paragraph **A4.7. (Added)** changes flyover request submission guidelines from calendar days to work days. **Attachment 6 (Added)-Attachment 8 (Added)** consolidated and updated into single attachment. **Attachment 6 (Added)** through **Attachment 10 (Added)** added B-1, B-2, F-117, F-22A and F-4 specific Standard Aerial Events Profiles. Directives authorizing select MDS airshow profiles have been incorporated in this change. A bar (|) indicates a change since last edition.

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Chapter 1

GENERAL GUIDANCE

1.1. General Guidance. This instruction governs the performance of USAF aviation support for military or public events held for community relations or ceremonial purposes. It details the procedures for event and participation approval and specifies the operational limitations of the aviation support rendered. Air Force aerial events keep the public and military informed of U.S. preparedness, demonstrate modern weapons systems, promote good community and international relations, support Air Force recruiting and retention efforts and render military honors. For additional guidance on Air Force participation in public events and community relations programs, see AFI 35-101, *Public Affairs Policies and Procedures*. For additional guidance on Air Force flyovers supporting funeral or memorial events, see AFI 34-242, *Mortuary Affairs Program*. HQ USAF/A3O may task MAJCOMs to provide assets to participate in certain key public or military events.

1.2. Public Event. Public events are community relations events not connected with the military functioning of the Department of Defense and intended primarily for non-military audiences**.** Some examples include military Open House events, ceremonies, exhibitions, expositions, athletic contests, parades, tattoos, fairs, airshows, international airshow and trade exhibitions, or similar programs. These events may be on- or off-base; continental United States (CONUS) or outside of the continental United States (OCONUS). Public events can be sponsored by either DoD or non-DoD organizations. Such events can be good community relations and recruiting opportunities. Military exercises, movements, maneuvers, or operations are not considered public events merely on the basis of being incidentally observed by the general public.

1.3. Military Event. A military event is an official DoD event, sponsored by the DoD, a DoD Component, or a command conducted in support of an assigned mission, including purposes of esprit de corps, primarily for military personnel, civil service personnel, dependents, and limited guests. The event must be hosted on a facility owned, leased or operated by the DoD. In the event a judgment needs to be made on whether an event is a military or public event, contact SAF/PAN who will assist in the determination.

1.4. Aviation support (For Public and Military Events). Aviation support for public and military events include static displays, flyovers, aerial reviews, and aerial demonstrations – these activities are also referred to as aerial events.

1.4.1. **Static Display.** Static display, a subset of aviation support, is the ground display of military aircraft and related equipment not involving taxiing or starting of engines while spectators are in the display area.

1.4.2. **Flyover.** Flyover, a subset of aviation support, is a straight and level flight by a single military aircraft or by a formation of four or fewer military aircraft of the same type (see **Attachment 1** for definition of type) from the same Military Service over a predetermined point on the ground at a specific time and not involving aerobatics or demonstrations; however, bank angles of up to 90 degrees are permissible and may be used if required to improve the visibility of the aircraft to the spectators. A single event will be supported with a single flyover only (IAW DoDD 5410.18)—this restriction does not apply to public airshows or to military open house events. For multiple flyovers and multiple

passes, see **Attachment 1.** Flyovers of public events in support of community relations activities may only be flown as adjuncts to approved training missions.

1.4.2.1. An approved funeral or memorial service may be supported with the missing man formation (see paragraph **3.6.2.4.** and **4.2.3.**).

1.4.2.2. Dissimilar Formation Flyover. A dissimilar formation is a single-element formation of four or fewer aircraft of multiple Mission Design Series (MDS) of the same type (see **Attachment 1** for definition of type) from the same Military Service. A dissimilar formation flyover is not to be confused with an aerial review. An example of a dissimilar formation would be a two-, three-, or four-ship formation involving F-16s and F-15s. Formations involving variants of an MDS, for example a formation of F-16A, F-16C, F-16D fighters, is not considered dissimilar. A dissimilar formation flyover should be undertaken only with applicable consideration given to safety, to the compatible flying characteristics of the aircraft involved, and to the overall theme of the event that is being supported.

1.4.2.3. **(Added-ACC)** Standard flyover requests will be for a single, straight and level pass (**EXCEPTION**: Units may request up to two passes for their home station airshows). Units/MDSs with HQ ACC-approved profiles may fly up to three passes only when supporting an approved aviation related event. Do not perform aerobatics or capabilities demonstrations unless specifically approved by HQ ACC/A3 or higher. Repositioning maneuvers between passes will be normal traffic pattern procedures, not to include a closed pattern maneuver.

1.4.2.4. **(Added-ACC)** Units will request either Profile 1 (clean, traffic pattern speed) or Profile 2 (high speed pass) for their flyovers IAW **Attachment 4 (Added)**. For units/MDSs with HQ ACC-approved profiles, e.g., B-1, B-2, F-117 and F-4/F-22A, the WG/CC (may be delegated no lower than the OG/CC) will determine the profile(s) to be flown at a particular event based on runway environment, crowd orientation, and showcasing the aircraft visual signature.

1.4.2.5. **(Added-ACC)** Fighter units (including T-38s) may request up to a four-ship flyover. B-1 units may request up to a two-ship flyover. All other aircraft will fly single-ship flyovers. Tactical formations are not authorized except for capabilities/rescue demonstrations. Formation flights will be flown IAW AFI 11-2MDSV3, MDS--*Operations Procedures*.

1.4.3. **Aerial Review.** Aerial review, a subset of aviation support, is a flyover of more than four aircraft, or of multiple types (see **Attachment 1** for definition) of aircraft, or of aircraft representing more than one Military Service or Nation, regardless of horizontal and timing separation of flying elements. It may have elements in trail formation and will not involve precision maneuvers or demonstrations. The elements of the aerial review may be individual aircraft, formations, or a combination of individual aircraft and formations.

1.4.3.1. Aerial reviews are reserved only for the most meaningful national or international occasions and shall not be performed at CONUS public events without approval by OASD/PA. OCONUS approval will comply with COCOM directives.

1.4.3.2. Multiple Aerial Events Supporting a Single Public Event. From the public affairs perspective an aerial review flown for a given event constitutes a significant AF statement of support; so too does performing multiple aerial events in combination for a single public event. To ensure an appropriate level of scrutiny and approval, the performing of multiple aerial events (for example, multiple flyovers) in combination for a single public event requires event and participation

approval levels comparable to aerial review approval levels. This criterion applies to the following:

1.4.3.2.1. Multiple flyovers at the same event, regardless of timing separation between the flyover aircraft or formations.

1.4.3.2.2. The combination of an Air Force Parachute Team (AFPT) airdrop and a flyover at a single event.

NOTE: As distinctly diverse assets, this combination will not be performed at public events without approval by SAF/PAN and HQ USAF/A3O.

1.4.3.3. The definition of aerial review does not apply to the Air Force vintage aircraft program (Heritage/Texan Flights), unless flown in conjunction with other assets outside of the vintage aircraft program.

1.4.4. **Aerial Demonstrations.** Aerial demonstration, a subset of aviation support, includes virtually every type of aerial participation by fixed-wing or rotary-wing aircraft in public or military events (except aerial review and flyover). See **Attachment 1** for a list of example activities that meet the definition of Aerial Demonstrations. Aerial demonstration is synonymous with the phrases aerial demo, aircraft demonstration (demo), aircraft capabilities demonstration (demo), and aircraft capabilities exercise (CAPEX). The AFI 11-246, *Air Force Aircraft Demonstrations*, series specify policy for aerial demonstrations (to include demonstration teams), demonstration profiles for certain aircraft and the procedures for non-standard profile approval. Training events *incidentally* observed by the general public are not considered to be aerial demonstrations. See paragraphs **3.6.4.** and **4.4.** for specific procedures on aerial demonstration approval.

NOTE: Guidance in paragraphs **1.4.1.** through **1.4.4.** is not intended to limit aviation support at public airshows or military Open House events – these events may be supported with multiple static displays, multiple flyovers (with multiple passes) and multiple aerial demonstrations, all approved IAW the normal procedures in this instruction for event and participation approval. Additionally, multiple aerial events supporting two or more separate events at a single geographic location in a single day can be authorized IAW the normal procedures in this instruction (for example: a flyover for a USAFA graduation ceremony and a funeral flyover at the USAFA cemetery, both at approximately the same time). Each event must stand on its own, and be completely independent (limitations specified in paragraph **1.4.2.** apply to each separate event).

1.5. Approvals. Aviation support at public and military events requires both a determination of event approval from Public Affairs and participation approval from Operations. This instruction outlines the required levels of approval (event and participation) for aerial events at public or military events. For some events, eligibility has been predetermined by Public Affairs and requires only Operations participation approval; see **Chapter 3** for specific event approval requirements and **Chapter 4** for specific participation approval requirements. USAF aviation support not described in this instruction but planned for a public or military event must receive MAJCOM, HQ USAF/A3O, and SAF/PA approval before the performance. For events outside of the United States, Canada and Mexico, approval will comply with COCOM directives and paragraphs **5.9.** through **5.10.**.

1.5.1. **(Added-ACC)** Approval authority for aerial events is IAW **Attachment 2**, as supplemented. When the aerial event requires multi-command or multi-service approval, submit the request through the appropriate MAJCOM chain of command for MAJCOM approval before submitting to HQ ACC.

1.5.1.1. **(Added-ACC)** Refer to **Attachment 4 (Added)** when submitting a request for participation in a flyover. The WG/CC (or designated representative) must approve all requests before forwarding to HQ ACC. HQ ACC/A3TA manages the aerial event schedules for the B-2, F-117 and F-22A.

1.6. Operational Criteria. Safety must be the prime consideration at all times. Do not engage in activities that compromise the safety of spectators or that could damage or destroy property. Participation by any air refueling aircraft in a flyover or aerial review shall not be conducted with the receiver closer than the precontact position.

NOTE: The Thunderbirds Demonstration Team, MAJCOM Single Ship Demonstration Teams, aviation record setting flights, and USAF vintage aircraft programs (such as the Heritage Flight Texan Flight programs) will use operational criteria provided in their own approved Air Force or MAJCOM instructions; all other Air Force aircraft participating in aerial events will use the criteria presented in this paragraph.

1.6. (ACC) Operational Criteria. Procedures contained in this supplement represent the minimum acceptable safety procedures that should be observed. No set of procedures can anticipate all situations which may be encountered; hence, no standard will ever exist which can substitute for common sense, sound judgment, and a continuing concern for safety.

1.6.1. Showmanship and Professionalism. Aerial events have many objectives among which are to entertain the spectators and to inform the general public on Air Force capabilities. In planning and performing aerial events, supervisors, pilots, aircrew members and all other participants should remember the objective is to demonstrate Air Force professionalism and competence to the general public. Strict compliance with show lines, flying procedures, and minimum altitude restrictions reflect a high degree of professionalism and contribute markedly to great showmanship.

1.6.2. Weather Minimums. Weather must allow operations under Visual Flight Rules (VFR) in accordance with AFI 11-202, Volume 3, *General Flight Rules*, and applicable AFI 11-2MDS, Volume 3, *MDS Specific Operations Procedures*. Weather minimums are “flyover minimum altitude” plus 500 feet and 3 miles visibility. The MAJCOM or mission commander may set higher minimums based on the nature of the event, local terrain, or other factors.

1.6.2.1. **(Added-ACC)** If weather is less than 2500/5, limit all activity to a single straight and level pass, irrespective of MDS. See paragraphs **1.6.2.2. (Added)** through **1.6.2.4. (Added)** and **1.6.3.1.3. (Added)** for additional restrictions.

1.6.2.2. **(Added-ACC)** For a flyover not under positive radar control, the weather ceiling must be a minimum of 2500 feet AGL with visibility of 5 statute miles in the viewing area. For a flyover of two or fewer aircraft under positive radar control, the weather ceiling must be a minimum of 1500 feet AGL with visibility of 3 statute miles. For flights of more than two aircraft, the weather minimum is 2500 feet AGL and a visibility of 5 statute miles in the viewing area. HQ ACC/A3 may grant waivers to a minimum of 1500 feet AGL and 3 miles visibility on a case-by-case basis. The minimum weather for helicopters is a ceiling of 1000 feet AGL and 3 statute miles visibility. For a maneuvering (pull-up) missing man flyover, the weather must be at least 4000 feet AGL and 5 statute miles visibility in the viewing area.

1.6.2.3. **(Added-ACC)** Weather minimum for launch of aircraft participating in an aerial event must be IAW AFI 11-202V3, unless the mission commander specifies higher minimums.

1.6.2.4. **(Added-ACC)** Holding, if required prior to the event, can be conducted in IMC conditions. Aircraft holding as multiple separate flights must be able to join in VMC conditions and must remain VMC after joining.

1.6.3. Altitude Minimums. The minimum altitudes published in AFI 11-202 and in Federal Aviation Administration (FAA) regulations for congested and non-congested areas apply. If the venue for an event is on a riverbank with a show line or flyover ground track over water or over the opposite bank, treat this location for a flyover as a congested area since spectators can congregate on both sides of the river. If the venue for an event is on the shore of the ocean, large bay, or large lake with a show line or flyover ground track over the open water, treat this location for a flyover as a non-congested area.

1.6.3.1. USAF Minimum Altitudes. In certain cases, such as demonstration team performances, approved maneuver packages, and entry and exit into flyover areas, the FAA may specifically waive the altitude requirements below. Even if the FAA authorizes a lower altitude, USAF controlled aircraft must not be flown lower than the following minimum altitudes:

1.6.3.1.1. 500 feet AGL for fixed-wing aircraft.

1.6.3.1.2. MAJCOMs are authorized to establish altitudes lower than the minimums specified in paragraph **1.6.3.1.1.** for operating rotary wing aircraft in the execution of approved aircraft demonstration profiles, when the lower altitudes are necessary to properly demonstrate capabilities. Each MAJCOM sets minimum altitudes for the safe operation of their assets.

1.6.3.1.3. **(Added-ACC)** The minimum altitude for participation in all aerial events, except for approved single-ship aerial demonstration teams, is 500 feet AGL. (Units will ensure FAA waivers have been obtained.) Non-fighter aircraft are limited to 1000 feet above the highest obstacle within 2000 feet for all non-airshow events.

1.6.4. Airspeed Limitations. Airspeed guidance in AFI 11-202, Volume 3 applies to all aerial events. The minimum airspeed for the operation of any fixed wing AF aircraft participating in any military or civilian event is stall speed plus 30 percent for the aircraft configuration. Airlift aircraft used in demonstrating standard, approved tactical procedures such as assault takeoffs or assault landings, may be flown at lower airspeeds, but not at airspeeds lower than specified in technical order publications. Maximum airspeed is limited to .90 MACH, or a lower airspeed if stipulated in a governing FAA waiver, for all aerial demonstrations except for approved record flights and demonstration teams. Demonstration teams will use a maximum speed of .95 MACH. FAA waiver may be required for airspeeds above 250kts below 10,000 MSL.

1.6.4.1. **(Added-ACC)** Flyovers, aerial reviews, capabilities demonstrations, and rescue demonstrations must be flown using appropriate AFI 11-2MDSV3, *MDS--Operations Procedures*.

1.6.4.2. **(Added-ACC)** For aerial reviews, capabilities demonstrations, and rescue demonstrations, if airspeeds are incompatible, other means of deconflicting and synchronizing aircraft, such as altitude, timing, or flight path separation, must be utilized.

1.6.4.3. **(Added-ACC)** Airspeeds for ACC single-ship demonstration teams (A-10, F-15 and F-16) are specified in AFI 11-246V1, *Air Force Aircraft Demonstrations (A-10, F-15, F-16)*; and AFI 11-246 VOL 1, ACC SUP 1, *ACC Participation in Aircraft Demonstrations*.

1.6.5. Time Limitations. Due to safety concerns and reduced public relations benefit, aerial events are authorized only between the beginning of Morning Civil Twilight and the end of Evening Civil Twilight. The USAF Academy Wings of Blue parachute team is authorized an exception to this policy

provided a FAA waiver (FAA Form 7711-2, **Certificate of Waiver or Authorization Application**) is obtained for each night jump in accordance with 14 Code of Federal Regulations (CFR) Part 105.21.

1.6.5.1. **(Added-ACC)** HQ ACC/A3 will approve requests for events during civil twilight on a case-by-case basis.

1.6.6. Communications. Aerial Control Teams (ACT) and on-site ground supervisors should use discrete radio frequencies to control aviation assets.

1.6.7. Spectator Area. The event organizer for aerial demonstrations must set up a designated spectator area safely separated from the area over which the aerial demonstrations will occur—safety is always a primary consideration in selecting the spectator area and in establishing the show line for flight operations. Official observers and spectators must stay within their designated area. Aircraft conducting demonstrations at military or civilian events will not over-fly the designated spectator area unless specifically granted a waiver by FAA and the parent MAJCOM. The event organizer must ensure a 1,500-foot minimum distance exists between the spectator area and the show line for all military aircraft demonstrations. Under the following circumstances, the 1,500-foot minimum distance can be reduced to the following:

1.6.7.1. To 1,200 feet between the spectator area and the show line if the FAA grants such a waiver and if the parent MAJCOM approves.

1.6.7.2. To 1,000 feet between the spectator area and the show line for T-6 Texan II demonstrations.

1.6.7.3. To 1,000 feet between the spectator area and the intended airdrop impact point or the drop zone boundary (whichever is greater) for the following tactical airdrop demonstrations:

1.6.7.3.1. Equipment

1.6.7.3.2. Container Delivery System

1.6.7.3.3. Personnel using round canopies

1.6.7.4. To 500 feet between the spectator area and the show line for a helicopter operational demonstration and for fixed-wing assault landing or assault takeoff demonstrations.

1.6.7.5. To 500 feet between the spectator area and the show line for USAF vintage aircraft programs.

1.6.7.6. To 500 feet between the spectator area and the show line for glider aerial demonstrations; notwithstanding, only 200 feet is required between spectators and glider aircraft during takeoff and 75 feet during landing.

1.6.7.7. To 50 feet between the spectator area and the landing target for the airdrop of precision parachute demonstration teams (for example, the Wings of Blue) when steerable square main and reserve canopies are used. The airdrop may include a High Altitude Low Opening (HALO) demonstration.

1.6.8. **(Added-ACC)** The following guidelines will be followed by ACC aircrews when conducting flyovers with pyrotechnic demonstrations. ACC single-ship demonstration teams will use guidance provided in ACC Sup 1 to AFI 11-246 Vol 1.

1.6.8.1. **(Added-ACC)** For events held on military installations, the senior Explosive Ordnance Disposal (EOD) person present is designated as the Range Safety Officer (RSO). For events not held on a military installation, there will only be specific personnel permitted to utilize pyrotechnics during ACC aircraft demonstrations. The International Council of Airshows (ICAS) Pyro Safety Task Force will identify personnel to be approved ACC Shooters in Charge (SICs) each year based on experience, judgment, and safety record. To be an approved SIC, the individual must meet the requirements contained in the ICAS Guidelines for use of Pyrotechnics and Special Effects at Airshows, and concurrence of ACC/A3T. For civilian pyrotechnic support, the SIC is the equivalent of the RSO and must follow established ICAS pyrotechnics guidelines. Only those ACC SICs chosen by the ICAS Safety Committee will be allowed to work with ACC aircraft. The RSO/SIC will ensure a thorough safety briefing is conducted prior to operation setup. Personnel should be informed of how to conduct procedures in the event of an emergency.

1.6.8.2. **(Added-ACC)** Operations will not be permitted during an electrical storm or when **lightning** is within 10 nautical miles.

1.6.8.3. **(Added-ACC)** Aircraft Flyovers. All participating aircrews will be briefed on the pyro plan and the following will apply:

1.6.8.3.1. **(Added-ACC)** Aircraft will fly no lower than 500 feet AGL for pyrotechnic passes. The flight path will be offset a minimum of 200 feet from the pyrotechnic site and away from the spectator area. The pyrotechnic site should be situated so the aircrew can reference and overfly the runway with the 200 feet pyro offset and maintain the 1250 feet Inhabited Building Distance (IBD) clearance.

1.6.8.3.2. **(Added-ACC)** A minimum interval following aircraft passage will be utilized to provide a minimum of 750 feet aircraft clearance before manual detonation of any pyrotechnics. This will be aircraft speed dependent. The following intervals will provide this safety clearance: 100 knots (kts) - 4.5 seconds, 200 kts - 3 seconds, 300 kts - 2 seconds, 400 kts - 1.5 seconds, greater than or equal to 500 kts - 1 second. **NOTE:** A knot is 1 nautical mile per hour. 1 knot equals 1.15-statute mph. For example: 200 kts = 230 mph; 500 kts = 575 mph.

1.6.8.3.2.1. **(Added-ACC) WARNING.** Nothing will be placed on top of, over, or near any explosive that might present a debris hazard to aircraft in flight.

1.6.8.3.2.2. **(Added-ACC) WARNING.** Only non-fragmenting material will be used with the pyrotechnics demonstration. Detonation will not cause any debris to climb higher than 100 feet AGL, other than smoke, which will usually rise with the heat and drift with the wind.

1.6.8.4. **(Added-ACC)** If pyrotechnics are to be utilized, the show site must provide the name and contact number of the RSO/SIC to the participating ACC aircrew prior to their arrival.

1.6.8.5. **(Added-ACC)** An aircrew member of each participating ACC aircraft will review the following items, preferably in person, for on-station flyovers, but as a minimum by phone or confirmed e-mail, prior to each aerial event:

1.6.8.5.1. **(Added-ACC)** Dimensions of the pyrotechnics area and the magnitude of explosives being used.

1.6.8.5.2. **(Added-ACC)** Aircraft/pyro de-confliction plan. The altitude, offset, and timing de-confliction from **1.6.8.3.1. (Added)** and **1.6.8.3.2. (Added)** will be employed. Following a

simulated strafe pass, the ACC aircraft will pull off prior to the pyrotechnics area (similar to real-world strafe). In addition, the RSO/SIC will not fire the pyrotechnics until the aircraft has passed safely beyond or pulled off the target and the appropriate timing interval has passed.

1.6.8.5.3. **(Added-ACC)** Flyover profile and sequence of pyro (strafe, bomb, etc).

1.6.8.5.4. **(Added-ACC)** Forecast wind and effects on pyro.

1.6.8.5.5. **(Added-ACC)** Communications plan.

1.6.8.5.6. **(Added-ACC)** Knock-it-off (KIO) procedures.

1.6.8.5.7. **(Added-ACC)** Fire hazards and fire department response plan.

1.6.8.5.8. **(Added-ACC)** FOD potential and effects.

1.6.8.6. **(Added-ACC)** Safety is paramount. If at any time safety becomes an issue, anyone on the radio may make a "Knock-It-Off" (KIO) call. Following a KIO call, the pilot will discontinue the flyover and the pilot, and RSO/SIC will acknowledge the call. If there is ever a question of timing, safety, or sequence, the RSO/SIC will not shoot the pyro.

1.7. Compliance with Flight Procedures. For aircraft operations outside the United States, comply with host nation air rules and procedures and with the USAF Foreign Clearance Guide. Coordinate with host nation Air Traffic Control representatives before an over flight of a foreign country. For air operations in the United States, comply with all FAA rules and instructions.

1.8. Waiver Process. For situations that require waivers to FAA regulations and AF instructions, obtain the FAA waiver before staffing the AF waiver request. Obtain the FAA waiver and determinations on FAA policy through the local Flight Standards District Office.

1.9. Force Protection. The safety of Air Force personnel and the protection of Air Force aircraft and equipment are paramount. Force protection measures should always be taken into consideration, whether participating in flyovers, aerial demonstrations, and aerial reviews, or conducting static displays. It is imperative that all Air Force members at all levels become situationally aware of potential threats to Air Force personnel and equipment when deciding to participate in any military or civilian event. Refer to AFMAN 31-201, Volume 3, *Flight Operations*; AFI 31-101, *The Air Force Installation Security Program*; and AFI 10-1004, *Conducting Air Force Open Houses* (when published) for force protection considerations – this must be reviewed for applicability prior to planning a base open house.

1.10. Other Guidance. For comprehensive guidance on Air Force participation in military and civilian events, community relations programs, and commercial activities such as air and trade shows, see AFI 35-101, *Public Affairs Policies and Procedures;* AFI 34-242, *Mortuary Affairs Program;* DoD Directive 5410.18, *Community Relations*; DoD Instruction 5410.19, *Public Affairs Community Relations Policy Implementation*; DoD Directive 7230.8, *Leases and Demonstrations of DoD Equipment*; and the other publications listed in **Attachment 1**. For additional information, contact HQ USAF/A3OO at DSN 227-5019 or SAF/PAN at DSN 225-9664.

Chapter 2

RESPONSIBILITIES

2.1. Secretary of the Air Force, International Affairs (SAF/IA). International events for which aviation support is requested or tasked must be evaluated to ensure political, military and industry concerns are taken into consideration. This responsibility rests with SAF/IA. Additionally, SAF/IA coordinates with Under Secretary of Defense for Policy (USD(P)), Defense Security Cooperation Agency (DSCA), HQ USAF/A3O and MAJCOMS for International Airshows and Trade Exhibitions as outlined in paragraph **5.10.** For international events that are outlined in paragraph **5.9.** (public affairs activities), SAF/IA coordination may be required if there is a significant political, military or industry concern. This coordination does not preempt or diminish the combatant commander's authority to exercise event and participation approval over events falling within their respective Areas of Responsibility (AOR).

2.2. Secretary of the Air Force, Public Affairs (SAF/PA). Public events for which Air Force aviation support is requested must be evaluated to ensure their legitimacy, suitability and appropriateness for Air Force association, involvement or participation. This responsibility rests with SAF/PA when the venues for such events fall within the United States, Canada or Mexico. SECAF has delegated to SAF/PA the authority to approve exceptions to flyover policy, with HQ USAF/A3O coordination and concurrence. SAF/PA is also responsible for coordination with OASD/PA and interface with requestors.

2.3. HQ USAF Director of Current Operations and Training (HQ USAF/A3O) Responsibilities.

2.3.1. Waiver Requests. HQ USAF/A3O is the approval authority for waiver requests to this instruction, unless otherwise stated.

2.3.2. Unique Requests. HQ USAF/A3O is the approval authority for requests not covered by this instruction. Submit such requests to HQ USAF/A3OO for evaluation and approval, after obtaining MAJCOM approval. MAJCOMs will submit requests at least 45 calendar days before the event.

2.3.3. Funeral Flyovers. In unique cases when a funeral flyover is authorized (IAW paragraph **3.6.2.3.1.**), HQ USAF/A3O retains authority to disapprove support if the circumstances of the death and subsequent flyover could reflect negatively upon the Air Force.

2.3.4. Exception-to-Policy (ETP) for Flyovers. HQ USAF/A3O provides coordination and concurrence for SAF/PAN approved ETP flyovers and other aerial events as detailed in **Attachment 2**.

2.3.4.1. **(Added-ACC)** Unique requests not specifically covered by this instruction will be sent to HQ ACC/A3T (info HQ ACC/A3TA, HQ ACC/PAC) for evaluation and approval by MAJCOM, HQ USAF/A3O, and/or SAF/PA (as required). Requests for approval from the MAJCOM must be submitted 45 calendar days before the event.

2.3.5. Leases. HQ USAF/A3O approves participation plans at airshows involving USAF aircraft leased to non-government organizations, IAW AFI 64-103, *Leasing USAF Aircraft and Related Equipment to Nongovernment Organizations*. Plans should be submitted to HQ USAF/A3O no later than 60 days prior to the event. See AFI 64-103 for requirements.

2.4. MAJCOM Duties.

2.4.1. Evaluates requests for Air Force aviation support.

2.4.2. Coordinates with SAF/PA, SAF/IA, HQ USAF/A3OO and/or other agencies, as required, to determine the extent of participation authorized. OCONUS MAJCOMS coordinate initially with Combatant Command. See paragraph **5.9.** for overseas events that require HQ USAF or Office of the Assistant Secretary of Defense (OASD)/PA approval or coordination.

2.4.3. Approves operational participation in public or military events within their Area of Responsibility according to **Attachment 2** and AFI 35-101, **Chapter 8**.

2.4.3.1. **(Added-ACC)** For the purpose of aerial support, Canadian and Mexican air shows and open houses are approved for support in the same manner as CONUS locations. Units must still ensure they comply with the DOD Foreign Clearance Guide.

2.4.4. Coordinates and obtains aviation support for public and military events when requested by HQ USAF/A3OO. Units may require external funding identification and coordination for certain events prior to participation approval.

2.4.4.1. **(Added-ACC)** For higher-headquarters tasked aerial events, HQ ACC will provide a fund cite for unit aircrew and the minimum ground support personnel required to support the event. Units should contact event organizers to determine the level of support the host will provide and advise HQ ACC/A3TA of any additional requirements. If needed, units will use normal procedures to obtain tanker support and notify HQ ACC/A3TA if further assistance is required.

2.4.4.2. **(Added-ACC)** Units volunteering to participate in aerial events are responsible for funding all associated costs.

2.4.5. Ensures all command personnel participating in public or military events meet the following standards:

2.4.5.1. Pilots and aircrew are highly qualified and proficient in the flying procedures, standard profiles, and demonstration techniques (reference AFI 11-246 appropriate aircraft volume) planned for the event.

2.4.5.2. Personnel exhibit superb military bearing and are present in the proper uniform at the aircraft or equipment during periods of public viewing.

2.4.5.3. Personnel possess in-depth knowledge of the aircraft or equipment and of the Air Force, in general.

2.4.5.4. Personnel can communicate effectively with the public.

2.4.6. Provides a single point of contact (POC) within the Operations Directorate for all command participation in military or public events covered by this instruction. Provides the POC's name, rank, office symbol, e-mail address, and Defense Switched Network (DSN) and commercial voice and fax numbers to HQ USAF/A3OO and SAF/PA. The designated POC may be in a subordinate Numbered Air Force (NAF).

2.4.7. Ensures a planned flyover profile is tailored to the specific event site. The unit commander or a designated representative must review and approve these profiles. The approving authority must ensure compliance with applicable Air Force policy directives and instructions, aircraft specific training manuals, MAJCOM supplements, and all FAA/Host Nation rules and regulations. Deviations from approved flight profiles are not authorized except for safety of flight.

2.4.8. Ensures aircraft and equipment placed on static display are made safe according to **Attachment 3** and MAJCOM guidance.

2.4.8.1. **(Added-ACC)** See **Attachment 3** as supplemented for minimum precautions required for aircraft placed on static display.

2.4.8.2. **(Added-ACC)** Stands or platforms utilized to view static display aircraft will meet the requirements of Air Force Occupational Safety and Health Standard (AFOSHSTD) 91-501, *Air Force Consolidated Occupational Safety Standard*; AFMAN 91-201, *Explosive Safety Standards*; and ACC supplements thereto, to ensure personnel viewing static display aircraft are afforded optimum protection from injury.

2.4.9. Coordinates all planned participation in military or public events with the FAA through the regional Air Force representative (or host nation equivalent). This can be delegated to the participating unit. Coordination is not required if participation consists only of static display support.

2.4.10. Provides an Aerial Control Team (ACT) as directed in MAJCOM supplement to this instruction and in the following cases:

2.4.10.1. Events requiring precise timing.

2.4.10.2. High visibility events (i.e., the Super Bowl).

2.4.10.3. Aerial Reviews.

2.4.10.4. Directed by HQ USAF/A3O.

2.4.10.5. Events within the Washington, DC National Capital Region (NCR).

2.4.11. Submits requests to SAF/PA for coordination and participation approval of foreign aircraft or foreign military demonstration teams (flying teams or parachute demonstration teams) in CONUS open house events.

2.4.12. Requests waivers to this instruction.

2.4.13. MAJCOMs may delegate duties, responsibilities and approval levels within their supplement to this instruction, unless specifically prohibited by this instruction.

2.5. Mission Commander. In general, the mission commander is the on-scene commander responsible for the overall safety and conduct of the mission and makes the "go" or "no-go" decision. A mission commander is required for flyovers, aerial reviews, and aerial demonstrations. The mission commander, or deputy, must be highly qualified, having a thorough understanding of the aerial event being undertaken. The mission commander's responsibilities include, but are not limited to, flyover safety, weather considerations, timing, sequencing, and airspace and range clearances. The mission commander should be able to directly communicate with the pilot or aircraft commander or should be able to relay information to the pilot or aircraft commander. In some cases, the senior member of the ACT is designated as the mission commander. In the event the senior member of the ACT is not the mission commander, then the mission commander may be one of the following:

2.5.1. The aircraft commander on a fixed-wing aircraft/helicopter having an aircrew.

2.5.2. The pilot in a single-seat fighter or trainer aircraft.

2.5.3. Flight lead for a fighter/trainer formation.

2.5.4. Ground-based military officer acting as an air boss for an airshow or other ceremony.

2.5.5. Senior enlisted military member working in the tower.

2.5.6. DoD-civilian Airspace Manager with ATC Tower or Rated Pilot experience working in the control tower.

2.5.7. **(Added-ACC)** GO/NO-GO/AIR ABORT Decisions. Although a Ground Liaison Officer (GLO)/ACT should be provided for most aerial events, the ultimate responsibility for the GO/NO-GO/AIR ABORT decision rests with the flight lead/aircraft commander.

2.5.8. **(Added-ACC)** Based on the event tasking, location of the event, and composition of the aircraft formation, the event-approval authority will make the determination if a ground mission commander is required. If a ground mission commander is not required, the flight lead assumes responsibilities for aircraft/flight participation in an aerial event. A mission commander will:

2.5.8.1. **(Added-ACC)** Supervise the planning, coordination, briefing, and control.

2.5.8.2. **(Added-ACC)** Provide a project officer to serve as a focal point for aerial review planning, briefing, and coordination.

2.5.8.3. **(Added-ACC)** Provide the ACT (if required by AFI 11-209, paragraph **2.6.**), unless provided by HQ ACC in the Washington DC National Capital Region (NCR). Coordinate with participating commands, FAA, and event sponsors, as necessary, to arrange the event.

2.5.8.4. **(Added-ACC)** Ensure sufficient resources are available to support the requirement.

2.5.8.5. **(Added-ACC)** Prepare and distribute Special Instructions (SPINS) or tasking message(s), as required.

2.5.8.6. **(Added-ACC)** Select a staging base, if required, and notify the proposed staging base commander as early as possible of requirements for logistic support.

2.6. Aerial Control Team (ACT) Responsibilities. An ACT is a highly experienced individual or team of individuals organized and established to control Air Force participation in military and public events. Each MAJCOM will establish qualifications for ACT members. Employing an ACT is appropriate when Air Force participation includes large numbers of aircraft or aircraft from more than one MAJCOM or Service. For events within the NCR, coordination for ACT support must be made through ACC/A3OA, DSN 574-7854, not later than (NLT) 7 duty days prior to the event. For flyovers occurring at Arlington National Cemetery, coordination will occur as soon as possible. The ACT is responsible for the following:

2.6.1. Planning Air Force participation and coordinating details with participating commands, commanders, participants, and the FAA.

2.6.2. Briefing commanders and participants on all aspects of participation to include, at a minimum, flight profiles, airspeeds, altitudes, holding patterns, communication frequencies, air traffic control coverage, area traffic density, area hazards, weather minimums, alternate weather procedures, and other relevant operational considerations.

2.6.3. Controlling the flow and movement of all participating aircraft. ACTs will use discrete radio frequencies when possible.

2.6.4. Serving as the on-scene advisor to the mission commander, or as the mission commander if requested by the MAJCOM.

2.7. (Added-ACC) Aerial Events Involving Air Force Assets in the Washington DC NCR. IAW the Memorandum of Agreement for Aerial Events in the NCR, HQ ACC/A3 will provide the Ground Mission Commander and ACT support. Support includes the planning, inter-agency coordination, flight procedural briefings, and final control of executing aircraft. HQ ACC/A3T will:

2.7.1. **(Added-ACC)** Coordinate Air Force and Joint aerial events that include USAF assets for the Washington DC NCR as requested by HQ USAF/A3OOB. **EXCEPTION:** Event POC will coordinate access into Prohibited Area 56 (if required).

2.7.2. **(Added-ACC)** Supervise the ACC ACT program, to include coordinating manning requirements.

2.8. (Added-ACC) Ground Liaison Officer (GLO) Requirements. A GLO/ACT is required when the aerial event must be synchronized to other events on the ground, when real-time coordination with ATC is required, or when multiple participants require real-time de-confliction. Normally the GLO, with radio equipment, will be at the flyover site prior to the time on target (TOT) to assist the flight lead and act as a safety observer.

2.8.1. **(Added-ACC)** The GLO should be a rated officer approved by the commander of the unit providing the aircraft, except when HQ ACC is providing the ACT.

2.8.2. **(Added-ACC)** At events such as open houses or air shows, a GLO is not required when the event provides an operations director, air operations manager, air boss, or similar individual to control aerial events.

Chapter 3

EVENT APPROVAL PROCESS

3.1. General Approval Process. Air Force participation in any event requires approval from Public Affairs and Operations. Public Affairs is concerned with the appropriateness of an event for Air Force involvement. Operational approval is concerned with operational issues. For public events outside the United States, Canada and Mexico, the combatant commander has authority over the approval and participation in events within the command's Area of Responsibility (AOR). In this case, comply with combatant command directives and utilize this chapter as general guidance for the event. See paragraph **5.9.** for additional requirements for overseas events.

3.1.1. **(Added-ACC)** Units participating in aerial events, as identified in **Attachment 1** (***Terms***) of the basic publication, are responsible for ensuring the event sponsor has obtained any required permission or waivers to applicable FAA, Air Force, or DOD directives. Units may contact HQ ACC/A3TA for additional information.

3.2. Public Event Approval. Civilian sponsors of public events in the United States, Canada and Mexico seeking Air Force aviation support must request event approval from SAF/PA using DD Form 2535, *Request for Military Aerial Support*. Military sponsors of public events are also required to send the DD Form 2535 (except as noted in paragraph **3.2.2.**) through their MAJCOM/PA to SAF/PA with as much lead time as possible (usually a minimum of 45 days), before any Air Force asset can participate in their events. SAF/PA evaluates the information in the DD Form 2535 to determine the eligibility of the events specified for the aviation support requested using the guidance found in DoD Directive 5410.18, DoD Instruction 5410.19, AFI 35-101, and other applicable publications and instructions. For a comprehensive discussion on the DD Form 2535 or to obtain a copy, see the *U.S. Air Force Aerial Events Support* web site (**http://www.airshows.pa.hq.af.mil/**) and select "Request Procedures." Civilian sponsors seeking aviation support (flyovers or AFPT demos) for public events that directly support commemorations of patriotic holidays are still required to submit a DD Form 2535. Civilian or military sponsors who seek Air Force aviation support for public events planned outside the United States, Canada and Mexico will comply with COCOM directives to obtain event approval. The DD Form 2535 may be submitted to MAJCOM/PA (in lieu of SAF/PA) for events that involve only static display, or when the events directly support the commemoration of a Patriotic Holiday (i.e., not in conjunction with a sporting event; see paragraph **3.6.2.1.1.**).

3.2.1. SAF/PA determines eligibility, IAW DoD and AF policy, for the following:

3.2.1.1. Aviation-related events (aviation shows, aviation fairs, aviation expositions, airport dedications, events primarily designed to encourage the advancement of aviation, and civic events that contribute to the public knowledge of Armed Forces aviation equipment and capabilities)—SAF/PA processes event approval requests for aviation-related public events IAW standing, internal procedures and posts notification of those approved to the *U.S. Air Force Aerial Events Support* web site.

3.2.1.2. Non-aviation related events (e.g., professional/amateur sports, community relations events, parades, festivals, etc.)—SAF/PA processes event approval for non-aviation related public events IAW Exception-to-Policy (ETP) procedures. The ETP process involves the HQ USAF/A3 community as well as SAF/PA and is outlined in paragraph **3.5.**. ETP approvals are granted only

when participation is determined to be in the best interest of the USAF. Event sponsors should follow the ETP procedures posted on the *U.S. Air Force Aerial Events Support* web site when requesting event approval for non-aviation related events. The DD Form 2535 and ETP documentation should reach SAF/PA 45 days in advance of the event's date. Forms received within 14 days of an event are generally not considered for support.

3.2.2. Approved Military-Sponsored Public Events**.** The following on-base public events are approved for Air Force aviation support and need no further Public Affairs approval. Operations approval (i.e., participation approval) for the type of aviation support planned for these events is still required.

3.2.2.1. Military open house events. A DD Form 2535 is required for DoD demonstration team requests. A copy must be forwarded through MAJCOM/PA to SAF/PA for consolidation, prioritization and posting.

3.2.2.2. USAF Academy flyovers. See **Chapter 5** for procedures.

3.2.2.3. The National Guard Academy of Military Science flyovers.

3.3. Military Event Approval. Military event approval rests with the MAJCOM hosting the event or as specified in DoD policy.

3.3.1. Approved Military Events. The following military events are approved for Air Force aviation support IAW current DoD and AF Public Affairs policy and need no further Public Affairs coordination. Operations approval (i.e., participation approval) for the type of aviation support planned for these events is still required. Approval for military events does not constitute approval for an aerial review (see paragraphs **1.4.3.**, **3.6.3.**, and **4.3.** for aerial review criteria, restrictions and approval levels).

3.3.1.1. On-base patriotic observances (see paragraph **3.6.2.1.** for off-base criteria).

3.3.1.2. Retirement ceremonies and change of command ceremonies (see paragraph **3.6.2.2.** for criteria).

3.3.1.3. Funeral or memorial events (see paragraph **3.6.2.3.** for criteria).

3.3.1.4. On-base unit change of aircraft and unit flag retirement ceremonies.

3.3.1.5. The installation commander may deem other on-base military events eligible based on the contribution such events make to fostering esprit de corps, military values and patriotism, and on their ability to stand the test of public scrutiny. Examples of other eligible events are: military graduation ceremonies, retreat ceremonies, memorial ceremonies, and military parades. MAJCOMs have the authority to approve flyovers or jump platform aircraft by their assigned operational aircraft in support of approved events on their respective command bases.

3.3.2. Disapproved Military Events. The following military events or ceremonies are not approved for Air Force aviation support IAW current DoD and AF policy: off-base retirement ceremonies, off-base change of command ceremonies, off-base unit flag retirement ceremonies, and off-base unit change of aircraft ceremonies.

3.4. SAF/PA Approval Process. Once SAF/PA determines an event appropriate for Air Force aviation support, it is posted to the *U.S. Air Force Aerial Events Support* web site (***http://www.air-***

shows.pa.hq.af.mil/) as an "Eligible Event." This is the primary means SAF/PA uses to communicate with event sponsors and military flying units and/or AF parachute demonstration teams on event approval. Being declared eligible does not mean Air Force "participation approval" has been granted (this is an Operations consideration) or that a unit has volunteered to provide the event aviation support.

3.4.1. Units wishing to volunteer to support an event must indicate their intent on the website or via telephone to SAF/PAN. Event sponsors may contact units to solicit aviation support for their events.

3.4.1.1. Units volunteering for any ETP event must notify SAF/PAN and MAJCOM of their intent to support not later than 7 days prior to the event (normally 14 days prior or earlier). All events that do not have a volunteer unit will be removed from the web site 7 days prior and will not be considered for support. Units must also coordinate with event sponsors.

3.4.1.2. MAJCOMs may require a unit to volunteer via MAJCOM rather than directly with SAF/PAN (see MAJCOM supplement to this instruction).

3.4.2. SAF/PA and SAF/IA, in turn, are the approval authorities for events planned specifically for a foreign dignitary, to include the type and level of aviation support that is appropriate. Event sponsors are to submit requests at least 45 calendar days in advance.

3.5. Exception-to-Policy Procedures for Public Events. Public events for which ETP procedures apply must be evaluated and approved by both SAF/PAN and HQ USAF/A3O; participation approval is delegated to the MAJCOMs for the aviation support that approved ETP events are ultimately rendered (see **Chapter 4**). The event sponsor initiates the ETP process by submitting a DD Form 2535 to SAF/PA IAW procedures listed in AFI 35-101, **Chapter 8**, and the *U.S. Air Force Aerial Events Support* web site. The following procedures outline the ETP approval process for public events unless aviation related (IAW paragraph **3.2.1.1.**) or in direct support of a Patriotic Holiday.

3.5.1. Annually HQ USAF/A3O and SAF/PA will release a joint message, categorizing as depicted below, the events for the coming year for which event sponsors are requesting ETP event approval. The message will assign the level of aviation support considered appropriate for selected events by name and for other events by category.

3.5.1.1. **Category 1 (Cat 1).** Events designated Cat 1 will be listed by event name and are automatically granted event approval—they are of such importance that every effort will be taken to support them. Aviation support is pre-approved up to a four-ship formation. Volunteer units will be solicited—if no units volunteer, HQ USAF/A3O will coordinate with appropriate MAJCOMs and task selected units for aviation support. Relatively few ETP events will fall into Cat 1 (some examples are the Super Bowl, the Rose Bowl, the Indianapolis 500, etc.).

3.5.1.2. **Category 2 (Cat 2).** Events designated Cat 2 will be listed by general classes of events, such as a specific sport or events for which Air Force Recruiting Service has a sponsorship role. As events are placed in Cat 2, they are granted event approval and aviation support is pre-approved up to a four-ship formation. Cat 2 events are supported by volunteer units and typically will not be tasked.

3.5.1.3. **Category 3 (Cat 3).** Events not identified under Cat 1 or 2 fall into Cat 3. SAF/PA and HQ USAF/A3O will jointly determine if a given Cat 3 event warrants event approval and, if approved, will specify an appropriate type and level of aviation support (e.g., 4-ship, 2-ship, single-ship, etc.). Approved Cat 3 events are to be supported by volunteer units and typically will not be tasked.

3.5.2. Events approved under one of the categories above are considered to have ETP event approval and are posted to the *U.S. Air Force Aerial Events Support* web site. HQ USAF/A3O delegates participation approval to MAJCOM/A3 for events approved under the above categories. MAJCOM/A3 will ensure that the volunteer unit will support the event as an addition to an approved training mission and that the support rendered will pass the test of public scrutiny (i.e. training accomplished, impact to operations, proximity of event to the base, additional support requirements, and wing commander support). Once participation approval is granted, the MAJCOM/A3 office responsible for aerial events will inform HQ USAF/A3OO NLT two working days prior to the event. Notification will include at a minimum the participation approval, unit, type, and number of supporting aircraft.

3.6. Specific Aviation Support for Public or Military Events - Event Approval Considerations. The following paragraphs outline additional guidance bearing on the event approval process (see Approval Matrix in **Attachment 2**).

3.6.1. **Static Display.** Events for which static displays are requested require Public Affairs event approval or as delegated in AFI 35-101, **Chapter 8**. Refer to paragraph **3.6.2.2.** for Retirement or Change of Command ceremony criteria.

3.6.2. **Flyover.** In general, an event for which a flyover is requested requires Public Affairs event approval IAW paragraphs **3.2.** through **3.5.** above, except as noted below.

3.6.2.1. **Off-Base Patriotic Holiday.** As a matter of DoD and Air Force policy, aviation support in the form of flyovers (or AFPT demonstrations) is authorized for off-base patriotic observances, i.e., commemorative events held in support of patriotic holidays. Such events must be evaluated by at least MAJCOM/PA prior to receiving aviation support to ensure compliance with governing policies and procedures. The commemorative event for which the flyover (or AFPT demonstration) is performed must occur within seven days of the national day of observance of the holiday.

3.6.2.1.1. The commemorative event for which the flyover (or AFPT demonstration) is performed must directly support the patriotic holiday. Non-commemorative events merely falling within seven days of the national days of observance for the applicable holidays are not eligible for flyovers (or AFPT demonstrations), unless approved by SAF/PA through normal procedures. An example of a non-commemorative event would be a sporting event held on or near Independence Day, even one with a solemn ceremony or moment of silence.

3.6.2.1.2. See paragraph **3.6.2.4.** for guidance on use of the Missing Man Formation at patriotic observances.

3.6.2.1.3. The event sponsor must submit a completed DD Form 2535 to MAJCOM/PA or SAF/PA, where it is reviewed to ensure the event is actually a commemorative event suitable for Air Force participation. Local bases receiving DD Forms 2535 should forward them through their MAJCOM/PA and on to SAF/PA, if applicable.

3.6.2.2. **Retirement/Change of Command Ceremony.** Flyovers or aerial reviews for off-base retirement or change of command ceremonies are not permitted. Ceremonies eligible for aerial support, if they are held on-base, are approved only for the following personnel as noted below:

3.6.2.2.1. The Chief of Staff of the Air Force (CSAF) or any combatant commander is authorized an aerial review. Air Force participation in COCOM multi-service or multi-national aerial reviews is approved. MAJCOMs will provide an information copy to HQ USAF/A3O containing the number and type of aircraft participating.

3.6.2.2.2. The Vice Chief of Staff of the Air Force (VCSAF), a MAJCOM/CC or a State Adjutant General is authorized a flyover by a single formation (up to four-ship).

3.6.2.2.3. A MAJCOM/CV, a NAF/CC, or a Center/CC is authorized a flyover by a single aircraft.

3.6.2.2.4. AFPT jumps in lieu of flyovers are allowed for the personnel authorized above.

3.6.2.2.5. On-base retirement and change of command ceremonies for any other military members are not eligible for an Air Force flyover, except when approved IAW ETP procedures (paragraph **3.6.2.2.6.**).

3.6.2.2.6. Exception-to-policy requests for flyovers supporting retirement and change of command ceremonies require HQ USAF/CV approval. HQ USAF/CV approval is required for a flyover if the participating aircraft is (are) from another service, nation, or civilian organization.

3.6.2.2.7. MAJCOMs may authorize aviation support, with their respective aircraft, in the form of static displays for on-base retirement or change of command ceremonies (as designated in MAJCOM supplement to this instruction).

3.6.2.3. **Funeral or Memorial Flyovers.** Funeral and memorial services for members who meet the governing criteria are eligible for Air Force flyovers. Funeral and memorial service flyover requests will be initiated by the servicing base Mortuary Officer or Air Force Mortuary Affairs and staffed through MAJCOMs (Mortuary Affairs and Operations directorates) to HQ USAF/A3OO. Funeral flyover request procedures can be found in AFI 34-242. A funeral or memorial flyover is to be flown as part of a training sortie, not as a stand-alone mission.

NOTE: The servicing base Mortuary Affairs or Air Force Mortuary Affairs is the single point of contact for the next of kin.

3.6.2.3.1. Eligibility. The following list outlines those eligible for an Air Force funeral/memorial flyover:

3.6.2.3.1.1. Active duty or currently serving Air Reserve Component (ARC) rated officers (pilots, navigators, air battle managers, observers, and flight surgeons) and Career Enlisted Aviators (1AXXX enlisted crewmembers, i.e. flight engineers, loadmasters, boom operators, etc.). This category includes those taking courses of instruction leading to an aeronautical rating. Treat ARC members the same as active duty (eligible when death occurs whether on or off duty). This includes ARC members not on unit training assembly (UTA) or military orders.

3.6.2.3.1.2. Active duty or currently serving ARC non-rated officers, non-Career Enlisted Aviators, and Operations Support Flyers (as defined in AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, i.e. nurses, medical technicians, intelligence specialists, etc.) but only when death occurs in the line of duty while performing aviation duties.

3.6.2.3.1.3. Dignitaries of the Armed Forces and federal government. HQ USAF/A3O has the authority to designate Dignitaries of the Armed Forces; requests with full justification must be made through the MAJCOM staff to HQ AF/A3OO.

3.6.2.3.1.4. Active duty or retired USAF 3-star and 4-star general officers, regardless of aeronautical rating.

3.6.2.3.1.5. Active Duty or retired Chief Master Sergeants of the Air Force (CMSAF).

3.6.2.3.1.6. USAF members (active duty, retired or honorably separated) who have been awarded the Medal of Honor, Air Force Cross, Army Distinguished Service Cross, or Navy Cross.

3.6.2.3.1.7. USAF aviators (active duty, retired or honorably separated) who have achieved at least one or more officially recognized aerial victories. The Air Force Historical Research Agency is the official source for aerial victories.

3.6.2.3.1.8. USAF members (active duty, retired or honorably separated) who were Prisoners of War.

NOTE: Repatriated remains of individuals meeting the requirements of paragraph **3.6.2.3.1.1.** or **3.6.2.3.1.2.** are entitled to flyover honors.

3.6.2.3.2. Although a funeral/memorial flyover may be authorized by meeting the above criteria, it may not always be appropriate. A funeral or memorial flyover is part of the honors bestowed on the deceased. If the lifestyle of an individual during or following his or her military service is not within the standards normally expected of a military professional or if the circumstances surrounding the death reflect negatively on the Air Force, a funeral flyover may not be approved in all cases. HQ USAF/A3O will make the determination in these cases.

3.6.2.3.3. If a deceased member is eligible, no further HQ USAF approval is required. MAJCOMs grant participation approval for funeral/memorial flyovers (inform HQ USAF/A3OO).

3.6.2.3.4. Memorial Flyovers. Procedures and approval levels for memorial flyovers are the same as for funeral flyovers. Memorial flyovers commemorate or recognize an individual, group, or historically significant event. MAJCOMs may approve on-base flyovers in this category (may be delegated to Wing/CC). For deceased members authorized a flyover per paragraph **3.6.2.3.1.**, and when the funeral service is held off-base, MAJCOM may authorize an additional memorial flyover at the base to which the individual was assigned (inform HQ USAF/A3OO). An off-base memorial flyover on other than the five patriotic holidays requires an ETP approved by HQ USAF/A3O and SAF/PAN.

3.6.2.3.5. Exceptions-to-Policy. Servicing base Mortuary Affairs initiates requests for exceptions to funeral and memorial service policy and staffs the request through MAJCOMs to HQ USAF/A3OO. Requests that are handled directly by Air Force Mortuary Affairs are staffed to HQ USAF/A3OO. Exceptions-to-policy are based on appropriate use of limited resources, and are typically considered only for service marked by valor or heroism, or has significantly impacted the aviation community or aviation history. ETP requests must reach HQ USAF AF/A3OO at least 5 working days prior to the event. HQ USAF/A3OO will coordinate a package for HQ USAF/CVA decision. Include the following in the request:

3.6.2.3.5.1. DD Form 214, **Certificate of Release or Discharge from Active Duty**, or similar discharge documentation recording the individual's honorable discharge, rank, and decorations.

3.6.2.3.5.2. A letter from the next of kin or the person acting on their behalf requesting the flyover.

3.6.2.3.5.3. A biography of the individual's service. Include commands and significant acts or service to the Air Force and the country.

3.6.2.3.5.4. Any other information about the individual's military service that is notable.

3.6.2.3.6. If an exception is approved, HQ USAF/A3OO will inform MAJCOMs to solicit a volunteer unit to perform the flyover. Due to the short-notice nature of many funerals, MAJCOMs may be asked to solicit volunteers while the approval package is being processed.

3.6.2.4. **Missing Man Formation.** The missing man formation is a flyover reserved for appropriate occasions and is employed **only** on those occasions when the theme is solemn and commemorative. This formation may be flown for any funeral or memorial approved IAW this AFI or to support commemorative events on the following Patriotic Holidays: 1) Memorial Day, 2) National POW/MIA Day, and 3) Veterans Day. When the missing man formation is flown on a Patriotic Holiday, the commemorative event, which the formation supports, may not be held in conjunction with another event such as an airshow or sporting event. All other uses of the missing man formation require the approval of MAJCOM/A3 (cannot be delegated).

3.6.2.5. For additional information, see paragraph **3.2.** and **3.3.**, and **Chapter 5**.

3.6.3. **Aerial Review.** OASD/PA approval is required for all CONUS public event aerial reviews and overseas public event aerial reviews involving CONUS based aircraft. This approval is not required at airshows, open houses or international trade shows.

3.6.3.1. Submit aerial review requests through the MAJCOM to SAF/PAN (inform HQ USAF/A3OO) 45 calendar days before the event date. The request should include the date, location, type of event (dedication ceremony, retirement, etc.), and number/type of aircraft. SAF/PA will coordinate OASD/PA approval NLT 30 calendar days before the event to allow time for MAJCOM/A3 or higher participation approval. For the approval of an event for which an aerial review is requested, and which is hosted at a venue outside the United States, Canada or Mexico, see paragraph **5.9.** and **Attachment 2**.

3.6.3.2. The performance of multiple aerial events for a single public event constitutes a significant level of Air Force support and communicates to the general public, and event organizer, a "public affairs" endorsement for the event that is as significant as the endorsement that an aerial review would render. To ensure the proper levels of scrutiny and control, proposals for aviation support involving the performance of multiple aerial events for a single public event will be subject to the same approval process that a proposal for an aerial review would receive for the same public event. To this end, SAF/PAN and AF/A3O will approve aviation support proposals for single public events that combine an AFPT and flyover, or a flyover and aircraft demonstration (the total number of combined individual elements may not exceed four). An example of such a combination of aerial events is a 3-ship of F-16s and an AFPT demonstration. Aviation support proposals for single public events that combined multiple aerial events will be reviewed on a case-by-case basis. When determining the number of elements, the jump platform aircraft does not count unless it is performing in some other function in addition to being the jump platform.

NOTE: The guidance in this paragraph does not apply to aviation support proposals involving multiple, combined aerial events planned for open house events, public airshows, and international trade shows.

3.6.4. **Aerial Demonstration.**

3.6.4.1. Although considered an aerial demonstration, AFPT performances have different approval procedures. See paragraph **5.4.**. AFPT demonstrations can be performed in lieu of fly-overs for Patriotic Holidays (paragraph **3.6.2.1.**).

3.6.4.2. Flying operations ostensibly conducted for training but which are actually intended to be viewed by non-military audiences are in fact aerial demonstrations and the events supported in this manner are public events falling under paragraphs **1.2.** and **3.2.**. An example would be the use of Joint Airborne/Air Transportability Training (JA/ATT) missions to airdrop personnel and/or equipment for training while inviting a non-military audience to view the airdrop through a public advertising campaign (TV/radio announcements, newspaper ads, etc.). In this example, clearly the use of advertising to encourage the presence of non-military spectators establishes the activity as an aerial demonstration for a public event.

3.6.4.3. Flying operations conducted for training purposes (whether using training or O&M funding) on a facility owned, leased or operated by the DoD, and intended for viewing by an audience limited to military personnel, civil service personnel, dependents and limited number of invited guests, constitute aerial demonstrations in support of military events, and paragraphs **1.3.** and **3.3.** apply.

Chapter 4

PARTICIPATION APPROVAL PROCESS

4.1. Static Displays. Participation approval for static displays is delegated to MAJCOM. MAJCOM can delegate participation approval authority to a lower level. Before approving static display, the decision process will include force protection concerns. Consider the safety standards in **Attachment 3**, along with those in T.O. 00-80G, *Make Safe Procedures for Public Static Display* series publications, in planning and staging each static display. Aircraft specific guidance in a T.O. will supercede the general guidance in this AFI. The following guidelines apply to all aircraft on static display:

4.1.1. Aircraft on static display must be made safe according to **Attachment 3** and applicable technical orders (TO).

4.1.2. A minimum of one qualified aircrew member must be present to answer spectator questions and to ensure security at all times the static display is open to the public.

4.1.3. Ordnance and Munitions. If an event does not involve the expenditure or display of munitions, download the aircraft of all expendable ordnance prior to deploying to the event site. "Make safe" permanently mounted internal weapons according to applicable TO procedures. Place on public display only inert munitions, making them safe according to applicable TOs.

4.2. Flyover

4.2.1. **Patriotic Holiday.** Participation approval is at the MAJCOM level and is limited to a single pass flyover by a single aircraft or by a formation of not more than four aircraft of the same type. The commemorative event for which the flyover is performed must occur within seven days of the national day of observance of the holiday and must be in direct support of the holiday.

4.2.2. **Retirement/Change of Command Ceremony.** Participation approval is at the MAJCOM level. AF/CV approval may be required for exceptions-to-policy (see paragraph **3.6.2.2.6.**).

4.2.3. **Funeral or Memorial Flyovers.** It is the responsibility of the MAJCOM to locate and identify volunteer flying units. MAJCOM can delegate participation approval authority to a lower level. Air Force participation in a funeral or memorial service is limited to a single flyover. It may be flown at the funeral (internment) service or at the memorial service, but not at both events (except as approved under paragraph **3.6.2.3.4.**, where the MAJCOM can approve an additional memorial flyover for eligible members at the base to which the individual was assigned). Funeral flyovers can be a single ship or a single formation with a maximum of four aircraft. A formation flyover may be flown as a missing man formation (inform HQ USAF/A3OO).

4.2.3.1. **(Added-ACC)** Normally, ACC will coordinate aircraft for funeral or memorial flyovers in response to a unit request, HHQ tasking/request, or request from another MAJCOM/A3. When fighters are involved, a funeral or memorial flyover will normally consist of three or four aircraft, of the same MDS and configuration, flying the missing man formation.

4.2.4. **Missing Man Formation.** Participation approval for on-base and off-base Patriotic Holidays (IAW paragraph **3.6.2.4.**) is at the MAJCOM level. All other off-base uses of the missing man formation require the approval of MAJCOM/A3 (cannot be delegated).

4.2.4.1. **(Added-ACC)** Approved variations of the missing man formation include a pull-up of the number 3 aircraft over the ceremony site (the number 3 aircraft executes a 2-3g wings level pull to exit the flight as directed by the GLO/ACT) or a straight and level flyover leaving the number 3 position vacant.

4.2.4.2. **(Added-ACC)** Missing-man formations for Memorial Day, POW/MIA Recognition Day and Veterans Day must be in conjunction with a solemn ceremony commemorating the holiday/observance. Requests for missing-man formations on base require HQ ACC/PA approval. All off-base missing-man formation requests (except funeral/memorial flyovers authorized by mortuary affairs guidance), and on-base requests for events open to the public, require SAF/PAC approval. SAF/PA must approve off-base events requesting a missing-man formation flyover at solemn ceremonies honoring Memorial Day, POW/MIA Recognition Day, and Veterans Day before participation approval is gained. Flyover must directly support a patriotic holiday commemoration and is not "blanket approval" to overfly events within 7 days of the authorized patriotic holidays.

4.3. Aerial Review. After OASD/PA event approval (if required), the level of participation approval is as follows:

4.3.1. **Assets from Single MAJCOM.** Aerial reviews involving assets from a single MAJCOM require MAJCOM approval. MAJCOMs will inform HQ USAF/A3OO of aerial review approvals and assets involved (other than airshows, Open Houses and trade shows).

4.3.2. **Assets from Multiple MAJCOMs.** Multi-MAJCOM aerial reviews require the approval of each command providing aircraft for the aerial review (inform HQ USAF/A3OO).

4.3.3. **Assets from Multiple Services/Nations, or Involve Civilian Aircraft.** HQ USAF/A3/5 approval is required for all aerial reviews that combine USAF aircraft with aircraft from other services or nations or with civilian aircraft. Participation approval in OCONUS aerial reviews rests with the COCOM (inform HQ USAF/A3OO).

4.4. Aerial Demonstration. Aerial demonstrations are governed by the AFI 11-246 series of instructions and require the participation approval of the owning MAJCOM.

4.4.1. Lead MAJCOMs need not publish in their assigned volume the profiles that are uniquely tailored for a specific military or civilian event and which are planned for use on a one-time basis. Although the lead MAJCOM is released from the requirement to incorporate these uniquely tailored profiles in the command volume, the MAJCOM/A3 (or equivalent) having jurisdiction over the participating aircrew and aircraft must approve every uniquely tailored profile prior to its execution. If the uniquely tailored profile is planned to be used on a continuing basis, then the MAJCOM must submit the profile to the lead MAJCOM for possible inclusion in AFI 11-246 series.

4.4.1.1. **(Added-ACC)** Aircraft Capabilities/Rescue Demonstrations. Wings may wish to showcase various aspects of their training programs as a public demonstration of their unique mission capabilities. These demonstrations must use unit aircraft, must be reflective of the unit's Designed Operational Capability (DOC), and must use normal training profiles/events per ACC's Ready Aircrew Program. Furthermore, units should normally perform these demonstrations only at their home airshow or local training locations. HQ ACC/A3 is the approval authority for all capabilities/rescue demonstrations performed before the public.

4.4.2. MAJCOMs may publish profiles in the MAJCOM supplement to this instruction for flight operations or procedures falling outside the purview of the applicable AFI 11-246 series.

4.4.3. Aerial demonstration profiles, for any aircraft that is not covered under the AFI 11-246 series, must be approved by the MAJCOM/CC owning the aircraft. This will not be delegated. MAJCOM approved profiles can consist of multiple passes.

4.4.4. AFPT demonstrations can be performed for commemorative events supporting Patriotic holidays instead of flyovers—participation approval is at the MAJCOM.

4.4.5. AFPT demonstrations supporting retirement/change of command ceremonies in lieu of authorized flyovers are allowed—participation approval is at the MAJCOM.

Chapter 5

ADDITIONAL GUIDANCE

5.1. USAF Academy (USAFA) On-Base Events. All definitions and policy regarding flyovers and aerial reviews apply to the USAFA. Examples of approved on-base academy events are graduation ceremonies, football games, parades, ceremonies with a patriotic/military theme, etc. The commandant requests appropriate Air Force participation, which is limited to flyovers, parachute demonstrations and glider demonstrations.

5.1.1. Academy officials will notify participating MAJCOMs when flyovers are scheduled by more than one MAJCOM on the same day. Participation must be approved by the owning MAJCOM. When more than one flyover is scheduled within any three hour period, this notification will include as a minimum: flyover timing, number of aircraft in each flight, direction of flight, altitude, USAFA point of contact, and other information deemed necessary for safety of flight.

5.1.2. For each event, the flyover will consist of not more than four aircraft of the same type making one pass.

5.1.3. USAFA officials will notify HQ USAF/A3OO, SAF/PAN and SAF/PAM 10 days before the event date of any flyover that may have national media coverage (i.e., coverage of a football game or graduation).

5.1.4. **(Added-ACC)** USAFA Flyovers. ACC Participation in USAFA Aerial Reviews is limited to a maximum of two flights (formation of 4, or less, aircraft) per event. ACC aircraft will not normally duplicate basic MDSs provided by other MAJCOMS/FOAs. USAFA will coordinate larger packages (greater than one flight) with HQ ACC/A3TA at least 14 days in advance when ACC aircraft are involved. Requests will be processed on a first come-first serve basis.

5.2. MAJCOM-to-MAJCOM Flyover Requests. Requests from one MAJCOM to another for single-ship or formation flyovers in support of military events are approved by the MAJCOM owning the requested assets.

5.2.1. Within the USAF, requests for Air Force participation in a military event must be sent from requesting unit (base) to its parent MAJCOM and, if approved, from the parent MAJCOM to the MAJCOM owning the requested aircraft, except for requests supporting an open house. For an open house, the requesting unit may send a request for participation directly to the unit owning the desired aircraft or equipment; the owning unit will ensure all coordination/approval requirements imposed by the owning MAJCOM are satisfied before committing support.

5.2.2. Air Force units are to follow MAJCOM-to-MAJCOM procedures when requesting aircraft from the US Army, Navy, or Marine Corps. For MAJCOM-to-MAJCOM requests, include HQ USAF/A3OO and SAF/PAN as information addressees whenever the approval level involves any of the following: HQ USAF/CV, HQ USAF/CVA, HQ USAF/A3/5, HQ USAF/A3O, SAF/AQ or OASD/PA.

5.3. Dissimilar Formation. Formations of four or fewer aircraft of multiple MDS and the same type are approved by MAJCOM/A3. Formations of four or fewer aircraft comprised of Air Force aircraft with aircraft from other services or nations, or with civilian aircraft that do not meet aerial review criteria (i.e.,

airshows, open houses or international trade shows) require MAJCOM/CC approval (inform HQ USAF/A3OO for HQ USAF/CC and A3/5 visibility). It is incumbent upon MAJCOMs to provide operational oversight when approving mixed MDS formations of the same type. ACC Supplement 1 to AFI 11-246, Volume 1 covers ACC Heritage Flight formations and AFI 11-246, Volume 2 covers AETC Texan Flight formations.

5.3.1. **(Added-ACC) Dissimilar Formations.** See AFI 11-202V3_ACC SUP 1, *General Flight Rules*; and AFI 11-2MDSV3 for formation guidance. Units will request HQ ACC/A3 approval to participate in aerial events involving dissimilar formations.

5.3.1.1. **(Added-ACC)** Dissimilar formations will be practiced prior to the event unless the requesting unit has received previous HQ ACC/A3 blanket approval.

5.4. Air Force Parachute Team (AFPT). Event and participation approval for an AFPT demonstration (i.e., by the United States Air Force Academy's "Wings of Blue") is granted using the same procedures as a flyover (IAW **Chapter 3** and **Chapter 4**). Air Force aircraft serving as jump platforms for AFPT demonstrations at public or military events, do not require separate approval. Event approval for the AFPT constitutes approval for the jump platform.

NOTE: If the aircraft serving as the jump platform is separately performing at the event (i.e. additional flyover or aerial demonstration), then separate approval is required. For aircraft serving as jump platforms supporting other service parachute team demonstrations, the "event approval" for the aircraft is in conjunction with the approval for the parachute team (inform SAF/PAN and HQ USAF/A3OO). Owning MAJCOM may still require participation approval for their "jump platform" aircraft.

5.5. Record Flights and Flights of a Spectacular Nature. Flights of this nature require SAF/PAN and HQ USAF/A3O approval. See AFI 35-101, **Chapter 8** for additional restrictions.

5.6. Test Aircraft. Aerial events of any kind, including static displays, involving aircraft or equipment undergoing testing in a research and development program require approval from SAF/PAN, HQ USAF/A3/5, and SAF/AQ.

5.7. Heritage/Texan Flight Training Programs. The following guidance applies to the ACC Heritage Flight and AETC Texan Flight Training programs.

5.7.1. The intent of the annual training program is to prepare Air Force aircrews and vintage aircraft pilots to safely fly in formation at public airshows and open house events that benefit Air Force recruiting and community relations programs. Appropriated funds may be expended for warbird aviation fuel associated with that training. Because warbird pilots and support staff are acting in an official capacity related to DoD activities, use of invitational travel orders to pay travel, per diem, lodging and local transportation is also permitted as specified in the Joint Travel Regulation, Volume II, Appendix E. MAJCOM approved Blanket Purchase Agreements with contractors may be used to cover expenses.

5.7.2. MAJCOMs will ensure compliance with applicable AFIs including AFI 11-401, *Aviation Management*. Military aircrew members and key military leadership may fly on warbird civil aircraft during training sessions. Military media personnel and civilian media personnel (as part of an approved media orientation flight IAW AFI 35-101) may fly as passengers on those warbirds engaged in observation flights provided the aircraft are not engaged in demonstration training or formation flights.

Training is to take place over unpopulated areas. All warbirds must have liability insurance covering training flights and passengers.

5.7.3. This guidance covers all training conferences and annual preseason flight training conducted in accordance with AFI 11-246. Secretary of Defense and CSAF policies regarding civilian pilots operating USAF aircraft still apply, unless specifically waived.

5.8. Airshows/Open Houses. The term "open house" identifies a traditional activity held on military installations while the term “airshow” identifies a civilian activity. Open house and airshow have been used interchangeably in the past, but open house is a more comprehensive term for the spectrum of events in the Air Force. Airshows and open houses may be supported by multiple static displays, multiple flyovers (with multiple passes) and multiple aerial demonstrations. AFI 10-1004 (when released) will provide guidance and procedures for planning and conducting Air Force open houses. SAF/PA approves civilian airshows for Air Force support (event approval IAW paragraph **3.2.**) and MAJCOMs approve the participation of their respective aircraft.

5.9. Overseas Public and Military Events. For public events outside the United States, Canada and Mexico, the combatant commanders exercise event and participation approval over events falling within their respective Areas of Responsibility (AOR) (except as noted below). The combatant commanders may delegate the responsibility for event and participation approval. The delegates will notify SAF/PAN and HQ USAF/A3OO of their delegated authority. See paragraph **5.10.** for event and participation approval for international airshow and trade exhibitions.

5.9.1. MAJCOMs will inform HQ USAF/A3OO and SAF/PAN when CONUS based aircraft will participate in overseas events (public or military) at least 30 days prior to the event for CSAF visibility. Additionally, inform HQ USAF/A3OO and SAF/PAN for any USAF aircraft participation in overseas events at non-DoD facilities at least 30 days prior to the event for CSAF visibility. If the request from the event is short notice, precluding a 30-day notification, inform HQ USAF/A3OO and SAF/PAN immediately. Responsibility for this notification is primarily with the owning MAJCOM, but notification may come from the OCONUS MAJCOM. HQ USAF or OASD/PA approval may be required in some cases where CONUS based aircraft participate in overseas events.

5.9.2. Aerial Reviews at overseas events with assets from multiple services or nations, or that involve civilian aircraft, will be approved IAW paragraph **4.3.** in addition to combatant command directives (inform HQ USAF/A3OO).

5.9.3. Notwithstanding the combatant commanders’ participation approval authority over aircraft entering their respective AORs, the owning MAJCOMs’ operational control over their aircraft is not preempted or diminished.

5.9.4. Aerial events of any kind involving aircraft or equipment undergoing testing in a research and development program require approval from SAF/PAN, HQ USAF/A3, and SAF/AQ.

5.9.5. **(Added-ACC)** OCONUS Static Displays and Flyovers. If a Theater Air Component Commander approves a static display or flyover using ACC assets attached to his command, the affected unit(s) must notify HQ ACC/A3 of any profiles not IAW this instruction prior to performing. Assets that are not attached to another Theater Air Component Commander require approval of both the Theater Air Component Commander and HQ ACC/A3.

5.10. International Airshows and Trade Exhibitions. This paragraph applies to USAF direct participation at international airshows and trade exhibitions, organized primarily for promoting sales of aerospace and other defense products (IAW DoDD 7230.8). For international airshows and other events that are organized only for the demonstration or display of aircraft and other defense equipment in support of public affairs activities, see paragraph **5.9.**.

5.10.1. Under Secretary of Defense for Policy (USD(P)) has approval authority for DoD participation in international airshows and trade exhibitions, as delegated by the Secretary of Defense. No Air Force organization can participate in an international airshow or trade exhibition unless the USD(P) has approved "direct DoD participation" and satisfied the other provisions of the law. The Defense Security Cooperation Agency (DSCA), staff agency for USD(P), posts policy, guidelines, and status information on international airshows and trade exhibitions on its web site (***http://www.dsca.osd.mil***).

5.10.2. Geographic combatant commanders, through their Air Force component commanders, and in conjunction with the US Embassy country team, implement USD(P) airshow policy and initiate requests for participation.

5.10.3. The Deputy Under Secretary of the Air Force, International Affairs (SAF/IA) coordinates Headquarters Air Force actions, to include politico-military analysis, validation of requirements IAW USAF Security Cooperation Guidance, identification of USAF assets requested, and coordination with industry.

5.10.4. Additionally, HQ USAF/A3OO will submit the lists of requested USAF assets to the MAJCOMs to determine operational impact and to coordinate participation of assets from outside the requesting geographic combatant commander's AOR. During this process, HQ USAF/A3O reconciles the asset requests against the MAJCOM's operational concerns, develops requirement lists (with USAF senior leadership positions), and tasks support as required.

5.10.5. MAJCOMs with units planning to participate in international airshows and trade exhibitions must first coordinate with DSCA via SAF/IA. This is normally accomplished during periodic teleconferences hosted by DSCA. Planning and execution details are developed by the MAJCOMs during this conference.

5.11. Adopted Forms. DD Form 214, **Certificate of Release or Discharge from Active Duty**, DD Form 2535, **Request for Military Aerial Support**, and FAA 7711-2**, Certificate of Waiver or Authorization Application**.

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Deputy Chief of Staff
Air Space, and Information Operations, Plans and Requirements

(ACC)

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Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DoD Directive 5410.18, *Public Affairs Community Relations Policy*

DoD Directive 7230.8, *Leases and Demonstrations of DoD Equipment*

DoD Instruction 5410.19, *Public Affairs Community Relations Policy Implementation*

DD Form 2535, *Request for Military Aerial Support*

AFI 10-1004, *Conducting Air Force Open Houses* (when released)

AFI 11-202, Vol 3, *General Flight Rules*

AFI 11-246, Vol 1-6, *Airshow/Demonstration Profiles*

AFI 11-401, *Aviation Management*

AFI 11-402*, Aviation and Parachutist Service, Aeronautical Ratings and Badges*

AFI 31-101, *The Air Force Installation Security Program*

AFI 34-242, *Mortuary Affairs Program*

AFI 35-101, *Public Affairs Policies and Procedures*

AFI 64-103*, Leasing USAF Aircraft and Related Equipment to Nongovernment Organizations*

AFMAN 31-201, Volume 3, *Flight Operations*

AFMAN 37-123, *Management of Records* (will become AFMAN 33-363)

AFMAN 37-139, *Records Disposition Schedule*

AFPD 11-2, *Aircraft Rules and Procedures*

T.O. 00-80G-1, *Make Safe Procedures for Public Static Display*

Title 14 Code of Federal Regulations Part 105

(ACC) References

AFI 11-202V3_ACC SUP 1
(**https://wwwmil.acc.af.mil/accpubs/pubs/11series/AFI11-202V3_ACCSUP1.pdf**),
General Flight Rules

AFMAN 33-326 (**http://www.e-publishing.af.mil/pubfiles/af/33/afman33-326/afman33-326.pdf**),
Preparing Official Communications

AFMAN 33-326_ACC SUP 1
(**https://wwwmil.acc.af.mil/accpubs/pubs/33series/AFMAN33-326_ACCSup1.pdf**),
Preparing Official Communications

AFH 33-337 (**http://www.e-publishing.af.mil/pubfiles/af/33/afh33-337/afh33-337.pdf**),
The Tongue and Quill

AFI 36-2903 (**http://www.e-publishing.af.mil/pubfiles/af/36/afi36-2903/afi36-2903.pdf**), *Dress and Personal Appearance of Air Force Personnel*

AFI 36-2903_ACC SUP 1 (**https://wwwmil.acc.af.mil/accpubs/pubs/36series/AFI36-2903_ACCSUP1.pdf**), *Dress and Personal Appearance of Air Force Personnel*

AFMAN 91-201 (**http://www.e-publishing.af.mil/pubfiles/af/91/afman91-201/afman91-201.pdf**), *Explosives Safety Standards*

AFMAN 91-201_ACC SUP 1 (**https://wwwmil.acc.af.mil/accpubs/pubs/91series/AFMAN91-201_ACCSUP1.pdf**), *Explosives Safety Standards*

AFOSHSTD 91-501 (**http://www.e-publishing.af.mil/pubfiles/af/91/afoshstd91-501/afoshstd91-501.pdf**), *Air Force Consolidated Occupational Safety Standard*

AFOSHSTD 91-501_ACC SUP 1 (**https://wwwmil.acc.af.mil/accpubs/pubs/91series/AFOSHSTD91-501_ACCSUP1.pdf**), *Air Force Consolidated Occupational Safety Standard*

AFI 11-246 VOL 1, ACC SUP 1, *ACC Participation in Aircraft Demonstrations*

TO 11A-1-53, *Ammunition Color Coding Identification of Empty and Inert Loaded Ammunition Items and Components and Assignment of Version Numbers to Training and Dummy Ammunition Items*

TO 11A-1-60, *Inspection of Reusable Munitions Containers and Scrap Material Generated from Items Exposed to or Containing Explosives*

SENIOR JERSEY Program Guide

Abbreviations and Acronyms

ACC—Air Combat Command

ACC/A3OA—Aerial Events Branch, Scheduling/Aerial Events Division, Air Combat Command

ACT—Aerial Control Team

AETC—Air Education and Training Command

AFI—Air Force instruction

AFPT—Air Force parachute team

AGL—above ground level

AIE—alternate insertion/extraction

ANG—Air National Guard

AOR—area of responsibility

ARC—Air Reserve Component

CAPEX—capabilities exercise

Cat—category

CC—commander

CFR—Code of Federal Regulations

CMSAF—Chief Master Sergeant of the Air Force

COCOM—combatant command

CONUS—continental United States

CSAF—Chief of Staff of the Air Force

CSAR—combat search and rescue

DoD—Department of Defense

DoDD—Department of Defense directive

DSCA—Defense Security Cooperation Agency

DSN—Defense Switched Network

ETP—exception-to-policy

FAA—Federal Aviation Administration

HALO—high altitude, low opening

HQ—headquarters

IAW—in accordance with

IOC—initial operating capability

JA/ATT—joint airborne/air transportability training

MAJCOM—major command

MC—mission commander

MDS—mission design series

NAF—numbered air force

NCR—National Capital Region

NLT—not later than

OASD—Office of the Assistant Secretary of Defense

OCONUS—outside of the continental United States

PA—Public Affairs

POC—point of contact

POW/MIA—Prisoner of War/Missing in Action

SAF—Secretary of the Air Force

TASKORD—Tasking Order

USAF—United States Air Force

USAFA—United States Air Force Academy

USAF/A3OO—Air Force Operations Group, Dir. of Current Operations and Training, HQ USAF

USD(P)—Under Secretary of Defense for Policy

UTA—unit training assembly

VCSAF—Vice Chief of Staff of the Air Force

VFR—visual flight rules

Terms

NOTE: To avoid changing traditional terminology used by the Air Force to discuss aviation support, the Air Force term aerial event as used in this instruction is synonymous with the DoD term aerial demonstration and the Air Force term aerial demonstration is synonymous with the DoD term aerial activity.

Aerial Control Team (ACT)—A qualified individual or team of individuals who oversee and control USAF aerial participation, and aerial participation by other organizations, in selected public or military events. ACT can be used synonymously with Ground Liaison Officer (GLO) for the purposes of this instruction.

Aerial Demonstration—Aerial demonstration, a subset of aviation support, includes virtually every type of aerial participation by fixed-wing or rotary-wing aircraft in public or military events (except aerial review and flyover): aerobatics, assault landing/takeoffs, aircraft weapons or tactics demonstrations, USAF vintage aircraft programs, single-ship demonstration teams, airdrop demonstrations of personnel or equipment, engine-running offload and aircraft backing maneuvers, in-flight refueling demonstrations, AFPT performances, CSAR demonstrations and helicopter flight demonstrations consisting of steep approach, quick-stop landing, hovering, fire suppression, and personnel AIE. Aerial demonstration is synonymous with the phrases aerial demo, aircraft demonstration, aircraft capabilities demonstration, and aircraft CAPEX.

Aerial Demonstration Team—An officially designated DoD demonstration team such as the USAF Thunderbirds, US Navy Blue Angels, and US Army Golden Knights, etc. This term can be applied to USAF vintage aircraft (ACC Heritage Flight Program and AETC T-6A Texan II Aerial Demonstration Team) and MAJCOM single-ship demonstration teams.

Aerial Event—Aerial event, synonymous with aviation support, comprises static display, flyover, aerial review and aerial demonstration. Aerial demonstration includes a wide variety of aerial performances (see definition, above).

Aerial Review—Aerial review, a subset of aviation support, is a flyover of more than four aircraft, or of multiple types of aircraft, or of aircraft representing more than one military service or nation, regardless of horizontal/timing separation of flying elements. An aerial review may include civilian aircraft. It may have elements in trail formation and will not involve precision maneuvers or demonstrations. The elements of the aerial review may be individual aircraft, formations, or a combination of individual aircraft and formations. A single element flyover involving four or fewer aircraft of multiple MDS of the same type from the same Military Service is not considered an aerial review.

Aircraft Demonstration—See Aerial Demonstration.

Aircraft Weapons or Tactics Demonstration—An aerial demonstration of aircraft employing or simulating the employment of munitions, weapons, or combat tactics. May include use of ground-based pyrotechnics for effect.

Air Force Parachute Team (AFPT) Demonstration—An aerial free-fall parachute demonstration conducted by an official Air Force parachute demonstration team (i.e. United States Air Force Academy's "Wings of Blue").

Area of Responsibility—The geographical area associated with a commanders authority to plan and conduct operations.

Assault Landing Demonstration—An aircraft capabilities demonstration illustrating a technique used for landing on short runways. The aircraft is flown at a speed slightly above aircraft stall speed and on a steeper-than-normal approach path. After touchdown, maximum engine reverse thrust and braking are applied to stop the aircraft.

Assault (Max Performance) Takeoff Demonstration—An aircraft capabilities demonstration illustrating a takeoff technique used for departing short runways employing maximum takeoff power and climb rate for the aircraft. Also referred to as Maximum Performance Takeoff or Maximum Effort Takeoff.

Aviation Support—Aviation support, synonymous with aerial event, comprises static display, flyover, aerial review and aerial demonstration. Aerial demonstration includes a wide variety of aerial activities.

Capabilities Demonstration or Capabilities Exercise (CAPEX)—Normally associated with aircraft demonstrating unique characteristics of a weapon system or group of weapon systems. A capabilities demonstration is one that shows the aircraft conducting maneuvers usually associated with its employment and is common to the airframe being shown.

Civil Twilight—The period that ends in the evening when the center of the sun's disk is 6 degrees below the horizon and begins in the morning when the center of the sun's disk is 6 degrees below the horizon, as published in the American Air Almanac, converted to local time. This is the limit at which twilight illumination is sufficient, under good weather conditions, for terrestrial objects to be clearly distinguished, and the horizon is clearly defined under good atmospheric conditions in the absence of moonlight or other illumination. In the morning before the beginning of Civil Twilight and in the evening after the end of Civil Twilight, artificial illumination is normally required to carry on ordinary outdoor activities.

Congested Area—Cities, towns, and settlements or the area surrounding an open-air assembly of persons.

DD Form 2535, *Request for Military Aerial Support*—The form that event sponsors or organizers use to request military aerial support. It is normally submitted to SAF/PA to obtain event approval as a first step in gaining aerial support.

Demonstration Pilot or Crew—A highly qualified pilot or crew trained, proficient, and certified in the maneuvers or demonstration to be performed.

Dissimilar Formation Flyover—A single element flyover involving four or fewer aircraft of multiple MDS of the same type (i.e. F-15, F-16).

Eligible Events—Aerial events that have been screened by SAF/PA or other designated organization and deemed appropriate for Air Force participation.

Equipment Drop Demonstration—An aircraft capabilities demonstration illustrating the airdrop of equipment on platforms rigged with parachutes, individual containers rigged with parachutes, or small door bundles rigged with parachutes.

Event Approval—Issued when SAF/PA or other designated organization, determines the event (e.g., aviation show/open house, sporting event, commemoration, or civic event) is eligible for Air Force participation. Some events have automatic approval by virtue of AF or DoD policy; otherwise, depending on the nature of the event, the evaluation process is conducted by one of several agencies. Event approval does not imply participation approval.

Exception-to-Policy Procedure—Procedures outlining the process to gain SAF/PA event approval when the military or civilian event does not fall within one of the categories addressed by DoD or AF policy. Submit such requests to SAF/PA who will route appropriate requests to HQ USAF/A3OO for coordination. See paragraph **3.2.**

Flight Team Demonstration—A demonstration by a DoD demonstration team such as the USAF Air Demonstration Squadron (Thunderbirds) or the US Navy Blue Angels.

Flyover—Flyover, a subset of aviation support, is a straight and level flight limited to one pass by a single military aircraft, or by a single formation of four or fewer military aircraft of the same type from the same Military Service over a predetermined point on the ground at a specific time and not involving aerobatics or demonstrations; however, bank angles of up to 90 degrees are permissible and may be used if required to improve the spectator visibility of the aircraft.

Foreign Military Demonstration Team—Any military demonstration team not part of the DoD. May include, for example: Canadian Snowbirds, British Red Arrows, Italian Frecce Tri Colore, and the Japanese Blue Impulse.

Funeral Flyover—A flyover at a funeral, internment, or memorial ceremony that may be flown as a missing-man formation.

Helicopter Capabilities Demonstration—An aerial demonstration of helicopter capabilities such as those done during rescue or special operations missions (e.g., hoist, sling, rappelling, fast roping, pararescue deployment, operational approach, simulated ordnance delivery, etc.).

High Altitude Low Opening (HALO) Airdrop Demonstration—Demonstration of personnel delivery accomplished at or above 3,000 feet AGL. The parachutists free fall to a predetermined altitude before deploying their parachutes to complete the descent.

Inflight Refueling Demonstration—An aircraft capabilities demonstration of aircraft employing inflight refueling procedures up to and including the precontact position.

International Airshow and Trade Exhibition—An activity organized specifically to promote sales of aerospace and defense products.

Jump Platform—Any Air Force aircraft used as a vehicle for a parachute team demonstration used in support of a military or public event.

Make Safe—To inactivate a weapon, a piece of ordnance, an ejection seat, or other device on an aircraft or its associated equipment so as to ensure that it cannot fire, launch, explode, detonate, or in any manner harm or injure spectators or other personnel as a result of its unintended operation (traditionally synonymous with "dearm," "disarm," and "disable”).

Mission Design Series (MDS)—The designation of an aircraft, i.e. C-130E, F-15C, B-1B.

Memorial—An event that commemorates or serves as a remembrance of a specific person, group, or historically significant occurrence. A memorial may be held in lieu of a funeral ceremony or on or near the anniversary of a significant event.

Military Event—An official DoD event (sponsored by DoD or DoD component or command) conducted in support of an assigned mission, including purposes of esprit-de-corps, primarily for military or civil service personnel, dependents, and limited guests. The event must be hosted on a facility owned, leased or operated by the DoD.

Missing-Man Formation—A four-ship formation with the number three aircraft either missing or performing a pull-up maneuver at a specific time in the flight.

Multiple Flyovers—A flyover arrangement for a single event in which two or more flyover aircraft, or two or more flyover formations (or combination of flyover aircraft and flyover formations) conduct individual flyover passes over the same reference point on the ground regardless of timing separation between the flyover aircraft or flyover formations.

Multiple Passes—A flyover arrangement for a single event in which the flyover aircraft, or the flyover formation, maneuvers after the initial over flight of the desired reference point so as to execute one or more additional passes over the same point.

Next of Kin (NOK)—For the purposes of this instruction, the closest, living relative to a deceased person.

Off-base—On or over any location other than on-base.

On-base—On or over an installation or facility owned, leased, or operated by the DoD such as a base, camp, fort, post, reservation, school, ship, station, terminal facility, or range.

Open House—A military program conducted on an installation or other military facility to which the public is invited. A similar activity in civilian communities is called an airshow.

Parachute Team Demonstration—A demonstration of free fall or precision landing techniques.

Participation Approval—The approval process within the operations community leading to actual Air Force participation in public or military events.

Patriotic Holidays—Armed Forces Day (third Saturday in May), Memorial Day (last Monday in May), Independence Day (4th of July), Veterans Day (11th of November), and National POW/MIA Recognition Day (third Friday in September).

Patriotic Observances—Commemorative events held in conjunction with the patriotic holidays. These are eligible events for Air Force participation.

Personnel Drop Demonstration—An aircraft capabilities demonstration illustrating the airdrop of static line personnel or paratroopers.

Prisoner of War—An individual who was taken prisoner or held captive while engaged in an action against an enemy of the United States; while engaged in military operations involving conflict with an opposing armed force; or while serving with friendly forces engaged in armed conflict against an opposing armed force in which the United States is not a belligerent party. The person's conduct, while in captivity, must have been honorable.

Public Event—Public events are community relations events not connected with the military functioning of the Department of Defense and intended primarily for non-military audiences. Some examples include military Open House events, ceremonies, exhibitions, expositions, athletic contests, fairs, parades, tattoos, airshows, international airshow and trade exhibitions, or similar programs. These events may be on or off-base; CONUS or OCONUS. Public events can be sponsored by either DoD or non-DoD organizations. Military exercises, movements, maneuvers, or operations are not considered to be public events merely on the basis of being incidentally observed by the general public. Such events can be good community relations and recruiting opportunities.

Record Flights and Flights of a Spectacular Nature—A flight to achieve an official world-class record regarding speed, distance, altitude, duration of flight, etc. National and world aviation records conducted in the United States are sanctioned, observed, and certified through the National Aeronautic Association.

Retirement or Change of Command Ceremony—These are military events. A retirement ceremony honors a retiring military member and a change of command ceremony formally recognizes the transfer of command authority from one military member to another (see paragraph **3.6.2.2.**).

Show Line—A show line is a prominent reference line appearing on the ground in the "Aerobatic Demonstration Area/Flying Display Area" established for an Airshow or Open House. The show line must be easily identifiable from the air and could be an existing structure already present such as a runway, taxiway, canal, breakwater, or road, or any straight line marked off by a snow fence, canvas panels, etc. The show line is a prescribed distance from the spectator area and serves as the basic reference line for aerial demonstrations performances.

Spectator Area—The area specifically set aside at an airshow or Open House for people to view the aerial demonstrations performed for the event (see paragraph **1.6.7.**).

Static Display—Static Display, a subset of aviation support, is the ground display of any aircraft and its related equipment not involving engine start, taxi, or flight.

Test/Evaluation Aircraft or Equipment—New aircraft or equipment undergoing developmental test and evaluation that have not yet met initial operating capability (IOC).

Training Static Display—The ground display of any aircraft and its related equipment used for the sole purpose of training local civilian medical, rescue, fire, or law enforcement personnel. Training static displays do not involve engine start, taxi, or flight. Spectators will not be allowed in the training areas. This can be on or off-base.

Type—The role of the aircraft from a public affairs perspective. DoD defines type as either tactical, transport or rotary wing. Air Force further categorizes aircraft type as: tactical (F-22, F-15, F-16, A-10, F-117, B-1, B-2, B-52), tanker/transport (C-130, C-17, C-5, KC-10, KC-135), trainer (T-1, T-37, T-38, T-6) and rotary wing (UH-1, HH-60, MH-53, CV-22). Aircraft not listed are considered their own unique type and will comply with multi-type restrictions in this instruction (i.e. Aerial Review or dissimilar formation). It is understood that true aircraft roles and missions are numerous and it would be difficult to categorize all aircraft. These are general groupings based on size, mission and/or configuration as viewed by the general public. Individual missions and series are grouped under the same design for the purpose of this definition (i.e. EC-130H, and C-130J). It is incumbent upon MAJCOMs to provide operational oversight when approving mixed MDS formations of the same type.

Unit Change of Aircraft Ceremony—A ceremony that recognizes the conversion of aircraft type within a unit.

Unit Flag Retirement Ceremony—A ceremony during which an active or air reserve component unit is deactivated and the unit flag retired.

Unit Training Assembly (UTA)—Unit training periods consisting of a minimum of 4 hours each, to include the majority of assigned personnel. Normally four UTAs are scheduled on one weekend each month.

Vintage Aircraft Program—For the purpose of this instruction, the USAF vintage aircraft programs are the Heritage Flight Program operated by ACC, and the T-6A Texan II Aerial Demonstration Team operated by AETC.

Attachment 2

APPROVAL MATRIX

Aviation Support or Aerial Event *(Not all inclusive, reference to applicable paragraphs is required)*	**Approval Levels** [1]		**References**
	Event	**Participation**	
Static Display			1.4.1
Public Event	MAJCOM/PA [2]	MAJCOM	3.6.1 & 4.1
Military Event	N/A	MAJCOM [3]	
Flyover			1.4.2
Public Event			3.2
Off-Base Eligible (Aviation Related)	SAF/PAN	MAJCOM	3.2.1.1
Exception-to-Policy (Non-aviation related)	SAF/PAN & AF/A3O	MAJCOM [4]	3.2.1.2 & 3.5
On-Base Public Event	SAF/PAN [5]	MAJCOM	3.2.2
Off-Base Patriotic Holiday	MAJCOM/PA [6]	MAJCOM	3.6.2.1
Military Event (On-Base)			3.3
Retirement/Ch of Cmd	Approved [7]	MAJCOM [4]	3.6.2.2 & 4.2.2
Exception-to-Policy	AF/CV	MAJCOM [8]	
Patriotic Holiday	Approved [9]	MAJCOM	3.3.1.1
Chg of Acft or Unit Flag Retirement	Approved [10]	MAJCOM	3.3.1.4
Other On-Base	Installation CC [11]	MAJCOM [12]	3.3.1.5
Funeral or Memorial (Eligible)	Mortuary Affairs	MAJCOM [4]	3.6.2.3 & 4.2.3
Exception-to-Policy	AF/CVA	MAJCOM [4]	
Aerial Review			1.4.3
Single MAJCOM	OASD/PA [13]	MAJCOM [4]	3.6.3 & 4.3
Multiple MAJCOMs	OASD/PA [13]	Applicable MAJCOMs [4]	
Multiple Service/Nation or Civilian acft	OASD/PA	AF/A3/5	
Aerial Demonstration			1.4.4
Public Event	SAF/PAN	IAW AFI 11-246 [4, 14]	3.6.4 & 4.4
Military Event	MAJCOM	IAW AFI 11-246 [4, 14]	
Other Events/Support [15]			
Missing Man @ eligible events [16]	MAJCOM		3.6.2.4 & 4.2.4
Missing Man at Other Events	MAJCOM/A3 [4, 17]		
Dissimilar Formation	MAJCOM		5.3
Multi-Service/Nation or Civilian [18]	MAJCOM/CC [4, 17]		
Record Flight	AF/A3O and SAF/PAN		5.5
Test Aircraft	AF/A3/5 and SAF/AQ		5.6
OCONUS Events	IAW Combatant Commander Directives		5.9
CONUS acft or @ non-DoD site	Info AF/A3OO and SAF/PAN		5.9.1
Int'l Airshows and Trade Exhibition	AF/A3OO and SAF/IA coord required [19]		5.10

NOTES:

1. Use of the term MAJCOM as an approval level authorizes MAJCOMs to designate the approval level/office or show delegation below MAJCOM in the MAJCOM supplement to this instruction. MAJCOM/A3 approval level will be assumed in the absence of designation/delegation in the MAJCOM supplement.
2. See AFI 35-101, **Chapter 8** for further delegations.
3. See paragraph **3.6.2.2.** for Retirement and Change of Command guidance. MAJCOM is the waiver authority IAW paragraph **3.6.2.2.7.**
4. Provide information copy to HQ USAF/A3OO.
5. Except as already approved under paragraph **3.2.2.**.
6. Provide information copy to SAF/PAN to be displayed on website.
7. As already approved under paragraph **3.6.2.2.**
8. MAJCOM participation approval occurs first.
9. IAW paragraph **3.3.1.1.**
10. IAW paragraph **3.3.1.4.**
11. IAW paragraph **3.3.1.5.**
12. If support by same installation assets then participation approval authority is Installation Commander.
13. HQ USAF/A3O and SAF/PAN have delegated authority to approve aviation support proposals for single public events that combine AFPT and flyover, or a flyover and a demonstration (not to exceed 4 total elements). See paragraph **3.6.3.2.**
14. If aerial demonstration is for an aircraft not covered in AFI 11-246, then MAJCOM/CC approval is required. This may not be delegated. If aircraft is covered in AFI 11-246, then follow waiver or non-standard profile approvals IAW AFI 11-246 or MAJCOM/A3 approval is required.
15. These events may have additional approval levels depending on the nature of the event or support. See applicable approval levels listed above.
16. Eligible events IAW paragraph **3.6.2.4.** Will not be held in conjunction with other events (i.e. sporting events or airshows).
17. Will not be delegated.
18. When dissimilar formation does not meet aerial review criteria (i.e., airshows, open houses or international trade shows). Otherwise comply with aerial review criteria and approval levels IAW paragraphs **3.6.3.** and **4.3.**
19. As described in paragraph **5.10.**

Figure A2.1. (Added-ACC) Approval Matrix

Aviation Support or Aerial Event *(Not all inclusive, reference to applicable paragraphs is required)*	**Approval Levels**		**ACC References**
	Event	**Participation**	
Static Display	----------	----------	
Public Event	ACC/PA [1]	WG/CC	
Military Event	N/A	WG/CC	
Flyover	----------	----------	**1.4.2.4. (Added) - 1.4.2.5. (Added)**
Public Event	----------	----------	
Off-Base Eligible (Aviation Related)	SAF/PAC	ACC/A3	
Exception-to-Policy	SAF/PAC & AF/A3O	ACC/A3 [2]	
On-Base Public Event	SAF/PAC	ACC/A3	
Off-Base Patriotic Holiday	SAF/PA	ACC/A3	
Military Event (On-Base)	----------	----------	
Retirement/Ch of Cmd	Approved	ACC/A3	
Exception-to-Policy	AF/CV	COMACC [4]	
Funeral or Memorial (Eligible)	Mortuary Affairs	ACC/A3 [2,5]	**4.2.3.1. (Added)**
Exception-to-Policy	AF/CVA	ACC/A3 [2,5]	
Patriotic Holiday	MAJCOM or SAF/PAC	ACC/A3	
Chg of Acft or Unit Flag Retirement	Approved	ACC/A3	
Other On-Base	Installation CC	ACC/A3 [6]	
Aerial Review	----------	----------	
Single MAJCOM	OSD/PA	ACC/A3 [4]	
Multiple MAJCOMs	OSD/PA	ACC/A3 [4]	
Multiple Service/Nation or Civilian acft	OSD/PA	ACC/A3 [4]	
Aerial Demonstration	----------	----------	
Public Event	SAF/PAN	ACC/A3 [2, 7]	
Military Event	ACC/PA	ACC/A3 [2, 7, 8]	
Other Events/Support [9]	----------		
Missing Man @ approved events [10]	ACC/A3		**4.2.4.2. (Added)**
Missing Man at Other Events	ACC/A3 [2]		
Dissimilar Formation	ACC/A3 [11]		**5.3.1. (Added)**
Multi-Service/Nation or Civilian	COMACC [4]		
OCONUS Events	IAW Combatant Commander Directives		5.9.7

NOTES:

1. At a minimum, event must receive approval for AF participation from ACC/PA. Most events will require SAF/PA approval and be posted on the SAF/PA web-site of approved events.
2. ACC/A3TA will notify AF/A3OOB of approval NLT 2 days prior to event.
3. Deleted.
4. After approval ACC/A3TA will notify AF/A3OO. Final approval from AF/CV or higher may be required.
5. For funeral and memorial flyovers occurring on-base, participation approval has been delegated to ACC/A3T.
6. Applies only if home based aircraft used. If using non-assigned aircraft, further event approval and aircraft participation may be required.
7. Aerial Demonstration teams will use AFI 11-246 and its ACC Sup 1 procedures. Profiles not contained in AFI 11-246 or AFI 11-209 (and ACC supplements) require COMACC approval.
8. For aircraft not covered by AFI 11-246 or AFI 11-209 (and ACC supplements) may participate in simulated airfield attacks highlighting the capabilities of home stationed aircraft. Use of non-unit aircraft may require them to receive MAJCOM/CC approval.
9. These events may have additional approval levels depending on the nature of the event or support.
10. Standard missing man procedures are for #3 in the formation to perform a pull-up maneuver or leave the #3 position in the flight vacant. Missing man formations will not be used for ceremonies held in conjunction with other events (i.e. airshows or sporting events).
11. If accomplished at an air show, open house or international trade show and involving aircraft from other services or nations, or with civilian aircraft that do not meet aerial review criteria require COMACC approval. ACC/A3TA will notify HQ USAF/A3OO of such approvals.

Attachment 3

REQUIREMENTS FOR AIRCRAFT ON STATIC DISPLAY

A3.1. Public Access Not Allowed

A3.1.1. Cordon aircraft off to limit public approach so that no person standing outside the cordon may touch any part of the aircraft.

A3.1.1.1. **(Added-ACC)** Restrict full size vehicle operations within display areas to base fire, rescue, ambulance, and security vehicles, for emergencies only.

A3.1.1.2. **(Added-ACC)** Segregate large scale aircraft parking from vendor areas and other essential traffic areas by at least 200 feet, or provide a physical and visual cordon around large scale aircraft.

A3.1.2. Make safe the aircraft and any associated equipment.

A3.1.3. Verify the absence of significant leaks of flammable or toxic fluids according to TOs.

A3.1.4. A qualified air/ground crewmember must remain with the aircraft during public viewing.

A3.1.5. **(Added-ACC)** "REMOVE BEFORE FLIGHT" warning streamers will be attached to each safety pin/device and left exposed.

A3.1.6. **(Added-ACC)** The external canopy jettison handle receptacle(s) will be closed and sealed with tape. Set up the static display according to paragraph **A3.1.1.** if this requirement cannot be met.

A3.1.7. **(Added-ACC)** Aircraft with gun systems will be electrically and mechanically safed, IAW applicable TO procedures.

A3.2. Public Access Allowed (Cockpit Closed / Flight Deck Restricted / Passenger or Cargo Compartments Accessible)

A3.2.1. Follow instructions in paragraph **A3.1.2.**, **A3.1.3.**, and **A3.1.4.**.

A3.2.2. Perform foreign object damage prevention actions (installation of engine intake and exhaust covers, pitot tube covers, etc.).

A3.2.3. Make safe canopies, if applicable, landing gear struts, tail hooks, access ladders, internal ladders, passenger and cargo loading doors, cargo loading ramps, and other parts posing a hazard to the general public. Restrict public access to the flight deck (public may view the flight deck, if practical). A qualified maintenance officer, maintenance NCO, or assigned aircrew member at deployed locations will personally perform these checks.

A3.2.4. Ensure an aircrew member is present at the flight deck at all times to prevent public access and to confirm proper switch and handle positions before leaving the aircraft. Before engines start, the aircraft commander ensures the entire aircraft is thoroughly inspected for any debris or items left during the static display.

A3.2.5. If these requirements cannot be met, set up static display according to paragraph **A3.1.**.

A3.3. Public Access Allowed (Cockpit Opened / Flight Deck Accessible / Passenger or Cargo Compartments Accessible)

A3.3.1. Follow instructions in paragraphs **A3.1.2.**, **A3.1.3.**, **A3.2.2.**, **A3.2.3.**.

A3.3.2. Make safe all stored energy devices (e.g., explosive items, hydraulics, pneumatics, etc.).

A3.3.3. Ensure that an aircrew member is present at the cockpit, or on the flight deck, at all times during the display and confirms proper switch and handle positions before leaving the aircraft. Before engine(s) start, the aircraft commander ensures the entire aircraft is thoroughly inspected for any debris or items left during the static display.

A3.3.4. If these requirements cannot be met, set up static display according to paragraph **A3.1.** or **A3.2.**.

A3.4. Other Precautions

A3.4.1. If open crew or cargo entry or escape hatches present a hazard to the public; barricade them to positively prevent public access or exit. Barricaded hatches must also be under the direct supervision of a qualified air or ground crewmember. Close and lock the hatch if these requirements cannot be met.

A3.4.2. Do not open aircraft cockpits to the public when egress systems cannot be completely made safe according to TOs.

A3.4.3. Air and ground crewmembers must instruct members of the general public about what they may or may not touch while sitting in the cockpit or on the flight deck of an aircraft on static display.

A3.4.4. Remove or protect all classified equipment to prevent viewing by the public.

A3.4.5. Ensure minimum Protection Level security requirements are coordinated and in place IAW AFI 31-101, *The Air Force Installation Security Program*.

A3.5. (Added-ACC) Preparation of Aircraft:

A3.5.1. **(Added-ACC)** Aircraft selected for display will be thoroughly washed and the cockpit(s)/interior(s) cleaned before departing from the home station. Aircraft will be in strict compliance with ACC Corrosion Control Program. Aircraft will have new or like new "REMOVE BEFORE FLIGHT" warning streamers for display.

A3.5.2. **(Added-ACC)** When aircraft are to participate in static displays, the wing/group commander owning the aircraft, or a representative (normally a squadron commander), will personally inspect the aircraft prior to departure for the host base/location.

A3.6. (Added-ACC) Aircrew/Crew Chief Selection and Dress:

A3.6.1. **(Added-ACC)** The aircrews and crew chiefs selected to participate in static displays must be of the highest caliber and be thoroughly familiar with the weapons system which they are displaying. Personal appearance and speaking ability are two of the characteristics that should be considered when selecting crews for this task.

A3.6.2. **(Added-ACC)** Aircrews and crew chiefs must be in strict compliance with AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel,* as supplemented, with new or like new flight suits or duty uniforms, flight caps, boots, and jackets (when weather dictates); aircrews from the same aircraft should be attired similarly, i.e. scarves, T-shirts, patches, jackets, etc. Prior to departure, aircrews will be inspected by the wing commander, or designated representative (normally a squadron commander).

A3.7. (Added-ACC) Aircraft Security. Security requirements for aircraft participating in static displays or other events are listed in AFI 31-101, *The Air Force Installation Security Program* (FOUO). All aircrew will be familiar with these and other security requirements that may apply to individual MDS's prior to departing for the static display location.

A3.8. (Added-ACC) Anti-terrorist Planning. AFI 31-101 provides an overview of planning considerations for the security of Air Force property and personnel.

A3.9. (Added-ACC) Coordination. Static display crews will contact the host base/airfield project officer prior to leaving home station. Coordination items will include arrival/departure times, parking location, fuel availability, local area flying hazards, security, transportation, and billeting arrangements.

A3.10. (Added-ACC) Static Display Scheduling. Crews will not be scheduled to stand by the aircraft for more than 2 hours without a break.

A3.11. (Added-ACC) Ordnance. The appearance of the inert ordnance will be commensurate with the high standards set for static display aircraft. Munitions will be displayed loaded on the aircraft when possible. The unit loading standardization crew, with Wing Weapons manager and Operations Group Commander approval, using appropriate tech data, may load munitions display items of different munitions family groups on different MDS aircraft for which the aircraft is are not certified, solely for the purpose of static display (in this situation the aircraft will not be permitted to fly with these munitions).

A3.11.1. **(Added-ACC)** Static or Public Display. Do not display, load, or install live explosive items on display aircraft. Do not render explosive items inert for this purpose unless authorized by the specific Air Force Material Command (AFMC) item manager or system program office. Only authorized personnel will perform de-mil procedures.

A3.11.1.1. **(Added-ACC)** Remove live or expended ammunition from aircraft gun systems or safe the gun systems mechanically and electrically before placing the aircraft on display.

A3.11.1.2. **(Added-ACC)** Operational aircraft may be displayed without removing egress and life support systems explosive components. Take proper technical order safety precautions. Ensure constant surveillance of visiting personnel near actuating controls.

A3.11.1.3. **(Added-ACC)** Remove ejection cartridges from external stores release systems or ensure safety pins and devices cannot be easily removed. Isolate firing circuits (for example, circuit breakers pulled).

A3.11.1.5. **(Added-ACC)** Do not grant the public access to explosives storage or operating locations where the duties of the agencies don't require such contact.

A3.11.1.6. **(Added-ACC)** Munitions displays must be marked in accordance with TO 11A-1-53, *Ammunition Color Coding Identification of Empty and Inert Loaded Ammunition Items and Components and Assignment of Version Numbers to Training and Dummy Ammunition Items*, and certified in accordance with TO 11A-1-60, *Inspection of Reusable Munitions Containers and Scrap Material Generated from Items Exposed to or Containing Explosives*.

A3.12. (Added-ACC) Special Instructions:

A3.12.1. **(Added-ACC)** After a static display, aircrew will make a complete and thorough preflight with emphasis on FOD and damage to aircraft components.

A3.12.2. **(Added-ACC)** Aircraft maintenance work stands are not engineered or designed to safely allow large groups of people to view static displays. Specifically designed and engineered platforms for viewing aircraft interiors are preferred. If aircraft maintenance stands must be used, extreme care must be taken to ensure the weight bearing capability of the stand is not exceeded and additional supports may be necessary to reinforce the stand. (See AFOSHSTD 91-502, *Air Force Consolidated Occupational Safety Standard,* and specified TO for applicable work stand.) Aircrews and the event sponsor are responsible for maintaining complete control over the number of personnel on the work stand.

A3.12.3. **(Added-ACC)** Aircrew members at a static display represent the entire Air Force, and anything said or done can be construed as being "typical" of the Air Force.

A3.12.4. **(Added-ACC)** The F-117 and B-2 aircraft must be parked in a hangar to protect aircraft surfaces when not on static display. When not on display, overnight and during inclement weather, B-2 aircraft will be placed inside a hangar.

A3.12.5. **(Added-ACC)** B-2 and F-22A aircraft will comply with Senior Jersey Program requirements.

A3.13. (Added-ACC) Placards:

A3.13.1. **(Added-ACC)** All static display placards must be standardized within a wing/unit. Whenever possible, static display participants should have a placard available. Placards may be hinged at various points so they can be carried in travel pods.

A3.13.1.1. **(Added-ACC)** Each aircraft placard will portray, at a minimum:

A3.13.1.1.1. **(Added-ACC)** Model designation series and name, e.g., F-15 Eagle.

A3.13.1.1.2. **(Added-ACC)** Mission.

A3.13.1.1.3. **(Added-ACC)** Maximum speed in MPH.

A3.13.1.1.4. **(Added-ACC)** Ceiling.

A3.13.1.1.5. **(Added-ACC)** Range in statute miles (without air refueling).

A3.13.1.1.6. **(Added-ACC)** Armament (if applicable).

A3.13.1.2. **(Added-ACC)** Each inert ordnance placard will portray, at a minimum:

A3.13.1.2.1. **(Added-ACC)** Name of ordnance, e.g., MK-82.

A3.13.1.2.2. **(Added-ACC)** Type of ordnance, e.g., Bomb.

A3.13.1.2.3. **(Added-ACC)** Purpose, e.g., General Purpose.

A3.13.1.2.4. **(Added-ACC)** Weight (if applicable), e.g., 500 lbs.

A3.13.2. **(Added-ACC)** Placards will be kept in like-new condition.

A3.13.3. **(Added-ACC)** Aircraft description placards, if available, will be in good repair and placed directly in front of the aircraft. Munitions/camera placards will be positioned next to the item described.

Attachment 4 (Added-ACC)

ACC FLYOVER POLICY AND REQUEST PROCEDURES

A4.1. (Added-ACC) Flyover Requests. Submit Wing/CC (or his designated representative)-approved flyover request to HQ ACC/A3T IAW the timing criteria in paragraph **A4.7. (Added)** (as supplemented) below. HQ ACC/A3T will coordinate all requests with HQ ACC/PA. Requests submitted inside 7 workdays may be disapproved for insufficient time to process. Late requests must include OG/CC letter explaining the reason. For off-base flyover requests, sponsors must have a SAF/PA or HQ ACC/PA-approved (as applicable) DD Form 2535, **Request for Military Aerial Support**, before the request can be approved by HQ ACC.

A4.2. (Added-ACC) Flyover Request Format. Submit Wing/CC request using the following format:

A4.2.1. **(Added-ACC)** Event: (Event title, should match DD Form 2535).

A4.2.2. **(Added-ACC)** Where: (Event location, city/base/location and state or country [identify exact flyover location]).

A4.2.3. **(Added-ACC)** When: (Date).

A4.2.4. **(Added-ACC)** TOT: (Hard or soft, time in Zulu or local time zone or TBD).

A4.2.5. **(Added-ACC)** Control: (ACT, GLO, air boss, tower, etc.).

A4.2.6. **(Added-ACC)** Aircraft: (Number and MDS).

A4.2.7. **(Added-ACC)** Flyover Profile: (Profile #1 or #2; type of formation [if applicable]; speed KIAS and altitude in AGL).

A4.2.8. **(Added-ACC)** Other Aircraft Participating in the Event: (Number, MDS, and MAJCOM [if non-ACC]).

A4.2.9. **(Added-ACC)** Required Waivers/Additional Approval: (HQ ACC/A3 waiver if required; FAA waiver approval [if required]; SAF/PA or HQ ACC/PA approval [if required]).

A4.2.10. **(Added-ACC)** POC: (Rank or title, name, unit/office, phone and/or fax number and/or e-mail address).

A4.3. (Added-ACC) Flyover Profiles. When submitting your request, choose one of the two profiles below. Identify the exact flyover point such as runway, stadium, etc. For complex aerial events such as aerial reviews or capabilities demonstrations, describe the proposed flyover profile in detail: for example, specify holding, timing/de-confliction for a multiple aircraft flyover, formation procedures if non-standard, weapons release specifics, timeline of events for complex demonstrations/flyovers, contingencies, etc.

A4.3.1. **(Added-ACC)** Profile 1. Normal pass; clean configuration (i.e., gear and flaps retracted); normal traffic pattern airspeed for overhead pattern initial or, for aircraft that do not have a defined overhead pattern initial airspeed, normal downwind airspeed.

A4.3.2. **(Added-ACC)** Profile 2. High speed pass; clean configuration (i.e., gear and flaps retracted) at no more than 450 KIAS or tech order approved overhead airspeed, which ever is less (ensure FAA waiver has been obtained for any airspeed in excess of 250 KIAS.).

A4.4. (Added-ACC) Formations. Four ship maximum in fingertip or route formation. B-1 units may request up to a two-ship flyover, if flown in route formation.

A4.5. (Added-ACC) Requests for On-Base Flyovers. All requests for on-base flyovers must be accompanied by a map (Falcon View or like product) depicting the route of flight over the base with reference to local base population (i.e., housing areas, officer and enlisted clubs, BX, commissary, etc.). These maps must be of sufficient detail to show the flyover avoids base population to the maximum extent possible.

A4.6. (Added-ACC) Exceptions. Exceptions to above procedures, profiles, and parameters require specific HQ ACC/A3 (or higher) approval.

A4.7. (Added-ACC) Request submission timelines:

Flyovers: NLT 7 duty days (requests inside 7 days require OG/CC late letter)

Memorial Flyover: NLT 7 duty days or when notified

Aircraft Demonstration: NLT 10 duty days

Aerial Review (ACC assets): NLT 10 duty days

Aerial Review (Multi Command or Service): NLT 14 duty days

NOTE: Requests inside established guidelines require an OG/CC late letter.

Attachment 5 (Added-ACC)

(DELETED)

Attachment 6 (Added-ACC)

B-1 STANDARD AERIAL EVENTS PROFILES

A6.1. (Added-ACC) B-1 Standard Profiles. The following B-1 standard profiles are approved for use at airshows and open houses. Flyovers at all other events are limited to the profiles from **Attachment 4 (Added)**, Paragraph **A4.3. (Added)** Flyovers will be IAW AFI 11-209, as supplemented, except as noted below:

A6.1.1. **(Added-ACC)** Profile 1. Standard Flyover (solo or formation): Solo - Traffic pattern airspeeds along the show line. Formation - Two B-1s fly at traffic pattern airspeeds along the show line.

A6.1.2. **(Added-ACC)** Profile 2. High-Speed Flyover (solo or formation): Solo - Tactical employment airspeeds (0.90 Mach maximum) along the show line. Formation (Requires HQ ACC/A3 approval, limited to single pass only) - Two B-1s in wedge formation at tactical employment airspeeds (0.90 Mach maximum) along the show line.

A6.1.3. **(Added-ACC)** Profile 3. High-Speed Arcing Pass (solo only): Profile begins with an approach from the rear quarter of the viewing audience at 250 to 300 KIAS. The approach is offset from the runway or show centerline by 30 degrees. Approaching show center, execute a turn to the "crowd side" and track outbound 30 degrees off runway or show centerline so as to scribe an arc around the crowd.

A6.1.4. **(Added-ACC)** Profile 4. High-Speed - Afterburner (AB) Climb-to-Level Profile (Solo only): Tactical employment airspeeds (0.90 Mach maximum) along show line performing an AB climb-to-level maneuver as midfield or show center is approached.

A6.1.5. **(Added-ACC)** Profile 5. High-Speed Arcing Reversal (solo only): Profile begins with an approach form the rear quarter of the viewing audience at tactical employment airspeeds (0.90 Mach maximum). The approach is offset from the runway or show centerline by 30 degrees. Approaching show center, execute a turn away from the crowd and track outbound in a turn not to exceed 180 degrees.

A6.2. (Added-ACC) Flyover Guidance. Flyovers will comply with the following guidance:

A6.2.1. **(Added-ACC)** The maximum number of passes is three.

A6.2.2. **(Added-ACC)** All profiles require at least one pilot at the experienced level.

A6.2.3. **(Added-ACC)** Prior to performing the profiles off-station, aircrews may practice the expected display profiles at home station with OG/CC approval.

A6.2.4. **(Added-ACC)** The following restrictions apply to all profiles: Maximum airspeed - 0.90 Mach, minimum airspeed - 250 KIAS, clean configuration only, maximum of 60 degrees of bank.

A6.2.5. **(Added-ACC)** Reposition between passes at NLT 1,000 feet AGL using normal traffic pattern parameters.

A6.3. (Added-ACC) Restriction Waiver. The following restriction is waived for units performing one of the authorized profiles:

A6.3.1. **(Added-ACC)** Paragraph **A4.3.1. (Added)** of this supplement is waived to allow aircraft to exceed 450 KIAS during performance of high-speed profiles. Units will ensure FAA airspeed waiver is obtained.

A6.4. (Added-ACC) Mandatory Briefing. Commanders will ensure all aircrews are thoroughly briefed prior to participation in any aerial event.

Attachment 7 (Added-ACC)

B-2 STANDARD AERIAL EVENTS PROFILES

A7.1. (Added-ACC) B-2 Standard Profiles. The following B-2 standard profiles are approved for use at airshows and open houses. Flyovers at all other events are limited to the profiles from **Attachment 4 (Added)**, Paragraph **A4.3. (Added)** Flyovers will be IAW AFI 11-209, as supplemented, except as noted below:

A7.1.1. **(Added-ACC)** Profile 1. Standard Flyover: clean configuration (i.e., gear and flaps retracted); 200 to 250 KIAS.

A7.1.2. **(Added-ACC)** Profile 2. High Speed Pass; clean configuration (i.e., gear and flaps retracted) at no more than 450 KIAS or tech order approved maximum overhead airspeed, which ever is less (ensure FAA waiver has been obtained for any airspeed in excess of 250 KIAS.).

A7.1.3. **(Added-ACC)** Profile 3. Arcing pass: Profile begins with an approach from the rear quarter of the viewing audience at 200 to 250 KIAS. The approach is offset from the runway or show centerline by 30 degrees. Approaching show center, execute a turn to the "crowd side" and track outbound 30 degrees off runway or show centerline so as to scribe an arc around the crowd.

A7.1.4. **(Added-ACC)** Profile 4. Tear Drop Maneuver: Profile begins as a Profile 1 pass along the show line. Upon completion of the pass, track outbound approximately 1 nautical mile then execute a 240 degree turn away from the show line (rolling out momentarily at 90 degrees to the show line for clearing) so as to roll out directed towards show center tracking 30 degrees off runway or show centerline. At show center accomplish a turn away from show center (coming no closer than 1000 feet from the crowd line) and track outbound approximately 30 degrees off runway or show centerline.

A7.1.5. **(Added-ACC)** Profile 5. 360 Degree (Box Pattern). Profile consists of a straight and level, clean configuration pass over the runway at 200 to 250 KIAS based on aircraft gross weight. Following the straight thru pass, execute a turn away from the crowd line and fly a rectangular box pattern to a second straight and level pass (roll out momentarily at perpendicular headings to the show line for clearing).

A7.1.6. **(Added-ACC)** Profile 6. Figure 8 Maneuver. The figure 8 profile begins with an approach from the rear quarter of the viewing audience at 250 KIAS. The approach is offset from runway or show centerline by 30 degrees. Approaching show center, execute a turn to the "crowd side" of the runway and track outbound 30 degrees off runway or show centerline so as to scribe an arc around the crowd. Upon completion of the outbound turn, track outbound and execute a 240 degree turn in the opposite direction (rolling out momentarily at 90 degrees to the show line for clearing) pointing towards show center tracking 30 degrees off runway or show centerline. At show center, accomplish a turn away from show center and track outbound 30 degrees off runway or show centerline. Upon completion of the outbound turn, track outbound and execute a 240 degree turn in the opposite direction (rolling out momentarily at 90 degrees to the show line for clearing). Purposely overshoot final and establish a 30 degree offset from the runway or show centerline to again approach from the rear quarter of the audience. At show center, execute a climbing turn (at MCM) at 40 degrees of bank toward the crowd side of the runway. If obstructions and crowd overflight concerns prevent this exact ground track, mission planners will adjust the profile to perform a safe flyover in the general form of the figure 8 pattern.

A7.2. (Added-ACC) Flyover Guidance. Flyovers will comply with the following guidance:

A7.2.1. **(Added-ACC)** The maximum number of passes is three. The 509 WG/CC (may be delegated to 509 OG/CC) will approve which profiles will be flown at each event.

A7.2.2. **(Added-ACC)** Execute turns to fly no closer than 1000 feet from the crowd line.

A7.2.3. **(Added-ACC)** All bank angles will be planned for 30 (not to exceed 45) degrees.

A7.2.4. **(Added-ACC)** Flyover minimum altitude will be 1000 feet above the highest obstacle within 2000 feet.

A7.3. (Added-ACC) Scheduling. B-2 participation in aerial events will be closely monitored and scrutinized by HQ ACC. The following guidelines will be used to schedule B-2 aircraft for flyover and static display participation:

A7.3.1. **(Added-ACC)** HQ ACC/A3TA is the central point of contact for weekend (defined as Fridays, Saturdays, Sundays, and holidays), OCONUS, high visibility, and senior staff (ACC, HQ USAF, or political) requests.

A7.3.1.1. **(Added-ACC)** Participation requests will arrive ACC/A3TA (e-mail: **acc.A3TA@langley.af..mil**) NLT 1 month prior to the month of the event. For example, requests must be received by 1 July for events to be scheduled in August.

A7.3.1.1.1. **(Added-ACC)** ACC/A3TA will coordinate the draft schedule with 509 BW/CC, ACC/PAC and ACC/A8Z prior to schedule publication.

A7.3.1.1.2. **(Added-ACC)** ACC/A8Z will analyze each location for intelligence risk levels and recommend support/non-support or modification of support profiles (i.e. fighter escort during B-2 OCONUS flyovers).

A7.3.1.2. **(Added-ACC)** ACC/A3TA will attempt to publish an ACC/A3 approved schedule NLT 15 days prior to the start of the scheduled month.

A7.3.2. **(Added-ACC)** 509 OSS/OSOS is the central point of contact for all other participation requests. Events or agencies will forward requests for events not listed in **A7.3.1. (Added)** to 509 OGS/OGS. (e-mail: **B2flyby@whiteman.af.mil**)

A7.3.2.1. **(Added-ACC)** 509 BW requests for weekday and other events will arrive at ACC/A3TA NLT 15 duty days prior to the event. ACC/A3TA will publish an updated B-2 schedule once approved by ACC/A3.

A7.3.3. **(Added-ACC)** The 509 BW will support no more than one air show weekend day November through March and two airshow weekend days April through October. HQ ACC/A3TA will attempt to group flyovers to serve multiple locations with a single sortie and minimize training impact in conjunction with airshow and open house support.

A7.3.3.1. **(Added-ACC)** There is no limit to weekday event participation, provided minimum impact on daily training missions is maintained.

A7.3.4. **(Added-ACC)** Annual/quarterly scheduled events such as Air University Aerospace Power Demonstration, and Joint Expeditionary Force Experiment (JEFX) will not count towards the monthly airshow support. Every attempt will be made to prevent combining airshows/open houses with these events.

A7.3.5. **(Added-ACC)** The 509 BW reserves the right to cancel a previously scheduled event when short notice HHQ request/tasking pushes the wing over its maximum number of air show weekend days in a given month.

Attachment 8 (Added-ACC)

F-117 STANDARD AERIAL EVENTS PROFILES

A8.1. (Added-ACC) F-117 Standard Profiles. The following F-117 standard profiles are approved for use at airshows and open houses. Flyovers at all other events are limited to the profiles from **Attachment 4 (Added)**, Paragraph **A4.3. (Added)** Flyovers will be IAW AFI 11-209, as supplemented, except as noted below:

A8.1.1. **(Added-ACC)** Profile 1. Standard Flyover: clean configuration (i.e., gear and flaps retracted); at 250 KIAS.

A8.1.2. **(Added-ACC)** Profile 2. High Speed Pass; clean configuration (i.e., gear and flaps retracted) at no more than 450 KIAS or tech order approved maximum overhead airspeed, which ever is less (ensure FAA waiver has been obtained for any airspeed in excess of 250 KIAS.).

A8.1.3. **(Added-ACC)** Profile 3. Arcing pass: Profile begins with an approach from the rear quarter of the viewing audience at 250 to 300 KIAS. The approach is offset from the runway or show centerline by 30 degrees. Approaching show center, execute a turn to the "crowd side" and track outbound 30 degrees off runway or show centerline so as to scribe an arc around the crowd.

A8.2. (Added-ACC) Flyover Guidance. Flyovers will comply with the following guidance:

A8.2.1. **(Added-ACC)** The maximum number of passes is three.

A8.2.2. **(Added-ACC)** Reposition between passes at 1,000 feet AGL minimum.

A8.3. (Added-ACC) Scheduling. F-117 participation in aerial events will be closely monitored and scrutinized by HQ ACC. The following guidelines will be used to schedule F-117 aircraft for flyover and static display participation:

A8.3.1. **(Added-ACC)** HQ ACC/A3TA is the central point of contact for all requests.

A8.3.1.1. **(Added-ACC)** Participation requests will arrive ACC/A3TA (e-mail: **acc.A3TA@langley.af.mil**) NLT 1 month prior to the month of the event. For example, requests must be received by 1 July for events to be scheduled in August.

A8.3.1.1.1. **(Added-ACC)** ACC/A3TA will coordinate the draft schedule with 49 FW/CC, ACC/PAC and ACC/A8Z prior to schedule publication.

A8.3.1.1.2. **(Added-ACC)** ACC/A8Z will analyze each location for intelligence risk levels and recommend support/non-support or modification of support profiles

A8.3.1.2. **(Added-ACC)** ACC/A3TA will attempt to publish a ACC/A3 approved schedule NLT 15 days prior to the start of the scheduled month.

A8.3.2. **(Added-ACC)** The 49 FW will support no more than two air show weekends per month without 49 FW/CC approval. HQ ACC/A3TA will attempt to group flyovers to serve multiple locations with a single sortie and minimize training impact in conjunction with airshow and open house support.

A8.3.3. **(Added-ACC)** The 49 FW may request cancellation of a scheduled event when short notice HHQ request/tasking pushes the wing over its maximum number of air show weekend days in a given month.

Attachment 9 (Added-ACC)

F-22A STANDARD AERIAL EVENTS PROFILES

A9.1. (Added-ACC) F-22A Standard Profiles. Flyovers are limited to the profiles from **Attachment 4 (Added)**, Paragraph **A4.3. (Added)**

A9.2. (Added-ACC) Flyover Guidance. Flyovers will comply with the following guidance:

A9.2.1. **(Added-ACC)** The maximum number of passes is one.

A9.3. (Added-ACC) Scheduling. F-22A participation in aerial events will be closely monitored and scrutinized by HQ ACC. The following guidelines will be used to schedule F-22A aircraft for flyover and static display participation:

A9.3.1. **(Added-ACC)** HQ ACC/A3TA is the central point of contact for all requests.

A9.3.1.1. **(Added-ACC)** Participation requests will arrive ACC/A3TA (e-mail: **acc.A3TA@langley.af.mil**) NLT 31 Dec prior to the scheduled year. For example, requests received by 31 Dec 06 will be considered for the CY 2007 schedule.

A9.3.1.1.1. **(Added-ACC)** ACC/A3TA will coordinate the draft schedule with 1 FW/CC, 53 WG/CC, ACC/PAC and ACC/A8Z prior to schedule publication.

A9.3.1.1.2. **(Added-ACC)** ACC/A8Z will analyze each location for intelligence risk levels and recommend support/non-support or modification of support profiles.

A9.3.1.2. **(Added-ACC)** ACC/A3TA will attempt to publish a ACC/A3 approved annual schedule NLT 15 February.

A9.3.2. **(Added-ACC)** F-22A Heritage Flight/Demo pilot is authorized to include passes outlined in AFI 11-246, ACC Sup1 in conjunction with Heritage Flights at air shows and open houses when annotated on the published schedule.

A9.3.3. **(Added-ACC)** The 1 FW / 53 WG may request cancellation of a pre-scheduled event when short notice HHQ request/tasking or flight test requirements interfere the wings ability to support.

Attachment 10 (Added-ACC)

F-4 STANDARD AERIAL EVENTS PROFILES

A10.1. (Added-ACC) F-4 Standard Profiles. The following F-4 standard profiles are approved for use at airshows and open houses. Flyovers at all other events are limited to the profiles from **Attachment 4 (Added)**, Paragraph **A4.3. (Added)** Flyovers will be IAW AFI 11-209, as supplemented, except as noted below:

A10.1.1. **(Added-ACC)** Profile 1. Standard Flyover: clean configuration (i.e., gear and flaps retracted); at approved overhead airspeed.

A10.1.2. **(Added-ACC)** Profile 2. High Speed Pass: clean configuration (i.e., gear and flaps retracted) at no more than 450 KIAS or tech order approved maximum overhead airspeed, which ever is less (ensure FAA waiver has been obtained for any airspeed in excess of 250 KIAS).

A10.1.3. **(Added-ACC)** Arcing Pass: Profile begins with an approach from the rear quarter of the viewing audience at 300-350 KIAS. The approach is offset from the runway or show centerline by 30 degrees. Approaching show center, execute a turn to the "crowd side" and track outbound 30 degrees off runway or show centerline so as to scribe an arc around the crowd.

A10.1.4. **(Added-ACC)** Profile 4. Afterburner (AB) Climb-to-Level Profile. Profile begins with gear, flaps and hook down, slow speed pass over the runway or showline at no greater than 17 units AOA, maintaining slow speed flight until show center. Approaching show center select maximum power, retract gear, hook and flaps (no less than 180 KIAS) and begin accelerating. Begin a 200 KIAS climb, maintaining this configuration, to a max altitude 6,000 ft or the FAA approved altitude for the site (whichever is less). If the ceiling does not permit a climb to maximum allowable altitude, modify the level off in order to maintain VMC.

A10.2. (Added-ACC) Flyover Guidance. Flyovers will comply with the following guidance:

A10.2.1. **(Added-ACC)** The maximum number of passes is three.

A10.2.2. **(Added-ACC)** Reposition between passes at 1,000 feet AGL minimum using normal traffic pattern parameters.

A10.2.3. **(Added-ACC)** F-4 Heritage Flight/Demo pilot is authorized to include three of the standard aerial events profiles in conjunction with Heritage Flights at air shows and open houses when annotated on the published schedule.