

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**



AIR FORCE INSTRUCTION 11-209

4 MAY 2006

**AIR MOBILITY COMMAND
Supplement**

7 OCTOBER 2009

Certified Current on 25 November 2013

Flying Operations

**AERIAL EVENT POLICY AND
PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: HQ USAF/A300

Certified by: HQ USAF/A30 (Brig Gen
William L. Holland)

Supersedes: AFI11-209, 25 August 2003

Pages: 79

(AMC)

OPR: HQ AMC/A300

Certified by: HQ AMC/A3 (Maj Gen
Brooks L. Bash)

Supersedes: AFI11-209_AMCSUP1, 1 June 1999

Pages: 35

This instruction implements AFD 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/A300), 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/A300), 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/>

(AMC) AFI 11-209, 4 May 2006, is supplemented as follows. This publication provides guidance and procedures for Air Mobility Command (AMC) aviation support provided to public and military aerial events and applies to AMC personnel who plan, coordinate, approve and carry out command participation in such events. It applies to AMC Active Duty units, AMC Active Duty Associate units to Air National Guard (ANG) units and AMC Active Duty Associate units to Air Force Reserve Command (AFRC) units. It applies to AFRC and ANG units (Associate and Unit-Equipped) when operating aviation support missions under 18 AF operational control (ie, AMC mission identifiers). However, it does not apply to AFRC and ANG units operating aviation support missions generated organically under ARC mission identifiers. Ensure that all records created as a result of processes prescribed in this publication are maintained In Accordance With (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW with the Air Force Records Information Management System (AFRIMS) located at <https://www.my.af.mil/gcss-af61a/afrims/afrims/>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through Major Command (MAJCOM) publications/forms managers. This publication may be supplemented at any level, but all Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. See Attachment 1, this supplement, for a glossary of references and supporting information.

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/ A300); 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](#).

(AMC) This document is substantially revised and must be completely reviewed. This revision reorganized the format of chapters and paragraphs for increased understanding. This supplement introduces the concept of an AMC “air show culture” with supporting, foundational concepts, the AMC policy for aviation support and the Wing Aviation Support Program (para 1.1). It adjusts the tasking mechanism to support aerial events to incorporate 618 TACC/XOBL (paras 1.1.6, 2.4.4.1, 2.6, 3.5.1.1, 4.2.3, 5.10.5, and 5.105.1). It categorizes flyovers, aerial reviews and aerial demonstrations as “aerial performances” (para 1.4). It introduces a classification schema for aviation support (Figure 1). It re-establishes a 500’ AGL minimum altitude for USAFA flyovers (para 1.6.3.2). It provides flyover guidance when spectator areas are established (para 1.6.7). It addresses Non-Standard Aerial Events (1.10.1). It discusses the roles of Joint Airborne/Air Transportability Training (JA/ATT) missions, Transportation Working Capital Fund (TWCF) missions and Special Assignment Airlift Missions (SAAM) in aviation support (para 2.4.4). It presents guidance for tailoring and approving flight profiles for aerial performances (para 2.4.7). It provides guidance for aerial performances in the National Capital Region (NCR) (para 2.6.1). It redefines the AMC “ground supervisor” as the AMC “ground coordinator,” outlining specific duties (para 2.7). It authorizes air refueling demonstrations, and provides basic procedures (para 4.4.8). It provides detailed guidance for requesting participation approval for aviation support proposals (para 4.6). It outlines procedures for aerial performances at the USAFA (para 5.1). It clarifies participation approval procedures for AF parachute team performances (para 5.4). It updates the Participation Approval Matrix at Attachment 2. It identifies AMC/A3 as participation approval authority for off-base static displays, in lieu of wing commanders, and for aviation support provided to events approved IAW Exception-to-Policy procedures (Attachment 2). It provides detailed guidance for AMC static display aircraft (Attachment 4) and incorporates “Make-Safe” procedures for DS-equipped aircraft used as static displays or in aerial performances (Attachment 5). It expands guidance on the Operational Risk Management (ORM) process, clarifying its use in assessing aggregate risk for an aerial performance (Attachment 6). It clarifies the procedures for requesting aviation support and expands the guidelines for gaining participation approval for aviation support, referring users to the Project Officer’s Guide (POG) on the AMC/A3O web page (Attachment 9). Finally, it develops the concept of the wing-level “Aviation Support Program” (Attachment 10).

Chapter 1—GENERAL GUIDANCE	7
1.1. General Guidance.	7
1.1. (AMC) General Guidance.	7
1.2. Public Event.	8
1.3. Military Event.	8
1.4. Aviation support (For Public and Military Events).	8

	1.4.	(AMC) Aviation support (For Public and Military Events).	8
Figure	1.1.	(Added-AMC) Classification of AMC Aviation Support.	9
	1.5.	Approvals.	Error! Bookmark not c
	1.5.	(AMC) Approvals.	Error! Bookmark not c
	1.6.	Operational Criteria.	12
	1.6.	(AMC) Operational Criteria.	12
	1.7.	Compliance with Flight Procedures.	15
	1.8.	Waiver Process.	15
	1.9.	Force Protection.	16
	1.10.	Other Guidance.	16
Chapter 2	—RESPONSIBILITIES		17
	2.1.	Secretary of the Air Force, International Affairs (SAF/IA).	17
	2.2.	Secretary of the Air Force, Public Affairs (SAF/PA).	17
	2.3.	HQ USAF D	17
	2.4.	MAJCOM Duties.	17
	2.5.	Mission Commander.	22
	2.6.	Aerial Control Team (ACT) Responsibilities.	22
	2.6.	(AMC) Aerial Control Team (ACT) Responsibilities.	22
	2.7.	(Added-AMC) AMC Ground Coordinator.	23
Chapter 3	—EVENT APPROVAL PROCESS		25
	3.1.	General Approval Process.	25
	3.2.	Public Event Approval.	25
	3.3.	Military Event Approval.	26
	3.4.	SAF/PA Approval Process.	27
	3.5.	Exception-to-Policy Procedures for Public Events.	27
	3.6.	Specific Aviation Support for Public or Military Events Event Approval Considerations.	29
Chapter 4	—PARTICIPATION APPROVAL PROCESS		35
	4.1.	Static Displays.	35
	4.1.	(AMC) Static Displays.	35
	4.2.	Flyover	35
	4.2.	(AMC) Flyover.	35
	4.3.	Aerial Review.	37

4.3.	(AMC) Aerial Review.	37
4.4.	Aerial Demonstration.	38
4.4.	(AMC) Aerial Demonstration.	38
4.5.	(Added-AMC) Units Requesting Aviation Support For On-Station Events.	39
4.6.	(Added-AMC) Participation Approval Process.	39
Chapter 5—ADDITIONAL GUIDANCE		43
5.1.	USAF Academy (USAFA) On-Base Events.	43
5.1.	(AMC) USAF (USAFA) On-Base Events.	43
5.2.	MAJCOM-to-MAJCOM Flyover Requests.	44
5.2.	(AMC) MAJCOM-to-MAJCOM Flyover Requests.	44
5.3.	Dissimilar Formation.	44
5.3.	(AMC) Dissimilar Formation.	44
5.4.	Air Force Parachute Team (AFPT).	45
5.4.	(AMC) Air Force Parachute Team (AFPT).	45
5.5.	Record Flights and Flights of a Spectacular Nature.	45
5.6.	Test Aircraft.	45
5.7.	Heritage/Texan Flight Training Programs.	45
5.8.	Airshows/Open Houses.	46
5.9.	Overseas Public and Military Events.	46
5.10.	International Airshows and Trade Exhibitions.	47
5.10.	(AMC) International Airshows and Trade Exhibitions.	47
5.11.	Adopted Forms.	48
Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION		57
Attachment 1—(AMC) GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION		57
Attachment 2—APPROVAL MATRIX		62
Attachment 2—(AMC) APPROVAL MATRIX		62
Attachment 3—REQUIREMENTS FOR AIRCRAFT ON STATIC DISPLAY		65
Attachment 4—(Added-AMC) GENERAL GUIDELINES: STATIC DISPLAY OF AMC AIRCRAFT		67
Attachment 5—(Added-AMC) MAKE SAFE” GUIDELINES: AMC DS-EQUIPPED AIRCRAFT		70
Attachment 6—(Added-AMC) AMC OPERATIONAL RISK MANAGEMENT (ORM) ASSESSMENT		71

Attachment 7—(Added-AMC) MISSION COMMANDER (MC) BRIEFING GUIDE	73
Attachment 8—(Added-AMC) AMC UNITS REQUESTING AVIATION SUPPORT	74
Attachment 9—(Added-AMC) PARTICIPATION APPROVAL PROCESS FOR AVIATION SUPPORT PROPOSALS	76
Attachment 10—(Added-AMC) WING AVIATION SUPPORT PROGRAM	78

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.

1.1. (AMC) General Guidance. Air Force provides aviation support for more public or military events world-wide than any other single organization—AMC’s contribution is enormous. Aviation support significantly impacts the public’s perception of both the Air Force and AMC. This perception must be cast in a positive light. To this end, the Command will cultivate an “air show culture” at the grass roots level—every wing plays a role. Ideally, this air show culture will influence the positive thinking and behavior of our men and women involved in our aviation support, grooming them to be the command’s “air show” envoys to a global population. Our envoys must be knowledgeable in Air Force and AMC history, and in air operations. They must be articulate spokespersons with exceptional military bearing. They must be highly mission-capable, at all times exercising common sense, sound judgment and safety consciousness. Finally, they must have a genuine appreciation for “showmanship,” an aspect of aviation support that we cannot afford to overlook. Our envoys are to shape the public’s perception of the Air Force and AMC. Two command initiatives underpin our air show culture: 1) the command policy on aviation support; and, 2) the wing aviation support programs.

1.1.1. **(Added-AMC) AMC Policy On Aviation Support.** The command’s policy on aviation support is comprised of these tenets: 1) to never compromise the safety of spectators or our airmen, or the security of command equipment; 2) to send only competent, knowledgeable, articulate, polished, and professional airmen to represent the command; 3) to showcase our capabilities by aggressively seeking opportunities to support military and public events, worldwide; 4) to provide aviation support to the extent operational commitments and resources permit while maintaining good stewardship of the nation’s assets; 5) to display only equipment impeccably prepared; and finally, 6) to allocate aviation support equitably among competing event sponsors.

1.1.2. **(Added-AMC) Wing Aviation Support Program.** Each WG/CC will establish an Aviation Support Program uniquely tailored to the wing’s mission and personnel—this program, coupled with the command’s policy for aviation support, is to buttress AMC’s air show culture. AMC/A3V will provide headquarters oversight through the Aircrew Standardization Evaluation Visit (ASEV) program (Administrative and Manning). Guidelines for the wing’s aviation support program are at **Attachment 10**, this supplement.

1.1.3. **(Added-AMC)** This supplement presents the basic guidance governing AMC aviation support provided to military or public events. For additional operational guidance, see AFI 11-2MDS, Volumes 1-3, among other sources listed in AFI 11-209. AMC event sponsorship is addressed in AFI 10-1004, *Conducting Air Force Open Houses*.

1.1.4. **(Added-AMC)** Aviation support should not interfere with wing operational commitments. As a general rule, aviation support is flown on a voluntary basis with operational costs paid from the wings' O&M budgets for flying training—on rare occasions, funding may be otherwise sourced (POC AMC/A300). See [para 2.4.4](#), this supplement.

1.1.5. **(Added-AMC)** 618 TACC/XOBL may task wings to provide aviation support, normally at the request of Headquarters Air Force (HAF), for certain key public or military events, in particular, for international air and trade exhibitions (see [para 2.4.4](#) and [5.10.5](#), this supplement). If Active Duty forces are unable to support HAF requests, 618 TACC may request ARC volunteer support (see [para 5.10.5.1](#), this supplement).

1.1.6. **(Added-AMC)** The expression WG/CC, by convention in this supplement, includes AMC commanders of airlift and tanker groups not associated with a parent wing. AMC GP/CCs must ensure that planned aviation support for on-station military or public events is fully coordinated with their host-wing leadership prior to execution.

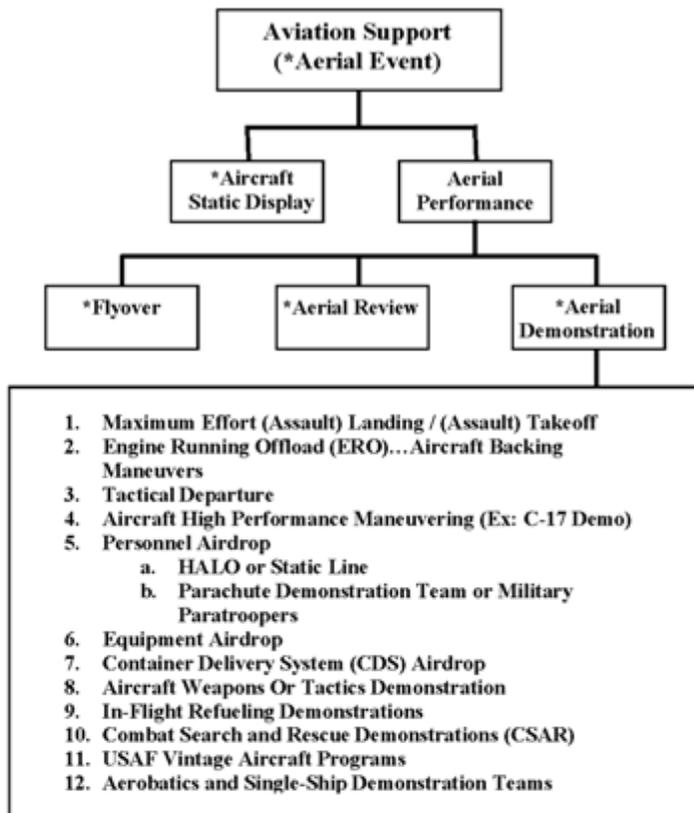
1.2. Public Event. Public events are community relations events not connected with the military functioning of the Department of Defense and intended primarily for non-military audiences. Some examples include military Open House events, ceremonies, exhibitions, expositions, athletic contests, parades, 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. (AMC) Aviation support (For Public and Military Events). AMC “aviation support” consists of static displays and aerial performances. Aerial performance—a subset of aviation support—includes flyover, aerial review and aerial demonstration. Static display, flyover, aerial review and aerial demonstration are “aerial events.”

Figure 1.1. (Added-AMC) Classification of AMC Aviation Support.



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.

1.4.3. **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. (AMC) Approvals. AMC aviation support planned for public or military events requires both “event approval” from Public Affairs and “participation approval” from Operations—see AFI 11-209, Chapter 3 (event approval) and Chapter 4 (participation approval). **Attachment 2**, this supplement, summarizes the required levels of approval applicable to AMC. For some events, eligibility has been predetermined by Public Affairs and requires only Operations participation approval. USAF aviation support not described in this instruction, but planned for a public or military event, must receive AMC/A3, HQ USAF/A3O, and SAF/PA approval before conducting the performance. Wing commanders may approve participation in events for their wing-assigned aircraft as posted in **Attachment 2**, this supplement. For events outside of the United States, Canada and Mexico, approval will comply with COCOM directives and AFI 11-209, para 5.9. through 5.10.

1.5.1. **(Added-AMC)** Records Management. Units are to keep records of their participation in military or public events for a period of one year. When participation is approved at the WG/CC level, the unit POC will provide an information copy of the approval documents prior to event execution to AMC/A300 IAW Attachment 2, *NOTE 24*, this supplement.

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.

1.6. (AMC) Operational Criteria. Safety is the first and primary consideration in the command's Policy for Aviation Support—do not engage in flying activities that compromise the safety of spectators and airmen, or that could damage or destroy an aircraft or other assets. When planning your aerial performances, “keep it simple,” then execute your plan. While airborne avoid changing your planned flight profile to execute any unplanned maneuvers requested on-the-spot by the “Air Boss” or other controlling agency, unless the request is a safety of flight or air traffic control issue—common sense and sound judgment must prevail. For guidance on aerial performances involving an air refueling aircraft and receiver, see **para 4.4.8**, this supplement.

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.

1.6.1. 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. **(AMC)** Weather Minimums. WG/CCs may set higher weather minimums than the minimum altitudes specified in AFI 11-209, para 1.6.2. for assigned aircrews executing aerial performances.

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. **(AMC) Altitude Minimums.** WG/CCs can set higher minimum altitudes than the minimum altitudes specified in AFI 11-209, [para 1.6.3](#), and supplemental paragraphs, for assigned aircrews executing aerial performances.

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.

1.6.3.2. **(Added-AMC) Minimum Altitude—Flyover/Congested Area.** The minimum altitude for a flyover performed in a congested area by an AMC aircraft, or AMC aircraft formation (based on the altitude of the lowest aircraft in the formation), is 1,000 feet above the highest obstacle within 2,000 feet of the aircraft. Notwithstanding, AMC flyovers of congested areas at the USAF Academy may be flown at lower altitudes subject to the guidance in [para 5.1.4](#), this supplement.

1.6.3.3. **(Added-AMC) Minimum Altitude—Flyover/Non-Congested Area.** The minimum altitude for a flyover performed in a non-congested area (or over open water or in sparsely populated areas) by an AMC aircraft, or by an AMC aircraft formation, is 500 feet AGL. For such flyovers, AMC aircrews will not operate an AMC aircraft closer than 500 feet to any person, vehicle, vessel or structure. The minimum altitude for an AMC flyover performed over an active runway, i.e., performed directly over and aligned with the longitudinal centerline, at a military or civil airfield hosting an approved event is 500' AGL.

1.6.3.4. **(Added-AMC) Minimum Altitude—Aerial Demonstration.** The minimum altitudes for the operation of AMC aircraft performing aerial demonstrations are posted in the Standard Profiles in AFI 11-246, Vol 6, and the AMC CONOPS to AFI 11-246, Vol 6.

1.6.3.5. **(Added-AMC) Minimum Altitude—Aerial Review.** The minimum altitude for AMC aircraft participating in an aerial review is 1,000' above the highest obstacle within 2,000 feet of the aircraft, except when the aerial review is performed over an active runway, i.e., directly over and aligned with the longitudinal centerline, at a military or civil airfield. In such situations, the aircrew can descend in order to pass over the runway at 500' AGL if approved by the Aerial Control Team chief, mission commander or other controlling agency.

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. (AMC) Airspeed Limitations. AMC fixed wing aircraft performing any aerial performance for public or military events are limited to a minimum airspeed of stall speed plus 30 percent, or minimum maneuvering airspeed, for the aircraft configuration. Maximum airspeed is 250 KIAS. AFI 11-246, Vol 6, and the AMC CONOPS for AFI 11-246, Vol 6, specify the minimum airspeeds applicable to AMC aircraft performing aerial 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.

1.6.6. 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. (AMC) Spectator Area. At all public or military events, for which a spectator area and a show line (or show lines, as defined by FAA aircraft categories) are established, AMC aircrews performing aerial demonstrations will operate their aircraft over the appropriate show line (or over a legally off-set ground track), will not overfly the spectator area and will not fly closer to the spectator area than the show line permits, notwithstanding any FAA waiver or approval to fly closer to the spectator area. Additionally, AMC aircrews will perform all flyovers over the show line (i.e., the show line appropriate for the FAA category of aircraft) at events where spectator areas and show lines are established, unless specifically authorized to deviate by the Air Boss or other controlling agency. If authorized to perform a

flyover that routes the aircraft closer to the spectator area than the show line, or over the spectator area, follow the guidance in [para 1.6.3.2](#) and [1.6.4](#), this supplement.

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-AMC)** Maximum Angle of Bank—Flyover / Aerial Demonstration. AMC aircraft are limited to a maximum angle of bank of 45 degrees for flyovers (see [para 4.2](#), this supplement). AFI 11-246, Vol 6, and AMC CONOPS to AFI 11-246, Vol 6, permit bank angles up to 45 degrees for certain Standard Profiles.

1.6.9. **(Added-AMC)** Maximum Angle of Bank—VFR Pitch-Out. WG/CCs may approve C-130/C-17/C-5 VFR arrival/pitchout procedures using bank angles up to 45 degrees maximum, IAW applicable operating instructions, for full-stop recoveries at venues where aviation support is being provided for a military or public event.

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/A300 at DSN 227-5019 or SAF/PAN at DSN 225-9664.

1.10.1. **(Added-AMC)** For non-standard activity, you must advise AMC/A3O a minimum of five working days prior to any scheduled activity that will include media coverage or may attract media attention.

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/A30 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/A30 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/A30) Responsibilities.

2.3.1. Waiver Requests. HQ USAF/A30 is the approval authority for waiver requests to this instruction, unless otherwise stated.

2.3.2. Unique Requests. HQ USAF/A30 is the approval authority for requests not covered by this instruction. Submit such requests to HQ USAF/A300 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/A30 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/A30 provides coordination and concurrence for SAF/PAN approved ETP flyovers and other aerial events as detailed in [Attachment 2](#).

2.3.5. Leases. HQ USAF/A30 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/A30 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.

2.4.1. (AMC) HQ AMC/A3O is the command OPR for receiving/evaluating requests for AMC aviation support. A3O will staff packages for AMC/A3 approval, or for higher headquarters approval, as appropriate (AMC/A3OO is the POC for aviation support and will provide contact information to AF/A3OO).

2.4.2. Coordinates with SAF/PA, SAF/IA, HQ USAF/A300 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.

2.4.2. (AMC) AMC/A3O is the command OPR for coordination on AMC aviation support (POC: AMC/A3OO).

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. (AMC) AMC/CC delegates participation approval for AMC aviation support IAW Attachment 2, this supplement.

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. (AMC) 618 TACC is OPR (POC 618 TACC/XOBL) for obtaining aviation support when requested by AF/A3OO and may task wings to support key domestic and international public or military events. The supporting aircrews/aircraft will come from the Wing Allocations as generated by the Aircrew Aircraft Tasking System (AATS)—see the AMC AATS CONOPS, 16 Nov 05, para 2.4.3.6.2 and 3.4.4.2.2. The costs of flying operations generated by such taskings will be paid from the wings' O&M budgets for flying training; notwithstanding, partial funding to off-set some of the O&M outlay may be worked in conjunction with the Joint Airborne/Air Transportability Training (JA/ATT) Program, Special Assignment Airlift Missions (SAAM) and Tanker Airlift Control Center (TACC) channel missions funded by the Transportation Working Capital Fund (TWCF):

2.4.4.1. (Added-AMC) The JA/ATT Program (OPR: AMC/A3D). JA/ATT missions may offer opportunities to support military or public events with personnel and/or equipment airdrop demonstrations—at reduced unit costs—while at the same time accomplishing unit training. As an example, a US Army unit could support its own open house event with a personnel airdrop demonstration using a JA/ATT mission: both the Army unit and the AMC aircrew would receive training and the cost of the airlift would be paid by the participating AMC wing from its O&M budget for flying training, an additional incentive for the Army unit. Some guidelines apply: 1) The aviation support (i.e., aerial demonstration) must be an adjunct to training and not the primary purpose of the mission; 2) The aerial demonstration does not compromise or degrade training, nor generate additional costs; 3) The aerial demonstration is fully coordinated with the user and event organizer; and, 4) AMC/A3D approval for a wing to fly a JA/ATT mission does not constitute participation approval for an embedded aerial demonstration (i.e., personnel or equipment airdrops) planned in support of a military or public event—

participation approval for an aerial demonstration follows a track separate from the JA/ATT process and is addressed in Chapter 4, [para 4.4](#) and [4.6](#), this supplement.

2.4.4.2. **(Added-AMC)** SAAM. US aerospace companies may purchase a SAAM to airlift company products to international air and trade exhibitions. When properly coordinated and approved, the aircrew/aircraft providing the lift could also provide aviation support for the same exhibition. In such cases, the cost of positioning and de-positioning the aircraft and crew to/from the event location is paid by the SAAM, resulting in little to no wing O&M outlay (OPR AMC/A3O).

2.4.4.3. **(Added-AMC)** TWCF Channel . Wings may consider flying TWCF channel missions to position/deposition their aircrews/aircraft when planning aviation support, particularly for events hosted at international venues. AMC/A3OO, the wing Project Officer, and TACC//XOB// should coordinate on such possibilities. Creative channel-mission scheduling could reduce a unit's O&M outlay by using the TWCF to pay the cost of positioning/de-positioning channel legs while providing augmented airlift opportunities for channel operations. Some guidelines apply: 1) XOG may have to deny a wing's request or cancel a scheduled channel mission at the last minute based on changing cargo or airlift requirements; 2) If XOG cancels a scheduled, add-on channel mission due to changing requirements, the cost of the positioning/de-positioning legs will be paid from unit O&M funding—a AMC Support Mission will not be generated simply to relieve a unit from using O&M funding; 3) If the port to which the channel mission positions the aircraft is not the event location, the cost to position the aircraft to final destination is paid from the wing's O&M budget for flying training; and, 4) The cost of flying operations associated with the planned aviation support at the event location could be paid using one of several alternatives other than TWCF: unit O&M funding or IAW guidance found on the Defense Security Cooperation Agency (DSCA) web site (i.e., Public Law 102-484, IAW DODD 7230.8, etc.—see AFI 11-209, para 5.10.).

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

2.4.5. **(AMC)** Wing commanders will ensure wing 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.

2.4.5.1. **(AMC)** Pilots and aircrew are highly qualified and proficient in the flying procedures and aerial performance techniques for flyovers, aerial reviews and aerial demonstrations. To execute aerial demonstrations, pilots must be certified IAW AFI 11-246, Vol 6, and the AMC CONOPS implementing AFI 11-246, Vol 6. The wing aviation support program should address requirements in this paragraph (see [para 1.1.2](#) and **Attachment 10**, this supplement).

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.

2.4.5.3. (AMC) AMC personnel must possess a basic knowledge of air mobility operations and AMC history—all who represent AMC must be able to effectively address these issues with the public (see [para 1.1](#) and [1.1.1](#), this supplement).

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).

2.4.6. (AMC) HQ AMC/A3O is the OPR (POC AMC/A3OO) for command participation in military or public events under the purview of AFI 11-209. AMC/A3OO will provide contact information [name, rank (or title), office symbol, e-mail address, and Defense Switched Network (DSN) and commercial voice and fax numbers] to HQ USAF/A3OO, SAF/PA and MAJCOM counterparts; additionally, the POC will maintain a roster (with contact information) of the key players at HAF and the other MAJCOMS engaged in aviation support.

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.

2.4.7. (AMC) An AMC aircrew planning an aerial performance for a military or public event will prepare a flight profile tailored to the specific event site. The profile will address the following, as applicable, for the type of aerial performance and event site: arrival procedures and routing; holding point/holding pattern; ground track for the aerial performance (identify the flyover/aerial review target for over flight and TOT; drop zone (DZ) information and planned airdrop ground track; the sequencing of Standard Demonstrations making up the profile (for example: overhead pattern, assault landing, reverse taxi, assault takeoff, etc.); exit procedure/routing; altitudes/airspeeds applicable to each phase; and, other factors relevant to the particular site.

2.4.7.1. (Added-AMC) The flight profile will be assessed using the wing's Operational Risk Management (ORM) criteria/procedures (see **Attachment 6**, this supplement).

2.4.7.2. (Added-AMC) The aircrew's WG/CC will review/approve the flight profile for the aerial performance, or may delegate this responsibility to the leadership level established in the Wing Aviation Support Program (see [para 1.1.2](#) & Supplement 10, this supplement); to this end, the Wing Aviation Support Program must outline the wing's process for reviewing/approving the flight profile for an aerial performance, ensuring compliance with applicable Air Force policy directives and instructions, aircraft specific training manuals, AMC supplements, and applicable FAA/Host Nation rules and regulations.

2.4.7.3. (Added-AMC) The aircrew will coordinate the flight profile with the Air Boss, or Director of Air Operations (see **Attachment 1**, *Terms*, this supplement), for the event

being supported, gaining concurrence. Deviations from an approved flight profile are not authorized except for safety of flight or as directed by appropriate air traffic control—common sense must prevail.

2.4.8. Ensures aircraft and equipment placed on static display are made safe according to [Attachment 3](#) and MAJCOM guidance.

2.4.8. (AMC) AMC aircraft or equipment placed on static display must be prepared and made safe IAW AFI 11-209, Attachment 3 and IAW **Attachments 4 and 5**, this supplement. Additionally, see **Attachment 10**, this supplement.

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.

2.4.9. (AMC) AMC wings participating in military or public events will ensure their planned aviation support is coordinated with the FAA through the regional Air Force representative. This will be done by the project officer working the aviation support package for the wing or accomplished IAW the procedures outlined in the Wing Aviation Support Program. An AMC aircraft commander planning to conduct an aerial performance for a military Open House or public air show must receive the Air Show Operations Briefing conducted by the Air Boss, or Director of Air Operations, for the event being supported prior to participation, or participation approval is void. If the aircraft commander reasonably cannot be physically present for the Air Show Operations Briefing, the briefing can be received telephonically if the Air Boss or Director of Air Operations concurs. Additionally, an aircraft commander planning to execute a personnel airdrop will ensure the jump master or jump team leader receives the briefing. See Attachment 10, this supplement.

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.

2.4.14. (**Added-AMC**) Units must ensure that airfields transited, when en route to military or public events for which aviation support is planned, are suitable for AMC aircraft operations—refer to the AMC Global Decision Support System (GDSS) Giant Report for

current information on airfield suitability and restrictions. If GDSS is not available, refer to the HQ AMC Airfield Suitability and Restrictions Report (ASRR) (IAW AFI 11-202, Vol 3, para 2.1.2.).

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.

2.6. 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. (AMC) Aerial Control Team (ACT) Responsibilities. 618 TACC/XOBL may activate an AMC ACT to plan and /or control AMC aerial performances for designated military or public events (POC: AMC/A3O). Normally, the 618 TACC/XOBL will task a wing to appoint the ACT team chief, and other members as needed. Basic qualifications for the ACT team members are as follows: 1) The ACT team chief must have an aeronautical rating and must have experience in planning complex flying performances, in organizing and leading participating aircrews on-site, in controlling the movement/flow of aircraft, in briefing leadership at all levels, etc.; 2) All team members must be familiar with the operating characteristics of the participating aircraft; and, 3) All members must have a working knowledge of the applicable instructions (AFI 11-209; AFI 11-246, Vol 6; AFI 11-202, Vol 3; AFI 11-2MDS, Vol 3; etc.).

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

2.6.1. **(AMC)** NCR Aerial Performances—HQ ACC ACT. AMC aircrews will contact HQ ACC/A3OA, Aerial Events Branch, as soon as practical when planning aerial performances in support of military or public events hosted at venues located in the NCR. ACC/A3OA, as tasked by DoD, will provide aircrews comprehensive flight procedures/information (called Smart Packs) governing aerial performances in the NCR. Additionally, ACC/A3OA will provide an ACT to control all NCR aerial performances. Contact ACC/A3OA as follows: Comm (757) 764-8174; DSN 574-8174; or, . The NCR is defined at **Attachment 1**, this

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-AMC) AMC Ground Coordinator. A ground coordinator is recommended for all events. The role of the ground coordinator is to communicate to the aircrew essential information relevant to the event occurring on-site and to the air traffic situation in the proximate air space—key objectives are to control timing and enhance safety. The following, non-prioritized listing identifies various alternatives satisfying the requirement for a ground coordinator: 1) An ACT—see AFI 11-209, para 2.6. and para 2.6., this supplement; 2) An AMC mission commander when operating from a location on-site—see AFI 11-209, para 2.5.; 3) An AMC rated officer (preferably with experience in the participating aircraft), or rated officer from an ARC unit, another MAJCOM or service; 4) An AMC officer or senior enlisted member with air traffic control experience, or a comparable active duty member from another MAJCOM or service, or a comparable member from the ARC; or, 5) The “Air Boss,” whether military or civilian, appointed, or hired, to control air operations for a military Open House event or public air show.

2.7.1. **(Added-AMC)** The WG/CC is responsible for ensuring a suitable ground coordinator is present on-site with communications capability whenever an assigned aircrew using an assigned aircraft is executing an aerial performance, except as noted in [para 2.7.2](#), below. The SSS used in the wing coordination process for participation approval will reflect the arrangements made for the ground coordinator.

2.7.2. **(Added-AMC)** For some funeral flyovers, the presence of a ground coordinator may be impractical. As an example, a flyover may be requested for a funeral at a cemetery too distant from any military installation to reasonably arrange for a ground coordinator. Notwithstanding the non-availability of a ground coordinator, the funeral flyover may still be approved by the AMC/A3 on a case-by-case basis when requested by the WG/CC, subject to the following considerations:

2.7.2.1. **(Added-AMC)** The participating aircrew has identified the exact location of the grave-site and established a firm time for the flyover with both the supporting military Mortuary Affairs Office and the Funeral Director overseeing the interment.

2.7.2.2. (**Added-AMC**) The non-availability of a ground coordinator must be addressed in the ORM assessment for the funeral flyover and annotated in the SSS requesting participation approval (see [para 4.6](#) and **Attachment 9**, this supplement).

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.

3.2. 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.

3.3.1.5. (AMC) AMC wing commanders are the participation approval authorities for aviation support as outlined in [para 4.6.2](#), [para 5.4](#) and [Attachment 2](#), all in this supplement—commanders of AMC groups without a parent wing must first obtain host wing concurrence. Participation approval authority for all other aviation support proposals rests with the AMC/A3, or higher authority, as summarized in [para 4.6.3](#) and as specified in [Attachment 2](#), both in this supplement.

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. (AMC) AMC units volunteering to support an eligible event listed on the SAF/PA web site (<http://www.airshows.pa.hq.af.mil/>) must indicate their intent on the web site or via telephone to SAF/PAN, and will inform AMC//A3OO/

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.

3.4.1.1. (AMC) AMC units volunteering for any ETP event must notify SAF/PAN and AMC//A3OO/PA// (e-mail or telephone) within 14 days of the event, or sooner, but not later than seven days prior to the event. Events that do not have a volunteer unit will be removed from the web site seven 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).

3.4.1.2. (AMC) In the interest of time, AMC units volunteering to support an eligible event can communicate directly with SAF/PAN (telephone, web site, e-mail), and then follow up immediately with an informational notification to AMC//A3OO/PA//.

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.).

3.5.1.1. **(AMC) Category 1 (Cat 1).** Based on input from AF/A3O and AMC/A3O, 618 TACC/XOB (POC: XOBL), through the Service Mission scheduling processes, will solicit volunteers or task as required to participate in AF directed CAT 1 events.

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.

3.5.2. **(AMC)** AMC/A3 is the participation approval authority for aviation support planned for an event in Categories 1-3 as approved IAW ETP procedures. The wing commander of the participating, volunteer unit must ensure that the aviation support planned for the event is an adjunct to approved flight training and that the support rendered will pass the test of public scrutiny (i.e., evaluate using criteria such as the training to be accomplished, the impact on operations, the proximity of the event to the base, additional support requirements, etc.). Once participation approval is granted, AMC/A3OO will inform HQ USAF/A3OO NLT two working days prior to the event. Notification will include at a minimum the participating unit designation and the MDS 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. **(AMC) Off-Base Patriotic Holiday.** As a matter of DoD and Air Force policy, aviation support in the form of a flyover or AFPT demonstration is authorized for an off-base patriotic observance, i.e., for a commemorative event, held in support of a patriotic holiday, subject to the following. The commemorative event must occur within seven days of the national day of observance of the holiday and must be in direct support of the holiday. The event sponsor, normally in communications with the Public Affairs Office of the supporting AMC wing, should submit a completed DD Form 2535 to HQ AMC/PA (info: supporting wing Public Affairs Office and SAF/PA) where it will be evaluated to ensure compliance with governing policies and procedures and to confirm that the event is actually commemorative of the Patriotic Holiday (hence, suitable for Air Force participation). AMC/PA will apprise AMC/A3 (POC A3OO), the supporting wing Public Affairs Office and the event sponsor whether or not the event is approved. For approved events, guidance for participation approval is in AFI 11-209, Chap 4, and in [Chap 4](#), this supplement. If the FAA Flight Standards District Office has indicated on the DD Form 2535, Section IV, Block 17, that the event is "Conditional Satisfactory," AMC/PA will fax a copy to AMC/A3 (POC A3OO) for review.

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).

3.6.2.2.7. (AMC) AMC wing commanders may authorize the static display of organic aircraft for on-base retirement or change of command ceremonies—AMC commanders of groups without a parent wing must first gain the concurrence of their host wings.

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/A300).

3.6.2.3.3. (AMC) If a deceased member is eligible for a funeral/memorial flyover IAW AFI 11-209, para 3.6.2.3.1., no further HQ USAF approval is required. AMC participation approval levels for funeral/memorial flyovers are listed at **Attachment 2**, this supplement (inform HQ USAF/A300).

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/A300). An off-base memorial flyover on other than the five patriotic holidays requires an ETP approved by HQ USAF/A30 and SAF/PAN.

3.6.2.3.4. (AMC) 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. WG/CCs may approve on-base single-ship memorial flyovers using organic assets. For deceased members authorized a flyover IAW AFI 11-209, para 3.6.2.3.1., and when the funeral service is held off-base, WG/CCs may authorize/approve an additional single-ship memorial flyover at the base to which the individual was assigned using organic assets (inform HQ USAF/A300, AMC/A1SR and AMC/A300).

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/A300. Requests that are handled directly by Air Force Mortuary Affairs are staffed to HQ USAF/A300. 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/ A300 at least 5 working days prior to the event. HQ USAF/A300 will coordinate a package for HQ USAF/CVA decision. Include the following in the request:

3.6.2.3.5. (AMC) Exceptions-to-Policy. AMC Mortuary Affairs at the servicing base initiates requests for funeral/memorial flyovers for deceased members for whom exceptions-to-policy approvals are needed, staffing such requests through HQ AMC/A1S to HQ USAF/A300 (info AMC/A300).

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.

3.6.3.1. (AMC) A wing Project Officer working an aviation support package involving an aerial review will apprise AMC/A3O (POC AMC/A3OO) as soon as practical by e-mail or telecom—AMC/A3OO must apprise SAF/PAN (cc: HQ USAF/A3OO) not later than 45 days before the event date. The Project Officer will follow up by submitting the wing-approved package to AMC/A3OO so as to meet the coordinated suspense.

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.

3.6.3.2. (AMC) Multiple aerial performances planned for a single event (for example, at the USAFA) require the same level of approval as would an aerial review for the same event. OSD/PA has delegated to HQ USAF/A3O and SAF/PAN authority to approve aviation support proposals for single public events that combine an AFPT and a flyover, or a flyover and an aerial demonstration (the total number of combined individual elements may not exceed four)—approval for all other combinations of aerial performances for a single event (for example, multiple flyovers for a USAFA graduation) will be granted on a case-by-case bases. Project Officers are to contact AMC/A3OO as soon as practical when working wing-level aviation support packages involving multiple aerial performances.

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 flyovers for Patriotic Holidays (paragraph 3.6.2.1).

3.6.4.1. (AMC) Although considered an aerial demonstration, AFPT performances have modified participation approval procedures—see para 5.4, this supplement.

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. OO-8OG, *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. (AMC) Static Displays. Participation approval for the static display of organic assets is delegated to the WG/CC for on-base public events and military events, and to the AMC/A3 for the static display of AMC assets at off-base public events—see **Attachment 2**, this supplement.

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

4.1.1. (AMC) Aircraft on static display must be made safe according to AFI 11-209, Attachment 3, applicable technical orders (TO) and **Attachments 4** and **5**, this supplement.

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.

4.1.3. (AMC) Ordnance and Munitions. Make safe DS-equipped aircraft according to **Attachment 5**, this supplement.

4.2. Flyover

4.2. (AMC) Flyover. An AMC flyover will normally consist of a straight and level, single-ship, single pass flight profile crossing over the flyover target. A formation up to a four-ship is authorized. The flyover approach will be a normal glide path descent to the flyover ground track followed by a departure from the area best described as a normal climb-out attitude (for KC-135 and KC-10, do not exceed pitch attitude as displayed by the command bars). Maximum bank angle is 45 degrees for a flyover (**para 1.6.8**, this supplement) and while aligning for the flyover or departing the area. The axis of aircraft approach and departure must be along the designated show-line or approved ground track. The flyover ground track should coincide with the show line appropriate for the FAA aircraft category at events where spectator areas and show lines are established, unless specifically authorized to deviate by the Air Boss or other controlling agency (see **para 1.6.7**, this supplement). Normally, an event organizer will superimpose the show line on the primary runway, if possible. See **para 5.1.4**, this supplement, for USAFA flyover guidance.

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.

4.2.1. **(AMC) Patriotic Holiday.** AMC/PA is the “event approval” authority for requests from event organizers to AMC wings to perform flyovers supporting commemorative events associated with Patriotic Holidays—for flyover participation approval, see **Attachment 2**, this supplement.

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/A300).

4.2.3. **(AMC) Funeral or Memorial Flyovers.** When requested by HAF, 618 TACC/XOB (POC: XOBL) will solicit AMC flying units for volunteers and task to conduct funeral or memorial flyovers. See **Attachment 2**, this supplement, for AMC participation approval levels for funeral or memorial flyovers. AMC participation in a funeral or memorial service is limited to a single flyover—it may be flown at the funeral (interment) service or at the memorial service, but not at both (except as approved under AFI 11-209, para 3.6.2.3.4.—an AMC WG/CC can approve an additional on-station memorial flyover for an eligible member who was assigned to the wing if a flyover was already flown for the individual’s off-base interment service).

4.2.3.1. **(Added-AMC) Funeral/Memorial Flyovers—** When planning a funeral/memorial flyover at Arlington National Cemetery (which is located in the NCR), contact ACC/A3OA as soon as practical (**para 2.6.1**, this supplement). See **Attachment 1**, this supplement for the definition of NCR. , alone among national cemeteries, is considered to be an “on-base” facility—it falls under the operational jurisdiction of the US Army. All other national cemeteries are operated by non-DOD agencies and are considered to be “off-base.” IAW **Attachment 2**, this supplement, the WG/CC is the participation approval authority for an assigned aircrew flying an assigned aircraft conducting a single-ship funeral/memorial “on-base” flyover (this applies to flyovers at Arlington) when the deceased member is eligible for a flyover IAW AFI 11-209, para 3.6.2.3.; notwithstanding, funeral/memorial flyovers approved IAW exception-to-policy procedures require AMC/A3 participation approval.

4.2.3.2. **(Added-AMC)** HQ AMC/A1S validates the eligibility of deceased members for AMC-supported memorial or funeral flyovers. Contact HQ AMC//A1S/A3OO// for assistance in obtaining information and approvals from HQ USAF/A3.

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. **(AMC) Missing Man Formation.** The missing man formation is not flown by AMC aircrews.

4.2.5. **(Added-AMC)** NCR Flyovers. ACC will provide an ACT to control all flyovers supporting events hosted at venues in the NCR. AMC aircrews volunteering to perform funeral/memorial flyovers at , which is located within the NCR, must contact HQ ACC/A3OA as soon as practical. ACC/A3O will provide participating crews detailed information on the flying procedures covering Arlington funeral/memorial flyovers: ACT procedures/frequencies, air traffic control agencies/frequencies, event timing, arrival procedures, holding patterns and altitudes, routes of flight (altitude/airspeed), flyover ground track/altitude, departure procedures, etc. (see para 2.6.1, this supplement).

4.2.6. **(Added-AMC)** Operational Criteria—Flyovers. Flyover altitude is addressed in para 1.6.3.2., 1.6.3.3., and 5.1.4., all in this supplement. For flyover airspeed, see para 1.6.4, this supplement. All units will confirm with event organizers (i.e., Air Operations Officers or Air Bosses) that applicable federal aviation regulations waivers (speed and altitude) have been obtained from the local flight standards district office (FSDO) before accomplishing any flyovers at less than 1000 feet above the highest obstacle or at airspeeds greater than 250 KIAS.

4.2.7. **(Added-AMC)** Multiple Flyovers/Dissimilar Flyovers. For multiple flyovers for a single public event, see AFI 11-209, para 1.4.3.2., and para 3.6.3.2, this supplement. For dissimilar flyovers, see para 5.3, this supplement. An AMC aircraft in a “multiple flyover” arrangement or in a dissimilar formation will not be operated closer than one nautical mile to a preceding aircraft and should remain under radar control or monitoring to the extent practical.

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

4.3. (AMC) Aerial Review.AMC//CC/A3// approval for the execution of an aerial review supporting a military or public event includes approval for the participating aircrew to conduct practice flights.

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/ A 3/ 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/A300).

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. (AMC) Aerial Demonstration. Operational flying procedures and limitations for aerial demonstrations are specified in AFI 11-246, Volume 6, and the AMC CONOPS implementing AFI 11-246V6—AMC/A3 is the participation approval authority in virtually every case as noted in **Attachment 2**, this supplement. A3 approval for the performance of an aerial demonstration supporting a military or public event includes approval for the participating aircrew to conduct practice flights.

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. (AMC) For a uniquely tailored aerial demonstration profile planned for a specific military or public event and intended to be flown by an AMC aircrew on a one-time-basis, refer to AFI 11-246, Vol 6, para 1.5., and the AMC CONOPS implementing AFI 11-246, Vol 6, para 3.2.

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.

4.4.4. (AMC) AMC/A3 is the participation approval authority (except as noted in **para 5.4**, this supplement) for an AMC wing to airdrop an AFPT, in lieu of conducting an authorized flyover, to support a commemorative event in conjunction with a Patriotic Holiday. The AFPT, itself, is responsible for obtaining authorization from its parent organization to perform the actual parachute demonstration jump.

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

4.4.5. (AMC) AMC/A3 is the participation approval authority (except as noted in **para 5.4**, this supplement) for an AMC wing to airdrop an AFPT, in lieu of conducting an authorized flyover, to support a retirement/change of command ceremony. The AFPT, itself, is responsible for obtaining authorization from its parent organization to perform the actual parachute demonstration jump.

4.4.6. **(Added-AMC)** JA/ATT missions, SAAM and TWCF channel missions may offer wings opportunities to provide aerial demonstrations (personnel and/or equipment airdrop) for military or public events at reduced O&M outlays (see **para 2.4.4**, this supplement).

4.4.7. **(Added-AMC)** Do not perform personnel or equipment airdrops if the flight path of the airdrop aircraft is over or behind spectator stands or congested areas near the drop zone. If the release point or flight path of the airdrop aircraft is within 100 yards of the viewing stands, cancel the airdrop or adjust the point of impact. The restrictions in this paragraph do not apply to high-altitude, low-opening (HALO) personnel airdrops.

4.4.8. **(Added-AMC)** Air Refueling (AR) Demonstration—Proximity of Receiver. An aerial performance involving a refueling aircraft and a receiver will not be conducted with the receiver closer to the tanker than the pre-contact position.

4.4.8.1. **(Added-AMC)** Pre-Contact Position. In the pre-contact position, the receiver aircraft is positioned approximately 50 feet from the tip of the tanker's deployed refueling boom (but no closer) on an imaginary line formed as an extension of the boom. The deployed boom will be flown at 30 degrees elevation and extended 10 feet for the KC-135, or 12 feet for the KC-10.

4.4.8.2. **(Added-AMC)** The tanker aircraft will fly an altitude such that the receiver aircraft will operate no lower than 1500' above the highest obstacle along the route of flight when in the pre-contact position.

4.4.8.3. **(Added-AMC)** Comply with airspeed limitations specified in **para 1.6.4**, this supplement. KC-135 aircrews will also comply with the airspeed limitations associated with both low-altitude operations (LAO) and very low-altitude operations (VLAO). Tanker and receiver aircrews will coordinate airspeeds for air refueling demonstrations in advance.

4.5. (Added-AMC) Units Requesting Aviation Support For On-Station Events. Units seeking aviation support from other AMC bases, from other Air Force Commands, from other military services, or from foreign countries for their military or on-station public events will follow the procedures at **Attachment 8**, this supplement (see **para 5.2**, this supplement).

4.5.1. **(Added-AMC)** Open House Events. AMC units seeking aerial demonstration teams to support Open House events are to follow the procedures in AFI 35-101, para 8.11. The procedure entails using a DD Form 2535, *Request For Military Aerial Support*, which should be submitted to HQ AMC/PA (cc: AMC/A300) not later than mid-July of the calendar year preceding the Open House events.

4.5.2. **(Added-AMC)** Civilian Air Show Acts—Open House Events. WG/CCs are the approval authorities for civilian air show flying acts and static displays supporting their Open House events IAW AFI 35-101, para 8.22..

4.6. (Added-AMC) Participation Approval Process. Units may consider providing aviation support for any military or public event that has been granted event approval. Aviation support proposed for any event should take into consideration the community and public affairs impact, flying hours required to support the event, operational and training requirements, aircraft and crew availability, host airfield limitations, AGE availability and compatibility, and security requirements. The process used to gain participation approval at both the wing level and HQ

AMC level must ensure that the aviation support being planned for a military or public event is fully described, well documented and clearly approved at each step in the approval process. Attention to detail serves numerous goals, among which are these: 1) Safety—the project officer must clearly communicate in writing the nature/substance of the aviation support proposed (if it cannot be clearly described, it is probably unsafe to fly; 2) Responsibility—leadership at each level must clearly understand what is, and is not, being proposed for approval, and under what conditions; 3) Accountability—the aircraft commander's decisions / actions carry significant liability [the A/C must be fully aware of what was, and was not, approved (see **para 2.4.9**, this supplement)]; 4) Archival responsibilities—good documentation is essential for good management and effective leadership, and to record the unit's history.

4.6.1. **(Added-AMC)** General Procedures—Participation Approval Process. Once the wing has decided to provide aviation support for an event, a Project Officer is appointed who will notify the event sponsor and appropriate AF or AMC organizations of the wing's intention (comply with AFI 11-209, para 3.4.1., and **para 3.4.1**, this supplement, as applicable). The Project Officer then prepares a Staff Summary Sheet (SSS) with supporting documents as tabs and attachments (i.e., an Aviation Support Package) to staff the wing's aviation support proposal through wing leadership for coordination and approval. The SSS and supporting documents are to be electronic, digit files and will be transmitted between agencies by e-mail. The SSS can be an IMT form, an MS Word file or an e-mail prepared in SSS format. **Attachment 9**, this supplement, addresses the SSS content. Refer to the Project Officer's Guide (POG) on the AMC/A3O web page for example SSS formats.

4.6.2. **(Added-AMC)** Procedures—WG/CC Is Participation Approval Authority. As a general rule, the WG/CC grants participation approval for static displays and single-ship flyovers planned for military events (non-ETP military events only) or on-base public events when using organic assets (see **Attachment 2**, this supplement). The WG/CC is the participation approval authority for an assigned aircrew using an assigned aircraft as a "jump platform" for the USAFA parachute demonstration team, the Wings of Blue (WOB). This level of approval authority applies regardless of the specific event or venue supported (Ref **para 5.4**, this supplement). Requests for WG/CC participation approval are to follow the procedures at **Attachment 9**, this supplement.

4.6.2.1. **(Added-AMC)** Following WG/CC participation approval, the Project Officer submits an information copy of the wing approved Aviation Support Package to AMC/A3OO (Attachment 2, *Note 24*, this supplement). This should be forwarded at least 14 days prior to the date of the supported event.

4.6.2.2. **(Added-AMC)** AMC/A3OO will distribute information copies of the wing approved Aviation Support Package to AMC/A3O, AMC/PA Public Affairs, AMC/A3V, and 18 AF/CCE. Additionally, AMC/A3OO will cc AMC/A1SR, for a funeral or memorial flyover, and Scott AFB AFOSI/DO, if the supported event is hosted at a domestic venue (tel: 618 256-6109 // e-mail: Region3.do@scott.af.mil).

4.6.3. **(Added-AMC)** Procedures—AMC/A3 Is Participation Approval Authority. As a general rule, the AMC/A3 is the participation approval authority, with few exceptions, for the following (see Attachment 2, this supplement): 1) Off-base static displays and off-base flyovers; 2) Aerial reviews, aerial demonstrations and formation flyovers, whether flown for on-base or off-base events; and 3) Aerial performances flown for ETP-approved events.

Wings volunteering to provide aviation support for an approved event requiring AMC/A3 participation approval must immediately notify AMC//A3OO/PA// by e-mail that the unit has volunteered; include the name (and date/time) of the event, and a statement that the unit's request for participation approval will follow (provide estimate). Early notification is particularly important when the unit has volunteered with little time remaining prior to event occurrence. Requests for AMC/A3 participation approval are to follow the procedures at **Attachment 9**, this supplement. Wing Project Officers are to forward their Aviation Support Packages, following wing coordination and WG/CC concurrence, by e-mail to HQ AMC/A3OO for AMC/A3 participation approval not later than 30 days prior to the event. When unable to meet this suspense, please provide an explanation in the e-mail body.

4.6.3.1. **(Added-AMC)** AMC/A3OO will distribute/forward the wing Aviation Support Package as follows to initiate the HQ AMC three-digit coordination process that leads to AMC/A3 approval:

4.6.3.1.1. **(Added-AMC)** Three-Digit Information Addressees: AMC/PA Public Affairs; 18 AF/CCE; TACC/XOB; and, when the supported event is hosted at a domestic venue, Scott AFB AFOSI/DO (tel: 618 256-6109 // e-mail: Region3.do@scott.af.mil). Other organizations may be provided information copies, depending upon the nature of the aviation support proposal and the event to be supported.

4.6.3.1.2. **(Added-AMC)** Three-Digit Coordination Addressees: AMC/A3V; AMC/A3D, when tactics are involved; AMC/A2A and AMC/A2O, when the supported event is hosted at a venue outside the ; and, AMC/A1SR (i.e., AMC Manpower and Personnel, Services Operations, Requirements-Mortuary Affairs), when a funeral or memorial service flyover is involved. Other organizations may be asked to coordination, depending upon the nature of the aviation support proposal and the event to be supported.

4.6.3.2. **(Added-AMC)** AMC/A3OO will consolidate three-digit inputs, resolve issues and forward the wing Aviation Support Package to AMC/A3 for approval (cc:).

4.6.3.3. **(Added-AMC)** Requests for AMC/A3 participation approval submitted to AMC/A3OO within 48 hours of an event are problematic and, depending upon workload, the participating WG/CC may have to contact AMC/A3 directly by telephone for approval.

4.6.3.4. **(Added-AMC)** When the participation approval decision is made by AMC/A3, AMC/A3OO will notify the following personnel and organizations: Appropriate personnel/offices at HAF; The personnel/offices listed in [para 4.6.3.1.1](#) and [4.6.3.1.2](#), this supplement (other HQ AMC staff members, if appropriate); and, the participating WG/CC and appropriate wing staff/aircrew. AMC/A3OO will ensuring that any restrictions, limitations or modifications made during the approval process to the original wing Aviation Support Package are clearly communicated to the participating flying unit, and to the personnel/organizations identified in this paragraph. AMC/A3OO will archive a copy of the wing's Aviation Support Package for HQ AMC; the wing will archive a copy, as well.

4.6.4. **(Added-AMC)** Procedures—When Participation Approval Is Above AMC/A3. For participation approval requests requiring an approval level higher than AMC/A3 (i.e., AMC//CV//CC// or HAF), the participating wing Project Officer, AMC/A3OO and the AMC/A3 Executive Officers will coordinate in preparing the wing Aviation Support Package for coordination/approval—a paper copy of the package may be required at the headquarters level (OPR: AMC/A3OO). Generally speaking, the procedures outlined in **para 4.6.3**, this supplement, apply with only minor modification required to the coordination/approval and notification processes.

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. (AMC) USAF (USAFA) On-Base Events. AMC aviation support for USAFA events is limited to flyovers and aerial demonstrations involving personnel airdrops, only. For a proposal involving AMC participation in an aerial review, the AMC wing Project Officer will apprise AMC/A3O as soon as practical (i.e., notify AMC/A3OO once the basic operational details are known and prior to working the wing coordination/approval package)—AMC/A3OO will work the request directly with AF/A3OO.

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.

5.1.1. (AMC) Project Officers for AMC flying units planning USAFA flyovers are to contact 306 OSS/OSF (DSN 333-4617 / 9522), USAFA, to ascertain whether or not flyovers are scheduled by more than one MAJCOM on the same day. When more than one flyover is scheduled within any three hour period, the Project Officer will obtain the following information, at a minimum, for all flyover participants: 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. The Project Officers will include this information in the wing SSS coordination/approval packages for flyover participation approval.

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

5.1.2. (AMC) See **para 4.2**, this supplement, for AMC flyover guidance.

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).

5.1.3. (AMC) Project Officers for wings planning aviation support for USAFA events that may have national media coverage of their supporting flyovers or aerial demonstrations (personnel airdrop) are to apprise AMC/A3O (POC AMC/A3OO) and to ensure their wing coordination/approval Aviation Support Packages are so annotated—306 OSS/OSF, USAFA, can provide information on media coverage.

5.1.4. (Added-AMC) USAFA Flyovers. 306 OSS/OSF, USAFA, has standardized the flight profiles for flyovers of significant locations at the USAFA: the Cadet Area, Falcon Stadium, the Parade Field, etc. The flight profiles define the ground tracks, headings,

altitudes, navigational references, radio frequencies, controlling agencies, etc., applicable to executing flyovers of the target locations—contact the 306 OSS/OSF (DSN 333-4617 / 9522) and refer to the Academy's web site for information. USAFA holds waivers with the Federal Aviation Administration (FAA) and Headquarters Air Force Flight Standards Agency (HQ AFFSA) allowing military aircraft performing USAFA flyovers to descend to 500' AGL at specific (target) locations along USAFA approved flyover flight profiles. Where authorized to descend to 500' AGL, do not operate an AMC aircraft lower than 500 feet above the highest obstacle. The 306 OSS/OSF will provide the Aerial Control Team (ACT) for all flyovers at USAFA—the ACT may direct higher minimum flyover altitudes.

5.1.5. **(Added-AMC) Participation Approval—Aviation Support for USAFA Events.** WG/CCs are the participation approval authorities for their assigned aircrews flying assigned aircraft conducting single-ship flyovers or conducting aerial demonstrations (personnel airdrop) involving the USAFA WOB (see **para 4.6.2.**). AMC/A3 is the participation approval authority for formation flyovers, aerial reviews or aerial demonstrations (personnel airdrop) involving any parachutists other than the WOB. See **Attachment 2**, this supplement.

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. (AMC) MAJCOM-to-MAJCOM Flyover Requests. See **para 4.5** and **Attachment 8**, this supplement.

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/A300 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/A30, 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/ A300 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. (AMC) Dissimilar Formation. AMC dissimilar formations (i.e., four or fewer aircraft of multiple MDS but of the same type) require AMC/A3 participation approval. Formations of four

or fewer aircraft comprised of AMC aircraft with aircraft from other services or nations, or with civilian aircraft require AMC/CC approval (inform HQ USAF/A300 for HQ USAF/CC and A3/5 visibility). See AFI 11-209, Attachment 1, Terms, for the definitions for dissimilar formation and type.

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.

5.4. (AMC) Air Force Parachute Team (AFPT). IAW **para 4.6.2**, this supplement, the WG/CC is the participation approval authority for an assigned aircrew using an assigned aircraft as a "jump platform" for the USAFA parachute demonstration team, the Wings of Blue (WOB). This level of approval authority applies regardless of the specific event or venue supported. When requesting participation approval, the aircrew will follow the procedures in **para 4.6**, this supplement—fully staff WOB "jump platform" proposals with the same rigor applicable to any aerial demonstration (personnel airdrop) proposal. A personnel airdrop by an AMC aircrew supporting a military or public event at any venue that involves any parachutists other than the WOB is an aerial demonstration ("personnel airdrop"), requiring participation approval as specified in AFI 11-209, para 4.4. and para 4.4., this supplement—AMC/A3 is the approval authority.

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/A300). Owing 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/A30 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/A300 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/A300 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/A300 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/A300 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.

5.9.1. (AMC) AMC/A30 (OPR A300) will apprise HQ USAF/A300 and SAF/PAN when a CONUS-based AMC aircraft will participate in an overseas event, whether the event is military or public, hosted on a DoD or non-DoD facility, at least 30 days prior to event start-date to permit CSAF visibility. If a request for AMC aviation support from an event organizer, or sponsor, of an overseas event is of short notice, precluding 30-day notification, AMC/A300 will apprise HQ USAF/A300 and SAF/PAN immediately, as information becomes available, that AMC is considering participation or has made the decision to participate. AMC units planning aviation support for an overseas event (public or military), or considering aviation support for a short-notice request from an event organizer to participate in such an overseas event, must apprise AMC/A300 as soon as practical to

permit A3OO time to meet the reporting requirements in this paragraph and elsewhere in AFI 11-209.

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.

5.10. 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. (AMC) International Airshows and Trade Exhibitions. AMC/A3 is OPR (POC: AMC/A3O) for AMC participation in international air shows and trade exhibitions (see [para 1.1.6](#) and [2.4.4](#), this supplement).

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 Law 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.

5.10.4. **(AMC)** AMC/A3O is OPR (POC: AMC/A3OO) to coordinate AF/A3OO requests for AMC aviation support and follow-on taskings.

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.

5.10.5. (AMC) AMC units considering aviation support for an international air show and trade exhibition must apprise AMC/A3OO as soon as practical—618 TACC/XOBL is OPR for obtaining aviation support IAW [para 1.1.6](#) and [2.4.4](#), this supplement. AMC/A3O will coordinate AMC aviation support with DSCA via SAF/IA, comply with reporting requirements established in AFI 11-209 and this supplement, and represent AMC at DSCA-hosted teleconferences applicable to international air shows and trade exhibitions (POC: AMC/A3OO). Participating wings will track and report costs associated with international air and trade exhibitions IAW guidance from the Defense Security Cooperation Agency (DSCA) (Ref: DSCA web site), or as requested by AMC/A3O (see [para 1.1.6](#), this supplement).

5.10.5.1. (Added-AMC) If HQ AMC is unable to support an international air show and trade exhibition when tasked, 618 TACC/XOBL may ask AFRC to solicit a unit to provide the requested aviation support on a volunteer basis (see Para 1.1.6, this supplement). If HQ AFRC determines a unit may volunteer, the following provisions apply.

5.10.5.1.1. (Added-AMC) The AFRC unit will fly the mission on unit O&M training hours and AMC will provide Military Pay Appropriation (MPA) mandays for the aircrew and crew chiefs. AFRC will provide a crew certified IAW AFI 11-246, Vol 6, if an aerial demonstration is required.

5.10.5.1.2. (Added-AMC) AMC will provide a Mission Identifier (MI) and In Flight Management (IFM) to include flight planning, diplomatic clearances, and TERPS and Threat Working Group review. Additionally, AMC will coordinate AFRC participation with SAF/IA (including foreign discloser clearances), DSCA and associated contractors.

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**.

CARROL H. CHANDLER, Lt Gen, USAF
Deputy Chief of Staff
Air Space and Information Operations Plans and Requirements

(AMC)

BROOKS L. BASH, Major General, USAF
Director, Air, Space, and Information Operations

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

Abbreviations and Acronyms

ACC—Air Combat Command

ACC/A30A—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/A300—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/A300 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 Frecece 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-i5, F-i6, A-i0, F-ii7, B-i, B-2, B-52), tanker/transport (C-i30, C-i7, C-5, KC-i0, KC-i35), trainer (T-i, T-37, T-38, T-6) and rotary wing (UH-i, 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 1 (AMC)**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

(AMC) AMC Aircrew Aircraft Tasking System (AATS) CONOPS

(AMC) AMC CONOPS Implementing AFI 11-246, Vol 6

Abbreviations and Acronyms

(AMC) **AATS**—Aircrew Aircraft Tasking System

(AMC) **ACC**—Air Combat Command

(AMC) **ACT**—Aerial Control Team

(AMC) **AF**—Air Force

(AMC) **AFFSA**—Air Force Flight Standards Agency

(AMC) **AFI**—Air Force Instruction

(AMC) **AFPT**—Air Force Parachute Team

(AMC) **AFRC**—Air Force Reserve Command

(AMC) **AGE**—Aerospace Ground Equipment

(AMC) **AGL**—Above Ground Level

(AMC) **AMC**—Air Mobility Command

(AMC) **AR**—Air Refueling

(AMC) **ASEV**—Aircrew Standardization Evaluation Visit

(AMC) **ASRR**—Airfield Suitability and Restrictions Report

(AMC) **CDS**—Container Delivery System

(AMC) **CSAR**—Combat Search and Rescue

(AMC) **COCOM**—Combatant Commander

(AMC) **CONOPS**—Concept of Operations

(AMC) **CONUS**—Continental United States

(AMC) **DS**—Defensive Systems

(AMC) **DSCA**—Defense Security Cooperation Agency

(AMC) **DSN**—Defense Switched Network

(AMC) **EMI**—Electro Magnetic Interference

(AMC) **ERO**—Engine Running Offload

(AMC) **ETP**—Exception-to-Policy

(AMC) **FAA**—Federal Aviation Administration

- (AMC) **FAS**—Functional Address Symbol
- (AMC) **FSDO**—Flight Standards District Office
- (AMC) **GDSS**—Global Decision Support System
- (AMC) **GP/CC**—Group Commander
- (AMC) **HAF**—Headquarters Air Force
- (AMC) **HALO**—High Altitude Low Opening
- (AMC) **IFM**—In Flight Management
- (AMC) **IMT**—Information Management Tool
- (AMC) **JA/ATT**—Joint Airborne/Air Transportability Training
- (AMC) **LAO**—Low Altitude Operations
- (AMC) **MAJCOM**—Major Command
- (AMC) **MC**—Mission Commander
- (AMC) **MDS**—Mission Design Series
- (AMC) **MI**—Mission Identifier
- (AMC) **NCR**—National Capital Region
- (AMC) **O & M**—Operations and Maintenance
- (AMC) **OPR**—Office of Primary Responsibility
- (AMC) **ORM**—Operational Risk Management
- (AMC) **OSS**—Operations Support Squadron
- (AMC) **POC**—Point of Contact
- (AMC) **POG**—Project Officer’s Guide
- (AMC) **RDS**—Records Disposition Schedule
- (AMC) **SAAM**—Special Assignment Airlift Mission
- (AMC) **SAF/IA**—Secretary of the Air Force for International Affairs
- (AMC) **SAF/PA**—Secretary of the Air Force for Public Affairs
- (AMC) **SQ/CC**—Squadron Commander
- (AMC) **SSS**—Staff Summary Sheet
- (AMC) **TACC**—Tanker Airlift Control Center
- (AMC) **TERPS**—Terminal Instrument Procedures
- (AMC) **TWCF**—Transportation Working Capital Fund
- (AMC) **USAFA**—United States Air Force Academy
- (AMC) **VLAO**—Very Low Altitude Operations

(AMC) **WBC**—Weight Bearing Capacity

(AMC) **WG/CC**—Wing Commander

(AMC) **WOB**—Wings of Blue

(AMC) **WOW**—Weight on Wheels

(AMC) **XOB**—TACC Mobility Management

(AMC) **XOG**—TACC Global Channel Operations

Terms

(AMC) **Aerial Performance**—A subset of aviation support involving the exhibition of an aircraft in flight, aerial performance includes virtually every type of aerial participation in military or public events: flyovers, aerial reviews and aerial demonstrations (see AFI 11-246, Vol6, Attachment 1, Terms).

(AMC) **Director of Air Operations**—The Director of Air Operations is the individual—military or civilian—who directs the planning and coordinating of all aircraft activities for an air show, or open house, and assumes responsible for the air show air operations plan. The Director of Air Operations oversees execution of the plan, ensuring compliance by all performers in a safe, orderly and efficient manner. The Director and the Air Boss may be the same person, depending upon the event sponsor's organizational structure. When both a Director of Air Operations and an Air Boss are involved in an event, the Air Boss normally reports to the Director of Air Operations. (Ref: Air Shows 101, The ICAS Air/Ground Operations Training Seminar, International Council of Air Shows (ICAS) Safety and Education Committees, 6 Dec 04)

(AMC) **National Capital Region (NCR)**—IAW DODI 5410.19, Enclosure 2, para E2.1.35., the NCR, is defined to be the geographic area located within the boundaries of the following: 1) The District of Columbia; 2) Montgomery and Prince George's Counties, Maryland; 3) Arlington, Fairfax, Loudoun, and Prince William Counties and the City of Alexandria in the Commonwealth of Virginia; and, 4) All cities and other units of government within the geographic areas of such District, Counties, and City. The NCR also encompasses the area designated on FAA VFR charts as the Air Defense Identification Zone (ADIZ). The NCR is also referred to as the National Capital Area (NCA). See para 2.6.1. and 4.2.3.1., this supplement.

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/A30	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/A30 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/A300 and SAF/PAN	5.9.1
Int'l Airshows and Trade Exhibition		AF/A300 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.**

Attachment 2 (AMC)
APPROVAL MATRIX

AVIATION SUPPORT <i>(Refer To Applicable Paragraphs)</i>	Approval Levels ¹		References AFI 11-209
	Event	Participation	
STATIC DISPLAY			1.4.1
Public Event (On / Off Base)			
On-Base Public Event	AMC/PA ²	WG/CC ³	3.6.1,
Off-Base Public Event	AMC/PA ²	AMC/A3	3.6.2.2.7 &
Military Event (On-Base)	N/A	WG/CC ³	4.1
FLYOVER			1.4.2
Public Event (On / Off Base)			3.2
Off-Base (Eligible: Aviation Related)	SAF/PAN	AMC/A3	3.2.1.1
ETP (Non-Aviation Related)	SAF/PAN & AF/A3O	AMC/A3 ⁴	3.2.1.2, 3.5
On-Base Public Event	SAF/PAN ⁵	WG/CC ^{22, 24}	3.2.2
Off-Base Patriotic Holiday	AMC/PA ⁶	AMC/A3	3.6.2.1
Off-Base Funeral or Memorial (Eligible)	Mortuary Affairs	AMC/A3 ⁴	3.6.2.3. & 4.2.3
Exception-to-Policy	AF/CVA	AMC/A3 ⁴	
Military Event (On-Base)			3.3
Retirement/Change of Command	Approved ⁷	WG/CC ^{4, 22, 24}	3.6.2.2. & 4.2.2
Exception-to-Policy	AF/CV	AMC/A3 ⁸	
Patriotic Holiday	Approved ⁹	WG/CC ^{22, 24}	3.3.1.1
Change of Acft or Unit Flag	Approved ¹⁰	WG/CC ^{22, 24}	3.3.1.4
Retirement			
Other On-Base	WG/CC ^{3, 11}	WG/CC ^{12, 22, 24}	3.3.1.5
Funeral or Memorial (Eligible)	Mortuary Affairs	WG/CC ^{4, 22, 24, 25}	3.6.2.3 & 4.2.3
Exception-to-Policy	AF/CVA	AMC/A3 ⁴	
AERIAL REVIEW			1.4.3
Single MAJCOM	OASD/PA ¹³	AMC/A3 ⁴	3.6.3 & 4.3
Multiple MAJCOMs	OASD/PA ¹³	AMC/A3 ^{4, 20}	
Multiple Service/Nation or Civilian Acft	OASD/PA	AF//A3/A5//	
AERIAL DEMONSTRATION			1.4.4
Public Event (On / Off Base)	SAF/PAN	AMC/A3 ^{4, 14, 21}	3.6.4 & 4.4
Military Event (On-Base)	AMC/A3 ⁴	AMC/A3 ^{4, 14, 21}	
OTHER EVENTS / SUPPORT ¹⁵			
Missing Man @ Eligible Events ¹⁶	AMC/A3		3.6.2.4 &

Missing Man @ Other Events	AMC/A3 ^{4, 17}	4.2.4
Dissimilar Formation	AMC/A3	5.3
Multi-Service/Nation or Civilian ¹⁸	AMC/CC ^{4, 17}	
Record Flight	AF/A3O and SAF/PAN	5.5
Test Aircraft	SAF/PAN, AF//A3/A5// & SAF/AQ	5.6
OCONUS Events	IAW Combatant Commander Directives	5.9
CONUS Acft or @ Non-DoD Site	Info AF/A3OO and SAF/PAN ²⁶	5.9.1
Int'l Air Show and Trade Exhibition	AF/A3OO and SAF/IA Coord Req'd ^{19, 26}	5.10
Multiple Aerial Performances/One Event ¹³	AF/A3O and SAF/PAN ²³	3.6.3.2

NOTES: For Notes 1-19, refer to AFI 11-209, Attachment 2, *Notes*.

1. Within AMC, event and participation approval authority is delegated as posted in this matrix. The expression “WG/CC” includes AMC commanders of airlift/tanker groups w/o parent wings (see **para 1.1.7.**, this supplement).
3. WG/CC is the participation approval authority for on-base static displays of assigned aircraft (see **para 3.6.2.2.7.**, this supplement).
8. Obtain AMC/A3 participation approval prior to requesting AF/CV approval.
12. Refer to *NOTE 22*, below, in this supplement.
14. If an aerial demonstration is planned for an MDS aircraft not addressed in AFI 11-246, Vol 6, AMC/CC approval is required—this may not be delegated. If the MDS aircraft is addressed in AFI 11-246, Vol 6, then AMC/A3 approval is required (if the profile to be flown is non-standard, follow the approval process IAW AFI 11-246, Vol 6 and the AMC CONOPS implementing AFI 11-246, Vol 6).
20. **(Added)** Each participating MAJCOM will approve participation of their respective aircrews/aircraft IAW AFI 11-209, para 4.3.—AMC/A3 approves participation for AMC.
21. **(Added)** The WG/CC is the participation approval authority for an assigned aircrew using an assigned aircraft as a “jump platform” for the USAFA parachute demonstration team, the Wings of Blue (WOB). This level of approval authority applies regardless of the specific event or venue supported (Ref **para 4.6.2.** and **5.4.**, this supplement). Fully staff WOB “jump platform” requests with the same rigor applicable to any aerial demonstration (personnel airdrop) proposal—the Project Office is to forward an information copy of the WG/CC approved SSS IAW *NOTE 24*, below.
22. **(Added)** WG/CC is the participation approval authority for single-ship flyovers performed by assigned aircrews flying assigned aircraft supporting military events or “on-base” public events, except for events approved IAW ETP procedures (aviation support for an ETP-approved event requires AMC/A3 participation approval). AMC/A3 is the participation approval authority for formation flyovers.
23. **(Added)** Multiple aerial performances planned for a single event (for example, at the USAFA) require the same level of approval as an aerial review (Ref AFI 11-209, para 3.6.3.2).

and **para 3.6.3.2.**, this supplement). Project Officers are to contact AMC/A300 as soon as practical for such proposals.

24. **(Added)** Wing Project Officers are to e-mail an info copy of the approved wing Aviation Support Package as soon as practical to AMC/A30 (POC AMC/A300), who, in turn, will distribute information copies within the headquarters (Ref **para 4.6.2.1.** and **4.6.2.2.**, this supplement).

25. **(Added)** WG/CC is the participation approval authority for an assigned aircrew using an assigned aircraft performing a single-ship funeral service flyover at Arlington National Cemetery (see **para 2.6.1.** and **4.2.3.1.**, this supplement).

26. **(Added)** AMC/A300 will coordinate aviation support with AF/A300 and SAF/PAN (and SAF/IA, as appropriate)—see **para 5.9.1.** and **5.10.5.**, this supplement.

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.

A3.1.2. **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.

A3.2. Public Access Allowed (Cockpit Closed I Flight Deck Restricted I 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*.

Attachment 4 (Added-AMC)

GENERAL GUIDELINES: STATIC DISPLAY OF AMC AIRCRAFT

A4.1. (AMC) The senior AMC representative on station (WG/CC, SQ/CC, mission commander or aircraft commander) is responsible for the safe, secure and efficient static display of AMC aircraft. Wings or squadrons may supplement this attachment as necessary. Key considerations are listed here:

A4.2. (AMC) Planning factors:

A4.2.1. (AMC) Based on the local threat assessment, AMC wing commanders will determine the degree of public access to aircraft static displays for home-station events (i.e., whether the static display is open or closed).

A4.2.2. (AMC) Aircrew / Aircraft Security—review the event sponsor’s security plan...is it adequate to protect AMC personnel and resources? When on site, check to see that the plan is being executed.

A4.2.3. (AMC) Airfield Infrastructure (At Host Airfield/Base)—verify airfield suitability in GDSS Giant Report or Airfield Suitability and Restrictions Report (ASRR) to include runway(s), taxiway(s), and parking apron(s) dimensions and weight bearing capacity (WBC).

A4.2.4. (AMC) Aircraft Parking—is the event sponsor’s proposed aircraft parking plan workable, practical? Does it work well to display the aircraft? See any hazards?

A4.2.5. (AMC) Aircraft Towing—will the aircraft need towing? Tow equipment available? Should a tow bar accompany the aircraft?

A4.2.6. (AMC) Transient Aircraft Support—can TA personnel handle your aircraft?

A4.2.7. (AMC) Classified Equipment—classified equipment or information will not be displayed or discussed unless specifically directed by AMC headquarters or higher authority.

A4.3. (AMC) Considerations for the presentation of a static display:

A4.3.1. (AMC) Aircrew Appearance—comply with AFI 11-209, para 2.4.5. and with [para 1.1.1, 2.4.5](#) and [Attachment 10](#), this supplement. Schedule crewmembers to be at the aircraft at all times it is displayed.

A4.3.2. (AMC) Aircraft Appearance—WG/CCs will ensure aircraft scheduled for display are clean and presentable...tasked units will check the candidate aircraft for general appearance, i.e., frayed deck covering, worn decals, exterior/interior cleanliness, etc., correcting all discrepancies detracting from appearance prior to display or prior to departing home station. Aircraft commanders of aircraft picked off in system will check the aircraft’s general appearance prior to leaving the last en route station.

A4.3.3. (AMC) Spectator Access—determine if spectators can board the aircraft. If so, limit the number onboard at any one time to a level manageable by the crewmembers present. The aircrew must be able to observe and control all visitors aboard. Ensure visitors do not tamper with systems or equipment that could result in injury or compromise flight safety. Crewmembers must be alert to the possibility spectators might carry explosives aboard. If a crew member is suspicious of the contents of a bag or package, deny the spectator entrance to the aircraft and contact law enforcement. If a spectator is acting

suspicious while on board an aircraft, contact law enforcement and escort the spectator off the aircraft.

A4.3.4. **(AMC)** Information Signs—supporting units will normally furnish static display information signs. If signs are not available, the supporting unit should coordinate with the requester to furnish signs. All signs are to be neat, large enough to be readily seen, and prominently positioned for the most effective exposure. The number and size of the interior signs are left to the discretion of the supporting unit.

A4.3.5. **(AMC)** The mission commander will determine if the aircraft must be towed in or out of the display area. When applicable, ensure required towing equipment and qualified tow team personnel are available to support the ground movement.

A4.3.6. **(AMC)** For AMC-hosted aerial events, the unit project officer should coordinate with each aircraft's home station for procedures to safely display non-AMC aircraft.

A4.4. (AMC) “Make-Safe” Precautions—Protecting Spectators, Aircrew and AMC Resources:

A4.4.1. **(AMC)** Install pins, locks, grounding wires, engine covers, pitot tube covers, chocks, etc.

A4.4.2. **(AMC)** Disconnect hoses, linkages, or batteries as applicable.

A4.4.3. **(AMC)** Bleed accumulators, reservoirs if required.

A4.4.4. **(AMC)** Remove all electrical power.

A4.4.5. **(AMC)** Remove all explosive devices (See Attachment 5, this supplement, for DS-equipped aircraft).

A4.4.6. **(AMC)** Lock-wire doors that provide access to aircraft systems, as appropriate

(Added) Place barriers/webbing over open access doors (aircraft) not used for spectator entry/exit.

A4.4.7. **(AMC)** Display “No Smoking” signs prominently.

A4.4.8. **(AMC)** Deplete fuel load sufficiently to prevent expansion siphoning.

A4.4.9. **(AMC)** Secure grounding wires to prevent tripping hazard.

A4.4.10. **(AMC)** Position staircases securely, equip with hand rails, and eliminate tripping hazards.

A4.4.11. **(AMC)** Stow all roller conveyors not required for cargo display (For KC-10 aircraft, remove or rope off roller conveyors to provide a safe aisle way).

A4.4.12. **(AMC)** Locate fire extinguishers adjacent to the nose of each aircraft.

A4.4.13. **(AMC)** Position stanchions around aircraft to prevent spectators from boarding if necessary, or to control the number of spectators boarding the aircraft at any one time (see para A4.3-3, above).

A4.4.14. **(AMC)** Conduct a comprehensive search of the aircraft interior for explosive devices after each static display session has ended.

A4.4.15. (AMC) At the completion of the static display, the aircrew will perform a complete preflight and security inspection of the aircraft.

A4.5. (AMC) For guidance on displaying DS-equipped aircraft, see “Make-Safe” Guidelines for AMC DS-Equipped Aircraft at **Attachment 5**, this supplement.

A4.6. (AMC) See AFI 11-209, Attachment 3, for the basic guidance on the static display of aircraft.

Attachment 5 (Added-AMC)**MAKE SAFE” GUIDELINES: AMC DS-EQUIPPED AIRCRAFT**

A5.1. (AMC) General Requirements: Aircraft equipped with Defensive Systems (DS)—AN/ALE-47, AN/AAR-47 and AN/AAQ-24—will be “made-safe” before being placed on static display or before being flown to perform flyovers and aerial reviews. DS-equipped aircraft performing aerial demonstrations (Standard Profiles or approved non-standard profiles) will be made safe prior to flight, except as in **para A5.4.**, below.

A5.2. (AMC) Static Displays:

A5.2.1. (AMC) AN/ALE-47—remove the Chaff/Flares, install all Electro Magnetic Interference (EMI) safety switch pins, position the Weigh-on-Wheels (WOW) switch (if installed) to “Normal”, and place the system in the “Off” mode.

A5.2.2. (AMC) AN/AAR-47—position the WOW switch (if installed) to “Normal” and place the system in the “Off” mode.

A5.2.3. (AMC) AN/AAQ-24—position the WOW switch (if installed) to “Normal,” remove the User Data Module (UDM) or Maintenance User Data Module (MUDM), and place the system in the “Off” mode.

A5.3. (AMC) Flyovers and Aerial Reviews:

A5.3.1. (AMC) Remove all munitions (Chaff/Flares) from DS-equipped aircraft participating in flyovers or aerial reviews prior to flight.

A5.3.2. (AMC) Position the DS system switch (AN/ALE-47, AN/AAR-47 or AN/AAQ-24) to the “Off” mode.

A5.4. (AMC) Aerial Demonstrations:

A5.4.1. (AMC) As a general rule, AMC DS-equipped aircraft participating in aerial demos supporting military events, Open House celebrations, civilian air shows, etc., will have all munitions (Chaff/Flares) removed from the aircraft prior to flight and the DS system switch (AN/ALE-47, AN/AAR-47 or AN/AAQ-24) positioned to the “Off” mode during flight.

A5.4.2. (AMC) (For AMC DS-equipped aircraft participating in aerial demos at military events (such as, the USAF CAPSTONE Aerospace Power Demonstration at Indian Springs NV, or the USAF Air University Aerospace Power Demonstration at Eglin AFB FL), for the express purpose of demonstrating the DS equipment in operation during flight, HQ AMC/A3 approval is required for the following (except as noted, below): 1) To operate the DS systems in flight; 2) To expend DS munitions (Chaff/Flares) in flight; or, 3) To fire DS laser equipment in flight.

NOTE. The requirement for AMC/A3 approval in para A5.4.b, above, does not apply for AMC DS-equipped aircraft operating DS systems in flight to support DoD sanctioned or directed programs or projects to test DS aircraft or aircraft DS systems.

Attachment 6 (Added-AMC)**AMC OPERATIONAL RISK MANAGEMENT (ORM) ASSESSMENT**

A6.1. (AMC) Wings planning an aerial performance supporting a military or public event must accomplish an ORM assessment of the proposed flight profile (see **para 2.4.7**, this supplement). The wing commander must review the ORM assessment before approving participation or requesting participation approval from AMC/A3. Retain the ORM assessment in unit files for a period of one year following the event.

A6.2. (AMC) ORM Process. The wing ORM process provides leadership information relevant to the risk associated with the execution of a proposed aerial performance. The objective is to manage the risk. To this end, the process must delineate the wing's ORM criteria/procedures and provide a "risk assessment form" to assess the aggregate risk associated with an aerial performance, categorizing it as low, medium or high—quantitative methods may be used. Consider the following risk factors in the ORM process in developing an assessment form (your wing may identify other factors unique to your operation):

A6.2.1. (AMC) Area of Intended Operations:

A6.2.1.1. **(AMC)** Air traffic density

A6.2.1.2. **(AMC)** FAA/ATC services in the area

A6.2.1.3. **(AMC)** Likelihood of uncontrolled aircraft

A6.2.1.4. **(AMC)** Terrain on-site and along low-level routes, if applicable

A6.2.1.5. **(AMC)** Proximity and size of population areas

A6.2.1.6. **(AMC)** On-site situation: Congested area / non-congested area

A6.2.1.7. **(AMC)** Expected level of bird activity / condition

A6.2.2. (AMC) Aircrew:

A6.2.2.1. **(AMC)** Experience level and make-up of the aircrew

A6.2.2.2. **(AMC)** Pilot certification in the Standard Profiles and currency

A6.2.2.3. **(AMC)** Pilot currency in formation procedures.

A6.2.3. (AMC) Type of Aviation Support:

A6.2.3.1. **(AMC)** Standard profile exists for the proposed flight profile or a "new" aerial demonstration must be generated.

A6.2.3.2. **(AMC)** Complexity of the aerial performance (multiple passes, multiple flyovers, airdrop, ERO, etc.).

A6.2.3.3. **(AMC)** Formation procedures involved.

A6.2.3.4. **(AMC)** Dissimilar aircraft formation procedures involved.

A6.2.4. (AMC) On-site Ground Coordinator.

A6.2.4.1. **(AMC)** Qualification of the ground coordinator to handle AMC aircraft.

A6.2.4.2. **(AMC)** Communications capability (ground coordinator w/ aircrew).

A6.2.4.3. (AMC) Non-availability of an on-site ground coordinator (Funeral Flyover, see [para 2.7.2](#), this supplement)

A6.2.5. (AMC) Additional activities or factors bearing on participation.

A6.3. (AMC) If the aggregate risk associated with an aerial performance exceeds the “low” range, evaluate the factors driving the risk. Implement work-arounds or take action to mitigate the risk. Re-accomplish the ORM assessment. If the assessment is still above the “low” range, and if the project is sufficiently important to the wing, then forward the Aviation Support Package with the SSS annotated as follows: 1) State that the ORM assessment is “medium” or “high;” 2) Describe action taken to mitigate risk and that it was not successful; and, 3) Explain why the wing’s presence at the event is of such importance as to warrant participation approval for the proposed aerial performance, notwithstanding the risk.

A6.4. (AMC) Normally, AMC/A3 will not grant participation approval for a wing or group to execute a “medium” or “high” risk aerial performance at a military or public event.

Attachment 7 (Added-AMC)**MISSION COMMANDER (MC) BRIEFING GUIDE**

A7.1. (AMC) The MC briefs all aircrew members participating in a planned aerial performance. Add other considerations, as appropriate. The briefing can be conducted telephonically.

A7.1.1. (AMC) Weather.

A7.1.2. (AMC) Time hack.

A7.1.3. (AMC) Mission purpose and description of operation.

A7.1.4. (AMC) Order of flight.

A7.1.5. (AMC) Marshaling and taxi routes (if applicable).

A7.1.6. (AMC) Takeoff times.

A7.1.7. (AMC) Join-up times, points, and procedures.

A7.1.8. (AMC) Route of flight.

A7.1.9. (AMC) Altitude.

A7.1.10. (AMC) Airspeed en route.

A7.1.11. (AMC) Holding patterns on arrival.

A7.1.11.1. (AMC) Holding altitude/airspeed for each aircraft.

A7.1.11.2. (AMC) Departure procedures from holding and timing.

A7.1.11.3. (AMC) Route of flight (ground track) to target.

A7.1.11.4. (AMC) Time on target (each aircraft).

A7.1.12. (AMC) Landing and dispersal procedures

A7.1.13. (AMC) Communications procedures

A7.1.14. (AMC) Emergency and abort procedures

A7.1.15. (AMC) Separation—may vary between aircraft in accordance with the mission profile; however, adhere to the following minimum separations for the “Visual In-Trail” formation geometry:

A7.1.15.1. (AMC) Longitudinal: 1 NM

A7.1.15.2. (AMC) Vertical: 500 feet, stacked up

A7.1.15.3. (AMC) Lateral: N/A for Visual In-Trail

A7.1.16. (AMC) Wake Turbulence—thoroughly review and brief the relevant aspects of wake turbulence, in particular, the procedures to minimize its effects

A7.1.17. (AMC) The POCs and contact information

Attachment 8 (Added-AMC)

AMC UNITS REQUESTING AVIATION SUPPORT

A8.1. (AMC) MAJCOM-to-MAJCOM Request Procedure. When seeking aviation support for a military event your unit is hosting, forward your request to AMC/A3OO (cc: AMC/PA) NLT 45 days prior to the planned event (not applicable when requesting “aerial demonstration teams” as listed on the DD Form 2535). AMC/A3OO will staff/forward your request through AMC/A3, and with A3 concurrence, to the appropriate MAJCOM owning the assets (AMC/A3OO will cc AF/A3OO and SAF/PA if approval involves HQ USAF//CV/CVA/A5/A3/A3O// SAF/AQ, or OASD/PA). Wings are to follow-up their request by contacting owning units directly. Use “MAJCOM-to-MAJCOM” when:

A8.1.1. (AMC) Requesting assets from another MAJCOM for your military event (if requesting assets from another AMC unit, follow **Para A8.2**, below);

A8.1.2. (AMC) Requesting US Army, Navy or Marine Corps assets for your military event (with AMC/A3 approval, AMC/A3OO will staff the request to the appropriate service).

A8.2. (AMC) Unit-to-Unit Request Procedure. Send requests directly to the owning USAF unit (cc AMC//A3OO/PA//) when:

A8.2.1. (AMC) Seeking USAF aviation support for your Open House event.

A8.2.2. (AMC) Seeking aviation support from another AMC unit for your military event.

A8.2.3. (AMC) AMC units receiving unit-to-unit requests to provide aviation support for Open House events or military events at other AF bases must have the concurrence of unit leadership prior to committing support.

A8.3. (AMC) Format. Submit a wing-approved SSS when making your request (IMT form, MS Word file or e-mail in SSS format). Include the following information, as appropriate:

A8.3.1. (AMC) Event name, venue, date, time, duration, and brief description

(Added) Event OPR (org / FAS) and project officer (name, rank, org, contact information)

A8.3.2. (AMC) Length, width and weight bearing capacity (WBC) of the runways, taxiways and parking aprons that will be used during the event (only if relevant to the request)

A8.3.3. (AMC) For each type of Aviation Support requested, provide relevant planning data: number and type of aircraft participating (formations or single-ship / multiple passes / multiple flyovers, etc.), altitude limitations, airspeed limitations, routes of flight (such as for a flyover), applicable aircraft arrival and departure procedures and routing, holding patterns, and proposed timing for each activity

A8.3.4. (AMC) Dates and times for the arrival and departure of participating aircraft

A8.3.5. (AMC) Communications and control procedures

A8.3.6. (AMC) Airdrop demonstration: List the materials (equipment) and / or number (and organization) of the personnel to be airdropped, as applicable

A8.3.7. (AMC) Availability of appropriate aircraft to provide the jump team transportation, if applicable (DoD 4515.13R, *Air Transportation Eligibility*, for authority to provide transportation)

A8.3.8. (AMC) The level of staff supervision overseeing the personnel airdrop demonstration...identify the OPR sponsoring the aircrew or jump team, conducting the pre-mission briefing, monitoring / briefing the weather, and approving the drop zone.

Attachment 9 (Added-AMC)

PARTICIPATION APPROVAL PROCESS FOR AVIATION SUPPORT PROPOSALS

A9.1. (AMC) General. The wing Project Officer prepares a wing Aviation Support Package to initiate the participation approval process for an aviation support proposal (see **para 4.6**, this supplement). The package documents the proposal in detail. Participation approval authorities are at **Attachment 2**, this supplement.

A9.2. (AMC) Aviation Support Package. The core document in the package is the electronic, digital SSS (IMT form, MS Word file or e-mail prepared in SSS format). The SSS addresses the topics listed in **para A9.3**, below; attach supporting documents (digital files), identified as “tabs” in the SSS text, to clarify issues in detail. Use the SSS to coordinate the aviation support proposal with wing leadership and to request participation approval—coordinating officials are to annotate the SSS. Refer to the Project Officer’s Guide (POG) on the AMC/A3O web page for example SSS formats.

A9.3. (AMC) The SSS addresses the following:

A9.3.1. (AMC) Purpose. Request WG/CC or AMC/A3 participation approval, as appropriate (include: event name, date and location; MDS involved; type of aviation support).

A9.3.2. (AMC) Background. Explain why the wing should support the event and include other relevant, supporting information. State that the event, itself, is approved and by whom.

A9.3.3. (AMC) Discussion. Address: 1) Type of aviation support (number and type of aircraft participating...formations); 2) Flight profile & approval authority—comply with paragraphs 2.4.7. through 2.4.9., this supplement, and provide basic details sufficient to permit a clear understanding of the profile [Examples: entry/exit procedures, holding patterns, airspeeds, altitudes, routes of flight, ground tracks, ERO, formation procedures, airdrop information (personnel/equipment/DZ survey/drop zone info, etc.)] and to communicate flight profile coordination/approval; 3) Suitability of event site (i.e., for static display, etc.) and of transited airfields (para 2.4.14., this supplement); 4) Security plan for event site reviewed and force protection considered (see AFI 11-209, para 1.9.); 5) Pilot-in-command (annotate the SSS IAW Attachment 10, paragraphs A10.3.e.10.b & c, this supplement); 6) On-site ground coordinator & mission commander; 7) Wing ORM assessment (state Low, Medium, or High...attach the ORM to the SSS); 8) International venues (theater commander approval to participate; diplomatic clearances in place or being worked; host nation requirements; etc.); 9) Funding source (JA/ATT, SAAM, O&M); 10) Approved waivers (attach to the SSS—do not request a waiver with this SSS); 11) Aircrew training to be accomplished during the mission; 12) Flying performance feedback (AFI 11-246, Vol 6, para 2.5., and AMC CONOPS Implementing AFI 11-246, Vol 6, para 6); and 13) Additional information relevant to your wing’s proposal.

A9.3.4. (AMC) Recommendation. State in this paragraph the action asked of the approval authority—the SSS should present only one recommendation.

A9.3.5. (AMC) Signature Block & Tabs. If WG/CC is approval authority, follow wing guidance for the signature block; otherwise, leave blank. Number and label tabs (and attachments-to-tabs)—all documents identified as tabs must be referenced in the SSS text.

A9.4. (AMC) The Project Officer forwards the Aviation Support Package by e-mail through the chain of command for coordination, then on to the WG/CC for approval (see para 4.6.2. and 4.6.3., this supplement).

A9.4.1. (AMC) If the WG/CC is the participation approval authority, the Project Officer will:

A9.4.1.1. (AMC) Apprise all players of the WG/CC decision;

A9.4.1.2. (AMC) Forward an informational copy of the complete package to AMC/A300 (Attachment 2, *NOTE* 24, this supplement) for packages approved by the WG/CC;

A9.4.1.3. (AMC) Archive a copy of the approved Aviation Support Package for the wing;

A9.4.2. (AMC) If AMC/A3 (or, higher authority) is the participation approval authority, then forward the WG/CC-approved Aviation Support Package by e-mail to AMC/A300 for processing.

A9.5. (AMC) AMC/A300 will prepare wing Aviation Support Packages submitted by wing Project Officers for HQ AMC coordination and AMC/A3 approval (or, higher authority) IAW [para 4.6.3](#) and [4.6.4](#), this supplement, and accomplish the following:

A9.5.1. (Added-AMC) Apprise all players of the AMC/A3 decision

A9.5.2. (AMC) For Aviation Support Packages approved by AMC/A3 (or higher authority), distribute copies of the approved package to appropriate players, ensuring aircrews are apprised of any restrictions, limitations or modifications to the original wing Aviation Support Package.

A9.5.3. (Added-AMC) Archive a copy of the approved package for the headquarters.

Attachment 10 (Added-AMC)**WING AVIATION SUPPORT PROGRAM**

A10.1. (AMC) Wing commanders will establish uniquely tailored Aviation Support Programs (**para 1.1.2**, this supplement)—these programs are to buttress the command's policy on aviation support. Document the programs.

A10.2. (AMC) Objective. The Wing Aviation Support Program, in concert with the command policy for aviation support, cultivates the command air show culture at the wing level.

A10.3. (AMC) General Guidelines.

A10.3.1. **(AMC)** In essence, the Wing Aviation Support Program presents the wing policy, procedures and guidelines that will implement at the wing level the tenets of the AMC Policy on Aviation Support (**para 1.1.1**, this supplement).

A10.3.2. **(AMC)** Leadership. Program supervision can be delegated to the OG/CC (but no lower).

A10.3.3. **(AMC)** Oversight. AMC/A3V will provide command oversight through the ASEV program (ASEV Category: Administration and Manning).

A10.3.4. **(AMC)** Participating Personnel. The SQ/CC personally interviews crewmembers who will participate in the program, approving pilot crewmembers that will perform pilot-in-command duties. Wing personnel selected to participate in the aviation support planned for a military or public event must come from those in the wing's Aviation Support Program.

A10.3.5. **(AMC)** Structure. The program is to address the following issues, at a minimum:

A10.3.5.1. **(AMC)** Wing policy on Aviation Support. The WG/CC should present the wing's policy on aviation support in writing, providing guidance and standards for wing organizations and personnel involved in Aviation Support for military or public events. Specify the goals and objectives for participating personnel—they are to become the wing's envoys to the general public.

A10.3.5.2. **(AMC)** POCs. Appoint wing personnel to supervise/manage the program—provide contact information to AMC/A3OO.

A10.3.5.3. **(AMC)** Reading/study materials. Provide materials addressing Air Force, AMC and wing operations and history—AMC's representatives to military or public events are to be knowledgeable (see **para 1.1**, this supplement). All wing members participating in aviation support should review this material, especially those supporting static displays or the wing's Open House, where face-to-face contact with the public will occur.

A10.3.5.4. **(AMC)** Integrate the basic provisions in the AMC CONOPS for AFI 11-246, Vol 6 into the Wing Aviation Support program—indicate how the wing implements them.

A10.3.5.5. **(AMC)** Approving flight profiles. Develop/incorporate wing procedures/guidance implementing the requirements outlined in AFI 11-209, para 2.4.7., and **para 2.4.7.**, this supplement, for reviewing/approving tailored flight profiles planned for specific events and to ensure compliance with applicable guidance (i.e., AF, AMC,

FAA, Host Nation). Identify the approval authority for flight profiles within the program, if different from the Program Supervisor. Incorporate procedures to coordinate flight profiles with the air show or open house Air Boss or Director of Air Operations.

A10.3.5.6. (AMC) Static Display Aircraft—Make Safe Procedures. Develop wing procedures/guidance implementing the requirements outlined in AFI 11-209, para 2.4.8., and **para 2.4.8**, this supplement.

A10.3.5.7. (AMC) FAA Coordination & Air Show Operations Briefing. Incorporate wing procedures/guidance implementing the requirements outlined in AFI 11-209, para 2.4.9., and para 2.4.9., this supplement. A10.3.5.8. Airfields Transited. Incorporate wing procedures/guidance implementing the requirements outlined in **para 2.4.14**, this supplement.

A10.3.5.9. (AMC) ORM Assessment. Develop the wing's ORM criteria/procedures for assessing the wing's aviation support projects and, in particular, the applicable flight profiles (see **para 2.4.7** and **Attachment 6**, this supplement).

A10.3.5.10. (AMC) Aviation Support Packages. Outline the wing procedures/process for staffing an Aviation Support Project from initial preparation of the SSS through coordination to the WG/CC for approval/concurrence.

A10.3.5.10.1. (AMC) The Project Officer staffing an aviation support project will annotate the SSS used in the wing's coordination/approval process that the flight profile is approved IAW **para 2.4.7**, this supplement (see Attachment 9, para A9.3.3., this supplement).

A10.3.5.10.2. (AMC) Flyover/Aerial Review. If the aviation support consists of a flyover or aerial review, the Project Officer will insert language into the Aviation Support Package SSS stating that the pilot in command has reviewed the requirements of AFI 11-209, and AMC Supplement 1, and is an instructor pilot or higher (see Attachment 9, para A9.3.3., this supplement).

A10.3.5.10.3. (AMC) Aerial Demonstration. If the proposed aviation support involves an aerial demonstration consisting of a Standard Profile addressed in AFI 11-246, Vol 6, the Project Officer will annotate the Aviation Support Package SSS to indicate that the participating pilot is certified (see Attachment 9, para A9.3.3., this supplement).

A10.3.5.11. (AMC) Cross talk/lessons learned/feedback. Build into the program opportunities for more experienced aircrew members to share with new members of the wing their ideas and experiences associated with aviation support. Ensure a system is in place to disseminate lessons learned from "air show" and "open house" participation. Establish a procedure to implement the requirement to critique/review flying performance as outlined in AFI 11-246, Vol 6, para 2.5. , and the AMC CONOPS Implementing AFI 11-246, Vol 6, para 6.