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SECRETARY OF THE AIR FORCE**

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**PARTICIPATION IN AERIAL EVENTS**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. This publication provides guidance and procedures for Department of the Air Force aviation support to public and military events. This publication applies to all civilian employees and uniformed members of the Regular Air Force (Reg AF), the Air Force Reserve, the Air National Guard (ANG), the Civil Air Patrol, and the United States Space Force and those who are contractually obligated to comply with the Department of the Air Force publications. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS)", or any updated statement provided by the AF Records Management office (SAF/CNZ). 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 Forms 847 from the field through the appropriate functional chain of command. Any organization may supplement this instruction. MAJCOMs, field operating

agencies, and direct reporting units send one copy of their supplement to the Air Force Operations Group (AF/A3OO). The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See Department of the Air Force Instruction (DAFI) 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. See [paragraph 1.3](#) of this instruction for waiver authority for event approval. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestors’ commander for non-tiered compliance items. Compliance with attachments in this publication is mandatory.

**(ACC) AFI 11-209, *Participation in Aerial Events*, is supplemented as follows:** This supplement applies to ACC units participating in aerial events (including static displays) and Air National Guard (ANG) or Air Force Reserve (AFR) personnel flying ACC aircraft. It does not apply to ANG or AFR units and members flying ANG or AFR-owned aircraft. It does not apply to the United States Space Force. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Send comments and suggested improvements to this supplement on Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*, through Stan/Eval channels to Air Combat Command Aerial Events Branch (ACC/A3TA), [acc.a3ata@us.af.mil](mailto:acc.a3ata@us.af.mil). 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. The authorities to waive wing and unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See DAFMAN 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to Air Combat Command Flight Operations Division (ACC/A3T) for non-tiered compliance items.

### ***SUMMARY OF CHANGES***

This instruction has been substantially changed and requires complete review. Major changes include new guidance from higher headquarters concerning roles and responsibilities, types of support, and approval. This revision also modifies aerial event guidance compatible with revisions to AFI 35-101, *Public Affairs Operations*.

**(ACC)** This supplement is substantially revised and must be completely reviewed. The entire supplement was reviewed and updated to ensure alignment with the updated DAFI 11-209 (20 May 21) to include changes to paragraph references and alignment of the terms in [Table A2.1 \(ACC\)](#). Changes include the addition of guidance on FAA waiver coordination, Aircraft Capabilities Demonstrations, Use of Flares During Aerial Events, participation in civilian act approval, and adjustments to the Suspense Dates for several event types in [Table A2.2 \(Added-ACC\)](#).

### **Chapter 1—OVERVIEW**

1.1. General Guidance. ....	5
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<b>DAFI11-209_ACCSUP 10 AUGUST 2022</b>	<b>3</b>
1.2. Objectives. ....	5
1.3. Waiver Authority for Event Approval. ....	5
<b>Chapter 2—ROLES, RESPONSIBILITIES, PROCEDURES AND GUIDANCE</b>	<b>7</b>
Section 2A—Roles and Responsibilities	7
2.1. Deputy Under Secretary of the Air Force, International Affairs (SAF/IA). ....	7
2.2. Deputy Under Secretary of the Air Force, Public Affairs (SAF/PA). ....	7
2.3. USAF Director of Current Operations (AF/A3O). ....	7
2.4. MAJCOM Roles and Responsibilities. ....	7
Section 2B—Guidance and Procedures.	8
2.5. MAJCOM Guidance and Procedures. ....	8
2.6. Mission Commander Guidance and Procedures. ....	9
2.7. Aerial Control Team (ACT) Guidance and Procedures. ....	10
2.8. (Added-ACC) Aerial Events Involving Air Force Assets in the Washington, DC Flight Restricted Zone/National Capital Region ( FRZ/NCR). ....	11
2.9. (Added-ACC) Ground Liaison Officer (GLO) Requirements. ....	11
<b>Chapter 3—TYPE OF EVENT</b>	<b>12</b>
3.1. Public Event. ....	12
3.2. Military Event. ....	12
3.3. Civilian Event. ....	13
3.4. Types of Support for Aerial Events. ....	13
<b>Chapter 4—OPERATIONAL APPROVALS AND LIMITATIONS</b>	<b>19</b>
4.1. Aerial Event Operational Approvals. ....	19
4.2. Operational Criteria. ....	19
<b>Chapter 5—FUNERAL OR MEMORIAL SERVICE FLYOVERS</b>	<b>25</b>
5.1. Funeral or Memorial Service Flyovers. ....	25
5.2. Eligibility. ....	25
5.3. Memorial Flyovers. ....	26
5.4. Exceptions-to-Policy. ....	26
<b>Chapter 6—ADDITIONAL GUIDANCE</b>	<b>28</b>
6.1. USAFA On-Base Events. ....	28
6.2. MAJCOM-to-MAJCOM Aerial Event Requests. ....	28
6.3. Air Force Parachute Team. ....	29

6.4.	Record Flights and Flights of a Spectacular Nature. ....	29
6.5.	Test Aircraft.....	29
6.6.	Unmanned Aircraft System.....	29
6.7.	Air Shows/Open Houses.....	30
6.8.	Exception-to-Policy Procedures for Public Events.....	30
6.9.	Public and Military Events Outside of the United States.....	30
6.10.	International Air Shows and Trade Exhibitions.....	31
6.11.	Aerial Photography.....	32
6.12.	(Added-ACC) Public Affairs Flights.....	32
6.13.	(Added-ACC) Orientation/DV Flights.....	32
6.14.	(Added-ACC) Uncontrolled Airfields for Airshows: .....	32
<b>Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b>		<b>33</b>
<b>Attachment 2—APPROVAL MATRIX</b>		<b>44</b>
<b>Attachment 3—REQUIREMENTS FOR AIRCRAFT ON STATIC DISPLAY</b>		<b>49</b>
<b>Attachment 4—(Added-ACC) ACC FLYOVER POLICY AND REQUEST PROCEDURES</b>		<b>54</b>

## Chapter 1

### OVERVIEW

**1.1. General Guidance.** This instruction governs the performance of United States Air Force (USAF) aviation support for military and public events. It details the procedures for event and participation approvals, and specifies the operational limitations of the aviation support provided. Aerial events are conducted with aircraft on a volunteer basis, are intended to connect with the American public, support Air Force recruiting and retention efforts, showcase American air power, and enhance community and international relations. The USAF Director of Current Operations (AF/A3O) may task MAJCOMs to provide assets to participate in certain key public or military events.

1.1.1. For additional guidance on the USAF community relation programs, see Department of Defense Instruction (DoDI) 5410.19, *Public Affairs Community Relations Policy Implementation*, AFI 35-101, and AFMAN 10-1004, *Conducting Air Force Open Houses*.

1.1.2. For additional guidance on USAF funeral or memorial service aerial event support, see AFI 34-501, *Mortuary Affairs Program*.

1.1.3. Use of the term MAJCOM as an approval level authorizes MAJCOMs to designate the approval level or show delegation below MAJCOM in the MAJCOM supplement to this instruction. MAJCOM/A3 is the approval level in the absence of designation or delegation in the MAJCOM's supplement. For the purpose of this instruction, the Air National Guard is functionally considered to be a major command (MAJCOM).

### 1.2. Objectives.

1.2.1. Provide a list of approved events, both open and closed to the general public, and limitations associated with the category of event and parent directives (See [Attachment 2](#)).

1.2.2. Ensure compliance with appropriate operational, training, and administrative directives of approved events.

1.2.3. Evaluate the approval of events along with operational directives, procedures and techniques as required.

### 1.3. Waiver Authority for Event Approval.

1.3.1. Air Force aerial events consist of two distinct approval processes: 1) event approval; 2) participation approval. Deputy Under Secretary of the Air Force, Public Affairs, (SAF/PA) is responsible for public affairs issues and event approval in accordance with AFI 35-101. AF/A3O is responsible for coordinating participation approval processes in accordance with this publication.

1.3.2. Except as provided in this instruction, or by direction of the approving authority, AFMAN 11-202, Volume 1 *Aircrew Training*, AFI 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, and AFMAN 11-202, Volume 3, *Flight Operations* define the waiver authority for individual aircrew requirements, such as training and qualification.

1.3.2.1. Request waivers through applicable MAJCOM aerial events office (or standardization/evaluations channels if a MAJCOM aerial events office does not exist).

When the MAJCOM concurs with the waiver request, they should forward requests for approval to AF/A3OO who then staffs for AF/A3O approval.

1.3.2.2. Waiver authority for supplemental guidance is as specified in the supplement.

1.3.3. For situations requiring Federal Aviation Administration (FAA) waiver(s), obtain the FAA waiver and determinations on FAA policy through the local Flight Standards District Office before staffing the request for Air Force approval.

1.3.3.1. **(Added-ACC)** FAA waiver requests should be submitted to the local Flight Standards District Office (FSDO) NLT 60 days prior to the planned events to accommodate FAA processing time.

1.3.3.2. **(Added-ACC)** The local FSDO will provide the unit with a FAA Form 7711-2, *Certificate of Waiver or Authorization Application* and respond with a FAA Form 7711-1, *Certificate of Waiver or Authorization* outlining which FAA rules have been waived or modified to accommodate wing requests.

1.3.3.3. **(Added-ACC)** In parallel with the above, requests to Air Combat Command Director of Operations (ACC/A3) for approval of complex aircraft demonstrations such as Combined Arms Demonstrations (CAD), Combat Search and Rescue (CSAR) and other Airpower Demonstrations (demos), need to spell out those items the unit requests to be waived. Units ***Must*** have FAA waivers prior to requesting ACC/A3 approval.

## Chapter 2

### ROLES, RESPONSIBILITIES, PROCEDURES AND GUIDANCE

#### *Section 2A—Roles and Responsibilities*

**2.1. Deputy Under Secretary of the Air Force, International Affairs (SAF/IA).** Evaluates international events for which aviation support is requested or tasked to ensure political, military and industry concerns are taken into consideration. Potential aviation support assets must be evaluated for risk of technology exploitation. This responsibility rests with SAF/IA, who will coordinate with the Under Secretary of Defense for Policy (USD(P)), Defense Security Cooperation Agency (DSCA), AF/A3O and MAJCOMs for international air shows and trade exhibitions as outlined in [paragraph 6.10](#) For international events that are outlined in [paragraph 6.9](#), 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 (CCDR) authority to exercise event and participation approval over events falling within their respective areas of responsibility.

**2.2. Deputy Under Secretary of the Air Force, Public Affairs (SAF/PA).** SAF/PA determines eligibility for aviation and non-aviation related events in accordance with Department of Defense Directive (DoDD) 5410.18, *Public Affairs Community Relations Policy*, DoDI 5410.19, and AFI 35-101.

#### **2.3. USAF Director of Current Operations (AF/A3O).**

2.3.1. Unique Requests. AF/A3O is the approval authority for any aerial event requests not otherwise covered by this instruction. AF/A3O will evaluate and approve MAJCOM-approved aerial event requests that are submitted at least 45 calendar days before the event.

2.3.1.1. Funeral Flyovers. In unique cases when a funeral flyover is authorized (in accordance with [Chapter 5](#)), AF/A3O retains authority to disapprove support if the circumstances of the death and subsequent flyover could reflect negatively upon the Air Force.

2.3.1.2. Exception-to-Policy for Flyovers. AF/A3O provides coordination and concurrence for SAF/PA approved exception-to-policy flyovers and other aerial events as detailed in [Attachment 2](#).

2.3.2. Leases. AF/A3O approves participation plans at air shows involving USAF aircraft leased to non-government organizations (e.g., defense contractors, industry associations), in accordance with AFI 64-103, *Leasing Non-Excess USAF Aircraft, Aircraft – Related Equipment and Other Personal Property to Non-Government Organizations*. AF/A3O will evaluate and approve MAJCOM-approved aerial event requests that are submitted at least 60 calendar days before the event.

#### **2.4. MAJCOM Roles and Responsibilities.**

2.4.1. Evaluates subordinate unit participation in authorized aerial events.

2.4.2. Coordinates with SAF/PA, SAF/IA, AF/A3OO and/or other agencies, as required, to determine the extent of participation authorized. Outside the continental United States (OCONUS) MAJCOMs coordinate initially with the combatant command. See [paragraph 6.9](#)

for OCONUS events that require AF or Office of the Assistant Secretary of Defense Public Affairs approval or coordination.

2.4.3. Approves operational participation in public or military events within their area of responsibility according to [Attachment 2](#).

2.4.4. Coordinates and obtains aviation support for public and military events when requested by AF/A3OO.

2.4.4.1. **(Added-ACC)** For HQ ACC- or HAF-tasked aerial events not part of the normal demo schedule, units should contact event organizers to determine the level of support provided, and advise ACC/A3TA of any additional requirements. If special funding identification is needed, HQ ACC may provide an Emergency and Special Program (ESP) Code. If provided, the ESP code is to be used with the provided HQ ACC after-the-fact fund cite or unit fund cite, in order to capture all costs related to the supported event. Units will use normal procedures to obtain any needed tanker support and notify ACC/A3TA if further assistance is required.

2.4.4.2. **(Added-ACC)** Units volunteering for aerial events are responsible for funding all associated costs except those costs which are to be provided by the event (e.g., lodging and local transportation at air shows, open houses, sporting events, etc.) IAW DoDI 5410.19 Volume 4, *Community Outreach Activities: Ceremonial Musical, and Aerial Event Support*.

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

## ***Section 2B—Guidance and Procedures.***

### **2.5. MAJCOM Guidance and Procedures.**

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

2.5.1.1. Pilots and aircrew are highly qualified and proficient in the flying procedures, standard profiles, and demonstration techniques planned for the event.

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

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

2.5.1.4. Personnel can communicate effectively with the public.

2.5.2. Provides a single point of contact within the operations directorate for all command participation in military or public events covered by this instruction. Provides the point of contact's name, rank, office symbol, e-mail address, defense switched network (DSN), and commercial voice and fax numbers to AF/A3OO and Deputy Under Secretary of the Air Force,

Public Affairs, Policy and Outreach (SAF/PAY). The designated point of contact may be in a subordinate Numbered Air Force (NAF).

2.5.3. 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. (T-1). The approving authority must ensure compliance with applicable aircraft specific training manuals, MAJCOM supplements, and all FAA or Host Nation rules and regulations. (T-0). Once flyover support is approved, deviations from those approved profiles are not authorized except for safety of flight. (T-0).

2.5.4. Ensures aircraft and equipment placed on static display are made safe according to [Attachment 3](#) and MAJCOM supplement to this instruction.

2.5.5. Ensures participating units coordinate all planned participation in military or public events with the FAA through the regional Air Force representative (or host nation equivalent). Coordination is not required if participation consists only of static display support.

2.5.6. Ensures utilization of an aerial control team as directed in MAJCOM supplement to this instruction and in the following cases:

2.5.6.1. High visibility events (e.g., national sporting event).

2.5.6.2. Aerial reviews.

2.5.6.3. Directed by AF/A3O.

2.5.6.4. Flyovers in the Washington D.C. Flight Restricted Zone (FRZ)/National Capital Region (NCR) (generally airspace within 15 nautical miles of the Arlington Memorial Bridge): For joint service (involving Air Force aircraft), or Air Force aerial events in the FRZ, to include Arlington National Cemetery, the USAF will be the lead service, and Air Combat Command (ACC) will provide an Aerial Control Team (ACT) and a mission commander. (T-0). **Note:** The 1st Helicopter Squadron provides the ACT for aerial events flown solely by the 1<sup>st</sup> Helicopter Squadron in the FRZ/NCR. (see [paragraph 2.7](#)).

2.5.6.5. (Added-ACC) See [paragraph 2.8 \(Added-ACC\)](#) for ACC-specific guidance for ACTs in the Washington D.C. FRZ/NCR.

2.5.7. Submits requests to SAF/IA for coordination and participation approval of foreign aircraft or foreign military demonstration teams (flying teams or parachute demonstration teams) in United States open house events.

2.5.8. Requests waivers to this instruction.

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

2.5.10. Will ensure that aviation support is cancelled for an air show or event if the event sponsor does not fund lodging, local transportation, fuel, and aerial control team support as required.

**2.6. Mission Commander Guidance and Procedures.** In general, the mission commander is the on-scene commander responsible for conducting the mission, its overall safety and ultimately makes the “go” or “no- go” decision. A mission commander is required for flyovers, aerial reviews, and aerial demonstrations. (T-3). The mission commander must be highly qualified, having a

thorough understanding of the aerial event being undertaken. (T-3). 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 aerial control team is designated as the mission commander. In the event the senior member of the aerial control team is not the mission commander, then the mission commander may be one of the following:

- 2.6.1. The pilot in command for a single ship aerial event.
- 2.6.2. The flight lead for a multiple aircraft aerial event.
- 2.6.3. Ground-based military officer or a civilian acting as an air boss for an air show or other ceremony.
- 2.6.4. Senior enlisted military member working in the tower.
- 2.6.5. Department of Defense (DoD) civilian airspace manager or civilian air traffic controller with air traffic control (ATC) tower or rated pilot or navigator experience working in the control tower.
- 2.6.6. **(Added-ACC)** GO/NO-GO/AIR ABORT Decisions. Although a GLO/ACT should be provided for most aerial events, ultimate responsibility for the GO/NO-GO/AIR ABORT decision rests with the flight lead/aircraft commander.
- 2.6.7. **(Added-ACC)** Based on event tasking, location of the event, and composition of the aircraft formation, the event-approval authority will determine if a ground mission commander is required. If a ground mission commander is not required, the flight lead assumes responsibilities for aircraft/flight participation in an aerial event. A mission commander will:
  - 2.6.7.1. **(Added-ACC)** Supervise the planning, coordination, briefing, and control.
  - 2.6.7.2. **(Added-ACC)** Designate a project officer to serve as a focal point for aerial review planning, briefing, and coordination.
  - 2.6.7.3. **(Added-ACC)** Provide an ACT (if required by [paragraph 2.7](#)), unless provided by HQ ACC in the Washington DC NCR. Coordinate with participating commands, FAA, and event sponsors, as necessary, to arrange the event. See also [paragraph 2.8](#).
  - 2.6.7.4. **(Added-ACC)** Ensure sufficient resources are available to support the requirement.
  - 2.6.7.5. **(Added-ACC)** Prepare and distribute Special Instructions (SPINS) or tasking message(s), as required.
  - 2.6.7.6. **(Added-ACC)** Select a staging base, if required, and notify the proposed staging base commander as early as possible of requirements for logistic support.

**2.7. Aerial Control Team (ACT) Guidance and Procedures.** 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 involving Air Force aircraft within the FRZ/NCR (see [paragraph 2.5.6.4](#)), USAF will be the lead service, and ACC will provide an

ACT and a mission commander. (T-0). (Note: The 1st Helicopter Squadron provides the ACT for aerial events flown solely by the 1<sup>st</sup> Helicopter Squadron in the FRZ/NCR.) For events in the FRZ/NCR, units must coordinate for ATC support with ACC aerial events, DSN 574-8346, not later than seven duty days prior to the event. (T-2). The ACT is responsible for the following:

2.7.1. Planning Air Force participation and coordinating details with participating commands, commanders, participants, and the FAA. (T-2).

2.7.2. Briefing commanders and participants on all aspects of participation to include, at a minimum, flight profiles, airspeeds, altitudes, holding patterns, communication frequencies, ATC coverage, area traffic density, area hazards, weather minimums, alternate weather procedures, and other relevant operational considerations. (T-2).

2.7.3. Controlling the flow and movement of all participating aircraft. (T-2). Aerial control teams should use FAA assigned radio frequencies.

2.7.4. Serving as the on-scene advisor to the mission commander, or as the mission commander if requested by the MAJCOM. (T-2).

**2.8. (Added-ACC) Aerial Events Involving Air Force Assets in the Washington, DC Flight Restricted Zone/National Capital Region (FRZ/NCR).** IAW the Memorandum of Agreement for Aerial Events in the National Capitol Region, ACC/A3 will provide Ground Mission Commander and ACT support. Support includes inter-agency coordination, planning, flight procedural briefings, and final control of executing aircraft. ACC/A3TA will:

2.8.1. (Added-ACC) Coordinate Air Force and Joint aerial events which require use of USAF assets in the confines of the Washington, DC FRZ/NCR as requested by Air Force Warfighter Support Division (AF/A3OW). **Exception:** Event POC will coordinate access into Prohibited Area 56 (if required). (T-2)

2.8.2. (Added-ACC) Supervise the ACC ACT program, to include manning requirements.

**2.9. (Added-ACC) Ground Liaison Officer (GLO) Requirements.** A GLO/ACT is required when the aerial event must be synchronized to other events on the ground, when real-time coordination with ATC is required, or when multiple participants require real-time de-confliction. Normally the GLO, with radio equipment, will be at the flyover site 1 hour prior to the time on target (TOT) to assist the flight lead and act as a safety observer.

2.9.1. (Added-ACC) A GLO should preferably be a rated officer or Government Service (GS) Employee with prior rated, ATC or Tactical Air Control Party (TACP) experience, approved by the unit commander providing the aircraft, except when HQ ACC provides an ACT.

2.9.2. (Added-ACC) At events like open houses or air shows, a GLO is not required when the event has an operations director, air operations manager, "Air Boss," or similar individual qualified under the International Council of Air Shows (ICAS) Air Boss Recognition Program to control aerial events.

## Chapter 3

### TYPE OF EVENT

**3.1. Public Event.** Public events are community relations events designed to showcase the capability of Air Force units and personnel and are intended primarily for non-military audiences. These events may be on or off-base; and may take place in the CONUS or OCONUS.

3.1.1. Sponsorship. 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.

3.1.2. Showmanship and Professionalism. The primary purpose of Air Force participation at public events is to demonstrate a high level of professionalism and competence while entertaining spectators. It is vital that supervisors, pilots, aircrew members and other participants keep this purpose in mind during the planning and execution of aerial events. This includes strict compliance with show lines, flying procedures and minimum altitude restrictions.

**3.2. Military Event.** Military events are official DoD events that are sponsored by the DoD, a DoD Component, MAJCOM, or MAJCOM component and are intended primarily for military personnel, civil service personnel, and dependents. Military events are hosted at facilities owned, leased or operated by the DoD. Military events should only be considered for aerial support if the event is held outdoors. If there is a question on whether an event is considered a military event or a public event, contact MAJCOM/Public Affairs (PA) for clarification.

3.2.1. Retirement or Change of Command Ceremony. Flyovers or aerial reviews for off-base retirement or change of command ceremonies are not permitted and require exception-to-policy approval from the Vice Chief of Staff of the Air Force (VCSAF). Retirement and/or change of command ceremonies eligible for aerial support, if they are held on-base, are approved only for the following personnel as noted below:

3.2.1.1. The Chief of Staff of the Air Force (CSAF) or any CCDR is authorized an aerial review. Air Force participation in multi-service or multi-national aerial reviews is approved. MAJCOMs will provide an information copy to AF/A3OO containing the number and type of aircraft participating.

3.2.1.2. VCSAF, a MAJCOM/CC or a state adjutant general is authorized a flyover by a single formation (up to a four-ship for fighter/trainer-type aircraft or up to two-ship for bomber/heavy aircraft).

3.2.1.3. A Deputy CCDR, MAJCOM/Vice Commander (CD), NAF/CC, Center/CC or the Chief Master Sergeant of the Air Force is authorized a flyover by up to four fighter/trainer-type aircraft or up to two-ship for bomber/heavy aircraft.

3.2.1.4. Exception-to-policy requests for flyovers supporting retirement and change of command ceremonies require VCSAF approval. VCSAF approval is also required for a flyover if the participating aircraft is (are) from another service, nation, or civilian organization. Requests (for individuals not otherwise authorized in this instruction) must be made through the MAJCOM to AF/A3OO. (T-2).

3.2.1.5. 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).

3.2.2. 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, and military parades. **Note:** For on-base memorial ceremonies for an individual, even if that individual is not automatically eligible per **paragraph 5.2**, AFOG/CC approval is not required provided the individual's duty and lifestyle make that individual worthy of the honor (see **paragraph 5.2.9** and **paragraph 5.4**). 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.

3.2.2.1. On-base patriotic observances (see **paragraph 5.3** for off-base criteria)

3.2.2.2. Funeral or memorial events (see **Chapter 5** for criteria).

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

3.2.2.4. Events sponsored by Civil Air Patrol (encampments, cadet training, etc.) are considered military events and are eligible for Air Force support. Flyover and static support for Civil Air Patrol events may be provided by volunteer units (see **paragraph 3.4** for criteria). If the event is hosted at an off-base location, SAF/PAY must approve the event in accordance with AFI 35-101.

**3.3. Civilian Event.** A supportable civilian event is not sponsored by the DoD or DoD component (e.g., sporting events, community parades) SAF/PAY will determine if the event is a civilian event along with any limitations supporting such events in accordance with DoDI 5410.19 and AFI 35-101. **Note:** All civilian events approved by SAF/PAY are considered public events and listed on the SAF/PA website (<https://www.airshows.pa.hq.af.mil>).

### **3.4. Types of Support for Aerial Events.**

3.4.1. Static Display. A subset of aviation support through the ground display of military aircraft and related equipment not involving taxiing or starting of engines while spectators are in the display area.

3.4.1.1. Static Display for Small Public Events. The installation commander is the approval authority for static displays (if supporting assets are from the same installation) and will ensure all operational required approvals are met (see exceptions for test and research aircraft in **paragraph 6.5**). (T-2). MAJCOM/A3 or designated representative approves participation of on-base static displays for operational resources not assigned to the installation.

3.4.1.2. Static Display for Large Public Events. SAF/PAY is the event approval authority and the installation commander is the participation approval authority for static displays (if supporting assets are from the same installation). MAJCOM/A3 or designated representative approves participation of on-base static displays for operational resources not assigned to the installation.

3.4.1.3. Event and participation approval guidance is located in the table at **Attachment 2**. Consider the safety standards in **Attachment 3**, along with those in Technical Order 00-

80G-1, *Make Safe Procedures for Public Static Display* series publications (available from AFMC, <https://www.tinker.af.mil/home/technical-orders>), in planning and staging each static display. Aircraft specific guidance in a technical order supersedes the general guidance in this publication.

3.4.1.4. **(Added-ACC)** Statics for all public events must be approved by the WG/CC and reported to ACC/A3TA IAW **Table A2.1 (ACC)** and **Table A2.2. (Added-ACC)**. Follow all applicable security requirements of **paragraph A3.7 (Added-ACC)** as well as any **MDS-specific security guides. (T-2)**

3.4.2. Flyover. A single, non-aerobatic pass by military aircraft (no more than four fighter, trainer, helicopter or two maximum for heavy/bomber who regularly fly in formation) of the same type, and from the same military service in formation over a predetermined point on the ground, and at a specified time.

3.4.2.1. All flyovers must be flown as an adjunct to an approved training sortie. **(T-1)**.

3.4.2.2. The single pass limit does not apply to military open houses or civilian air shows, where multiple flyover passes are authorized, subject to MAJCOM approval.

3.4.2.3. Arcing Pass. Bank angles of up to 45 degrees for fighters/30 degrees all other aircraft, but not to exceed limits established in AFMAN 11-2-mission design series (MDS), Volume 3 limits. **Note:** Use of arcing passes versus wings-level passes requires MAJCOM/A3 approval.

3.4.2.4. **(Added-ACC)** Flyover crews will limit bank angles to 45 degrees when exhibiting planform views to the flyover audience. **(T-2)**

3.4.2.5. **(Added-ACC)** Standard flyover requests will be for a single, straight and level pass at 1000 feet (500 feet for helicopters) above the highest obstacle within 2000 feet horizontally. **(Exception:** ACC/A3T may approve multiple passes and down to 500 feet Above Ground Level (AGL) over the runway for military open houses or civilian air shows, upon WG/CC (delegable no lower than the OG/CC or WG/A3) request and concurrent FAA Inspector in Charge (FAA IIC) / Air Boss approval. Units/MDSs with HQ ACC-approved profiles may fly up to three passes only when supporting an approved aviation related event. Do not perform aerobatics or capabilities demonstrations unless specifically approved by ACC/A3 or higher. Repositioning maneuvers between passes will be normal traffic pattern procedures, not to include a closed pattern maneuver. **(T-2)**

3.4.2.6. **(Added-ACC)** Units will request flyovers IAW **Attachment 4 (Added-ACC)**. Flyovers planned for speeds in excess of normal pattern airspeeds must be approved by the local FAA Flight Standards District Office (FAA FSDO) using the DD Form 2535, *Request for Military Support* (if applicable) or other official means (e.g., FAA Form 7711-2 *Application for Certificate of Waiver or Authorization*). For units or MDSs with HQ ACC-approved profiles, e.g., F-16, F-22, etc., the WG/CC (may be delegated no lower than the OG/CC) will determine the profile(s) to be flown at a particular event based on runway environment, crowd orientation, and showcasing the aircraft visual signature. Non-demonstration team units with unique demonstration profiles may develop unit-specific aerial events supplements (requires the Commander of Air Combat Command (COMACC) (delegable to ACC/A3) approval) for use at airshows. **(T-2)**

3.4.2.7. **(Added-ACC)** Fighter units (including T-38s) may request up to a four-ship flyover. Rotary wing aircraft (e.g. HH-60) may fly in 2-ship formations. All other fixed-wing aircraft will fly single-ship flyovers. Formation flights will be flown IAW AFI/AFMAN 11-2MDSV3, MDS--*Operations Procedures*. See [para 3.4.3.2.1 \(Added-ACC\)](#) for Air Refueling formation guidance. **(T-2)**

3.4.3. Dissimilar Formation Flyover. Formation flyovers comprised of four or fewer multiple mission design series aircraft of the same type; multiple types of aircraft; aircraft from multiple military services or nations; and/or civilian aircraft. Flyovers flown with multiple types of aircraft are to be undertaken with consideration to safety, compatible flying characteristics and the overall theme of the event that is being supported.

3.4.3.1. Formations of four or fewer aircraft of multiple mission design series and the same type are approved by MAJCOM/A3 or designated representative. Formations of four or fewer aircraft comprised of Air Force aircraft with aircraft from other services or nations, or with civilian aircraft require MAJCOM/CC approval or designated representative no lower than MAJCOM/A3 (inform AF/A3OO for AF/CC and AF/A3 visibility). **Note:** ACC Heritage Flight formations are authorized by ACC/Directorate of Air and Space Operations (A3).

3.4.3.1.1. **(Added-ACC) Dissimilar Formations.** See AFI 11-202 Volume 3 ACC Supplement, *General Flight Rules*; and AFMAN 11-2MDSV3, *MDS-Operations Procedures*, for formation guidance. Units will request Air Combat Command Director of Operations (ACC/A3) approval to participate in aerial events involving dissimilar formations. **(T-2) Exception:** Wings operating multiple types of aircraft which routinely fly in dissimilar formations, do not require HQ ACC/A3 approval for a dissimilar formation at aerial events (e.g., 1st Fighter Wing (FW), where both F-22 and T-38 aircraft regularly training together). The Wing request memo should include a statement from Wing/CC, OG or equivalent, indicating the other participating WG/CC has authorized the requested aircraft to operate in dissimilar formation for the flyover.

3.4.3.1.2. **(Added-ACC)** Submit requests for approval of dissimilar formations involving aircraft from other services, civilian, other MAJCOMs, allied nations, etc. to ACC/A3TA who will, in turn, process the request for ACC approval per [Table A2.1 \(ACC\)](#). **Note:** ACC/A3 will not normally approve participation until A3TA has received coordination from all participants' authorized approval levels.

3.4.3.1.3. **(Added-ACC)** Dissimilar formation maneuvering will be practiced prior to the event. **(T-2)** Dissimilar formation practice may be conducted on a separate sortie, or during a minimum 15-minute session prior to commencing the flyover event.

3.4.3.1.4. **(Added-ACC)** Requests for aerial photo shoots should be accompanied with complete coordination from all participants' authorized approval level when transmitted to ACC/A3TA for processing approvals.

3.4.3.2. If tanker aircraft are used to support an aerial event, they may be accompanied by aircraft acting as receivers. Air refueling formation flyovers will not be conducted with the receiver closer than the pre-contact/astern position. **(T-1)**.

3.4.3.2.1. **(Added-ACC)** Formations with tankers and authorized receivers are not considered "dissimilar formations." Air refueling formations with a tanker and one

other MDS (either one “heavy” aircraft (acft), up to 3 fighters, or up to two HH-60s, whether on the wing or in a simulated refueling formation IAW [paragraph 3.4.3.2](#)) acting as receivers does not require ACC/A3 dissimilar formation approval but still requires A3T “participation” approval per [Table A2.1. \(Added-ACC\). \(T-2\)](#)

3.4.4. Aerial Review. A flyover of more than four aircraft, or of multiple types of aircraft, or of aircraft representing more than one military service, with elements in trail formation and not involving precision maneuvers or demonstrations constitutes an aerial review. A single element involving four or fewer aircraft of different airframes but of the same general type (for example, two F-16s and two F-22s) is not considered an aerial review. A flyover involving multiple types of aircraft from the same or different military departments that routinely fly missions together, as approved in accordance with military department operational procedures, but limited to no more than four aircraft, is also not considered an aerial review (for example, a pre-contact/astern refueling flyover with a KC-135 and two F-15s). Air show flights are not considered aerial reviews for the purpose of this instruction.

3.4.4.1. Aerial reviews are reserved for only the most meaningful occasions and are not scheduled or performed at CONUS events without initial review and approval by SAF/PAY and AF/A3OO (combatant command review and approval for OCONUS events), and with final approval granted by the Assistant Secretary of Defense for Public Affairs (OSD(PA)). Units will submit requests through MAJCOM/PA to SAF/PAY (information to AF/A3OO) at least 45 days before the event date. (T-0). After OSD(PA) approval, the level of participation approval is as follows:

3.4.4.1.1. Assets from Single MAJCOM. Aerial reviews involving assets from a single MAJCOM require MAJCOM approval. MAJCOMs should inform AF/A3OO of aerial review approvals and assets involved (other than air shows, open houses and trade shows).

3.4.4.1.2. Assets from Multiple MAJCOMs, Services, and Nations. Multi-MAJCOM aerial reviews require the approval of each command providing aircraft for the aerial review. Aerial reviews with aircraft from other services or nations, or with civilian aircraft require MAJCOM/CC approval or designated representative no lower than MAJCOM/A3. (inform AF/A3OO for AF/CC and AF/A3 visibility). The event organizer should consolidate MAJCOM approvals and inform AF/A3OO for CSAF and AF/A3 visibility.

3.4.4.2. SAF/PAY and AF/A3O will approve the combination of a parachute jump and flyover or a flyover and aircraft demonstration as distinctly diverse assets (not to exceed a total of four elements) at public events. Use of such aviation assets is reviewed on a case-by-case basis. Approval is based on the supportive justification as to the significance of the event, safety of all teams, and the ability to provide such resources at no additional costs to the government.

3.4.5. Aerial Demonstration. Aerial demonstrations include virtually every type of aerial participation by fixed-wing aircraft and rotary-wing aircraft in support of public or military events (except aerial reviews and flyovers). For the purpose of this instruction, aerial demonstrations include such events as fire power demonstrations, capability exercises, and combat search and rescue demonstrations. Subset demonstrations include events such as air

refueling demonstrations, weapons employment, air insertion/recovery demonstrations, engine running offloads, and aircraft backing demonstrations.

3.4.5.1. Training events incidentally observed by the general public are not considered to be aerial demonstrations (see [Attachment 2](#)). However, flying operations conducted for training but 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 [paragraph 3.1](#). 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.

3.4.5.2. 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 and AFMAN 11-246 series.

3.4.5.3. MAJCOMs may publish profiles in the MAJCOM supplement to this instruction for flight operations or procedures falling outside the purview of the applicable AFMAN 11-246 series. **Note:** Guidance is not intended to limit aviation support at public air shows 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 in accordance with 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 in accordance with the normal procedures in this instruction (for example: a flyover for a United States Air Force Academy (USAFA) graduation ceremony and a funeral flyover at the USAFA cemetery, both at approximately the same time). Each event should stand on its own, and be completely independent.

3.4.5.4. **(Added-ACC) Aircraft Capabilities (CAPES), Combat Search and Rescue (CSAR), and Combined Arms (CAD) Demonstrations.** ACC/A3 approval is required for CAPES, CSAR, and/or CAD demonstrations. Wings may wish to showcase various aspects of their training programs as a demonstration of their unique mission capabilities. This includes limited focus-group events, e.g., the East Coast Airpower Demo (ECAPD) for Congress members and their staffs. Such demonstrations must use unit aircraft, must be reflective of the unit's Designed Operational Capability (DOC), and must use normal training profiles/events per ACC's Ready Aircrew Program (RAP). Depending upon complexity of the demonstration, wings may invite complementary assets from other units, subject to coordination and approval of each owning wing commander as well as the associated MAJCOM/A3 contributing assets.

3.4.5.4.1. **(Added-ACC)** For military capability demonstrations (considered by FAA as “complex” events) performed for the public, an FAA-approved Airboss is required to control that event. **Note:** Fly-bys using contemporary military aircraft and single-aircraft military demonstrations do not, by themselves, make a demonstration “complex.”

3.4.6. Funeral Flyover: Refer to [Chapter 5](#).

3.4.7. Missing Man Formation. 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 in accordance with this DAFI or to support commemorative events on the following patriotic holidays: 1) Memorial Day, 2) National Prisoner of War/Missing in Action Recognition 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 air show or sporting event. All other uses of the missing man formation require the approval of MAJCOM/A3 (will not be delegated).

3.4.7.1. **(Added-ACC)** Approved variations of the Missing Man formation include a vertical pull-up of the number 3 aircraft over the ceremony site (the number 3 aircraft executes a 2-3 G wings level pull to exit the formation), or a straight-and-level flyover leaving the number 3 position vacant.

3.4.7.2. **(Added-ACC)** Missing-man formations for on-base military events other than a mortuary affairs-approved funeral/memorial and patriotic holidays require Air Combat Command Public Affairs (ACC/PA) approval. **Note:** missing-man for patriotic holidays that are flown outside of 7 days of the official holiday also require ACC/PA approval.

3.4.7.3. **(Added-ACC)** Missing-man formations for off-base events or on-base events open to the public that do not meet the criteria listing in [paragraph 3.4.7](#) require SAF/PAY approval. SAF/PAY approval must always precede participation approval from ACC/A3 for off-base missing-man formation flyovers.

## Chapter 4

### OPERATIONAL APPROVALS AND LIMITATIONS

**4.1. Aerial Event Operational Approvals.** Aviation support at public and military events requires participation approval from operations. This chapter outlines the required levels of participation approval for aerial events at public and/or military events. For all operational approvals, see **Attachment 2**. Air Force aviation support not described in this chapter should receive MAJCOM and AF/A3O approval before the performance. For events outside of the United States, approvals will comply with combatant command directives. **(T-0)**.

**4.2. Operational Criteria.** Safety is the prime consideration at all times. Do not engage in activities that compromise the safety of the aircrew, spectators, or that could damage or destroy property. **Note:** The USAF Air Demonstration Squadron ((USAFADS), Thunderbirds), MAJCOM single ship demonstration teams, aviation record flights, and the USAF Heritage Flight Program use operational criteria provided in their own approved Air Force or MAJCOM instructions; all other Air Force aircraft participating in aerial events use the criteria presented in this instruction. While the following paragraphs address events within the United States, events outside of the United States require compliance with local/host-nation rules and regulations **(T-0)**.

4.2.1. **Weather Minimums.** Guidance on weather minimums for visual flight rules is provided in AFMAN 11-202, Volume 3, and applicable AFMAN 11-2MDS, Volume 3, *MDS Specific Operations Procedures*. Weather minimums are “flyover minimum altitude” plus 500 feet and 3 miles visibility. **(T-1)**. The MAJCOM or mission commander may set higher minimums based on the nature of the event, local terrain, or other factors.

4.2.1.1. **(Added-ACC)** Regardless of MDS, limit all activity to a single straight-and-level pass if weather is less than 2500 feet AGL / 5 statute miles (sm).

4.2.1.2. **(Added-ACC)** Additional weather restrictions:

4.2.1.2.1. **(Added-ACC)** For any fixed wing flyover, weather must be a minimum of 1500 feet AGL / 3 sm. **(T-2)**

4.2.1.2.2. **(Added-ACC)** Minimum weather for rotary wing / CV-22 aircraft flyovers is 1000 feet AGL and 3 sm visibility. **(T-2)**

4.2.1.2.3. **(Added-ACC)** To accomplish a maneuvering (pull-up) Missing Man formation, weather must be at least 4000 feet AGL and 5 sm visibility in the viewing area.

4.2.1.2.4. **(Added-ACC)** Weather minimums for launch of aerial event aircraft must be IAW AFMAN 11-202V3, unless the mission commander dictates higher minimums.

4.2.1.2.5. **(Added-ACC)** Holding, if required prior to a flyover event, may be conducted in Instrument Meteorological Conditions (IMC) conditions. Aircraft holding as multiple, separate flights must be able to rejoin in Visual Meteorological Conditions (VMC) conditions and remain in VMC after joining up.

4.2.2. **Altitude Minimums.** Guidance on minimum altitudes is provided in AFMAN 11-202, Volume 3 and in FAA regulations for densely populated, congested and non-congested areas. 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. **Note:** If a riverbank aerobatic box has been established by the FAA and under control of Tower or an airshow Airboss, treat as a non-congested area.

4.2.3. Air Force 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, Air Force controlled aircraft must not be flown lower than the following minimum altitudes:

4.2.3.1. 500 feet above ground level for flyovers. **(T-1)**.

4.2.3.2. MAJCOMs are authorized to establish altitudes lower than 500 feet above ground level during aerial demonstrations when lower altitudes are necessary to properly demonstrate capabilities (subject to FAA waiver provisions); and during weapons employment demonstrations on approved weapons ranges (subject to range orders and mission design series specific operating limitations). **(T-2)**.

4.2.3.2.1. **(Added-ACC)** Except for approved single-ship demonstration teams, Heritage Flight, Air Force Thunderbirds, and A3-approved CAPES, CSAR and CADS, the minimum altitude for all aerial events is 500 feet AGL (with FAA waiver) or 1000 feet AGL (without FAA waiver). Non-fighter fixed-wing aircraft are limited to 1000 feet above the highest obstacle within 2000 feet for all non-airshow events. **(Exception:** For USAFA flyovers, see [paragraph 6.1.2 \(Added-ACC\)](#)). When requesting ACC/A3 approval for CAPES, CSAR and CADS demonstrations, units may request lower altitudes for simulated weapons deliveries consistent with 11-2MDSV1, TO, AFTTP 3-1 MDS series, etc. guidance and restrictions. Altitude waivers are approved concurrently by both ACC/A3 and the FAA. Utilize the FAA Form 7711-2 process 45 – 60 days prior to the event to gain local FAA FSDO altitude waiver approvals per [paragraph 1.3.3](#).

4.2.3.2.2. **(Added-ACC)** Rotary wing and CV-22 aircraft are limited to 500 feet AGL and clear of obstacles for flyovers, Per AFMAN 11-202V3, para 12.3.5., rotary wing aircraft are permitted to operate below 500 feet for unique aerial demonstrations (e.g. CSAR demos, ECAPD, United States Air Force Weapons Center (USAFWC) demos, etc.) with ACC/A3 prior approval. **(T-2)**

4.2.4. Airspeed Limitations. Airspeed guidance in AFMAN 11-202, Volume 3, applies to all aerial events. The minimum airspeed for the operation of any fixed-wing Air Force aircraft participating in any military or civilian event is stall speed plus 30 percent for the aircraft Configuration. **(T-1)**. 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 (see note after [paragraph 4.2](#)). **(T-1)**. Demonstration teams use a maximum speed of .95 Mach. FAA waiver may be required for airspeeds above 250 knots below 10,000 feet mean sea level. **Exception:**

Guidance on sailplane demos is provided in AFMAN 11-246, Volume 7, *Aircraft Demonstrations (Sailplanes)*.

4.2.4.1. **(Added-ACC)** Flyovers, aerial reviews, CAPES, CSAR, and CAD demonstrations must be flown using appropriate AFMAN 11-2MDSV3, *MDS--Operations Procedures*.

4.2.4.2. **(Added-ACC)** For aerial reviews, CAPES, CSAR, and CAD demonstrations, if airspeeds are incompatible, other means of deconfliction and synchronizing aircraft, such as altitude, timing, or flight path separation must be utilized.

4.2.4.3. **(Added-ACC)** Airspeeds for ACC single-ship demonstration teams are specified in AFMAN 11-246 Volume 1, *Air Force Fighter Type Aircraft Demonstrations (A-10, F-16, F-22, F-35)*

4.2.5. 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. Waivers will not be granted. The USAFA Wings of Blue parachute team is authorized an exception to this policy provided a FAA waiver (FAA Form 7711-2, *Certification of Waiver or Authorization Application*) is obtained for each night jump in accordance with Title 14 Code of Federal Regulations (CFR) Part 105.21 (*Parachute Operations Over or Into a Congested Area or An Open-air Assembly of Persons*). **(T-0)**.

4.2.6. Communications. ACTs and on-site ground supervisors will use FAA provided radio frequencies to control aviation assets. **(T-0)**.

4.2.7. 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. **(T-1)**. 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. **(T-1)**. Aircraft conducting demonstrations at military or civilian events will not over-fly the designated spectator area below 1,000 feet unless specifically waived by the FAA and the parent MAJCOM. **(T-0)**. 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 (except for the A-10 demonstration team, which is 1,000 feet). **(T-0)**. The 1,500-foot minimum distance can be reduced under the following circumstances:

4.2.7.1. 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.

4.2.7.2. 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:

4.2.7.2.1. Equipment.

4.2.7.2.2. Container delivery system.

4.2.7.2.3. Personnel using round canopies.

4.2.7.3. 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.

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

4.2.7.5. 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.

4.2.7.6. 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 demonstration.

4.2.8. Compliance with Flight Procedures. Aircraft operations in the CONUS, Hawaii, Alaska, and U.S. territories will comply with all FAA instructions. (T-0) Aircraft operations in host nations will respect the host nation's rules and procedures and comply with the USAF Foreign Clearance Guide (FCG). (T-0). Aircraft operations will coordinate with host nation ATC representatives before an over flight of a foreign country. (T-0).

4.2.9. Force Protection. The safety of Air Force personnel and the protection of Air Force aircraft and equipment is paramount. Force protection measures are taken into consideration when providing aerial event aviation support for military and public events. It is imperative that Air Force members at all levels are situationally aware of potential threats to Air Force personnel and equipment when deciding to participate in any military or civilian event. Refer to AFI 31-115, *Law and Order Operations*; AFI 31-101, *Integrated Defense*; and AFMAN 10-1004.

4.2.10. **(Added-ACC) Use of ground-based Pyrotechnics (Pyro) for Aircraft Capabilities/CSAR Demos/Combined Arms Demos (CAD):** Event participation requests (**Table A2.1 (ACC)**) where pilots will overfly ground-based pyro will indicate **paragraphs 4.2.10.1 (Added-ACC)** through **4.2.10.5 (Added-ACC)** have been thoroughly reviewed and will be complied with. Additionally, event participation requests involving pyrotechnics on ACC installations will also include the Air Combat Command Weapons and Safety Division (ACC/SEW) approved comprehensive explosives risk assessment Defense Explosives Safety Regulation (DESR) 6055.09\_AFMAN 91-201 ACC Supplement, *Explosives Safety Standards*). Only ICAS Pyro Safety Task Force-identified Shooters in Charge (SICs) are permitted to utilize pyrotechnics during ACC aircraft demonstrations. The ICAS Pyro Safety Task Force will identify personnel approved as SICs each year based on experience, judgment, and safety record. To be an SIC, the individual must meet requirements contained in the ICAS Guidelines for use of Pyrotechnics and Special Effects at Airshows. For civilian pyrotechnic support, the SIC must follow established ICAS pyrotechnics guidelines. Only those SICs chosen by the ICAS Safety Committee will be allowed to work with ACC aircraft. The SIC will ensure a thorough safety briefing is conducted with all participants prior to operations. Personnel should be briefed on emergency procedures. (T-2)

4.2.10.1. **(Added-ACC)** Pyro operations will not be permitted during an electrical storm or when lightning is within 10 nautical miles. (T-2)

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

- 4.2.10.2.1. **(Added-ACC)** Aircraft will fly no lower than 500 feet AGL for pyrotechnic passes. The flight path will be offset a minimum of 200 feet from the pyrotechnic site and away from the spectator area. The pyrotechnic site should be situated so the aircrew can reference and overfly the runway.
- 4.2.10.2.2. **(Added-ACC)** A minimum interval following aircraft passage will be utilized to provide a minimum of 750 feet aircraft clearance before manual detonation of any pyrotechnics. This will be aircraft speed dependent. The following intervals will provide this safety clearance: 100 knots (kts) - 4.5 seconds, 200 kts - 3 seconds, 300 kts - 2 seconds, 400 kts - 1.5 seconds, greater than or equal to 500 kts - 1 second.
- 4.2.10.2.3. **(Added-ACC)** Nothing will be placed on top of, over, or near any explosive which might present a debris hazard to aircraft in flight.
- 4.2.10.2.4. **(Added-ACC)** Only non-fragmenting material will be used with pyrotechnics demonstrations. Detonation will not cause any debris to climb higher than 100 feet AGL, other than smoke, which will usually rise with the heat and drift with the wind.
- 4.2.10.3. **(Added-ACC)** If pyrotechnics are to be utilized, the show site must provide the name and contact number of the SIC to the participating ACC aircrew prior to arrival.
- 4.2.10.4. **(Added-ACC)** An aircrew member of each participating ACC aircraft will review the following items, preferably in person, for on-station flyovers, but as a minimum by phone or confirmed e-mail, prior to each aerial event:
- 4.2.10.4.1. **(Added-ACC)** Dimensions of the pyrotechnics area and the magnitude of explosives being used.
  - 4.2.10.4.2. **(Added-ACC)** Aircraft/pyro de-confliction plan. The altitude, offset, and timing de-confliction from [paragraph 4.2.10.2.1 \(Added-ACC\)](#) and [paragraph 4.2.10.2.2 \(Added-ACC\)](#) will be employed. Following a simulated strafe pass, the ACC aircraft will pull off prior to the pyrotechnics area (similar to real-world strafe). In addition, the SIC will not fire the pyrotechnics until the aircraft has passed safely beyond or pulled off the target and the appropriate timing interval has passed. The pyro plan will also include the following considerations:
  - 4.2.10.4.3. **(Added-ACC)** Flyover profile and sequence of pyro (strafe, bomb, etc.). **(T-2)**
  - 4.2.10.4.4. **(Added-ACC)** Forecast wind and effects on pyro. **(T-2)**
  - 4.2.10.4.5. **(Added-ACC)** Communications plan. **(T-2)**
  - 4.2.10.4.6. **(Added-ACC)** Knock-it-off (KIO) procedures. **(T-2)**
  - 4.2.10.4.7. **(Added-ACC)** Fire hazards and fire department response plan. **(T-2)**
  - 4.2.10.4.8. **(Added-ACC)** Foreign Object Damage (FOD) potential and effects. **(T-2)**
- 4.2.10.5. **(Added-ACC)** Safety is paramount. If at any time safety becomes an issue, anyone on the radio may make a KIO call. Following a KIO call, the pilot will discontinue

the flyover and climb to a safe altitude. The pilot and SIC will acknowledge the call. If there is ever a question of timing, safety, or sequence, the SIC will not shoot pyro.

#### 4.2.11. **(Added-ACC) Use of Flares During Aerial Events.**

##### 4.2.11.1. **(Added-ACC) Civilian Airshows**

4.2.11.1.1. **(Added-ACC)** Flares will not be dispensed over the ground at civilian airshows but may be dispensed over-water with FAA Inspector in Charge and Airboss approval. **(T-2)**

4.2.11.1.2. **(Added-ACC)** For over-water flare dispensing, pilots will coordinate with the Airboss to ensure flares will not drift out of the over-water Temporary Flight Restrictions (TFR) before dispensing to ensure the safety of observers in boats and the crowd.

##### 4.2.11.2. **(Added-ACC) Military Open Houses**

4.2.11.2.1. **(Added-ACC)** Flares may be dispensed at Military Open Houses, provided participating pilots have ensured the host wing has met following criteria:

4.2.11.2.1.1. **(Added-ACC)** Airshow planners have clearly defined a flare release box. **(T-2)**

4.2.11.2.1.2. **(Added-ACC)** Wing Safety has coordinated the flare dispensing and EOD dud sweep plan with ACC/SE and garnered their approval. **(T-2)**

4.2.11.2.1.3. **(Added-ACC)** The host Wing Commander has approved the plan. **(T-2)**

4.2.11.2.1.4. **(Added-ACC)** The pilot has coordinated the use of flares with their own Wing Weapons Officer to ensure flare utilization is in line with the wing's training and flare allocation plan. **(T-2)**

4.2.11.3. **(Added-ACC)** Pilots will ensure compliance with their AFMAN 11-2-MDSVs, AFI 11-214, MDS TOs, and other applicable Air Force guidance regarding flare dispensing.

4.2.11.4. **(Added-ACC)** Aerial Event participation requests staffed for ACC approval must include details per the above guidance if the request includes a plan for dispensing of flares.

## Chapter 5

### FUNERAL OR MEMORIAL SERVICE FLYOVERS

**5.1. Funeral or Memorial Service Flyovers.** Funeral and memorial services for members who meet the governing criteria are eligible for Air Force flyovers ([paragraph 5.2](#)). Funeral and memorial service flyover requests are initiated by the next of kin through the servicing base mortuary affairs (MA) office who staffs the request to Air Force Mortuary Affairs Operations (AFMAO). Upon review, AFMAO will then staff the request through AF/A3OO for eligibility approval. **(T-1)**. Funeral flyover request procedures can be found in AFI 34-501. Flyover support for eligible and exception-to-policy funeral/memorial flyovers are provided by volunteer units. A funeral or memorial flyover is to be flown as part of a training sortie, not a stand-alone mission. For the event, the flyover will consist of no more than two heavy (those where the base airframe model type begins with “B,” “C,” “E,” “KC,” or “U”) or four fighter/rotary aircraft (“A,” “F,” “T,” and helicopters) and make one pass. Three or more heavy/bomber aircraft, more than four fighter/rotary aircraft, and aerial reviews will not be considered. **(T-1)**. **Note:** The servicing base MA, base honor guard, and AFMAO serve as the point of contact for the next of kin.

**5.2. Eligibility.** The following are eligibility criteria for an Air Force funeral or memorial flyover:

5.2.1. Reg AF or currently serving Air Reserve Component (ARC) rated officers (pilots, navigators, air battle managers, observers, and flight surgeons, etc.) and Career Enlisted Aviators (1AXXX enlisted crewmembers, e.g., flight engineers, loadmasters, boom operators). This category includes those taking courses of instruction leading to an aeronautical rating, and does not require death in the line of duty while performing aviation duties for eligibility. Treat ARC members the same as Reg AF (eligible when death occurs whether on or off duty). This includes ARC members not on unit training assembly or military orders.

5.2.2. RegAF or currently serving ARC non-rated officers, non-career enlisted aviators, and operations support flyers (as defined in AFMAN 11-402, *Aviation and Parachutist Service*, e.g., nurses, medical technicians, intelligence specialists) but only when death occurs in the line of duty while performing aviation duties.

5.2.3. Dignitaries of the Armed Forces and federal government. AF/A3O has the authority to designate dignitaries of the Armed Forces and federal government for purposes of this instruction; requests with full justification are made through the MAJCOM staff to AF/A3OO.

5.2.4. Reg AF or ARC retired USAF 3-star and 4-star general officers, regardless of aeronautical rating.

5.2.5. Reg AF or ARC retired Chief Master Sergeants of the Air Force.

5.2.6. Air Force members (Reg AF or ARC, retired or honorably separated) who have been awarded the Medal of Honor, Air Force Cross, Army Distinguished Service Cross, or Navy Cross.

5.2.7. Air Force aviators (Reg AF or ARC, 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.

5.2.8. Air Force members (Reg AF or ARC, retired or honorably separated) who were POWs. **Note:** Repatriated remains of individuals meeting the requirements of [paragraph 5.2.1](#) or

**paragraph 5.2.2** are entitled to flyover honors. The person's conduct, while in captivity, must have been honorable. (T-1).

5.2.9. 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 professional record and personal conduct of an individual during or following 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. This determination may be made by consulting, for instance, information in the public domain and any personal records of the deceased to include requesting that the Department of the Air Force/Military Justice Division (DAF/JAJM) conduct a check of internal case processing systems for any allegations of misconduct. After legal review by DAF/Judge Advocate General (JA), AF/A3O will make the determination in these cases for all eligible and exception-to-policy funerals and notify the participating MAJCOM of the decision.

5.2.10. If a deceased member is eligible, no further Headquarters USAF approval is required. MAJCOMs grant participation approval for funeral/memorial flyovers (inform AF/A3OO); however, if the package has no volunteer unit when received for funeral flyover, then AF/A3OO will inform MAJCOMs to solicit a volunteer unit to perform the eligible flyover. Once a volunteer has been secured, AF/A3OO will notify via email AFMAO, volunteering unit's MAJCOM, and ACC (when an ACT is needed). For exceptions-to-policy, follow procedures outlined in **paragraph 5.4**.

**5.3. Memorial Flyovers.** Procedures and approval levels for memorial flyovers are the same as for funeral flyovers. Memorial flyovers commemorate or recognize an individual, unit, 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 5.2**, 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 AF/A3OO). An off-base memorial flyover on other than the three patriotic holidays requires an exception-to-policy approved by AF/A3O and SAF/PAY. For private individuals or organizations: per DoD 5500.07-R, *Joint Ethics Regulation*, a legal review by DAF/JA should be accomplished to avoid unauthorized endorsement.

**5.4. Exceptions-to-Policy.** Servicing base MA initiates requests for exceptions to funeral and memorial service policy and staffs the request through MAJCOMs to AF/A3OO. Requests that are handled directly by AFMAO are staffed to AF/A3OO. Exception-to-policy flyovers are based on appropriate use of limited resources, and are typically considered only for service marked by valor or heroism. Exception-to-policy requests are to reach AF/A3OO at least 7 duty days prior to the event (unless the exception-to-policy comes in with a volunteer; then 5 duty days prior to the event). The Commander, Air Force Operations Group (AFOG/CC) is the approval authority for exception-to-policy requests. If the AFOG/CC recommends disapproval, the ETP will be staffed to The Air Force Director of Staff (AF/DS) for final decision. Include the following in the request:

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

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

5.4.3. A biography of the individual's service. Include commands and significant acts of valor or heroism.

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

5.4.5. AF/A3OO processes the exception-to-policy request once the requestor has secured a volunteer. AF/A3OO notifies AFMAO, volunteering unit's MAJCOM, and ACC not later than seven business days in advance of the funeral/memorial flyover (when an ACT is needed for funeral/memorials at Arlington National Cemetery) when package is approved/disapproved.

## Chapter 6

### ADDITIONAL GUIDANCE

**6.1. USAFA On-Base Events.** The USAFA aerial events office will provide a minimum of two weeks' notice to participating MAJCOMs when flyovers are scheduled by more than one MAJCOM on the same day. (T-1). This notification will include as a minimum: flyover timing, number and type of aircraft in each flyover, direction of flight, altitude, USAFA point of contact, and other information deemed necessary for safety of flight. (T-1).

6.1.1. (Added-ACC) USAFA Flyovers. ACC participation in US Air Force Academy aerial reviews will be in accordance with the current annual DoD/HAF aerial events guidance. ACC will not normally send the same MDSs for USAFA aerial reviews that are already being provided by other MAJCOM/Field Operating Agencies (FOAs). USAFA will coordinate larger packages (greater than one flight) with ACC/A3TA at least 14 days in advance when ACC aircraft are involved. Requests will be processed on a first come-first served basis.

6.1.2. (Added-ACC) USAFA Flyover Limitations. Before submitting a USAFA flyover request to ACC, contact the United States Air Force Academy Operations Division (USAFA/A3O), cc the 306th Operations Support Squadron Aerial Events (306 OSS/OSO), DSN: 333-6481 /Comm: 719-333-6481 for any applicable FAA airspace waivers over the Academy's Alert Area A-260 and Jack's Valley (1/2 nautical mile North of A-260).

6.1.3. (Added-ACC) 306 OSS/OSO can also provide the following additional planning/execution guidance:

6.1.3.1. (Added-ACC) USAFA Aerial Event Profiles and Airpower Demonstration Guidance for ACC Units.

6.1.3.2. (Added-ACC) AF Academy Risk Mitigation Procedures for USAFA Flyovers

6.1.3.3. (Added-ACC) USAFA Aerial Events Coordination Form – Military

6.1.3.4. (Added-ACC) Parade Field Kneeboard Run-in Aid

6.1.3.5. (Added-ACC) Stadium Kneeboard Run-in Aid

6.1.3.6. (Added-ACC) USAFAI 11-209 *United States Air Force Academy Aerial Events*

6.1.3.7. (Added-ACC) Current FAA Certificate of Waiver for Speeds and Altitudes at USAFA

**6.2. MAJCOM-to-MAJCOM Aerial Event Requests.** Participation requests from one MAJCOM to another for aerial event support of military or public events are approved by the MAJCOM owning the requested assets.

6.2.1. Within the Air Force, requests for Air Force participation in a military event should 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. (T-3). 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. (T-3). Examples: If an Air Force Reserve Command (AFRC) unit is

requesting for AFRC pilots to fly ACC aircraft during a flyover, then the AFRC unit provides AFRC coordination (as delegated) to the ACC unit owning the aircraft before the ACC unit submits the flyover request to ACC for approval consideration; if an Air Mobility Command (AMC) unit is requesting an Air Force Global Strike Command (AFGSC) flyover of an AMC military event, then the AMC unit submits their request to AFGSC through AMC channels. **Exception:** 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 ensures all coordination/approval requirements imposed by the owning MAJCOM are satisfied before committing support.

6.2.2. Air Force units are to follow MAJCOM-to-MAJCOM procedures when requesting aircraft from the U.S. Army, Navy, or Marine Corps. For MAJCOM-to-MAJCOM requests, include AF/A3OO and SAF/PAY as information addressees whenever the approval level involves any of the following: AF/CV, AF/DS, AF/A3, AF/A3O, Under Secretary of the Air Force for Acquisitions (SAF/AQ), or Office of the Assistant Secretary of Defense for Public Affairs (OASD/PA).

**6.3. Air Force Parachute Team.** Event and participation approval for an Air Force parachute team demonstration (e.g., by the USAFA “Wings of Blue”) is granted using the same procedures as a flyover (in accordance with AFMAN 35-101). Air Force aircraft serving as jump platforms for Air Force parachute team demonstrations at public or military events do not require separate approval. Event approval for the Air Force parachute team constitutes approval for the jump platform. If the aircraft serving as the jump platform is separately performing at the event (e.g., additional flyover or aerial demonstration), then separate approval is required. Owing MAJCOM may still require participation approval for their “jump platform” aircraft.

**6.4. Record Flights and Flights of a Spectacular Nature.** Flights of this nature require SAF/PAY and AF/A3O approval.

**6.5. 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/PAY, AF/A3, and SAF/AQ (See AFMAN 35-101).

**6.6. Unmanned Aircraft System.** The approval of the Secretary of Defense is required for all domestic unmanned aircraft system (UAS) operations (including homeland defense, defense support of civil authorities, and National Guard state support operations to include DoD UAS operated by National Guard in Title 32 United States Code (USC) or State Active Duty Status). **(T-0).** Any domestic use of UAS requires consultation with the FAA and must be consistent with applicable laws, regulations, and memoranda of agreement concerning the operations of UAS in the National Airspace System. **(T-0).** Requests for approval for United States flyovers should be submitted to owning MAJCOM/A3 aerial events office no later than 120 days prior to the proposed flyover. For flyovers in foreign nations, review and approval for unmanned aircraft system events are accomplished by the MAJCOM and must respect host nation laws. **(T-0).** Commanders will ensure that all legal, intelligence oversight, Privacy Act, and airspace issues are properly addressed. **(T-0).** Additionally, Commanders will ensure mission plans, airspace coordination, departure/arrival routing and contingency procedure will be coordinated with the host nation. **(T-0).** A site survey of the airfield, particularly outside of the CONUS, may be required to obtain precise Global Positioning System (GPS) data for runways and taxiways. Units should consider

the lengthy lead times for all levels of coordination/approval with FAA or host nation airspace authorities.

**6.7. Air Shows/Open Houses.** The term “open house” identifies a traditional activity held on military installations while the term “air show” identifies a civilian activity. Open house and air show have been used interchangeably in the past, but open house is a more comprehensive term for the spectrum of events in the Air Force. Air shows and open houses may be supported by multiple static displays, multiple flyovers (with multiple passes) and multiple aerial demonstrations. AFMAN 10-1004 provides guidance and procedures for planning and conducting Air Force open houses. SAF/PA approves civilian air shows for Air Force support and MAJCOMs approve the participation of their respective aircraft (see [Attachment 2](#)).

**6.8. Exception-to-Policy Procedures for Public Events.** Public events for which exception-to-policy procedures apply are evaluated and approved by both SAF/PAY and AF/A3OO; participation approval is delegated to the MAJCOMs for the aviation support (see AFMAN 35-101).

6.8.1. Annually AF/A3O and SAF/PA will release a joint message, categorizing the events for the coming year for which event sponsors are requesting exception-to-policy event approval. The message will assign the level of aviation support considered appropriate for selected events by name.

6.8.2. Exception-to-policy approved events are posted to the U.S. Air Force Aerial Events Support website. AF/A3O delegates participation approval to MAJCOM/A3, or designated representative, for exception-to-policy approved events. MAJCOM ensures that the volunteer unit supports the event as an addition to an approved training mission and that the support rendered passes the test of public scrutiny (e.g., 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 office responsible for aerial events will update the SAF/PA website not later than two working days prior to the event to reflect that participation has been granted. Notification includes at a minimum the participation approval, unit, type, and number of supporting aircraft.

6.8.2.1. **(Added-ACC)** ACC units involved in aerial events open to the public will not participate in civilian ACTs (e.g. racing a privately-owned jet truck/race car down the runway, formation fly-bys with civilian-owned aircraft, etc. **Exception:** Heritage Flight Program per AFMAN 11-246 V1, or other US Air Force sponsored/contracted organizations) without approval. Requests to participate in events of this kind must be submitted through ACC/A3TA to AF/A3O and SAF/PA for approval.

**6.9. Public and Military Events Outside of the United States.** For public events outside of the United States, U.S. territories, Canada, and Mexico, the combatant commanders exercise event and participation approval over events falling within their respective area of responsibility. As such, combatant commanders are responsible for securing the appropriate host nation flight approval. The combatant commanders may delegate the responsibility for event and participation approval level. The delegate will notify SAF/PAY and AF/A3OO of their delegated authority. (T-1).

6.9.1. MAJCOMs will inform AF/A3OO and SAF/PAY when United States based aircraft will participate in events outside of the United States (public or military) at least 30 days prior

to the event for CSAF visibility. Additionally, inform AF/A3OO and SAF/PAY 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 AF/A3OO and SAF/PAY immediately. Responsibility for this notification is primarily with the owning MAJCOM, but notification may come from the supported MAJCOM. OASD/PA approval may be required in some cases where CONUS based aircraft participate in overseas events.

6.9.2. Aerial reviews at overseas events with assets from multiple services or nations, or those involving civilian aircraft, are approved in accordance with combatant command directives (inform AF/A3OO). AF/A3 approval is not required for civilian aircraft not under Air Force control, therefore they do not count as part of an aerial review.

6.9.3. Support for air shows, open houses, or other events outside of CONUS, Canada, or Mexico, are supported only with in-theater assets, unless approved otherwise by AF/A3OO. Notwithstanding the combatant commanders' participation approval authority over aircraft entering their respective areas of responsibility, the owning MAJCOM's operational control over their aircraft is not preempted or diminished.

**6.10. International Air Shows and Trade Exhibitions.** This paragraph applies to direct Air Force participation at international air shows and trade exhibitions, organized primarily for promoting sales of aerospace and other defense products (in accordance with DoDI 7230.8, *Leases and Demonstrations of DoD Equipment*). For international air shows and other events that are organized only for the demonstration or display of aircraft and other defense equipment in support of PA activities, see [paragraph 6.9](#).

6.10.1. USD(P) has approval authority for DoD participation in international air shows and trade exhibitions, as delegated by the Secretary of Defense. No Air Force organization can participate in an international air show 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 website [www.dsca.mil](http://www.dsca.mil).

6.10.2. Geographic combatant commanders, through their Air Force component commanders, and in conjunction with the U.S. Embassy country team, implement USD(P) air show policy and initiate requests for participation.

6.10.3. SAF/IA coordinates Headquarters Air Force actions, to include politico-military analysis, validation of requirements, law, USAF security cooperation guidance, identification of Air Force assets requested, and coordination with industry.

6.10.4. MAJCOMs with units planning to participate in international air shows and trade exhibitions approved by USD(P) 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 these conferences.

6.10.5. MAJCOMs requesting resources from outside of the requesting geographic commander's area of responsibility should submit requests to AF/A3OO approximately 5 months prior to the first trade show of the calendar year. (**Note:** This gives MAJCOMs time to coordinate airlift, air refueling, lodging, visas, etc.) AF/A3OO submits the lists of requested USAF assets to applicable MAJCOMs to determine operational impact and to coordinate

participation of assets from outside the requesting geographic combatant commander's area of responsibility. During this process, AF/A3O reconciles the asset requests against the MAJCOM's operational concerns, develops requirement lists (with USAF senior leadership positions), and tasks support as required.

**6.11. Aerial Photography.** Non-standard aerial event guidance including aerial photography must be coordinated in accordance with applicable MAJCOM supplements to this instruction. (T-1).

**6.12. (Added-ACC) Public Affairs Flights.** Approval process for providing public affairs flights to local and state government leaders and officials, local, national or regional civic leaders, celebrities, national sports figures, members of the media, or those individuals with whom engagement is in the best interest of the DAF is covered by AFI 35-101 *Public Affairs Operations*. Submit requests to ACC/PAC (info copy ACC/A3TB). (T-2)

**6.13. (Added-ACC) Orientation/DV Flights.** Approval process for providing orientation flights, to reward and motivate individuals (incentive orientation flights only), ensure a better understanding of a particular weapon system and its role, or when the flight is determined to be in the best interest of the USAF is covered by the to AFMAN 11-401, ACC Supplement *Flying Operations*. Submit requests to Air Combat Command Flight Management Branch (ACC/A3TB) (info copy ACC/PAC). (T-2)

**6.14. (Added-ACC) Uncontrolled Airfields for Airshows:** For airshows operating at an uncontrolled airfield, an FAA-certified airboss must be present and in control for all ACC aircraft arrivals, departures, and during all flying phases of the airshow. Furthermore, Crash/Fire/Rescue Emergency Response must be available. (T-2)

JOSEPH T. GUASTELLA, Lt Gen, USAF  
Deputy Chief of Staff, Operations

(ACC)

MARK H. SLOCUM, Major General, USAF  
Director of Operations

## Attachment 1

## GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

*References*

- 14 C.F.R. Part 105.21, *Parachute operations over or into a congested area or an open-air assembly of persons*
- 32 USC, *National Guard*
- DoD 5500.07-R, *Joint Ethics Regulation*, 30 August 1993
- DoDD 5410.18, *Public Affairs Community Relations Policy*, 20 November 2001
- (Added-ACC)** DoDI 5410.19V4, *Community Outreach Activities: Ceremonial Musical, and Aerial Event Support*, 29 September 2021
- DoDI 7230.8, *Leases and Demonstrations of DoD Equipment*, 2 January 2009
- DoDI 5410.19, *Public Affairs Community Relations Policy Implementation*, 13 November 2001
- JP 3-50, *Personnel Recovery*, 2 October 2015
- AFPD 11-2, *Aircrew Operations*, 31 January 2019
- DAFI 33-360, *Publications and Forms Management*, 1 December 2015
- AFMAN 10-1004, *Conducting Air Force Open Houses*, 23 August 2018
- AFMAN 11-202, Volume 1, *Aircrew Training*, 27 September 2019
- AFMAN 11-202, Volume 3, *Flight Operations*, 10 June 2020
- AFMAN 11-2MDS, Volume 3, *MDS Specific Operations Procedures*
- (Added-ACC)** AFMAN 11-246, V1, *Air Force Fighter Type Aircraft Demonstrations (A-10, F-16, F-22, F-35)*, 18 March 2022
- AFMAN 11-246, Volume 7, *Air Force Aircraft Demonstrations (Sailplanes)*, 27 March 2020
- AFMAN 11-402, *Aviation and Parachutist Service*, 24 January 2019
- AFI 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, 6 December 2018
- (Added-ACC)** AFI 11-202V3\_ACCSUP, *General Flight Rules*, 03 March 2020
- AFI 31-115, *Law and Order Operations*, 18 August 2020
- AFI 31-101, *Integrated Defense*, 25 March 2020
- AFI 34-501, *Mortuary Affairs Program*, 16 April 2019
- AFMAN 35-101, *Public Affairs Procedures*, 7 December 2020
- AFI 64-103, *Leasing Non-Excess USAF Aircraft, Aircraft – Related Equipment and Other Personal Property to Non-Government Organizations*, 19 August 2020
- AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020
- (Added-ACC)** DAFI 36-2903, *Dress and Personal Appearance of United States Air Force and United States Space Force Personnel*, 7 February 2020

(Added-ACC) DAFMAN 11-401, *Aviation Management*, 27 October 2020

(Added-ACC) DAFMAN 11-401\_ACCSUP, *Aviation Management*, 30 July 2021

(Added-ACC) DAFMAN 90-161, *Publishing Processes and Procedures*, 15 April 2022

(Added-ACC) DAFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, 25 March 2022

(Added-ACC) DESR 6055.09\_AFMAN 91-201\_ACCSUP, *Explosive Safety Standards*, 11 March 2021

T.O. 00-80G-1, *Make Safe Procedures for Public Static Display*, 15 April 2016

(Added-ACC) TO 11A-1-53, *Ammunition Color Coding Identification of Empty and Inert Loaded Ammunition Items and Components and Assignment of Version Numbers to Training and Dummy Ammunition Items*, 30 October 2019

(Added-ACC) TO 11A-1-60, *Inspection of Reusable Munitions Containers and Scrap Material Generated from Items Exposed to or Containing Explosives*, 27 November 2018

(Added-ACC) USAFAI 11-209 *United States Air Force Academy Aerial Events*, 30 October 2019

### ***Prescribed Forms***

(Added-ACC) None

### ***Adopted Forms***

AF Form 847, *Recommendation for change of Publication*

DD Form 214, *Certificate of Release or Discharge from Active Duty*

(Added-ACC) DD Form 2535, *Request for Military Aerial Support*

(Added-ACC) FAA Form 7711-1, *Certificate of Waiver or Authorization*

FAA Form 7711-2, *Certification of Waiver or Authorization Application*

### ***Abbreviations and Acronyms***

ACC—*Air Combat Command*

(Added-ACC) acft—*Aircraft*

ACT—*aerial control team*

AETC—*Air Education and Training Command*

AFGSC—*Air Force Global Strike Command*

AFI—*Air Force Instruction*

AFMAN—*Air Force Manual*

AFMAO—*Air Force Mortuary Affairs Operations*

AFRC—*Air Force Reserve Command*

**(Added-ACC) AGL**—*Above Ground Level*

**AMC**—*Air Mobility Command*

**AOR**—*area of responsibility*

**ARC**—*Air Reserve Component*

**ATC**—*air traffic control*

**(Added-ACC) CAD**—*Combined Arms Demonstrations*

**(Added-ACC) CAPES**—*Aircraft Capabilities or Exercise Demonstration*

**CC**—*commander*

**CCDR**—*combatant command commander*

**CD**—*deputy commander*

**CFR**—*Code of Federal Regulations*

**CONUS**—*continental United States*

**(Added-ACC) CSAR**—*Combat Search and Rescue*

**CV**—*vice commander*

**DAFI**—*Department of the Air Force Instruction*

**(Added-ACC) DOC**—*Designed Operational Capability*

**DoD**—*Department of Defense*

**DoDD**—*Department of Defense directive*

**DoDI**—*Department of Defense instruction*

**DSCA**—*Defense Security Cooperation Agency*

**DSN**—*defense switched network*

**(Added-ACC) ECAPD**—*East Coast Airpower Demonstration*

**(Added-ACC) ESP**—*Emergency and Special Program*

**(Added-ACC) ETP**—*Exception to Policy*

**FAA**—*Federal Aviation Administration*

**(Added-ACC) FAA IIC**—*Federal Aviation Administration Inspector in Charge*

**FCG**—*Foreign Clearance Guide*

**(Added-ACC) FOA**—*Field Operating Agency*

**(Added-ACC) FOD**—*Foreign Object Damage*

**FRZ**—*flight restricted zone*

**(Added-ACC) FSDO**—*Flight Standards District Office*

**(Added-ACC) FW**—*Fighter Wing*

(Added-ACC) **GLO**—*Ground Liaison Officer*  
**GPS**—*global positioning system*  
(Added-ACC) **GS**—*Government Service*  
(Added-ACC) **IMC**—*Instrument Meteorological Conditions*  
(Added-ACC) **KIO**—*Knock it Off*  
(Added-ACC) **Kts**—*Knots*  
(Added-ACC) **L**—*Local Time*  
(Added-ACC) **lbs**—*Pounds*  
**MAJCOM**—*major command*  
**MDS**—*mission design series*  
**MSL**—*mean sea level*  
**NAF**—*numbered Air Force*  
**NCR**—*national capital region*  
**NOK**—*next of kin*  
**OCONUS**—*outside of the continental United States*  
**OPR**—*office of primary responsibility*  
**PA**—*public affairs*  
**POW/MIA**—*prisoner of war/missing in action*  
(Added-ACC) **RAP**—*Ready Aircrew Program*  
**Reg AF**—*regular Air Force*  
**SAF**—*Secretary of the Air Force*  
(Added-ACC) **SIC**—*Shooter in Charge*  
(Added-ACC) **sm**—*Statute Miles*  
(Added-ACC) **SPINS**—*Special Instructions*  
(Added-ACC) **TACP**—*Tactical Air Control Party*  
(Added-ACC) **TBD**—*To be Determined*  
(Added-ACC) **TFR**—*Temporary Flight Restrictions*  
(Added-ACC) **TOT**—*Time Over Target*  
**UAS**—*unmanned aircraft system*  
**USAF**—*United States Air Force*  
**USAFA**—*United States Air Force Academy*  
**USAFHFP**—*United States Air Force Heritage Flight Program*

(Added-ACC) USAFWC—United States Air Force Weapons Center

(Added-ACC) VMC—*Visual Meteorological Conditions*

(Added-ACC) Z—Zulu (Greenwich Meantime)

*Office Symbols*

(Added-ACC) 306 OSS/OSO—*360th Operations Support Squadron Aerial Events*

(Added-ACC) ACC/A3—*Air Combat Command Director of Operations*

(Added-ACC) ACC/A3T—*Air Combat Command Flight Operations Division*

(Added-ACC) ACC/A3TA—*Air Combat Command Aerial Events Branch*

(Added-ACC) ACC/A3TB—*Air Combat Command Flight Management Branch*

(Added-ACC) ACC/CC—*Commander, Air Combat Command*

(Added-ACC) ACC/PA—*Air Combat Command Public Affairs*

(Added-ACC) ACC/SEW—*Air Combat Command Weapons and Safety Division*

(Added-ACC) AF/A3—*Air Force Deputy Chief of Staff for Operations*

(Added-ACC) AF/A3O—*Air Force Current Operations*

(Added-ACC) AF/A3OO—*Air Force Operations Group*

(Added-ACC) AF/A3OW—*Air Force Warfighter Operations Division*

(Added-ACC) AF/CC—*Air Force Strategic Integration Group*

(Added-ACC) AF/CV—*Vice Chief of Staff of the Air Force*

(Added-ACC) AF/DS—*Air Force Director of Staff*

(Added-ACC) AFGSC/A3—*Air Force Global Strike Command Director of Operations*

(Added-ACC) AFOG/CC—*Air Force Operations Group Commander*

(Added-ACC) COMACC—*Commander, Air Combat Command*

(Added-ACC) CSAF—*Chief of Staff, United States Air Force*

(Added-ACC) OASD/PA—*Office of the Assistant Secretary of Defense for Public Affairs*

(Added-ACC) SAF/AQ—*Under Secretary of the Air Force for Acquisitions*

(Added-ACC) SAF/IA—*Deputy Under Secretary of the Air Force, International Affairs*

(Added-ACC) SAF/PA—*Deputy Under Secretary of the Air Force, Public Affairs*

(Added-ACC) SAF/PAY—*Deputy Under Secretary of the Air Force, Public Affairs, Policy and Outreach*

(Added-ACC) USAFA/A3O—*United States Air Force Academy Operations Division*

USD(P)—*Under Secretary of Defense for Policy*

### *Terms*

**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, Air Force parachute team performances, combat search and rescue demonstrations and helicopter flight demonstrations consisting of steep approach, quick-stop landing, hovering, or fire suppression. Aerial demonstration is synonymous with the phrases aerial demo, aircraft demonstration, aircraft capabilities demonstration, and aircraft capabilities exercise.

**Aerial Demonstration Team**—An officially designated DoD demonstration team such as the USAF Thunderbirds, US Navy Blue Angels, and US Army Golden Knights. This term can be applied to USAF vintage aircraft (USAF Heritage Flight Program) 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.

**Air Reserve Component**—Collectively the Air Force Reserve and Air National Guard of the United States.

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

**Area of Responsibility**—The geographical area associated with a commander's authority to plan and conduct operations.

**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**—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.

**(Added-ACC) Combat Search and Rescue (CSAR) Demo or Exercise**—normally a demonstration of fighter, rotary wing (e.g., helo and/or CV22 Osprey) and other rescue assets (e.g., HC-130) involved in personnel rescue in a combat environment.

**(Added-ACC) Combined Arms Demo (CAD)**—a demonstration of the synergistic effects of combining the capabilities of multiple weapons systems (e.g., A-10, F-15E, F-16, F-35) in a hostile environment to suppress enemy fire, destroy enemy warfighting capability, and provide maneuver freedom for friendly ground forces.

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

**Continental United States**—United States territory, including the adjacent territorial waters, located within North America between Canada and Mexico.

**Dissimilar Formation Flyover**—A single element flyover involving four or fewer aircraft of multiple MDS of the same type (e.g., 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.

**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 USAF 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 AF/A3OO for coordination. See [paragraph 5.4](#).

**Flyover**—A single, non-aerobatic pass by military aircraft (no more than four fighter/trainer/helo or two maximum for heavy/bomber who regularly fly in formation) military aircraft in formation,

of the same type, and from the same military service in formation over a predetermined point on the ground, and at a specified time.

**Foreign Military Demonstration Team**—A demonstration team that is part of or affiliated with the armed forces of another country. May include, for example: Canadian Snowbirds, British Red Arrows, Italian Frece 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).

**High Altitude, Low Opening Airdrop Demonstration**—Demonstration of personnel delivery accomplished at or above 3,000 feet above ground level. 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 pre-contact/astern 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.

**Large Public Event**—A public event hosted on a military installation with multiple groups, media coverage, or a large number of attendees (such as an open house, air show, etc.).

**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, e.g., 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. (T-1).

**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.

**Numbered Air Force (NAF)**—An Air Force organization that is subordinate to a MAJCOM and has assigned to it operational units such as wings, groups, and squadrons.

**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**—Memorial Day (last Monday in May), Independence Day (4th of July), Veterans Day (11th of November).

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

**Prisoner of War**—A detained person (as defined in Articles 4 and 5 of the Geneva Convention Relative to the Treatment of Prisoners of War of August 12, 1949) who, while engaged in combat under orders of their government, is captured by the armed forces of the enemy. (JP 3-50).

**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 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 3.2.1](#)).

**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 is 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.

**Small Public Event**—A public event hosted on a military installation with a single group, limited media coverage, or a small number of attendees (such as base tour, local outreach program, etc.).

**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 4.2.7](#)).

**Sponsorship**—The organization responsible for hosting an event. Public events can be sponsored by either DoD or non-DoD organizations. Such events can be good community relations and recruiting opportunities.

**State Active Duty Status**—National Guard forces serving under authority of their state law and commanded and controlled by state authorities in roles such as disaster relief or control of civil disturbances.

**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 (see [paragraph 3.4.1](#)).

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

**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.

**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-35, F-22, F-15, F-16, A-10, B-1, B-2, B-52), tanker/transport (KC-46, C-130, C-17, C-5, KC-10, KC-135), trainer (T-1, T-38, T-6) and rotary wing (UH-1, HH-60, MH-53, CV-22). Aircraft not listed are considered their own unique type and will comply with multi-type restrictions in this instruction (e.g., 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 (e.g., 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**—Unit training periods consisting of a minimum of 4 hours each, to include the majority of assigned personnel. Normally four Unit Training Assemblies 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 Air Education and Training Command (AETC).

**Attachment 2**  
**APPROVAL MATRIX**

**Table A2.1. Approval Matrix.**

Aviation Support or Aerial Event (Not all inclusive, reference to applicable paragraphs is required)	Approval Levels <sup>1</sup>		Paragraph References
	Event	Participation	
Static Display			3.4.1.
Public Event			3.1.
Small Public Events	Installation Commander <sup>2</sup>	MAJCOM <sup>7</sup>	3.4.1.1.
Large Public Events	SAF/PAY <sup>2</sup>	MAJCOM <sup>7</sup>	3.4.1.2.
Military Only Event	Installation Commander <sup>2</sup>	MAJCOM <sup>3, 7</sup>	3.2.
Flyover			3.4.2.
Public Event			3.1.
Off-Base Eligible (Aviation Related)	SAF/PAY	MAJCOM	3.3.
Exception-to-policy (non-aviation related)	SAF/PAY & AF/A3O	MAJCOM <sup>4</sup>	3.3.
On-Base Public Event	SAF/PAY <sup>5</sup>	MAJCOM	3.4.
Off-Base Patriotic Holiday	SAF/PAY	MAJCOM	3.3.
Military Only Event (On-Base)			3.2.
Retirement/Change of Command	Approved	MAJCOM <sup>4</sup>	3.2.1.1. - 3.2.1.5
Exception-to-policy	AF/CV	MAJCOM <sup>6</sup>	3.2.1.4.
Patriotic Holiday	Approved	MAJCOM	3.2.2.1.
Change of Aircraft or Unit Flag Retirement	Approved	MAJCOM	3.2.2.3.
Other On-Base	Installation Commander	MAJCOM <sup>7</sup>	3.2.2.
Funeral or Memorial (Eligible)	AF/A3	MAJCOM <sup>4</sup>	5.2.
Exception-to-Policy	AFOG/CC or AF/DS	MAJCOM <sup>4</sup>	5.4.
Aerial Review			3.4.4.
Single MAJCOM	OASD/PA <sup>8</sup>	MAJCOM <sup>4</sup>	3.4.4.1.1.
Multiple MAJCOMs	OASD/PA <sup>8</sup>	Applicable MAJCOMs <sup>4</sup>	3.4.4.1.2.
Multiple Service/Nation	OASD/PA	AF/A3	AFMAN 35-101
Aerial Demonstration			3.4.5.

Public Event	SAF/PAY	AFMAN 11-246 <sup>4, 9</sup>	3.4.5.
Military Only Event	MAJCOM	AFMAN 11-246 <sup>4, 9</sup>	3.4.5.
Other Events/Support <sup>10</sup>			
Missing Man at eligible events	MAJCOM		3.4.7.
Missing Man at other Events	MAJCOM/A3 <sup>4, 11</sup>		3.4.7.
Aerial Photoshoots	MAJCOM/A3 <sup>13</sup>		6.11.
Dissimilar Formation (Single and Multi-MAJCOM)	MAJCOM/A3 <sup>13</sup>		3.4.3.1.
Dissimilar Formation (Multi-Service/Nation or Civilian)	MAJCOM/CC <sup>4, 12</sup>		3.4.3.1.
Record Flight	AF/A3O AND SAF/PAY		6.4.
Test Aircraft	AF/A3 and SAF/AQ		6.5.
Outside of the Continental United States Events	Combatant Commander Directives		6.10.
Continental United States aircraft or at non-DoD site	Info AF/A3OO and SAF/PAY		6.10.1.
Int'l Air Shows and Trade Exhibition	AF/A3OO and SAF/IA coordination required		6.11.

**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 is the approval level in the absence of designation/delegation in the MAJCOM supplement.
2. See AFMAN 35-101 for further delegations.
3. See **paragraph 3.2.1.** for Retirement and Change of Command guidance. MAJCOM is the waiver authority in accordance with **paragraph 3.2.1.5.**
4. Provide information copy to AF/A3OO.
5. Except as already approved under **paragraph 3.1.2.**
6. MAJCOM participation approval occurs first.
7. If support by same installation assets then participation approval authority is Installation Commander.
8. AF/A3O and SAF/PAY have delegated authority to approve aviation support proposals for single public events that combine Air Force Parachute Team jumps and flyovers, or a flyover and a demonstration (not to exceed 4 total elements). See **paragraph 3.4.4.2.**
9. If aerial demonstration is for an aircraft not covered in AFMAN 11-246, then MAJCOM/A3 (or equivalent) approval is required. This may not be delegated. If aircraft is covered in AFMAN 11-246, then follow waiver or non-standard profile approvals in accordance with AFMAN 11-246 or MAJCOM/A3 approval is required.

10. These events may have additional approval levels depending on the nature of the event or support. See applicable approval levels listed above.
11. Will not be delegated.
12. Or designated representative.
13. MAJCOM/A3 approvals are needed for each participating MAJCOM

**Table A2.1. (ACC) Approval Matrix.**

Aviation Support or Aerial Event <i>(Not all Inclusive)</i>	Approval Levels		ACC Para References
	Event	Participation	
<b>Static Display</b>			
Public Event	ACC/PA <sup>1</sup>	WG/CC <sup>2</sup>	3.4.1.4.
Large Public Event (publicly advertised)	SAF/PAY <sup>1</sup>	WG/CC <sup>2</sup>	A3.10. A3.11.
Military Event	N/A	WG/CC <sup>2</sup>	A3.12. A3.13.
<b>Flyover</b>			3.4.2.4. 3.4.2.5. 3.4.2.6. 3.4.2.7.
<b>Public Events</b>			
Off-Base Eligible (Aviation Related)	SAF/PAY	ACC/A3TA	
Exception-to-Policy (Non-Aviation Related (sporting events, etc.))	SAF/PAY & AF/A3O	ACC/A3TA <sup>3</sup>	
On-Base Public Event	SAF/PAY	ACC/A3TA	
Off-Base Patriotic Holiday	SAF/PA	ACC/A3TA	
<b>Military Events (On-Base)</b>			
Retirement/Change of Command	Approved	ACC/A3TA	
Exception-to-Policy	AF/CV	COMACC <sup>3</sup>	
Funeral or Memorial (Eligible)	AF/A3	ACC/A3TA	3.4.7.1.
Exception-to-Policy	AF/DS	ACC/A3 <sup>3</sup>	3.4.7.2.
Patriotic Holiday	Approved	ACC/A3TA	
Change of Acft or Unit Flag Retirement	Approved	ACC/A3	
Other On-Base	Installation CC	ACC/A3TA <sup>4</sup>	
<b>Aerial Review</b>			
Single MAJCOM	OSD/PA	ACC/A3T <sup>3</sup>	
Multiple MAJCOMs	OSD/PA	ACC/A3T <sup>3</sup>	
Multiple Service/Nation or Civilian acft	OSD/PA	ACC/A3 <sup>3</sup>	

<b>Aerial Demonstration</b>			
Public Event	SAF/PAY	ACC/A3 <sup>3,5</sup>	3.4.5.4.
Military Event	ACC/PA	ACC/A3 <sup>3,5</sup>	3.4.5.4.1.
<b>Other Events/Support<sup>8</sup></b>			
Missing Man at approved events	ACC/A3TA		3.4.7.1.
Missing Man at Other Events	ACC/A3 <sup>1</sup>		3.4.7.2. 3.4.7.3
Air Refueling Formation at approved events	ACC/A3T <sup>1,6</sup>		3.4.3.2.1. (ACC)
Dissimilar Formation (Single and Multi-MAJCOM)	ACC/A3		3.4.3.1.1
Dissimilar Formation (Multi-Service/Nation or Civilian)	COMACC <sup>7</sup>		3.4.3.1.2 3.4.3.1.3
OCONUS Events	IAW Combatant Commander Directives		2.4.4.3.
Aerial Photo Shoots	ACC/A3		3.4.3.1.4.

**Notes:**

1. At a minimum, event must receive approval for AF participation from ACC/PA. Most events will require SAF/PA approval and be posted on the SAF/PA website listing of approved events.
2. Approval can be delegated no lower than OG/CC or WG/DS.
3. ACC/A3TA will notify AF/A3OO of approval NLT 2 days prior to event.
4. Applies only if home based aircraft used. If using non-assigned aircraft, further event approval and aircraft participation may be required.
5. ACC Official Aerial Demonstration teams will use AFMAN 11-246 Volume 1 procedures. Profiles not contained in AFI 11-246 or AFI 11-209 (and ACC supplements) require COMACC approval (delegable NLT ACC/A3). Non-demonstration team Wings with unique demonstration profiles (e.g., U-2) may develop unit-specific aerial events supplements, with COMACC approval.
6. The approval request should include proof of approval from the tanker MAJCOM's A3.
7. May be delegated to ACC/A3.

**Table A2.2. (Added-ACC) Timeline for Aerial Event Requests.**

<b>FLYOVERS and STATIC DISPLAYS</b>		
<b>Type Request</b>	<b>Suspense Date at ACC/A3TA</b>	<b>Approval Level</b>
Static Displays - ALL	NLT 3 Duty days prior to event	WG/CC <b>(Note 1)</b>
Normal / routine flyovers, funeral and memorial	NLT 5 Duty Days prior to event, or when notified	ACC/A3TA <b>(Note 2)</b>
Missing Man (approved events)	NLT 5 Duty Days prior to event	ACC/A3TA <b>(Note 2)</b>
Aerial Review (ACC Assets or Multiple MAJCOMs)	NLT 7 Duty Days prior to event	ACC/A3T <b>(Note 2)</b>
Aerial Review (Multi-Service/National or Civilian Aircraft)	NLT 14 Duty Days prior to event	ACC/A3 <b>(Note 3)</b>
Unusual flyovers (dissimilar formation, photoshoot, etc.)	NLT 10 Duty Days prior to event	ACC/A3 <b>(Note 3)</b>
Demonstrations (CAPES, CAD, CSAR Demos, etc.) (N/A ACC Demo Teams)	NLT 14 Duty Days prior to event	ACC/A3 <b>(Note 3)</b>
DAFI 11-209 Request requiring COMACC approval	NLT 14 Duty Days prior to event	ACC/CC <b>(Note 3)</b>
DAFI 11-209 Request requiring HQ Air Force level approval	NLT 20 Duty Days prior to event	IAW AFI 11-209 <b>(Note 3)</b>
<b>Notes:</b>		
<ol style="list-style-type: none"> <li>1. Approval can be delegated no lower than OG/CC or DS. ACC/A3TA requires notification only.</li> <li>2. Late requests require the OG/CC, WG/CD (or equivalent) to call A3T to provide late justification.</li> <li>3. Late requests require the WG/CC or Rep (no lower than OG/CD/DS) to first call the A3-2 to provide late justification.</li> </ol>		

### Attachment 3

## REQUIREMENTS FOR AIRCRAFT ON STATIC DISPLAY

### A3.1. Public Access Not Allowed.

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

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

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

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

A3.1.2. **(ACC)** Make safe the aircraft and any associated equipment.

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

A3.1.3. **(ACC)** Verify the absence of significant leaks of flammable or toxic fluids according to Technical Orders.

A3.1.4. A qualified air or ground crewmember must remain with the aircraft during public viewing. **(T-2)**.

A3.1.4. **(ACC)** A qualified air or ground crewmember must remain with the aircraft during public viewing. **(T-2)**

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

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

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

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

A3.2.1. Follow instructions in paragraphs **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. **(T-2)**.

A3.2.4. The aircraft commander will 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. (T-2). Before engines start, the aircraft commander ensures the entire aircraft is thoroughly inspected for any debris or items left during the static display. (T-2).

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](#), and [A3.2.3](#).

A3.3.2. A qualified air or ground crewmember will make safe all stored energy devices (e.g., explosive items, hydraulics, pneumatics). (T-1).

A3.3.3. The aircraft commander will 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. (T-2). Before engine(s) start, the aircraft commander ensures the entire aircraft is thoroughly inspected for any debris or items left during the static display. (T-2).

A3.3.4. If these requirements cannot be met, set up static display according to paragraphs [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; air and ground crews will barricade and directly supervise them to positively prevent public access or exit. (T-1). Air and ground crews will close and lock the hatch if these requirements cannot be met. (T-1).

A3.4.2. Air and ground crewmembers will not open aircraft cockpits to the public when egress systems cannot be made completely safe according to Technical Orders. (T-0).

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. (T-2).

A3.4.4. Air and ground crewmembers will remove or protect all classified equipment to prevent viewing by the public. (T-0).

A3.4.5. Air and ground crewmembers will ensure minimum protection level security requirements are coordinated and in place in accordance with AFI 31-1. (T-3).

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

A3.5.1. (Added-ACC) Aircraft selected for display will be thoroughly washed and cockpit(s)/ interior(s) cleaned before departing from home station. Aircraft will be in strict compliance with ACC Corrosion Control Program. Aircraft will display new or like new "REMOVE BEFORE FLIGHT" warning streamers. (T-3)

A3.5.2. (Added-ACC) When aircraft are to participate in static displays, the WG/CC or group commander owning the aircraft, or a designated supervisor (normally a squadron

commander), will personally inspect the aircraft prior to departing for the host base/location. (T-2)

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

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

A3.6.2. (Added-ACC) Aircrews and crew chiefs must strictly adhere to DAFI 36-2903, *Dress and Personal Appearance of United States Air Force and United States Space Force Personnel*, as supplemented, with new or like-new flight suits or duty uniforms, flight caps, boots, and jackets (when weather dictates). Aircrews from the same aircraft should be attired similarly, i.e., scarves, T-shirts, patches, jackets. Prior to departure, aircrews should be inspected by the WG/CC, or designated representative (normally a SQ/CC). Aircrew members at a static display represent the entire Air Force, and anything said or done can be construed as being "typical" of the Air Force. **Note:** ACC Demonstration Teams will comply the uniform guidance detailed in the AF/A1 *Air Combat Command Demonstration Teams Uniform Exception to Policy* Memo dated 19 November 20.

**A3.7. (Added-ACC) Aircraft Security.** Security requirements for participating aircraft are listed in DAFI 31-101 and applicable Security Clearance Guides. All aircrew will be familiar with these and other security requirements which apply to individual MDS's, prior to departing for the static display location.

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

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

**A3.10. (Added-ACC) Static Display Scheduling.** Crews will be scheduled for a break every 2 hours when tasked to man a static display. (T-3)

**A3.11. (Added-ACC) Ordnance.** Appearance of any inert ordnance will be commensurate with the high standards set for static display aircraft. Inert munitions should be displayed loaded on the aircraft when possible. The unit loading standardization crew, with Wing Weapons manager and OG/CC approval, using appropriate technical data, may load and display various munitions family groups on different MDS aircraft, for which the aircraft are not certified, solely for the purpose of static display. (In this situation the aircraft will not be permitted to fly with non-certified munitions). (T-2)

A3.11.1. (Added-ACC) Static or Public Display. Do not display, load, or install live explosive items on display aircraft. Do not render explosive items inert for this purpose unless authorized by the specific Air Force Material Command item manager or system program office. Only authorized personnel will perform de-mil procedures. (T-2)

A3.11.2. (Added-ACC) Remove ammunition from aircraft gun systems or safe the gun systems mechanically and electrically before placing the aircraft on display. (T-2)

A3.11.3. **(Added-ACC)** Operational aircraft may be displayed without removing egress and life support systems explosive components. Take proper technical order safety precautions. Ensure constant surveillance of visiting personnel near actuating controls.

A3.11.4. **(Added-ACC)** Remove ejection cartridges from external stores release systems or ensure safety pins and devices cannot be easily removed. Isolate firing circuits (for example, circuit breakers pulled). **(T-2)**

A3.11.5. **(Added-ACC)** Prevent public access to explosives storage or operating locations where the duties of the agencies don't permit such contact.

A3.11.6. **(Added-ACC)** Munitions displays must be marked in accordance with TO 11A-1-53, *Ammunition Color Coding Identification of Empty and Inert Loaded Ammunition Items and Components and Assignment of Version Numbers to Training and Dummy Ammunition Items*, and certified in accordance with TO 11A-1-60, *Inspection of Reusable Munitions Containers and Scrap Material Generated from Items Exposed to or Containing Explosives*.

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

A3.12.1. **(Added-ACC)** After a static display, aircrew will make a complete and thorough preflight with emphasis on FOD, damage to aircraft components, and presence of non-certified ordnance. **(T-2)**

A3.12.2. **(Added-ACC)** Aircraft maintenance work stands are not engineered to safely support large groups of people. Specifically engineered platforms for viewing aircraft interiors are preferred. If aircraft maintenance stands must be used, exercise extreme care to ensure weight bearing capability of the stand is not exceeded; additional supports may be necessary to reinforce the stand. (See DAFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, and specified TO for the work stand.) Aircrews and the event sponsor must maintain complete control over the number of personnel on the work stand.

**A3.13. (Added-ACC) Static Display Placards:** All static display placards must be standardized within a wing/unit. Whenever possible, static display participants should have a placard available. Placards may be hinged at various points so they can be carried in travel pods. Placards will be kept in like-new condition. Aircraft description placards, if available, will be in good repair and placed directly in front of the aircraft. Munitions/camera placards will be positioned next to the item described. **(T-3)**

A3.13.1. **(Added-ACC)** Each aircraft placard will portray, at a minimum:

A3.13.1.1. **(Added-ACC)** Model designation series and name, e.g., F-15 Eagle.

A3.13.1.2. **(Added-ACC)** Mission.

A3.13.1.3. **(Added-ACC)** Maximum speed in MPH.

A3.13.1.4. **(Added-ACC)** Ceiling.

A3.13.1.5. **(Added-ACC)** Range in sm (without air refueling).

A3.13.1.6. **(Added-ACC)** Armament – (if applicable)

A3.13.2. **(Added-ACC)** Each inert ordnance placard will portray, at a minimum:

A3.13.2.1. **(Added-ACC)** Name of ordnance, e.g., MK-82.

- A3.13.2.2. **(Added-ACC)** Type of ordnance, e.g., Bomb.
- A3.13.2.3. **(Added-ACC)** Purpose, e.g., General Purpose.
- A3.13.2.4. **(Added-ACC)** Weight (if applicable), e.g., 500 lbs.

## Attachment 4 (Added-ACC)

### ACC FLYOVER POLICY AND REQUEST PROCEDURES

**A4.1. (Added-ACC) Flyover Requests.** Submit WG/CC (or designated representative) flyover request to ACC/A3T IAW the timing criteria in **Table A2.2 (Added-ACC)** ACC/A3T will coordinate requests with ACC/PA, if required. Requests submitted inside 7 workdays may be disapproved for insufficient time to process. Late requests must include OG/CC letter explaining the reason. For off-base flyover requests, sponsors must have a SAF/PA or HQ ACC/PA-approved (as applicable) DD Form 2535, *Request for Military Aerial Support*, before the request can be approved by HQ ACC.

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

A4.2.1. **(Added-ACC) Event:** (Event title, should match DD Form 2535). Include the SAF/PA Request number, if it's a listed event on their website.

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

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

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

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

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

A4.2.7. **(Added-ACC) Flyover Profile:** (type of formation [if applicable]; speed in KIAS and altitude in AGL). Provide details as applicable in **paragraph A4.3**.

A4.2.8. **(Added-ACC) Aircrew Training Objectives:** per **paragraph 3.4.2.1**, all flyovers must be flown as an adjunct to an approved training sortie. This is a required justification for expenditure of flight hours. Examples: RAP training, long-range navigation, intercepts, etc.

A4.2.9. **(Added-ACC) Other participating aircraft:** (Number, MDS, and MAJCOM [if non-ACC]).

A4.2.10. **(Added-ACC) Required Waivers/Additional Approval:** (Examples include: COMACC, ACC/A3, FAA, SAF/PA or ACC/PA, Air Force Global Strike Command Director of Operations (AFGSC/A3)). Typically, units require waivers for weather minimums, dissimilar formations, and exceptions to policy (ETPs) or other MAJCOM/A3 approvals for mixed-MAJCOM flyovers. **Note:** When a co-located unit, such as ANG or AFRC, shares ACC host-wing aircraft (e.g., 419 FW using 388 FW aircraft) include a copy of the aircrew participation approval from the borrowing MAJCOM/A3 (or as delegated) along with the host wing flyover request. Refer to **Chapter 6**, MAJCOM-to-MAJCOM Aerial Event Requests, paragraphs **6.2** and **6.2.1**.

A4.2.11. **(Added-ACC) POC:** (Rank or title, name, unit/office, DSN or commercial phone number and/or e-mail address).

**A4.3. (Added-ACC) Flyover Profiles.** When submitting your request, identify any unique flyover point, such as runway, stadium, etc. For complex aerial events like aerial reviews or

capabilities demonstrations, describe the proposed flyover profile in detail. For example, specify holding, timing/de-confliction for a multiple aircraft flyover, non-standard formation procedures, weapons release specifics, timeline of events for complex demonstrations/flyovers, contingencies. Include aircrew training to be conducted, IAW DAFI 11-209, para 3.4.2.1. Standard Flyover Profile is a single, straight and level pass at 1000 feet (500 feet for helicopters) above the highest obstacle within 2000 feet horizontally. (**Exception:** you may request ACC/A3T approval for multiple passes (3 max) and down to 500 feet AGL over the runway for military open houses or civilian air shows, upon WG/CC request and FAA IIC approval.) Units/MDSs with HQ ACC-approved profiles may fly up to three passes only when supporting an approved aviation related event. The request should include a detailed plan of anything not specifically mentioned in this ACC Supplement.