

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



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Supplement**

**13 APRIL 2022**

**Flying Operations**

**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.

**(AFRC)** This supplement implements and extends the guidance of Department Air Force Instruction (DAFI) 11-209, *Participation in Aerial Events*. This supplement establishes standards, describes procedures and assigns responsibility for providing Air Force Reserve Command (AFRC) aviation support for public and military aerial events. It applies to all personnel assigned or attached to AFRC flying units, both unit-quipped and those associate to gaining MAJCOM units. 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 Records Disposition Schedule. Refer recommended changes and questions about this publication to HQ AFRC/A3O, Current Operations, Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*. The authorities to waive wing, and unit level requirements in the publication are identified with a tier number (“T-0, T-1, T-2, T-3”) following the compliance statement. See DAFI 33-360, *Publications and Forms Management*, 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, utilizing guidance identified in AFI 33-360. This publication may not be supplemented or further implemented/extended. Compliance with [Attachment 2](#) is mandatory.

## ***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*.

**(AFRC)** This document has been substantially revised and needs to be completely reviewed. Major changes include: addition of required Tier compliance items, deletion of duplicated references, addition of AFRC standard demonstration profiles and implementation guidance from higher headquarters

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## 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. (AFRC) General Guidance.** Because of the attendant public affairs and recruiting benefits, AFRC participation in aerial events is encouraged to the extent that it does not interfere with a wing's assigned AFRC missions, previously scheduled support/operational missions or required aircrew training. AFRC/A3 may redirect a tanker or transport aircraft scheduled for an aerial event to perform a higher priority AFRC mission. Commanders should ensure widest dissemination of information concerning their units' participation in aerial events within their communities and recruiting areas. AFRC units must ensure: 1) the event itself has proper approval (see [Chapter 3](#)); 2) once the event itself has proper approval, then the unit may submit a request to participate in the event (see [Chapter 4](#)). Reference [Attachment 2](#) (AFRC) for information on event and participation approval authorities. **Note:** AFRC will not redirect HC-130 aircraft to perform airlift missions under this paragraph. (T-2)

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.

1.3.4. **(Added-AFRC)** Waiver Authority for Event Approval. Submit waiver requests through the wing commander, AFRC/PA (if required for event approval) and AFRC/A3O for AFRC/A3 approval. AFRC/A3O normally coordinates waiver requests through the Single Mobility System (SMS) IAW AFRCI 11-201, *AFRC Flying Operations*. **(T-2)**

## 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.

2.4.1. (AFRC) HQ AFRC/A3O evaluates requests for AFRC aviation support, coordinates event approval with HQ USAF/A3OO, AFRC/PA and SAF/PA; coordinates waiver requests for AFRC/A3 approval; coordinates volunteer support for missions tasked to partner

MAJCOMs by AF/A3O. HQ AFRC/A3OR branch will distribute a list of available SAF/PA events to AFR flying units on a quarterly basis to synchronize with on-site recruiting efforts. This notification will highlight national-level sporting event flyovers as a set of events with significant interest from HQ AFRC. Additionally, AFRC/A3OR is the foreign disclosure officer (FDO) for AFRC training missions; IAW DAFMAN 16-201, *Department of the Air Force Foreign Disclosure and Technology Transfer Program*, the FDO provides policy and oversight for missions or events involving a foreign country.

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](#).

2.4.3. (AFRC) [Attachment 2](#) delineates approval authorities for AFRC aviation support for public and military events.

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

## ***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 1<sup>st</sup> 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](#)).

2.5.7. 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.

**2.7. 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).
- 2.7.5. (Added-AFRC) ACT Qualifications. Basic qualifications for the ACT members are as follows: (T-2)
  - 2.7.5.1. (Added-AFRC) The ACT chief must be a qualified pilot or navigator/combat systems officer (CSO).
  - 2.7.5.2. (Added-AFRC) All team members must be familiar with the operating characteristics of the participating aircraft.
  - 2.7.5.3. (Added-AFRC) All team members must have a working knowledge of this instruction and other applicable instructions (e.g., AFI/AFMAN 11-246, *Air Force Aircraft Demonstrations*, Vols. 1-6; AFMAN 11-202V3, *General Flight Rules*; AFI/AFMAN 11-2MDS, *Operating Procedures*, V3; AFRCI 11-201).
  - 2.7.5.4. (Added-AFRC) Ground Coordinator. A small, uncomplicated event, such as a single-ship/-formation flyover at a sporting event, may not warrant an ACT; however, it may be appropriate, at wing commander discretion, that a ground coordinator be present at the aerial event site to help control timing and enhance safety during the aerial

performance. Normally the ground coordinator will be at the flyover site in two-way radio contact prior to the time on target to assist the aircrew and act as a safety observer. If the presence of a ground coordinator is impractical, for example at a short-notice funeral flyover at a distant location, the flyover may still be approved if the participating aircrew has identified the exact location of the site and established a firm time for the flyover by coordination with the event coordinator. **(T-3)**

**2.8. (Added-AFRC) Wing Commander.** As the person best situated to ensure that their personnel and equipment are prepared to capably and safely perform aerial events, Wing Commanders, or their delegated representative, must approve the SMS setup sheet and will: **(T-3)**

2.8.1. **(Added-AFRC)** Ensure aircraft scheduled for display are clean, safe and presentable prior to departure for the host base/location.

2.8.2. **(Added-AFRC)** Ensure personnel selected to perform an aerial event possess the requisite proficiency, knowledge, discipline and military bearing.

2.8.3. **(Added-AFRC)** Ensure aircrew and support personnel selected to perform an aerial event comply with DAFI 36-2903, *Dress and Personal Appearance of United States Air Force and United States Space Force Personnel*, prior to departure for the host base/location.

2.8.4. **(Added-AFRC)** Ensure demonstration planners and aircrew comply with [paragraph 4.3.2](#).

2.8.5. **(Added-AFRC)** Ensure the event sponsor has obtained any required permission or waivers to applicable FAA, Air Force or DoD directives.

2.8.6. **(Added-AFRC)** Ensure the wing's Operational Risk Management (ORM) criteria includes the additional risk factors associated with performing aerial events.

2.8.7. **(Added-AFRC)** Ensure wing/squadron planners review arrival and departure corridors, CHUM charts with the current supplemental data, determine the minimum safe operating altitude and develop a tailored flight profile to include arrival holding point/pattern, entry routing, ground track, altitudes/airspeeds and exit/recovery procedures.

2.8.8. **(Added-AFRC)** Ensure all aerial event participants attend the pre-departure mission briefing describing the mission profile, additional risk factors and individual responsibilities.

2.8.9. **(Added-AFRC)** Ensure aircraft commanders/flight leads and, if a personnel airdrop is planned, jump masters or jump team leaders receive the air show coordinator's (Air Boss's) operations briefing.

2.8.10. **(Added-AFRC)** For events that do not warrant an Aerial Control Team, ensure a ground coordinator is assigned as required to control timing and to enhance safety.

2.8.11. **(Added-AFRC)** Do not display or discuss classified equipment or information unless specifically directed by AFRC headquarters or higher authority. Ensure aircrew members contact the AFRC FDO ([A5A8.XP.FDO@us.af.mil](mailto:A5A8.XP.FDO@us.af.mil)) and are well-versed in AFI 16-201 foreign disclosure issues for events where foreigners may be present. **(T-0)**

2.8.12. **(Added-AFRC)** Review and approve the event airfield security assessment and threat mitigation measures IAW [paragraph 4.2.8](#).

2.8.13. **(Added-AFRC)** Secure and document event and participation approval of the aerial event IAW [Attachment 2](#).

## 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. (AFRC) Public Event.** For off-base public events, the event organizer requests approval by submitting the DD Form 2535, *Request for Military Aerial Support*, to SAF/PA; once approved, SAF/PA posts the event on their website. In considering support for these off-base public events, units must check the SAF/PA website at; (<http://www.airshows.pa.hq.af.mil/login/Index.cfm?fwa=loginform>) to ensure the aerial event is approved. Once the unit determines that the event is approved, the unit submits a request for participation approval through operational channels using the web-based tool known as the Single Mobility System (SMS). AFRCI 11-201 explains the SMS process and provides the required lead-times. See **Attachment 2** of this instruction for event approval authorities. For on-base public events, WG/PA offices coordinate with AFRC/PA; AFI 35-101, *Community Relations*, provide guidance. Use SMS to request participation approval IAW **Attachment 2** and AFRCI 11-201; attach event approval documentation (e.g., WG/CC; WG/PA; AFRC/PA; SAF/PA as applicable). Once the unit has proper MAJCOM level participation approval, AFRC/A3O checks the “MAJCOM approval” box on the SAF/PA website to confirm support. Should an unforeseen scheduling conflict arise that would prohibit support, the unit must coordinate changes with the event organizer and update the SAF/PA website; as units make changes to SMS, coordination with the Numbered Air Force (NAF), AFRC/A3O and FGC/FGOE are normally automatic within this web-based application. **(T-2)**

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. (AFRC) Submit requests for approval to support on-base military events through SMS; attach documentation to show installation commander event approval. Approval authority is IAW [Attachment 2](#). AFRCI 11-201 provides guidance on valid aircrew off-station training missions, which may also provide static display aircraft for on-base events, to include undergraduate flying training graduation ceremonies since these provide an opportunity to foster recruiting efforts.

3.2.2.1. On-base patriotic observances (see [paragraph 5.3](#) for off-base criteria)

3.2.2.1. (AFRC) The 737 TRG and 502 OSS closely script and control flyovers for Basic Military Training graduation parades at Lackland AFB, TX; San Antonio Approach Control and Kelly Tower are the controlling agencies. Contact the 737 TRG at DSN: 473-3696/3697/9785; Comm: (210) 671-xxxx; 502 OSS at DSN 945-5721/4883 for the "smart pack" instructions. Route requests for support through SMS for proper participation approval IAW the authority listed in [Attachment 2](#).

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. (AFRC) AFRC/A3O will normally only permit one of each mission design series (MDS) tanker or transport aircraft at any given SAF/PA approved event. **(T-2)** A participating fighter unit may send up to a four-ship of aircraft with approval of the event coordinator and IAW the annual aerial events message (**paragraph 6.9.1**). Recruiting area and training—particularly events that include air refueling or passenger/cargo transportation at or in close proximity to the event—are prime factors in selecting only one unit in the event multiple units volunteer; otherwise, the first WG/CC approved setup sheet in SMS has priority. One crewmember must remain with the aircraft to ensure security and answer questions posed by spectators. Units should place placards near the aircraft to describe the aircraft specifications and missions. AFRC differentiates on-base from off-base events; see **Attachment 2** for approval authorities. **(T-2)**

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-AFRC)** Helicopter Static Displays. Helicopter units may provide static displays provided the event is approved, the landing zone meets AFMAN 11-2HH-60GV3, *HH-60G Operations Procedures*, requirements and the event organizer ensures crowd clearances from turning rotors. **(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.

3.4.3. 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. **(AFRC)** Dissimilar Formation Flyover. Guidance in this instruction only applies to a DAFI 11-209 event. Follow guidance in the applicable approval document (EXORD, SPINS, etc.) and AFI/AFMAN 11-2MDS, Vol 1 or Vol 3; these events are not classified as “dissimilar formation flyovers” for the purpose of this instruction. For clarification, since not otherwise captured by way of any written regulatory guidance or instruction, AFRC/A3 is also the approval authority for dissimilar or mixed formations not otherwise associated with a DAFI 11-209 event. Units must provide information in SMS regarding specific join-up airspeeds and altitudes; if the event includes multi-MAJCOM, service or civilian aircraft, document coordination with, and approval of, those other participant’s commander or supervisor in the SMS setup sheet **(T-2)**

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).

3.4.3.2. 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. **(AFRC)** AFRC considers these events as air refueling demonstrations; see [paragraph 4.3.2.2](#) for the standard demonstration profile.

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/astrern 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.

3.4.4.1.3. **(Added-AFRC)** Multi-Service or multi-nation aerial reviews on- or off-base may require additional approval IAW AFI 35-101. The event organizer submits a request, through MAJCOM/PA, to SAF/PAY (also send information to AF/A3O) for OASD/PA event approval. Flying units submit a request to participate [operational participation approval IAW [Attachment 2](#) using lead-times listed in AFRCI 11-201].

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.

3.4.4.2. **(AFRC)** The 306 Flying Training Group, through OSS/OSO Current Operations, maintains standardized USAFA flight profiles, which describe ground tracks, headings,

altitudes, navigational references, radio frequencies, controlling agencies, etc. Attach this supplementary information to the SMS request; i.e., the USAFA POC contact info, the standard “kneeboard” profile, aerial control team info and any FAA waivers. The USAFA Aerial Events POC is 306 OSS/OSOA, DSN 333-4617, [306OSS.OSOA@us.af.mil](mailto:306OSS.OSOA@us.af.mil).

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. (AFRC) Aerial Demonstrations. AFRC differentiates AFI 11-246 demonstrations from standard continuation training demonstrations; cross-reference [paragraph 4.3.2](#).

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.

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

3.4.6. (AFRC) Patriotic Holidays. The basic AFI merges instructions for events previously understood and defined separately as “Patriotic Holidays” under the collective term “Memorial Flyovers” in [paragraph 5.3](#), [paragraph 3.4.7](#); [Attachment 1](#) defines the five patriotic holidays; [paragraph 5.3](#) provides guidance for these events with new terminology, “off-base ‘memorial’ flyovers.” [Attachment 2](#) attempts to differentiate these events and references these events as “Patriotic Holiday”; it also delineates the off-base and on-base approval authorities.

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. (AFRC) The missing man formation is restricted to fighter/lead-in type aircraft (e.g., A-10, F-15, F-16, F-22, F-35 and T-38).

## 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)**.

**4.1. (AFRC) Aerial Event Operational Approvals.** **Attachment 2** directs event and operational approval authority. **Note:** the “Participation” column lists the operational approval authority.

**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. (AFRC) Operational Criteria.** Performing aerial events often involves additional risk, caused in varying degrees, by the low altitude environment, the proximity of other aircraft, the possibilities of inexperienced show managers, marginal weather during limited performance windows and an aircrew’s excessive enthusiasm to impress the viewing public. Opening an aircraft for a static display may involve the additional risk of inadvertent or deliberate tampering with the aircraft. It is incumbent upon commanders, supervisors and participants to mitigate these additional risk factors through thorough knowledge of this instruction, thorough planning and oversight, sound risk management practices and professional discipline. **(T-2)**

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-AFRC)** For a maneuvering (pull up) missing man flyover, the weather must be at least 4000 ft above ground level (AGL) and 5 statute miles visibility in the viewing area. **(T-2)**

4.2.1.2. **(Added-AFRC)** Holding, if required prior to the event, may be conducted in instrument meteorological conditions. Aircraft holding as multiple separate flights must be able to join in visual meteorological conditions (VMC) and must remain VMC after joining. **(T-2)**

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)**.

4.2.4. 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. **(AFRC)** Airspeed Limitations. For aerial reviews, capabilities demonstrations and rescue demonstrations, if airspeeds are incompatible, planners will identify other means to deconflict and synchronize aircraft, such as altitude, timing, or flight path separation. For clarification, as stated above, "FAA waiver may be required for airspeeds above 250 knots below 10,000 ft. mean sea level". **(T-2)**

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)**.

4.2.8. **(AFRC)** Compliance with Flight Procedures. In addition to complying with FAA rules and instructions, AFRC aircrews participating in public or military aerial events will comply with limitations and procedures as specified in aircraft technical orders, AFI/AFMAN 11-2MDS, Vol 3, AFI 11-246 (applicable volume), and AFMAN 11-202V3. **(T-2)**

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.

#### 4.3. (Added-AFRC) Operational Standard Profiles.

4.3.1. (Added-AFRC) Flyover Profiles. Single-ship and like-MDS formation flyovers will normally comply with one of the following flyover profiles. Some venues require use of a slightly more complicated run-in than the usual straight-in flyover; in this case, the unit must attach the planned profile as well as a picture of the Air Operations Coordinator/Air Boss's Aerobatic Demonstration Area/Flying Display Area ("airshow box") to the SMS setup sheet. Requests for multiple aerial events, or multiple venues, require separate sequence numbers in SMS (i.e., Sequence #1, Airdrop demonstration; Sequence #2, Flyover 1; Sequence #3, Flyover #2, etc.); provide specific information for each sequence number in SMS. (T-2)

4.3.1.1. (Added-AFRC) Flyover Profile 1 (normal fixed-wing level pass). Clean configuration (gear/flaps retracted); normal traffic pattern airspeed for overhead pattern initial [maximum of 250 KIAS or the minimum safe airspeed as specified in aircraft Technical Orders (T.O.s.)], minimum 1000 feet above the highest obstacle within a 2000 foot radius [or minimum 500 feet AGL when operating within an Aerobatic Demonstration Area/Flying Display Area ("airshow box")] or over an airfield runway. Tanker aircraft may have boom and hoses extended—not to exceed equipment airspeed limits. (T-2)

4.3.1.2. (Added-AFRC) Flyover Profile 2 (low speed fixed-wing level pass). Gear/flaps extended, at not less than approach speed, minimum 500 feet AGL. Restricted to a single aircraft operating within an Aerobatic Demonstration Area/Flying Display Area ("airshow box") or over an airfield runway. Tanker aircraft may have boom and hoses extended. (T-2)

4.3.1.3. (Added-AFRC) Flyover Profile 3 (helicopters). One to three rotor disks spacing, 90-120 KIAS, minimum 1000 feet above the highest obstacle within a 2000 foot radius [or minimum 500 feet AGL when operating within an Aerobatic Demonstration Area/Flying Display Area ("airshow box") or over an airfield runway]. (T-2)

4.3.2. (Added-AFRC) Aerial Demonstrations. Follow guidance in AFI 11-246 for the specific "Standard Profiles" listed in the applicable supplement to that instruction; in general, these typically include a whole sequence of events designed to demonstrate high maneuverability capabilities of the aircraft. Distinct from the sequence, training and certification requirements of the 11-246 standard profiles, AFRC units may perform standard continuation training maneuvers for public and military events IAW guidance in this instruction; since these events occur in front of a crowd, they are in fact demonstrations. For the purposes of this instruction, and to avoid confusion with AFI 11-246 guidance, AFRC terms these "AFRC Standard Continuation Training Demonstrations." AFRC Standard Continuation Training Demonstration profiles follow in the paragraphs below. Although these events are standard training events, the close proximity to the ground and a potential for aircrew to attempt to achieve a "wow factor" in front of a crowd require further risk mitigation. **Note:** Units planning profiles not described in one of the following AFRC Standard Continuation Training Demonstrations, must request a non-standard demonstration IAW [paragraph](#)

**4.3.2.13;** additionally, combining AFRC Standard Continuation Training Demonstrations requires a request for a non-standard demo, unless otherwise explained in the specific profile below. SAF/PA uses their website to show they have approved demonstrations for aerial events; look for a checked “Demonstration” box on their website. **(T-2)**

4.3.2.1. **(Added-AFRC)** Units use SMS as the vehicle to request participation approval for demonstrations; under the “Aerial Event” section, check the “Aerial Demo” box and fill in the “Flight Details” area. For events that include more than one aircraft, the aircraft or mission commander briefs an aerial demo critique to the OG/CC following the event. Attach a picture of the Air Operations Coordinator/Air Boss’s Aerobatic Demonstration Area/Flying Display Area (“airshow box”) to the SMS setup sheet. As a minimum, risk mitigation for AFRC Standard Continuation Training Demonstrations, includes: 1) the OG/CC selects instructor crewmembers for each crew position (one instructor pilot in the seat for multi-seat aircraft); 2) the OG/CC designates a safety observer (rated officer, instructor) for multi-seat aircraft; 3) the crew pre-briefs the profile as well as all operational criteria from this chapter. For pyrotechnic events, reference **paragraph 4.3.2.12** in the briefing. WG/CC approval in SMS certifies compliance with this guidance. **(T-2)**

4.3.2.2. **(Added-AFRC)** Fixed-wing Air Refueling Demonstration Standard Profile. KC-10, KC-135 and KC-46 aircraft fly air refueling demonstrations with fixed-wing receiver aircraft at an altitude that permits the receiver aircraft to operate no lower than 1,500 feet above the highest obstacle within a 2000 feet radius along the route of flight at no closer than pre-contact position. Fly at an airspeed that permits receiver safe maneuvering airspeed IAW **paragraph 4.2.3** Air refueling demonstrations must occur in an Aerobatic Demonstration Area/Flying Display Area (“airshow box”) or over an airfield runway. **(T-2)**

4.3.2.3. **(Added-AFRC)** Rotary-wing Air Refueling Demonstration Standard Profile. This profile involves a single HC-130 aircraft performing an air refueling demonstration with a maximum of two helicopter receiver aircraft, at an altitude that permits the helicopter(s) to operate no lower than 500 feet above the highest obstacle within a 2,000 feet radius along the route of flight at no closer than astern (pre-contact) position. Air refueling demonstrations must occur in an Aerobatic Demonstration Area/Flying Display Area (“airshow box”) or over an airfield runway. **(T-2)**

4.3.2.4. **(Added-AFRC)** Airdrop Demonstration Standard Profile. For aerial events that are also validated IAW AMCI 10-2101, *Joint Airborne/Air Transportability Training* (JA/ATT), the unit must seek participation approval through SMS; the aerial demonstration must not compromise or degrade the joint training or generate additional costs. AFRC does not require that an airdrop event occur under AMCI 10-2101 guidance provided unit tactics shops follow standard airdrop guidance as written in applicable USAF airdrop instructions. AFI 10-3503, *Personnel Parachute Program*, provides additional information for foreign jumpers. Explain the type of drop details, altitude and airspeed, in the “Flight Details” section of SMS. AFRC/A3 normally considers any standard single-ship or two-ship formation continuation training airdrop event under the AFRC Standard Continuation Training Demonstration program. **(T-2)**

4.3.2.5. **(Added-AFRC)** A-10/F16 Close Air Support (CAS) Demonstration Profile. Aircraft flying CAS demonstrations will fly simulated Basic Surface Attack training

events, utilizing normal delivery parameters IAW AFMAN 11-2A-10CV1, *A-10C—Aircrew Training*/11-2F-16V1, *F-16—Aircrew Training*, and aircraft technical orders, standard tactics, techniques and procedures. By definition, Basic Surface Attack delivery parameters are “non-demanding” and do not include operations at or near aircraft limits. Pilots will only fly maneuvers for which they are current and qualified. All simulated deliveries will be performed within a TFR or an Aerobatic Demonstration Area/Flying Display Area (“airshow box”) or over an airfield runway and will be flown to an altitude no lower than 500 feet AGL or Pilot Low-Altitude Training Category minimums, whichever is higher. Formations will consist of no more than four A-10/F-16 aircraft. All aircraft maneuvering, to include any “wheel” or offset holding patterns utilized between delivery passes, will maintain greater than 1500 feet lateral spacing from all airshow “crowd lines.” This profile may be flown in coordination with ACC/ICAS approved pyrotechnics. **(T-2)**

4.3.2.6. **(Added-AFRC)** A-10 Escort Demonstration Profile. A-10C aircraft may fly in formation with dissimilar aircraft (such as an HH-60, CV-22, or C-130) to showcase the A-10’s escort role, which is commonly utilized during USAF Combat Search and Rescue (CSAR) missions. While performing escort, A-10 aircraft will utilize standard AFTTP 3-1. A-10 tactics (such as Racetrack, Daisy-Chain, S-Weave, or Wheel escort patterns). Aircraft will maintain greater than 500 feet lateral spacing between A-10s and any dissimilar asset (**Exception:** a single pass may be flown at the conclusion of the demonstration, with up to four A-10 aircraft in fingertip formation with one dissimilar aircraft safely separated as described in the SMS setup sheet). If performing simulated weapons deliveries in conjunction with this profile (to simulate “sanitizing” a hot landing zone for rescue assets), A-10 aircraft will comply with all limits of [paragraph 4.3.2.4](#) (A-10 CAS Profile) and will maintain safe separation from any dissimilar asset during all simulated deliveries; instructions in [paragraph 3.4.3](#) also apply. A-10s flying escort will maintain an altitude no lower than 500 feet AGL or Pilot Low-Altitude Training Category minimums, whichever is higher. All aircraft maneuvering will maintain greater than 1,500 feet lateral spacing from all airshow “crowd lines.” Pilots will only fly maneuvers for which they are current and qualified. Formations will consist of no more than four A-10C aircraft. **(T-2)**

4.3.2.6.1. **(Added-AFRC)** This profile may be flown in coordination with ACC/ICAS approved pyrotechnics. Since this profile involves non-located AFRC flying units, each unit’s SMS setup sheet must explain the plan for the mission briefing, all join-up and enroute altitudes and airspeeds as well as formation breakup details. If the event includes aircraft from another MAJCOM or service, attach documentation to the SMS setup sheet to show approval at the appropriate level of command for those other participants. **(T-2)**

4.3.2.7. **(Added-AFRC)** Rescue Demonstration Standard Profiles. The following rescue demonstration standard profiles may have events, aircraft, or Guardian Angels (GA) deleted from the profiles without rendering the profile “non-standard.” All profiles are for use over land and/or water and require clearly identified spectator areas, and show line clearances for the individual events as previously specified in this instruction. **(T-2)**

4.3.2.7.1. **(Added-AFRC)** Rescue Demo briefing. Any combination of profiles listed below requires a briefing IAW [paragraph 4.3.2](#); additionally, this briefing must cover

the planned sequence of events, deconfliction, dissimilar formations and types of insertion/extraction. The mission commander conducts a mass brief for all participating pilots and CSOs, the GA rescue team leader, Drop Zone Controller (DZC), and simulated survivors each day prior to flight. The mission commander briefs coordinated actions between players. **(T-2)**

4.3.2.8. **(Added-AFRC)** Rescue Demonstration Profile 1. Synopsis: This profile is a helicopter and GA insertion and extraction demonstration utilizing up to two HH-60s and corresponding GA Rescue team(s).

4.3.2.8.1. **(Added-AFRC)** Takeoff/Enroute. Following takeoff, or upon arrival from a remote staging airfield, aircraft will proceed either to assigned holding point or directly to the demonstration area or Drop Zone (DZ) as directed by the C2 agency. **(T-2)**

4.3.2.8.2. **(Added-AFRC)** Area Clearance. Once in the show box, the HH-60G's may descend and perform an arrival simulated weapon employment to demonstrate an "L Attack" prior to insertion of the GA team. This simulates the security check accomplished prior to committing to a combat rescue zone. **(T-2)**

4.3.2.8.3. **(Added-AFRC)** Insertion/Extraction. GAs may be inserted/extracted with simulated survivors using primary or alternate insertion and extraction techniques during the demonstration. The second helicopter flies overhead for cover while only one helicopter at a time inserts or extracts; this may involve a holding pattern or hover (Spooky or Offset) after insertion and prior to extraction. **(T-2)**

4.3.2.8.4. **(Added-AFRC)** Recovery. Upon completion of the Insertion/Extraction, the aircraft execute escape procedures and recover either to the demonstration airfield or to the remote staging airfield. **(T-2)**

4.3.2.9. **(Added-AFRC)** Rescue Demonstration Profile 2. Synopsis: This profile is an aerial delivery demonstration by a single HC-130 or two HH-60 aircraft airdropping personnel, and/or equipment. Personnel airdrop demonstrations may include static line or High Altitude Low Opening (HALO) procedures. **(T-2)**

4.3.2.9.1. **(Added-AFRC)** Takeoff/Enroute. The HC-130 may perform a Reverse Taxi and Maximum Effort takeoff. Following the takeoff, or upon arrival from a remote staging airfield, the aircraft proceed either to assigned holding point or directly to the DZ as directed by the controlling agency. **(T-2)**

4.3.2.9.2. **(Added-AFRC)** Airdrop. Once cleared into the airshow demonstration area, the aircraft may perform a series of airdrops. The first airdrop will be a personnel airdrop to show center. The type of drop (static line or HALO) determines the drop altitude IAW AFMAN 11-231, *Computed Air Release Point Procedures*. The second airdrop may include a parabundle/freefall airdrop (streamers simulating resupply) to the GA Rescue Team IAW AFMAN 11-2HC-130JV3, *HC-130J—Operations Procedures*, or AFMAN 11-2HH-60V3, *HH-60G Operations Procedures*. **(T-2)**

4.3.2.9.3. **(Added-AFRC)** Ground Party Requirements. GA ensures all DZ requirements IAW DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*. The lead flying squadron assumes this responsibility when

GA is not a demonstration participant. These responsibilities include, but are not limited to, Drop Zone Controller, Drop Zone Safety Officer, medical requirements, boat party, escorting the simulated survivor/s and other ground requirements at show center. **(T-3)**

4.3.2.9.4. **(Added-AFRC)** Recovery and Landing. Upon completion of the airdrop, the aircraft execute escape procedures and recover either to the demonstration airfield or to the remote staging airfield. The HC-130 may execute a random steep/shallow approach to a normal or assault landing. **(T-2)**

4.3.2.10. **(Added-AFRC)** Rescue Demonstration Profile 3. Synopsis: This profile involves a Helicopter Air Refueling (HAR) demonstration; if added to Profile 1 or 2 above, it would normally occur after the extraction. **Paragraph 4.3.2.2**, “Rotary-wing Air Refueling Demonstration Standard Profile” provides guidance. **(T-2)**

4.3.2.11. **(Added-AFRC)** Rescue Demonstration Profile 4. Synopsis: This involves a combination of all three profiles listed above. This profile normally involves aircraft and aircrew from a single flying wing and involves a very standard daily training profile. Adding fighter aircraft for rescue escort, or combat air patrol, would combine aircraft and pilots from another wing (possibly from another MAJCOM) and would increase the risk; this would require a request for a non-standard demonstration IAW **paragraph 4.3.2.13**. The following will be the standard sequence of events for Rescue Demonstration Profile 4. **(T-2)**

4.3.2.11.1. **(Added-AFRC)** HH-60 and HC-130 crews comply with Takeoff/Enroute requirements in Profile 1 and 2 respectively. The HC-130 holds at 1,000 feet AGL, HH-60s hold at 500 feet AGL at pre-determined hold points. **(T-2)**

4.3.2.11.2. **(Added-AFRC)** The HC-130 proceeds to show center to perform the airdrop portion of Profile 2 and returns to the hold point at 1,000 feet AGL. **(T-2)**

4.3.2.11.3. **(Added-AFRC)** HH-60s proceed to show center to perform the insertion/extraction portion of Profile 1 and return to the hold point at 500 feet AGL. **(T-2)**

4.3.2.11.4. **(Added-AFRC)** HC-130 and HH-60s rejoin at the hold point. **(T-2)**

4.3.2.11.5. **(Added-AFRC)** The HC-130 and HH-60s formation performs an airshow pass simulating aerial refueling. Once at show center the formation performs a 20-degree bank turn away from the crowd to either break up and recover, or perform a 360-degree turn away from the crowd for a second pass over show center. **(T-2)**

4.3.2.11.6. **(Added-AFRC)** Once outside of the airshow boundaries the formation will break up and recover. The HH-60s perform the recovery portion of Profile 1. The HC-130 performs the recovery and landing portion of Profile 2. **(T-2)**

4.3.2.12. **(Added-AFRC)** Pyrotechnics (Pyro). Demonstrations that involve AFRC installations, aircraft or crews and include the use of ground-based pyrotechnic devices for added effect must be in accordance with the following guidelines. **(T-2)**

4.3.2.12.1. **(Added-AFRC)** AFI 10-1004, *Conducting Air Force Open Houses*, provides pyro safety guidelines for aerial events held on Air Force installations. The International Council of Airshows (ICAS) identifies approved pyro Shooters in Charge

(SIC) personnel based on experience, judgment and safety record; AFRC aircraft and crews will not participate in a pyro display unless the SIC is on the ICAS approved list. **(T-2)**

4.3.2.12.2. **(Added-AFRC)** Do not conduct pyro operations during an electrical storm or when lightning is within 10 nautical miles. Standard ICAS pyro distance provides a minimum of 500 feet away from the closest point of the crowd show line and any parked aircraft; wind speed and direction necessitate greater distances for safety. Wind speeds above 10 miles per hour and prevailing wind direction (toward parked aircraft/crowd) require heightened safety awareness; ICAS pyro guidance has recommended risk mitigation measures as briefed by the SIC. If wind is an issue, the SIC coordinates with base fire in order to station fire vehicles between the aircraft/crowd and pyro. The Air Boss and SIC must use sound judgment and exercise extreme caution, with input from base fire chief, if winds exceed 25 miles per hour toward parked aircraft or the crowd. **(T-2)**

4.3.2.12.3. **(Added-AFRC)** Fly no lower than 500 feet AGL for pyrotechnic passes. Offset the flight path a minimum of 200 feet from the pyrotechnic site and away from the spectator area. Situate the pyrotechnic site so the aircrew may reference and overfly the runway with the 200 feet pyro offset. **(T-2)**

4.3.2.12.4. **(Added-AFRC)** Maintain a time-delayed safety interval following aircraft passage to provide a minimum of 750 feet aircraft clearance before manual detonation of any pyrotechnics. Aircraft speed determines the interval based upon the following guidelines: 100 knots – 4.5 seconds; 200 knots – 3 seconds; 300 knots – 2 seconds; 400 knots – 1 second. During a simulated strafe maneuver, the pilot must pull off prior to the pyro area in order to maintain the minimum altitude and offset distances in [paragraph 4.3.2.12.3](#) and to prevent loss of situational awareness/reference to the ground; this must be well-planned and well-briefed since the SIC initiates pyro detonation prior to the aircraft flyover. **(T-2)**

4.3.2.12.5. **(Added-AFRC)** Do not place anything on top of, over, or near any explosive that might present a debris hazard to aircraft in flight. **(T-2)**

4.3.2.12.6. **(Added-AFRC)** Use only non-fragmenting material with the pyrotechnics demonstration. Detonation must not cause any debris to climb higher than 100 feet AGL, other than smoke. Crews should consider smoke/winds as it may obscure ground references during the event. **(T-2)**

4.3.2.12.7. **(Added-AFRC)** Do not fire any type of rocket or “Smoky SAMs” at or into the flight path of any aircraft.

4.3.2.12.8. **(Added-AFRC)** If pyrotechnics are to be utilized, the show site must provide the name and contact number of the SIC to the participating AFRC crew prior to their arrival. All participating aircrew must attend the SIC pyro briefing prior to the event. **(T-2)**

4.3.2.12.9. **(Added-AFRC)** All participating aircrew members must review the latest SIC pyro safety briefing, preferably in person, for on-station flyovers, but as a minimum by phone or confirmed email, prior to each event. Consider the following minimum briefing items: **(T-2)**

4.3.2.12.9.1. **(Added-AFRC)** Dimensions of the pyrotechnics area and the magnitude of explosives used.

4.3.2.12.9.2. **(Added-AFRC)** Aircraft/pyro de-confliction plan. Reference the altitude, offset and timing de-confliction listed in paragraphs [4.3.2.12.2](#) and [4.3.2.12.3](#).

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

4.3.2.12.9.4. **(Added-AFRC)** Forecast wind and effects of pyro.

4.3.2.12.9.5. **(Added-AFRC)** Communications plan.

4.3.2.12.9.6. **(Added-AFRC)** Knock-it-off procedures.

4.3.2.12.9.7. **(Added-AFRC)** Fire hazards and fire department response plan.

4.3.2.12.9.8. **(Added-AFRC)** FOD potential and effects.

4.3.2.12.9.9. **(Added-AFRC)** Safety is the primary concern. If at any time safety becomes an issue, anyone on the radio may make a “Knock-it-off” call. Following a knock-it-off call, the pilot will discontinue the flyover and both the pilot and SIC will acknowledge the call. If there is ever a question of timing, safety, or sequence the SIC will not shoot the pyro.

4.3.2.13. **(Added-AFRC)** Non-standard demonstrations. All planned events must be continuation training events; depending upon the complexity of the event, units may have to attach a PowerPoint briefing to the SMS setup sheet in order to paint a full picture of the profiles and sequence. Training and certification programs are not required for these continuation training events. See [Attachment 2](#) for specific guidance on the event and the participation approval authorities. **Note:** 1) units should restrict non-standard demo requests to a maximum of three continuation training events; 2) AFRC/A3 will not normally entertain requests for demonstrations not associated with a continuation training event; 3) all aircrew must be current and qualified in the events; 4) OG/CC oversight guidance listed in [paragraph 4.3.2](#) applies. For events involving more than one aircraft from non-allocated wings, the lead unit submits a briefing in SMS. AFRC units planning a non-standard demonstration must explain the conditions that preclude performance of a standard profile and submit a request in SMS with the following information: **(T-2)**

4.3.2.13.1. **(Added-AFRC)** The Airshow Coordinator’s/Air Boss’s Aerobatic Demonstration Area/Flying Display Area (“airshow box”) with aircraft ground tracks relative to the crowd show line and show center.

4.3.2.13.2. **(Added-AFRC)** The number and types (MDS) of aircraft.

4.3.2.13.3. **(Added-AFRC)** Specifics on the demonstration profile(s): planned holding area locations, altitudes; ground tracks; airspeeds; applicable operational criteria from [Chapter 4](#) as well as “what if” situations for altitude, airspeed, communications and weather.

4.3.2.13.4. **(Added-AFRC)** If aircraft will be flown in formation, include the join-up altitudes and airspeeds, the join up plan and demonstration profile specifics.

- 4.3.2.13.5. **(Added-AFRC)** If airdrops are performed, the type(s) of airdrop(s) (personnel/heavy equipment/CDS) and copy of the DZ survey.
- 4.3.2.13.6. **(Added-AFRC)** The altitude and airspeed at which the airdrops will be performed.
- 4.3.2.13.7. **(Added-AFRC)** Communications and air traffic control procedures.
- 4.3.2.13.8. **(Added-AFRC)** The altitude, airspeed and flap setting at which each maneuver will be initiated and completed.
- 4.3.2.13.9. **(Added-AFRC)** The planned and maximum bank angles for each maneuver.
- 4.3.2.13.10. **(Added-AFRC)** If formations will include dissimilar aircraft, include the following information.
- 4.3.2.13.10.1. **(Added-AFRC)** The types (MDS) of aircraft in formation.
  - 4.3.2.13.10.2. **(Added-AFRC)** The location of each MDS element in the formation.
  - 4.3.2.13.10.3. **(Added-AFRC)** The separation between dissimilar aircraft elements.
  - 4.3.2.13.10.4. **(Added-AFRC)** Dissimilar aircraft performance reconciliation procedures.

## 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).

**6.2. 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. Owning MAJCOM may still require participation approval for their "jump platform" aircraft.

6.3.1. **(Added-AFRC)** AFRC airdrop units submit requests for airdrop demonstrations, including USAF and other service parachute teams (US Navy Seals; US Army Golden Knights, etc.), IAW information listed under [paragraph 4.3.2.3](#).

**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.

**6.9. 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. (AFRC) Overseas Public and Military Events.** Each combatant commander (CCDR) obtains approval for aerial events in their area of responsibility. [Table A2.1](#) lists these as outside the continental United States “OCONUS Events.” For events approved specifically as International Air Shows and Trade Exhibitions, follow guidance in [paragraph 6.10.6](#) AFRC units must begin planning and coordination, to obtain participation approval a minimum 30 business-days prior to the event. See [Attachment 2](#) for event approval authorities. (T-2)

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.

6.10.6. (**Added-AFRC**) AFRC aircraft and crews will normally only participate in international airshows and trade exhibitions at the request of Headquarters Air Force, or as a MAJCOM-to-MAJCOM request. In the event an AFRC flying unit receives a request to participate in an international air/trade show other than through HQ AFRC, the unit must first forward the request to AFRC/A3O for review and coordination with the OCONUS partner MAJCOM’s planning staff, coordination with DSCA and the SAF/IA country coordinator. AFRC/A3O will coordinate with the partner MAJCOM regarding the responsibility for providing the following mission functions/assets (**T-2**):

6.10.6.1. (**Added-AFRC**) Mission command and control (C2).

6.10.6.2. (**Added-AFRC**) Flight planning, diplomatic clearances, TERPS review and Threat Working Group review.

6.10.6.3. (**Added-AFRC**) Military Pay Appropriation (MPA)/Reserve Pay Appropriation (RPA) mandays and travel/per diem for the aircrew and crew chiefs.

6.10.6.4. (**Added-AFRC**) Security plans and a funded Phoenix Raven team, if required.

6.10.6.5. (**Added-AFRC**) A certified demonstration crew, if required.

6.10.6.6. **(Added-AFRC)** Airlift and Maintenance Recovery Teams (MRTs) to recover a non-mission capable (NMC) aircraft, if required.

6.10.6.7. **(Added-AFRC)** Coordination with other involved agencies and contractors (e.g., Secretary of the Air Force for International Affairs (SAF/IA), Defense Security Cooperation Agency (DSCA), U.S. embassies, and aircraft/aircraft systems manufacturers).

6.10.6.8. **(Added-AFRC)** AFRC units normally fly training missions under AFRC's administrative control (ADCON) authority; however, if there is a valid change of operational control, the specified CCDR has approval authority. See AFRCI 11-201, Chapter 5, "Command Relationships" for more information; see **Attachment 2** for approval authorities.

6.10.6.9. **(Added-AFRC)** The participating AFRC unit will fly the mission on unit Operations and Maintenance (O&M) or Training, Test and Ferry (TTF) flying hours, unless otherwise coordinated with the partner MAJCOM [i.e., an airlift unit flies an AMC mission to/from the event using Transportation Working Capital Fund (TWCF) fly hours]. Depending upon whether HQ AF directs support to an event via a tasking to lead MAJCOMs, associate units may be able to volunteer to pick up the mission or they may have to source the aircraft from their training allocation. See AFRCI 11-201, Chapter 5, "Command Relationships" for more information. **(T-2)**

**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).**

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

**(AFRC)**

D. SCOTT DURHAM, Brig Gen, USAF  
Director of Air, Space and Information 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*
- AFI 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, 6 December 2018
- (Added-AFRC)** AFI 10-3503, *Personnel Parachute Program*, 23 September 2020
- AFI 31-101, *Integrated Defense*, 25 March 2020
- AFI 31-115, *Law and Order Operations*, 18 August 2020
- AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020
- AFI 34-501, *Mortuary Affairs Program*, 16 April 2019
- AFI 64-103, *Leasing Non-Excess USAF Aircraft, Aircraft – Related Equipment and Other Personal Property to Non-Government Organizations*, 19 August 2020
- AFMAN 10-1004, *Conducting Air Force Open Houses*, 23 August 2018
- (Added-AFRC)** AFMAN 11-2A-10CV1, *A-10C—Aircrew Training*, 9 July 2019
- (Added-AFRC)** AFMAN 11-2F-16V1, *F-16—Aircrew Training*, 17 June 2019
- (Added-AFRC)** AFMAN 11-2HC-130JV3, *HC-130J—Operations Procedures*, 8 June 2020
- (Added-AFRC)** AFMAN 11-2HH-60GV3, *HH-60G Operating Procedures*, 27 June 2018
- AFMAN 11-2MDS, Volume 3, *MDS Specific Operations Procedures*
- AFMAN 11-202, Volume 1, *Aircrew Training*, 27 September 2019
- AFMAN 11-202, Volume 3, *Flight Operations*, 10 June 2020
- (Added-AFRC)** AFMAN 11-231, *Computed Air Release Point Procedures*, 18 November 2020
- AFMAN 11-246, Volume 7, *Air Force Aircraft Demonstrations (Sailplanes)*, 27 March 2020
- AFMAN 11-402, *Aviation and Parachutist Service*, 24 January 2019
- AFMAN 35-101, *Public Affairs Procedures*, 7 December 2020
- AFPD 11-2, *Aircrew Operations*, 31 January 2019
- (Added-AFRC)** AFRCI 11-201, *AFRC Flying Operations*, 21 January 2020
- DAFI 33-360, *Publications and Forms Management*, 1 December 2015
- (Added-AFRC)** DAFI 36-2903, *Dress and Personal Appearance of United States Air Force and United States Space Force Personnel*, 7 February 2020
- (Added-AFRC)** DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*, 22 April 2021

**(Added-AFRC)** DAFMAN 16-201, *Department of the Air Force Foreign Disclosure and Technology Transfer Program*, 19 January 2021

DoD 5500.07-R, *Joint Ethics Regulation*, 30 August 1993

DoDD 5410.18, *Public Affairs Community Relations Policy*, 20 November 2001

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

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

### ***Prescribed Forms***

**(Added-AFRC)** None

### ***Adopted Forms***

AF Form 847, *Recommendation for change of Publication*

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

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

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

**ACC**—*Air Combat Command*

**ACT**—*aerial control team*

**(Added-AFRC) ADCON**—*Administrative Control*

**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-AFRC) AGL**—*Above Ground Level*

**AMC**—*Air Mobility Command*

**AOR**—*area of responsibility*

**ARC**—*Air Reserve Component*

**ATC**—*air traffic control*

**(Added-AFRC) C2**—*Command and Control*

**CC**—*commander*

**CCDR**—*combatant command commander*

**(Added-AFRC) CCDR**—Combatant Commander  
**CD**—*deputy commander*  
**CFR**—*Code of Federal Regulations*  
**CONUS**—*continental United States*  
**CV**—*vice commander*  
**DAFI**—*Department of the Air Force Instruction*  
**DoD**—*Department of Defense*  
**DoDD**—*Department of Defense directive*  
**DoDI**—*Department of Defense instruction*  
**DSCA**—*Defense Security Cooperation Agency*  
**DSN**—*defense switched network*  
**FAA**—*Federal Aviation Administration*  
**FCG**—*Foreign Clearance Guide*  
**(Added-AFRC) FDO**—Foreign Disclosure Officer  
**(Added-AFRC) FOD**—Foreign Object Debris  
**FRZ**—*flight restricted zone*  
**GPS**—*global positioning system*  
**(Added-AFRC) ICAS**—International Council of Airshows  
**(Added-AFRC) KIAS**—Knots-Indicated Air Speed  
**MAJCOM**—*major command*  
**MDS**—*mission design series*  
**(Added-AFRC) MPA**—Military Pay Appropriation  
**(Added-AFRC) MRT**—Maintenance Recovery Teams  
**MSL**—*mean sea level*  
**NAF**—*numbered Air Force*  
**NCR**—*national capital region*  
**(Added-AFRC) NMC**—Non-mission Capable  
**NOK**—*next of kin*  
**(Added-AFRC) O&M**—Operations and Maintenance  
**OCONUS**—*outside of the continental United States*  
**OPR**—*office of primary responsibility*  
**(Added-AFRC) ORM**—Operational Risk Management

**PA**—*public affairs*

**POW/MIA**—*prisoner of war/missing in action*

**Reg AF**—*regular Air Force*

**(Added-AFRC) RPA**—Reserve Pay Appropriation

**SAF**—*Secretary of the Air Force*

**(Added-AFRC) SAF/IA**—Secretary of the Air Force for International Affairs

**(Added-AFRC) SIC**—Shooters in Charge

**(Added-AFRC) SMS**—Single Mobility System

**(Added-AFRC) TTF**—Training, Test and Ferry

**UAS**—*unmanned aircraft system*

**USAF**—*United States Air Force*

**USAFA**—*United States Air Force Academy*

**USAFHFP**—*United States Air Force Heritage Flight Program*

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

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

### ***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.

**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. (AFRC) Approval Matrix.**

Aviation Support or Aerial Event (Not all inclusive, reference to applicable paragraphs is required)	Approval Levels <sup>1</sup>		
	Event	Participation	References
Static Display (CONUS)			3.4.1.
Public Event			3.1.
Small Public Events	Installation Commander <sup>2</sup>	AFRC/A3O <sup>13</sup>	3.4.1.
Large Public Events	SAF/PAY <sup>2</sup>	AFRC/A3O	3.2. 3.4.1.
Military Only Event	Installation Commander <sup>2</sup>	AFRC/A3O	3.2.
Flyover (CONUS)			3.4.2.
Public Event			3.1. 4.3.
Off-Base Eligible (Aviation Related)	SAF/PAY	AFRC/A3	3.1, 3.4.2, 4.3.
Exception-to-policy (non-aviation related)	SAF/PAY & AF/A3O	AFRC/A3 <sup>4</sup>	3.1.1.2., 4.3.
On-Base Public Event	SAF/PAY <sup>5</sup>	AFRC/A3	3.1.2., 3.2.1., 4.3.
Off-Base Patriotic Holiday	SAF/PAY <sup>2</sup>	AFRC/A3	4.3., 5.3.
Military Event (On-Base)			3.2.
Retirement/Change of Command	Approved	AFRC/A3 <sup>4</sup>	3.2.1.1. - 3.2.1.5, 4.3.
Exception-to-policy	AF/CV	AFRC/A3 <sup>6</sup>	3.2.1.4., 4.3., 5.1., 5.2., 5.4.
Patriotic Holiday	Approved	AFRC/A3	3.2.3., 4.3.

Change of Aircraft or Unit Flag Retirement	Approved	AFRC/A3	3.2.6., 4.3.
Other On-Base	Installation Commander <sup>2</sup>	AFRC/A3 <sup>7</sup>	3.2.2., 4.3.
Funeral or Memorial (Eligible)	AF/A3	AFRC/A3 <sup>4</sup>	Ch. 5, 4.3.
Exception-to-policy	AF/DS	AFRC/A3 <sup>4</sup>	4.3., 5.4.,
Aerial Review (CONUS)			3.4.4.
Single MAJCOM	OASD/PA <sup>8</sup>	AFRC/A3 <sup>4</sup>	3.4.4.1.1.
Multiple MAJCOMs	OASD/PA <sup>8</sup>	AFRC/A3 <sup>4</sup>	3.4.4.1.2.
Multiple Service/Nation	OASD/PA <sup>17</sup>	AF/A3	3.4.4.1.3.
Aerial Demonstration (CONUS)			3.4.5.
Public Event (AFI 11-246 profile)	SAF/PAY	AFRC/A3 <sup>4, 9</sup>	3.4.5.
Military Event (AFI 11-246 profile)	AFRC/CC	AFRC/A3 <sup>4, 9</sup>	3.4.5.
AFRC Standard Continuation Training Demonstration (off-base)	SAF/PAY	AFRC/A3	3.4.5., 4.3.
AFRC Standard Continuation Training Demonstration (on-base)	Installation CC's MAJCOM (AFRC/A3 at an AFRC installation) <sup>2,15</sup>	AFRC/A3	3.4.5., 4.3. AFI 35-101, 4.7.7.
Other Events/Support <sup>10</sup> (CONUS)	Participation Approval		
Missing Man at eligible events	AFRC/A3		3.4.7
Missing Man at other Events	AFRC/A3 <sup>4, 11</sup>		3.4.7
Aerial Photoshoots	AFRC/A3 <sup>13</sup>		6.11
Dissimilar Formation (Single and Multi-MAJCOM)	AFRC/A3 <sup>13</sup>		3.4.3.
Dissimilar Formation (Multi-Service/Nation or Civilian)	AFRC/CC <sup>4, 17</sup>		3.4.3.
Record Flight	AF/A3O and SAF/PAY <sup>17</sup>		6.4.
Test Aircraft	AF/A3 and SAF/AQ <sup>17</sup>		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.
OCONUS Events	Event	Participation	
Static Display	CCDR	AFRC/A3 <sup>16</sup>	6.10.
Flyover/Demonstration/Review	CCDR	AFRC/A3 <sup>16</sup>	6.10
International Air & Tradeshow	USD (P)	AFRC/A3 <sup>14, 16</sup>	6.11
<b>Notes:</b>			

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 AFI 11-209. MAJCOM/A3 approval level will be assumed in the absence of designation/delegation in the MAJCOM supplement.
2. See AFI 35-101 for more information and further delegations (e.g., Ch. 4 delineates on- base from off-base and public versus military events). A flyover for an off-base patriotic holiday must occur within 7 days before or after the national day of observance.
3. See paragraph 3.2.1 for Retirement and Change of Command guidance. MAJCOM is the waiver authority in accordance with paragraph 1.3.4.4.
4. Provide information copy to AF/A3OO.
5. Except as already approved under 3.1.2 as a military–sponsored on-base event.
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 AFI 11-246, then MAJCOM/A3 (or equivalent) approval is required. This may not be delegated. If aircraft is covered in AFI 11- 246, then follow waiver or non-standard profile approvals in accordance with AFI 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. The WG/CC, or a designated representative, may approve small tours or participation for a static display of aviation assets assigned to the home base unit of assignment.
14. Before an AFRC unit volunteers support, AFRC/A3O must coordinate with partner OCONUS MAJCOM planning staff, DSCA and SAF/IA country coordinator.
15. AFRC/A3 through AFRC/PA for AFRC installations.
16. AFRC/A3O provides info to AF/A3O and SAF/PAY.
17. For approval requests above AFRC/A3, units route event and participation approval requests through Task Management Tool (TMT).

### Attachment 3

## REQUIREMENTS FOR AIRCRAFT ON STATIC DISPLAY

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

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

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

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

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

### 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)**.