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SECRETARY OF THE AIR FORCE**

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PARTICIPATION IN AERIAL EVENTS

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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/A300). 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.

(AFSOC) Department of the Air Force Instruction (DAFI) 11-209, *Participation In Aerial Events*, is supplemented as follows: This supplement implements Air Force Special Operations Command (AFSOC) specific guidance and applies to Regular Air Force and civilians/contractors operating under AFSOC oversight. This publication does not apply to AFSOC-gained Air Force Reserve Command (AFRC), Air National Guard (ANG) units, Civil Air Patrol, or the United States Space Force (USSF). Ensure that all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This publication may not be supplemented or further implemented/extended. Requests for waivers must be submitted to the OPR listed above for consideration and approval. The authorities to waive wing/unit level requirement in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number 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, or alternately, to the requestor’s commander for non-tiered compliance items. Compliance with the attachments in this publication 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*.

(AFSOC) This supplement aligns AFSOC requirements with DAFI 11-209.

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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.

1.1.1. 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.

1.3.2.2.1. **(Added-AFSOC)** Waiver Requests. Submit waiver requests to the AFSOC/A3 through appropriate Group and/or Wing channels and AFSOC/A3V.

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-AFSOC)** Units participating in aerial events, as identified in **Attachment 1, Terms**, of the basic publication, are responsible for ensuring the event sponsor has obtained any required permission or waivers to applicable FAA, Air Force, or DOD directives.

1.3.5. **(Added-AFSOC)** Units participating in aerial events must follow current guidance outlined in consolidated AF/A3 & SAF/PA Annual Aerial Events Message which takes precedence over this DAFI.

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.

2.1. (AFSOC) Deputy Secretary of the Air Force, International Affairs (SAF/IA). AFSOC OC/A385 is the Air Force Special Operations Command's international events coordinator. CONUS assigned asset participation in international events will be approved by AFSOC/A3 for aerial events and static displays.

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.

2.2. (AFSOC) Deputy Secretary of the Air Force, Public Affairs (SAF/PA). AFSOC PA is the Air Force Special Operations Command's aerial public events coordinators.

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. (AFSOC) Unique Requests. AF/A3O is the approval authority for an aerial event requests not otherwise covered by this instruction. Submit such requests to AF/A3O for evaluation and approval, after obtaining MAJCOM approval. MAJCOMS submit requests at least 45 calendar days before the event. Submit unique requests not covered in DAFI 11-209 to AFSOC OC/A385 60 calendar days before the event. AFSOC/CC will approve before forwarding to AF/A3O for final approval on a case-by-case basis. (T-2)

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

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

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

2.4. MAJCOM Roles and Responsibilities.

2.4.1. Evaluates subordinate unit participation in authorized aerial events.

2.4.2. Coordinates with SAF/PA, SAF/IA, AF/A3OO and/or other agencies, as required, to determine the extent of participation authorized. Outside the continental United States (OCONUS) MAJCOMs coordinate initially with the combatant command. See [paragraph 6.9](#) for OCONUS events that require AF or Office of the Assistant Secretary of Defense Public Affairs approval or coordination.

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

2.4.3. (AFSOC) Aerial participation in CONUS public or military events will be IAW [Attachment 2, Table A2.1. \(T-2\)](#)

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

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

2.4.4.1. (Added-AFSOC) Units should contact event organizers to determine the level of support the host will provide and advise AFSOC OC/A385 of any additional requirements.

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/A300 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).

2.5.2. (AFSOC) AFSOC OC/A385 is the Air Force Special Operations Command's designated representative for all command participation in military or public events.

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).

2.5.3. (AFSOC) Group/CC will review all approved flyover profiles (see AFMAN 11-246). Approval of all flyover profiles is delegated to the Wing/CC. This approval will be coordinated with AFSOC OC/A385 for compliance with AFMAN 11-246 procedures. (T-3)

2.5.3.1. (Added-AFSOC) Air Force Special Operations Command is the "lead" MAJCOM for AFMAN 11-246, Vol 5, *Aircraft Demonstrations, AC-130, MC-130, EC-130J, U-28, CV-22, CAA.* AFSOC/A3 is the approval authority for uniquely tailored flight demonstration profiles. Submit approval documentation to the AFSOC/A3 IAW [Attachment 4](#).

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

2.5.4. (AFSOC) The senior AFSOC representative on station (wing commander, group commander, squadron commander or aircraft commander) has the authority to establish appropriate guidance for a static display. The availability of equipment and personnel, plus other variables, will determine exact procedures. Wings, groups or squadrons may supplement as necessary to cover other type of displays. See [Attachment 3](#), as supplemented, for additional precautions for aircraft placed on static display. The following four general categories should be considered in establishing static display procedures:

2.5.4.1. (Added-AFSOC) Aircraft Configuration. See [Attachment 3](#), as supplemented.

2.5.4.2. (Added-AFSOC) Location of Aircrew Members. Aircrew members on all aircraft will ensure that aircraft visitors do not deviate from prescribed routing through the aircraft. They will pay particular attention that visitors do not tamper with systems and equipment that could result in injury. (T-2)

2.5.4.3. (Added-AFSOC) Routing of spectators through aircraft.

2.5.4.4. (Added-AFSOC) Static Display Placards. Supporting units will normally furnish static display placards. If placards are not available, the supporting unit should coordinate with requestor to furnish the signs. Make all placards neat, large enough to be readily seen and prominently position them for the most effective exposure. The number and size of

the placards is left to the discretion of the supporting unit. See [paragraph A3.12](#) for additional information on aircraft placards.

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

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

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

2.5.6.2. Aerial reviews.

2.5.6.3. Directed by AF/A3O.

2.5.6.4. Flyovers in the Washington D.C. Flight Restricted Zone (FRZ)/National Capital Region (NCR) (generally airspace within 15 nautical miles of the Arlington Memorial Bridge): For joint service (involving Air Force aircraft), or Air Force aerial events in the FRZ, to include Arlington National Cemetery, the USAF will be the lead service, and Air Combat Command (ACC) will provide an Aerial Control Team (ACT) and a mission commander. **(T-0)**. **Note:** The 1st Helicopter Squadron provides the ACT for aerial events flown solely by the 1st 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. (AFSOC) Mission Commander Guidance and Procedures. AFSOC Mission Commander Guidance is addressed in AFMAN 11-2MDS, Vol 3 series publications. A mission commander is required for flyovers, aerial reviews, and aerial demonstrations. 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 1st 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. (AFSOC) Aerial Control Team (ACT) Guidance and Procedures. An ACT individual or member will be a rated officer, combat controller, air traffic controller or any subject matter expert necessary for the event. The ACT is responsible for the following: **(T-2)**

- 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)**.

Chapter 3

TYPE OF EVENT

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

3.1.1. Sponsorship. Public events can be sponsored by either DoD or non-DoD organizations. Such events can be good community relations and recruiting opportunities. Military exercises, movements, maneuvers or operations are not considered public events merely on the basis of being incidentally observed by the general public.

3.1.1.1. **(Added-AFSOC)** Public Event Approval. Military sponsors of public events will request approval of the event from AFSOC/PA a minimum of 45 calendar days prior to the event. **(T-3)**

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. **(AFSOC)** Retirement/Change of Command Ceremony. Flyovers or aerial reviews for off-base retirement or change of command ceremonies are not permitted. Approval of flyover participation in approved retirement or change of command events is delegated to the Wing/CC. **(T-2)** 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).

3.2.1.5. (AFSOC) Wing/CC may authorize aviation support, with their respective aircraft, in the form of static displays for on-base retirement or change of command ceremonies.

3.2.2. The installation commander may deem other on-base military events eligible based on the contribution such events make to fostering esprit de corps, military values and patriotism, and on their ability to stand the test of public scrutiny. Examples of other eligible events are: military graduation ceremonies, retreat ceremonies, and military parades. **Note:** For on-base memorial ceremonies for an individual, even if that individual is not automatically eligible per [paragraph 5.2](#), AFOG/CC approval is not required provided the individual's duty and lifestyle make that individual worthy of the honor (see [paragraph 5.2.9](#) and [paragraph 5.4](#)). MAJCOMs have the authority to approve flyovers or jump platform aircraft by their assigned operational aircraft in support of approved events on their respective command bases.

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

3.2.2.2. Funeral or memorial events (see [Chapter 5](#) for criteria).

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

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

3.2.2.5. (Added-AFSOC) Consult [Attachment 2, Table A2.1](#), for approval authority for assigned operational aircraft for flyovers or jump platform in support of approved base events.

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

3.4. Types of Support for Aerial Events.

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

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

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

3.4.1.3. Event and participation approval guidance is located in the table at [Attachment 2](#). Consider the safety standards in [Attachment 3](#), along with those in Technical Order 00-80G-1, *Make Safe Procedures for Public Static Display* series publications (available from AFMC, <https://www.tinker.af.mil/home/technical-orders>), in planning and staging each static display. Aircraft specific guidance in a technical order supersedes the general guidance in this publication.

3.4.1.4. (Added-AFSOC) Approval of static display participation in approved on base military events is delegated to the Wing/CC. MAJCOM approval is needed for public statics away from home station.

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. (AFSOC) Flyover. A single straight and level non-aerobatics pass by no more than four military aircraft in formation (of the same type, and from the same military service) over a predetermined point on the ground, and at a specified time. All flyovers must be approved by AFSOC/A3 or higher (see [Attachment 2](#), [Table A2.1](#)). Units performing the flyover must submit, through appropriate Group, Wing channels and AFSOC OC/A385, an endorsement memo to AFSOC/A3 using form 679A. See [Attachment 4](#) for minimum required content of endorsement memo. For those events requiring higher than AFSOC/A3 approval, the AFSOC OC/A385 will coordinate that approval upon receipt of unit's endorsement memo. Suspense to AFSOC OC/A385 for approval per [paragraph 3.4.9](#).

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

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

3.4.2.3. Arcing Pass. Bank angles of up to 45 degrees for fighters/30 degrees all other aircraft, but not to exceed limits established in AFMAN 11-2-mission design series (MDS),

Volume 3 limits. **Note:** Use of arcing passes versus wings-level passes requires MAJCOM/A3 approval.

3.4.2.3. **(AFSOC)** AFSOC aircraft, while performing a flyover will be limited to bank angles of up to 60 degrees, which may be used if required to improve the visibility of the aircraft to spectators. **(T-2)**

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

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

3.4.3.1.1. **(Added-AFSOC)** See AFMAN 11-2MDS, Vol 3 for guidance on dissimilar formations. Approval for employment of dissimilar formation is IAW **paragraph 2.3.1**, as supplemented.

3.4.3.1.2. **(Added-AFSOC)** Dissimilar Formations will be practiced prior to the event unless the requesting unit has received previous AFSOC/A3 approval. **(T-2)**

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)**.

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

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

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

3.4.4.1.1.1. **(Added-AFSOC)** All aerial reviews must be approved by AFSOC/A3 or higher (see **Attachment 2, Table A2.1**). Units performing the aerial review must submit, through appropriate Group, Wing channels and AFSOC PA, an endorsement memo to AFSOC/A3 using form 679A for event approval. See **Attachment 4**, for minimum required content of endorsement memo. For those events requiring higher than AFSOC/A3 approval, the AFSOC PA will coordinate that approval upon receipt of unit's endorsement memo for event approval. Suspense to AFSOC/A3 for approval per **paragraph 3.4.4.1.1.2** AFSOC PA will coordinate with SAF/PAN for event approval.

3.4.4.1.1.2. **(Added-AFSOC)** Aerial review (single MAJCOM) suspenses for approval. **(T-2)**

3.4.4.1.1.2.1. **(Added-AFSOC)** 10 working days for AFSOC approval. **(T-2)**

3.4.4.1.1.2.2. **(Added-AFSOC)** 21 working days for events requiring Air Staff Coordination/Approval. **(T-2)**

3.4.4.1.1.2.3. **(Added-AFSOC)** 45 working days for all other requests. **(T-2)**

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.

3.4.4.1.2. **(AFSOC)** Assets from Multiple MAJCOMs. Participation approval authority for MAJCOM-to-MAJCOM flyovers rests with AFSOC/A3. Submit approval documentation to the AFSOC/A3 IAW **Attachment 4**. Suspense to AFSOC/A3 for approval is 14 working days.

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

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

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

3.4.5. (AFSOC) Aerial Demonstrations. 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. See AFMAN 11-246 series, for specific policy on aerial demonstration teams, and demonstration profiles for certain aircraft. Participation approval authority for aerial demonstrations of AFSOC assets rests with AFSOC/A3. Submit approval documentation to AFSOC/A3 IAW [Attachment 4](#). Suspense to AFSOC/A3 for approval per [paragraph 3.4.5.4](#).

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.

3.4.5.1.1. (Added-AFSOC) Aerial demonstration profiles (see AFMAN 11-246) will be reviewed and approved IAW [paragraph 2.5.3](#) as supplemented. 1

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 (USFA) graduation ceremony and a funeral flyover at the USFA cemetery,

both at approximately the same time). Each event should stand on its own, and be completely independent.

3.4.5.4. **(Added-AFSOC)** Aerial demonstration suspenses for AFSOC/A3 approval. **(T-2)**

3.4.5.4.1. **(Added-AFSOC)** 10 working days for AFSOC approval. **(T-2)**

3.4.5.4.2. **(Added-AFSOC)** 21 working days for events that require Air Staff Coordination/Approval. **(T-2)**

3.4.5.4.3. **(Added-AFSOC)** 45 working days for all other requests. **(T-2)**

3.4.6. **Funeral Flyover:** Refer to **Chapter 5**.

3.4.7. **Missing Man Formation.** A flyover reserved for appropriate occasions and is employed only on those occasions when the theme is solemn and commemorative. This formation may be flown for any funeral or memorial approved in accordance with this DAFI or to support commemorative events on the following patriotic holidays: 1) Memorial Day, 2) National Prisoner of War/Missing in Action Recognition Day, and 3) Veterans Day. When the missing man formation is flown on a patriotic holiday, the commemorative event, which the formation supports, may not be held in conjunction with another event such as an air show or sporting event. All other uses of the missing man formation require the approval of MAJCOM/A3 (will not be delegated).

3.4.7.1. **(Added-AFSOC)** Missing man formations events not approved will be staffed and approved through Group/Wing and AFSOC OC/A385 for AFSOC/A3 approval.

3.4.8. **(Added-AFSOC)** Approval of flyover participation in change of aircraft or unit flag retirement is delegated to the Wing/CC. **(T-2)**

3.4.9. **(Added-AFSOC)** Flyover suspenses for approval. **(T-2)**

3.4.9.1. **(Added-AFSOC)** 7 working days for Wing approval. **(T-2)**

3.4.9.2. **(Added-AFSOC)** 10 working days for AFSOC approval. **(T-2)**

3.4.9.3. **(Added-AFSOC)** 21 working days for events requiring Air Staff Coordination/Approval. **(T-2)**

3.4.9.4. **(Added-AFSOC)** 45 working days for all other requests. **(T-2)**

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. (AFSOC) 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. Approval authority for aerial events is IAW [Attachment 2, Figure A2.1](#). When the aerial event requires multi-command or multi-service approval, submit the request through the appropriate MAJCOM chain of command for MAJCOM approval before submitting to AFSOC. Air Force aviation support not described in this chapter must 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)**

4.1.1. **(Added-AFSOC)** The approval package, as addressed in [Attachment 4](#) will document acceptable altitudes for the demonstration flown. The package approval process will validate safety of planned altitudes and profile. **(T-3)**

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. (AFSOC) Operational Criteria. Safety is the prime consideration at all times. Do not engage in activities that compromise the safety of spectators or that could damage or destroy property. Wing Commanders (or equivalent) must review the Operational Risk Management (ORM) assessment for all events requiring AFSOC/A3 approval (flyover profiles, aerial demonstration profiles, etc.). Keep the ORM assessment for any aerial event on file for 1-year following the event. Minimum items to be included in the ORM assessment are listed in [Attachment 5](#). **(T-2) 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. **Note:** All requests should consider the community and public affairs impact, flying hours required to support the event, operational and training requirements, airframe and crew availability, host airfield limitations, Aircraft Generation Equipment (AGE) support, and security requirements. Refer to AFI 11-246, Vol 5 for AFSOC approved aerial demonstration profiles and procedures. While the following paragraphs address events within the United States,

events outside of the United States require compliance with local/host-nation rules and regulations. **(T-0)**.

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

4.2.2. **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.

4.2.2.1. **(Added-AFSOC)** The minimum altitude for participation in all aerial events will be dictated by each MDSs minimum enroute altitude as listed in the respective AFMAN 11-2MDS series, Vol 3. **(T-2)**

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

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

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

4.2.3.3. **(Added-AFSOC)** Flyovers, aerial reviews, capabilities demonstrations, and rescue demonstrations must be flown using appropriate AFMAN 11-2MDS, Vol 3, *MDS—Operations Procedures*, procedures and restrictions. **(T-2)**

4.2.3.4. **(Added-AFSOC)** For Aerial reviews, capabilities demonstrations, and rescue demonstrations, if airspeeds are incompatible, other means of de-conflicting and synchronizing aircraft, such as altitude, timing, or flight path separation, must be utilized. **(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)*.

4.2.5. 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.

4.2.7.1. (AFSOC) AFSOC/A3 will approve requests for overflight of designated spectator areas on a case-by-case basis. FAA approval, where appropriate, will be secured first. Waivers will be staffed through AFSOC/A3V.

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

4.2.7.2.1. Equipment.

4.2.7.2.2. Container delivery system.

4.2.7.2.3. Personnel using round canopies.

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

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

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

4.2.7.6. To 50 feet between the spectator area and the landing target for the airdrop of precision parachute demonstration teams (for example, the Wings of Blue) when steerable square main and reserve canopies are used. The airdrop may include a high altitude, low opening demonstration.

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

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

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.

5.1.1. **(Added-AFSOC)** Wing/CC is the approval authority for participation in approved on base funeral/memorial flyovers.

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

5.2. (AFSOC) Eligibility. Approval of flyover participation in approved on base memorial or funeral events is delegated to the Wing/CC. **(T-2)** The following list are eligible 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. (AFSOC) Exceptions-to-Policy. Servicing base mortuary affairs initiates requests for exceptions to funeral and memorial service policy and staffs the request through MAJCOMs to AF/A300. Requests that are handled directly by Air Force mortuary affairs (AFMO) are staffed to AF/A300. Exception-to-policy 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/A300 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). AF/A300 coordinates a package for Air Force Director of Staff (AF/DS) decision. Requests for ETP funeral or memorial service aerial events will be staffed through Group/Wing, AFSOC OC/A385 and AFSOC/A3. AFSOC OC/A385 will coordinate with AF/A300. 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/A300 processes the exception-to-policy request once the requestor has secured a volunteer. AF/A300 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.

6.4. 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/A300; participation approval is delegated to the MAJCOMs for the aviation support (see AFMAN 35-101).

6.8. (AFSOC) Exception-to-Policy Procedures for Public Events. Participation in approved ETP events will be approved by AFSOC/A3. Request packages will be staffed through Group/Wing and AFSOC OC/A385.

6.8.1. Annually AF/A30 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/A30 delegates participation approval to MAJCOM/A3, or designated representative, for exception-to-policy approved events. MAJCOM ensures that the volunteer unit supports the event as an addition to an approved training mission and that the support rendered passes the test of public scrutiny (e.g., training accomplished, impact to operations,

proximity of event to the base, additional support requirements, and wing commander support). Once participation approval is granted, the MAJCOM office responsible for aerial events will update the SAF/PA website not later than two working days prior to the event to reflect that participation has been granted. Notification includes at a minimum the participation approval, unit, type, and number of supporting aircraft.

6.8.2.1. **(Added-AFSOC)** AFSOC CONUS units volunteering to support an approved aerial event must notify Group, Wing and AFSOC chain of command for command approval IAW **Attachment 2, Figure A2.1** Participation in the event should meet the requirements listed in **paragraph 6.9.2. (T-2)**

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

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

6.9.1.1. **(Added-AFSOC)** AFSOC CONUS assigned aircraft which are invited to participate in an OCONUS airshow (i.e., an AC-130 participating in RAF Mildenhall Open House) must receive participation approval as addressed in **paragraph 4.1** and **paragraph 4.2. (T-2)**

6.9.1.2. **(Added-AFSOC)** AFSOC OCONUS assigned aircraft invited to participate in theater outreach events must receive event approval through the theater PA (USAFE or PACAF) in coordination with SOCEUR/SOCPAC and participation approval through the CC with OPCON of aircraft. Send info copies to AFSOC PA & AFSOC/A3.

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.

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

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

6.10.4. MAJCOMs with units planning to participate in international air shows and trade exhibitions approved by USD(P) must first coordinate with DSCA via SAF/IA. This is normally accomplished during periodic teleconferences hosted by DSCA. Planning and execution details are developed by the MAJCOMs during these conferences.

6.10.5. MAJCOMs requesting resources from outside of the requesting geographic commander’s area of responsibility should submit requests to AF/A3OO approximately 5 months prior to the first trade show of the calendar year. (**Note:** This gives MAJCOMs time to coordinate airlift, air refueling, lodging, visas, etc.) AF/A3OO submits the lists of requested USAF assets to applicable MAJCOMs to determine operational impact and to coordinate participation of assets from outside the requesting geographic combatant commander’s area of responsibility. During this process, AF/A3O reconciles the asset requests against the MAJCOM’s operational concerns, develops requirement lists (with USAF senior leadership positions), and tasks support as required.

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

6.12. (Added-AFSOC) Aerial Event Approval and Coordination. Units wishing to participate in aerial events should volunteer via the SAF/PA aerial events web site and then request MAJCOM participation approval for statics through the OC/A385 for OC/CC approval; flyovers through AFSOC/A3V for AFSOC/A3 approval. OC/A385, AFSOC/A3V and AFSOC/PA will synchronize coordination on all public aerial events as to avoid duplication of efforts.

Deputy Chief of Staff, Operations
MATTHEW W. DAVIDSON,

Maj Gen, USAF
Director of Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

14 C.F.R. Part 105.21, *Parachute operations over or into a congested area or an open-air assembly of persons*

32 USC, *National Guard*

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

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

DoDI 7230.8, *Leases and Demonstrations of DoD Equipment*, 2 January 2009

DoDI 5410.19, *Public Affairs Community Relations Policy Implementation*, 13 November 2001

JP 3-50, *Personnel Recovery*, 2 October 2015

AFPD 11-2, *Aircrew Operations*, 31 January 2019

DAFI 33-360, *Publications and Forms Management*, 1 December 2015

AFMAN 10-1004, *Conducting Air Force Open Houses*, 23 August 2018

AFMAN 11-202, Volume 1, *Aircrew Training*, 27 September 2019

AFMAN 11-202, Volume 3, *Flight Operations*, 10 June 2020

AFMAN 11-2MDS, Volume 3, *MDS Specific Operations Procedures*

AFMAN 11-246, Volume 7, *Air Force Aircraft Demonstrations (Sailplanes)*, 27 March 2020

AFMAN 11-402, *Aviation and Parachutist Service*, 24 January 2019

AFI 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, 6 December 2018

AFI 31-115, *Law and Order Operations*, 18 August 2020

AFI 31-101, *Integrated Defense*, 25 March 2020

AFI 34-501, *Mortuary Affairs Program*, 16 April 2019

AFMAN 35-101, *Public Affairs Procedures*, 7 December 2020

AFI 64-103, *Leasing Non-Excess USAF Aircraft, Aircraft – Related Equipment and Other Personal Property to Non-Government Organizations*, 19 August 2020

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

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

Prescribed Forms

(Added-AFSOC) None

Adopted Forms

AF Form 847, *Recommendation for change of Publication*

(**Added-AFSOC**) AFSOC Form 679A, *AFSOC A3 Waiver Request/Approval*

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*

AETC—*Air Education and Training Command*

(**Added-AFSOC**) **AF/A300**—*Air Force Operations Group*

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-AFSOC**) **AFRIMS**—*Air Force Records Information Management System*

(**Added-AFSOC**) **AFSOC**—*Air Force Special Operations Command*

(**Added-AFSOC**) **AFSOC OC/A385**—*Air Force Special Operations Command, Operations Center, Operations*

(**Added-AFSOC**) **AFSOC/A3**—*Air Force Special Operations Command, Director of Operations*

(**Added-AFSOC**) **AFSOC/A30**—*Air Force Special Operations Command, Operations Division*

(**Added-AFSOC**) **AFSOC/A3V**—*Air Force Special Operations Command, Standardization and Evaluation*

(**Added-AFSOC**) **AFSOC/PA**—*Air Force Special Operations Command, Public Affairs*

(**Added-AFSOC**) **AGE**—*aircraft generation equipment*

AMC—*Air Mobility Command*

AOR—*area of responsibility*

ARC—*Air Reserve Component*

ATC—*air traffic control*

CC—*commander*

CCDR—*combatant command 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*
(Added-AFSOC) FAA—*Federal Aviation Association*
FCG—*Foreign Clearance Guide*
FRZ—*flight restricted zone*
GPS—*global positioning system*
MAJCOM—*major command*
MDS—*mission design series*
MSL—*mean sea level*
NAF—*numbered Air Force*
NCR—*national capital region*
NOK—*next of kin*
OCONUS—*outside of the continental United States*
OPR—*office of primary responsibility*
(Added-AFSOC) ORM—*operational risk management*
PA—*public affairs*
POW/MIA—*prisoner of war/missing in action*
(Added-AFSOC) RAF—*Royal Air Force*
(Added-AFSOC) RDS—*records disposition schedule*
Reg AF—*regular Air Force*
SAF—*Secretary of the Air Force*
(Added-AFSOC) SAF/PAN—*Secretary of the Air Force, Public Affairs Office*
(Added-AFSOC) TOT—*time on target*
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*

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 Frecce Tri Colore, and the Japanese Blue Impulse.

Funeral Flyover—A flyover at a funeral, interment, 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 ¹		Paragraph References
	Event	Participation	
Static Display			3.4.1.
Public Event			3.1.
Small Public Events	Installation Commander ²	MAJCOM ⁷	3.4.1.1.
Large Public Events	SAF/PAY ²	MAJCOM ⁷	3.4.1.2.
Military Only Event	Installation Commander ²	MAJCOM ^{3, 7}	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 ⁴	3.3.
On-Base Public Event	SAF/PAY ⁵	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 ⁴	3.2.1.1. - 3.2.1.5
Exception-to-policy	AF/CV	MAJCOM ⁶	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 ⁷	3.2.2.
Funeral or Memorial (Eligible)	AF/A3	MAJCOM ⁴	5.2.
Exception-to-Policy	AFOG/CC or AF/DS	MAJCOM ⁴	5.4.
Aerial Review			3.4.4.
Single MAJCOM	OASD/PA ⁸	MAJCOM ⁴	3.4.4.1.1.
Multiple MAJCOMs	OASD/PA ⁸	Applicable MAJCOMs ⁴	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 ^{4, 9}	3.4.5.
Military Only Event	MAJCOM	AFMAN 11-246 ^{4, 9}	3.4.5.
Other Events/Support ¹⁰			
Missing Man at eligible events	MAJCOM		3.4.7.
Missing Man at other Events	MAJCOM/A3 ^{4, 11}		3.4.7.
Aerial Photoshoots	MAJCOM/A3 ¹³		6.11.
Dissimilar Formation (Single and Multi-MAJCOM)	MAJCOM/A3 ¹³		3.4.3.1.
Dissimilar Formation (Multi-Service/Nation or Civilian)	MAJCOM/CC ^{4, 12}		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

Attachment 2 (AFSOC)

Note to table A2.1 (Added) AFSOC/A3 or higher must provide participation approval for aerial events and flyovers for all public events.(see **table 2.1** for applicable approval level).
END ATTACHMENT

Attachment 3

REQUIREMENTS FOR AIRCRAFT ON STATIC DISPLAY

A3.1. Public Access Not Allowed.

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

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

A3.1.1.2. (Added-AFSOC) Segregate large scale aircraft parking from vendor areas and other essential traffic areas by at least 200 feet, or provide a physical and visual cordon around large scale aircraft. (T-2)

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).

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

A3.1.6. (Added-AFSOC) Aircraft with gun systems will be electrically and mechanically saved, IAW applicable T.O. procedures. (T-2)

A3.1.7. (Added-AFSOC) Classified equipment or information will not be displayed or discussed unless authorized by appropriate authority.

A3.1.8. (Added-AFSOC) Remove all electrical power, if not required.

A3.1.9. (Added-AFSOC) Ensure no smoking signs are prominently displayed.

A3.1.10. (Added-AFSOC) Deplete fuel load sufficiently to prevent expansion siphoning.

A3.1.11. (Added-AFSOC) Install chocks, ground wires, and engine and pitot tube covers. Ground wires will be secured to prevent tripping hazard.

A3.1.12. (Added-AFSOC) Position staircases (if required) securely, equip with handrails, and ensure they are free of tripping hazards.

A3.1.13. (Added-AFSOC) Stow all roller conveyors not required for displayed cargo.

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

A3.2.1. Follow instructions in paragraphs [A3.1.2](#), [A3.1.3](#), and [A3.1.4](#).

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

A3.2.3. Make safe canopies, if applicable, landing gear struts, tail hooks, access ladders, internal ladders, passenger and cargo loading doors, cargo loading ramps, and other parts posing a hazard to the general public. Restrict public access to the flight deck (public may view

the flight deck, if practical). A qualified maintenance officer, maintenance NCO, or assigned aircrew member at deployed locations will personally perform these checks. (T-2).

A3.2.4. The aircraft commander will ensure an aircrew member is present at the flight deck at all times to prevent public access and to confirm proper switch and handle positions before leaving the aircraft. (T-2). Before engines start, the aircraft commander ensures the entire aircraft is thoroughly inspected for any debris or items left during the static display. (T-2).

A3.2.5. If these requirements cannot be met, set up static display according to [paragraph A3.1](#).

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

A3.3.1. Follow instructions in paragraphs [A3.1.2](#), [A3.1.3](#), [A3.2.2](#), and [A3.2.3](#).

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

A3.3.3. The aircraft commander will ensure that an aircrew member is present at the cockpit, or on the flight deck, at all times during the display and confirms proper switch and handle positions before leaving the aircraft. (T-2). Before engine(s) start, the aircraft commander ensures the entire aircraft is thoroughly inspected for any debris or items left during the static display. (T-2).

A3.3.4. If these requirements cannot be met, set up static display according to paragraphs [A3.1](#) or [A3.2](#).

A3.4. Other Precautions.

A3.4.1. If open crew or cargo entry or escape hatches present a hazard to the public; air and ground crews will barricade and directly supervise them to positively prevent public access or exit. (T-1). Air and ground crews will close and lock the hatch if these requirements cannot be met. (T-1).

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

A3.4.3. Air and ground crewmembers must instruct members of the general public about what they may or may not touch while sitting in the cockpit or on the flight deck of an aircraft on static display. (T-2).

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

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

A3.5. (Added-AFSOC) Preparation of Aircraft.

A3.5.1. (Added-AFSOC) Aircraft selected for display will be thoroughly washed and the cockpit(s)/interior(s) cleaned before departing from the home station. Aircraft will have new or like new "REMOVE BEFORE FLIGHT" warning streamers for display. (T-3)

A3.5.2. **(Added-AFSOC)** When aircraft are to participate in static displays, the wing/group commander owning the aircraft, or a representative (normally a squadron commander), will personally inspect the aircraft prior to departure for the host base/location. **(T-3)**

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

A3.6.1. **(Added-AFSOC)** The aircrews and crew chiefs selected to participate in static displays must be of the highest caliber and be thoroughly familiar with the weapons system which they are displaying. Personal appearance and speaking ability are two of the characteristics that should be considered when selecting crews for this task. **(T-3)**

A3.6.2. **(Added-AFSOC)** Aircrews and crew chiefs must be in strict compliance with DAFI 36-2903, *Dress and Personal Appearance of United States Air Force and United States Space Force Personnel*, as supplemented, with new or like new flight suits or duty uniforms, flight caps, boots, and jackets (when weather dictates); aircrews from the same aircraft should be attired similarly, i.e. T-shirts, patches, jackets, etc. **(T-3)**

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

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

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

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

A3.11. (Added-AFSOC) Special Instructions:

A3.11.1. **(Added-AFSOC)** After a static display, aircrew will make a complete and thorough preflight with emphasis on FOD and damage to aircraft components.

A3.11.2. **(Added-AFSOC)** Aircraft maintenance work stands are not engineered or designed to safely allow large groups of people to view static displays. Specifically designed and engineered platforms for viewing aircraft interiors are preferred. If aircraft maintenance stands must be used, extreme care must be taken to ensure the weight bearing capability of the stand is not exceeded and additional supports may be necessary to reinforce the stand. (See AFOSHSTD 91-502, *Air Force Consolidated Occupational Safety Standard*, and specified T.O. for applicable work stand.) Aircrews and the event sponsor are responsible for maintaining complete control over the number of personnel on the work stand. **(T-2)**

A3.11.3. **(Added-AFSOC)** Aircrew members at a static display represent the entire Air Force, and anything said or done can be construed as being "typical" of the Air Force.

A3.12. (Added-AFSOC) Placards.

A3.12.1. **(Added-AFSOC)** All static display placards must be standardized within a wing/unit. Whenever possible, static display participants should have a placard available.

A3.12.1.1. (**Added-AFSOC**) Each aircraft placard will portray, at a minimum:

A3.12.1.1.1. (**Added-AFSOC**) Model designation series and name, e.g., AC-130H, Spectre.

A3.12.1.1.2. (**Added-AFSOC**) Mission.

A3.12.1.1.3. (**Added-AFSOC**) Ceiling.

A3.12.1.1.4. (**Added-AFSOC**) Range in statute miles (without air refueling).

A3.12.1.1.5. (**Added-AFSOC**) Armament (if applicable).

A3.12.2. (**Added-AFSOC**) Placards will be kept in like-new condition.

A3.12.3. (**Added-AFSOC**) Aircraft description placards, if available, will be in good repair and placed directly in the cargo compartment or front of the aircraft.

Attachment 4 (Added-AFSOC)**AFSOC PARTICIPATION DECISION REQUEST FORMAT**

A4.1. (AFSOC) Request Format. Provide the information below in section 9 of AFSOC Form 679A, *AFSOC A3 WAIVER REQUEST/APPROVAL*.

A4.1.1. (AFSOC) Event: Event Title, should match the DD Form 2535.

A4.1.2. (AFSOC) Where: Event location, city/base/location and state or country (Identify exact flyover location).

A4.1.3. (AFSOC) When: Date.

A4.1.4. (AFSOC) Aircraft: MDS aircraft and number involved.

A4.1.5. (AFSOC) Formation: Types of formations to be flown (if applicable).

A4.1.6. (AFSOC) Flight Profile: Planned airspeeds and altitudes, holding patterns (if applicable), planned ground track, entry/demonstration/exit. Include TOT, planned and back-up timeline.

A4.1.7. (AFSOC) Capabilities: Type of aircraft capabilities to be demonstrated. Include airdrop intended point of impact relative to the crowd line and show line (if applicable). If a demonstration includes use of munitions, include intended point of impact/detonation and safety zone relative to the crowd line and show line.

A4.1.8. (AFSOC) Control: On-scene ground supervision and on-scene communications and control procedures.

A4.1.9. (AFSOC) Aircrew: Qualification and certification of the participating aircrew members in the maneuvers to be performed.

A4.1.10. (AFSOC) Rehearsal: If a rehearsal/practice run is planned, include date, time, location, and participants.

A4.1.11. (AFSOC) Operational Risk Management: Overall ORM assessment. Simply state Low, Medium, or High risk category. Include a copy of this ORM assessment if the overall assessment is above Low.

A4.1.12. (AFSOC) List waivers obtained and provide as an attachment to endorsement memo.

A4.1.13. (AFSOC) Additional Comments: Provide any additional information deemed appropriate.

Attachment 5 (Added-AFSOC)**OPERATIONAL RISK MANAGEMENT GUIDELINES**

A5.1. (AFSOC) Operational Risk Management: Submit ORM assessment using the following guidelines:

- A5.1.1. (AFSOC) Air traffic density in the area of intended operations.
- A5.1.2. (AFSOC) FAA/ATC services in the area of intended operations.
- A5.1.3. (AFSOC) Terrain while low level (if applicable).
- A5.1.4. (AFSOC) Likelihood of uncontrolled aircraft.
- A5.1.5. (AFSOC) Experience and composition of the aircrew.
- A5.1.6. (AFSOC) The proximity and size of population areas.
- A5.1.7. (AFSOC) Expected bird condition.
- A5.1.8. (AFSOC) Formation procedures (if applicable).
- A5.1.9. (AFSOC) Dissimilar aircraft/formation (if applicable).
- A5.1.10. (AFSOC) Any additional unusual or different activities that should be taken into consideration.