

USAF Thunderbirds Support Manual 2013



Summary of Changes

- Housing requirements have been adjusted and additional clarification provided
- Updated suspense for lodging paperwork to 90 days prior to Thunderbirds' arrival.
- Smoke oil procurement procedures have changed. A central supply source is in coordination, but as of December 2012, is not yet approved. Current approved procedures are outlined.

Added requirements for show sites that would like to rebroadcast in-cockpit audio/video

- Added requirements for artificial show lines.
- Added requirements for over-water show sites and updated boat requirements
- Updated suspense for airfield diagram to 90 days for all show sites

Updated crowd line restrictions.

- Added clarification for briefing room internet requirements.
- Emphasized waiver requirement for Advance Pilot arrival.
- Updated media flight airspace requirements
- Updated suspense for local media/hometown hero flyer paperwork to **45 days prior** to Thunderbirds' arrival.
- Updated suspense for national media/celebrity flyer paperwork to **60 days prior** to Thunderbirds' arrival.
- Updated recognition ceremony script requirements

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GLOSSARY

Commander's Letter

Dear Air Show Sponsor,

Let me begin by offering my personal thanks for inviting the 2013 Thunderbird team to be a part of your event. The team looks forward to taking our demonstration to your site, as each show allows us to represent the Active Duty, Air National Guard, Air Force Reserve and civilian men and women who are serving around the world. As we start our 60th season we are humbled and honored to represent the successes that over six decades of Airmen have achieved.

This support manual represents many years of experience and lessons-learned, designed to assist you with this huge undertaking. An attentive and deliberate review of this document will ensure your event provides the 90% solution to help us accomplish the Thunderbird mission. **The key to success is to start early, build a good foundation of preparation by reading this manual, and contact us with your questions.**

I encourage you to ask questions and send your ideas early to our Thunderbird Air Show Events Coordinator and Public Affairs staff. **January to March is when most of our planning is done and details are finalized.** As we combine your vision for success with our team's road-tested experience, we'll undoubtedly find the best way to present a picture-perfect show.

Once again, thank you for your support of the United States Air Force by asking the Thunderbirds to be a part of your event. We appreciate, in advance, all the hard work your team will commit to this event. I can guarantee each member of the 2013 team will work just as hard. We are excited to represent the professional and dedicated Airmen of the world's greatest air, space, and cyberspace power!

GREGORY M. MOSELEY, LtCol, USAF
Commander / Leader

Keys to Success

1. Ensure that TFR and waivers are in effect and no aircraft (commuters, other demo teams, civilian traffic, etc) enter into the airspace during arrival, practice and demonstration aerial work
2. Arrange for snow fencing for entire crowd line with no gaps below fence and ensure distance from Thunderbirds' jet's nose tires to crowd line is $\geq 300'$.
3. Ensure that Thunderbird maintenance hangar is not used for any air show function and is empty, ready for exclusive Thunderbirds use upon Advance Pilot arrival. Ensure the hangar is large enough for all 8 aircraft.
4. Coordinate for jets to park in same location from arrival until departure. Ensure your ground parking plan takes into account the Thunderbird's aircraft and how that will affect your static aircraft arrival and parking.
5. Provide access to tow jets from hangar to jet parking location during duration of stay without towing through the crowd line.
6. Ensure all required AGE and vehicles are in place and ready for inspection at the designated time on the team's arrival day. Give yourself adequate time to collect and position all of the vehicles. In many cases, this will require you to place them the night before the team's arrival.
7. Ensure highly-visible showcenter and bomb burst markers are in place with accurate GPS coordinates in DD MM.MMM format prior to Advance Pilot's arrival.
8. Ensure the airfield is swept for debris before the first F-16 arrives to ensure all taxiways, parking areas, and runways are clear of debris that could damage our F-16 engines. Please note, even small pebbles or loose asphalt can cause engine damage.

Chapter 1

Getting Started

1. **IN GENERAL:** We make operational and management decisions based upon the information you provide us. Ensure you keep our Thunderbird Air Show Events Coordinator informed and meet the planning checklist requirements and timeline.

2. **THUNDERBIRD PROJECT OFFICER:** Name one individual as your Thunderbird Project Officer, and allow that person to be the sole source of contact with the Thunderbird Air Show Events Coordinator.

a. The Thunderbird Project Officer must read this manual and be acquainted with the respective areas of responsibility. He or she should be able to discuss all details of your air show and our operational requirements. Details will include, but are not limited to, your schedule of events, FAA waivers, airfield/show site diagrams, housing and transportation requirements, PR requests, etc.

b. The Thunderbird Project Officer must be readily available for direct coordination at least 45 days prior to the air show. Please do not send your project officer on temporary duty (TDY) during this time, or assign additional duties that could conflict with air show requirements.

c. The Thunderbird Project Officer needs to meet the Advance Pilot upon his or her arrival. For deployed sites, the Project Officer needs to be available at the Thunderbird aircraft parking location.

3. **AIR FORCE RECRUITER:** Recruiting quality candidates for military service is the heart of the Thunderbird mission. It is essential local recruiters take an active role in coordinating activities that enhance recruiting. Recruiters must work closely with your Public Affairs or Publicity representative for maximum benefit from our visit. Please keep them involved during your planning as they are a valuable resource.

4. **PUBLIC AFFAIRS:** An effective publicity campaign is crucial to a successful air show. The Public Affairs representative should distribute all pre-show publicity, arrange for media interviews, PR commitments, and live coverage of the air show. The representative is also responsible for coordinating with local recruiters, and coordinating all receptions, dinners, and public relations visits, as well as informing the Thunderbirds as to which events are spouse/children friendly for Thunderbird families who have traveled to the show site. He or she will not commit the Thunderbirds to any engagements until they receive authorization from the Thunderbird Air Show Events Coordinator.

5. **MEDICAL REPRESENTATIVE:** The Medical representative serves as a liaison between the Thunderbird Flight Surgeon and the nearest medical facility. The representative need not be on call and does not need to attend the Advance Pilot meeting. He or she simply acts as a liaison and provide information to our doctor.

6. MAILING ADDRESS

a. When corresponding with the Thunderbirds, send all letters and packages to:

(NAME)
USAFADS "Thunderbirds"
4445 Tyndall Ave
Nellis AFB NV 89191-6079

b. Send important information by priority mail, in sufficient time to reach us before the suspense date.

7. TELEPHONE NUMBERS

- a. Thunderbird Air Show Events Coordinator – Mr. Michael “Teddy” Rux
DSN 682-9593 Comm (702) 652-9593 Fax -4116
E-mail: Michael.rux@nellis.af.mil

- b. Public Affairs – Maj Darrick Lee
DSN 682-7200 / 2984 Comm (702) 652-7200 / 2984 Fax -6367
Email: darrick.lee@us.af.mil

8. DEMONSTRATION FEE

- a. Department of Defense policy states civilian shows must pay \$6,000 per official demonstration. For example, a two day air show would require the civilian show site to pay \$12,000. This is a partial reimbursement for expenses. Make checks payable to “Defense Accounting Office”, and mail to the address listed above.

- b. Checks must arrive at least 30 days before your air show. If the show is cancelled for any reason after the Thunderbirds arrive, we unfortunately cannot reimburse you.

9. AIR SHOW INFORMATION SHEET

- a. The Air Show Information Sheet (Attachment 2 for military show locations or Attachment 3 for civilian show locations) contains essential information needed to prepare our itinerary. Please send as much information as possible immediately after ICAS so that we can begin the coordination process. The final version is due to the Thunderbird Air Show Events Coordinator no later than 60 days prior to your air show.

- b. When filling out the information sheet, be sure to include the full name and rank (if applicable) of all individuals, and commercial, DSN, and cell phone numbers.

- c. Correct spelling is extremely important, as some individuals will receive personalized lithographs derived from the information sheet. For military members, please verify what the individual’s rank will be at the time of our visit.

10. SCHEDULE OF EVENTS

- a. As soon as possible, please provide the Thunderbird Air Show Events Coordinator with a detailed schedule of your air show. It needs to list every event or flight where Thunderbird participation is expected (See Sample Air show Schedule of Events at Attachment 5).

GETTING STARTED CHECKLIST

Have you:	<input checked="" type="checkbox"/>	YES	NO
1. Sent your Air Show Information sheet?	<input type="checkbox"/>	[]	[]
2. Sent your Schedule of Events?	<input type="checkbox"/>	[]	[]
3. Mailed the \$6,000 per demonstration fee (civilian sites)?	<input type="checkbox"/>	[]	[]

Chapter 2

Housing

1. LOCATION

- a. When considering options for Thunderbirds lodging, please use the following guidelines (in order of preference):
- (1) Lodge on base, whenever possible and especially at military (AD or Reserve) show sites. .
 - (2) Ensure the hotel is clean and in a quiet location, i.e., not near railroad tracks, heavily traveled thoroughfares, or heavy construction.
 - (3) Lodge in a hotel that does not charge more than the military maximum lodging rate for that location. (The show site must pay any overage in charges – no exceptions.)
 - (4) Lodge within a 20 minute drive from the show site, or where the aircraft are parked in the case of a deployed show, as well as public relations commitments
 - (5) The entire team should be housed in the same hotel. Exceptions are allowed for on-base lodging.

2. NECESSITIES

- a. The hotel must accept Visa credit cards. Air Force regulations mandate their use and each person will pay for his or her room with their credit card. Double rooms should be split so that each occupant pays for half of the bill.
- b. All hotel rooms should have air conditioning, telephones, and hi-speed internet access capable of supporting 70 concurrent users. The hotel should provide FAX machine capability to enable essential information to be transmitted to and from deployed personnel. Request the show site coordinate with the hotel to waive internet connection charges for Thunderbird personnel, for all devices, during the duration of our stay. Refrigerators are requested.
- c. Your Lodging representative must coordinate with the hotel to waive any charges for local or “1-800” number charges. If the local phone and 1-800 number charges cannot be waived, the show sponsor will be required to pay the cost.
- d. If the hotel charges for parking, arrangements must be made to have the charges waived. If the hotel will not waive the charges, the show sponsor will be required to cover the cost directly so that no Thunderbirds are charged any parking fees.
- e. All Thunderbirds are on US government orders and therefore qualify for every level of tax exemption (federal, state, local.) Hotels that can waive taxes without individual paperwork are requested to do so; hotels that require individual paperwork to be signed by each government traveler must provide this paperwork in advance to the Thunderbirds Administrative Representative.
- f. All hotels are requested to have receipts with all charges pre-printed and ready upon check-out day. Due to maximizing Thunderbirds personnel duty time, receipts can be placed under the doors the night prior, or can be ready for personnel to retrieve at the front desk on the day of check-out.

3. RESERVATIONS

- a. Hotel selection is ultimately at the discretion of the Thunderbirds Commander, his designee is the Thunderbirds Administrative Representative; additionally room reservations are ultimately managed and determined by the Thunderbirds Administrative Representative--not show site lodging representative. Thunderbirds will not sign any rooming contracts.

b. Please call the Thunderbird Air Show Events Coordinator before confirming room reservations. It is especially important to call if ANY of the requirements cannot be met.

c. Please reserve 25 single and 27 double, all non-smoking rooms. This requirement is for the Thunderbirds traveling team only.

(1) Two of the single rooms will be upgraded to suites to accommodate the Thunderbird Commander and Chief Enlisted Manager. We request these rooms be made available at the government rate.

(2) If double rooms are not available, our room requirement will be approximately 79 single rooms.

(3) Two of the non-smoking single rooms should be reserved for the Advance Pilot/Narrator and Crew Chief one day prior to the team's arrival.

(4) Our Thunderbird Administrative Representative will work directly with the hotel/billeting staff with any changes should they occur.

(5) Pullout, "hide away," and roll-a-way beds or sofas are not acceptable for Thunderbird use—double rooms must be a minimum of two double/queen/king beds.

d. The host Lodging Representative must complete the Quarters Checklist, Attachment 4, and submit it to the Thunderbird Air Show Events Coordinator 90 days prior to the air show.

4. CIVILIAN SHOW SPONSORS ONLY

a. The government allows a maximum lodging rate by location. If housing cannot be obtained at this rate, the Department of Defense requires all show sponsors to pay the difference – no exceptions. The show sponsor will ensure that team members are charged only the amount for which they are reimbursed by the government. Before confirming rooms, contact the Thunderbird Air Show Events Coordinator to determine the maximum rate for your area. The rate per room must not exceed the government-allowable rate.

b. Some civilian shows locate their main operation and meetings in hotels. We prefer to stay at these hotel/motel "show headquarters" to simplify communication, transportation, and overall operations.

c. It is Air Force policy to use government facilities whenever possible without jeopardizing the mission. If a military installation is nearby, the show sponsor should contact the installation's billeting office to see if the Thunderbirds can be accommodated. Whenever possible, we request the entire team to be lodged at the same location.

5. MILITARY AND CIVILIAN SHOW SPONSORS

a. Please make lodging arrangements as soon as the air show schedule is announced. Securing 52-79 rooms just prior to the team's arrival may be impossible. If there are any lodging changes such as cost, phone charges, etc., after our arrival, contact the Thunderbird Administrative Representative as soon as possible. Please advise the lodging facility that each Thunderbird team member will pay for his or her own room individually.

b. The Thunderbirds request the Billeting representative:

(1) Be available to meet with the Advance Pilot during check-in.

(2) Have sufficient personnel to assist in timely completion of check-in and/or any non-availability certificates (DD Form 1351-5).

(3) 48-hrs before the main team's arrival at the hotel/lodging, the Thunderbirds will provide a rooming list designating single-and double-room occupants by name.

(4) Likewise, hotels must provide a listing of rooms by name and room number, to the Thunderbirds Lodging Representative, no later than upon 2300 hours the day of main team check-in.

(5) At military show sites, when the team is lodged on base, we are considered "aircrew." Once lodged, individuals with extra beds in their rooms will not receive roommates.

6. WORKOUT FACILITIES

a. The Thunderbirds are required to maintain a rigorous physical conditioning program during the show season. Please ensure that the Thunderbirds have access to a facility with a complete weight training area as well as a cardio training area. It must be available 0600-2200 during the team's entire stay, near the billeting location with fees waived. It is critical to confirm gym availability for the given times for both Saturday and Sunday since many military facilities are closed during air show weekends. The team does not need exclusive use of the facility, just access during the times as stated. Be advised, in most cases, due to minimal equipment availability, normal hotel gym facilities are inadequate to meet fitness requirements.

HOUSING CHECKLIST

Have you:	<input checked="" type="checkbox"/>	YES	NO
1. Secured the required number of rooms?	<input type="checkbox"/>	[]	[]
2. Coordinated rooming assignment requirements so they are not near stairs, construction, noisy areas, etc.?	<input type="checkbox"/>	[]	[]
3. Informed the hotel/lodging of our arrival and departure times and our departure-day requirement for receipts?	<input type="checkbox"/>	[]	[]
4. Arranged for sufficient hotel/lodging personnel to check-in and check out in a timely manner?	<input type="checkbox"/>	[]	[]
5. Completed the Quarters Checklist and submitted it to the Thunderbird Air Show Events Coordinator?	<input type="checkbox"/>	[]	[]
6. Arranged for workout facilities for 0600-2200 for entire stay (fees waived)?	<input type="checkbox"/>	[]	[]
7. Coordinated for internet fees to be waived?	<input type="checkbox"/>	[]	[]

Chapter 3

Transportation

1. GENERAL

- a. The host Transportation representative must ensure vehicle requirements are met. Our Thunderbird Air Show Events Coordinator needs a written status report at least 60 days prior to your show date
- b. Funding for vehicles, **to include insurance**, is the responsibility of the show site. In case of accidental damage, the show site must be prepared to cover the deductible. If unable, please advise the Thunderbird Advance Crew Chief upon arrival.
- c. Thunderbird personnel do not provide rental contract information to show sites. It is the show site's responsibility to provide vehicles for Thunderbird use. Please fill out all the rental contract paperwork prior to the arrival of the Advance Pilot.

2. VEHICLES

- a. The host Transportation representative must ensure:
 - (1) Host personnel are briefed to release all required vehicles. We will ensure our people are qualified to operate rental/courtesy or military vehicles.
 - (2) All vehicles assigned for team use must be available for the duration of our stay, including early arrivals, late departures, or extended stay due to aircraft maintenance problems.
 - (3) All vehicles are placed on the flight line side and in the immediate vicinity of the Thunderbird support aircraft arrival parking area. Please do not mix Thunderbird vehicles with any other air show vehicles.
 - (4) All vehicles assigned for Thunderbird use are authorized for the flight line as well as for use on and off base.
 - (5) All vehicles are in place, fully serviced and fueled, with keys above the visor at the designated time in the Thunderbird itinerary. The Advance Crew Chief will inventory and inspect the vehicles. The transportation representative must be present during the inspection.
 - (6) All vehicles are in good mechanical condition and dependable with adequate seating and seatbelts.
 - (7) Provide contact information to the Advance Pilot for 24-hour assistance in case of vehicle problems.
 - (8) All cars must be non-smoking cars and cannot have been previously smoked-in vehicles (due to allergic and medical concerns for military members). Further, show sites must check to ensure the interior of all cars are clean (i.e.: trash from previous renters removed, seats cleaned of pet hair, etc.)

3. COURTESY CARS

- a. If courtesy cars are used, it is essential the dealer/provider understands the limitations on advertisements. Dealers/providers may not advertise that courtesy cars were provided for Thunderbird use. Some examples of this restriction include: special license plates, writing on the vehicle windows, newspaper ads, radio/television spots, etc. We also require that vehicle information, gas mileage, sticker price sheets be removed as they often preclude visibility and present a safety hazard.
- b. Furthermore, current Air Force directives state the Thunderbird name cannot be used in any type of commercial advertisement (Title 18 of the U.S. Code, Section 709).
- c. Please ensure those groups providing courtesy vehicles understand they will be used on and around the flight lines, outdoors, and in some cases off paved roads. The vehicles will be used to transport equipment required to

service the aircraft, including the truck beds. We will make EVERY effort to keep the vehicles in the condition they were given to us in, but they are work vehicles during our stay.

4. REQUIRED VEHICLES

a. Minimum vehicle requirements are:

- 16 Sedans
- 15 Mini-vans
- 1 Full-size (15 passenger) van WITH SEATING FOR 15 PASSENGERS.
- 1 3/4 Ton or larger six-passenger vehicle with pintle hook capable of towing 10,500 lbs, trailer lights wiring, 4 doors and a/c. It is the show site's responsibility to provide the pintle hook.
- 1 12'-long flat-bed truck (1 or 1½ ton) (with smoke oil loaded)
- 1 10,500 lbs Roll-back wrecker with mechanical winch (NOTE: Only required for show sites where performance is greater than 5 miles from airport)
- 3 Golf carts for Public Affairs and Communication Personnel (request one 4-6 passenger golf cart if available)

Total vehicles required = 34 + 3 Golf Carts

b. The flatbed truck may be substituted for a trailer with low sides capable of holding six 55-gallon drums of smoke oil.

5. MAPS

- a. Provide all vehicles with an area map of the base and local community.
- b. Provide complete addresses for the hotel, public relations commitments, and workout facilities. If there are preferred performer routes or known construction in the local area that may close primary travel routes, please advise the Advance Pilot upon arrival.
- c. Be ready to discuss with the Advance Pilot flight line access points for the aircraft parking location, maintenance hangar, and transport aircraft parking location.

6. FLIGHT LINE ACCESSIBILITY

- a. The host Transportation representative must ensure that all vehicles assigned to the Thunderbird team have access to the flight line starting with the arrival of the advance team through the team's departure.
- b. Access to and from the support aircraft, Thunderbird jets, and the designated hangar should be coordinated with the airboss and/or control tower so that minimal communications is required for the vehicles. Experience has shown that requiring clearance across or down active taxiways can create unacceptable delays. We request active taxiways be placed in uncontrolled status to allow vehicles to cross without requiring a clearance from ground control – the Thunderbirds will give way to any taxiing aircraft and all Thunderbird personnel are trained on flight line driving. If such a situation is unavoidable please provide escorts on both sides of the affected taxiway to facilitate vehicle travel from the arrival of the morning shift until all aircraft maintenance is completed.
- c. We will place a Thunderbird placard on the dash of each vehicle assigned for our use as the primary means of identification. Please ensure security and traffic-control personnel are briefed.

7. VEHICLE TURN-IN

- a. Thunderbird personnel will return all vehicles near the support aircraft parking location. Due to logistical constraints, Thunderbirds cannot be required to return vehicles with fuel tanks filled; we will return vehicles with fuel remaining only.

TRANSPORTATION CHECKLIST

Have you:		YES	NO
1. Cleared all Thunderbird vehicles for flight line use?		[]	[]
2. Ensured all 34 vehicles and 3 Golf Carts will be available for the duration of our stay?		[]	[]
3. Notified the rental car representative of the time and location of the Advance Pilot's Meeting?		[]	[]
4. Arranged to park the vehicles near the support aircraft?		[]	[]
5. Fueled and serviced all vehicles?		[]	[]
6. Provided maps to hotel, gym, and PR events?		[]	[]
7. <u>Arranged TWO vehicles for the early arrival of the Advance Pilot and Crew Chief? (Sedan and mini-van)</u>		[]	[]

Chapter 4

Maintenance

1. GENERAL: The air show is responsible for obtaining and arranging the required support listed in this manual, and for incurring the costs involved in obtaining and transporting the equipment and materials. The show site is also responsible for any fuels costs associated with AGE equipment use. Please provide the Thunderbird Air Show Events Coordinator a written status report of all equipment at least 60 days prior to your show date.

2. FOREIGN OBJECT DAMAGE (FOD) CONTROL

a. FOD refers to damage to aircraft components, i.e., flight controls, tires, or engines, due to foreign objects such as loose gravel, nuts, bolts, etc.

b. F-16s are highly susceptible to FOD. Ensure all taxiways, parking areas, and runways are swept and cleaned prior to the arrival of the Advance Pilot, and that these areas remain clean during our stay. Do not use sweepers that have steel bristles. Do not plan to park the F-16s on a ramp that is breaking up, or has an asphalt/gravel surface that releases pebbles easily.

c. Snow fencing is a MUST and will prevent FOD from blowing onto the runways and taxiways. Ensure snow fencing is erected so it touches the ground and is sandbagged to prevent trash blowing underneath the fence. Orange, nylon FOD fencing is an acceptable alternative to snow fencing along the crowd line. Also, please place containers suitable for FOD disposal (two garbage cans) near our maintenance hangar.

3. ARRIVAL PARKING COORDINATION

a. We request we park on arrival in our show parking location. We will not accept a plan which requires towing all 8 aircraft before or after a show.

b. For downloading and uploading cargo on arrival and departure days, park the C-17 or C-130 support aircraft as close to the maintenance hangar as possible.

c. The host site Maintenance representative must be available upon the arrival of the Advance Pilot and Crew Chief. The Maintenance representative will shadow the Advance Crew Chief for the remainder of the day and be present for the entire duration of the Thunderbirds stay.

4. ENGINE MAINTENANCE RUN

a. The Thunderbirds no longer perform engine maintenance runs on demonstration days.

5. HANGAR SPACE

a. We may need to hangar our 8 F-16s for security reasons, inclement weather, or aircraft maintenance. The dedicated hangar must be clear of all aircraft/equipment prior to the arrival of the advance team (do not plan on using our dedicated hangar space for air show parties/functions). It should not be located across an active runway from our parking location. If you cannot guarantee hangar space to protect these resources, we may be unable to perform at your site.

(1) Ensure the hangar space you select for our aircraft is empty and dedicated for our exclusive use throughout the duration of our stay.

- (2) The hangar must have a minimum of 15,000 square feet with 20-foot ceiling clearance, or equivalent space in multiple hangars.
- (3) The cost of hangar space is the show sponsor's responsibility, to include our extended stay due to maintenance or airlift support problems.

b. We need unlimited access to tow an F-16 from the hangar to the show parking location without traveling through the crowd. If the tow route is through the crowd area, this will require you to rope off a route.

6. AIRCRAFT ENGINE OIL SAMPLES

a. We carry a Spectroil Jr. oil-analysis machine and will provide this service for other military demo teams, if necessary.

b. To operate the oil analysis machine, we require a ground floor area in a building (our primary maintenance hangar, fire station, etc.) with a 110/220-volt outlet and a trash can. It is preferable this building be as close to our support aircraft as possible. Our oil analysis machine is in a trailer measuring 28"x 58"x 60" and weighing 1,000 lbs. It cannot be lifted over ledges or up stairs.

7. FUEL REQUIREMENTS

a. We will need two single-point-refueling trucks and one de-fueling truck available for use during our stay.

- (1) Normally, we will not refuel our F-16s until after our support aircraft arrives and media/flight line activities are concluded.
- (2) Fuel trucks should be in place 30 minutes after our arrival.
- (3) Post-practice/show refueling will be coordinated for 1 hour after landing through our Maintenance Operation Control representative via phone or radio.

b. We will pay for fuel at military show sites using the DoD fuel card for each respective aircraft. Civilian show sites purchasing jet fuel will be reimbursed at the DoD Fuels Contract or into-plane price. As we only pay for fuel consumed, do not make any guarantees to the vendor. If ordering from an Air Force facility, you may have to pay for handling, transportation, and/or storage.

- (1) The show site must pay the difference above the into-plane cost.
- (2) Cost related to transporting fuel is the responsibility of the show site.

c. Fuel Quantities – Each aircraft burns approximately 800 gallons of JP-8 of per flight.

- (1) Each aircraft will require approximately 800 gallons after arrival and survey.
- (2) A practice flight consumes approximately 4800 gallons of JP-8.
- (3) A demonstration flight consumes approximately 4800 gallons of JP-8.
- (4) A media flight consumes approximately 900 gallons of JP-8
- (5) A standard weekend including 1 practice, 2 demonstrations, and 2 media flights will require approximately 16,200 gallons of JP-8.
- (6) The support aircraft crew will pay for their own fuel and will require approximately 6000 gallons.

d. Fuel Specifications - Thunderbird fuel must be fuel-lab certified and provided by a certified vendor. All fuel must meet JP-8 specifications, regardless of the type, including de-icing specifications.

- (1) JP-8 jet fuel use limits:
 - i. Solids - 4.0 MG/Gal maximum,
 - ii. FSII (deicing additive) - .07-.20% by volume,
 - iii. API - (density) 45.0-57.0% by volume,(conductivity) 100-700 cu.

(2) Aviation fuels must pass through two separate filtration procedures downstream of bulk storage, with at least one filtration downstream of operating tanks. Aviation gasoline filtration must be through filter separating. All aviation fuel must contain de-icing additive.

8. OIL REQUIREMENTS

NOTE: You should order smoke oil at least 60 days in advance of your show.

a. Purchasing Smoke Oil - smoke oil should be obtained in 55-gallon drums and placed on a 1 ton or 1½ ton truck or trailer with low sides. If all the drums cannot fit, please place a forklift by the remaining drums to assist us in loading them.

(1) For both military and civilian show sites, smoke oil may be obtained from a local vendor. We will pay for any vendor-supplied smoke oil with an AF Form 15, United States Air Force Invoice.

i. The Air Force will absorb the cost of smoke oil. As we pay only for oil consumed, do not make any guarantees to the vendor.

ii. As of the writing of this manual, a military supply number for the various smoke oils is being generated, but is not currently stocked. Please contact the Thunderbird Air Show Events Coordinator before you order smoke oil for an update.

iii. Please have a smoke oil representative available with invoice in hand after our final air show to go over smoke oil quantities and payment. Be advised that reimbursement may take at least 60 days.

b. Smoke Oil Quantities - We will require the following amounts of smoke oil (contingent upon our schedule at your location):

(1) 3 drums after the arrival survey

(2) 5 drums per practice flight

(3) 5 drums per demonstration flight

(4) 1 drum per media flight

(5) A standard weekend consisting of the arrival, 1 practice, 2 demonstrations, and 2 media flights will require 20 drums of smoke oil.

9. SMOKE OIL SPECIFICATIONS: The Thunderbirds will not accept 1010 MIL-L-6081 smoke oil in the 2013 season. This is due to the higher exhaust temperature of the PW-229 engine.

a. Acceptable smoke oil (in priority order):

(1) Texaco/Chevron Canopus 13 (Part# 273109)

(2) Shell Aeroshell 13 (Part# 5070834)

b. Product information may be found at the websites below:

(1) <http://www.chevronlubricants.com/>

(2) <http://www.shell-lubricants.com/>

10. HYDRAZINE (H-70) SUPPORT

a. H-70 Response - The F-16 aircraft has an Emergency Power Unit (EPU) containing 6.8 gallons of hydrazine (H-70). This particular solution is 70% pure hydrazine and 30% water.

(1) Disaster response procedures are necessary for any H-70 spill or leak, regardless of quantity or location.

(2) Thunderbird maintenance personnel will neutralize, contain, and remove all H-70 spills, then contact the appropriate base/area personnel.

i. Special H-70 Maintenance Area - In the unlikely event of an EPU activation or H-70 spill, we must have a designated area for maintenance near the runway. This area must be large enough to accommodate an F-16 aircraft and be located no less than 1,000 feet from any person or inhabited structure. Make sure this area is not near a sewer opening or drainage ditch, so the spill will not enter local water systems.

11. MAINTENANCE RADIO FREQUENCIES

a. We will utilize our own hand-held FM radios while at your location. Please contact your base frequency manager at least 30 days prior to our arrival to identify/avoid any potential frequency problems.

- b. Our frequencies are 413.275 and 413.325. We only require one clear channel to operate. If both our frequencies conflict with others in your area, the show site must complete one of the three following options:
- (1) Make arrangements to clear one frequency for our use or,
 - (2) Provide us with a frequency we can use or,
 - (3) Supply 15 hand-held FM radios and chargers with a clear net.

12. MAINTENANCE EQUIPMENT REQUIREMENTS

- a. Exact requirements are listed in the charts at Attachment 13. This is the minimum amount of support equipment we require to guarantee a successful air show. It must be dedicated to the team for the duration of our stay.
- b. If you are planning to co-utilize any of this equipment with anyone else, or make any substitutions, it must be discussed with the Thunderbird Air Show Events Coordinator at least 30 days prior to our arrival. Co-utilization may increase the quantities required to support your air show.
- c. Maintenance equipment may be obtained from any nearby military installation; however, you may be responsible for costs incurred in transporting the equipment. It is the show site's responsibility to coordinate with military installations for the use of support equipment. Please check all equipment to ensure it is fully serviced and operational. The cost of fuel for AGE equipment is the responsibility of the show site.
- d. Maintenance equipment must be in place near the maintenance hangar before the Advance Pilot arrives. Placing the equipment in an area where we need local support to get to it is unacceptable.
- e. Please have the following equipment available:
- (1) Two hand-held radios, one on your Air Boss channel, and one on your air show maintenance control net. (These radios are used to coordinate fuel and other support needs and should be given to the Advance Crew Chief upon arrival)
 - (2) 15 gallons of unleaded MOGAS (for our generators).
 - (3) Three standard 17-lb liquid propane cylinders with suitable type 1 connection (i.e. standard barbeque grill propane tank).
 - (4) Two 24-bottle cases of bottled water for communication trailer personnel per day.

MAINTENANCE CHECKLIST



Have you:	YES	NO
1. Arranged for sweeping and cleaning parking ramps, runways, and taxiways prior to Advance Pilot arrival?	[]	[]
2. Ensured the designated parking area has certified grounding points for all 8 F-16s?	[]	[]
3. Coordinated parking spaces for our aircraft upon arrival, the day of the show, and on departure day?	[]	[]
4. Procured all equipment and hangar space?	[]	[]
5. Designated facilities for our oil analysis lab?	[]	[]
6. Ensured support equipment is serviced and operational?	[]	[]
7. Placed all support equipment near our maintenance hangar?	[]	[]
8. Procured fuel and smoke oil?	[]	[]
9. Confirmed that fuel and smoke oil costs will be at or lower than government-contract prices?	[]	[]
10. Coordinated maintenance-support arrangements with our Thunderbird Air Show Events Coordinator?	[]	[]
11. Designated an isolated area for hydrazine (H-70)?	[]	[]
12. Obtained MOGAS and propane?	[]	[]
13. Contacted the base frequency monitor to confirm our land mobile radio (LMR) frequencies?	[]	[]
14. Inspected the hangar space to make sure it is EMPTY?	[]	[]

Chapter 5

Security

1. CROWD SECURITY

- a. Well-organized crowd control is essential to ensure the safety of spectators and to satisfy FAA requirements.
- b. For effective crowd security, the air show must:
 - (1) Set up a physical barrier to act as a crowd line. All spectators must remain behind this crowd line.
 - (2) Establish procedures, including road closures, physical sweeps, or water patrols, to clear the aerobatic box prior to any aerobatic flight. This includes practices or aerobatic maneuvers on arrival.
 - (3) Position one security/law enforcement person at either the air boss stand or at our communications trailer during our flight times. (This applies to both practices and demonstrations.) It is very important for this person to have a reliable communication link to other security personnel on the site in order to quickly correct security deficiencies.
 - (4) Brief your air show security team on all procedures for the air show.
 - (5) Provide a crowd count estimate to the host Public Affairs representative within one hour after landing.
- c. Bona fide photographers desiring to take photographs closer than the crowd line must get approval from, and be escorted by, a Thunderbird Public Affairs representative.

2. AIRCRAFT SECURITY

- a. The Security/Law Enforcement representative must coordinate all matters of aircraft security. He or she must:
 - (1) Arrange for 24-hour protection of all Thunderbird F-16s and the support aircraft, from arrival until departure. No one is authorized to be on or around our aircraft without a Thunderbird escort. Military security forces are preferred for security detail; a police detail is acceptable if military security forces are unavailable. In the case of a dedicated support aircraft, if the support aircraft is parked such that this same individual cannot provide adequate security for it as well, then additional personnel will be required to provide security of our support aircraft.
 - (2) The show sponsor is responsible for providing the security force and ensuring the F-16 and support aircraft parking areas are well lit at night.
 - (3) Establish access procedures for all Thunderbird aircraft. At no time will our support aircraft be open to the general public (if dedicated). Only personnel with Thunderbird escorts are to be near any of our aircraft.
 - (4) Ensure Thunderbird members have unimpeded access to the aircraft at all times.
 - (5) Provide a representative to the Advance Pilot/Narrator meeting with "Red Line Status" for military installations.

3. POLICE ESCORTS

- a. Due to the likelihood of traffic congestion leading into your show site on the day of the show, we will require two police escorts for each show day.
 - (1) We request a dedicated unit on the front and rear of the caravan.
 - (2) There should be enough units to stop traffic at intersections and lead our convoy through traffic lights.
- b. There will be approximately 15 cars in our first departure and 10 in the second departure. All Thunderbird vehicles will be clearly marked with placards on the driver side window, Thunderbird flags attached to the driver's side window and will travel with headlights and hazard lights on.

c. We request the lead police unit not exceed the posted speed limit.

4. MOVEMENT ON BASE/AIRFIELD

a. The Thunderbird team needs to be able to move throughout the airfield or base environment quickly and efficiently in order to conduct our mission.

b. If billeted on base, ensure the vehicle traffic plan on air show days allows for team members to efficiently move from billeting to our work area. This may include providing traffic breaks to allow Thunderbird vehicles to cross general traffic inbound/outbound lanes, as well as allowing Thunderbird vehicles to pass through road blocks in order to get to the maintenance hangar and/or operations area. It is imperative these instructions are passed to the lowest echelon of security forces to allow efficient movement on base.

c. In the case of a civilian airport with secure gate access, ensure the Thunderbirds have the appropriate codes to access flight line gates and/or station security personnel at the gate to allow team member entry from 0600-2200 hours.

SECURITY CHECKLIST

Have you:

YES NO

- 1. Established procedures to maintain the crowd line? YES NO
- 2. Arranged 24-hour security for our aircraft? YES NO
- 3. Arranged for and discussed procedures for police escorts? YES NO
- 4. Planned to provide a crowd count to your Public Affairs Rep? YES NO

Chapter 6

Public Address System

1. GENERAL

a. We have our own public address system. It covers approximately 1,800-foot frontal area and contains all amplifiers, speakers, microphones, and radios necessary for required transmission/reception. The Thunderbird sound system will be used only for the Thunderbird demonstration. It is not available as a sound system for the entire show. We desire to tie-in to the show site's public address system, but reserve the right to use our own system if required.

b. The Thunderbird communications trailer has the capability to provide real-time cockpit and video camera footage. The feed is optimized for on-site replay through such means as big screen television sets, Jumbotrons, or even television sets in VIP areas. If your show site desires to capitalize on this capability, a BNC co-axial cable from the show site's production facility to the Thunderbird communications trailer is required, and shall be provided by the show site. If you would like to rebroadcast/record in-cockpit video or our audio output, final coordination must be completed NLT 24 hours prior to broadcast and your technician must be in place and prepared to broadcast NLT 1 hour prior to our ground ceremony. Additional setup options are available with prior coordination through the Thunderbird Communication Specialist Non-Commissioned Officer In-Charge (see Para. 3f).

c. Commercial radio broadcasts of the narration and Thunderbird air show music are possible through direct tie-in. We encourage shows with large crowd viewing areas – especially beach shows – to coordinate with a local radio station to broadcast the narration and music via a tie-in with our communications trailer; this will increase our exposure to the viewing crowd which may be out of listening range of the available speaker setup. The broadcast must be commercial free during the Thunderbird show.

d. We have standard patch facilities for radio and videotaping. We suggest your show site consider recording the video and narration for later use as media footage for future shows.

e. If radio or TV stations need power, the sponsor must provide it.

f. During the Friday practice session the Thunderbird communications specialist will determine if we will attempt to tie-in to the show site's system. To make an accurate test of the show location system, it must be completely set-up and at the same volume levels that will be used for the show. The decision will be based on sound quality, environmental factors, and technical considerations. Our communications specialists must control all tie-ins. No unauthorized tie-ins will be allowed.

g. Normally, the communications trailer is stowed in the maintenance hangar. At deployed show site locations, i.e. a beach, please provide either a secure storage facility at the show site, or provide overnight security at the communications trailer if left outside.

h. The trailer is 148" long, 80" wide, 70" high, and weighs 10,500 lbs.

2. SPONSOR REQUIREMENTS

a. Music Licensing Rights: The United States Air Force requires that any U.S. air show -- civilian or military -- hosting an Air Force aircraft demonstration must secure the necessary music licenses for broadcast of pre-recorded, copyrighted music over public address speaker systems. On behalf of all U.S. air shows, the International Council of Air Shows (ICAS) has negotiated a rate of \$150 per public air show day from BMI and ASCAP and \$65 per air show weekend from SESAC. These rates are not controlled or negotiated by the USAF and are subject to change.

(Note: This rate applies only to music broadcast over the public address system during the air show portion of the program and does not provide the show with the right to use pre-recorded music at concerts or other non-air show special events held in conjunction with the air show.) Each event organizer should secure music licenses from BMI, ASCAP and SESAC and provide proof of licenses to the teams no later than 30 days prior to the event to allow for rescheduling. Contacts to obtain these licenses are listed on the ICAS website (<http://www.airshows.acro>).

3. COMMUNICATIONS TRAILER SET UP

- a. The communications trailer will normally be set up at or near show center just in-front of the crowd line. To ensure your VIPs have an unobstructed view of the demonstration, place your VIP section slightly to the left or right of show center, not directly behind the communications trailer.
- b. Our PA system must be fully operational in order to perform our aerial demonstration. Normally, the system will be operational 1 hour prior to the Thunderbirds' takeoff for the air show.
- c. A three to five minute sound check will be required before the demonstration. Our communications specialists will coordinate with the show site narrator or communications person prior to testing our system.
- d. Our Communication trailer personnel will need a golf cart for Saturday and Sunday setup. This is included in the vehicle request. We request the golf carts be located at the show site in the case of a deployed show.
- e. Our communications system will be picked up following the autograph session. Please DO NOT handle any Thunderbird PA equipment.
- f. Our Communications Specialist Non-Commissioned Officer In-Charge/Point of Contact is SSgt Jeramie Hebron, who can be reached at, jeramie.hebron@nellis.af.mil, or via commercial (702) 580-4550.

4. THUNDERBIRD AUDIO OUTPUTS

- a. The audio signal from our communications trailer is a balanced line level, from an XLR connector. The output will consist of music and narration only.
- b. Stations desiring to patch into our system must be prepared to supply the cable for the tie-in. The cable should be long enough to reach our communications trailer (situated at show center near the crowd line), and have three pin XLR female connectors. This needs to be pre-coordinated with Thunderbird Public Affairs the weekend of the show, and the station(s) will need to be in place no later than 1 hour prior to the start of our show.

5. PUBLIC ADDRESS EXPECTATIONS

- a. From the beginning of our ground ceremony (30 minutes prior to takeoff) until the end of our aerial demonstration, no announcements on other PA systems, engine or APU runs, bands playing, drill teams marching, etc., should be allowed. Just prior to our autograph session we will allow the show announcer 2-3 minutes to make announcements (no music) and thank the crowd for attending the show. After that period, we will play 20-30 minutes of autograph music. There should be no announcements, music, or other programs until the autograph session is over. We no longer restrict aircraft departures during this time.
- b. If you must make an emergency announcement during our show, please bring it to the Thunderbird communications trailer.

5. SAFETY

- a. For the safety of all concerned, do not allow spectators to cross the crowd line and come near the communications trailer, the speakers, speaker cable connectors, or other associated equipment.

PUBLIC ADDRESS SYSTEM CHECKLIST



Have you:

YES NO

1. Briefed your narrator of our expectations of how we will get the microphone and when they can make announcements after the show? [] []
2. Coordinated requests for radio patch-ins or re-broadcasts? [] []
3. Located a storage area for the trailer with proper outlets? [] []
4. Discussed the potential for tie-ins with your sound team? [] []
5. Secured 3 propane bottles? [] []
6. Discussed the potential for tie-ins with your PA for media? [] []

Chapter 7

Airfield Setup

1. SHOW LINE

a. Choosing a show line is possibly the most crucial decision you must make. The show line will determine the location of your aerobatic box, crowd line, and show center. If you have any questions about your show line send out an aerial photo or map to the Thunderbird Air Show Events Coordinator and ask the Operations Officer to call you to discuss the placement.

b. The show line should be an absolute straight path over the ground, located 1,200-1,500 feet in front of the crowd. If the crowd line is other than a straight line, the show line must be 1,200-1,500 feet from the closest spectator area. The Thunderbird pilots will use this line as their primary reference during their demonstration.

c. When selecting an overland show line, you have three potential options. They are listed in order of descending preference:

(1) Natural Show Line - The optimum choice is a natural show line that runs along or parallel to and within 200 feet laterally of a runway or taxiway.

(2) Aligned Natural Show Line - The second choice is a natural show line aligned with, or parallel to and within 200 feet laterally of, a clearly visible straight path on the ground. Examples of this might include highways, distinctive tree lines, or pipelines.

(3) Artificial Show Line - If either of the above two choices are not available, ensure the show center and bomb burst markers are large vehicles with significant vertical development, and have stark color contrast to the surrounding terrain. Do not place extra vehicles on the show line to help define the ground track. If the show line is not on or parallel to a natural show line, please ensure the show line is free of major obstacles and significant build-up within the aerobatic box (e.g. multiple radar facilities, construction sites, buildings, etc). In addition, after reviewing your show line, we may require the show site to mark a white line on the ground (40 feet wide x 5000 feet long) to clearly identify the show line. This can be white plastic, white sand, etc, but must be secured to the ground.

d. You **MUST** provide the Thunderbirds Air Show Events Coordinator an airfield diagram of your show setup at least 90 days prior to your show to allow adequate review.

e. Over-Water Show Line - For demonstrations flown over water the artificial show line is defined by two boats, each a **MINIMUM** of 35 feet in length with significant vertical development and preferably white in color. One boat must be anchored at show center and another anchored at the bomb burst cross point.

(1) Please ensure the boats will be in the same exact location each day. This can be accomplished by using a hand-held Global Positioning System (GPS), buoy markers, etc. The boats must be in position no later than (NLT) 1 hour prior to our arrival survey/practice/demonstration. Boats must verify position via phone with the airboss or Thunderbird Control NLT 1 hour prior to our arrival survey/practice/demonstration. If possible, boats need to be anchored off both the bow and stern to prevent them from swinging around during the demonstration. Definition of the show line is critical to the demonstration and the success of your air show. Without the boats to define the artificial show line, the Thunderbirds will not be able to perform the demonstration.

(2) You will need the assistance of the Coast Guard or Lake Patrol to ensure other boats do not enter the demonstration area and mingle with the two boats that mark the show line. A typical over-water air show diagram is located in Attachment 8. Ensure the Coast Guard/Lake Patrol boats used to enforce the aerobatic box are not moving inside the aerobatic box during the demonstration, as this is potentially disorienting to the pilots.

(3) Please have a Coast Guard representative with communications to the patrol boats available at either the airboss stand or at the Thunderbird communications trailer during the team's arrival survey, all practices, and demonstrations.

(4) In the interest of safety for our pilots and spectators, we cannot allow parasailing inside the TFR during our arrival survey, practices, or demonstrations. Please work with local municipalities to ensure that all parasailing operations are terminated prior to, and for the entire duration of our TFR times.

2. SHOW CENTER

- a. Show center is the location the Thunderbirds will use to center each maneuver during the demonstration. If possible, locate show center in a highly-visible area such as a taxiway or intersection of a runway.
- b. Our primary desire is to position show center at the center of the crowd line. If your show center is not at crowd center, please let the Thunderbird Operations Officer (tyler.ellison@nellis.af.mil) know as soon as possible.
- c. The show center marker should be a large, highly visible vehicle: white, blue, or orange in color with significant vertical development. Examples include, but not limited to: large snowplows, buses, and semi-truck trailers.
- d. This marker must be in place prior to the Advance Pilot's arrival, the seven-ship Delta arrival and the survey flight.
- e. If the edge of the runway is the show line, the vehicles should be placed at least 100 feet (but less than 300 feet) off the runway so as not to interfere with takeoff or landing.
- f. A NOTAM may be required for placement of the markers if near an active runway. Check with the local airfield manager.
- g. Please arrange the SHOW CENTER marker so it faces PERPENDICULAR to the show line (i.e. the show center marker points at the crowd).

3. BOMB BURST (IDENTIFIES WHERE JETS WILL CROSS DURING BOMB BURST MANUEVER)

- a. The cross point for the bomb burst must be located on the same show line as the show center marker – 500 feet past the right end of the crowd line. The best way to envision this marker is to imagine you are the very last person on the right side of the crowd watching the show. The bomb burst cross point would be 500 feet to your right. For our planning purposes, please provide the distance in feet from the show center and bomb burst crossover.
- b. The bomb burst marker should also be a large, highly-visible vehicle using the examples listed above.
- c. This marker must also be in place prior to the Advance Pilot's arrival, the seven-ship Delta arrival and the survey flight.
- d. Please arrange the BOMB BURST marker so it faces PARALLEL to the show line.

4. SHOW PARKING

- a. Our preference is to recover the aircraft at the same parking location we will use for the show, and to remain there until our departure. An acceptable alternative is to recover the aircraft on arrival day to an alternate location, and then recover to show parking at the completion of our practice session. It is not acceptable to build a plan that requires us to tow all 8 aircraft from one location to another for the show. Ensure your static display aircraft arrival plan takes into account our parking locations. Require any large aircraft that cannot taxi in/out around the Thunderbird parking location to arrive before the practice session and stay until after the Thunderbirds depart. It is not acceptable to assume the Thunderbirds will tow our aircraft to make room for static display arrivals or departures.
- b. The 8 F-16s will park in the same location until the morning of the demonstration; at that time, the two spare aircraft will be towed to the end of the primary runway. Thunderbird #8 will coordinate during the Advance Pilot's meeting for these locations.

c. Due to high-pitched, high-volume noise generated by the F-16 engine, it is necessary to ensure our aircraft are parked with the nose wheel of any aircraft positioned no closer than 300 feet from the crowd for engine start.

d. We request to park all 8 jets at show center to provide the crowd a clear view of the maintenance and support personnel, maximizing recruiting capability. If you are not able to get 300-foot clearance consider “notching” the

crowd line where the F-16’s are parked. ()

e. Minimum taxiway width for parking is 75 feet. Our support aircraft should also be parked on the same side of the runway as the F-16s, near our maintenance hangar. You should select an area that will give Thunderbird pilots and maintenance personnel unrestricted access and movement without crossing active runways. Ensure both parking areas have proper weight-bearing capacity. NOTE: The Thunderbird parking plan (or its mirror image) is shown in Attachment 7. This parking plan must be indicated on the airfield diagram (See Attachment 6).

f. Please do not park the support aircraft where it blocks spectator view of the show line. Our support aircraft and spare F-16 are not static display aircraft, and general access will not be permitted.

g. If you plan to use a 500-foot show line for civilian performers, our aircraft must be parked at least 200 feet from the 500-foot show line to avoid over flight of our aircraft.

h. Please attempt to avoid taxiing other aircraft in front of our 8 F-16s.

i. We cannot allow any show aircraft to smoke in front of our jets. Residue from the smoke oil will cover our canopies and reduce pilot visibility.

5. CROWD LINE

a. The crowd line is a physical barrier preventing spectators from moving forward during an air show. Use snow fencing in combination with chain-link or bicycle fencing to prevent FOD from blowing onto the taxiways.

b. The optimum distance for the crowd line is 1,500 feet from the show line. If the only well-defined show line is closer to the crowd than 1,500 feet, and it is not possible to move the crowd line back, it is permissible, with FAA approval, to locate the crowd line a minimum of 1,200 feet from the show line.

(1) Additionally, IAW FAA regulations, only one crowd line may come in to 1,200 feet from the crowd. The other crowd line must be 1,500 feet. Coordinate with your FAA representative to ensure the proper crowd line is established and waived. If you anticipate problems establishing this 1,200-foot distance, contact the Thunderbird Air Show Events Coordinator.

(2) Exceeding 1,500 feet for the crowd line is permissible, but distances greater than 1,500 feet progressively reduce the effectiveness of the demonstration.

c. Due to the design of our demonstration with regard to spectator safety, your crowd area can extend no further than 3,500 feet right and left of show center. If you are unable to meet this requirement, contact the Thunderbirds Air Show Events Coordinator.

d. All static display aircraft should be positioned well behind the crowd line. For suggested arrangements of your show line, crowd line, and aircraft parking see the illustration in Attachment 6, or contact the Thunderbird Air Show Events Coordinator, Operations Officer or Advance Pilot.

e. The FAA requires the aerobatic box be void of all people who are not mission essential during our practice and demonstration days. The aerobatic box is defined as the area from the crowd line to the show line, and 1,200 to 1,500 feet beyond the show line, and 6,000 feet either side of show center. (See Attachment 6.)

(1) Only essential personnel are permitted in the aerobatic box, ie. demonstration teams and fire/rescue personnel.

(2) The strict nature of this FAA guidance means that access to this area must be controlled, and all personnel kept from entering the area. Because the safety of all spectators is essential, the aerial demonstration cannot begin, or may possibly be terminated, if non-essential personnel access the area.

(3) Any essential personnel within the aerobatic box during the Thunderbird performance MUST NOT MOVE during the demonstration, to avoid distracting the Thunderbird pilots.

6. BRIEFING ROOMS (Team Briefing Room, Media Flight Briefing Room and Aircrew Flight Equipment Room)

a. TEAM BRIEFING ROOM

(1) We will need a room where the pilots can brief and debrief. The briefing room must be air-conditioned and be large enough to accommodate 15 people with table and chairs in a conference room arrangement, not an auditorium. It must have an electrical outlet, 50-gallon (or similar sized) trash container, telephone, and restroom facilities. We also request access to a copy machine, if possible. The team does not require audio/visual equipment setup.

(2) The briefing room must have easy access to show center without having to drive through the spectator area. It must have a lockable door, and the room should be available for our exclusive use from the time we arrive until our departure. We also request 12 reserved parking spaces for Thunderbird vehicles close to the briefing room. Finally, we request bottled drinking water (36 bottles of water per day) be provided in the briefing room for all practice and demonstration days.

(3) The briefing room must have a commercial internet Ethernet jack. Commercial internet service must be provided by the show site and should be unlimited access/not metered (pay per MB). Ethernet jack must not be protected by a proxy server, although standard firewalls are acceptable as long as we will be able to VPN out to access our official government/USAF NIPR VPN server (if you require the IP address to open a tunnel in your firewall, please have your IT specialists contact our Air Show Coordinator for IP information.) The minimum speed of the commercial internet service must be 6 MBps, although 15 MBps is the optimal minimum speed in order to support multiple/concurrent VPN sessions. Wi-Fi systems that meet the minimum speeds are acceptable, but Ethernet is preferred since we will connect our own standardized/WPA2 & MAC-filter secured Wi-Fi router (SSID: "TDY Briefer") to your commercial Ethernet port, whereas bridging our Wi-Fi router to your Wi-Fi system effectively cuts the connection speed in half.

b. MEDIA FLIGHT BRIEFING ROOM

(1) We request an additional room located next to the team briefing room and the Aircrew Flight Equipment room to brief your media flyers. At a minimum, please arrange two chairs and a small table. Remember, this room may be filmed, so please ensure it reflects the image you desire (ie. organized and clean).

c. AIRCREW FLIGHT EQUIPMENT ROOM

(1) We also request a separate, lockable room in the same area we can use to hold our flight gear. We require this room contain a table for pre-flight and post-flight inspections of the flight gear, scheduled exclusively for the Thunderbird team. If space allows, this may be the same room as the Media Flight Briefing Room.

8. THUNDERBIRD TICKET/TENT ARRANGEMENTS

a. THUNDERBIRD FAMILY/FRIEND TICKETS

(1) We issue 150 Thunderbird family/friend tickets per show day (NOTE: There are certain show sites where we may expect an increased number of guests due to proximity to alumni or team member families and will coordinate for an increased number through our Thunderbird Air Show Events Coordinator). These passes are easily recognizable, and are good only on specific dates. The Air Show Events Coordinator will provide a copy to the show site Project Officer 30 days prior to the show via email. Please disseminate to those directing traffic, parking, gate entry, and VIP area entry. We request the tickets:

- i. Preclude any air show entry fee.
- ii. Preclude any air show parking fee.
- iii. Access to your VIP parking area (approximately 50-100 vehicles).
- iv. Access to the Thunderbird tent

b. THUNDERBIRD TENT

(1) A majority of our Thunderbird family/friend tickets are released to current Thunderbird team members' families and Thunderbird alumni. As this population includes a wide range of ages from young infants to senior citizens, we request a tent with seating to provide shade from the elements, as well as water to ensure guests

avoid dehydration. Please adhere to the following in order to ensure the safety of local friends and family members:

- i. Area for 150 reserved seats per day near show center.
 - ii. Canopy or tent to provide guests shade.
 - iii. Bottled water or refreshments for our guests.
 - iv. Latrine within seating area.
 - v. Please provide someone to check tickets at tent entrance to preclude non-ticket holders from entering.
 - vi. A physical break in the fence for Thunderbird team member flightline access.
- (2) An option to alleviate your show site from having to construct a separate area just for Thunderbird families and friends is to combine our tent with the show site VIP tent.

9. TRAFFIC FLOW

a. Please consider using a separate gate for air show performers and VIPs. Be prepared to pass gate number and/or road names to the Advance Pilot upon arrival.

10. AIRFIELD DIAGRAM

a. Airfield Diagram - Air show organizers must provide the Thunderbirds with a diagram of their airfield/show site. The Thunderbird Air Show Events Coordinator should receive the airfield diagram 90 days prior your air show.

b. For deployed shows, we must have a diagram of the show site as well as the airfield parking plan from which the aircraft will deploy.

(1) Please contact the Thunderbird Air Show Events Coordinator prior to drawing your diagram. We may have previously flown a show at your site and have information that could help you determine the best location for your crowd line, show center, bomb burst cross point, etc.

(2) Detailed instructions for locating these areas and sample diagrams are in Attachments 6 and 7.

(3) The geographic coordinates (latitude/longitude in degree-minute-decimal minutes format DD MM.MMM) for the show center and bomb burst marker placements. Please include the elevations (in feet) with all of the coordinates.

(4) As a minimum, your airfield diagram should depict:

- i. The complete aerobatic box from 6,000 feet right of show center to 6,000 feet left of show center, and 1,500 feet on either side of the show line (1,200 feet on secondary crowd line if waived by FAA). (See Attachment 6.)
- ii. The show line and crowd line (with distance to show line), including the ends of both sides and any secondary crowd locations.
- iii. Show center and bomb burst cross points with the distance (in feet) between the markers.
- iv. Parking locations for the support aircraft, advance F-16, and spare F-16 parking locations.
- v. Magnetic (MAG) bearing of the runway, depiction of Magnetic North, and the scale of the diagram.
- vi. Support hangar and briefing room locations, with access routes to show center and the support aircraft.
- vii. VIP and Thunderbird family/friends seating.

(5) All of the information does not need to be on a single map. Please ensure the aerobatic box, show markers with correct GPS coordinates, magnetic North, and magnetic bearing of the runway are all on one map and to scale.

(6) For military sites, we recommend using a map that depicts building numbers, Thunderbird briefing room and hangar or a Disaster Preparedness grid map (with the same information). Please include an 8½ X 11-inch copy of the completed airfield diagram.

(7) For civilian sites, your Airport Manager should have a diagram of the airfield. The diagram should cover the entire airfield. Ensure the diagram's scale is clearly depicted. Please include an 8½ X 11-inch copy of the completed diagram.

(8) Using your diagram, we mark off detailed checkpoints on air reconnaissance photos. Please ensure your diagrams are legible and drawn to scale. Accuracy in this planning phase, with particular emphasis on placement of the show center and bomb burst markers, enables us to fly our maneuvers safely and with precision.

AIRFIELD SETUP CHECKLIST

Have you:		YES	NO
1. Established a visible show line 1,500 feet from the crowd? (1,200 with FAA waiver)	[]	[]	[]
2. Located show center near the middle of the crowd line and ensured that the crowd area extends no further than 3500' right or left of show center?	[]	[]	[]
3. Located the bomb burst cross point on the show line, at least 500 feet off the right end of the crowd line?	[]	[]	[]
4. Mailed airfield diagram to the Thunderbird Air Show Events Coordinator?	[]	[]	[]
5. Situated the Thunderbird tent at show center?	[]	[]	[]
7. Parked all static displays to the rear of the crowd line?	[]	[]	[]
8. Ensured there are no open ropes at the far ends of the crowd line?	[]	[]	[]
9. Placed the crowd line at least 300 feet from the nose gear of our parked F-16s?	[]	[]	[]
10. <u>Arranged for two large, distinctive objects/vehicles to mark show center and the bomb burst cross point in place prior to Advance Pilot's arrival with ACCURATE GPS coordinates?</u>	[]	[]	[]
11. <u>Arranged for two 35-foot (minimum) boats for markers if your show is over water (in place prior to the Advance Pilot's arrival)?</u>	[]	[]	[]
12. Discussed your parking plan with the Thunderbird Air Show Events Coordinator?	[]	[]	[]
13. Organized a briefing room with access to requirements?	[]	[]	[]

Chapter Operations

1. HAZARDS

a. Please notify the Thunderbird Air Show Events Coordinator of any flying or ground hazards in the local area that are not readily known to transient aircraft. This information must be provided prior to the arrival of the advance team.

2. RUNWAY BARRIERS

a. Runways 10,000 feet or longer do not require an arresting cable on site.

b. If your runway is between 7,000 feet –9,999 feet in length, we require a barrier on site, unless there is either:
(1) A 10,000' or longer runway is within 80 NM of the airfield, OR
(2) A runway with arresting gear is within 80 NM of the airfield

c. If your runway is less than 7,000 feet, we always require pre-certified arresting gear in-place on-site. The Thunderbirds will obtain a waiver from the Air Combat Command commander to land at the site.

d. If required, obtaining arresting gear is a safety requirement that is your responsibility. Instructions for requesting arresting gear are contained in AFI 32-1043, Attachment 7. Included in the AFI is information concerning funding responsibilities.

e. Show sites should coordinate with local FAA and airport management, as certain types of temporary arresting gear may affect civil and commercial operations.

f. The runway barrier must be positioned 1,500 feet from the departure end of the runway (dependent upon prevailing winds). Arresting gear may be activated from the tower or manually positioned. If manually positioned, it must be in place before all Thunderbird arrivals, practices and demonstrations. To avoid potential damage to our aircraft we require another aircraft certify the barrier. If significant time is required for setup, please build that into your air show schedule timeline so as not to interfere with a 1500 local time ground show and 1530 local time takeoff.

3. WEIGHT-BEARING WAIVER

a. A weight-bearing waiver is required when your airfield weight bearing for a twin tandem is less than 415,000 lbs (C-17). This is the minimum weight for our support aircraft. If you are in doubt, please contact the Thunderbird Air Show Events Coordinator.

4. RUNWAY/TAXIWAY SWEEPERS

a. The parking area and all taxiways and runways we use must be absolutely free of foreign objects that could damage our aircraft engines. Due to the vacuum effect of the F-16 engine, especially significant during formation takeoffs and landings, it is mandatory that all surfaces (runways, taxiways, and ramps) be thoroughly swept prior to the arrival of the advance pilot, and are periodically swept throughout our stay.

- (1) If your airport maintenance facilities do not possess a vacuum sweeper, it will be necessary to make arrangements to obtain one.
- (2) If a brush-style sweeper is used, ensure the bristles are not made of steel, and that thorough foreign object damage (FOD) checks are accomplished after its use.
- (3) Please restrict helicopters and Harriers from hovering over taxiways, ramps, and runways intended for our use, unless you have a plan for cleaning up the area afterward. It is absolutely essential that hovering not be performed over or near our parked aircraft.
- (4) If pyrotechnics are going to be used anytime during the air show, ensure they are detonated far enough away to prevent blowing foreign objects onto our aircraft or the runways and taxiways intended for use by the F-16s. Also, for safety considerations, we cannot permit pyrotechnic performances closer than 500 feet from our parked aircraft. We will require a complete FOD sweep of the airfield following any pyrotechnic or firework display.

5. THUNDERBIRD 1-7 ARRIVAL

a. Arrival Times – Thunderbirds #1-7 will arrive in the local traffic pattern at the scheduled time on the itinerary. Thunderbird #8 will coordinate with the local approach control and tower to obtain control of ground and airspace within 5 miles of the airfield. The seven-ship formation will circle the airfield for approximately 1 hour. These maneuvers require a 1 hour block of closed airspace, with a TFR in effect, up to 10,000 feet AGL waived for aerobatic flight, altitude, and airspeed. [91.117 (a) and (b) and 91.119 (b) and (c).]

b. Communications - The Thunderbird Advance Pilot will establish contact with the Thunderbird Commander/Leader 15 minutes prior to arrival of the F-16s on a discrete frequency. The Advance Pilot will then coordinate with the tower or air boss on VHF (typically Tower's local control frequency) to take control of ground and airspace 5 minutes prior to arrival and will hand back control after the Thunderbird aircraft have landed and taxied back to chocks.

c. Landing – Upon arrival, the Thunderbirds will perform a “Thunderbird Pitch”. This consists of proceeding inbound at 300 feet over the approach end of the runway. At mid-field each aircraft pitches up to downwind.

6. THUNDERBIRD AIRSPACE USE DURING AEROBATIC FLIGHT

a. The Thunderbirds require a Temporary Flight Restriction (TFR) for a 5nm radius from show center from surface up to 15000 feet AGL for all practices and demonstrations. The airspace should also be waived as described in Chapter 11.

b. Thunderbird aerobatic maneuvers begin and end a maximum of 6,000 feet [1 nautical mile (NM)] left and right of show center. After each maneuver, a clearing turn to the left or right begins, followed by a climb to 1,500-6,000 feet above ground level (AGL). The direction of the turn is then reversed in order to align with the show line for the next maneuver. The repositioning will extend out to 5 NM.

c. The Diamond and Solos normally enter the run-in corridor wings-level at a point 12,000 feet (2 NM) from show center and at an altitude of 200-500 feet AGL. They proceed inbound to 6,000 feet while descending to 100-400 feet before actually starting the aerobatic maneuver. This “run-in”, or approach to the maneuver, is required in order to properly stabilize the aircraft, and is absolutely essential to consistently perform safe and precise maneuvers.

7. AIR SHOW COMMUNICATIONS

a. During the demonstration, our Operations Officer, call sign “Thunderbird 7,” will be in continuous contact with our aircraft and your tower through our radio communication specialist, call sign “Thunderbird Control,” using radios in our communications trailer.

(1) Control of the airfield will be requested, and is highly desired prior to the F-16s taxiing. The tower must relinquish control before the Thunderbird aircraft will takeoff for the demonstration.

(2) If the tower needs to regain control of the airfield due to an emergency, it may do so only after coordination with our Operations Officer or Thunderbird Control, allowing time to halt the demonstration and advise the aircraft that the tower has control of the field. After the emergency situation has been resolved, our demonstration will not resume until we regain control of the airfield.

(3) We fully recognize that emergency situations must take priority over aerial demonstrations, but positive transfer of control of the field must be accomplished and acknowledged by both parties to prevent further safety complications.

(4) Thunderbird Control monitors “Guard” frequency (243.0).

8. POST-SHOW PROCEDURES/AUTOGRAPHS

a. Once the Thunderbird aerial demonstration has ended and all post-performance narration ceased, the Thunderbirds will usually be available for autographs for approximately 30 minutes (during inclement weather we will move to the back-up location). Normally, the Thunderbirds will come forward to the crowd line; however, to prevent undue distraction or detract from another performer, the Thunderbirds will not sign autographs if there are any other acts performing after the Thunderbird demonstration. This includes narrated fly-bys.

b. Coordinate with local Security Forces or Law Enforcement to allow a full 30 minutes following the completion of the Thunderbird performance for autographs prior to clearing the airfield of non-air show personnel. If, based on safety or risk mitigation, it is determined that Thunderbird autographs need to be terminated prior to the scheduled 30 minutes, please have the Thunderbird Project Officer or any Security Forces/Law Enforcement representative notify Thunderbird Public Affairs immediately to allow Thunderbird personnel to leave the autograph line prior to evacuating the flightline. This allows a smooth, safe flow of both air show patrons and performers.

c. Please do not begin cleaning up or tearing down concessions during our autograph session. This often leads to handling of our equipment by individuals who are not familiar with it, and could result in serious damage to our sensitive communication system.

d. Please provide a back-up autograph location in case of inclement weather. A minimum of 4 tables and 12 chairs need to be available on stand-by at back-up location. Contact Thunderbird PA office for follow-on questions.

e. If your demonstration is a deployed show and you would like the pilots to return to the show site for autographs, please make arrangements in advance with the Thunderbird Air Show Events Coordinator. The show should provide transportation, preferably a helicopter, from the deployed site to the show site.

9. GROUND-RESCUE PROCEDURES

a. **Emergency Vehicles - Our F-16s have standard F-16 rescue features. You must have all crash equipment in place, in positions that are inconspicuous, 1 hour prior to takeoff. These vehicles should be located outside the crowd line with immediate access to the show line.**

b. Egress Training - Egress training with the Thunderbird Egress Technician will be scheduled for fire and rescue crews after the arrival of the support C-17/Thunderbird personnel and F-16 aircraft. Due to scheduling conflicts, we can only provide training for a single shift. Please have a Fire Department representative at the Advance Pilot’s Meeting.

10. THUNDERBIRD TIMING

a. The Thunderbird portion of your air show, ground and flying, lasts 1 hour and 15 minutes (1:15). It is imperative that no other events be scheduled during this time, and that the Thunderbird Narrator has full control of the microphone and public address system 30 minutes prior to the scheduled takeoff and 30 minutes after the scheduled landing for autographs.

(1) Our takeoff time must be no later than 2 hours prior to official sunset because of potential visual illusions with low sun angles.

(2) The first portion of our show can begin with the enlistment of new recruits, the re-enlistment of base personnel, or the introduction of deserving young military members 30 minutes prior to takeoff. (We can do enlistments/reenlistments or the Military Recognition, but not both on the same day). Following the ceremony is our precision launch and taxi for takeoff.

(3) The actual flying portion is approximately 35-45 minutes long.

(4) Our takeoff is 30 minutes after the Thunderbird Narrator takes control of the microphone and your public address system. Do not confuse the beginning of our show (ground ceremony) with our takeoff time (wheels up).

(5) The practice show will last 1 hour and 45 minutes and requires 90 minutes of TFR and waived airspace. See Chapter 11 for FAA waivers.

11. MEDIA FLIGHT AIRSPACE

a. Please make arrangements to reserve OVER LAND airspace for potential media flights during two periods for a normal two-day show schedule.

(1) Arrival day 2.5 hours after the arrival of the F-16s

(2) Practice day at from 1030-1200L.

(3) Confirm times for media flights with Mr. Teddy Rux prior to scheduling the airspace with the controlling agency.

b. Our preferred airspace is a military operating area (MOA) or restricted area large enough for aerobatic flight in a high-performance fighter. The airspace should be at least 10 NM x 10 NM in size, and from 1,000 feet AGL to 18,000 feet MSL scheduled for 2 hours. The area needs to be over land and should be no further than 60 NM away from the field.

c. Please coordinate with the owning agency of the MOA (usually a military base operations) to schedule the MOA or restricted area. Additionally, if available, request a copy of the flying squadron in-flight guide page for the applicable MOA or restricted area.

12. GENERAL INFORMATION

a. We will not exceed the speed of sound during our demonstration.

b. With the exception of the U.S. Army Golden Knights, the U.S. Navy Leap Frogs, and the Air Force Academy Jump Team, all landing zones for parachutist demonstrations must be at least 300 feet from our aircraft.

c. Please do not allow concessions at your air show to sell helium-filled balloons; they are a threat to safe-flying operations.

d. If hot-air balloons are a part of your air show, please ensure they are not inflated during the team's arrival, practice or demonstration.

e. If radio-controlled model aircraft will operate during your show, they must not come within 300 feet of our aircraft, laterally or vertically.

13. END OF RUNWAY CHECKS

a. Thunderbird maintenance personnel will perform an end-of-runway (EOR) inspection of the F-16s prior to each launch. This involves one or more vehicles following the F-16 to the end of the runway and checking the aircraft just prior to takeoff. We normally follow the taxiing aircraft to the hold short area.

14. LOCAL AIRPORTS

a. Please make sure you contact all airports within a 5 NM radius of your airfield to ensure they are shut down during the time periods specified in the FAA waiver. Additionally, contact all airports outside a 5 NM ring whose approach or departure would infringe upon the sanitized 5 NM ring.

OPERATIONS CHECKLIST

Have you:		YES	NO
1. Informed the Thunderbird Air Show Events Coordinator of any hazards in the local area?	[]	[]	[]
2. Planned to pre-position and certify manual barriers?	[]	[]	[]
3. Checked the weight-bearing capability of the parking area? (Adequate for both our support aircraft and F-16s?)	[]	[]	[]
4. Requested a weight-bearing waiver if the ramp, runway, or taxiways cannot support the weight of our aircraft?	[]	[]	[]
5. Ensured the ramp, runway, and taxiways are free of FOD?	[]	[]	[]
6. Ensured tower personnel understand the Advance Pilot controls airfield during arrival maneuvers?	[]	[]	[]
7. Briefed tower personnel that the Operations Officer takes control of the airfield during our demonstration?	[]	[]	[]
8. Allowed 1 hour and 15 minutes for our demonstration and 1 hour and 45 minutes for our practice?	[]	[]	[]
9. Briefed the crash rescue team on required procedures?	[]	[]	[]
10. Briefed tower personnel on our EOR/runway procedures?	[]	[]	[]
11. Contacted all airports within a 5 NM radius to ensure they are shutdown during the FAA waiver periods to include those outside 5 NM whose approach/departure infringe upon 5 NM ring?	[]	[]	[]

Chapter 9

Advance Pilot Meeting

1. ADVANCE PILOT/CREW CHIEF ARRIVAL

- a. The Advance Pilot and Crew Chief will normally arrive at your show site 1 day before the rest of the team. The show center marker and the bomb burst marker must be in place prior to their arrival.
- b. Please inform the ATC controlling agency that Thunderbird #8 will survey the entire airfield upon arrival. This will consist of several passes down the runway and/or show line at low altitude, as well as low altitude passes perpendicular to the runway or show line. The arrival survey is to check the accuracy of the placement of the show center and bomb burst markers, as well as any obstructions within 5 miles of the show center. Due to the low altitude survey requirement, ensure the FAA waiver includes Thunderbird #8's arrival and survey times.
- c. Landing - Thunderbird #8 will conduct a "Thunderbird Pitch" prior to landing. Expect the approach at a minimum of 300 feet over the approach end of the runway. At mid-field the aircraft pitches up to downwind.
- d. After landing, the Advance Pilot will taxi to the assigned parking area and should be marshaled into the parking area. Please ensure the taxi route has been FOD swept, and an F-16 ladder/maintenance stand is available.
- e. Please have one sedan and a separate mini-van from the vehicle request for the Advance Pilot and Crew Chief near the aircraft for their use. After securing the aircraft, they will grab food (their own expense) and then will complete essential details, to include:
 - (1) Inspecting and painting the F-16 parking area. Please have a can of red and a can of white spray paint available.
 - (2) Verifying the location of the show markers
 - (3) Examining the briefing room and maintenance hanger
 - (4) Inventorying and inspecting the maintenance equipment and vehicles.

2. ADVANCE PILOT'S MEETING

- a. Timing - The Advance Pilot's Meeting is crucial to the success of your air show. It will begin 2 hours after the landing of the advance pilot and will involve reviewing the itinerary and ensuring all coordination is complete and correct. The Advance Pilot's Meeting must start on time. It is imperative that the following individuals be present at the meeting:
 - (1) Air Show Director
 - (2) Thunderbird Project Officer
 - (3) Transportation Representative
 - (4) Maintenance Representative
 - (5) Ground Communications / Public Address Specialist
 - (6) Public Affairs Representative
 - (7) Recruiter
 - (8) Security Representative and/or local police
 - (9) Fire Department Representative
 - (10) Base Operations Representative
 - (11) Air Traffic Control Representative
 - (12) FAA Representative

b. Agenda – At the Advance Pilot meeting, the Thunderbird Project Officer should provide a copy of the final Thunderbird itinerary, as received from the Thunderbird Air Show Events Coordinator, to the above listed individuals. The Advance Pilot will discuss the following as a minimum:

- (1) Thunderbird schedule, line-by-line
- (2) Housing arrangements
- (3) Vehicle and transportation issues
- (4) Maintenance issues
- (5) Security issues, including aircraft security and police escorts
- (6) Disaster response plan with Fire Department
- (7) Public Affairs commitments and plans
- (8) Recruiting opportunities
- (9) Public address system requirements and tie-ins
- (10) Airfield and airspace operations—Please have a map depicting the aerobatic box and a map depicting ground setup available
- (11) FAA Waiver—the Advance Pilot will sign the waiver for the weekend

ADVANCE PILOT MEETING CHECKLIST

Have you:	<input checked="" type="checkbox"/>	YES	NO
1. Included Thunderbird #8's Arrival and Survey Time in the FAA waiver?	<input type="checkbox"/>		<input type="checkbox"/>
2. Ensured the show markers and maintenance equipment are in place prior to the Advance Pilot's arrival?	<input type="checkbox"/>		<input type="checkbox"/>
3. Obtained the required vehicles and a ladder for deplaning?	<input type="checkbox"/>		<input type="checkbox"/>
4. Notified key personnel of the time of the Advance Pilot's Meeting and printed required copies of the Thunderbird itinerary?	<input type="checkbox"/>		<input type="checkbox"/>
5. Arranged for a suitable briefing room/hangar space/F-16 parking space?	<input type="checkbox"/>		<input type="checkbox"/>
6. Confirmed hotel reservations for 2 single rooms?	<input type="checkbox"/>		<input type="checkbox"/>
7. Ensured the FAA Waiver will be available for signing?	<input type="checkbox"/>		<input type="checkbox"/>

Chapter 10

Survey Flight

1. REQUIREMENTS

a. Air Combat Command requires the Commander/Leader and the two Solo pilots to conduct an aerial survey of your show line prior to the actual aerial demonstration. There are times when the arrival survey is insufficient. We request a four-passenger helicopter or high-wing aircraft scheduled with a local pilot to provide aerial survey work if needed.

2. SAFETY

a. The survey flight should take place under minimum-traffic conditions and must not conflict with other performances or activities. Traffic priority is required.

3. PROFILE AND TIMING

a. We will fly the survey flight at 500 feet AGL, parallel to the show line, for four passes. The aircraft then descends to 150 feet above the show line so the Commander/Leader and Solos can survey each checkpoint.

b. The survey flight lasts approximately 30 minutes and should be scheduled 1 ½ hours after the team's arrival. The show line markers must be in place prior to the flight. Please have the survey pilot meet our pilots at the aircraft 20 minutes prior to takeoff.

(1) The commander reserves the right to cancel the survey flight at any time.

(2) When our demonstration is the same day as our arrival, the survey flight must be flown at the pre-coordinated time to preclude a delay or cancellation of our portion of your air show.

(3) If a civilian aircraft will be used for the survey flight at a military base, plan ahead. Approval to overfly or land on a military base may take up to 90 days.

4. PARTICIPANTS

a. The following individuals, or designated alternates, will conduct the survey flight:

(1) Lt Col Gregory Moseley, Commander/Leader

(2) Maj Blaine Jones, Lead Solo

(3) Capt Jason Curtis, Opposing Solo

SURVEY FLIGHT CHECKLIST

Have you:

1. Arranged for a helicopter or high-wing, four-passenger aircraft?
2. Coordinated with the tower for traffic priority?
3. Briefed the survey pilot on where/when to meet our pilots?
4. Arranged to have the show-line markers in place for the survey flight?

YES NO

[] []

[] []

[] []

[] []

Chapter 11

FAA Waivers/NOTAMS

1. FAA WAIVERS

- a. A waiver from the Federal Aviation Administration is required for Thunderbird #8's arrival, Thunderbirds #1-7's arrival, our practice, and air show(s).
- b. You may submit all waiver requests on the same FAA Form 7711-2, Application for Certificate of Waiver or Authorization. Sample waivers are in Attachments 10 and 11. You should initiate the waiver at least 90 days prior to your scheduled show date.
- c. Do not issue your request for waiver to the "Thunderbirds." Please name a representative of your organization in the "issued to" block.
- d. Please ask the FAA to send a copy of the approved waiver directly to the Thunderbird Air Show Events Coordinator, to arrive at least 30 days prior to your show. This will enable us to ensure times are correct and that all special provisions can be met. We cannot perform any aerobatics without an approved FAA waiver.
- e. The waiver must include all times and dates of Thunderbird performances, to include the Advance Pilot's arrival survey and Thunderbird #1-7's arrival survey, all practices, and demonstrations.

2. ARRIVAL MANEUVERS WAIVER

- a. The arrival of Thunderbird #8 requires a 1-hour block of airspace (15 minutes before and 45 minutes after scheduled arrival time) waived for altitude and airspeed. [91.117 (a) and (b) and 91.119 (b) and (c).] The field does not need to be closed, but traffic priority should be provided.
- b. Thunderbirds #1-7's arrival requires a 1-hour TFR (surface to 10,000 feet AGL for 5 NM) and NOTAMs issued. The FAA waivers listed in the following section are required for the arrival. The TFR time should be scheduled from 10 minutes prior through 50 minutes after our scheduled arrival time. (See Attachment 10.) Additional time, when available, provides added flexibility.
- c. The Advance Pilot will sign the aerobatic arrival maneuvers section of the waiver during the meeting. He or she will also expect control of the airspace beginning 5 minutes prior to the arrival of Thunderbird 1-7.
- d. On the rare occasion the Thunderbirds will perform aerobatic maneuvers on arrival, our Thunderbird Air Show Events Coordinator will specifically coordinate our arrival requirements with you. In the case of aerobatic maneuvers on arrival we will require the TFR and Waiver package to be in effect for a 5 NM radius from show center from surface to 15,000 feet AGL, as if it were a scheduled practice.

3. DEMONSTRATION AND PRACTICE WAIVERS

- a. In order for us to perform at your air show, we require a waiver to the following CFR regulations:
 - (1) 91.117 (a) - Aircraft speed in excess of 250 knots below 10,000 feet;
 - (2) 91.117 (b) - Aircraft speeds in an airport traffic area;
 - (3) 91.119 (b) - Minimum safe altitudes over congested areas (Military teams with approved maneuvers packages only);
 - (4) 91.119 (c) - Minimum safe altitudes over other than congested areas, except not closer than 500 feet to persons;

- (5) 91.127 - Operating on or in the vicinity of an airport;
- (6) 91.129 - Operations at airports with operating control towers (when appropriate)
- (7) 91.155 – Minimum VFR cloud clearances
- (8) 91.303 - Definition of aerobatic flight;
- (9) 91.303 (c) - Aerobatic flight within a federal airway; and
- (10) 91.303 (e) - Aerobatic flight below an altitude of 1,500 feet above the surface.

b. The following airspace and TFR is needed for the show:

- (1) 5NM radius from show center.
- (2) Surface to 15,000 feet AGL (AGL is essential).

c. As a minimum, waiver time for the demonstration and practice must begin 15 minutes prior to scheduled takeoff and extend for 90 minutes. The waiver must cover a minimum time period of 1 hour and 30 minutes. The additional time is requested to allow flexibility for possible maintenance problems or weather conditions. (See Attachment 11.)

d. If the FAA representative determines congested areas around the show site will be a problem for maneuver run-in, contact the Thunderbird Air Show Events Coordinator as soon as possible so the Thunderbirds can assist in obtaining the necessary waivers.

4. NOTICES TO AIRMEN (NOTAMS)

a. Your airfield must be closed for the total time issued on the waiver for arrival maneuvers, the practice, and the actual aerial demonstration. This time includes closure to airlines at commercial or joint-use fields. If you anticipate any conflicts, contact the Thunderbird Air Show Events Coordinator.

b. Ensure a NOTAM is issued at least 48 hours in advance for both arrival and demonstration waivers. It is of the utmost importance to not only provide a NOTAM closing the airfield, but to include the closure requirements for arrival maneuvers, practice, and demonstration.

(1) Sample NOTAM (for arrival maneuvers, practices, and demonstrations):

Airspace surface to _____ MSL closed within 5 NM of _____
airfield/TACAN from _____ Z to _____ Z on _____ (date).

c. Please provide the Thunderbird Air Show Events Coordinator a copy of the NOTAM 30 days prior to your show.

5. TEMPORARY FLIGHT RESTRICTION (TFR)

a. Temporary Flight Restricted (TFR) areas are REQUIRED for Thunderbird aerial demonstrations and practices. Please establish your 5 NM airspace ring as a TFR. A TFR is required for Thunderbird 1-7 arrival, practice, and each demonstration. This needs to be approved as early as possible, at least 60 days prior to your air show, through your local Air Force representative from your appropriate FAA region. An example request letter is provided in Attachment 12.

FAA WAIVERS/NOTAMS CHECKLIST

Have you:	<input checked="" type="checkbox"/>	YES	NO
1. Coordinated your airfield closing times if civilian airlines operate from your airfield?	<input type="checkbox"/>	[]	[]
2. Submitted your request for FAA waiver to the local Flight Standard District Office (FSDO) for both arrival and demonstration maneuvers?	<input type="checkbox"/>	[]	[]
3. Issued NOTAMs at least 48 hours prior to your air show?	<input type="checkbox"/>	[]	[]
4. Received the approved FAA waiver?	<input type="checkbox"/>	[]	[]
5. Verified that the Thunderbird Air Show Events Coordinator has received the approved FAA waiver and a copy of the NOTAM?	<input type="checkbox"/>	[]	[]
6. Implemented TFRs for the time of our practice and demonstration?	<input type="checkbox"/>	[]	[]
7. Media flight airspace coordinated/scheduled?	<input type="checkbox"/>	[]	[]

Chapter 12

Publicity

1. ADVANCE PUBLICITY AND PUBLIC AFFAIRS MATERIAL

a. A successful air show begins with an organized Public Affairs plan and publicity campaign. The Thunderbird Public Affairs office and your local Air Force recruiting office are here to get involved and make your air show a world-class event. The Thunderbirds are coming to your event for three main reasons: 1) represent the United States Air Force and highlight the capabilities and professionalism of the finest air, space, and cyberspace force in the world; 2) inspire and recruit young Americans to join military service; 3) retain the quality force we currently have and remind those who are wearing the uniform just how important their service is to the Air Force and the United States. With these three goals in mind, below are a few guidelines to follow in order to support Thunderbird media and community relations operations.

2. THUNDERBIRD PUBLIC AFFAIRS/PUBLICITY MATERIAL AVAILABLE

a. Before beginning your show's publicity campaign, please contact the Thunderbird Public Affairs office at (702) 652-6776/4019/7200/9902. For DSN, your prefix is 682.

b. Publicity material and standard press kit information can be immediately obtained from the Thunderbird website at www.aftthunderbirds.com. The Thunderbirds do not have "hard copy" press kits. This website contains fact sheets, the team's history, biographies, individual team member photographs and videos. All images and artwork are public domain, so please feel free to use them in all of your marketing/media products (posters, air show programs, newspaper/magazine advertisements, billboards, fliers, news articles, etc). Advertising space on billboards, TV, radio, newspaper supplements, company or school newspapers, local magazines, Chamber of Commerce newsletters, local restaurant placemats and city transportation are great avenues to help spread the word about your show. Also, please ensure your local media outlets are aware of these resources and encourage them to use it in advertisements, articles, public service announcements, etc. One note of clarification, Thunderbird images/products/graphics/words are to be used in advertising the air show itself, not for advertising commercial products or services (per Title 18 of the U.S. Code, Section 709). For questions, contact the Thunderbirds Public Affairs office.

c. A single media DVD will be provided to each show site's Public Affairs representative in person at the International Council of Air Shows conference in December or upon individual request. It will include approximately 3 minutes of B-roll footage of Thunderbird aircraft and personnel in action. This DVD can be duplicated and disseminated to local/regional media outlets and other organizations supporting your publicity campaign. The Thunderbirds do not send these DVDs to individual media outlets. Helpful hint: Local Air Force recruiters usually have a good working relationship with local media outlets and can be helpful in distributing these materials.

d. The Thunderbird Public Affairs office has the ability to generate 30- to 60-second public service announcements (PSAs) in audio and/or video format, which can be tailored to advertise your specific air show. At least 30 days prior to your show, please reach out to your local TV and radio stations and gauge their ability to provide free commercial time for such PSAs.

3. REQUIRED SHOW SITE INFORMATION TO THUNDERBIRD PUBLIC AFFAIRS

a. In an effort to add a personal touch for what we can do in your community, it is **ESSENTIAL** to provide the following information about your show and your local area. Send the information outlined below to Thunderbird

Public Affairs office by email to the Public Affairs Superintendent at USAFADS.PA@nellis.af.mil no later than 30 days prior to our arrival:

- (1) Official name and theme of your air show
- (2) Air show information which must include the website address, admission costs, parking fees, gate open/closures times, schedule of events, list of other performers, city population.
- (3) Brief history of your city/local area/military base (e.g. training mission, combat mission, etc.). For civilian show sites, this should include any local military ties (i.e. Guard/Reserve unit in close proximity to the show site). This should also include any pertinent messages you would like us to help you disseminate (i.e. the 60th anniversary of your city).
- (4) Names and biographies of the host commander (on military installations) or DVs the team will meet.

b. Thunderbird Public Affairs requires a crowd count and list of distinguished visitors (general officers and civilian equivalents, and federal politicians) immediately following the demonstration. We understand this will often be a rough estimate, but need your most accurate crowd count before the team begins the demonstration debrief (approximately 1 hour after the conclusion of the demonstration).

4. MEDIA OPERATIONS

a. Thunderbirds team members are available for telephone interviews prior to our arrival. Please contact Thunderbird Public Affairs to arrange interviews.

b. Arrival interviews (normally Thursday): The Thunderbird media day is upon the arrival of Thunderbirds 1-7. Send advisories announcing our arrival to local media and ask them to respond if they desire to conduct planeside interviews. Contact the Thunderbirds Air Show Events Coordinator for confirmation of the actual arrival time.

- (1) Do not guarantee arrival maneuvers to media outlets. However, upon arrival of Thunderbirds 1-7, the team will survey the surrounding area within view of the show site at low altitude and high speed. Please, do not advertise or imply survey or arrival maneuvers as an official aerial demonstration.

c. Practice day (normally Friday):

- (1) Friday morning is another opportune time to use the Thunderbirds to promote your air show. Thunderbirds professionals are available for local radio and TV interviews (either at the news stations, via phone or at the air show). Please coordinate any scheduled practice day interviews directly with the Thunderbird Public Affairs office.
- (2) Media coverage of the practice demonstration is also encouraged. Please know the Thunderbird practice is not an official demonstration and the Thunderbirds retain the option to cancel the practice, if necessary. If you invite the base populace or a large group to attend, please inform them practice demonstrations are subject to change or cancellation.

d. Encourage radio and TV coverage of the air show. During the air show, up to four media outlets can plug into the Thunderbird communications trailer for reception of in-cockpit video, narration and music – let us know upon arrival if any media outlets are interested and pass along information to Thunderbird Public Affairs. For information on required tie-in equipment, please reference Chapter 6, Public Address System. All video is on a five-second delay. This data link capability offers media an opportunity to put their viewers “right inside” the cockpit of Thunderbird aircraft during the demonstration. In addition to media outlets, show sites that have Jumbotrons are encouraged to connect the Thunderbird video feed into their video setup. Media connections to the communication trailer must be accomplished no later than 1 hour prior to our takeoff and remain connected into the trailer for the duration of the Thunderbird demonstration.

5. LITHOGRAPHS

a. The Thunderbirds Public Affairs staff will bring lithographs for the following positions.

MILITARY AIR SHOW/OPEN HOUSE

- (1) Official Air Show name/theme
- (2) Host Commander
- (3) Command Chief Master Sergeant
- (4) Air show Director
- (5) Thunderbird Project Officer
- (6) Maintenance Representative
- (7) Public Affairs Representative
- (8) Local U.S. Air Force Recruiter
- (9) Survey Flight Pilot
- (10) Briefing Room Host Unit
- (11) Hotel/Billeting
- (12) Schools/Hospitals (only those we visit)
- (13) Air Traffic Control
- (14) Workout Facility

CIVILIAN AIR SHOW

- (1) Official Air Show name/theme
- (2) Air show Director
- (3) Thunderbird Project Officer
- (4) Maintenance Representative
- (5) Public Affairs Representative
- (6) Local U.S. Air Force Recruiter
- (7) Survey Flight Pilot
- (8) Briefing Room Host Unit
- (9) Hotel/Billeting
- (10) Schools/Hospitals (only those we visit)
- (11) Air Traffic Control
- (12) Workout Facility

b. In addition, you may request up to 15 additional lithographs to distribute as your airshow director/commander see fit. Please email the number of lithographs you want to receive (15 or 30) to the Thunderbirds Air Show Events Coordinator, Mr. Michael "Teddy" Rux, Michael.Rux@nellis.af.mil 30 days prior to your air show to afford sufficient preparation time. We realize many people have contributed time and money and it is important to recognize people's contributions however; DO NOT promise personalized lithographs.

6. MAKE-A-WISH

a. Practices are an excellent opportunity to host groups that would otherwise have difficulty seeing the Thunderbirds perform (i.e. special needs children's organizations, physically challenged, etc.) In particular, the Thunderbirds would like to extend an invitation to Make-A-Wish chapters or similar children's special-needs groups in your area to attend the practice. With prior arrangements, Make-A-Wish/special-needs guests will have a unique opportunity to meet the officers, take photos and receive autographs after the practice show. Please limit groups to no more than 30 children, so we can give them individualized attention. Provide the Thunderbird Air Show Events Coordinator with a Public Relations Event Information Sheet (See Attachment 15-1) if you plan for Make-A-Wish to attend the practice. We will schedule specific time in our itinerary to meet with these individuals.

b. If you invite special guests, please ensure sure you have appropriate seating near show center, paved ramps for wheelchair parking as required, appropriate signs, parking areas, and facilities. for physically-challenged people. Please consider providing earplugs to further enhance your guests' air show experience.

c. You must provide a designated, covered, limited-access secure area for these groups, as well as water. The Thunderbirds believe it is important to meet with and provide autographs to these individuals separately. Do not invite other guests to take part in this special autograph session for the children. Also ensure you have enough volunteers to ensure a sectioned/cordoned-off area. We do not want an embarrassing situation to detract from the individualized attention intended for your special guests. If this results, we will be forced to terminate the autograph session.

d. If you request a Make-A-Wish event with the team, please do not make arrangements for your guests to arrive more than 1 hour prior to takeoff. We have found that inviting special-needs children hours prior to the show is tough for smaller children, especially on hot days and precludes their ability to stay and meet the pilots after they land.

7. FALLEN WARRIOR

a. In an effort to remember those who have paid the ultimate sacrifice in defense of our nation and freedom, the Thunderbirds will invite the family of a military member killed in action from your local area to your show. Please make arrangements for VIP parking for up to seven vehicles and access for up to 30 family members.

PUBLICITY CHECKLIST



Have you:

YES NO

1. Contacted Thunderbird Public Affairs? [] []
2. Visited the Thunderbird website for publicity material? [] []
3. Duplicated and disseminated the b-roll DVD to local media outlets? [] []
4. Contacted your local USAF Recruiter to help support your publicity efforts? [] []
5. Invited the media to cover the team's arrival and the air show? [] []
6. Advised media of data link capabilities? [] []
7. Invited Make-A-Wish/special-needs guests to attend the team's practice/arrival? [] []
8. Emailed your lithograph requests to Thunderbird Air Show Events Coordinator 30 days in advance? [] []
9. Sent the required show site information in Section 3 of this chapter to the Thunderbird Public Affairs Superintendent 30 days in advance? [] []

Chapter 13

Media Flights

1. MEDIA FLIGHTS

a. The Thunderbird Commander and Public Affairs will determine if your air show will receive media flights and if so, how many, who will fly, and when. Every location should submit at least two primary media fliers and an alternate. Please discuss media flights early in your planning process with Thunderbird Public Affairs before offering these flights to local media sources.

b. The best candidates for media flights are celebrities and nationally prominent citizens who live in the local area of the show site. Celebrity flights will garner positive national media attention and help spread the word about the Air Force, the Thunderbirds, and the local air show.

c. Every location should submit two primary flier candidates and one alternate. These candidates include celebrities/nationally prominent citizens and/or local/national media representatives.

NOTE: If you choose to submit a Hometown Hero flier, then only one primary media flier and one alternate are required. See chapter 14.

d. All media flights are designed to show the capabilities of modern high-performance aircraft, as well as demonstrate the pride and professionalism of those who fly, maintain and support them.

e. Media flights can be used to effectively advertise your air show. Media flights are only given to bona fide, credentialed members of the media. These flights are NOT to be used as paybacks for supporters of the air show. For example, do not offer a flight to the mayor, Chamber of Commerce president or business leader, show sponsor, air show director, etc.

f. Media flights are conducted the day the team arrives and the following day.

g. The Thunderbird Public Affairs office will determine which individuals are approved for a flight. Please keep in mind there is no guarantee the media flight will happen. The flights are based on availability of aircraft, weather, and other operational, logistical or medical factors. To prevent an embarrassing situation, clearly inform media representatives if they are interested and medically qualified, they will be considered by the Thunderbirds for a flight, along with other qualified media candidates. DO NOT promise a Thunderbirds media flight to anyone. Thunderbird Public Affairs will notify those media representatives who have been approved to fly. Ensure your nominee is available to fly on both days, should they be chosen, before submitting paperwork.

h. The show site Public Affairs representative should coordinate through the show site's Thunderbird Project Officer to submit nomination packages, which include at a minimum:

- (1) Three Letters of justification (i.e. two for the primaries and one for the alternate media fliers)
 - i. Justification should state why each individual should receive the flight
 - ii. Amount and type of coverage offered
- (2) Three Media Information Sheets (one for each flier) [See Attachment 14]
 - i. Incomplete information or blank areas could cause delays or cancellation of approval process
- (3) Three Media/Orientation Flight Health Questionnaires (one for each flier) [See Attachment 15]
 - i. Medical qualifications for fliers will be based on the Air Force Flying Class II medical standards
- (4) Three Hold Harmless Agreements that must be signed (one for each flier) [See Attachment 16]
 - i. Have media flier nominees keep an additional copy
- (5) Three Letters (one for each flier) by flier's physician stating the nominee's current prescriptions and any

significant medical issues. There must be a statement verifying the individual is fit to fly in a fighter aircraft. Without this letter, the individual will not fly.

NOTE: Fliers who have previously flown with the Thunderbirds will be automatically disqualified, so please do not send in their names. If nominees are not U.S. citizens, considerable coordination is required in the approval process which requires a minimum of 60 days, so please plan accordingly.

i. Requests for media flights shall be submitted directly to the Thunderbird Public Affairs Office at Nellis AFB (contact information found in Chapter 1 “Getting Started”) no later than 45 days prior to the team’s scheduled arrival. .

j. We strongly suggest nominating outlets that will have the widest reach in your area. If your nomination is a TV station, a videographer must be present for the flight to take place. If a newspaper is nominated, a photographer must be present. We do not advise submitting photographers or videographers as possible fliers, as they cannot take up cameras. Instead, flights should be given to media personalities and writers. If the nominee is a TV reporter/anchor, we require them to commit to the flight coverage being included in a prime-time newscast. If a radio station is nominated, we require being part of their morning show/drive-time broadcasts. The station manager must also assure the Thunderbirds and the U.S. Air Force that the coverage will be handled in a professional, dignified way (i.e. no stories concentrating on vomiting or passing out). Media flights are designed to showcase the high degree of professionalism displayed by every Air Force Airman and the capabilities of today’s fighter aircraft.

k. The Thunderbirds have installed digital camera recorders to capture in-cockpit video of media flights. We are able to provide in-cockpit footage of the flier via DVD to be used in conjunction with other coverage of the flight.

l. Finally, things to keep in mind:

(1) No photography is allowed in the cockpit

(2) All medical briefings, Aircrew Flight Equipment fittings, pilot briefing and additional training will begin no later than 3 hours prior to the scheduled takeoff time. Arriving late will delay or cancel the flight.

(3) Air Force regulations dictate height, weight, and anthropomorphic measurement standards for media fliers and are strictly enforced.

i. The absolute minimum and maximum weights for a media flier are between 103–245 lbs.

ii. A waiver must be requested for fliers between 103-139 lbs and 212-245 lbs. No waiver is required for fliers between 140-211 lbs.

iii. The head-to-butt and butt-to-knee measurements indicated on the attached information sheets are critically important. The approved sitting height range is between 34– 9.7 inches and the total height is between 64– 77inches.

iv. Max height = 6’5”

v. Chest size range = 34”-48”

vi. Max waist = 38”

vii. Boot size range = Size -13 (men’s sizes)

viii. Age limit = 55 yrs

ix. Butt-to-knee maximum = 26”

MEDIA FLIGHTS CHECKLIST

Have you:	<input checked="" type="checkbox"/>	YES	NO
1. Coordinated with local public affairs for media flier selection and nomination packages?	<input type="checkbox"/>	[]	[]
2. Obtained all paperwork for the nomination packages?	<input type="checkbox"/>	[]	[]
3. Submitted nomination packages Thunderbird Public Affairs <u>45 days in advance</u> ?	<input type="checkbox"/>	[]	[]
4. Arranged for a suitable briefing room (different from the team briefing room)?	<input type="checkbox"/>	[]	[]
5. Scheduled suitable airspace? (Over land MOA or Restricted airspace w/in 60 miles)	<input type="checkbox"/>	[]	[]
6. Made arrangements to get the media flier onto base/site and to the briefing/ Aircrew Flight Equipment room?	<input type="checkbox"/>	[]	[]
7. Coordinated for the Thunderbirds to appear on TV/radio morning shows for the media flight outlet(s)?	<input type="checkbox"/>	[]	[]

Chapter 14

Hometown Hero Flights

1. HOMETOWN HEROES PROGRAM

- a. As a complement to the Media Flight Program, the Thunderbirds host a “Hometown Hero” Orientation Flight Program in communities throughout America during our show season. This program is designed to showcase American citizens doing amazing things in their communities, paralleling the amazing efforts put forth by America’s Airmen every day.
- b. If you submit a “Hometown Hero” nominee, then you are required to submit only one primary and one alternate media flight candidate (totaling three individual candidates).
- c. Heroes might include, but are not limited to: an average citizen who heroically saved a life; a renowned teacher; a community humanitarian volunteer; a local firefighter, paramedic or police officer; one who mentors children or volunteers as a coach or tutor in a youth program; or someone who dedicates their life to working with at-risk children.
- d. When choosing/evaluating potential Hometown Hero flight candidates, it is critical to use your local media outlets as a sounding board. Any individual submitted to the Thunderbirds as a Hometown Hero candidate must come with a coverage commitment from at least one local media outlet.
- e. People ineligible for the program include, but are not limited to: active-duty military members; elected and appointed officials; unit honorary commanders; newscasters; reporters; board directors or other individuals who have the ability to garner publicity in their own right. To avoid misperceptions, we are unable to fly individuals whose main hometown hero flight justification derives from actions in support of their local military installation and its personnel. Persons with prior felony convictions are not eligible for a flight with the Thunderbirds under the Hometown Heroes Program.
- f. Do not promise a flight to anyone. Inform the nominee their flight is pending approval and the flight is subject to cancellation for operational and maintenance reasons, or for weather. Thunderbirds Public Affairs will notify approved fliers of their selection to fly with the team.
- g. Nomination package procedures are identical to the procedures for media fliers (see Chapter 13), including all medical, height, and weight screening requirements. The timeline for nomination packages are also identical, including the requirement to have names submitted 45 days prior to the Thunderbirds arrival.

Chapter 15

Public Appearances

1. GENERAL

a. All public appearances must be coordinated with the Thunderbird Public Affairs Office and the Air Show Events Coordinator no later than 30 days prior to our scheduled appearance.

(1) Everything we do outside of the aerial demonstration is a public appearance. That includes TV/radio interviews, school visits, hospital visits, receptions, and air show parties.

(2) We prefer to make as much contact as possible with those in our target recruiting demographic (high school age to 27-year olds). Please explore the high schools, vocational schools, junior colleges, summer sport camps, and youth organizations first. The local Active Duty Air Force Recruiting representative will work to schedule 1-2 high school visits if school is in session. These events receive scheduling priority, especially over elementary school visits.

(3) Please do not commit us to any additional public relations events without the consent of the Thunderbird Public Affairs office.

(5) In order to allow our team members adequate rest to offset the high operations tempo of our show season, only schedule the team for one evening reception event per show site.

NOTE: There is one exception to this policy: At military show sites, on Thursday or Friday, the Thunderbird officers and senior enlisted members are available for wing commander-sponsored receptions that serve to enhance the relationships between local military bases and community leaders. This event should take place in a more intimate setting (such as a wing commander's private residence) and include guests selected by the commander exclusively. If you plan to schedule such an event, 1830L is an appropriate start time to ensure Thunderbird personnel availability. Additionally, we request that your event end no later than 2000L to allow our team members adequate crew rest for the following day's activities (e.g. high school visits, media interviews, etc.).

(6) If you have additional events you would like the team to attend, please discuss them with the Thunderbirds' Public Affairs office.

b. It is imperative that every public appearance be documented on a separate Thunderbird Public Relations Event Information Sheet (See Attachment 17) to include:

- (1) School visits
- (2) Hospital visits
- (3) Receptions
- (4) Air show parties

c. The local USAF Recruiter is responsible for planning all high school and/or vocational school visits. We also encourage you to invite them to any other scheduled public appearances.

d. All formal portions of public relations engagements (introductions, speeches, presentations) requiring the team's involvement and/or presence must be FINISHED by 8 p.m. This policy is strictly enforced. This does not mean the team will necessarily leave the event, but is imperative for crew rest based on other commitments.

e. If scheduling a post-show reception, please remember the team will complete a 30 minute autograph session after the demonstration, 1+30 hour block of time to conduct debrief and up to 30 minutes for commute before we can be in-attendance (Minimum of 2+30 hours total from landing).

f. All public relations commitments must be within a maximum of 30-minutes drive time from the briefing room or hotel. Please keep traffic and construction delays in mind when planning your event. If an escort cannot be provided for the event, please ensure the team has accurate directions/maps.

h. Please do not schedule any public appearances on down days to allow our team members adequate rest.

i. While we never solicit presentations or gift exchanges, please let us know if the event host/sponsor or invited guest is making a presentation to the team and what is being presented, so we may reciprocate appropriately. If any formal public presentation is planned for any Thunderbird team member, including our Commander/Leader, an exact itinerary of the event must be provided to Thunderbird Public Affairs at least 24 hours prior to the event. Thunderbird Public Affairs will consider any potential challenges with the schedule of events and work with the Project Officer to make the event run as smoothly as possible.

j. The team has an 11.5-minute long DVD to play at school visits. Please arrange for the correct audio/visual equipment to be in place and operational before our scheduled appearance time.

PUBLIC APPEARANCES CHECKLIST

Have you:		YES	NO
1. Coordinated all public appearances with the Thunderbird Air Show Events Coordinator?		[]	[]
2. Completed a Thunderbird Public Relations Event Information Sheet for each public/social commitment?		[]	[]
3. Ensured commitments are within a 30 minute drive?		[]	[]
4. Made arrangements for the necessary equipment if Thunderbird DVD is to be shown at local schools?		[]	[]
5. Ensured our public relations events end by 8 p.m.?		[]	[]
6. Sent Public Affairs all the required event reception information? (Host, DVs attending, presentations, invited guests)		[]	[]
7. Included Air Force Recruiting representatives in planning and escorting public appearances?		[]	[]

Chapter 16

Air Force Recruiting

1. GENERAL

- a. Recruiting is at the heart of the Thunderbird mission. It is essential that air show directors and Thunderbird Project Officers work closely with local recruiter squadron commanders, flight chiefs and community recruiters to get the most out of our visit. If you need assistance contacting your local recruiter, please call the Thunderbird Public Affairs office (contact information located in Chapter 1 “Getting Started).
- b. Once contacted, the recruiting service will assign a squadron marketer to act as the recruiting representative at each show site. The recruiting representative will then contact your Air Show Project Manager and Public Affairs representative to coordinate their participation and will attend air show planning committee meetings.
- c. Air Force Recruiting Service (AFRS) has put special emphasis on health professions recruiting. At each show site, AFRS will conduct a Center of Influence event in an effort to introduce doctors, nurses, and other health professionals to the Air Force mission. We request your full support for this event.

2. SUPPORT

- a. We request you give full support to DoD recruiting efforts. Such support should include, but not necessarily be limited to:
 - (1) Coordination with local U.S. Air Force Recruiting personnel.
 - (2) Providing prime space for the recruiting display booth – this should be set up as close to show center as possible.
 - (3) Setting up/coordinating public appearances with support from Recruiting Service personnel. The local active duty recruiter will be responsible for setting up the local high school visits. Schools must be located within 30 minutes of hotel.
 - (4) Inviting Recruiting Service to all official functions in which the Thunderbirds participate.
 - (5) Arranging for an enlistment ceremony. This will take place on show days, in front of the crowd at show center.
 - (6) Provide a tent for the Recruiting Service to conduct the Health Professionals Center of Influence Event. This should be separate from the recruiting booth, located near the VIP tents, and include tables and chairs for approximately 50 people. The Recruiting Service will be responsible for manning and catering the tent. It is important that the local Recruiting Service representative request a tent during air show planning committee meetings.

3. RECRUITING SQUADRON RESPONSIBILITIES

- a. Assign a squadron marketer as the main point of contact for the air show.
- b. Ensure a recruiting representative is at EVERY air show planning committee meeting.
- c. Provide the air show a copy of the invitation which will grant the Health Profession invitees access to the show.
- d. Adhere to the planning timeline checklist.
- e. Schedule 1-2 school visits for the Thunderbirds to attend at the show site. School visits are typically done on Fridays from 0900-1000. Exception must be approved by Thunderbird Public Affairs. (2 high schools preferred)

- f. Follow the guidance set forth in the “Recruiter Guidelines” emailed to each show site recruiting representative.
- g. Coordinate with civilian show sites that charge admission to allow recruiters and enlistees into the show for the recruitment ceremony without charge.

NOTE: We do not conduct retirement ceremonies or award readings during our demonstration.

4. ENLISTMENT CEREMONY

- a. If you want to conduct an enlistment ceremony with the Thunderbird aircraft in the background at show center, flags and/or honor guards are not required. If inclement weather dictates an indoor ceremony however, a U.S. flag is required. Please inform the Advance Pilot during the Advance Pilot’s Meeting. Enlistees must be in place at the Air Force recruiting booth no later than 2 hours before the Thunderbird ground ceremony begins. Ensure enlistees are in an Air Force T-Shirt provided by the recruiter and blue jeans (no ripped jeans, no shorts, no earrings, no hats, no sunglasses, and no open-toed shoes). At that time, a member of Thunderbird Public Affairs will brief the enlistees on what to do during the ceremony. Provide a back-up location in case of inclement weather. Location must be easily accessible to enlistees and their families.
- b. Families of enlistees and media representatives are encouraged to attend the ceremony, but are not allowed to go in front of the crowd line for the ceremony.
- c. The Thunderbird photographer will take digital photos of the ceremony and provide a CD of those images to the local recruiter.
- d. The Thunderbird officers and enlisted team members will visit the recruiting booth throughout the weekend to talk to kids and parents about Air Force opportunities.

AIR FORCE RECRUITING CHECKLIST

Have you:

YES NO

1. Contacted the local U.S. Air Force Recruiting Office to ensure recruiting involvement? [] []
2. Coordinated the location of the recruiting display booth? [] []
3. Invited Recruiting Service personnel to all official functions? [] []
4. Arranged for an enlistment ceremony? [] []
5. Invited media to cover the enlistment ceremony? [] []
6. Informed the recruiter of the date, time, and location of the Advance Pilot's Meeting? [] []
7. Coordinated the location of the Health Professionals COI tent? [] []

Chapter 17

Air Force Retention

1. GENERAL

a. Today, more than ever, retention of quality Air Force personnel is critical. It is important to get your unit's career assistance advisor and/or command chief master sergeant involved in all Thunderbird retention activities.

b. The Thunderbirds can impact retention by helping units recognize their people and the work they do. Airmen need to feel good about what they do and must understand how they contribute to the Air Force mission.

2. RETENTION OPTIONS

a. **Re-Enlistment Ceremony:** If requested, we can conduct a re-enlistment of your base personnel with a ceremony at the No. 1 jet. The re-enlistment ceremony for small groups of people will take place 30 minutes prior to takeoff for the practice show. Those taking part in the ceremony need to meet with Thunderbirds Public Affairs no later than 1 hour prior to the ceremony at a designated location near show center (this area will be confirmed at the Advance Pilot's Meeting).

(1) In the event of inclement weather, plan to use an indoor facility with adequate space. Be sure to provide an American flag.

(2) This ceremony provides an excellent media opportunity, and exhibits immediate recognition for outstanding enlisted personnel who have chosen to continue military service. We encourage you to invite friends, family, and co-workers to attend the ceremony. For a smooth, efficient paperwork flow, give re-enlistment contracts to the Thunderbird Public Affairs member prior to the ceremony. The Thunderbird Project Officer will be given signed contracts Monday morning before the team's departure. Please have them completely filled out, including the Thunderbird commander's signature block and signed by the re-enlistee,

Lt Col Gregory M. Moseley
Commander/Leader
USAFADS/ACC
Nellis AFB, NV 89191-6079

(3) We recommend you provide a photographer at the event for coverage in the base newspaper, and personal copies for the individuals. The Thunderbirds will take digital images and provide a CD to the Thunderbird Project Officer.

(4) The Thunderbird Commander will sign the re-enlistment papers following the demonstration.

(5) For deployed shows, coordinate with the Thunderbird Air Show Events Coordinator for the best time and location for the re-enlistment ceremony.

b. **Military Recognition Ceremony:**

The purpose of this ceremony is to honor **five** Air Force junior enlisted members and/or company grade officers. For an air show taking place at a civilian airfield/airport, please work closely with those Air Force units that may be supporting your air show. With the on-going worldwide contingencies, we recommend you consider young troops who have recently returned from combat zones. (See Attachment 19)

(1) The ceremony takes place in front of the crowd at show center as part of the Thunderbird ground ceremony. For a two-day performance, the enlistment ceremony will typically take place on Saturday and the recognition ceremony would take place on Sunday. In the case of a one-day only show, we generally do an enlistment ceremony only.

- (2) During the recognition ceremony, our narrator will introduce each individual, while they are standing at show center alongside the Thunderbird officers. The individuals being recognized must be in uniform.
- (3) We will need the names, ranks, squadron and duty title of the five people you have selected to take part in this ceremony as well as a narrative format explaining why they were chosen – i.e. their accomplishments. Focus on combat deployment accomplishments. Send this paperwork to the Thunderbird Public Affairs office no later than 7 days prior to the show
- (4) Members of the recognition ceremony must be at the designated area at show center no later than 1 hour prior to the start of the ground ceremony, so they can be briefed by Thunderbird Public Affairs (this area will be confirmed at the Advance Pilot's Meeting).

AIR FORCE RETENTION CHECK LIST

Have you:

YES NO

1. Discussed Thunderbird retention activities with your unit's career assistance advisor and/or command chief? YES NO
2. Arranged for a re-enlistment ceremony, if applicable (alternate location for inclement weather)? YES NO
3. Organized a military recognition ceremony and turned in recognition paperwork to the Thunderbird Air Show Events Coordinator? YES NO

Chapter 18

Post-Show Report

1. GENERAL

a. Each show site is required to submit a post-show report to Thunderbird Public Affairs. This report will help us evaluate publicity campaign procedures. The initial crowd count must be given to the Public Affairs officer each day immediately following the demonstration; however, the Post-Show Report should arrive at Thunderbird Public Affairs 15 days after your air show. (See Attachment 20)

b. The Post-Show Report must include:

- (1) The official per day crowd count. Please be as accurate as possible, and if the crowd count differs from what was originally provided immediately after the show, please indicate.
- (2) List of media outlets that interviewed Thunderbird personnel and/or provided air show coverage.
- (3) A media outreach number from every outlet that interviewed Thunderbird personnel and/or provided covered of the air show.
- (4) Critique - Customer satisfaction is very important to the Thunderbirds and the U.S. Air Force, so please critique our operation. We welcome comments and criticism, along with suggestions on how we can improve our overall operation.

POST-SHOW REPORT CHECKLIST

Have you:

- | | <input checked="" type="checkbox"/> | | |
|---|-------------------------------------|--|--------------------------|
| | YES | | NO |
| 1. Received an accurate daily attendance count? | <input type="checkbox"/> | | <input type="checkbox"/> |
| 2. Provided a list of media outlets and outreach numbers from every outlet who interviewed Thunderbird personnel and/or covered the air show? | <input type="checkbox"/> | | <input type="checkbox"/> |
| 3. Critiqued our operation? | <input type="checkbox"/> | | <input type="checkbox"/> |

Chapter 19

Timetables

1. SCHEDULE OF EVENTS

a. The Thunderbird Air Show Events Coordinator will send you a draft of the Thunderbird Itinerary approximately 60 days prior to the show. Review the itinerary and subsequent drafts to ensure accuracy. The itinerary is extremely important. It is the document that drives the schedule for 60+ personnel at your site. Double check scheduled flight times with the air boss for your show.

b. Arrival days and times are determined at the beginning of each year. Normally, for a weekend show (Saturday and Sunday), the Advance Pilot and Crew Chief will arrive at your show site on Wednesday (time to be determined); the support aircraft (normally a C-17) will arrive on Thursday (one hour prior to the F-16s), followed by the F-16s. F-16 arrival times are guidelines only, and may vary according to specific needs. General F-16 arrival times are:

- (1) Eastern Time - 3 PM (1500 hrs)
- (2) Central Time - 2 PM (1400 hrs)
- (3) Mountain Time - 1 PM (1300 hrs)
- (4) Pacific Time - 1 PM (1300 hrs)

NOTE: Circumstances such as weather or maintenance problems and time changes (Daylight Savings Time/Standard Time) may dictate deviation from our pre-determined arrival times. The Thunderbird Air Show Events Coordinator will inform you of our exact arrival time.

c. According to Air Force regulations, crew rest requirements dictate 12 hours between the end of the last activity and the beginning of the next day's activity. Be sure you do not schedule any public relations activities that would interrupt crew rest.

Attachments



THUNDERBIRD PROJECT OFFICER'S CHECKLIST

ITEM	SUSPENSE	DATE ACCOMPLISHED
FAA Waiver Applied for by Site (Atch 10 and 11)	90 days	
Airfield Diagram to USAFADS (Atch 6)	90 days	
Quarters Checklist to USAFADS (Atch 4)	90 days	
Air Show Information Sheet (Atch 2 or 3)	60 days	
Weight-Bearing Waiver (Atch 9)	60 days	
Transportation Status Report	60 days	
Maintenance Status Report	60 days	
Media Flight Nominations (Atch 14, 15 and 16)	45 days (60 days for Non-U.S. Citizen)	
Public Affairs Publicity/ Show Site Information	30 days	
Check Mailed	30 days	
Public Appearance Requests to USAFADS (Atch 17)	30 days	
Lithograph Requests to USAFADS (Atch 18)	30 days	
Music Licenses sent to USAFADS	30 days	
Approved FAA waiver to USAFADS	30 days	
USAFADS MX frequencies coordinated	30 days	
Map and hotel layout to USAFADS	21 days	

Attachment 1-1

Recognition Ceremony 7 days
Information

Post-Show Report 15 days after
to USAFADS (Atch 20)

MILITARY AIR SHOW INFORMATION SHEET

(Provide to Thunderbird Air Show Events Coordinator 60 days prior to air show date)

AIR SHOW TITLE:

SITE/LOCATION:

AIR SHOW OFFICE PHONE:

AIR SHOW OFFICE FAX::

SHOW DATE AND PROPOSED TAKEOFF TIME:

PREVIOUS THUNDERBIRD SHOW DATE:

CROWD COUNT:

BASE DSN PREFIX:

(NOTE: ANNOTATE IF DSN NUMBER IS NOT THE BASE DSN PREFIX FOLLOWED BY COMMERICAL LAST FOUR)

BASE OPERATOR

CMCL:

COMMAND POST

CMCL:

BASE OPERATIONS

CMCL:

WG/CC NAME:

CMCL:

GP/CC NAME:

CMCL:

COMMAND CMSgt:

CMCL:

AIR SHOW DIR:

CMCL:

T-BIRD PROJO:

CMCL:

CELL:

E-MAIL:

MAINT REP:

CMCL:

CELL:

E-MAIL:

PA REP:

CMCL:

CELL:

E-MAIL:

SECURITY REP:

CMCL:

CELL:

E-MAIL:

HOUSING REP:

CMCL:

CELL:

E-MAIL:

TRANS REP:

CMCL:

CELL:

E-MAIL:

POLICE ESCORT REP NAME / UNIT:

CMCL:

CELL:

E-MAIL:

BRIEFING ROOM UNIT:

CMCL:

CC NAME:

HOST UNIT ADDRESS:

LOCAL USAF RECRUITER NAME:

PHONE:

CELL:

E-MAIL:

Attachment 2-1

SURVEY FLIGHT AIRCRAFT TYPE:
PILOT:
PHONE:
CELL:

TRANSIENT ALERT:

WEATHER:

AIR SHOW CONTROL:

MOC:

AIR SHOW WEB SITE:

(NOTE: Please include full name, rank, and title of all individuals listed above, and verify all telephone numbers. Notify us immediately when changes occur.)

Attachment 2-2

CIVILIAN AIR SHOW INFORMATION SHEET

(Provide to Thunderbird Air Show Events Coordinator 60 days prior to air show date)

AIR SHOW TITLE:

SITE/LOCATION:

AIR SHOW OFFICE PHONE:

AIR SHOW OFFICE FAX:

SHOW DATE AND PROPOSED TAKEOFF TIME:

PREVIOUS THUNDERBIRD SHOW DATE:

CROWD COUNT:

AIR SHOW DIR:

CMCL:

CELL:

E-MAIL:

AIRBOSS:

CMCL:

CELL:

E-MAIL:

T-BIRD PROJO:

CMCL:

CELL:

E-MAIL:

MAINT REP:

CMCL:

CELL:

E-MAIL:

PA REP:

CMCL:

CELL:

E-MAIL:

SECURITY REP:

CMCL:

CELL:

E-MAIL:

HOUSING REP:

CMCL:

CELL:

E-MAIL:

TRANS REP:

CMCL:

CELL:

E-MAIL:

MEDICAL REP:

CMCL:

CELL:

NAME OF MEDICAL FACILITY:

POLICE ESCORT REP NAME / UNIT:

CMCL:

CELL:

E-MAIL:

BRIEFING ROOM LOCATION:

CMCL:

ADDRESS:

LOCAL USAF RECRUITER NAME:

PHONE:

CELL:

E-MAIL:

SURVEY FLIGHT AIRCRAFT TYPE:

PILOT:

PHONE:

CELL:

Attachment 3-1

TRANSIENT ALERT:

WEATHER:

AIR SHOW CONTROL:

MOC:

AIR SHOW WEB SITE:

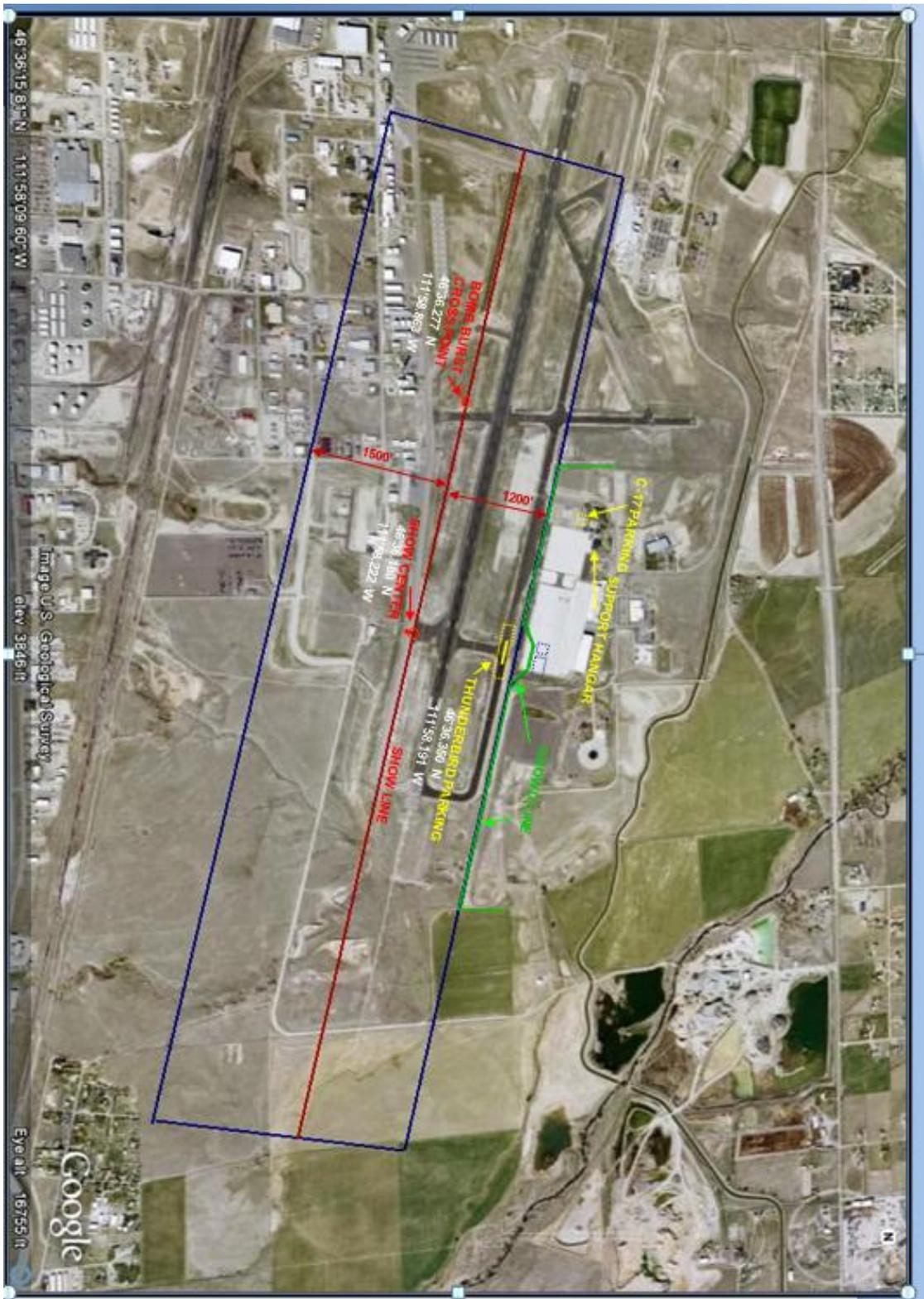
(NOTE: Please include full name (Nickname or preferred name in parentheses) of all individuals listed above, and verify all telephone numbers. Notify us immediately when changes occur.)

Attachment 3-2

SAMPLE AIR SHOW SCHEDULE OF EVENTS

CASPER, WY

- 1100 - Gates Open
- 1230 - Support Aircraft Lands
- 1245 - Flag Ceremony
- 1300 - Casper Skydivers Jump
- 1325 - Northern Knights (2 Pitt Specials - Acrobatic Demo)
- 1330 - Samson (Pitt - Solo Acrobatic Demo)
- 1355 - Pioneer Arrives
- 1356 - Jim Good (Great Lakes B-Winged Solo Acrobatic Act)
- 1408 - Frontier Arrives
- 1409 - Big Sky Arrives
- 1410 - Pioneer Departs
- 1411 - Northern Knights (Solo Act)
- 1423 - Frontier Departs
- 1424 - Big Sky Departs
- 1430 - Thunderbird Ground Ceremony (Give Ground and Airspace to Thunderbird Control)
- 1500 - Thunderbirds Takeoff, fly and autograph session
- 1700 - Gates Close

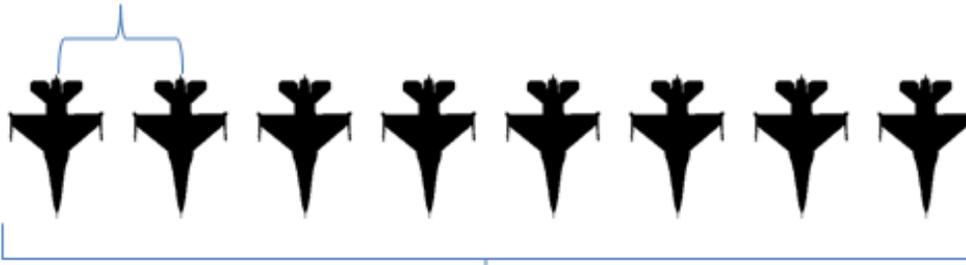


Attachment 6

Thunderbird Parking Diagram

ARRIVAL AND SHUTDOWN PARKING

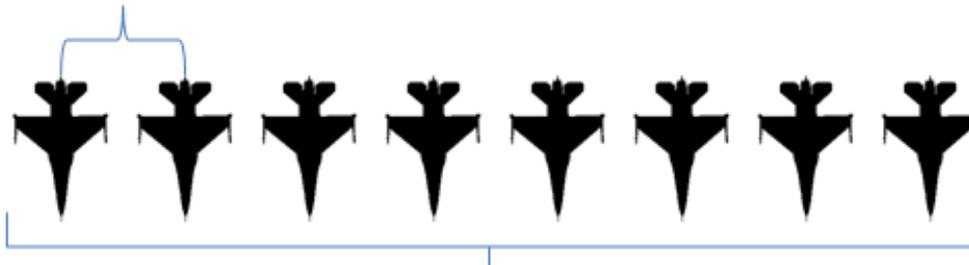
37 ft between spots



Total Distance wing tip #1 to wing tip #8 is 291 ft
Require 225ft from nose tire to crowd line.

SHOW PARKING

37ft between spots

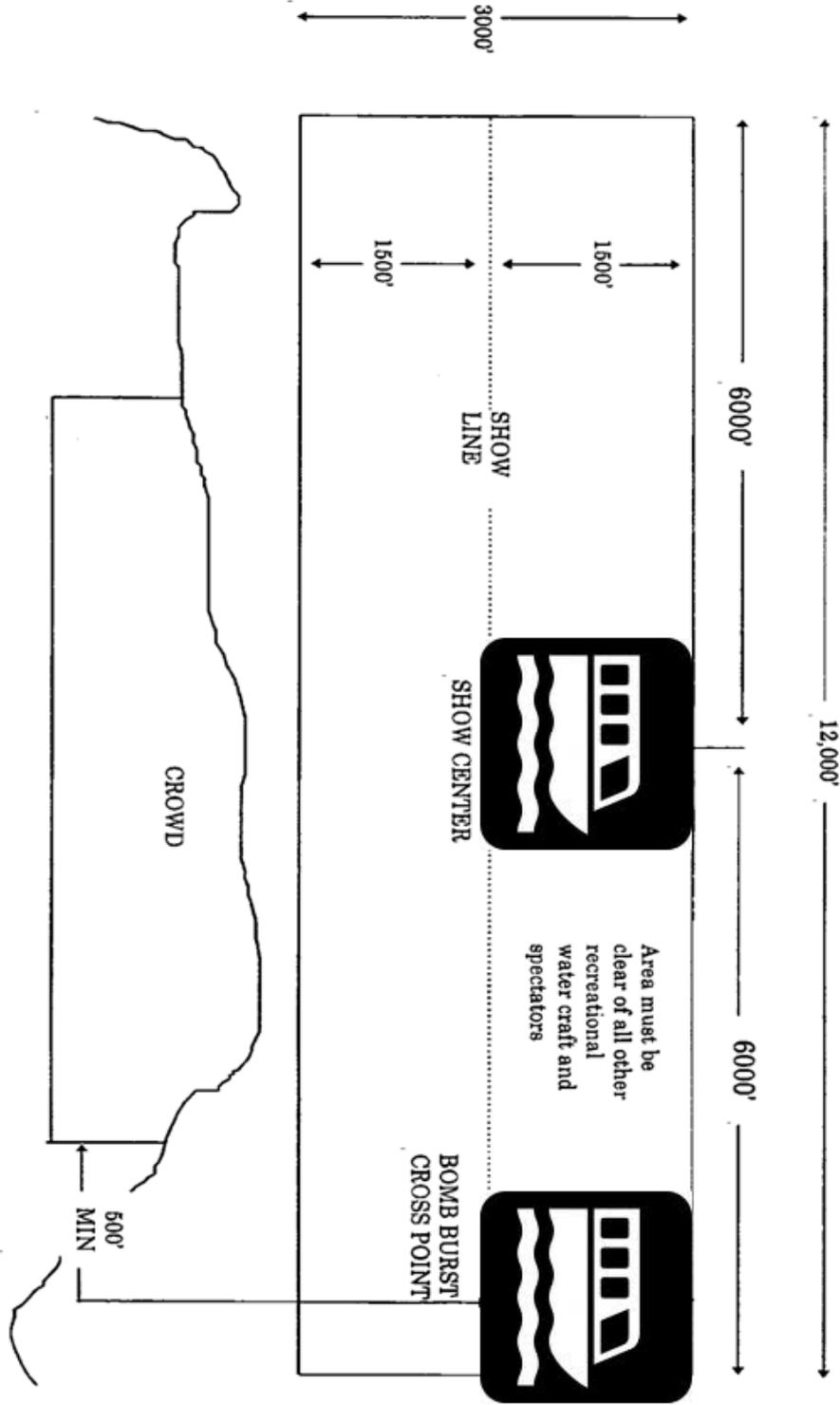


Total Distance wing tip #1 to wing tip #8 is 291 ft
Require 300ft from nose tire to crowd line.

C-17 Length 174 ft Span 170 ft Weight 585,000lbs	C-130 Length 98 ft Span 133 ft Weight 160,000lbs
---	---



OVERWATER SHOW SITE DIAGRAM



WEIGHT BEARING WAIVER

(Provide to Thunderbird Air Show Coordinator 60 days prior to air show date)

FROM: (Your Organization)

SUBJECT: Airfield Weight Waiver

TO: USAF Thunderbirds
4445 Tyndall Ave
Nellis AFB, NV, 89891-6079
ATTN: Air Show Coordinator

(Signed by the Airfield Manager)

NOTE: If any specific areas are to be avoided, please indicate areas on one airfield diagram and forward with the waiver.

No certificate may be issued unless a completed application form has been received (14 C.F.R. 91, 101, and 105)

SAMPLE WAIVER FOR ARRIVAL MANEUVERS

<p>U.S. Department of Transportation</p> <p>Federal Aviation Administration</p> <p>APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION</p>		<p><i>Form Approved: O.M.B. No. 2120-0027</i></p> <p>APPLICANTS – DO NOT USE THESE SPACES</p>			
		Region		Date	
		<p>Action</p> <p><input type="checkbox"/> Approved <input type="checkbox"/> Disapproved – <i>Explain under “Remarks”</i></p>			
		Signature of authorized FAA representative			
<p>INSTRUCTIONS</p>					
<p>Submit this application in triplicate (3) to any FAA Flight Standards District Office. Applicants requesting a Certificate of Waiver or Authorization for an aviation event must complete all the applicable items on this form and attach a properly marked 7.5 series Topographical Quadrangle Map(s), published by the U.S. Geological Survey (scale 1:24,000), of the proposed operating area. The map(s) must include scale depictions of the flightlines, showlines, race courses, and the location of the air event control point, Police dispatch, ambulance, and fire fighting</p>			<p>equipment. The applicant may also wish to submit photographs and scale diagrams as supplemental material to assist in the FAA’s evaluation of a particular site. Application for a Certificate of Waiver or Authorization must be submitted 45 days prior to the requested date of the event. Applicants requesting a Certificate of Waiver or Authorization for activities other than an aviation event will complete items 1 through 8 only and the certification, item 15, on the reverse.</p>		
1. Name of organization			2. Name of responsible person		
343 rd Fighter Wing			Jon J. Doe, Capt., USAF		
3. Permanent mailing address	Home number and street or route number	City	State and Zip Code	Telephone No.	
	1234 Main Street	Anywhere AFB	IA 12345-6789	(555) 123-4567	
4. FAR section and number to be waived					
91.117 (a) (b) 91.119 (b) (c) 91.127 91.129 91.303 (c) (e)					
5. Detailed description of proposed operation (Attach supplement if needed)					
Aerial/aerobatic maneuvers by the USAFADS “Thunderbirds” at Anywhere AFB within the area defined as radius of five (5) nautical miles from show center (60°40.780N, 147°06.690W), from the surface up to 15,000 feet AGL.					
6. Area of operation (Location, altitudes, etc.)					
Five (5) nautical miles from show center (60°40.780N, 147°06.690W), surface to 9,000 feet AGL.					
7a. Beginning (Date and hour)			7b. Ending (Date and hour)		
26 July 2001 1445L (2145Z)			26 July 2001 1530L (2230Z)		
8. Aircraft make and model (a)	Pilot’s Name (a)	Certificate number and rating (c)	Home address (Street, City, State) (d)		
6/F-16C			Nellis AFB, NV		

FAA Form 7711-2 (6-86) Supersedes Previous Edition

Attachment 10

No certificate may be issued unless a completed application form has been received (14 C.F.R. 91, 101, and 105)

SAMPLE WAIVER FOR PRACTICE /DEMONSTRATION

U.S. Department of Transportation Federal Aviation Administration APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION		<i>Form Approved: O.M.B. No. 2120-0027</i>			
		APPLICANTS – DO NOT USE THESE SPACES			
		Region		Date	
		Action <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved – <i>Explain under “Remarks”</i> Signature of authorized FAA representative			
INSTRUCTIONS					
Submit this application in triplicate (3) to any FAA Flight Standards District Office. Applicants requesting a Certificate of Waiver or Authorization for an aviation event must complete all the applicable items on this form and attach a properly marked 7.5 series Topographical Quadrangle Map(s), published by the U.S. Geological Survey (scale 1:24,000), of the proposed operating area. The map(s) must include scale depictions of the flightlines, showlines, race courses, and the location of the air event control point, Police dispatch, ambulance, and fire fighting			equipment. The applicant may also wish to submit photographs and scale diagrams as supplemental material to assist in the FAA’s evaluation of a particular site. Application for a Certificate of Waiver or Authorization must be submitted 45 days prior to the requested date of the event. Applicants requesting a Certificate of Waiver or Authorization for activities other than an aviation event will complete items 1 through 8 only and the certification, item 15, on the reverse.		
1. Name of organization 343 rd Fighter Wing			2. Name of responsible person Jon J. Doe, Capt., USAF		
3. Permanent mailing address	Home number and street or route number	City	State and Zip Code	Telephone No.	
	1234 Main Street	Anywhere AFB	IA 12345-6789	(555) 123-4567	
4. FAR section and number to be waived 91.117 (a) (b) 91.119 (b) (c) 91.127 91.129 91.303 (c) (e)					
5. Detailed description of proposed operation (Attach supplement if needed) Aerial/aerobatic maneuvers by the USAFADS “Thunderbirds” at Anywhere AFB within the area defined as radius of five (5) nautical miles from show center (60°40.780N, 147°06.690W), from the surface up to 15,000 feet AGL.					
6. Area of operation (Location, altitudes, etc.) Self explanatory					
7a. Beginning (Date and hour) 15 minutes prior to scheduled aerial demonstration			7b. Ending (Date and hour) 1:15 (one hour-fifteen minutes) after scheduled takeoff for aerial demonstration		
(Block of 90 minutes)	Aircraft make and model (a)	Pilot’s Name (a)	Certificate number and rating (c)	Home address (Street, City, State) (d)	
	6/F-16C			Nellis AFB, NV	

FAA Form 7711-2 (6-86) Supersedes Previous Edition

Attachment 11

29 April 12

MEMORANDUM FOR AIR FORCE REPRESENTATIVE, FAA SOUTHWESTERN REGION

FROM: 57 OG/DO (Airspace Manager)

SUBJECT: Request Temporary Flight Restriction (TFR) for Nellis AFB, NV

1. On behalf of the Operations Group Commander, the airspace manager at Nellis AFB, NV, requests a TFR on Nov 12 and 13, 2013. The purpose of this TFR is to alert general aviation to remain clear of the military aircraft aerial demonstration area during the Nellis Air Force Base Aviation Nation air show. Request your consideration and assistance on this action. Listed below are the parameters for Nellis's Open House TFR:

a. November 12, 2013, 2100Z –2359Z - A Radius of 5 NM around Nellis AFB, NV, from the surface to 15,000' AGL. (Thunderbird Familiarization Flight & Military Aircraft Demo Familiarization)

b. November 13, 2013, 1630Z –2230Z- A Radius of 5 NM around Nellis AFB, NV, from the surface to 15,000'AGL. (Military Aircraft Demo & Thunderbird Show)

2. The base has coordinated with the local FSDO and has designed the appropriate show box for this event. If you have any questions, I can be reached at DSN: 682-9594 and COMM: (702) 652-9594.

Garrett M. Solomon, Lt Col, USAF
Air Show Coordinator

Attachment 12

QUICK REFERENCE TABLE OF MAINTENANCE REQUIREMENTS

NO. OF UNITS	DESCRIPTION	ADDITIONAL INFORMATION
Primary (1 each)	MC-2A Low Pressure Air Compressor	Fully serviced and operational
Substitutes	Portable air compressor	Must be capable of 200 psi
Primary (3 each)	NF-2 Light Cart, NF-2D Lite Cart or FL1D Light Cart	For night maintenance and security
Substitutes	Civilian portable source and flood lights	Must be portable for movement to remote sites. Must be 115-120 volts AC, 60 cycle, with a current rating of 15 amps
Primary (1 each)	MJ-2 Hydraulic Test Stand with Hydraulic Fluid #83282	Must be a two-system test capable of producing 3,000 psi hydraulic pressure with a flow rate (a 20-25 GPM variable flow rate with minimum reduction in PRM) Connectors #12 and #16 are quick disconnects
Substitutes	MJ-3 Hydraulic Test TU-228E/HU-228/E-1B, MK-3A Electric Mule, MK-2	If electric substitute is used ensure correct source of power is available in support hangar
Primary (2 each)	Bobtail Tow Tractor with multiple pintle hooks (Must weigh a minimum of 8,000 Lbs. GVW)	For moving AGE and other equipment; upload/download of support aircraft (needs front pintle hook). Place at C-17 parking area
Substitute	MB-4 Coleman Tug (large)	
Primary	Hangar Space	15,000 sq. ft. with 20-foot ceiling
Primary (3 each)	50-gallon Liquid Oxygen Cart	Fully serviced with aviator's breathing oxygen (not medical oxygen). Only 2 carts required if cryo servicing available on site.
Primary (1 each)	RJM8935 Crane	Used to remove Canopy and ejection seat if required for maintenance
Substitute	Crane with 20ft clearance height, minimum lift of 1000lbs, with single point hook and latch	A hangar ceiling operated crane is acceptable if it meets weight and height requirements
Primary (1 each)	SGNCS Self Generating Nitrogen Cart	Aircraft are re-serviced with nitrogen capability after each flight. i.e. JFS, blow down doors

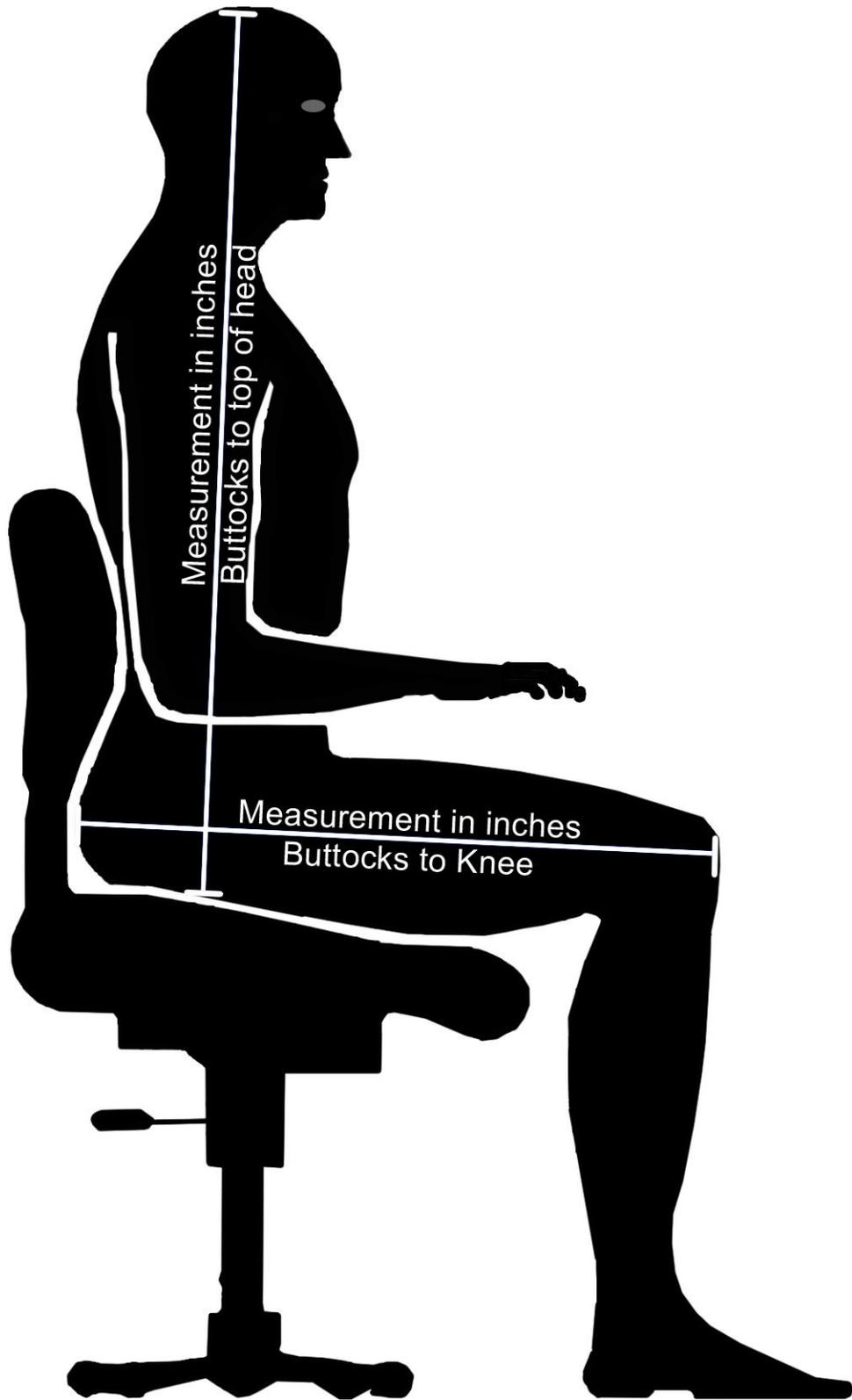
QUICK REFERENCE TABLE OF MAINTENANCE REQUIREMENTS

QUANTITY	DESCRIPTION	ADDITIONAL INFORMATION
Primary (4 each)	M-32A-60A Gas Turbine Generator	Fully serviced with both air and electrical systems operational. Must be 115 volts AC, 400 cycles, three phase.
Substitutes	AM/32A-86 (Hobart)	Note: If AM/32A-86s are used, two MA-1As or two -95s must be provided
Primary (2 each)	AM/32A-86 (Hobart)	Used to provide external power to our support aircraft. The unit must be in place and fully serviced/operational when the support aircraft lands. It must be capable of delivering 120 VAC, 3-phase, 400 cycles
Substitutes	AM/32A-60, NC-5 (Navy) NC-8 (Navy), MD-3	
Primary (1 each)	MD-1 Universal Tow Bar	Must be at least 20-feet long; ensure large towing lugs are positioned inward
Primary (2 each)	AM32C-10C/O Air Conditioner	Fully serviced with all hoses in good condition
Substitutes	AM32C-10A/B; AM32C-4; AM32C-6; AM32C-17; MA-3; MAE-4	Must have an 8 inch air duct
Primary (1 each)	LN-2 Liquid Nitrogen Cart or, AV-04 Liquid Nitrogen Cart (converter) **MARKED FOR EPU ONLY**	Aircraft are re-serviced with nitrogen capability after each flight. Carts must be oil/grease-free and new or only used to service EPUs previously
Substitutes	12-bottle nitrogen cart, or 8-bottle nitrogen cart, or (2) 99.5% pure nitrogen bottles with pressure regulator fully serviced to between 4000-6000 psi. More bottles need to be available within 6 hours of request. **MARKED FOR EPU ONLY**	Each bottle fully serviced to 3,500 psi; ensure pressure regulator is rated to at least 3,500 psi. Bottles must be either new or used only to service EPUs.
Primary (1 each)	Can of red spray paint Can of white spray paint	To mark F-16 parking spots (provide to Narrator's Crew Chief on arrival day)

QUICK REFERENCE TABLE OF MAINTENANCE REQUIREMENTS

QUANTITY	DESCRIPTION	ADDITIONAL INFORMATION
Primary (1 each)	C-1 Maintenance Stand	Serviceable condition
Primary (1 each)	B-7 Maintenance Stand	
Primary (1 each)	B-1 Maintenance Stand	Serviceable condition
Substitute	B-4 Maintenance Stand	
Primary (15 gallons)	MOGAS, unleaded	Used for portable generators and smoke oil trailer
Primary (3 each)	Propane tanks with Type 1 connector	Used for Communication trailer, normal gas grill propane tanks
Primary (2 each)	Large ice cooler (w/ice and ten 24-bottle cases of bottled water)	For maintenance personnel
Primary (8 each)	50 lb HALON Fire Bottles	Must have wheels. Place 6 at F-16 parking area and 2 at support aircraft
Substitute	Fire truck (1 each)	Must be on standby during entire stay
Primary (1 each)	1 ton or 1½ ton truck with pintle hook	Must be able to hold six 55 gal barrels of smoke oil
Substitute (1 each)	Trailer	Must be able to hold six 55 gal barrels of smoke oil
Primary (1 each)	Forklift with minimum lift capacity of 10K lbs. Min 72” tine length. Min 33” tine spread.	Used for airlift upload/download and moving smoke oil barrels
Primary (2 each)	Garbage Cans	Place near support aircraft
Primary (8 sets)	Aircraft MLG Chocks	Used by Advance Crew Chief
Primary (1 each)	Fuel Bowser	To dispose of fuel samples
Substitute	55-gallon drums (2 each)	
Primary (1 each)	MJ-1 lift truck	Upload/download wing pylons
Primary (2 each)	Portable radio to Job Control/ Air show Control / Ground	To coordinate equipment/fuel needs (provide to Narrator’s Crew Chief upon arrival). 4 radios will be required if access across runways is required or if will be required to call ground control for taxiway access
Position equipment near the Thunderbird maintenance hangar. All equipment must be dedicated exclusively to the Thunderbirds the entire stay, from the Advance Pilot’s arrival to the team’s departure . AGE may not be picked up until the agreed-upon release time, previously coordinated with the Thunderbirds.		

Attachment 13-3



MEDIA FLIGHT INFORMATION SHEET

(Sheets **must** be filled out completely and submitted to Thunderbird public Affairs as soon as possible. **Inaccurate or incomplete information may result in a termination of the flight.**)

Flight Location: _____ Date of proposed flight: _____

Full Name: _____ Social Security Number: _____

“On Air” or “Pen” Name (if different): _____

Age: _____ Height: _____ Weight: _____

(This information **MUST** be accurate. If Aircrew Flight Equipment does not fit properly, the flight will be terminated)

Waist size (in inches, as measured from the largest portion of waist): _____

Thigh size (in inches, wrap measuring tape around largest part of thigh area): _____

Butt-to-knee: _____ Butt-to-head: _____ (refer to attached diagrams)

Health (circle one): Excellent Good Average Poor

Are you now, or have you been, under a physician’s care in the past 12 months: Yes No

Have you ever flown in a fighter aircraft? Yes No If yes, what type? _____

(If you answered yes to the above question, please indicate date and location of flight:

Clothing (in men’s sizes): Shoe: _____ Jacket: _____ Pants (waist/inseam) : ____/____

Address (include city, state and zip code):

- Office: _____

- Home: _____

Telephone: Office () ____-____ Home () ____-____ Cell () ____-____

E-mail address: Work: _____ Personal: _____

Station call letters/affiliation, publication name or media affiliate: _____

Audience (ie: 10,000 viewers, 50,000 circulation, etc.) _____

MEDIA/ORIENTATION FLIGHT HEALTH QUESTIONNAIRE

(Sheet **must** be filled out completely and submitted to Thunderbird Public Affairs as soon as possible. **Inaccurate or incomplete information may result in a termination of the flight.**)

1. Do you have any medical conditions that require you to see a doctor on a regular basis? YES NO
If yes, please list all conditions: _____

2. Please list all medications taken in the past 60 days: _____

3. Have you ever been hospitalized? YES NO

If yes, please provide dates, diagnosis and length of stay: _____

4. Do you have any long-standing ear or sinus problems? YES NO

5. Do you have any upper neck, lower back or spine problems? YES NO

6. Have you ever been told that you have a disc problem in your back? YES NO

7. Have you ever been told that you have a heart problem or condition? YES NO

8. Have you ever been treated for diabetes, anemia or high blood pressure? YES NO

Your medical information will be kept strictly confidential. If our flight surgeon determines you are not medically fit to fly for any reason, **no one**, including your employer or air show organizers, will be told anything other than "We are not in a position to approve this candidate at this time."

If you have any questions you would like to discuss with our flight surgeon prior to the submission of your paperwork, please contact a member of the Thunderbird Public Affairs staff at 702-378-7950 or at usaf.thunderbirds@nellis.af.mil.

HOLD HARMLESS AGREEMENT
(provide to Orientation Flight Nominee)

PRIVACY ACT STATEMENT – AUTHORITY: DoD 4515.13-R, DODI 5435.2 and AFI 35-101; **PRINCIPAL PURPOSE(S):** Indicates certification by an individual or affiliate to hold the U.S. Government harmless in consideration of permission granted for transportation in high performance jet aircraft, or in any other military aircraft or military vehicles. **ROUTINE USE(S):** None; **DISCLOSURE:** Voluntary; however, failure to provide this information will result in an individual or affiliate being unable to be transported in high performance jet aircraft, or in any other military aircraft or military vehicles.

The person named below (“Passenger”), in consideration of permission granted by the United States Air Force for transportation in high performance jet aircraft, or for transportation in any other military aircraft or military vehicles, acknowledges and agrees:

1. Flight in high performance jet aircraft, or transportation in any other military aircraft or military vehicles, is a dangerous activity that entails risks, both known and unknown, of death or serious injury. The United States Air Force, by and through its personnel, will make every effort to protect the Passenger's physical safety, but cannot guarantee such safety.
2. Should an event occur during flight which requires initiation of ejection procedures from an aircraft by or on behalf of the Passenger named below, said Passenger acknowledges that ejection is an inherently dangerous activity, which could result in death or serious physical injury. Said Passenger also acknowledges that physical size and weight affect the performance of ejection systems. As weight and/or physical dimensions increase, the probability of successful ejection may be adversely affected.
3. The passenger certifies that he or she is in good physical condition and health, and there are no medical symptoms, conditions, illnesses, or other ailments which would be aggravated, worsened, or in any way adversely affected by flight in high performance jet aircraft, other types of military aircraft, or transportation in other military vehicles.
4. The Passenger releases forever the United States, its agencies, and United States personnel, from every liability arising out of transportation in high performance jet aircraft, other military aircraft, or other military vehicles of the Passenger named below. The Passenger will defend, pay or settle every claim or suit against the United States, its agencies, and United States personnel, by agents or employees of the Passenger or persons claiming through them, or by third parties, and will hold the United States, its agencies, and United States personnel, harmless against every such claim or suit, including attorney fees, costs, and expenses, arising out of transportation in high performance jet aircraft, other military aircraft, or military vehicles of the Passenger . Exception: Death, injury, damage to persons or property resulting solely from the willful misconduct of United States personnel; and, in addition, any liability from another contract concerning transportation in military aircraft of any type, or other military vehicles, shall not be affected by this Hold Harmless Agreement.
5. The Passenger will pay or settle every claim for death or injury to United States personnel, or for loss or damage to property of or under the control of United States personnel, arising out of transportation in military aircraft of any type, or other military vehicles, of the Passenger, unless the death, injury, loss or damage results solely from the negligence or willful misconduct of United States personnel.
6. For the purpose of this Hold Harmless Agreement, the term "United States personnel" shall include: Military personnel and civilian employees of the United States, including non-appropriated fund employees, acting within the scope of their employment; and heirs, successors, executors, administrators, and assigns of such personnel or employees.
7. The Passenger will comply with all pertinent parts of applicable military regulations, policy directives, instructions, or other applicable guidance, to include local supplements, directives, and orders, which are hereby incorporated into this Agreement as if set forth in full within. The Passenger acknowledges that such military regulations, directives, instructions, and orders exist, and that he or she has a duty to inquire if questions arise as to the content or effect of such directives, regulations, instructions, or orders.

This agreement replaces any previous Hold Harmless Agreement, if any by the same Passenger, as of the date of this agreement. Termination by the Passenger requires 60 days written notice to the military authority where the agreement was submitted.

Passenger's Printed Name _____ Affiliate _____
Passenger's Signature/SSAN _____ Date _____

PUBLIC RELATIONS EVENT INFORMATION SHEET
(Provide to Thunderbird Air Show Events Coordinator 30 Days Prior to air show date)

Type of Event: school / hospital / reception / party / interview / other

Location of Event:

Day and Date of Event:

Point of Contact:

Phone Number:

Start/Stop Time of Event:

Estimated Attendance:

Official Host/Sponsor:

Food/Bar Arrangements:
(i.e., heavy hors d'oeuvres, dinner, snacks; complimentary; pay-as-you-go)

Who Should Attend: Officers Only / Enlisted Only / Officers & Enlisted / Other
(Please specify)

Name of Escort:
(An escort is required for any function you expect the Thunderbirds to attend)

Driving time from (please specify) Hotel/Briefing Room:
(Must be within 30 minutes driving time)

Dress: Casual / Formal / Duty Uniform / Showsuit / Civilian Equivalent:

Will there be formal introductions of the team: YES NO

Can Thunderbird family members attend: YES NO

Will the Thunderbird promotional film be shown: YES NO Format: DVD

Will a presentation be made to the team: YES NO
If yes who will make the presentations and from what organization: _____

Description of presentation:

Will there be VIPs attending: YES NO
(If yes, please list below)

Attachment 17

LITHOGRAPH REQUEST LIST

(Provide to Thunderbird Public Affairs 30 days prior to show date)

We will do lithographs for the representatives listed below AND a maximum of 15 additional lithographs. Please type or print legibly the names and organizations for personalized lithographs. Also, if they are military, please provide the appropriate rank.

Lithographs:

- (1) Official Air Show name/theme _____
- (2) Host Commander _____
- (3) Command Chief Master Sergeant _____
- (4) Air Show Director _____
- (5) Thunderbird Project Officer _____
- (6) Maintenance Representative _____
- (7) Public Affairs Representative _____
- (8) Local U.S. Air Force recruiter _____
- (9) Survey Flight Pilot _____
- (10) Briefing Room Host Unit _____
- (11) Hotel/Billeting _____
- (12) Schools/Hospitals _____
(only those we visit) _____
- (13) Air Traffic Control _____
- (14) Workout Facility _____

Additional lithographs (15 Maximum)

- 1. _____
- 2. _____
- 3. _____
- 4. _____
- 5. _____
- 6. _____
- 7. _____
- 8. _____
- 9. _____
- 10. _____
- 11. _____
- 12. _____
- 13. _____
- 14. _____
- 15. _____

MILITARY RECOGNITION CEREMONY MEMBERS

List 5 junior enlisted members and/or company grade officers . If member would like to be called by a different name, i.e., “Bill” instead of “William,” please note. Please include the phonetic spelling of difficult-to-pronounce names.

Put members in rank order.

1. Name: _____
Rank: _____
Squadron: _____
Duty Title : _____
Accomplishments: _____

2. Name: _____
Rank: _____
Squadron: _____
Duty Title : _____
Accomplishments: _____

3. Name: _____
Rank: _____
Squadron: _____
Duty Title : _____
Accomplishments: _____

4. Name: _____
Rank: _____
Squadron: _____
Duty Title : _____
Accomplishments: _____

5. Name: _____
Rank: _____
Squadron: _____
Duty Title : _____
Accomplishments: _____

PUBLIC AFFAIRS POST-SHOW REPORT

(Use reverse if necessary)

Show Site:

Date:

1. Official crowd count (list both days if two-day show):

2. Summary of media coverage/support. This must include specific media that covered the Thunderbirds and a media outreach number:

3. Critique of Thunderbird Public Affairs procedures (problems, suggestions, comments):

Attachment 20

RECRUITING AFTER ACTION REPORT

Air Show Information

Name of the air show: _____

Date: _____ Base/City: _____ State: _____

Thunderbird Project Officer: _____ Crowd Count: _____

Public Relations Event Information

High School:	Attendance:
High School:	Attendance:
High School:	Attendance:
Hospitals:	Attendance:
Radio Interviews:	Listening Audience:
Radio Interviews:	Listening Audience:
TV Interviews:	Viewing Audience:
TV Interviews:	Viewing Audience:
TV Interviews:	Viewing Audience:
Other:	Attendance:

Recruiter Information

Recruiting Office: _____

Recruiter Point of Contact: _____

Phone Number: _____

Recruiter's Nominee for Media Flight: _____

Recruiter Involvement

Please rate Recruiter involvement in the following areas using a number from 1 to 10, with 10 being extremely effective and 1 being unacceptable.

Air Show Meetings	Providing Escorts	Media Flight
Pre-Show Publicity	School Visits	Hospital Visits
Medical Recruiting	Enlistments	Recruiting Booth
Ease in Contacting	Other (explain)	

Execution Checklists

Advance Arrival Day

- Waiver In Effect
- FOD Sweep Complete
- Ladder or Stand Available
- Red and White Spray Paint Available
- 2 Rental Cars Available
- 2 Rooms Reserved
- Advance Meeting Scheduled

Team Arrival Day

- Vehicle Package in Place with Maps and Directions
- AGE in Place
- TFR and Waivers in Effect
- FOD Sweep Complete
- Media/HH flier available to fly
- Media flight airspace scheduled/NOTAM'd
- Media informed of Team arrival time
- Survey flight helo or aircraft on Standby
- Thunderbird briefing room, media room, life support room, and mx hangar empty and ready for exclusive use by Thunderbird team.
- Water available in maintenance hangar for Thunderbird team

Practice Day

- TFR, Waivers in Effect
- Aerobatic box sanitized of non-essential personnel
- Crowd line setup with snow fencing
- Reenlistment participants notified and in place
- Make-A-Wish guests organized and in place
- FOD Sweep Complete
- Media airspace scheduled/NOTAM'd
- Water available in MX Hangar, at Comm. Trailer, and in Briefing Room

Demonstration Day(s)

- TFR, Waivers in Effect
- Aerobatic Box sanitized of non-essential personnel
- Crowd line set up with snow fencing
- Police Escorts scheduled
- FOD Sweep Complete
- Enlistment or Recognition Ceremony participants notified and in place
- Crowd Count to PA Officer after the Demo
- Water available in MX Hangar, Comm. Trailer, and in Briefing Room

Glossary

AFSC (Air Force Specialty Code) - A numerical system used to identify an Air Force member's particular job and skill level.

AGE (Aerospace Ground Equipment) - Support equipment necessary to maintain U.S. Air Force aircraft.

AGL (Above Ground Level) - Altitude measured in feet above the ground.

COI (Center Of Interest) - An organization created to focus efforts to a specific U.S. Air Force interest.

DSN (Defense Switched Network) - A military telecommunication which allows military installations to call each other directly.

DV (Distinguished Visitor) - A prominent guest such as a General Officer, U.S. Senator, Congresswoman, Governor, etc.

EOR (End of Runway) - Inspection just prior to takeoff.

FAA (Federal Aviation Administration) - The approving authority for waivers concerning aerobatic demonstrations.

FARKLE - (Friends and Relatives Kinfolk and Everyone else) - A special ceremony performed for members of the team and their families

FOD (Foreign Object Damage) - Damage to aircraft components such as tires or engines caused by loose gravel, nuts, bolts, etc.

GPS (Global Positioning System) - A hand-held system used to determine specific latitude and longitude coordinates.

JOAP (Joint Oil Analysis Program) - Used to test oil for aircraft engine wear.

MOA (Military Operating Area) - A geographical region designated specifically for military aviation use.

MOGAS (Motor Gasoline) - Regular gasoline, the type used in vehicles.

NM (Nautical Miles) - Equivalent to 6,076 feet.

NOTAMs (Notice to Airmen) - Notices that are posted at airports/airfields to inform pilots that a particular airfield will be closed.

ROTC (Reserve Officer Training Corp) - Student oriented military training organization.

TDY - (Temporary Duty) - Duties away from regular place of employment.

TFR - (Temporary Flight Restrictions) - Temporarily restricts flight into designated areas.

UHF (Ultrahigh Frequency) - A band of radio frequencies from 300 to 3,000 megacycles per second.

VHF (Very High Frequency) - A band of radio frequencies between 30 and 300 megahertz.



Document Edited/Revised
27-Nov-12
Maj Michael "Drago" Fisher