



**DEPARTMENT OF THE AIR FORCE  
UNITED STATES AIR FORCE WARFARE CENTER (ACC)  
NELLIS AIR FORCE BASE NEVADA**

07 May 2025

MEMORANDUM FOR AIR SHOW SUPPORT TEAMS

FROM: USAFWC/CC

SUBJECT: 2025 Thunderbirds Support Manual

1. On behalf of the United States Air Force Warfare Center, I want to start by saying “Thank you!” Your air show team has demonstrated a full commitment and support that makes it possible for the United States Air Force Air Demonstration Squadron (Thunderbirds) to execute its mission. Since 1953, the Thunderbirds have represented the pride, precision, and professionalism of your United States Air Force, and thousands of gazing spectators have witnessed the demonstration and have interacted with the Airmen of our team at each show site. These fruitful encounters would not be possible without your air show support team's dedicated efforts. We simply cannot do what we do without you.
2. As a higher headquarters Commander responsible for the success and oversight of the Thunderbirds mission, I have reviewed this manual to ensure it includes the requirements we demand from air show support teams. I am confident that the manual not only reflects the decades of lessons learned and best practices from multiple show sites, but also that close attention and adherence to all elements contained within the manual is instrumental to making your air show successful.
3. In closing, I want to pass on my congratulations and best wishes on your upcoming air show. Thank you for making the Thunderbirds mission a success, as we recruit young Americans to join military service, retain the quality force we already have, and inspire the patrons of your air show by highlighting that anything is possible with hard work and diligent dedication. Working together, we will create something great at your air show. Should you have any questions on the guidance provided here within, please reach out to Thunderbird 8 at [afthunderbird8@gmail.com](mailto:afthunderbird8@gmail.com).

CHRISTOPHER J. NIEMI  
Major General, USAF  
Commander

# **2025 Support Manual**

**United States Air Force  
Air Demonstration Squadron**

*Thunderbirds*



## *Summary of Changes*

- Minor formatting changes
- Chapter 1:
  - Updated Thunderbird POC contact information
  - Removed Excel Project Officer Timeline Checklist. A new SharePoint system will be tested with select 2025 show sites with full implementation expected for the 2026 show season
- Chapter 3:
  - Updated rental vehicle requirements
- Chapter 4:
  - Changed FOD fencing from “highly recommended” to “required” along crowd line within operating F-16’s.
  - Added refueling support hours
  - Clarified smoke oil reimbursement if additional practice days are requested by the team outside of normal weekend requirements
  - Requested portable toilet at our spare aircraft parking at standard airshow sites
- Chapter 5:
  - Added approval authorities for photographers within the aerobatic box
- Chapter 6:
  - Added artificial show line discussion
  - Requested third boat on 500’ line for over water shows
  - Requested transportation for Thunderbird members onto show center boat for over water shows
  - Changed minimum taxiway width for parking to 85’. Added clarification on width considerations
  - Changed table for maximum right the crowd can be to maximum left/right the primary spectator area can be
  - Added discussion on aerobatic box notching and Thunderbird show center offsetting
  - Added clarification of QR code on Thunderbird VIP tickets
  - Changed Thunderbird Tent requests to requirements
- Chapter 8:
  - M-31 cable added as acceptable "self-certifying" arresting gear option
  - Added Hometown Hero airspace discussion
  - Added discussion for drone control within the TFR
- Chapter 10:
  - Added clarification of requested waiver times vs requested TFR times
- Chapter 11:
  - Clarified PSA request deadlines
- Chapter 12:
  - Updated contact information
  - Clarified Fallen Warrior information
- Chapter 13:
  - Clarified number of Hometown Hero/Media flights (1)
  - Updated Hometown Hero nominee examples
- Chapter 15:
  - Updated Post Show Report timeline
- Attachments
  - Clarified Attachment 12 EPU nitrogen bottle purity requirements
  - Updated Attachment 24 with new digital ticket

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## GLOSSARY

## *Keys to Success*

1. Read this support manual thoroughly! We realize it is a lengthy document and even if you have recently hosted the team, our requirements evolve **yearly** as we fine tune our operation. Please do not assume you already know the current requirements as there have been many changes. After reading this manual, **sign, scan and email the Support Manual Compliance Certificate** (Attachment 21) to the Thunderbird Air Show Events Coordinator (michael.rux@us.af.mil) no later than **31 Jan 2025** or when your first 'deliverable' is due, whichever occurs first.
2. Ensure that the TFR and waivers are in effect and no aircraft (commuters, other demo teams, civilian traffic, etc.) enter the airspace during arrival, practice and demonstration aerial work. **Make sure the center of TFR and Waivers are based off Show Center as opposed to the airfield center of mass. At times this can be up to a mile off and could be a potential showstopper.**
3. If your show is a remote deployed show, ensure the airfield that our jets are operating from is no greater than 50 nautical miles from Show Center.
4. Arrange for snow/FOD fencing for the entire crowd line with no gaps below the fence and ensure distance from Thunderbirds' jets nose tires to crowd line is  $\geq 300'$ .
5. Ensure that Thunderbirds maintenance hangar is available for Thunderbirds use upon Advance Pilot arrival. Ensure there is enough room for all 8 aircraft to be stored in the hangar in the case of inclement weather.
6. Attempt to have jet parking in the same location from arrival until departure. Ensure your ground parking plan takes into account the Thunderbirds aircraft and how that will affect your static aircraft arrival and parking.
7. Provide access to tow jets from hangar to jet parking location during duration of stay without towing through the crowd line.
8. 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 the vehicles. In many cases, this will require you to place them the night before the team's arrival.
9. Ensure highly visible show center and bomb burst markers are in place with accurate GPS coordinates in DD MM.MMM format prior to Advance Pilot's arrival. Accurate placement of the markers cannot be stressed enough. Thunderbird 1 will use these markers as his primary visual references. Please make every attempt to have them in place prior to Thunderbird 8's arrival. It is highly recommended that the individual placing the marker utilize GPS equipment for correct placement.
10. 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 the F-16's engine. Please note, even small pebbles or loose asphalt can cause engine damage.
11. Please contact us with any questions you might have. We are willing to discuss options to ensure your airshow is a success!

# *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 and Thunderbird 8.
  - 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, community engagement requests, etc.
  - b. The Thunderbird Project Officer must be readily available for direct coordination at least 60 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 that 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 is a critical role, and he/she must be extremely proactive in efforts to distribute all pre-show publicity, arrange for media interviews, community engagement commitments, and live coverage of the air show. The representative is also responsible for coordinating with local recruiters, and coordinating all receptions, dinners, and community outreach engagements. They should consider using established communication channels to collaborate with organizations that represent the diversity of the local community. They should also inform 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 Thunderbird 12, our Public Affairs Officer.
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 provides 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  
Comm (702) 679-2222  
Cell (702) 378-7956  
E-mail: [michael.rux@us.af.mil](mailto:michael.rux@us.af.mil)
- b. Thunderbird 8, Advance Pilot/Narrator- Major Brandon Maxson  
Comm (702) 679-2222  
Cell (702) 271-6628  
E-mail: [afthunderbird8@gmail.com](mailto:afthunderbird8@gmail.com)
- c. Thunderbird Maintenance Coordinators - (TB#8 Dedicated Crew Chiefs. Please CC both when emailing) SSgt  
Michael Dejournett - Email: [Michael.Dejournett@us.af.mil](mailto:Michael.Dejournett@us.af.mil)  
SSgt Jacob Jeschke - Email: [Jacob.Jeschke@us.af.mil](mailto:Jacob.Jeschke@us.af.mil)
- d. Thunderbird 12, Public Affairs Officer – Major Krystal Jimenez  
Cell (702) 378-7950  
Email: [krystal.jimenez.1@us.af.mil](mailto:krystal.jimenez.1@us.af.mil) / [afthunderbirds@gmail.com](mailto:afthunderbirds@gmail.com)
- e. Thunderbird 5, Lead Solo and Show Site Map/Aerobatic Box Coordinator – Major Jeff “Simmer”  
Downie E-mail: [afthunderbirdfive@gmail.com](mailto:afthunderbirdfive@gmail.com)
- f. Thunderbirds Recruiter – TSgt Cody Coker Cell  
(702) 374-3956  
(703) mail: [cody.coker@us.af.mil](mailto:cody.coker@us.af.mil)

## 8. 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.

## 9. 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 4).

### **GETTING STARTED CHECKLIST**

Have you:

YES   N/A

1. Sent your Support Manual Compliance Certificate (Attachment 21)  
and received the Excel Timeline Tracker?

[   ]   [   ]

2. Sent your Air Show Information Sheet (Attachment 2 or 3)?

[   ]   [   ]

3. Sent your Schedule of Events?

[   ]   [   ]

## *Chapter 2*

### *Housing/Gym*

#### 1. HOUSING

- a. Thunderbird Commander's Support Staff will work to obtain suitable lodging facilities for our team at your location soon after the season's schedule is approved and released to the public. Recommendations are always welcome, but the Thunderbird Commander Support Staff will determine the final choice of location.
- b. During our show season we bring 65-70 personnel with us. Efficiency is critical to maintaining timeliness in our scheduled itinerary. We request the Thunderbird Project Officer make contact with our chosen hotel to coordinate our arrival and departure. It's critical to coordinate the check-in/check-out process to maximize efficiency, allow the hotel to schedule appropriate staff to accommodate our large group processing, and determine if there are any other requirements necessary that can only be addressed from being on-site.

#### 2. 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 during the team's entire stay and near the billeting location with fees waived. The team does not need exclusive use of the facility, but rather access during normal business hours. **Typical exercise facilities in hotels are not sufficient.** Please work with Thunderbird #8 if you have any questions or require assistance.
- b. Military show sites are still required to coordinate access to an off-base gym during the Team's stay due to traffic jams that often prevent timely access to the installation on show days. Certain bases have unique layouts (i.e., multiple sides to a joint base, or the team is already staying on base) that may still permit easy access to the gym. In this case, request approval with Thunderbird #8 to use a base gym as your primary game plan and ensure the gym will remain open throughout the weekend and/or holiday from 0600-2200. If base gym access is provided to the team, many military show sites in the past have provided 24-hr access cards to the base gym to accommodate our swing shift personnel. We will leave access cards inside rental vehicle cup holders when we return the rental vehicles prior to the departure of the team.
- c. While the Thunderbirds travel with between 65-70 personnel, a realistic expectation for the number of team members utilizing gym facilities each day is closer to 25-30 personnel. We request approval for all Thunderbird members to utilize gym facilities, however the reduced actual usage figure may help gym management approve your request for access at non-military facilities.

## **HOUSING/GYM CHECKLIST**

Have you:

YES    N/A

1. For a military show site, have you coordinated off-base gym access? If not, have you received approval to provide only base gym use and have you ensured normal business hours of operation for the duration of our stay?

[   ]   [   ]

2. For a civilian show site, have you coordinated for a gym for use by the team for the duration of our stay?

[   ]   [   ]

3. Are the fees waived?

[   ]   [   ]

# *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.
- 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. If you run into any issues, please contact our Events Coordinator or Advance Pilot immediately.
- d. Regardless of the type of vehicles provided (rentals, courtesy, etc.) we will not accept vehicles with **ANY** type of advertisement, dealership stickers, etc., as this could be interpreted as an implied endorsement by the USAF or the Thunderbirds.
- e. Unique situations, such as show site provided transit of Thunderbird personnel to/from hotel and airport, may drive changes to the team's transportation requirements. Any changes must be specifically coordinated in writing with the Thunderbird Events Coordinator and agreed upon 30 days prior to the show.

### 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) Please attempt to place all vehicles on the flight line side and in the 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.** The Advance Pilot and/or Crew Chief will inventory and inspect the vehicles. The transportation representative must be present during the inspection. Make every effort to have the vehicles ready for inspection on the day Thunderbird 8 arrives, but NO LATER THAN 2 hours prior to the STAR arrival.
  - (6) All vehicles are in good mechanical condition and dependable with adequate seating and seat belts.
  - (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.)
  - (9) Please consider how toll roads in your local area may affect team operations/movements and address this with the Aerial Events Coordinator or Thunderbird 8.

### 3. COURTESY CARS

- a. 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 to include use of the truck beds. We will make EVERY effort to keep the vehicles in the condition they were given to us, but they are work vehicles during our stay.

#### 4. REQUIRED VEHICLES

- a. Minimum vehicle requirements are:

**Total vehicles required = 36 + 3 Golf Carts**

20 Sedans (compact/mid-size SUVs are acceptable options. If able, two of these 20 vehicles **are** requested to be compact/midsize SUVs)

13 Mini-vans or Large SUVs (e.g. Nissan Armada/Chevy Suburban...compact/mid-size SUVs NOT substitutable)

1\* Full-size (15 passenger) van WITH SEATING FOR 15 PASSENGERS. If this is difficult to attain, alternatives can be arranged. (If your show is a deployed show, please contact the Thunderbird Events Coordinator before reserving this vehicle as it may not be required)

1 Standard size 4-passenger truck with hitch receiver capable of towing 5,000 lbs., trailer lights wiring with 4 doors and air conditioning (Please ensure the trailer lights wiring is in good working condition). Standard Tacoma's/F-150's are too low to the ground for our needs. A Dodge 2500, F-250, or equivalent is needed to tow our communications trailer (Judy).

1 12'-long (minimum) flat-bed (or stake-bed) truck (1 or 1½ ton) (with smoke oil still on pallets loaded)

3 Golf carts for Public Affairs, Recruiter and Communication Personnel (request at least one 4-6 passenger golf cart if available)

**NOTE: The number of vehicles required may change depending on the length of our trip, show type, distinguished visitors traveling with the team, etc. Please contact Thunderbird Air Show Events Coordinator prior to making vehicle arrangements to get an updated list of required vehicles.**

\* Contact us with any questions or concerns about the 15-pax van requirement as it may not be needed to execute our operations

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

#### 5. 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. **Please make every attempt to work with ramp security to accomplish this regardless of military or civilian show site. The vehicles provided are mission critical and are essential to the movement of our equipment daily.**
- b. All Thunderbirds are required to possess an airfield driver's license at Nellis AFB. We drive around nearly every type of aircraft in the Air Force inventory on one of the busiest flight lines. Due to the time constraints, we do not have time to receive an Airfield Driving briefing from each site we go to. Please work with the Air Show Coordinator if your airfield management insists on providing a brief. Airfield specifics to your show site should be briefed to Thunderbird #8 at the Advance Pilot brief, which will then be disseminated to the team.
- c. Vehicle 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 communication 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. 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 each day.
- d. 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.



- e. Due to the dynamic nature of our show schedule, the Thunderbirds are unable to provide an EAL. However, we will provide a passenger manifest NLT 24 hours prior to the team's arrival. This manifest includes all official Thunderbird personnel.

#### 6. VEHICLE TURN-IN

- a. Thunderbird personnel will return all vehicles near the support aircraft parking location. All vehicles will be returned with fuel remaining only.

### **TRANSPORTATION CHECKLIST**

| Have you:  | YES                      | N/A                      |
|--|--------------------------|--------------------------|
| 1. Provided a written status report 60 days prior?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Cleared all Thunderbird vehicles for flight line use?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Ensured all 34 vehicles and 3 Golf Carts will be available for the duration of our stay?                    | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Notified the rental car representative of the time and location of the Advance Pilot's Meeting?             | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Arranged to park the vehicles near the support aircraft?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Fueled and serviced all vehicles?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. <u>Arranged TWO vehicles for the early arrival of the Advance Pilot and Crew Chief? (Sedan and minivan)</u> | <input type="checkbox"/> | <input type="checkbox"/> |

## *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 fuel 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.
  - a. In addition to the initial 60 days prior written status report, the show site must provide a 30 day prior written status of any equipment shortfalls (missing equipment, reduced quantities, etc.) or intent to substitute any of the required equipment with non-approved (not listed in Attachment 12) substitutes.
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. FOD fencing is required along the crowd line within 500' of jet parking and anticipated taxi routes. Snow fencing is highly recommended 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 to park in our show parking location upon arrival. We will NOT accept a plan which requires towing all 8 aircraft each day. Arrangements can be made for us to position to show center after Friday's rehearsal and remain there until our departure. Please work with the Advance Pilot and Crew Chief for alternative parking solutions if required.
  - b. For downloading and uploading cargo on arrival and departure days, park the C-17 or 2xC-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 should plan to shadow the Advance Crew Chief for the remainder of the day and be available for the entire duration of the Thunderbirds stay.
4. HANGAR SPACE
  - a. We may need to hangar our 8 F-16s for security reasons, inclement weather, or aircraft maintenance. The dedicated hangar should 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 is empty and dedicated for our exclusive use throughout our stay.

- (2) The hangar must have a minimum of 15,000 square feet of usable floor space with 20-foot door/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.
  - (4) If there is additional space in our dedicated hangar and it is shared with other aircraft, equipment, etc., we must be able to tow our aircraft into and out of the hangar at any time (during duty and off-duty hours) during our stay without hindrance by the other aircraft, equipment, etc.
- 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 or provide escorts to clear a path through the crowd and enable safe expeditious towing during show hours.

## 5. AIRCRAFT ENGINE OIL SAMPLES

- a. We carry a Spectroil Jr. oil-analysis machine and will provide this service for other military demo teams, with prior coordination.
- 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 trash can. It is preferable this building be as close to our support aircraft as possible.

## 6. 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 initial arrival.
  - (3) Post-practice/show refueling will be coordinated for 1 hour after landing through our Maintenance Operation Control representative. Please have personnel available for refueling from 2 hours prior to our first scheduled takeoff through 3 hours after our last scheduled takeoff of the day.
- 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 rate 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) Costs related to transporting fuel is the responsibility of the show site.
- c. Fuel Quantities – Each aircraft burns approximately 800 gallons of aviation turbine fuel per flight.
  - (1) Each aircraft will require approximately 800 gallons after our arrival and survey.
  - (2) A practice flight consumes approximately 4,800 gallons of aviation turbine fuel.
  - (3) A demonstration flight consumes approximately 4,800 gallons of aviation turbine fuel.
  - (4) A media flight consumes approximately 900 gallons of aviation turbine fuel.
  - (5) A standard weekend including 2 practices, 2 demonstrations, and 2 media flights will require approximately 21,000 gallons of aviation turbine fuel.
  - (6) The support aircraft crew will pay for their own fuel and will require approximately 6,000 gallons.
- d. Fuel Specifications – Acceptable fuels for Thunderbird aircraft include JP-4 (NATO Code F-40), JP-5 (NATO Code F-44), JP-8 (NATO Code F-34), Jet A with military additives (NATO Code F-24); Jet A, Jet A w/Fuel System Icing Inhibitor (FSII), Jet A-1 (NATO Code F-35), Jet A-1 w/FSII, and TS-1 with U.S. military additives. Thunderbird fuel must be fuel-lab certified and provided by a certified vendor. All fuel must meet respective fuel grade specification, regardless of the type, including FSII limits.
  - (1) Aviation turbine fuel use limits:
    - i. Solids - 4.0 MG/Gal maximum
    - ii. FSII - .04-.20% by volume
    - iii. Electrical conductivity shall be 50 - 700 pS/m
  - (2) Aviation fuels must pass through two separate filtrations downstream of bulk storage, with at least one filtration being via the aircraft refueling equipment. All aviation turbine fuel must contain FSII.

## 7. SMOKE 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 in loading.
  - (1) **Only full, unopened barrels are acceptable.**
  - (2) For military show sites, the Thunderbirds will reimburse the cost of smoke oil used.
    - a. Military unit Resource Advisor will contact Thunderbirds Resource Advisor NET 30 calendar days prior to Thunderbirds arrival.
    - b. Provide completed contract, paid invoice, and signed hand receipt of quantity used to Thunderbirds Resource Advisor NLT 10 business days after airshow.
    - c. Reimbursement will be through MIPR CAT I or CAT II (DD Form 448) and must be completed in DEAMS. Ensure Financial Management Accounting (FMA) office contact information is accurate and complete.
    - d. DD Form 448-2 must be provided to Thunderbirds Resource Advisor, once funds have been received, for accountability.
  - (3) For civilian show sites, the air show organizer is required to pay for all smoke oil.
  - (4) For both military/civilian show sites, consider building a clause that will allow you to return any unopened barrels of oil to the vendor into your smoke oil contract.
- b. Smoke Oil Quantities - the Thunderbirds will require the following amounts of smoke oil (contingent upon our schedule at your location):
  - (1) 4 drums for the arrival survey
  - (2) 4 drums for Friday AM 4-ship practice
  - (3) 5 drums for Friday PM 6-ship practice
  - (4) 5 drums per demonstration flight (2 total)
  - (5) 1 drum per media flight
  - (6) A standard weekend consisting of the arrival, 2 practices, 2 demonstrations, and 1 hometown hero flight will require 24 drums of smoke oil
  - (7) For a 3-day show consisting of the arrival, 2 practices, 3 demonstrations, and 1 hometown hero flight we require 30 drums of smoke oil
  - (8) A non-standard weekend consisting an additional practice day requested by the team will require an additional 8 drums of smoke oil reimbursed by the Thunderbirds.

**NOTE:** The number of barrels required may change depending on the length of our trip, and any extra flights planned at each location. The Thunderbirds Event Coordinator will let your show site know as soon as possible if there will be extra barrels required. Except for 3 day shows, any more than 24 barrels will be reimbursed by the Thunderbirds.

- c. Smoke Oil Specifications – USAF Technical Orders only allow the use of the products listed below Please check each barrel individually during acceptance to avoid aircraft contamination.
  - (1) **Acceptable smoke oil:**
    - a. Chevron U.S.A., Inc Canopus 13 04BH0
    - b. Shell Oil Company Aeroshell Smoke Oil 5W416
    - c. Copper State Petrol. CSP Aviation Smoke Oil 6TAZ7
    - d. W.S. Dodge Oil Company Smoke Oil C13 0XAK2
    - e. PetroBlend Corporation Pure White Smoke Oil 7G4W2
    - f. Petro-Canada Paraflex HT10 Fluids 0NVS1
    - g. Phillips 66 Company Los Angeles, CA, Aviation Smoke Oil, 883E7

## 8. 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 300 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.

## 9. HAZARDOUS WASTE DISPOSAL

- a. Please provide guidance on hazardous waste disposal for your location, as we require a means to dispose of hazardous waste (used hydraulic fluid, oil, fuel, soak up pads, etc.)

## 10. MAINTENANCE EQUIPMENT REQUIREMENTS

- a. Exact requirements are listed in the charts on Attachment 12. 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 nearby military installations; 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 or nearby location before the Advance Pilot arrives. To facilitate ease of operations, it is critical to place any ground support equipment in one location that is easy to access.
- e. In the event a military installation requires a Memorandum of Understanding (MOU) to utilize maintenance equipment, a sample MOU is attached (See Attachment 23) for reference.
- f. Telehandler forklifts greatly complicate the airlift download/upload process for our loadmasters due to tight aircraft clearances. Please make every effort to procure a 10k (ideal) or an 8k (acceptable) upright-mast forklift (see Attachment 12 for specifications and forklift minimum tine length requirements).

## 11. OTHER

- a. Our LEPPER maintenance crew who services our spare aircraft are typically not collocated with the rest of the team and/or are on a remote part of the airfield. For standard show sites where the spare aircraft location does not have easily accessible restroom facilities, we request a portable toilet be allocated within close walking distance.
- b. Don't locate your Community Outreach Event in a hangar that is next to jet/hot ramp parking. AGE is often very loud, and it is an annoyance to the event for all and we cannot sacrifice jet maintenance for noise mitigation. Recommend the event be at least ½ mile away if a closed hangar event, or 1 mile if open.

## **MAINTENANCE CHECKLIST**

Have you:

YES    NA

- |  |       |       |
|--|-------|-------|
| 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 listed in Attachment 12 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 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. Contacted the base frequency monitor to confirm our land mobile radio (LMR) frequencies?               | [   ] | [   ] |
| 13. Inspected the hangar space to make sure it is compliant?   | [   ] | [   ] |
| 14. Provided a status report for maintenance equipment to the Events Coordinator 60 days prior?            | [   ] | [   ] |
| 15. Provided a status report for equipment shortfalls and substitution intents 30 days prior?              | [   ] | [   ] |

# *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 and keep all spectators behind this 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 and any other time aerobatics will be performed in the aerobatic box. The Thunderbird Event Coordinator will indicate any flights, outside of the practice and show performances, that require a sanitized aerobatic box.
  - (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 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 24 hours after the show.
- 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. Any photographers within the aerobatic box must be approved by both the Thunderbird RSO (typically Thunderbird 7) and the airshow Airboss no later than 15 minutes prior to “mic time.”

### 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 Advance Pilot arrival until the team departs.
    - i. Military security forces are preferred for security detail.
    - ii. Police detail is acceptable if military security forces are unavailable.
    - iii. If our support aircraft will remain at your show site, you must provide security for it as well. If the parking plan does not allow the same security detail to monitor both our F-16s and support aircraft, you must provide additional security personnel.
  - (2) The show organizer 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. Only personnel with Thunderbird escorts are authorized to be near any of our aircraft.
  - (4) Ensure Thunderbird members always have unimpeded access to the aircraft.
  - (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. Contact the Thunderbird Air Show Events Coordinator for times.
  - (1) We request a dedicated unit on the front and rear of the caravan.

(2) There should be enough additional units to stop traffic at intersections and lead our convoy through traffic lights.

- b. There will be approximately 27 cars in our first departure and 8 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 rear window and will travel with headlights and hazard lights on.
- c. We request the lead police unit not exceed the posted speed limit.
- d. For show sites where our lodging location is not near the air show, be prepared to provide a "staging location" where the Thunderbirds can meet the police escort into the show site. In all other cases, the police escort should begin at the lodging location for the team.
- e. Alternatives to a police escort will be reviewed on a case-by-case basis by the Thunderbird Events Coordinator. An example of an acceptable alternative is team access to the show site (both operations and maintenance work areas) via an additional non-public access gate that is relatively free of traffic during air show hours.
- f. For military show sites, please coordinate between security forces as well as the local PD on whether the local PD will take the cars all the way on base to their destination or if there will be a "hand off" of police escort duties to base SF once through the gate.

#### 4. MOVEMENT ON BASE/AIRFIELD

- a. The Thunderbird team needs to be able to move throughout the airfield or base environment quickly and efficiently 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 roadblocks 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.
- d. If Thunderbirds are required to remain at the show site or airport after 2200 due to maintenance of our aircraft, or report to work prior to 0600, the show site is responsible for either providing 24-hour access gate codes or a POC for "after-hours" access to and from the aircraft parking area. Our swing shift has been known to work until 2-3am depending on maintenance required.

## **SECURITY CHECKLIST**

Have you:

YES   N/A

1. Established procedures to maintain the crowd line?

[   ]   [   ]

2. Arranged 24-hour security for our aircraft?

[   ]   [   ]

3. Arranged for and discussed procedures for police escorts?

[   ]   [   ]

4. Planned to provide a crowd count to your Public Affairs Rep?

[   ]   [   ]

5. Ensured unimpeded access to show site work areas for team members?

[   ]   [   ]

# *Chapter 6*

## *Public Address System*

### 1. GENERAL

- a. It is your responsibility to provide a public address system for your air show. If you cannot provide a public address system, you must notify the Thunderbird Air Show Events Coordinator NLT 90 days prior to your show. We will bring our own public address system that covers approximately 300-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. 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.
- c. If radio or TV stations need power, the sponsor must provide it.
- d. During the Friday practice session, the Thunderbird Communications Specialist will 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. Our communications specialists must control all tie-ins. No unauthorized tie-ins will be allowed.
- e. Normally, the communications trailer is kept at showcenter from the morning practice day until after the last show at which it will be stowed in the maintenance hangar. In the event of inclement weather, it will typically be stowed in the hangar until approximately 2 hours prior to "mic time" and returned immediately after the show. 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.
- f. The communications trailer is 11ft 10in long, 6ft 3in wide, 7ft 2in high, and weighs 4,400 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 special rate per public air show day from BMI and ASCAP and a special rate per airshow 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. Contacts to obtain these licenses are listed on the ICAS website (<http://www.airshows.aero>).

### 3. COMMUNICATIONS TRAILER SET UP

- a. The communications trailer will be set up at or near show center or the Airboss stand just in-front of the crowd center line. Our communications trailer can be no farther than 50 feet from show center and ~500 feet from the public address system connection tie-in (which is usually co-located with the Airboss stand). Additionally, our communications trailer needs to be no greater than 250' from the Friends & Family tent for wireless headset considerations & debrief capabilities. 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 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. Request a 5-gallon container of mo-gas available on Friday's practice day out at the communications trailer to power our generators.
- g. Our current Communications Specialist Non-Commissioned Officer In-Charge/Point of Contact can be obtained from the Thunderbird Events Coordinator.

### 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 7 or 8 or our Radio Frequency specialists located at our communications trailer the weekend of the show. 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 (15 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 and thank the crowd for attending the show as well as play appropriate music while we are on the autograph line. Aircraft departures are allowed 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                      | N/A                      |
|---|--------------------------|--------------------------|
| 1. Briefed your narrator of our expectations of how we will get the microphone and when they can make announcements after the show? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Coordinated requests for radio patch-ins or re-broadcasts?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Located a storage area for the trailer with proper outlets?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Discussed the potential for tie-ins with your sound team?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Discussed the potential for tie-ins with your PA for media?  | <input type="checkbox"/> | <input type="checkbox"/> |

# *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 or Advance Pilot/Narrator 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 closest portion of the 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 listed below in order of 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 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 5,000 feet long) to clearly identify the show line. This can be white plastic, white sand, etc., but must be secured to the ground. Do not place extra vehicles on the show line to help define the ground track. It is recommended to mark/stake the show via high fidelity GPS devices prior to laying the tarp/sand. A zig-zagged, angled, or difficult to see show line is dangerous for our pilots and may cause a cancelled demonstration due to safety. Include the coordinates of the planned edges of the show line to Thunderbird #5 in the KMZ file. If the artificial show line is physically unable to meet the 40'x5000' requirements, please work with Thunderbird #5 and #8 for an acceptable solution. Thunderbird #5 is the final authority of the show line orientation and marking plan.
- 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 50 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. You should strive to have the show center boat be at least 100 feet (U.S. Coast Guard Cutter) in length but in no case smaller than the bomb burst boat.
  - (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 GPS position via phone with the air boss 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. **Accurate placement of the SC and BB boats are critical. If incorrect it can get extremely dangerous, especially if boats drift outside the show line away from the crowd, as the solos use the location of the boat as a deconfliction contract with respect to the show line.** 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 7. Ensure the Coast Guard/Lake Patrol boats used to enforce the aerobatic box are not moving inside the aerobatic box during the demonstration (unless actively responding to a breach), as this is potentially disorienting to the pilots.

- (2) Please have a Coast Guard representative with 2-way communications to the patrol boats available at either the air boss stand or at the Thunderbird communications trailer during the team's arrival survey, all practices, and demonstrations. During the practice, our show center members can provide light gun signals to the watercraft marking show center to get an accurate left/right bearing.
- (3) 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
- (4) We request a third boat if available to mark the show center lateral position on the 500' line. This will assist our pilots finding the perpendicular line at show center (e.g. the show opener when the jets cross the beach from behind the crowd line or finding the perfect line for burst maneuvers).
- (5) Additionally, we request a method to have our signal mirror personnel/PA personnel get on the show center boat during the demonstration. Traditionally in the past, this has included jet ski from the beach, dingy from a pier, or joining the ship crew at launch from the marina. At the max extent possible we would like to have our personnel on the boat only for our demonstration and be transported between acts.

## 2. SHOW CENTER MARKER

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. Examples are on the edge of a runway or the edge of a taxiway.

- a. The show center marker must be in the center of the 12,000-foot aerobatic box with 6,000 feet on each side.
- b. The show center marker should be a large, highly visible vehicle, a minimum of 35 feet in length: white, yellow, blue, or orange in color (that contrasts with surrounding terrain) with significant vertical development. Examples include but are not limited to: large snowplows, buses, and semi-truck trailers. These markers should be mobile to allow for repositioning if needed after the Advance Pilot's arrival.
- c. This marker should be in place for the Advance Pilot's arrival, the arrival survey, all practices, and demonstrations.
- d. 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.
- e. A NOTAM may be required for placement of the markers if near an active runway. Check with the local airfield manager.
- f. Please arrange the SHOW CENTER marker so it faces **PERPENDICULAR** to the show line (i.e. the show center marker points at the crowd).
- g. If the physical center of the crowd (CROWD CENTER) is not co-located with the SHOW CENTER, then we request you submit your TFR distance as "OTHER" and use at least 5.5 NM as your TFR radius. This will ensure the TFR encompasses enough room so no modifications to our show are required. **To the max extent possible, the crowd center and show center should be collocated laterally.**


## 3. BOMB BURST MARKER (WHERE JETS WILL CROSS DURING BOMB BURST MANEUVER)

- 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 edge 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 to the bomb burst crossover.

- b. The best distance for the bomb burst marker from the show center marker is 2200'. If you have a long crowd line, this may not be possible. The priority is to always have the Bomb Burst Marker no closer than 500' from crowd right at all times.
- c. The bomb burst marker should also be a large, highly visible vehicle using the examples listed above.
- d. This marker must also be in place for the Advance Pilot's arrival, the arrival survey, all practices, and all demonstrations.

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 considers 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 show F-16s typically park in the same location with the two-spare aircraft at the end of the primary runway or alternate spare location (referred to as LEPER). If the show jets cannot be placed at show parking until practice day (e.g. blocking only available taxiway), then all 8 jets should be able to arrive and park at LEPER or near our designated hangar. Thunderbird #8 will coordinate during the Advance Pilot's meeting for these locations.
- c. **For the safety of the crowd, 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. We reserve the right to waive the requirement down to 250 feet with prior coordination.**
- d. We request to park at least 6 of our 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 85 feet (125' desired). This includes the shoulder outside the painted lines, provided it is a load bearing paved surface and clear of FOD. Any taxi lights within 75' of the taxiway centerline at jet parking should be removed, extending 150' left/right of our wingtip edges in the parked position. Removed taxi lights should be replaced with flush load bearing covers if within the minimum taxiway width. Raised steel plates are unacceptable for our tires to taxi over and should not within the 85' parking width if used.
- f. 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 6. This parking plan must be indicated on the airfield diagram (See Attachment 5).
- g. Please do not park the support aircraft where it blocks the 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.
- h. 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 overflight of our aircraft.
- i. Please attempt to avoid taxiing other aircraft in front of our F-16s. Small aircraft acts can taxi in front before/after

their routine for crowd engagement. Per FAA regulations, only military parachute teams may use the area in front of our jets as a landing site.

- j. We cannot allow any show acts (aircraft, jet trucks, etc.) to smoke on the ground in front of our jets. Residue from the smoke oil will cover our canopies reducing pilot visibility and creating extraneous cleanup for our maintainers.
- k. If you plan on parking any other acts at show center next to our aircraft, they can be no closer than 150 feet from the first or last Thunderbird aircraft. Additionally, please make sure there is at least 70 feet from the other aircraft to the crowd line for sufficient taxi out clearance and at least 55 feet of available taxi distance behind any of the other aircraft to taxi back to our parking spots after the show.

## 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.
  - (1) 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.
  - (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. To the max extent possible, the CAT I and CAT III show centers should be laterally collocated.
- c. Due to the design of our demonstration regarding spectator safety, please reference the table below to determine how far from of show center your primary spectator area can extend. In all cases, it cannot extend further right than 500' laterally from the bomb burst placement. If you are unable to meet this requirement, contact the Thunderbirds Air Show Events Coordinator ASAP and allow us to determine if we can safely execute a show at your location. **Failure to adhere to this restriction may force us to cancel our demonstration.**

| Distance from Crowd Line to Show Line | How far from Show Center the primary spectator area is allowed left/right |
|---------------------------------------|---|
| 1200'                                 | 1080'   |
| 1300'                                 | 1250'   |
| 1400'                                 | 1415'   |
| 1500'                                 | 1600'   |
| 1600'                                 | 1770'   |
| 1700'                                 | 1960'   |
| 1800'                                 | 2120'   |

- 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 5, 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 (for a minimum depth of 2,700 feet), and 6,000 feet either side of show center. (See Attachment 5.)
  - (1) Only essential personnel are permitted in the aerobatic box, i.e. 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.

- (4) With FAA approval, small notches (less than 500'x500') may be made on the corners of the aerobatic box to facilitate a more optimal show line/show center. This may be used in cases such as a single residence that will not be vacated, major highway that cannot be closed, operational railroad, new warehouse that will not be vacated, etc., that barely clip an optimal aerobatic box. Please work early with Thunderbird #8 if you wish to pursue a notched aerobatic box waiver. In all cases, you must have Thunderbird written approval prior to requesting FAA approval (Mr. Derek Dunmire and IIC).
  - (5) Laterally within the aerobatic box, the Thunderbirds can shift our show center 600' laterally left or right to facilitate lining up with the crowd center without moving the aerobatic box left/right or changing the defined TFR center point. This would be used where a notching would be too large but show center is greater than 250' from the primary spectator center. In these cases, we request the TFR to be widened commensurate with the shift (i.e. 600' show center shift from TFR show center, request 5.1 NM radius TFR).
- f. "Drive In" Shows are discouraged. One of the most important aspects of your show, the fan experience (music, narration, ground ceremonies, feeling the action, experiencing the performance, etc.), relies on getting the crowd up to the crowd line. Additionally, all our maneuvers and "hits" are designed for maximum effect at show center on the crowd line. Please consider this heavily when deciding your show layout. Rely on Thunderbird #5, #8, and your Airboss to design the optimal layout.

## 6. BRIEFING ROOMS

### a. TEAM BRIEFING ROOM

- (1) We will need a room where the team can brief and debrief. The briefing room must be air-conditioned and be large enough to accommodate 15 people with tables and chairs in a conference room arrangement, not an auditorium. It must have an electrical outlet, 50-gallon (or similar sized) trash container, and access to restroom facilities. 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 (48 bottles of water per day) be provided in the briefing room for all practice and demonstration days.** This bottled water is in addition to the water provided for maintenance and show center personnel and for the Thunderbird Tent.

### b. HOMETOWN HERO BRIEFING & PUBLIC AFFAIRS ROOM

- (1) We request an additional room located near the team briefing room to brief the hometown hero and media flyers as well as space for our Public Affairs team to work. 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 (i.e. organized and clean). Typically, our hometown heroes will bring family members to partake in the briefings for additional consideration.

### c. AIRCREW FLIGHT EQUIPMENT ROOM

- (1) We also request a separate, lockable room in the same area we can use to hold and inspect our flight gear. We request this room contain empty table space for pre-flight and post-flight inspections of the flight gear and that it be scheduled exclusively for the Thunderbird team for the duration of our stay.

## 7. THUNDERBIRD TICKET/TENT ARRANGEMENTS

### a. THUNDERBIRD FAMILY/FRIEND TICKETS

- (1) We issue 250 Thunderbird family/friend DIGITAL 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 (see Attachment 27) and are good only on specific dates. 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. Enable access to your VIP parking area (approximately 100 vehicles).
- iv. Enable access to the Thunderbird tent.
- v. Allow access for Thunderbird guests 10 and under without a ticket when accompanied by a ticketed adult.

b. THUNDERBIRD FAMILY/FRIENDS TICKET VERIFICATION

- (1) Our e-tickets will include ticket type, location, date, and a QR code. We recommend referencing the sample tickets in Attachment 27 for visual verification upon entry for the most streamlined access.
- (2) The QR code on the tickets are not scannable. They are a product of the service we use to distribute but will result in an “invalid ticket” response if attempted to be scanned by your ticketing software or camera function on smartphones.
- (3) Please brief your volunteers/parking/ticketing liaisons to instruct your airshow workers to look for the Thunderbird logo as confirmation of a Thunderbird Friends and Family ticket. Please also instruct them that the ticket may just be shown via the member’s phone for parking and tent access.
- (4) If you require a specific parking pass, please send the file to Thunderbird #8 so that it can be included in the Thunderbirds Friends and Family packet.

c. 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 to ensure the safety of local friends and family members:
  - i. Area for 250 guests with 150 reserved seats per day near show center. Every effort should be made to place the tent as close to show center and our communications trailer. **This requires close coordination with Thunderbird 8!** The maximum distance our tent can be from show our communications trailer is 60 feet.
  - ii. Canopy or tent to provide shade for guests.
  - iii. Bottled water or refreshments for our guests. (This is in addition to the water requirements for the briefing room and for our maintenance and show center personnel).
  - iv. Latrine located in the immediate vicinity.
  - v. Trash cans
  - vi. Please provide someone to check tickets at the tent entrance to preclude non-ticket holders from entering.
  - vii. A physical break in the fence for Thunderbird team member flight line access.
- (2) We request a banner/sign affixed near the tent entrance for easy identification, however, please take care to avoid placing the Thunderbirds’ logo/emblem on the same sign as a commercial advertiser.
- (3) Be prepared to identify the Thunderbird Tent location on the ramp diagram during the Advance Pilot meeting.
- (4) Please understand that the allotted number of guests does not include the 65-70 team members that may utilize the tent and facilities during the air show. This means there may be up to 320 people utilizing the tent during the demonstration.
- (5) Please contact the Thunderbirds Advance Pilot or Events Coordinator with any questions.

8. 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. For military show sites work with the Base leadership to allow our Thunderbird VIP tickets access to the same gate the team has access to. It is unacceptable to assume we will provide an EAL for all of our friends and family.

9. AIRFIELD DIAGRAM

- a. Airfield Diagram - Air show organizers must provide the Thunderbird Air Show Events Coordinator and Thunderbird #5 with a Google Earth KMZ file of their airfield/show site NLT 90 days prior to your air show. The Google Earth KMZ file will be emailed to Thunderbird #5 at [afthunderbirdfive@gmail.com](mailto:afthunderbirdfive@gmail.com)

prior to FAA approval. The KMZ file should have a depiction of the proposed aerobatic box, a depiction of the crowd line, a pin of show center, a pin of the bomb burst marker, a pin of each corner marker, a pin of Thunderbird jet show parking, a pin of VIP tent location, a pin of the air boss stand location, and a TFR circle centered on the submitted TFR center. See Attachment 23 for an example of what your Google Earth map should look like.

- 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 Thunderbird #5 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 5, 6, 7, and 23.
  - (3) As a minimum, your Google Earth KMZ file of the airfield diagram should depict: (See attachment 23 for a sample KMZ file diagram)
    - 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 5.)
    - ii. A red circle depicting the TFR centered on the submitted TFR center coordinates
    - iii. The show lines, the entire crowd area, and any secondary crowd locations.
    - iv. Show center and bomb burst markers with geographic coordinates in degree-minute-decimal-minutes format (DD MM.MMM) and elevations in feet. The bomb burst coordinates **MUST** be a minimum of 500' to the right of the crowd line (see section 3 of this chapter for additional guidance.)
    - v. Parking locations for show parking, spare F-16, and support aircraft parking locations.
    - vi. Support hangar and briefing room locations, with access routes to show center and the support aircraft
    - vii. VIP and Thunderbird family/friends seating
    - viii. Airboss stand location and recommended communications trailer location
  - (4) For military sites, we recommend using an additional map that depicts building numbers or a Disaster Preparedness grid map (with the same information listed above). Please include an 8½ X 11-inch copy of the completed airfield diagram.
  - (5) 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.
  - (6) 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. Please send us your map **NLT 90 days** prior to your show.

## AIRFIELD SETUP CHECKLIST

|  |                          |                          |
|--|--------------------------|--------------------------|
| Have you:  | YES                      | N/A                      |
| 1. Established a visible show line 1,500 feet from the crowd?<br>(1,200 with FAA waiver)   | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Located show center near the middle of the crowd line and<br>complied with crowd area dimensions listed in paragraph 5c?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Located the bomb burst cross point on the show line, at<br>least 500 feet off the right end of the crowd line?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Sent Google Earth KMZ file to Thunderbird 5<br>( <a href="mailto:afthunderbirdfive@gmail.com">afthunderbirdfive@gmail.com</a> )? CC <a href="mailto:AFThunderbird8@gmail.com">AFThunderbird8@gmail.com</a><br>and the Aerial Events Coordinator | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Situated the Thunderbird tent near show center?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Parked all static displays to the rear of the crowd line?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Ensured there are no open ropes at the far ends of the<br>crowd line?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Placed the crowd line at least 300 feet from the nose gear of<br>our parked F-16s?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. <u>Arranged for two large, distinctive objects/vehicles to mark<br/>show center and the bomb burst cross point in place prior to Advance<br/>Pilot's arrival with ACCURATE GPS coordinates in DD MM.MMM format?</u>                            | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. <u>Arranged for two 50-foot (minimum) boats for markers if your show is over water?</u>  | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Discussed your parking plan with the Thunderbird Air Show<br>Events Coordinator?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Organized for 3 rooms to include a briefing room with access requirements?   | <input type="checkbox"/> | <input type="checkbox"/> |

# Chapter 8

## Operations

### 1. AIRFIELD OPERATIONS

- Minimum runway length for takeoff/landing is 7,000 feet.** Show sites with takeoff/landing operations on runways less than 7,000 will require an alternate airfield (within 50 NM) from which our aircraft will operate.
- If your show is a remote deployed show, ensure the airfield that our jets are operating from is no greater than **50 nautical miles** from Show Center.

### 2. HAZARDS

- Please notify the Thunderbird Air Show Events Coordinator of any flying or ground hazards (bodies of water, trash dumps, VFR traffic congestion areas, bird hazard areas, etc.) 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.

### 3. UNCONTROLLED AIRFIELD OPERATIONS

- If your show site is at an uncontrolled airfield, you **MUST** arrange for the Airboss to be present and controlling the field for ALL Thunderbird aircraft operations including TB 8's arrival, TB 1-7's arrival, all media/hometown hero flights, all practices/demonstrations, and TB 1-8's departure.

### 4. RUNWAY BARRIERS/ARRESTING GEAR

- Regardless of runway length, we require a barrier on site unless there is a runway with a suitable arresting gear within 80 NM of the airfield. If your location is remote (i.e. deployed airshow), then a barrier must not exceed a total flying distance of 80 NM from the aerobatic box to the aircraft staging location (airfield), then on to the cable location (see image below).** For example, if your remote show site is 10 NM from the aircraft staging location then a barrier must be located within 70 NM of the staging airfield (e.g. image below at 64 NM of flying is a valid option).



- b. The following are approved arresting gear per the F-16CM-1: BAK-6, BAK-9, BAK-12, BAK-13, BAK- 14, BAK-15 NI, MAAS, 44B-2L, BLISS 500S-6, TAGS BLISS 500S-6 Transportable, 44B-3H/SP/WR, MAGS 44B-3H/SP/WR Mobile, M-31, RHAG MK-1, RHAG MK-2, PUAG, PAAG, P-IV/BAK-12 Portable, Aerazur Textile Braking System, MA-1A Modified, MA-1A/E-5, MA-1A/BAK-9, MA-1A/BAK-12, SAFE-BAR, 61QSII, 61QSIIM, MIK-6, ARZ-30/40, BEFAB 21:2/MK VI-I, BEFAB 6:3/MK VI-I, MK- 12A, RAF TYPE A, RAF TYPE BB.
- c. Certain Marine arresting gear cables are held above the runway for engagement by plastic wedges that sit freely on the runway surface. **These are a significant FOD hazard** if aircraft are taking off/landing/taxiing over them. If you are sourcing a Marine arresting gear system you are **REQUIRED** to obtain approval from Thunderbird #8 before proceeding forward with this as an option. Realize this will most likely mean that the gear cannot be co-located on the runway that we will operate from.
- 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. Included in the AFI is information concerning funding responsibilities. This AFI is available in electronic format on request.
- e. Reference Attachment 22- Memorandum of Agreement to help attain your arresting gear system if required.
- f. Show sites should coordinate with local FAA and airport management, as certain types of temporary arresting gear may affect civil and commercial operations.
- g. If installing a runway barrier, we request it be positioned 1,500 feet from the departure end of the primary 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 (**to include Thunderbird 8, unless previously coordinated**), practices and demonstrations. If significant time is required for setup, please build that into your air show schedule timeline so as not to interfere with our show (ground show start until parked back in chocks)
- h. Due to the low tail and ventral fin clearance of the F-16, damage to our aircraft is reasonably to even very likely during a certification. Due to this and the threat it could pose to your show, we require another aircraft to certify the barrier. Work with ACC/A3TA to find a certification aircraft. It is highly unlikely to get F-35s or F-22s to accomplish the certification, your best bet is F-15C/E's if going the Air Force route. F-18's or other hook equipped Navy assets are suitable substitutes. F-18 demo teams typically don't travel with the required maintenance personnel footprint to accomplish the "safe to fly" post flight so you may have to get creative.
- i. "Self-Certifying" systems (i.e. water twisters) by nature are a physical mechanism that cannot fail (hence the "self-certifying"). Despite this, one of the critical nodes we look to stress during a certification (other than the hydraulics/brakes) is the actual footings of the system. For this reason, even though "self-certifying" we (as well as other military jet performance teams) often opt to certify these systems. Please DO NOT assume that because it is labeled as "self-certifying" that we don't want/need to certify it. The only exception to this rule is the M-31 arresting gear system which has been approved by USAF for use if the appropriate ground tests (pull test, soil test, etc.) are accomplished. Realize typically this cable option is serviced by the USMC with plastic wedge risers, so please refer above to section c.
- j. ACC A3/A3TA is your "Go To" for help with coordination and sourcing of arresting gear install team, equipment, install, and certification.

**Primary: Dan Young**

**Work: (757) 225-9275**

**Email: [Daniel.Young.53.ctr@us.af.mil](mailto:Daniel.Young.53.ctr@us.af.mil)**

**Alternate: Larry Schleser**

**Work: (757) 764-8175**

**Email: [Lawrence.Schleser.ctr@us.af.mil](mailto:Lawrence.Schleser.ctr@us.af.mil)**

## 5. 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.

## 6. 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 may 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. We require a complete FOD sweep of the airfield following any pyrotechnic or firework display. For safety purposes, we cannot permit pyrotechnic performances closer than 500 feet from our parked aircraft.

## 7. THUNDERBIRD 1-7 ARRIVAL

- a. Arrival Times – Thunderbirds 1-7 will arrive in the local traffic pattern at the scheduled time on the itinerary. The seven-ship formation will circle the airfield for approximately 1 hour. See Chapter 10 for information on the required CFR waivers and Temporary Flight Restriction for our arrival.
- b. Arrival survey - During the arrival survey (with certain exceptions, e.g., overwater shows) our aircraft will remain non-aerobatic meaning the aerobatic box does **not** need to be active (e.g. roads do not have to be closed, box sterilized, buildings emptied, etc.). If your show site permits an aerobatic arrival survey, please let the Airshow Coordinator or Thunderbird #8 know prior to arrival.
- c. Communications - The Thunderbird Advance Pilot will establish contact with the Thunderbird Commander/Leader approximately 10-15 minutes prior to arrival of the F-16s on a discrete frequency. The Advance Pilot will then coordinate with the tower or Airboss via phone call or VHF (typically Tower's local control frequency) to take control of ground and airspace 5 minutes prior to arrival and will hand control back after the Thunderbird aircraft have landed and taxied back to chocks.
- d. Landing – Upon arrival, the Thunderbirds typically 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 1500’ AGL downwind. **This is the quickest way in which to recover all 6 aircraft.** Pitch direction is at the discretion of the tower and we can pitch either Left or Right. Realize that straight-in traffic or traffic on an ILS will be a conflict for this maneuver.

## 8. THUNDERBIRD AIRSPACE USE DURING AEROBATIC FLIGHT

- a. The Thunderbirds require a TFR from the surface up to 15,000 feet AGL within a 5 NM radius of the show center coordinates for all practices and demonstrations. The airspace should also be waived as described in Chapter 10.
- b. Thunderbird aerobatic maneuvers begin and end a maximum of 6,000 feet (1 NM) left and right of show center. After each maneuver, a clearing turn to the left or right begins, followed by a climb and repositioning turn that may extend all the way out to 5 NM from show center. 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.

## 9. AIR SHOW COMMUNICATIONS

- a. During the demonstration, our Operations Officer, 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 take off for the demonstration.

- (2) 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. 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) Thunderbird Control monitors “Guard” frequency (243.0).

## 10. POST SHOW PROCEDURES/AUTOGRAPHS

- a. Once the Thunderbird aerial demonstration has ended and all post-performance narration ceases, 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 detracting 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 flight line. 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 unfamiliar 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, which can include extreme summer heat. A minimum of 4 tables and 12 chairs needs to be available on stand-by at the back-up location. Contact Thunderbird PA office for follow-on questions.
- e. Deployed Shows – Normally, our demonstration pilots will not return to the deployed show location for autographs. Our show center personnel may be available for autographs with proper coordination. Please work out the details with our Thunderbird Air Show Events Coordinator.

## 11. GROUND RESCUE PROCEDURES

- a. Emergency Vehicles - Our F-16s have standard F-16 rescue features. You must have all crash equipment in place 1 hour prior to takeoff in positions that are inconspicuous. These vehicles should be located outside the crowd line with immediate access to the show line. We request that all vehicle flashing lights/rotating beacons be turned off during our practice/demonstration to prevent pilot distraction.
- 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 however, work with Thunderbird #8 if you desire another training session. Our scheduling and obligations will dictate if we can provide multiple training sessions. Please have a Fire Department representative at the Advance Pilot’s Meeting.

## 12. THUNDERBIRD TIMING

- a. The Thunderbird portion of your air show, ground and flying, lasts 1 hour. 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.
  - (1) The first portion of our show can begin with the enlistment of new recruits or the re-enlistment of base personnel. Following the ceremony is our precision launch and taxi for takeoff.

- (2) Our takeoff is approximately 20 minutes after the Thunderbird Narrator takes control of the microphone. Do not confuse the beginning of our show (ground ceremony) with our takeoff time (wheels up).  
The actual flying portion is 37 minutes long for a high show from takeoff to land (not including taxi back and shutdown), slightly shorter for a low/flat show.
- (3) **It is highly advised to provide at least 1 hr. 30 mins of time for our performance** (from takeoff (not “mic”/ground ceremony start) to end of TFR/next performance) to allow slip capability if the event of aircraft issues.
- (4) Do not schedule acts or events during the 30 minutes after scheduled landing for autographs.
- (5) Scheduled takeoff time must be more than 2 hours prior to official sunset.
- (6) See Chapter 10 for FAA waiver/TFR times.

### 13. HOMETOWN HERO/MEDIA FLIGHT AIRSPACE

- a. Starting in 2022, we have integrated our hometown hero flight with our afternoon show rehearsals. A 7<sup>th</sup> jet, flown by either Thunderbird 7 or 8, will takeoff one minute prior to the Delta and climb to the top of the TFR. The flight will operate above the demonstration until all 6 aircraft rejoin for the Delta series. At this point, the Hometown Hero flight will rejoin with the formation in a photo chase position until the Delta Burst near the end of the show. Once the jets are on the ground, the Hometown Hero flight will typically remain in the confines of the TFR for an additional 10 minutes to complete the profile. If your show site is over water:
- b. Please make arrangements to reserve **OVER LAND** airspace for potential media or hometown hero flights.
  - (1) Confirm times for media/hometown hero flights with the Thunderbird Air Show Events Coordinator or Thunderbird #8 prior to scheduling the airspace with the controlling agency.
  - (2) Typically, these occur concurrently with the afternoon practice on Friday.
- c. Our preferred alternate 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 beginning of the afternoon practice. The area **MUST** be over land and should be no further than 60 NM away from the field if possible.
- d. Please coordinate with the owning agency of the MOA (usually 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. Feel free to work with Thunderbird #8 for assistance in getting contact information for these agencies.

### 14. GENERAL INFORMATION

- a. We will not exceed the speed of sound during our demonstration.
- b. Except for the U.S. Army Golden Knights, the U.S. Navy Leap Frogs, and the Air Force Academy Wings of Blue, 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 parking location, laterally or vertically. Radio-controlled aircraft must not be operated during our arrival, practice, or demonstration.
- f. Drones are not permitted within the TFR during our flying windows. This includes, but is not limited to, local law enforcement drones, emergency services drones, and photography drones. If possible, please work with your local homeland security/law enforcement agency to create a GEO zone that will disable drone use within the TFR. During the Advance Pilot Brief, please provide information or representative on

how to detect, track, and ground drones during our show as well as how it will be communicated to Thunderbird Control.

#### 15. 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 corridors would infringe upon the sanitized 5 NM ring.
- b. At beach shows, please ensure you notify local banner tow companies as well as parasailing companies that operate within the TFR, realizing that we often operate at altitudes at or below their operation.

## OPERATIONS CHECKLIST

| Have you:  | YES                      | NA                       |
|--|--------------------------|--------------------------|
| 1. Selected a runway that is within 50 NM of Show Center and 7,000 feet or longer?                                       | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Informed the Thunderbird Air Show Events Coordinator of any hazards in the local area?                                | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Planned to pre-position and certify manual barriers?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Checked the weight-bearing capability of the parking area? (Adequate for both our support aircraft and F-16s?)        | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Requested a weight-bearing waiver if the ramp, runway, or taxiways cannot support the weight of our aircraft?         | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Ensured the ramp, runway, and taxiways are free of FOD?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Ensured tower personnel understand the Advance Pilot controls airfield during arrival maneuvers?                      | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Briefed tower personnel that the Operations Officer takes control of the airfield during our demonstration?           | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Allowed 1 hour for our demonstration and practice?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Briefed the crash rescue team on required procedures?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Briefed tower personnel on our EOR/runway procedures?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Contacted all airports within a 5 NM radius to ensure they are shut down approach/departure infringe upon 5 NM ring? | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Scheduled overland Special Use Airspace for all hometown hero and media flights?                                     | <input type="checkbox"/> | <input type="checkbox"/> |

# *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 1500' AGL 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. To the max extent possible, please park Thunderbird #8 at LEPER (spare aircraft location).
- e. Please have one sedan and a full-sized SUV/minivan from the vehicle request for the Advance Pilot and Crew Chief near the aircraft for their use. After securing the aircraft, they will complete essential details, to include:
  - (1) Inspecting and painting the F-16 parking area. Please have 1 can of red and 1 can of white spray paint available. Please no spray 'chalk' or 'puffy' spray paint.
  - (2) Verifying the location of the show markers.
  - (3) Examining the briefing room and maintenance hangar.
  - (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 30-60 mins 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) Lodging Point of Contact
  - (6) Ground Communications / Public Address Specialist
  - (7) Public Affairs Representative
  - (8) Recruiter
  - (9) Security Representative and/or local police
  - (10) Fire Department Representative
  - (11) Base Operations/Airfield Management Representative
  - (12) Air Traffic Control Representative (both airfield and local TRACON)
  - (13) FAA Representative

- (14) U.S. Coast Guard Representative (if applicable)
- b. Agenda – At the Advance Pilot meeting, the Thunderbird Project Officer should provide copies 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) Vehicle and transportation issues
  - (3) Maintenance issues
  - (4) Security issues, including aircraft security and police escorts
  - (5) Disaster response plan with Fire Department
  - (6) Public Affairs commitments and plans
  - (7) Recruiting opportunities
  - (8) Public address system requirements and tie-ins
  - (9) Airfield and airspace operations—Please have a map depicting the aerobatic box and a map depicting ground setup available
  - (10) FAA Waiver—If desired by the FAA, the Advance Pilot can sign the waiver for the weekend; otherwise, a Thunderbird representative will sign the waiver at the FAA meeting on the practice day
- c. To ensure ease of discussion between the advance pilot and the meeting attendees, please have a large- scale diagram of the air show ramp and the aerobatic box available during the meeting. The Thunderbirds will not need a large-scale printout of these diagrams if they are available electronically.
- d. It is recommended that the Thunderbird Project Officer have the following information available prior to the Advance Pilot meeting:
- (1) Best entry for flight line access
  - (2) Vehicle access to jet parking
  - (3) Vehicle access to our communications trailer on show days
  - (4) Gate closures and performer gate availability (if applicable)
  - (5) Door/gate codes for access to facilities we'll be using
  - (6) Parking location for Thunderbird vehicles near maintenance hangar and operations facilities
  - (7) Parking location for Thunderbird VIPs with tickets
  - (8) Any special access routes we'll be required to use
  - (9) Full description of social events, VIPs in attendance, food/beverage descriptions, and protocol for events/presentations
  - (10) Miscellaneous information we need to know about the airfield/facilities/local area/etc.

## ADVANCE PILOT MEETING CHECKLIST

|  |                          |                          |
|--|--------------------------|--------------------------|
| Have you:  | YES                      | NA                       |
| 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 Thunderbird 8's arrival?  | <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. Ensured the Thunderbird PROJO has the required information available prior to the Advance Pilot Meeting?                    | <input type="checkbox"/> | <input type="checkbox"/> |

# Chapter 10

## FAA Waivers/TFR/NOTAMS

### 1. FAA WAIVERS

#### a. General Information:

- (1) A waiver from the Federal Aviation Administration is required for the Advance Pilot's arrival, Thunderbirds 1-7's arrival, practice(s), and demonstration(s).
- (2) 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 9 and 10. You should initiate the waiver as early as possible. Please have your Airboss or designated representative **send us your DRAFT Waiver Request no later than 45 days prior to your show**. We will review it for accuracy and return it with changes if necessary.
- (3) Do not issue your request for waiver to the "Thunderbirds." Please name a representative of your organization in the "issued to" block.
- (4) 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.
- (5) Please ask the FAA to send a copy of the approved waiver directly to the Thunderbird Air Show Events Coordinator. 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.
- (6) **We normally do not perform any aerobatics during our arrival survey. On the occasion that the Thunderbirds will perform aerobatic maneuvers on arrival, the Thunderbird Air Show Events Coordinator and/or the Advance Pilot will coordinate with the show site, Airboss, and FAA to ensure the aerobatic box is sanitized and all appropriate safety precautions are taken, but the waiver must be in place with appropriate CFRs waived IAW this chapter.**
- (7) If desired by the FAA, the Advance Pilot can sign the FAA waiver during the Advance Pilot Meeting.

#### b. We require the following CFRs waived for our arrival maneuvers, all practices, and all demonstrations:

- (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 in Class D airspace (where appropriate)
- (7) 91.130 - Operations in Class C airspace (where appropriate)
- (8) 91.131 - Operations in Class B airspace (where appropriate)
- (9) 91.155 - Minimum VFR cloud clearances
- (10) 91.303 - Definition of aerobatic flight
- (11) 91.303 (c) - Within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport
- (12) 91.303 (d) - Aerobatic flight within 4 NM of the centerline of any Federal airway
- (13) 91.303 (e) - Aerobatic flight below an altitude of 1,500 feet above the surface

**Note: For the Advance Pilot's arrival, we only require CFRs 91.117 (a) and (b), and 91.119 (b) and (c) to be waived. No TFR is required, and the airfield does not need to be NOTAM closed, but traffic priority is requested to accomplish the aerial survey. For untowered airfields, it is highly recommended that a NOTAM is published warning pilots of low flying, fast military aircraft operations within 5 NM of the airport.**

- c. The CFR waivers must be valid for the following times as a minimum, **additional time is requested if available** to provide maximum flexibility for possible maintenance problems or weather conditions:
  - (1) Advance Pilot arrival: 10 minutes prior to, and 80 minutes after the Advance Pilot's scheduled arrival time (total of 90-minute period)
  - (2) Thunderbirds 1-7's arrival practice (primary): 10 minutes prior to, and 80 minutes after the scheduled arrival time (total of 90-minute period).
  - (3) Thunderbirds morning diamond practice: We will require a 60-minute block of time in the morning following the Thunderbird arrival for the diamond practice (usually Friday morning). This is a full aerobatic practice and must be planned for when coordinating your waiver and TFR times. Work with the Thunderbirds Air Show Events Coordinator for the required times.
  - (4) Practices/Demonstrations: 20 minutes prior to scheduled takeoff and extend for 90 minutes minimum (total period of 1+50)
  - (5) Due to the potential for maintenance, weather, or air refueling delays, we request the waivers be approved for a much larger time block, even if they extend past the expiration of the TFR.

## 2. TEMPORARY FLIGHT RESTRICTION (TFR)

- a. TFRs are REQUIRED for Thunderbirds 1-7's arrival, practices, and demonstrations. This needs to be approved as early as possible, at least 30 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 11. To ensure that the TFR meets all our requirements, have your air boss send your DRAFT TFR request to the Thunderbirds Air Show Events Coordinator no later than 45 days prior to your show. We will review it for accuracy and return it directly to the Airboss for changes if necessary.
  - (1) Required TFR altitudes
    - a) Thunderbirds 1-7's Arrival Practice: Surface to 10,000 feet AGL
    - b) Practice/Demonstration: Surface to 15,000 feet AGL
  - (2) The required lateral boundary for ALL Thunderbird TFRs (arrival/practice/demonstration) is a **5 NM radius from the Thunderbirds' show center coordinate** unless your CROWD CENTER and SHOW CENTER are not co-located, then we are requesting a **5.5 NM TFR (but no less than 0.1 NM for every 600' offset)**.
  - (3) The TFR must be in effect for the following times as a minimum, additional time is requested if available to provide maximum flexibility for possible maintenance problems or weather conditions:
    - a) Thunderbirds 1-7's arrival: 10 minutes prior through 80 minutes after our scheduled arrival time (90 minutes total).
    - b) Thunderbirds morning diamond practice: We will require a 60-minute block of time in the morning following the Thunderbird arrival for the diamond practice (usually Friday morning). This is a full aerobatic practice and must be planned for when coordinating your waiver and TFR times. Work with the Thunderbirds Air Show Events Coordinator for the required times.
    - c) Practice/Demonstrations: 15 minutes prior to scheduled takeoff and extend for 90 minutes at a minimum (total period of 1+30).

## 3. NOTICES TO AIRMEN (NOTAMs)

- (1) Your airfield must be closed for the total time issued on the waiver for Thunderbirds 1-7's arrival maneuvers, the practice(s), and all demonstrations. This time includes closure to airlines at commercial or joint-use fields. If you anticipate any conflicts, contact the Thunderbird Air Show Events Coordinator.
- (2) 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.

- a) 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).
- (3) **Please provide the Thunderbird Air Show Events Coordinator a copy of the TFR request/proposed TFR NOTAM no later than 45 days prior to your show.** This will allow us to check the accuracy of the TFR dimensions, center, etc. to avoid any last-minute changes.

## FAA WAIVERS/TFR/NOTAMs CHECKLIST

| Have you:   | YES                      | NA                       |
|---|--------------------------|--------------------------|
| 1. Coordinated your airfield closing times if civilian airlines operate from your airfield?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Submitted your request for FAA waiver to the local Flight Standard District Office (FSDO) for the arrivals, practices, and demonstrations? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Issued NOTAMs at least 48 hours prior to your air show?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Received the approved FAA waiver?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Verified that the Thunderbird Air Show Events Coordinator has received the approved FAA waiver and a copy of the TFR NOTAM?                | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Implemented TFRs for the time of our practice and demonstration?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Have a copy of the FAA waiver ready for the Advance Pilots signature at the Advance Pilot meeting?   | <input type="checkbox"/> | <input type="checkbox"/> |

# *Chapter 11*

## *Publicity*

### 1. ADVANCE PUBLICITY

- 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) **Recruit** young Americans to join military service.
- (2) **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.
- (3) **Inspire** the patrons of your air show by highlighting what's possible when you work together and put your mind to something great.

With these three goals in mind, below are a few guidelines to follow to support Thunderbird media and community relations operations.

### 2. THUNDERBIRD PUBLIC AFFAIRS

- a. Before beginning your show's publicity campaign, please contact the Thunderbird Public Affairs office.

Public Affairs team email contact:

Public Affairs Gmail / [afthunderbirds@gmail.com](mailto:afthunderbirds@gmail.com)

Maj Krystal Jimenez, Thunderbird 12, Public Affairs Officer / [krystal.jimenez.1@us.af.mil](mailto:krystal.jimenez.1@us.af.mil)

MSgt Ashley Taylor, Public Affairs Superintendent / [ashley.taylor.19@us.af.mil](mailto:ashley.taylor.19@us.af.mil)

TSgt Cody Coker, Thunderbirds Recruiter / [cody.coker@us.af.mil](mailto:cody.coker@us.af.mil)

### 3. REQUIRED SHOW SITE INFORMATION TO THUNDERBIRD PUBLIC AFFAIRS

- a. To ensure effective communication and resonate with your local community, it is ESSENTIAL to provide the following information about your airshow and local area. Send the information outlined below to Thunderbird 12, the Public Affairs Superintendent, Command Information NCOIC, and the Public Affairs Gmail no later than 45 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, etc.
- (3) Brief history of your city/local area/military base. For civilian show sites, this should include any local military ties.
- (4) Pertinent themes and messages you would like us to help you disseminate and emphasize during our community outreach events.
- (5) Names and biographies of the host commander (military show sites) or Distinguished Visitors the team will meet.
- (6) All appropriate social media @tags and hashtags, if any, for each platform. (Facebook/Instagram/X)

- b. Thunderbird Public Affairs requires a crowd count and list of distinguished visitors (general officers and civilian equivalents, and federal politicians) who attended the air show immediately following the Thunderbirds 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. PUBLICITY MATERIAL AVAILABLE

- a. Publicity material can be immediately obtained from the Thunderbirds DVIDS page at [www.dvidshub.net/unit/thunderbirds](http://www.dvidshub.net/unit/thunderbirds) (or by using the following QR code). All images, graphics, and videos found on DVIDS are public domain, so please feel free to use them in your marketing and media products. **We recommend sorting your search by the most recent date to help represent our current team accurately.** Examples of these products include; posters, air show programs, newspaper/magazine advertisements, billboards, fliers and news articles. 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 a diverse cross section of your local media outlets are aware of these resources and encourage them to use this imagery in advertisements, articles, public service announcements, etc. Although Thunderbird images, products, graphics, and statements may be used in advertising the air show itself, they may not be used 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. The Thunderbird Public Affairs office can generate up to two 15-30 second public service announcements (PSAs) in audio and/or video format, which can be tailored to advertise your specific air show. At least 60 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. A script of what is desired should be sent to the Thunderbird Public Affairs Gmail and Command Information NCOIC **no later than 30 days before the day of our arrival to your airshow. The 30-day window is crucial to allow sufficient preparation time and failure to submit your request and script before the 30-day window may not be considered.** Please be generic with your request and keep in mind that the Thunderbirds are not allowed to endorse specific networks or organizations.

#### 5. MEDIA OPERATIONS

- a. Thunderbirds team members are available for telephone and video conference interviews prior to our arrival. Please contact Thunderbird Public Affairs for approval of the request, and then the Thunderbirds Airshow Events Coordinator to schedule interviews on the itinerary after they are approved.
- b. Arrival interviews (normally Thursday): The Thunderbird media day is upon the arrival of Thunderbirds 1-7. Send media 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. 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: Friday morning is another opportune time to use the Thunderbirds to promote your air show. Thunderbird 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. 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.

# *Chapter 12*

## *Community Outreach*

### 1. GENERAL

- a. Our team is available for many kinds of community outreach events and programs. The Thunderbirds Public Affairs team (contact info available in Chapter 11) will be your point of contact for coordinating the types of engagements outlined in this chapter. DO NOT commit (including advertising) the team to any event without explicit consent from Thunderbirds Public Affairs. This chapter outlines these events and what's required to make them happen.

### 2. SPECIAL INTEREST GROUPS/MEET AND GREET

- a. Practices are an excellent opportunity to host groups that would otherwise have difficulty seeing the Thunderbirds perform (i.e., Exceptional Family Member Program, Make-A-Wish, etc.) This opportunity also allows these groups to have the unique opportunity to meet the officers, take photos and receive autographs after the practice show.
- b. Fill out the Community Outreach Request Form (See Attachment 13) and send via email to Thunderbird Public Affairs if you plan to have a special interest group attend practice, NLT 30 days prior to your air show.
- c. Limit groups to no more than 30 children to allow us to give individualized attention. Please also avoid mixing different age groups (i.e., veteran-aged guests with children).
- d. When planning a Special Interest Group Meet & Greet you must provide:
  - (1) A designated, covered, limited-access seating area near show center (the Thunderbirds Family and Friends tent is sufficient).
  - (2) If required: paved ramps for wheelchair parking, appropriate signs, dedicated parking areas, and accessibility for people with physical needs.
  - (3) Ear protection for the safety of your guests.
  - (4) Water.
  - (5) Enough volunteers to establish a sectioned/cordoned-off area.
- e. **IMPORTANT NOTE:** 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. It is our highest priority that we avoid any situation that may detract from the individualized attention intended for your special guests. Please do not make arrangements for your guests to arrive more than one hour prior to takeoff. We have found that inviting guests hours prior to the show is tough, especially on hot days and impacts their ability to stay and meet the pilots after they land.

### 3. COMMUNITY VISITS

- a. Our team may support a variety of community visits including hospitals, meet & greets in community locations, etc. To schedule a visit, fill out the Community Outreach Request Form (See Attachment 13) and send via email to Thunderbirds Public Affairs NLT 30 days prior to the air show.
- b. Items to keep in mind when requesting a community visit:
  - (1) Visit location must be within 30 minutes of the show site.
  - (2) Community visits will be scheduled on practice days between 8 – 10 a.m. local time.
  - (3) Adjustments to the above parameters may be approved on a case-by-case basis.

- c. **IMPORTANT NOTE:** School visits are scheduled by the local recruiting representative in coordination with our Thunderbirds Recruiter. (See Chapter 14)

#### 4. RECEPTIONS (Community Outreach Events or “COEs”)

- a. Air shows are great opportunities to connect with the local community and many show sites decide to increase that connection by adding extra opportunities post-show like receptions. Our team is available to appear at one evening reception to connect with the local and aviation communities with a few key items to keep in mind.
- b. All appearances must be coordinated with Thunderbird Public Affairs NLT 30 days prior to the air show. Do not commit us to any events without the consent of the Thunderbird Public Affairs. Please fill out the Community Outreach Request Form (See Attachment 13).
- c. To allow our team members adequate rest, please follow these guidelines:
  - (1) Appearances will not be scheduled on team down days.
  - (2) Only schedule one evening reception event per show site. If more than one event is requested, identify which event you would prefer to be mandatory, and we will make the other events optional for the team members. All other COEs will be made optional. Thunderbirds have the final determination on which event is mandatory. Please expect 50-70 Thunderbirds for mandatory COEs.
  - (3) All formal portions of the event (introductions, speeches, presentations) requiring the team’s involvement and presence should be FINISHED by 8:00 p.m. This does not necessarily mean the team will leave the event at that time but is imperative for crew rest based on other commitments.
- d. All events must be within a maximum of a 30-minute drive time from the briefing room or hotel. Please provide an escort and 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.
- e. Do not locate your COE in a hangar that is next to jet/hot ramp parking. AGE is often very loud, and it is an annoyance to the event for all and we cannot sacrifice jet maintenance for noise mitigation. Recommend the event be at least ½ mile away if a closed hangar event, or 1 mile if open.
- f. When scheduling the timing of our appearance, please consider post-show activities like 30-minute autograph sessions, a 1½ hour demonstration debrief, and up to a 30-minute commute to the event before we can arrive (minimum of 2 ½ hours total from landing).
- g. 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 there are multiple presenters and our team is headlining the event, we ask that we are scheduled to present last. For introductions/presentations consider providing a stage/area and microphone (well-tested prior to the event) and a POC to keep the schedule of presentations on time.
- h. **IMPORTANT NOTE:** In rare extenuating circumstances, our team reserves the ability to cancel appearances if attending would significantly negatively impact mission, crew rest, and safety.

#### 5. REENLISTMENTS

- a. If requested, we can conduct a reenlistment ceremony 30 minutes prior to our practice show’s takeoff. Coordinate reenlistments with the Thunderbirds Recruiting Liaison NLT 30 days prior to your air show.
- b. For a successful reenlistment follow these guidelines:
  - (1) Establish a POC to coordinate between the Thunderbird Recruiting Liaison and re-enlistees.
  - (2) Those taking part in the ceremony need to meet with the Thunderbird Recruiter no later than 1 hour

- prior to the ceremony at the designated location near show center.
- (3) We allow enlistees to invite friends, family, and co-workers to attend the ceremony.

- c. **IMPORTANT NOTE:** Due to the tempo surrounding our practice show, reenlistment ceremonies with our team are purely ceremonial. Reenlistment contracts should be signed by another available officer.

## 6. FALLEN WARRIOR

- a. Our Fallen Warrior Program serves to give back to the families and friends of those who made the ultimate sacrifice. In this program, our team invites the family of one military member killed in action from the local area to the show. Our dedication includes:
  - (1) Hosting them in the Thunderbirds Family and Friends VIP tent
  - (2) Dedicating that day's demonstration to them
  - (3) Our narrator announcing a dedication to their loved one during our demonstration
  - (4) Holding a small private ceremony at Boss's jet memorializing their loved one
- b. This program is an internal Thunderbirds program and **will not be publicized nor open to public interaction**. Our team works with the Air Force Families Forever program to select a Fallen Warrior for applicable show sites. If you'd like to also nominate a local Fallen Warrior, please send your nominees to Thunderbirds Public Affairs no later than 45 days out from the show. The most important criteria when selecting a nominee is the distinction of cause of death. The member's passing must have occurred while performing his or her duties either during real world incidents or training accidents. This does not include non-duty related accidents, illness, self-inflicted wounds, etc. Below are additional requirement criteria for the program (exceptions may be made on a case-by-case):
  - (1) Families that are within the local area of the show (<50 miles)
  - (2) Gold Star Family
  - (3) Aim to select a family that has not yet been honored by our team
- c. **IMPORTANT NOTE:** We will not have a Fallen Warrior dedication for every show site. This depends upon the logistics and once a decision has been made, do not attempt to solicit additional, alternate or independent honorees. Due to the sensitivities of this program, it is incredibly important that these families are treated with the utmost care. If you plan to nominate a family, provide the Fallen Warrior Nomination Sheet (See Attachment 16) to the Thunderbirds Public Affairs Team, NLT 60 days out from the show. Our team will notify your nomination POC of selection/non-selection and provide further guidance on coordination with the family, ease of access of the show site, as well as the selection process and coordination with selected families. Disqualifying factors for a show site to host the Fallen Warrior program may include:
  - (1) Beach air shows
  - (2) Single-day air shows (including flyovers)
  - (3) Air shows where our jet parking is significantly removed from the crowd line (deployed)
- d. If you plan to make a nomination do not notify or promise the family any VIP treatment until our team makes a selection. For questions/coordination contact Thunderbird Public Affairs.

## 7. LITHOGRAPHS

- a. Lithographs from our team are not guaranteed even if included on the request list below, they are intended to recognize efforts and contributions in support of the team or during your air show. To request lithographs from our team, please fill out the Lithograph Request Form (see Attachment 15) and send via email to the Thunderbirds Public Affairs Team NLT 30 days prior to your airshow. This 30-day window is crucial to allow sufficient preparation time **and failure to submit your request before the 30-day window may not be considered.**

b. The Thunderbirds Public Affairs staff may bring lithographs for the following positions:

1. Official Air Show name
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. Briefing Room Host Unit
10. Hotel/Billeting
11. Schools/Hospitals (only those we visit)
12. Air Traffic Control
13. Workout Facility

\* Military show sites only

- c. You may request up to 25 additional lithographs to distribute as your airshow director/commander see fit. Please include all of your desired lithographs in the initial email with your request form to avoid complications. Lithographs will be printed as written on the list, please ensure proper spelling and rank, also limit each lithograph title to around 25 characters.

#### 8. BASE ACCESS (IF APPLICABLE)

**With the above programs, base access can become difficult if a show site has specific security rules during the air show weekend. Your team is responsible for arranging/coordinating base access for any and all by your team.**

# *Chapter 13*

## *Media/Hometown Hero Flights*

**Important Reminder for Show Sites: Turning in the requisite paperwork for a flier candidate only starts the process of getting them approved to fly with the Thunderbirds. Every candidate's paperwork is sent to the Pentagon for a rigorous background check and Air Force Public Affairs screening and then is sent through multiple Air Force general officers to get the flight approved. The flights are not official until the Pentagon and our chain of command agree, and only a "Congrats from the Thunderbirds!" email from the Thunderbirds Public Affairs team is a sign of selection and approval to fly.**

### 1. MEDIA / HOMETOWN HERO FLIER PROGRAM

- a. The Thunderbirds host both National Media and Hometown Hero Flight programs. This program is designed to showcase individuals doing amazing things in their communities and directly supports the team's objective to recruit, retain and inspire. Individuals should be the best representation of your local community to be honored with this once-in-a-lifetime experience!
- b. The team can only support one hometown hero **or** media flight per site, and flights will generally be flown during the afternoon session on the practice day.
- c. Do not promise a flight to anyone. Inform the nominee their flight is pending approval, and the flight is subject to cancellation for operational, maintenance, and weather reasons. Thunderbirds Public Affairs will notify approved fliers of their selection to fly with the team once selected and approved.
- d. Media flights are reserved for national level media members only. Local affiliates will not be considered.
- e. Hometown Heroes might include, but are not limited to:
  - Wounded warriors nominated for contributions beyond military service (pending medical clearance)
  - An average citizen who heroically saved a life
  - A renowned teacher
  - A community humanitarian volunteer
  - A local firefighter, paramedic or police officer that went above and beyond the call of duty
  - Individuals who mentor children or volunteer as coaches/tutors in a youth program
  - Someone who dedicates their life to working with at-risk children
- f. 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 should come with a coverage commitment from a local media outlet.
- g. People ineligible for the program include, but are not limited to:
  - Elected and appointed officials
  - Unit honorary commanders
  - Members of the air show's board of directors
  - Air show sponsors
  - Key spouses
  - Current service members
- h. Nomination packages are due 60 days (75 days for non-US citizens) prior to the Thunderbird's arrival. This includes all medical, height, and weight screening requirements. If unsure about a flight candidate or for assistance with potential nomination recommendations, please contact our Media Operations NCOIC. The final package will consist of four documents: Nomination Sheet, Measurement Sheet, Hold Harmless Agreement, and Flight Medical Evaluation (all attached to this support manual.) These may be completed in ink or digitally. (See Attachment 14.1-14.4)

# *Chapter 14*

## *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 the Thunderbird Recruiting Liaison and local recruiting representative as their main POC for all recruiting events.
- b. The Thunderbird Recruiting Liaison will contact the local Air Force Recruiting Squadron and assign a local representative (either the local recruiter or a squadron marketing professional) to attend all air show planning committee meetings and plan/coordinate recruiting events.

### 2. SHOW SITE RESPONSIBILITIES

- 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 Air Force Recruiting personnel and Thunderbirds AFRS representatives to schedule placement of recruiting display booth(s). (If HQ AFRS approves a national asset, then a display space large enough to accommodate the asset is required. This asset will require a minimum of a 60 x 40 foot and a maximum of 100 x 100 feet display space, depending on which asset is available).
  - (2) Providing, at no-cost, prime space for the recruiting display booth to maximize foot traffic – AS CLOSE TO SHOW CENTER AS POSSIBLE.
  - (3) Cooperate with and assist the local recruiting representative with setting up an enlistment ceremony. This will take place on show day (if more than one show day, on the first day) before the Thunderbird demo, in front of the crowd, at show center. Show access for the enlistees will be required at no charge.

### 3. RECRUITING REPRESENTATIVE RESPONSIBILITIES

- a. Communicate with both the Thunderbird Recruiting Liaison and the show site (Project officer/coordinator)
  - b. Attend EVERY air show planning meeting.
  - c. Adhere to the timelines on the checklist.
  - d. Ensure 1-2 recruiting engagements are scheduled for the Thunderbirds to attend in the local area.
  - e. Coordinate with civilian show sites to allow recruiters and enlistees access into the show site to conduct official duties/enlistment ceremony, free of charge. Thunderbirds have no control over show site admissions
- NOTE: We do not conduct retirement ceremonies or award readings during our demonstration.

### 4. ENLISTMENT CEREMONY

- a. Enlistment ceremonies are our way of congratulating those who have made the decision to serve in the U.S. Military. The Ceremony will take place on show day at show center before the Thunderbirds demonstration, (only on day one of multi-day shows). Enlistees must be in place at the Air Force recruiting booth no later than 2 hours before the Thunderbird ground show begins. At this time, the Thunderbird Recruiter, or another

designated POC, will brief the enlistees on the ceremony. Enlistees may be from sister services as well. Ensure enlistees are in their branch specific recruiting T-shirt, provided by their recruiter, and blue jeans. No ripped jeans, no shorts, no earrings, no hats, no sunglasses, and no open-toed shoes. DEPers are allowed earrings, hats and sunglasses but they must be removed for the ceremony.

- 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 without a Thunderbird escort.
- c. The Thunderbird photographer will take digital photos of the ceremony.

## 5. RECRUITING ENGAGEMENTS

- a. The purpose of these engagements is to both promote Air Force interest within the local recruiting AOR and to assist the local recruiter with building relationships with local influencers. There are multiple types of recruiting engagements that the Thunderbirds can support, including:
  - (1) School assembly
  - (2) Classroom presentation
  - (3) DEP CC
  - (4) COI
  - (5) Pet the Jets (hosting a group to see the jets)
  - (6) Education VIP Tour
- b. These engagements are usually scheduled for the day prior to show day about 8 a.m.. Slight variations are acceptable but must be approved by the Thunderbird Recruiting Liaison. They also must be located within a 30-minute drive of the team's hotel.

# *Chapter 15*

## *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, Post-Show Report should arrive at Thunderbird Public Affairs 3 days after your air show (Attachment 17).
- 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 coverage of the air show.
  - (1) Critique - Customer satisfaction is very important to the Thunderbirds and the U.S. Air Force, so please critique our operation. We welcome comments and constructive criticism, along with suggestions on how we can improve our overall operation!

## *Chapter 16*

### *Public Affairs/Recruiting Checklist*

This checklist compiles all public relations tasks (Chapter 11-15) and when they should be completed by, prior to your air show. This is a tool meant to keep track of the multitude of requests from our team and isn't required to be sent back completed. Good luck!

#### **60 DAYS (OR MORE)**

##### **COMPLETED**

**Y / N**

- ☐ ☐ Sent the Required Show Site Information (Chapter 11, Section 3) to the Thunderbirds Public Affairs Team
- ☐ ☐ Visited the Thunderbirds DVIDS page for publicity material
- ☐ ☐ Received local recruiting representative's information from the Thunderbird Recruiting Liaison
- ☐ ☐ Contacted local recruiting representative and invited them to all air show planning meetings
- ☐ ☐ Coordinated with local public affairs for Media or Hometown Hero flier selection and nomination package(s) (Chapter 13)
- ☐ ☐ Obtained fully completed paperwork for flier nomination package(s) (Chapter 13)
- ☐ ☐ Submitted Hometown Hero nomination packages to the Thunderbird Public Affairs (Chapter 13)  
- 75 days out for International Nominations

#### **30 DAYS**

##### **COMPLETED**

**Y / N**

- ☐ ☐ Special Interest Group: Community Outreach Request Form (Attachment 13) to the Thunderbirds Public Affairs Team
- ☐ ☐ Lithograph Request Form (attachment 15) to the Thunderbirds Public Affairs Team
- ☐ ☐ Community Visit: Community Outreach Request Form (Attachment 13) to the Thunderbirds Public Affairs team
- ☐ ☐ Requested reenlistment if desired with the Thunderbirds Recruiting Liaison
- ☐ ☐ Coordinated the location of the recruiting display booth
- ☐ ☐ Invited the media to cover the team's arrival and the air show
- ☐ ☐ Scheduled suitable airspace for Hometown Hero (Over land MOA or Restricted airspace w/in 60 miles)
- ☐ ☐ Gauge interest in TV/Radio/Morning Show appearances for the Thunderbirds with local stations/outlets

## 10 DAYS

### COMPLETED

Y / N

- ☐ ☐ Ensure all base access (if applicable) for guests is coordinated/approved
- ☐ ☐ Coordinated enlistment ceremony and confirmed recruiting engagements with local recruiting rep
- ☐ ☐ Informed Air Boss of Enlistment ceremony and how many people projected
- ☐ ☐ Request air show announcer publicize time and location for the Thunderbird recruiting booth visit
- ☐ ☐ Informed the recruiting representative of the date, time, and location of the Advance Pilot's Meeting
- ☐ ☐ Arranged for a reenlistment ceremony (if applicable)
- ☐ ☐ Arranged for a suitable briefing room for Thunderbird Public Affairs use (different from the team briefing room and separate from AFE)
- ☐ ☐ Arranged base access/escort for Hometown Hero flier (and guests if applicable)

## 24 HOURS

### COMPLETED

Y / N

- ☐ ☐ Special Interest Group: Ensured the required items outlined in Chapter 12 are acquired/planned
- ☐ ☐ Community Outreach Events: Ensured the required items outlined in Chapter 12 are acquired/planned
- ☐ ☐ Reenlistments: Ensured the required items outlined in Chapter 14 are acquired/planned

## IMMEDIATELY POST SHOW

### COMPLETED

Y / N

- ☐ ☐ Sent an accurate daily attendance count
- ☐ ☐ Provided a list of media outlets and outreach numbers from every outlet who interviewed Thunderbird personnel and/or covered the air show
- ☐ ☐ Send Post Show Report

## *Chapter 17 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 65+ personnel at your site. Double check scheduled flight times with the Airboss for your show. The following timelines are preferred but can be altered with advanced notice. Please work directly with the Thunderbirds Airshow Events Coordinator and Thunderbird #8 on non-standard timelines. An example of a non-standard timeline would be if the Team is planning on arriving to your location at the beginning of the week. This commonly occurs if we are going from one show site directly to another instead of returning to Nellis AFB in between.
- 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 - 4 PM (1600 hrs)
  - (2) Central Time - 3 PM (1500 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 predetermined arrival times. The Thunderbird Air Show Events Coordinator will inform you of our exact arrival time. **As you schedule waivers and TFRs as well as practices, be mindful that you may be planning for a show that is on a future date on the other side of daylight savings time.**

- c. Friday typically begins with a Diamond practice in the morning with takeoff at 1030L (1100L if EST time zone and the team arrived from the west coast the day prior). This time is also used as a backup survey in the event the Boss is unable to execute a survey upon arrival. This practice will include aerobatics and requires a sanitized aerobatic box. Friday PM Rehearsal is usually a full 6-ship practice and will be initially scheduled for a 1410 mic time/ground ceremony and 1430L takeoff time (1440L mic/1500L takeoff if EST time zone and the team arrived from the west coast the day prior). We make every attempt to keep a standard time but can be flexible if desired by the show site. Mic time is when we expect to have microphone, air and ground control. Normally, we desire a full show launch on Friday, however, if desired, the Airboss/director can coordinate in advance with Thunderbird #7 to adjust the timeline.
- d. Saturday and Sunday performances will include a ground show (if non-deployed) that will normally have a Mic time of 1500L (Thunderbirds own air and ground at this time). This will allow us to perform Enlistment and Ground Ceremonies without interruption 20-30 minutes prior to takeoff.

# *Attachments*

|                 |  |
|-----------------|--|
| Attachment 1    | Thunderbird Project Officer's Checklist                |
| Attachment 2    | Military Air Show Information Sheet                    |
| Attachment 3    | Civilian Air Show Information Sheet                    |
| Attachment 4    | Sample Air show Schedule of Events                     |
| Attachment 5    | Example Aerobatic Box Diagram                          |
| Attachment 6    | Example Parking Plan                                   |
| Attachment 7    | Example Overwater Show Site Diagram                    |
| Attachment 8    | Example Weight Bearing Waiver                          |
| Attachment 9    | Sample FAA Waiver Application for Arrival Maneuvers    |
| Attachment 10   | Sample FAA Waiver Application for Aerial Demonstration |
| Attachment 11   | Sample Memo-TFR Request                                |
| Attachment 12   | Quick Reference Table of Maintenance Requirements      |
| Attachment 13   | Community Outreach Request Form                        |
| Attachment 14   | Media/Hometown Hero Measurement Guidance Sheet         |
| Attachment 14-1 | Media/Hometown Hero Medical Evaluation Form            |
| Attachment 14-2 | Media/Hometown Hero Nomination Information Sheet       |
| Attachment 14-3 | Media/Hometown Hero Measurement Sheet                  |
| Attachment 14-4 | Media/Hometown Hero Hold Harmless Agreement            |
| Attachment 15   | Lithograph Request Form                                |
| Attachment 16   | Fallen Warrior Nomination Form                         |
| Attachment 17   | Public Affairs Post-Show Report                        |
| Attachment 18   | Execution Checklist                                    |
| Attachment 19   | Memorandum of Agreement for Arresting Gear             |
| Attachment 20   | Memorandum of Understanding for AGE Equipment          |
| Attachment 21   | Support Manual Compliance Certificate                  |
| Attachment 22   | Thunderbird Evaluation Form                            |
| Attachment 23   | Google Earth Example Map                               |
| Attachment 24   | Digital Ticket Example                                 |

**Attachment 1****THUNDERBIRD PROJECT OFFICER'S CHECKLIST**

| ITEM  | SUSPENSE | DATE ACCOMPLISHED                       |
|---|----------|---|
| Google Earth KMZ & Airfield Diagram to TB#5 (Atch 23).<br>(Please CC <a href="mailto:AFThunderbird8@gmail.com">AFThunderbird8@gmail.com</a> and<br>our Aerial Events Coordinator) |          | 90 days                                 |
| Air Show Information Sheet (Atch 2 or 3)  |          | 60 days                                 |
| Weight-Bearing Waiver (Atch 8)  |          | 60 days                                 |
| Transportation Status Report  |          | 60 days                                 |
| Maintenance Status Report   |          | 60 days                                 |
| Fallen Warrior Nomination Form (Atch 16)  |          | 60 days                                 |
| Media/Hometown Hero Flight Nominations (Atch 14.2)  |          | 60 days (75 days for non-U.S. citizens) |
| FAA Waiver Applied for by Site (Atch 9/10/11)   |          | 45 days                                 |
| Draft FAA waiver & TFR to USAFADS for Review  |          | 45 days                                 |
| Public Affairs Community Outreach Request (Atch 13)   |          | 30 days                                 |
| Maintenance Shortfalls Report   |          | 30 days                                 |
| Public Appearance Requests to USAFADS PA  |          | 30 days                                 |
| Lithograph Requests to USAFADS (Atch 15)  |          | 30 days                                 |
| Music Licenses sent to USAFADS  |          | 30 days                                 |
| Post-Show Report to USAFADS (Atch 17)   |          | 15 days after show                      |

Attachment 2

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 COMMERCIAL LAST FOUR)

BASE OPERATOR

COMM:

COMMAND POST

COMM:

BASE OPERATIONS

COMM:

WG/CC NAME: COMM:

GP/CC NAME:

COMM:

COMMAND CMSgt:

COMM:

AIR SHOW DIR

COMM:

T-BIRD PROJO:

COMM:

CELL:

E-MAIL:

MAINT REP:

COMM:

CELL:

E-MAIL:

PA REP:

COMM:

CELL:

E-MAIL:

SECURITY REP:

COMM:

CELL:

E-MAIL:

HOUSING REP:

COMM:

CELL:

E-MAIL:

TRANS REP:

COMM:

CELL:

E-MAIL:

POLICE ESCORT REP NAME / UNIT:

COMM:

CELL:

E-MAIL:

BRIEFING ROOM UNIT:

COMM:

CC NAME:

HOST UNIT ADDRESS:

LOCAL USAF RECRUITER NAME:

PHONE:

CELL:

E-MAIL:

Attachment 3

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:

COMM:

CELL:

E-MAIL:

AIRBOSS:

COMM:

CELL:

E-MAIL:

T-BIRD PROJO:

COMM:

CELL:

E-MAIL:

MAINT REP:

COMM:

CELL:

E-MAIL:

PA REP:

COMM:

CELL:

E-MAIL:

SECURITY REP:

COMM:

CELL:

E-MAIL:

HOUSING REP:

COMM:

CELL:

E-MAIL:

TRANS REP:

COMM:

CELL:

E-MAIL:

MEDICAL REP:

COMM:

CELL:

NAME OF MEDICAL FACILITY:

POLICE ESCORT REP NAME / UNIT:

COMM:

CELL:

E-MAIL:

BRIEFING ROOM LOCATION:

COMM:

ADDRESS:

LOCAL USAF RECRUITER

NAME: PHONE:

CELL:

E-MAIL:

**Attachment 3-1**

TRANSIENT ALERT:

WEATHER:

AIR SHOW CONTROL:

MOC:

AIR SHOW WEBSITE:

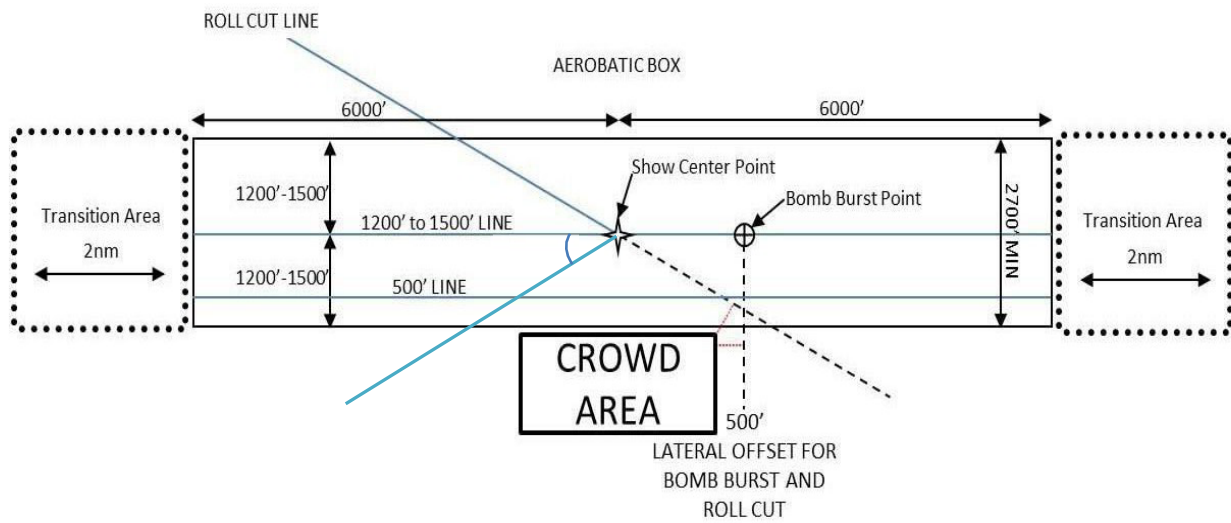
(NOTE: Please include the full name (Nickname or preferred name in parentheses) of all individuals listed above and verify all telephone numbers. Notify us immediately when changes occur.)

#### Attachment 4

##### SAMPLE SAT/SUN AIRSHOW SCHEDULE OF EVENTS -

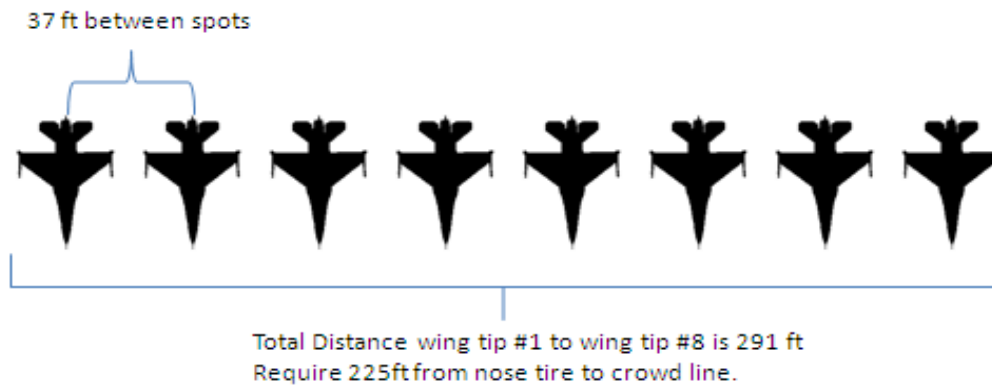
- 1100 - Gates Open
- 1230 - Support Aircraft Lands
- 1245 - Flag Ceremony
- 1300 - Casper Skydivers Jump
- 1325 - Northern Knights (2 Pitt Specials - Acrobatic Demo)
- 1330 - Samson (Pitt - Solo Acrobatic Demo)
- 1355 - Pioneer Arrives
- 1356 - Jim Good (Great Lakes B-Winged Solo Acrobatic Act)
- 1408 - Frontier Arrives
- 1409 - Big Sky Arrives
- 1410 - Pioneer Departs
- 1411 - Northern Knights (Solo Act)
- 1423 - Frontier Departs
- 1424 - Big Sky Departs
- 1500 - Thunderbird Ground Ceremony (Give Ground and Airspace to Thunderbird Control) - "Mic Time"
- 1520 - Thunderbirds Takeoff, fly and autograph session
- 1700 - Gates Close

Attachment 5

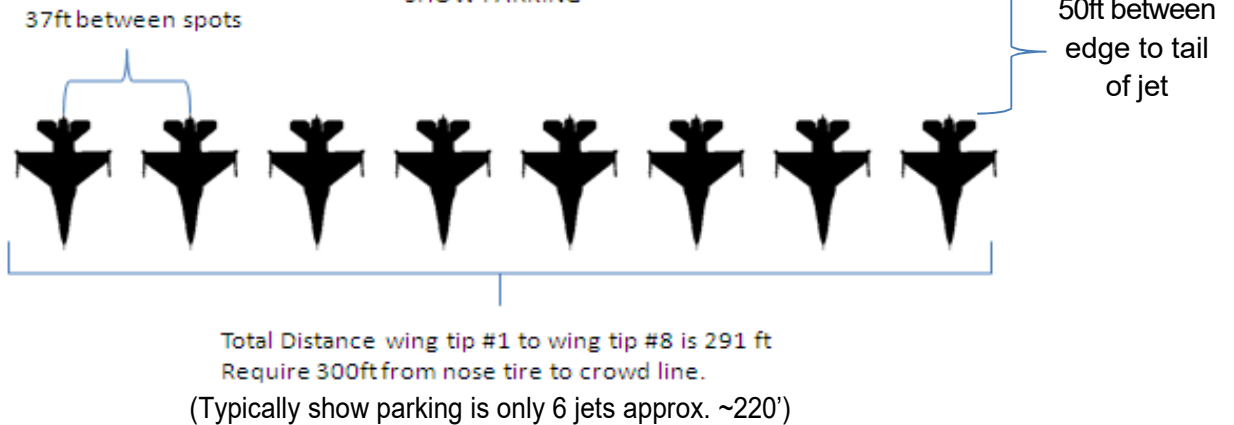


## Thunderbird Parking Diagram

### ARRIVAL AND SHUTDOWN PARKING



### SHOW PARKING



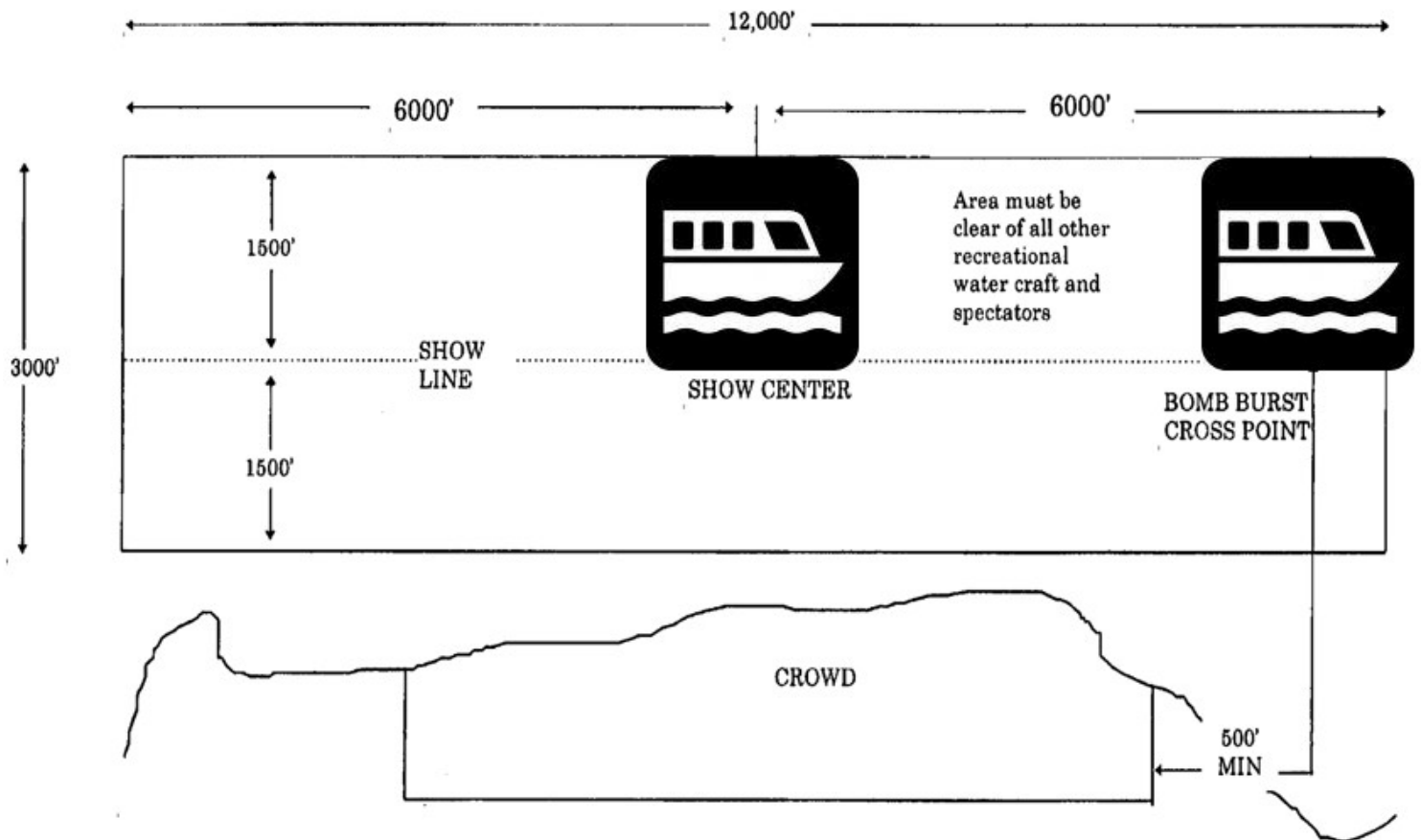
**C-17**  
Length 174 ft  
Span 170 ft  
Weight 585,000lbs

**C-130**  
Length 98 ft  
Span 133 ft  
Weight 160,000lbs

### F-16 Specs

Length 46' (nose to tail)  
18' (main gr to tail)  
15' (nose wheel to main gr)  
30' (nose wheel to tail)  
16' (nose to nose wheel)  
Width 32' (wingtip to wingtip)  
Height 17'

## OVERWATER SHOW SITE DIAGRAM



Attachment 8

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, 89191-6079  
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.

# **SAMPLE WAIVER FOR ARRIVAL MANEUVERS**

## **Attachment 9**

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

|   |  |  |  |                |  |
|---|--|--|--|----------------|--|
| <p align="center">U.S. Department of Transportation</p> <p align="center"><b>Federal Aviation Administration</b></p> <p align="center"><b>APPLICATION FOR<br/>CERTIFICATE OF WAIVER<br/>OR AUTHORIZATION</b></p>  |  | <p align="center"><i>Form Approved: O.M.B. No. 2120-0027</i></p> <p align="center"><b>APPLICANTS – DO NOT USE THESE SPACES</b></p>       |  |                |  |
|   |  | Region   |  | Date           |  |
|   |  | <p>Action</p> <p><input type="checkbox"/> Approved      <input type="checkbox"/> Disapproved – <i><b>Explain under “Remarks”</b></i></p> |  |                |  |
|   |  | Signature of authorized FAA representative   |  |                |  |
| <p align="center"><b>INSTRUCTIONS</b></p> <p>Submit this application in triplicate (3) to any FAA Flight equipment. The applicant may also wish to submit photographs Standards District Office. Applicants requesting a Certificate of and scale diagrams as supplemental material to assist in the Waiver or Authorization for an aviation event must complete all FAA’s evaluation of a particular site.</p> <p>Application for a the applicable items on this form and attach a properly marked 7.5 Certificate of Waiver or Authorization must be submitted 45 days series Topographical Quadrangle Map(s), published by the U.S. prior to the requested date of the event. Applicants requesting a Geological Survey (scale 1:24,000), of the proposed operating Certificate of Waiver or Authorization for activities other than an area. The map(s) must include scale depictions of the flight lines, aviation event will complete items 1 through 8 only and the show lines, race courses, and the location of the air event control certification, item 15, on the reverse. point, Police dispatch, ambulance, and fire fighting</p> |  |  |  |                |  |
| 1. Name of organization   |  |  | 2. Name of responsible person          |                |  |
| 343 <sup>rd</sup> 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, 91.130, 91.131, 91.155, 91.303 (c) (d) (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 10,000 feet AGL.   |  |  |  |                |  |
| 6. Area of operation (Location, altitudes, etc.)  |  |  |  |                |  |
| Five (5) nautical miles from show center (60°40.780N, 147°06.690W), surface to 10,000 feet AGL.   |  |  |  |                |  |
| 7a. Beginning (Date and hour)   |  |  | 7b. Ending (Date and hour)             |                |  |
| 26 July 2001 1450L (2150Z)  |  |  | 26 July 2001 1620L (2320Z)             |                |  |
| 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                         |                |  |
|   |  |  |  |                |  |
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FAA Form 7711-2 (6-86) Supersedes Previous Edition

## SAMPLE WAIVER FOR AERIAL DEMONSTRATION

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

|   |  |  |  |                |
|---|--|--|--|----------------|
| U.S. Department of Transportation<br><br><b>Federal Aviation Administration</b><br><br><b>APPLICATION FOR<br/>CERTIFICATE OF WAIVER<br/>OR AUTHORIZATION</b>  |  | Form Approved: O.M.B. No. 2120-0027  |  |                |
|   |  | <b>APPLICANTS – DO NOT USE THESE SPACES</b>  |  |                |
|   |  | Region   | Date                                   |                |
|   |  | Action<br><input type="checkbox"/> Approved <input type="checkbox"/> Disapproved – <b><i>Explain under “Remarks”</i></b><br>Signature of authorized FAA representative |  |                |
| <b>INSTRUCTIONS</b><br><br>Submit this application in triplicate (3) to any FAA Flight equipment. The applicant may also wish to submit photographs Standards District Office. Applicants requesting a Certificate of and scale diagrams as supplemental material to assist in the Waiver or Authorization for an aviation event must complete all FAA’s evaluation of a particular site.<br>Application for a the applicable items on this form and attach a properly marked 7.5 Certificate of Waiver or Authorization must be submitted 45 days series Topographical Quadrangle Map(s), published by the U.S. prior to the requested date of the event. Applicants requesting a Geological Survey (scale 1:24,000), of the proposed operating Certificate of Waiver or Authorization for activities other than an area. The map(s) must include scale depictions of the flight lines, aviation event will complete items 1 through 8 only and the show lines, race courses, and the location of the air event control certification, item 15, on the reverse. point, Police dispatch, ambulance, and fire fighting |  |  |  |                |
| 1. Name of organization   |  | 2. Name of responsible person  |  |                |
| 343 <sup>rd</sup> 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, 91.130, 91.131, 91.155, 91.303 (c) (d) (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 15,000 feet AGL.   |  |  |  |                |
| 7a. Beginning (Date and hour)   |  | 7b. Ending (Date and hour)   |  |                |
| 15 minutes prior to scheduled aerial demonstration  |  | 1:15 (one hour-fifteen minutes) after scheduled takeoff for aerial demonstration (Block of 90 minutes)   |  |                |
| 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                         |                |
|   |  |  |  |                |
|   |  |  |  |                |
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|   |  |  |  |                |

**Attachment 11**

Sample Memo-TFR Request

XX Month 25

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. The airspace manager at Nellis AFB, NV, on behalf of the Operations Group Commander, requests a TFR on Nov 12 and 13, 2025. 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' Open House TFR:

a. November 12, 2015, 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, 2025, 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

| QUANTITY  | DESCRIPTION   | ADDITIONAL INFORMATION   |
|---|---|--|
| Primary (1 each)  | MC-2A Low Pressure Air Compressor   | Fully serviced and operational   |
| Substitutes   | Portable air compressor w/generator   | 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)  | Universal Hydraulic Test Stand Diesel: A/M27T-17  | 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-2 Hydraulic Test Stand<br><br>MJ-3 Hydraulic Test<br>TU-228E/HU-228/E-1B, MK-3A<br>Electric Mule, MK-2 | If electric substitute is used ensure correct source of power is available in support hangar<br><br><b>ONLY use Hydraulic Fluid #83282</b>   |
| 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 (1 each)<br>Does not need to be on site but needs to be acquired within 3 hours | 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 charged to 4,000 psi  | Aircraft are re-serviced with nitrogen capability after each flight. i.e. JFS, blow down doors   |

## Attachment 12-1

QUICK REFERENCE TABLE OF MAINTENANCE REQUIREMENTS

| QUANTITY   | DESCRIPTION  | ADDITIONAL INFORMATION  |
|--|--|---|
| Primary (3 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) PC-86 (Hobart)  | Note: If AM/32A-86s are used, two MA-1As or two -95s must be provided   |
| Primary (1 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; <b>ensure large towing lugs are positioned inward</b>  |
| Primary (2 each)<br><b>Does not need to be on site but needs to be acquired within 3 hours</b> | 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)<br><b>**MARKED FOR EPU ONLY**</b>   | 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 x 4000-6000 psi Commercial/Industrial Nitrogen Compressed Cylinders ( <b>UN1066</b> )<br>More bottles need to be available within 6 hours of request.<br><b>**MARKED FOR EPU ONLY**</b> | 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. These bottles can be sourced locally as they are not USAF specific. <b>They must be 98.5% purity or higher.</b> |
| Primary (1 each)   | Can of red spray paint<br>Can of white spray paint   | To mark F-16 parking spots (provide to Advance Crew Chief on arrival day) - no chalk or 'puffy paint'   |

## Attachment 12-2

QUICK REFERENCE TABLE OF MAINTENANCE REQUIREMENTS

| QUANTITY   | DESCRIPTION  | ADDITIONAL INFORMATION   |
|--|--|--|
| Primary (1 each)   | C-1 Maintenance Stand  | Serviceable condition  |
| Substitute   | B-4 Maintenance Stand  |  |
| Primary (1 each)   | B-7 Maintenance Stand  | Serviceable condition  |
| Substitute   | B-1 Maintenance Stand  |  |
| Primary (5 gallons)  | MOGAS, unleaded  | Used for mx portable generators, show center generators and smoke oil trailer  |
| Primary (2 each)   | <u>Large ice cooler (w/ice and (20) 24- bottle cases of bottled water)</u>   | This is for maintenance and show center personnel. Additional water is required for the briefing room. <b><u>Be prepared to provide more if needed due to excessive temps or humidity.</u></b> |
| Primary (8 each)   | 150 lb HALON Fire Bottles<br>If unable to acquire HALON, there are acceptable civilian substitutes. Please contact the Thunderbirds Maintenance Officer for acceptable substitutes   | Must have wheels. Place 6 at F- 16 parking area and 2 at support aircraft  |
| Substitute   | Novec 1230 (NSN 4210-01-610-6985)<br>150-pound bottles   |  |
| Primary (1 each)   | <b>Forklift with lift capacity of 10K lbs. Forklifts with a capacity of 8K lbs are acceptable but typically these have smaller tines that are below our min length req't and you will need to provide suitable tine extensions. Min 72" tine length. Min 33" tine spread. Tines must be capable of opening and closing freely.</b> | Used for airlift upload/download and moving smoke oil barrels. Must be available for our use through the duration of our stay.   |
| Primary (2 each)   | Garbage Cans   | Place near support aircraft maintenance hangar   |
| 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)   |  |
| Position equipment near the Thunderbird maintenance hangar. All equipment must be dedicated exclusively to the Thunderbirds the entire stay, <b>from the Advance Pilot's arrival to the team's departure.</b> AGE may not be picked up until the agreed-upon release time, previously coordinated with the Thunderbirds. |  |  |

# COMMUNITY OUTREACH REQUESTS



- Please review chapter 12 of the support manual before completing.
- Only complete the section applicable to your request.
- Do not use this form for recruiting events. (They will be scheduled by local recruiting representative and Thunderbird Recruiting Liaison)
- Submit form/questions and concerns to Thunderbirds PA team NLT 30 days prior to show.

## Section 1: Special Interest Group

(To attend the Thunderbirds' practice, show, and meet pilots afterwards. Refer to chapter 12, section 2)

Name of group/organization:

Brief description of group:

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Number of attendees (Limited to 30):      Age range:      Special needs: POC:

(Name/Phone/Email)

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## Section 2: Community Visits

(To be conducted on the morning of practice day only. Refer to chapter 12, section 5)

Name of group/organization:      Brief description of group:

Time: (start-stop)      Number of attendees:      Age range:

Location: (must be within 30 min drive of Thunderbird lodging)

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POC: (Name/Phone/Email)

---

### Section 3: Receptions

Name of Event: \_\_\_\_\_ Date of Event: \_\_\_\_\_

Start/Stop Time: \_\_\_\_\_

Location: \_\_\_\_\_

Official Host/Sponsor: \_\_\_\_\_

Event POC (Name/Phone/email): \_\_\_\_\_

Estimated Attendance: \_\_\_\_\_

Will the public be attending/invited? (Encouraged!) Yes/ No

Who should attend: Officers Only / Enlisted Only / Both / Other(Please specify)

Can Thunderbird family members attend? Yes/ No

Can Thunderbird children attend? Yes/ No

Event's Dress Code: Formal / Business Casual / Casual / Uniform of the Day (for Military Bases)

DVs/VIPS (Rank, Name, Title): \_\_\_\_\_

Will there be formal introductions of the team? Yes/ No

Time: \_\_\_\_\_

Will there be a gift presented? Yes/ No

If there will be a presentation who will present the gift?

Will there be a microphone? Yes / No

Will there be a stage? Yes / No Extra Info(entertainment, etc.)

Food/Bar Arrangements (type of food/drink, complimentary or pay-as-you-go): \_\_\_\_\_

Driving time from Hotel/Briefing Room: \_\_\_\_\_

Escort POC (Name/Phone): \_\_\_\_\_

Airshow Name \_\_\_\_\_

[illegible]

### School Visit

Name of School: \_\_\_\_\_

Address: \_\_\_\_\_

Date of Visit: \_\_\_\_\_ Start Time: \_\_\_\_\_ Type of Visit: \_\_\_\_\_

Mic and Stage? ☐ Yes ☐ No Audio Visual Capable? ☐ Yes ☐ No

School POC: Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_ Number of Students: \_\_\_\_\_

Justification (Why this school vs. other schools in the area?):

### Pet the Jets

Name of Organization: \_\_\_\_\_

Number of Attendees: \_\_\_\_\_ Age Range: \_\_\_\_\_

### Thunderbirds Enlistment Ceremony

☐ Yes ☐ No

Number of Enlistees: \_\_\_\_\_ Branches: \_\_\_\_\_

# FLIGHT NOMINATION MEASUREMENT SHEET



## NOMINEE INFORMATION

Full Name: \_\_\_\_\_

Email Address: \_\_\_\_\_

Flight Location: \_\_\_\_\_

Date of Flight: \_\_\_\_\_

## NOMINEE MEASUREMENTS

The following information must be accurate to ensure proper fitting of aircrew flight equipment. Incorrect data may cause delays/termination of flight. Please refer to the attached diagram for additional instructions.

Age: \_\_\_\_\_ Height: \_\_\_\_\_ Weight: \_\_\_\_\_ Boot Size (Men's): \_\_\_\_\_

Waist Size (in inches, measured around largest portion of waist): \_\_\_\_\_

Thigh Size (in inches, wrap measuring tape around largest portion of thigh): \_\_\_\_\_

Chest Size (in inches, wrap measuring tape around largest portion of torso and arms): \_\_\_\_\_

Butt-to-head (in inches): \_\_\_\_\_ Butt-to-knee (in inches): \_\_\_\_\_

How would you rate your overall health? (Please select one)

Excellent

Good

Average

Poor

Have you ever flown in a military aircraft?

Yes (Please specify): \_\_\_\_\_

No

Have you ever flown or jumped with ANY military demonstration team?

(i.e. USAF Thunderbirds, US Navy Blue Angels, US Army Golden Knights, US Wings of Blue, etc.)

Yes (Please specify): \_\_\_\_\_

No

# Media/Hometown Hero Measurement Guidance Sheet

Official instruction governs the limits for body size and weight for safe operation of the ejection seat. For this reason, it is important that all measurements are taken using the procedures described below. Please ensure measurements are accurate, as they will be verified prior to flight. **Per DAFMAN 48-123, all candidates must meet the following criteria: minimum weight of 103 lbs, maximum weight of 245 lbs, Buttock-to-Knee maximum of 27.1 inches, and sitting height between 34.5 and 39.7 inches.**

## WEIGHT

The patient's weight will be measured with shoes off and in basic civilian attire. Remove contents from the pockets and any extraneous equipment or outer clothing that would affect the member's weight.

## HEIGHT (standing)

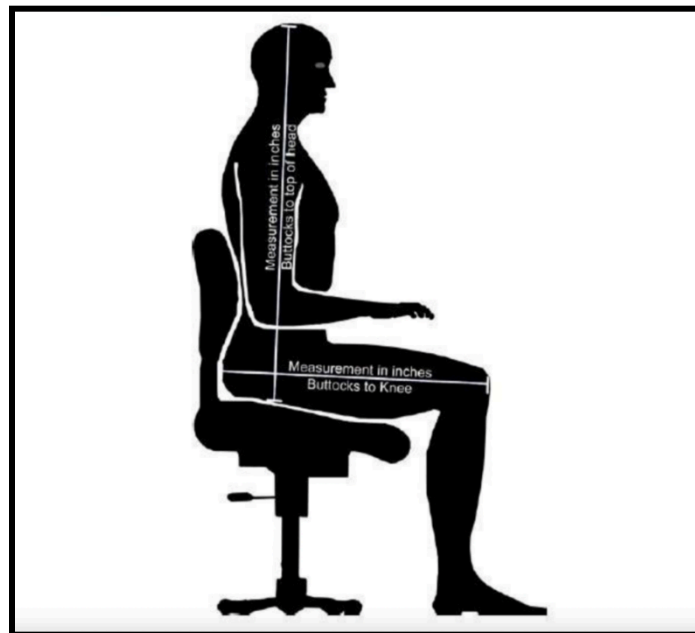
Standing heights are only accomplished without shoes. Examinees are instructed to stand upright and keep their head facing directly forward. Be careful not to allow slouching (which will lower a standing height) or standing on the toes and stretching (which will raise a standing height).

## BUTT-HEAD (sitting height)

This is measured by seating the examinee on a flat, hard table or stool with the back of the examinee's knees touching the edge of the table or stool. The hips, knees, and feet must be flexed at 90 degrees, lower legs dangling free, torso straight, and the head facing directly forward. Measure the distance from the top of the head to the surface of the table or stool and record to the nearest quarter of an inch.

## BUTT-KNEE

This measurement helps ensure that the examinee's knees and distal lower extremities will clear the instrument panel during the ejection sequence. It is measured by seating the examinee on a flat, hard table or stool with the back of the examinee's knees touching the edge of the table or stool. The hips, knees, and ankles must be flexed at 90 degrees, lower legs dangling free, torso straight, and the head facing directly forward. Measure the distance from the rearmost point on the buttocks to the front of the knee.



# ORIENTATION FLIGHT MEDICAL EVALUATION



APPLICANT'S FULL NAME:

APPLICANT'S PHONE NUMBER:

## PHYSICAL EXAMINATION

### INSTRUCTIONS FOR MEDICAL PHYSICIAN AND APPLICANT

- This medical certificate must be completed by an M.D. or D.O. only.
- This exam is for clearance to fly in a high G-force / performance F-16 fighter jet.
- M.D. or D.O. must complete medical history / exam information.
- Report all medical findings.
- Application will be returned if any information is incomplete.
- If unable to complete or obtain any findings, please refer patient to a second physician and attach any supplements.
- M.D. or D.O. must sign reverse side of this form and complete item 36.
- Application must be completed within 60 days of anticipated flight date.
- Applicant cannot donate blood within 14 days of anticipated flight date.
- Applicant should not wear contact lenses during flight. If required, glasses may be worn with the helmet/mask.
- Sections 18-24, 30-32 on the reverse side can be used for any additional physical exam or lab documentation if desired by evaluating physician.
- Ensure correct completion of height, weight, butt-knee and butt-head measurements at the top of reverse side. Refer to provided attachment.

Please direct any questions concerning completion of the medical evaluation or the certificate to the Thunderbirds Flight Surgeon. If selected, the applicant will brief with the Flight Surgeon prior to flight. This briefing time is intended to cover physiology training. Any medical concerns/questions should be discussed as soon as possible and NOT saved for briefing time.

| MEDICAL HISTORY (This should include any and all changes within the last two years)   |   |                     |   |
|---|---|---------------------|---|
| Y / N   | Condition   | Y / N               | Condition   |
|   | a. CLAUSTROPHOBIA / FEAR OF CONFINED SPACES           |                     | g. NECK OR BACK (INCLUDING DISC) PROBLEMS                           |
|   | b. FEAR OF FLYING                                     |                     | h. MUSCULOSKELETAL / JOINT PROBLEMS                                 |
|   | c. DIAGNOSIS OF MOOD DISORDER, DEPRESSION, OR ANXIETY |                     | i. HIGH BLOOD PRESSURE, ANEMIA, DIABETES, OR HEART DISEASE PROBLEMS |
|   | d. PSYCHIATRIC DIAGNOSIS                              |                     | j. ASTHMA OR RESPIRATORY PROBLEMS                                   |
|   | e. AIRSICKNESS / MOTION SICKNESS                      |                     | k. POSSIBILITY OF CURRENT PREGNANCY (N/A FOR MALES)                 |
|   | f. CHRONIC SINUS / CONGESTION / HEADACHE PROBLEMS     |                     | l. HISTORY OF HOSPITALIZATION                                       |
| REMARKS: (For each "yes" checked, please describe and date condition)   |   |                     |   |
|   |   |                     |   |
| DOCUMENT ANY PRIOR MEDICAL / DENTAL PROCEDURES  |   |                     |   |
| DATE  | NAME AND ADDRESS OF PHYSICIAN CONSULTED               |                     | REASON  |
|   |   |                     |   |
|   |   |                     |   |
|   |   |                     |   |
| Applicant's Certification, Affirmation & Agreement:<br>I hereby certify that all statement and answers provided by me in this examination form are true and complete, and I agree that they are to be considered part of the basis for approval/clearance to fly in an F-16 fighter jet. I also agree to notify the Thunderbird Flight Surgeon of any changes to my health that occur after completion of this medical examination.<br>Official Air Force instruction requires individuals weighing less than 140 pounds or more than 211 pounds to be aware of the potential for increased risk of injury in the rare chance of ejection (contact Thunderbirds Public Affairs with any questions concerning risk). If applicable, I acknowledge this risk. |   |                     |   |
|   |   | APPLICANT SIGNATURE | DATE  |

APPLICANT'S NAME:

\_\_\_\_\_

| AGE | DATE OF BIRTH | HEIGHT | WEIGHT | BUTT-HEAD | BUTT-KNEE |
|-----|---------------|--------|--------|-----------|-----------|
|     |               |        |        |           |           |

|   |   |   |          |  |  |
|---|---|---|----------|--|--|
| NORMAL  | <b>REPORT OF MEDICAL EXAMINATION</b>  |   | ABNORMAL | NOTES: Describe every abnormality in detail. Enter the applicable item number before each comment. Use additional sheets if necessary and attach to this form. |  |
|   |   |   |          | CHECK EACH ITEM IN APPROPRIATE COLUMN<br>(Enter NE if not evaluated)   |  |
|   | 1. General systemic   |   |          |  |  |
|   | 2. Head, face, neck and scalp   |   |          |  |  |
|   | 3. Nose   |   |          |  |  |
|   | 4. Sinuses  |   |          |  |  |
|   | 5. Ears, general  |   |          |  |  |
|   | 6. Drums (comment on Valsalva Maneuver and if Tympanic Membranes are clear) |   |          |  |  |
|   | 7. Pupils (Equality and reaction)   |   |          |  |  |
|   | 8. Mouth and throat   |   |          |  |  |
|   | 9. Heart  |   |          |  |  |
|   | 10. Lungs   |   |          |  |  |
|   | 11. Abdomen   |   |          |  |  |
|   | 12. Vascular system   |   |          |  |  |
|   | 13. Endocrine system  |   |          |  |  |
|   | 14. Skin and Lymphatics   |   |          |  |  |
|   | 15. Neurologic  |   |          |  |  |
|   | 16. Musculoskeletal   |   |          |  |  |
|   | 17. Psychiatric   |   |          |  |  |
|   | 18.   |   |          |  |  |
|   | 19.   |   |          |  |  |
|   | 20.   |   |          |  |  |
|   | 21.   |   |          |  |  |
|   | 22.   |   |          |  |  |
| 23.   |   |   |          |  |  |
| 24.   |   |   |          |  |  |
| 25. BLOOD PRESSURE  |   | 26. HEART RATE  |          | 27. RESPIRATORY RATE   |  |
| Systolic  | Diastolic   |   |          |  |  |
| 30.   |   | 31.   |          |  |  |
|   |   |   |          |  |  |
| 32.   |   | 33. DISQUALIFYING DEFECTS/LIMITATIONS                 |          |  |  |
|   |   |   |          |  |  |
| 34. COMMENTS ON HISTORY AND FINDINGS, RECOMMENDATIONS   |   |   |          |  |  |
|   |   |   |          |  |  |
| 35. LIST ALL MEDICATIONS PATIENT IS CURRENTLY USING (INCLUDE DOSE AND FREQUENCY)  |   |   |          |  |  |
|   |   |   |          |  |  |
| 36. PLEASE CHECK ONE  |   | <input type="checkbox"/> <b>PHYSICALLY ACCEPTABLE</b> |          | <input type="checkbox"/> <b>FURTHER EVALUATION REQUIRED</b> (Explain in Block 34)  |  |
| 37. MEDICAL PHYSICIAN/D.O. DELCARATION: I hereby certify that I personally examined the applicant named on this medical report and reviewed medical history on the reverse side of this form. By checking the "PHYSICALLY ACCEPTABLE" box above, I hereby medically clear the applicant to fly in a high performance/high-G F-16 fighter jet. |   |   |          |  |  |
| DATE OF EXAMINATION   |   | MEDICAL PHYSICIAN (MD/DO ONLY) SIGNATURE              |          | MEDICAL PHYSICIAN (MD/DO ONLY) NAME, TITLE, ADDRESS & PHONE NUMBER   |  |
|   |   | State License #:                                      |          |  |  |

# THUNDERBIRDS FLIGHT NOMINATION SHEET



Name of nominee: \_\_\_\_\_

Phone number: \_\_\_\_\_

Email address: \_\_\_\_\_

Location of proposed flight: \_\_\_\_\_

## JUSTIFICATION FOR NOMINATION:

Has the candidate ever flown in a military aircraft or jumped with any military demonstration team?

YES ☐ NO ☐

If so, please provide details: \_\_\_\_\_

Will any media be documenting the flight experience

YES ☐ NO ☐

If so, please provide their affiliation and audience size: \_\_\_\_\_

# HOLD HARMLESS AGREEMENT



|   |           |      |
|---|-----------|------|
| <b>AIR TRANSPORTATION<br/>AGREEMENT</b>   |           | DATE |
| LOCATION OF FLIGHT  | FULL NAME |      |
| PERMANENT ADDRESS   |           |      |
| <p><b>For and in consideration of being permitted to fly as a passenger in aircraft operated by or on behalf of the United States of America, for and on behalf of myself, my personal representatives, heirs and assigns, I hereby release and discharge the United States, its agents, servants, or employees from any and all claims for property damage and/or personal injury or death resulting from or during said flight or flights or continuances thereof or from ground operations incident thereto.</b></p> |           |      |
| Signature   |           |      |
| WITNESS   | WITNESS   |      |
| NAME AND ADDRESS OF EMERGENCY CONTACT   |           |      |

Attachment 15

LITHOGRAPH REQUEST LIST

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

We will do lithographs for the representatives listed below AND a maximum of 25 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) Briefing Room Host Unit \_\_\_\_\_
- (10) Hotel/Billeting \_\_\_\_\_
- (11) Schools/Hospitals (only those we visit) \_\_\_\_\_
- (12) Air Traffic Control \_\_\_\_\_
- (13) Workout Facility \_\_\_\_\_

**Additional lithographs (25 Maximum)**

- |           |           |
|-----------|-----------|
| 1. _____  | 14. _____ |
| 2. _____  | 15. _____ |
| 3. _____  | 16. _____ |
| 4. _____  | 17. _____ |
| 5. _____  | 18. _____ |
| 6. _____  | 19. _____ |
| 7. _____  | 20. _____ |
| 8. _____  | 21. _____ |
| 9. _____  | 22. _____ |
| 10. _____ | 23. _____ |
| 11. _____ | 24. _____ |
| 12. _____ | 25. _____ |
| 13. _____ |           |

## FALLEN WARRIOR NOMINATION

(Provide to Thunderbirds Public Affairs NLT 60 Days prior to air show date)

Rank and Name:

Service Branch:

Duty Title:

Primary Unit and Duty Station:

Deployed Unit, Location and Duty Title (if applicable):

Date of Birth:

Date of Passing:

**Background Information:** Please provide this information if it is available to you.

1. Information on cause of death.
2. Names of key surviving family members (spouse, kids and ages, parents, etc.).
3. Biography (where they grew up, schooling history, military career information, etc.).
4. List of awards and dedications received posthumously.

**Nomination POC Contact:**

Name:

Email:

Phone:

**Primary Family Member Contact:**

Name:

Email:

Phone:

PUBLIC AFFAIRS POST-SHOW REPORT  
(Use reverse if necessary)

Show Site:  
Date:

1. Official crowd count (list all days if multi-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 18

### **Execution Checklists**

#### Advance Arrival Day

- Waiver In Effect
- Show Center and Bomb Burst markers in place
- FOD Sweep Complete
- Ladder or Stand Available
- Red and White Spray Paint Available (no chalk or puffy paint)
- 2 Rental Cars Available
- Advance Meeting Scheduled
- Required information from PROJO on hand

#### Team Arrival Day

- AGE in Place
- TFR and Waivers in Effect
- Show Center and Bomb Burst markers in place
- FOD Sweep Complete
- Media/HH flier available to fly (if applicable)
- Media flight airspace scheduled/Notman'd (if applicable)
- Media informed of Team arrival time
- Thunderbird briefing room, media room, aircrew flight equipment room, and mx hangar empty and ready for exclusive use by Thunderbird team.
- Water available in maintenance hangar for Thunderbird team

#### Practice Day

- Media/HH flier available to fly (if applicable)
- Media flight airspace scheduled/NOTAM'd (if applicable)
- TFR, Waivers in Effect
- Show Center and Bomb Burst markers in place
- Aerobatic box sanitized of non-essential personnel
- Crowd line setup with snow fencing
- Reenlistment participants notified and in place (if applicable)
- Make-A-Wish guests organized and in place (if applicable)
- 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
- Show Center and Bomb Burst markers in place
- Aerobatic Box sanitized of non-essential personnel
- Crowd line set up with snow fencing
- Police Escorts scheduled
- FOD Sweep Complete
- Enlistment Ceremony participants notified and in place (if applicable)
- Crowd Count to PA Officer after the Demo
- Water available in MX Hangar, Comm. Trailer, and in Briefing Room

MEMORANDUM OF AGREEMENT BETWEEN  
THE **820th RED HORSE SQUADRON (820 RHS)**  
AND  
(**NAME OF AIRSHOW**) SPONSORS  
FOR  
AIRCRAFT ARRESTING SYSTEM SUPPORT FOR  
U.S. AIR FORCE THUNDERBIRDS AIR DEMONSTRATION

This is a Memorandum of Agreement (MOA) between the **820th RED HORSE Squadron, Nellis AFB, NV (first party)** and the “**Name of airshow**” sponsors (**second party**). When referred to collectively, **820 RHS** and “**Name of airshow**” are referred to as the “Parties”.

1. BACKGROUND: As part of their 2017 official air demonstration schedule, the United States Air Force Thunderbirds Demonstration Squadron (Thunderbirds) will perform for the “**Name of Airshow**” at Airshow Location, Date. Aircraft Arresting System support was requested from **820 RHS (first party)** by the airshow sponsors (second party) on behalf of the Thunderbirds squadron during the period the squadron will be deployed to Airshow Location.

2. PURPOSE: This MOA enables the second party to obtain Aircraft Arresting System support from the first party for the purpose of supporting the Thunderbirds’ air demonstration. This memorandum ensures support on a non- interference and as-needed basis.

4. UNDERSTANDINGS OF THE PARTIES:

a. The **820 RHS** will provide the following items in support of the Thunderbirds: (Certain show sites may require more/less equipment determined by cable crew)

(1) 2 x Aircraft Arresting Systems

(2) 2 x Aircraft Arresting System Fairlead Beams

(3) 2 x Aircraft Arresting System Purchase Tapes (Reimbursable Item)

(4) 1 x 205 ft Aircraft Arresting System Cable (Reimbursable Item)

(5) Ensure pre-deployment, employment, and post-deployment inspections of Aircraft Arresting System items

(6) Arrange for shipment to and from airshow location, (Location.)

b. The “**Airshow Airport**” Sponsors will:

(1) Ensure **820 RHS** personnel have access to the Airfield during the installation and maintenance of the Aircraft Arresting System from Date of required cables, beginning to end.

(2) Ensure **820 RHS** personnel have access to the Airfield during any emergency in which an aircraft will employ the Aircraft Arresting System.

(3) Ensure there is no unauthorized access/operation of the Aircraft Arresting System without **820 RHS** personnel present.

(4) Ensure **820 RHS** personnel are provided with hotel accommodations for the entire duration of Aircraft Arresting System installation, maintaining and uninstallation of the system as well as provide two (2) rental vehicles during the duration of the function (Date of required cables, beginning to end.)

(5) Ensure **820 RHS** personnel are provided funds to reimburse travel related expenses to include per diem and fuel costs (see Paragraph 7 below).

(6) Ensure **820 RHS** personnel are provided one (1) backhoe and (1) one All- Terrain 10K Forklift during the duration of the function (Date of required cables, beginning to end.)

5. PERSONNEL: Each Party is responsible for all costs of its personnel, including pay and benefits, support, and travel. Each Party is responsible for supervision and management of its personnel.

#### 6. GENERAL PROVISIONS:

a. POINTS OF CONTACT: The following points of contact will be used by the Parties to communicate in the implementation of this MOA. Each Party may change its point of contact upon reasonable notice to the other Party.

(1) For the **820 RED HORSE** Squadron:

. (a) Primary: **TSgt John Doe, cell number**

(b) Alternate: **SSgt Jane Doe, cell number**

(2) For the “**Name of Airshow**” Sponsors:

(a) Primary: **Jane Doe, cell number**

(b) Alternate: **Jane Doe, cell number**

7. FUNDS AND MANPOWER: This MOA is an agreement that an estimate in the amount of **\$XX,000** was agreed upon between the **820 RHS** and the “**Name of Airshow**.” Upon completion of the AIRSHOW, the **820th RHS** will provide the **Name of Airshow Director** with an invoice of all expenses incurred which may differ from the initial estimate. Upon receiving such an invoice, a check will be issued by the **Name of Airshow Director to “820th RED HORSE SQUADRON”** to cover the full amount of invoiced expenses.

8. MODIFICATION OF MOA: This MOA may only be modified by the written agreement of the Parties, duly signed by their authorized representatives.

9. DISPUTES: Any disputes relating to this MOA will, subject to any applicable law, Executive order, directive, or instruction, be resolved by consultation between the Parties or in accordance with DoDI 4000.19.

10. TERMINATION OF AGREEMENT: This MOA may be terminated in writing at will by either Party.

11. TRANSFERABILITY: This MOA is not transferable except with the written consent of the Parties.

12. ENTIRE AGREEMENT: It is expressly understood and agreed that this MOA embodies the entire understanding between the Parties regarding the MOA’s subject matter.

13. EFFECTIVE DATE: This MOA takes effect beginning on the day after the last Party Signs.

14. EXPIRATION DATE: This MOA expires on Day/Month/Year.

APPROVED:

FOR THE **820 RED HORSE** SQUADRON

FOR THE **"NAME OF AIRSHOW"** SPONSOR

.  
Date \_\_\_\_\_

.  
Date \_\_\_\_\_

**MEMORANDUM OF UNDERSTANDING BETWEEN**  
**USAF AIR DEMONSTRATION**  
**SQUADRON AND**  
**XX MAINTENANCE GROUP, NAME OF WING,**  
**STATE FOR**  
**USAF THUNDERBIRDS AEROSPACE GROUND EQUIPMENT SUPPORT**

This is a Memorandum of Understanding (MOU) between the USAF Air Demonstration Squadron and the XX Maintenance Group. When referred to collectively, the USAF Air Demonstration Squadron and the XX Maintenance Group are referred to as the “Parties”.

1. AUTHORITIES: DoDI 4000.19, *Support Agreements*, 25 April 2013, AFI25-201, *Intra- Service, Intra-Agency, and Inter-Agency Support Agreements*, 18 October 2013.
2. PURPOSE: The purpose of this Memorandum of Understanding (MOU) is to establish an understanding between the Parties for the coordination and support of aerospace ground equipment (AGE) for use by the USAF Thunderbirds while performing on (day/month/year) at the (civilian airshow and address).

3. UNDERSTANDING OF THE PARTIES:

3.1 USAF Air Demonstration Squadron, Nellis AFB, Nevada—

- 3.1.1. Desires to coordinate the following AGE support for the USAF Thunderbirds for (date of equipment usage) at the (name of civilian airshow).

3.2 XX Maintenance Group, (location of military base)—

- 3.2.1. Intends to provide serviceable and pre-tested AGE, to include: (add additional equip if needed, the following are just a list of equipment other civilian show sites have requested)

- 3.2.1.1. MJ-2 Hydraulic Test Stand with Hydraulic Fluid #83282 – 1 each
- 3.2.1.2. Bobtail Tow Tractor – 2 each
- 3.2.1.3. Self-Generating Nitrogen Cart (SGNCS) – 1 each
- 3.2.1.4. AM/32A-86 (Hobart) – 2each
- 3.2.1.5. AM/32A-95 – 2 each
- 3.2.1.6. C-1 Maintenance Stand – 1 each
- 3.2.1.7. MA-3D Air Conditioning unit – 2each

- 3.2.2. Prepare AGE by day/month/year for transport from (military base) to (civilian location)

4. PERSONNEL: Each Party is responsible for all costs of its personnel, including pay and benefits, support, and travel. Each Party is responsible for supervision and management of its personnel.

5. GENERAL PROVISIONS:

5.1 POINTS OF CONTACT: The following points of contact will be used by the Parties to communicate in the implementation of this MOU. Each Party may change its point of contact upon reasonable notice to the other Party.

5.1.1 USAF Air Demonstration Squadron—

5.1.1.1. Mr. Michael P. Rux, Comm: (702) 679-2222 Cell: (702) 378-7956

5.1.2. ~~XX~~ Maintenance Group—

5.1.1.2. Mr. John Doe, office: (xxx) xxx-xxxx, cellular: \_\_\_\_\_

5.2 CORRESPONDENCE: All correspondence to be sent and notices to be given pursuant to this MOU will be addressed, if to the USAF Air Demonstration Squadron, to—

5.2.1. Mr. Michael P. Rux, Nellis AFB,

NV and, if to the, ~~XX~~ Maintenance Group

to—

5.2.2. Mr/Mrs. \_\_\_\_\_, Address

5.3 FUNDS AND MANPOWER: This MOU does not document nor provide for the exchange of funds or manpower between the Parties nor does it make any commitment of funds or resources.

5.4 MODIFICATION OF MOU: This MOU may only be modified by the written agreement of the Parties, duly signed by their authorized representatives.

5.5 DISPUTES: Any disputes relating to this MOU will, subject to any applicable law, Executive Order, directive, or instruction, be resolved by consultation between the Parties or in accordance with DoDI 4000.19.

5.6 TERMINATION OF UNDERSTANDING: This MOU may be terminated in writing at will by either Party.

5.7 TRANSFERABILITY: This MOU is not transferable except with the written consent of the Parties.

5.8 ENTIRE UNDERSTANDING: It is expressly understood and agreed that this MOU embodies the entire understanding between the Parties regarding the MOU's subject matter.

5.9 EFFECTIVE DATE: This MOU takes effect beginning on the day after the last Party signs.

5.10 EXPIRATION DATE: This MOU expires on **DAY/MONTH/YEAR**.

APPROVED:

FOR THE USAF AIR DEMONSTRATION SQUADRON

**FOR THE ?ND MAINTENANCE GROUP**

---

TAYLOR WIGHT, Lt. Col., USAF  
Director of Operations, USAFADS

---

**JOHN DOE, Colonel, USAF  
Commander, ?? Maintenance Group**

Date

Date

Attachment 21

SUPPORT MANUAL COMPLIANCE CERTIFICATE

The United States Air Force Air Demonstration Squadron (Thunderbirds) takes pride in appearing in air shows each year throughout North America. However, on occasion, cancellations are necessary for a variety of reasons, including, but not limited to, weather conditions, other safety considerations (including safety stand-downs) and budgetary constraints. These occurrences can happen at any time, with little or no warning. Every effort will be made to give as much advance notice as possible; however, when cancellations occur, neither the Thunderbirds nor the Department of the Air Force are responsible for any costs associated with any aspect of the air show. These costs include, but are NOT limited to: fuel, smoke oil, ground support equipment, arresting gear, hotels, vehicles, etc.

This certifies that I have read the entire Thunderbirds Support Manual and will comply with all specifications mentioned within unless specifically designated in writing by the Thunderbirds Events Coordinator or the Advance Pilot, Thunderbird #8. I understand that failure to comply may result in the Thunderbirds canceling their demonstrations at my show.

Air Show Coordinator: \_\_\_\_\_

Air Show: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

(Upon completion and emailing of this form to the Aerial Events Coordinator or Thunderbird #8, you can receive the Excel Timeline tracker should you want it)

Airshow Name: \_\_\_\_\_

### Thunderbird Evaluation

The Thunderbirds value all feedback you can provide about our operations during your airshow. If you have any questions or concerns don't hesitate to reach out. Thank you!

Please use the space below to provide any feedback (positive and negative) you'd like to give the Thunderbirds. Consider all our operations from pre-airshow coordination through our departure and any after action report information. Thanks!

## Google Earth Example Map


Use this icon to drop pins. You can change the size, shape, color, and label the pin appropriately.

Use this icon to draw and measure lines/distances. You can see and set the correct magnetic heading and measure distances. You will need to save and label the line to add it as a layer. This is useful for the TFR circle, aerobatic container, show lines, and crowd lines




## Digital Ticket Example

Please make sure all airshow volunteers/workers that are manning your parking lots, airshow entry control points, and the Thunderbird VIP tent are familiar with this ticket. Feel free to print this page out to alleviate potential confusion or issues on show days.



In-person ticket


**SATURDAY - SUN 'N FUN  
LAKELAND 2024**  
 4075 James C. Ray Dr, Lakeland, FL 33811, USA  
  
 Full name  
 Bryce Turner  
  
 Type  
 In-person ticket  
  
 Item  
 USAF Thunderbirds VIP Ticket

  
 65JFHRYANHNN

---

**Event schedule**

Venue  
 4075 James C. Ray Dr, Lakeland,  
 FL 33811, USA  
  
 Dates & times  
 Apr 13, 2024  
 09:00 AM -05:00 PM  
 (UTC-700) America/Los\_Angeles



---

Hosting an event? Consider ticketing with PromoTix: [www.promotix.com](http://www.promotix.com)

---

Organized by:
 

USAF Thunderbirds

### Important Notes:

The QR Code cannot be scanned and will not work with your show's ticketing service. Historically we've had people turned away at parking since their ticket shows up in your system as invalid. Use the Thunderbird logo in the lower right as your primary reference for legitimacy.

For large families or groups of people, the same name will be listed on all their tickets. Each ticket will have its own unique reference code underneath the QR code.

Most people keep the tickets digitally on their smartphones. Please do not rely on a system by collecting hard copies. If you need an accurate number of tickets that were issued, please contact Thunderbird PA.

## *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, Loved ones 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.

