



Support Manual 2025



DEPARTMENT OF THE NAVY
NAVY FLIGHT DEMONSTRATION SQUADRON
390 SAN CARLOS ROAD SUITE A
PENSACOLA, FL 32508-5008

November 6, 2024

Dear Air Show Sponsor,

The 2025 Blue Angels are extremely excited to have the opportunity to perform in your area. Our primary focus after months of preparation and training is to demonstrate the teamwork, professionalism, and precision of Navy and Marine Corps aviation to the members of your community. With 62 flight demonstrations at 32 different locations planned for the 2025 season, we will be traveling throughout the United States every week from March until mid-November.

As we begin our 79th season, this 2025 Blue Angels Support Manual is a compilation of 78 years of air show experience. It is imperative that you read the manual in its entirety. The exacting nature of some of the requirements is best understood in the context of providing the absolute finest military aviation demonstration week-in and week-out. The tradition of Blue Angels excellence and safety is a direct result of the standardized procedures utilized at air show sites worldwide.

The Blue Angels Events office, led by LCDR Lilly Montana, Blue Angel #8, will maintain close coordination between our Team and your air show committee. They will strive to be flexible in particular support areas, and will always be receptive to innovative operational ideas. With a very small staff and many air shows to plan, I cannot overstate the importance of a productive relationship between your committee and our Team.

The mission of the United States Navy Flight Demonstration Squadron is to showcase the teamwork and professionalism of the United States Navy and Marine Corps and inspire a culture of excellence and service to country through flight demonstrations and community outreach. This mission is very important to us and the United States Navy and Marine Corps. We know it is for you as well, and ask for your help in providing a thoroughly positive and exciting venue.

As we enter our 79th season, the 2025 Blue Angels are dedicated to a successful air show and a memorable event for your community. Best wishes during your months of preparation.

Sincerely,
Adam L. Bryan
Commander, U.S. Navy
Commanding Officer

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UPDATES PRIOR TO 2025

Page 9: Remove Key Policy (2024)
Page 13: Maintenance Requirements (2024)
Added type of Tow tractor (2024)
Added type of adapters (2024)
Added A/C cart (2024)
Removed chock requirement (2024)
Added total of light and power carts (2024)
Page 15: Changed number of oil drums required (2024)
Added type of smoke oil (2024)
Page 25: Changed Due Date requirements (2024)
Page 6: Hangar Space: Super Hornet unable to be pushed into a hangar (2023)
Page 14: Unable to complete JOAP testing (2023)
Page 15: Use of a K-loader; Specific Fuel Truck notes (2023)
Page 21: F/A-18 Parking – Diagram updated (2023)
Page 24: Fat Albert Riders – More information added (2023)
Page 27: Community Outreach Visits – Decreased to four events to accommodate team generated outreach (2023)
Page 33: Special Needs Group/Make-a-Wish – setup information added (2023)
Appendix S: New Appendix (2023)
Appendix T: New Appendix (2023)
Updates to only include Super Hornet (F/A-18E/F) and Super Hercules (C-130J) information (2022)
Fuel – CI/LI Additive Requirements (2022)
Air Show Diagram – Hard copy of diagram is no longer required (2022)
Equipment – Updates to Hydraulic Cart, Corrosion Cart, Lavatory Cart, Unleaded Gas, Hangar Space and Forklift Requirements (2022)
Center Point Boats – Emphasis on length requirement (2022)
Airfield Security – FBO 24-hour security clarification (2022)
F/A-18 Parking – Requirement of hard pavement (2022)
Arresting gear – Distance requirement updated (2022)
Fat Albert VIP/Media rider information added (2022)
Total number of aircraft for waiver updated (2022)
Additional Public Affairs email added (2022)
Additional information explained for Key Influencer biographies (2022)
Flight plans will be coordinated by Blue Angel #7 (2022)
Enclosure II: Clarity about placement of center point and distances required (2022)
Enclosure III: Clarity about placement of center point and distances required (2022)
Appendix R: New Appendix (2022)

CHAPTER I INTRODUCTION

1. The 2025 Support Manual has been updated with all the pertinent information regarding the Team's transition to new aircraft platforms, to help guide air shows through the planning process and ensure the best chance for a successful Blue Angels Demonstration in your air show. Air Show Coordinators and Air Show Committees shall use the Support Manual for the planning, support and follow-up of a Blue Angels flight demonstration. This Support Manual represents 78 years of experience. The requirements outlined throughout this manual have been thoroughly reviewed and validated. Strict compliance is critical for the smooth execution of a Blue Angels demonstration. Timely completion of all checklist items is critical for mission success. Pre-show planning should begin at least four to six months prior to the scheduled event.

2. Pre-Show Planning and Coordination. Stay in regular communication with the Blue Angels Events Office. No problem is too small to address.

a. The Navy Flight Demonstration Squadron Events Office staff will provide the assistance you require concerning every facet of a Blue Angels flight demonstration. The Commanding Officer authorizes LCDR Lilly Montana to make final decisions concerning demonstration schedules. Your first opportunity to interact with the Events Coordinator, Blue Angel #8, LCDR Lilly Montana, will be during their visit in the winter months prior to the demonstration season. During this "Winter Visit", Blue Angel #8, accompanied by the Narrator, Blue Angel #7, Maj Scott Laux, will visit every prospective show site to:

- (1) Determine the feasibility of safely conducting a Blue Angels flight demonstration at your show site.
- (2) Brief air show personnel on the requirements of this Support Manual.
- (3) Discuss waivers, FAA regulations, airspace coordination, aerobatic box placement and air show concept and layout.
- (4) View the possible hotel accommodations in your area.
- (5) View the proposed hangar, briefing rooms, and workout facilities.
- (6) Discuss recruiting and outreach opportunities with the local Navy and Marine Corps recruiters.

b. Planning after the Winter Visits will be done directly with the Assistant Events Coordinators, YN1 Yvonne Renteria, and YN1 Justin Asuncion. Appendix (A) is the Due Date Checklist, used to assist with timeliness. Appendices (B) through (T) are enclosed for your use or available online in Adobe version for download from our website. Please download once the current year appendices have been uploaded. Submit each checklist on or before the due dates for

your event via email to LCDR Lilly Montana, YN1 Yvonne Renteria, and YN1 Justin Asuncion. Please include all events personnel on emails or simply “reply all”.

3. The Blue Angels appear at civilian and military air shows as a part of official Department of Defense and Department of the Navy Community Relations Programs. Provision of military aerial support for air shows must be consistent with military operations and training programs. On occasion, cancellations are necessary for a variety of reasons including, but not limited to, weather conditions, safety, budgetary restrictions, change of the original sponsoring organization, change of the original event site, or other military requirements. These occurrences can arise with little or no warning. Every effort will be made to provide as much advance notice as possible. When cancellations occur, neither the Blue Angels nor the Department of the Navy is responsible for any costs associated with any aspect of the air show.

4. Squadron Contact Information

a. Pensacola, FL Mailing Address

Navy Flight Demonstration Squadron
Attn: Events Coordinator Office
390 San Carlos Road, Suite A
Pensacola, FL 32508-5508

b. Office Phone Numbers (Pensacola)

LCDR Lilly Montana	(850) 452-2069
YN1 Yvonne Renteria	(850) 452-2084
YN1 Justin Asuncion	(850) 452-2067
DSN: 922-2084	

c. El Centro, CA: (Jan – Mar) Mailing Address

Navy Flight Demonstration Squadron
Attn: Events Coordinator Office
1605 Third Street, Hangar 5 Bldg 229
NAF El Centro, CA 92243-5001

d. Office Phone Numbers (El Centro)

Events Office: (760) 339-2315
DSN: 658-2537

e. Events office e-mail addresses

LCDR Lilly Montana: blueangel8@usnavyblueangels.com
YN1 Yvonne Renteria: events@usnavyblueangels.com
YN1 Justin Asuncion: events1946@usnavyblueangels.com

f. Website (electronic copy of 2025 Blue Angels Support Manual and corresponding appendices):

<https://www.blueangels.navy.mil/show/support.aspx>

CHAPTER II WINTER VISIT

1. **General Information.** The Winter Visit is crucial to your air show's success in hosting the Team. This is where the stage is set for the planning that will take place in the months to come. Please use every opportunity while Blue Angel #7 and #8 are at your site to ask questions and ensure you have a good plan in place. Email Appendix (B) (Winter Visit Checklist) no later than three weeks prior to Blue Angel #7 and #8's arrival. Contact the Events office with any questions regarding this appendix to ensure a timely completion of all requirements.

2. Logistics

a. **Fuel.** Appendix (C) (Fuel Checklist) is included for all demonstration sites and delineates types of fuel, quantity, form of payment, cost, and company that we will purchase fuel from. Government contract fuel prices are required. Any cost above will be paid for by the air show. Please include all requested information for all Fixed Base Operators (FBOs) in your area. Fuel must be readily available upon request to accommodate the strict practice timelines. The Super Hornet requires Corrosion Inhibitor/Lubricity Improver (CI/LI) additive to be added to Jet A. This additive is not necessary if your airfield has F-24, JP-5, or JP-8. Blue Angel Team members will bring the required amount of additive to each show site and will be responsible for mixing the appropriate amount into the fuel.

b. **Hangar Space.** (F/A-18E/F wing span 44 feet 7 inches, height 16 feet, length 60 feet 4 inches) The #7 Aircraft must be hangered during the day if the forecasted high temperature is below 40 degrees Fahrenheit, and hangared overnight if the forecast temperature is below 40 degrees Fahrenheit, or inclement weather is forecasted (i.e., snow, ice, hail, or heavy rain). The aircraft will not be moved or opened unless supervised by Blue Angel #7 or #8. The hangar must be accessible upon arrival. The air show sponsor is responsible for the security of the aircraft, and obtaining a tow bar and tractor that is compatible with the F/A-18. The Super Hornet cannot be manually pushed into a hangar. (See tow tractor/tow bar descriptions in Chapter IV).

c. **Foreign Objects and Debris (FOD) Conditions.** Due to the vacuum effect of the F/A-18 engines, please ensure that all surfaces (runways, taxiways, and ramps) are swept thoroughly prior to any aircraft arrival.

d. Provide a description and a coordinate (degrees/minutes/decimal minutes format (ex. DD MM.mmm), to the third decimal point) of the parking location for the #7 A/C during the Winter Visit. All coordinates passed the Blue Angels shall be in this format.

e. **Point of contact (POC)** responsible for maintenance gear support. Please include name, phone number, unit/company, and cell phone number if applicable.

f. **FBO.** This information is required for acquiring fuel at civilian show sites for the Winter Visit only. An FBO with government contract fuel prices must be used.

g. Hotel accommodations. Please help identify hotels that are willing to provide the government rate and number of rooms (typically about 65 – 85, depending on the show) needed during the show week. Ideally, Blue Angel #7 and #8 will stay at the same hotel that the team will use for the show. Recommendations are welcome; however, it cannot be overemphasized that Blue Angel #8 will make the final decision on where the team stays. No final arrangements for lodging shall be made by anyone except Blue Angel #8.

h. Proposed Athletic Facility. Assistance is requested in finding an athletic facility near the hotel that will host the team during the air show. Blue Angel #7 and #8 will want to see this facility during the Winter Visit, and possibly use it if staying overnight. For military bases, this facility cannot be located on base due to restricted ability to access base facilities during the air show. If there is another base nearby that will not be congested during the air show, a base gym could be used.

i. Transportation. If Blue Angel #7 and #8 stay overnight, one vehicle must be provided by the air show committee (rental, courtesy, or base vehicle) for the duration of their visit.

3. Operations

a. Blueprint Quality/AUTOCAD Diagram. A scaled diagram of the airfield or show site indicating the following, coordinates must be in DD MM.mmm to the thousandth, and all headings must be magnetic, not true.

- (1) Proposed show line
- (2) Show line headings (Magnetic)
- (3) 30° run in lines with heading (Magnetic)
- (4) Center point coordinates
- (5) Proposed communications cart position, and coordinates
- (6) Crowd line
- (7) Blue Angel friends and family seating
- (8) VIP parking
- (9) Other performers and static displays
- (10) C-130 arrival and show parking with coordinates
- (11) #7 jet arrival and show parking with coordinates
- (12) #1 – 6 arrival and show parking with coordinates
- (13) Briefing room
- (14) Arresting Gear
- (15) Structures over 40ft within Aerobatic Box
- (16) Maintenance hangar
- (17) All runways and taxiways labeled
- (18) Corner Markers with description

b. Please provide a digital copy to the Events Office no later than 60 days prior to your show.

c. This chart must be drawn to scale and have the proper scale annotated on the chart. Examples of the diagram as well as show line and crowd line requirements are included in the Enclosures. Quality and accuracy are imperative. Please have a game plan and chart designed prior to the Winter Visit. AUTOCAD format works best with runway and taxiway widths.

d. For a show flown over water, an additional waterway chart is required with the show line, center point boat and crowd right boat (right of center point as viewed by a spectator) depicted with a high degree of detail, accuracy and scaling. Center point must be annotated in latitude/longitude in the standard Blue Angels (degrees/minutes/decimal minutes) format.

e. For over water/remote show, the waterway/remote location chart and a diagram for the takeoff and landing field will be needed with the above locations depicted on each diagram, as applicable.

4. Mandatory attendees for the Winter Visit. Make every attempt to have the personnel listed below and in Appendix (B) attend the Winter Visit meeting so Blue Angel #7 and #8 can resolve any questions your committee may have regarding the support of a Blue Angels Flight Demonstration.

- Air Show Coordinator
- Blue Angels Liaison
- FAA Air Traffic (Civilian) Representative
- Maintenance Support Point of Contact
- Airfield Tower Supervisor (Military)
- Security Chief
- Fuel Point of Contact
- Transportation Point of Contact
- Medical Point of Contact
- Civilian Police Escort
- Navy Recruiting Representative
- Marine Corps Recruiting Representative
- Hotel Manager(s) (verify with Events for possible hotels)
- Crash Crew Chief
- Publicity Coordinator
- Airfield Manager/Operations Officer
- U.S. Coast Guard Representative (if applicable)

a. The Air Show Coordinator must ensure that the FAA Representative from the Flight Standards District Office (FSDO) who will monitor your show is present at the winter meeting. The importance of this FSDO representative's attendance at the winter meeting cannot be overstated. Several problems relating to the waiver, airspace, or specific scheduling requirements can be avoided by FSDO attendance at the Winter Visit. Per FAA ORD 8900.1 VOL3, CH6, SEC1, 3-148B paragraph 2, "Participation in these meetings is mandatory for the jurisdictional FSDO."

5. Extending Boarding Ladder (Super Hornet)

a. Upon parking the #7 aircraft during the Winter Visit, Blue Angel #7 will secure the engines and raise the aircraft canopy.

b. Once the canopy is raised, ensure a flight line operator unlocks the latch assembly by pressing the selector marked "Ladder" in aircraft door number 9, which can be found on the left

side of the aircraft just in front of the nose wheel (Figure 1). Take care not to touch the selector marked “Canopy” as this will affect canopy travel. This allows the ladder to rotate down and forward to the extended position. When the struts to the ladder are fully extended the upper and lower locking mechanisms will engage. The lower strut side brace will need to be rotated up and inserted into the locking receptacle located on the aircraft.

NOTE: Use caution when releasing the latch assembly for the ladder in the event the struts do not slow the descent of the ladder assembly. Also, ensure there are no other personnel standing under the leading edge extension of the wing, as the ladder will freefall when the selector is pressed.

Figure 2-54. Boarding Ladder

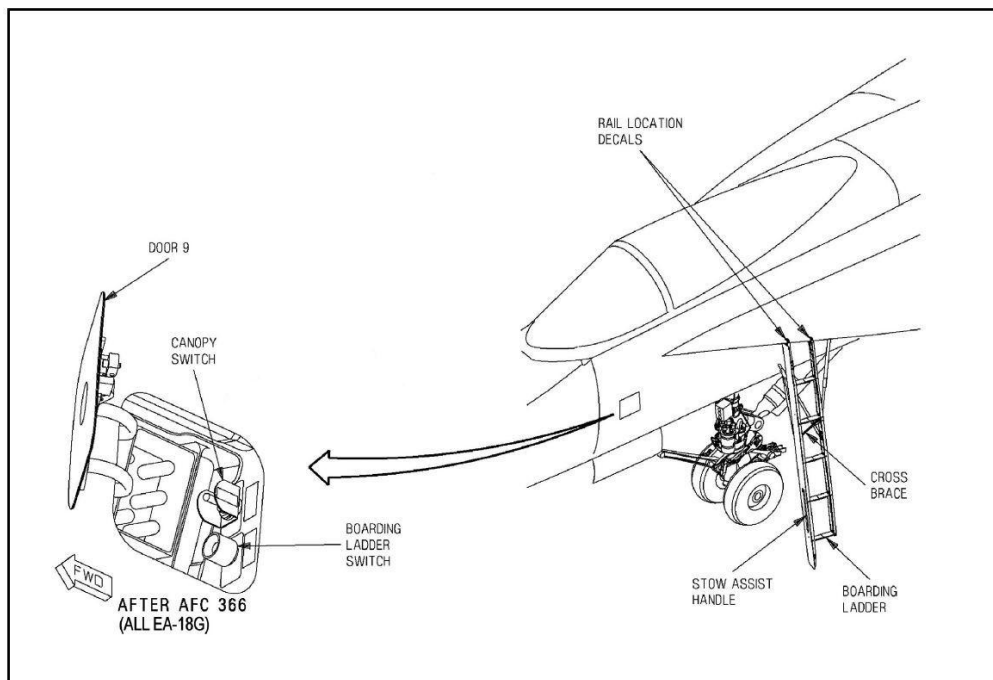


Figure 1 (Super Hornet)

CHAPTER III
PERSONNEL SUPPORT

1. This chapter describes the requirements for supporting Blue Angels personnel on the road. Appendix (I) (Personnel Support Checklist) will help you consolidate the information requested in this chapter. This checklist must be submitted to the Blue Angels Assistant Events Coordinator 90 days prior to the Team’s arrival at your show site.

2. Hotel Accommodations. Navy Flight Demonstration Squadron personnel will spend more than 300 days a year away from their homes in Pensacola, FL. As such, a reasonable place to stay at a cost not to exceed the military maximum lodging rate in the area is required. Blue Angel #8 will make the decision on which hotel the team will use. Suggestions and recommendations from the air show staff are always encouraged and appreciated. Prior to the Winter Visit, provide a list of two or three hotels to visit and tour. Please identify hotels in your nearest downtown area that can meet both the capacity and rate requirements. Between 65 - 85 rooms are required for the team, which each member will pay for individually. The Blue Angels Assistant Events Coordinator can supply information regarding your area's maximum DoD military lodging rate. Should no suitable lodging be found within a consistent 30-minute drive from the airfield, the air show sponsor is responsible for funding any cost above the DoD military per diem rate including all taxes and incidentals (e.g. parking fees).

a. As soon as the hotel has been selected by Blue Angel #8, all requirements for hotels will be delineated in an official Letter of Intent to be sent out between December 2024 and February 2025 by the Blue Angels Events Office. The entire hotel reservation process will proceed between the hotel and the Events Office, unless the air show is supplementing the cost, in which case the Events Office will continue working with the air show staff. Of note, if the air show has a block of rooms at the same hotel, please be explicitly clear that the blocks are separate.

(1) Checkout. Per U.S. Navy administrative procedures for liquidation of travel claims, please provide a zero balance on all receipts with original receipts given to each team member, preferably provided under the door on the night before checkout (this reduces the workload on the hotel desk staff).

(2) At select show sites, normally remote sites, a secure space to lock up high value equipment used by the communications cart and media specialists is required.

(3) Remote show sites need a conference/meeting room reserved as the debriefing room at the team’s hotel.

3. Transportation. The squadron needs a minimum number of vehicles as outlined below to successfully conduct business at your show site.

b. <u>Minimum Vehicles.</u>	Before 10 SEP 2025	After 10 SEP 2025
	30 – Standard Trip	33 – Standard Trip
	33 – Long Trip	36 – Long Trip

#7 and #8 will inform you what type of show you are at the winter visit.

(1) FULL SIZE 4-DOOR SEDANS OR SUVS

- 17 – Standard trip before 10 SEP 2025
- 20 – Standard trip after 10 SEP 2025
- 20 – Long trip before 10 SEP 2025
- 23 – Long trip after 10 SEP 2025

(2) TEN (10) Mini vans and/or full size SUVs.

(3) TWO (2) 12 or 15-passenger vans. If these vehicles are not allowed to be used for transportation away from the air show site, three additional full-size vehicles must be added to the above requirements.

(4) ONE (1) Six-passenger 2500 series or ¾ ton truck, FULL 4-door, minimum 6' bed, crew cab pick-up without canopy and without toolbox (completely empty bed) to be used for maintenance, oil, fluids, and dirty parts. If the vehicle is new or conditions warrant, recommend that the cargo bay be lined. This truck requirement is a necessity and cannot be substituted.

(5) Remote parking: An additional 12 or 15-passenger van or bus is required if the Blue Angels friends and family seating area is more than ¼ mile away from the briefing room or if jets are remotely parked on the airfield. This will assist in the transport of friends and family for photos after the demonstration, and escorting guests from the briefing room to the seating area.

b. Vehicle Requirements

(1) The detailed specifications listed above help fulfill the team's transportation needs. All requested deviations from the specifications above must be coordinated through, and approved by, the Events Office. Of note, if larger vehicles are unavailable they will need to be replaced with twice as many smaller vehicles. Not having the large vehicles makes it difficult to accommodate the same number of people without adding more cars.

(2) All vehicles are required to be staged for Blue Angel #7 upon arrival. Recommended that they be staged the night prior, if able.

(3) Park all vehicles on the ramp near the designated parking area for the C-130 to facilitate aircraft-to-automobile off-loading. Keys should be placed inside the vehicle's visor.

(4) All vehicles must have access to the ramp area and flight line. Our #7 Crew Chief will affix "Blue Angels Official Vehicle" stickers on each vehicle. These stickers must be allowed to function as an "All Access" flight-line pass.

(5) All vehicles must have at least a half-full tank of gasoline and will be returned the same way. The team cannot accept vehicles with mileage or area limitations.

(6) Insurance is the responsibility of the air show sponsor or car dealer. Full coverage is required and will be used in the event of an accident. If cars are being rented, the air show

sponsor must sign for them before they are turned over to Blue Angel #7. Team members are not authorized to sign for vehicles or provide driver's license numbers.

(7) In no way can the air show, dealership, or rental car company state or imply that the Blue Angels or the Navy endorses the provider's courtesy cars. Car providers can promote their participation in a community activity (the air show) so long as there is no appearance of selective benefit for endorsement of the vehicles or the provider.

4. Medical. The Blue Angels Flight Surgeon requires a medical point of contact (POC) at each show site in order to support aircrew and maintenance personnel who may become ill or get injured. This person must be a local physician and must be available by cell phone during our entire stay. The team's Flight Surgeon uses the medical POC to coordinate any unforeseen medical needs such as emergency room visits, specialty consultations (orthopedics, dental, etc.) or prescription needs. Additionally, our Flight Surgeon needs the name of the most convenient hospital with a full-time Emergency Department and the name of the nearest hospital designated as a Level I Trauma Center.

5. Athletic facility. The Blue Angels are required to maintain a rigorous physical conditioning program, especially during the show season. As a note on safety of flight, there is positive correlation between "G" tolerance and regular resistance training. Complimentary access to a high-quality gym facility near the hotel is a requirement for a safe performance at your air show. Exercise facilities in hotels are not sufficient and workout areas on military bases are not accessible on show days due to heavy traffic; neither of these satisfy this requirement. Minimally, the facility should have a complete weight training area and must be available during hours the Team could use it. Available workout times for Team members are from 0700 - 1200 and 1800 - 2100 daily. It is very important to ensure gym availability on Saturday and Sunday as well. Pre-coordination for the Team is encouraged. Please create a list of two gyms that Blue Angel #7 and #8 can tour during their Winter Visit. The primary considerations are proximity to the hotel, strength training equipment, and hours of operation.

5. Sustenance. The Blue Angels perform in a different city every weekend. The largest demand on time comes from the many hours spent preparing for a show and then debriefing. Due to this time constraint, food and beverages can be hard to attain by Blue Angels personnel. Providing convenient access to food and beverages to sustain about 65 people will help ease the burden on high-tempo Blue Angels personnel while conducting your air show, and would be greatly appreciated. This is a request, not a requirement, and is in addition to the requirement for the 50 cases total of water and 50 pounds of ice required in the maintenance section. Potable water is essential and the supply should be assured throughout the day and night, as the maintenance team often works 24 hours a day to ensure all Blue Angels aircraft are up and ready to fly for the demonstration. Please work with Blue Angel #8 for more details to ensure no efforts or food go to waste. The following list describes required personnel items for a Blue Angels Demonstration at your show site:

Restrooms	Nearby facilities	Must be accessible from aircraft parking and maintenance storage or 1 chemical toilet available
15 pounds daily	Ice	Placed in the hangar to replenish water coolers.
5 pounds daily	Ice	Placed at communications cart to replenish water coolers.
12 cases per day	Bottled water	Placed in the hangar to replenish water coolers. *PLEASE DELIVER ICE & WATER TO THE HANGAR BY 0700 EACH DAY.
1 case per day	Bottled water	Used by the communications cart, narration, music crews, and aircrew during practices and show days.
3 cases per day	Bottled water	Placed in the briefing room.
2 large coolers		Placed in the hangar to be stocked with ice and bottled water daily.
1 large cooler		Placed in the briefing room to be stocked with ice and bottled water daily.
1 small cooler		Placed at the communications cart to be stocked with ice and bottled water daily.
1 small cooler		Placed at narration stand to be stocked with ice and bottled water daily.

6. Blue Angels Friends and Family Seating. A minimum of 300 separate and clearly identified Blue Angels friends and family seats are requested on Friday, Saturday, and Sunday. This area is requested to have shade (example: a large tent or a group of tents), entry access in front of and behind the crowd line, and manned by air show designated personnel. Some seating can be outside of the shade. This area should also be separated from the main spectator viewing area and be positioned directly across from show center point or as close as possible.

7. Blue Angels Friends and Family Passes. Blue Angels friends and family passes will be provided by the Events Office. Samples will be provided via email to the Blue Angels Liaison so security personnel can be briefed. Blue Angels friends and family passes are requested to provide access to VIP parking (when available), access to the team's designated seating area, and access (for guests) to any Blue Angels social commitments. If there are any movement restrictions between the VIP parking area and the Blue Angels friends and family seating area

due to security requirements, please contact the Events Office with your proposed plan to circumvent these restrictions. For example, for military installations we recommend security be briefed about the tickets and entry restricted to one gate to allow team Friends and Family access to the installation when not opened to the public. Each pass is marked, with a specific show site and show day (i.e. Friday, Saturday, or Sunday). Alumni Blue Angels and Blue Angels' spouses also possess a special season long pass. These passes should be treated as any other individual show pass, as described above.

CHAPTER IV
MAINTENANCE

1. This section contains a complete listing of all essential servicing and ground support equipment (GSE) required by the Blue Angels' F/A-18 aircraft. The supply items (i.e. jet fuel, smoke oil etc.) should be ordered well in advance. To ensure a smooth evolution please require your maintenance representative to contact the Blue Angel #7 Crew Chief (#7CC) as soon as they arrive, and no later than Fat Albert's arrival.

2. Maintenance Requirements. During initial contact, the Blue Angels Assistant Events Coordinator will require a precise list of supplies and GSE that you cannot furnish. These items will have to be ordered and delivered from a nearby military installation by the air show. In this case, the air show shall pay the per diem expenses of personnel transporting this equipment. After these arrangements have been made, you must mail a check to the command that will supply the equipment. In most cases, Commanding Officers will not release equipment until checks have been received. All items dedicated to the Blue Angels must be staged in the maintenance hangar and available for inspection upon Blue Angel #7's arrival. These items will be operationally checked by #7CC as soon as they land. Delivery the same day is too late.

a. Blue Angels equipment and "show load" road boxes must be unloaded and stored in a secure building or hangar upon arrival. The hangar must be convenient to the aircraft, but away from the crowd, to prevent maintenance vehicles from driving through spectators to get needed parts or equipment during the air show.

b. The following table describes required maintenance equipment needed for a Blue Angels Demonstration at your show site:

<u>Total Units:</u>	<u>Types Available:</u>	<u>Description:</u>	<u>Additional Information:</u>
3 total	-Primary	A/S32A-42 or A/S32A-45	Aircraft TOW TRACTOR used to position aircraft.
	-Secondary	TA-75 or JG-75	
	-Air Force	MD-1 4x4	
	-Alternate	Lektro	
3 total	-Primary	ALLBAR (22ft)	TOW BARS. 22 foot ALLBAR is required. All substitutions must be verified prior to acquisition and tow bar will be used only with A/S32A-42 tractor. Used to position A/C.
	-Secondary	Universal NT-4 (22ft)	**NT-4 used only with TA-75 or JG-75.
	-Air Force	MD-1 (22ft)	

<u>Total Units:</u>	<u>Types Available:</u>	<u>Description:</u>	<u>Additional Information:</u>
1 total	-Primary	A/M26U-14	OXYGEN SERVICING CART used for seat pan. Civilian units can be used, needs a minimum servicing pressure of 1800 psi.
2 total	-Primary -Secondary	AM27T-15 or AHT-64 MJ2 or MJ3	HYDRAULIC TEST STANDS. Should produce Diesel suitable only 5,000 PSI with variable flow. (MIL-PRF- 83282) Used to test retraction of landing gear and the removal and replacement of Hydraulic pump. Fittings: 12 – Pressure; 20 – Return. AM27T-16 Blue Angels bring 2 custom “mule” adapters for Hydraulic Jenny.
1 total	-Primary -Secondary -Air Force	A/M47A-4/MSU-200 GTC-85 A/M-32A-95, A/M-32A-60, MA-1A	AIR START UNIT. A/C sometimes require an air start in case of APU failure.
1 total		A/C Cart	July – August, to cool avionics
1 total		B-1 Stand or AF equivalent	Used for Modex changes
1 total		Air Compressor	Used for OBOGS testing and airing fuel cells out for maintenance. 150 PSI max
1 total	-Primary -Secondary	A/M32M-40 Any Power Washer	CORROSION CONTROL CART. Used for water wash for bird ingestion. Power washer must be paired with MIL-PRF-85704 TY1 or M85704-1-A (The team will bring the solutions needed.)
3 total	-Primary -Secondary -Air Force	NC-10C /NC-8A A/M 24M-6 A/M 32A-108 A/M 32A-86, A/M 32A-60	ELECTRIC START UNITS – Units must have 3 Phase, 115 VAC, 400-hertz capability. Used for ground power of the aircraft.

<u>Total Units:</u>	<u>Types Available:</u>	<u>Description:</u>	<u>Additional Information:</u>
1 total		Forklift	FORKLIFT must have 10,000 pound, three stage lift capacity, used to move available smoke oil drums, equipment, and C-130 airline cargo pallets. See exact forklift specifications and diagram below for all requirements.
1 total	-Primary	TMU-27	LOX SERVICING CART. TMU-27 must have a minimum 6 feet servicing hose for C-130 (expected to be usable). Please include personal protective equipment, if provided with the cart.
1 total	-Primary	A/M26U-4A/B	NITROGEN SERVICING NAN-4 CART. Used to Service
	-Air Force	NGC-15-TM	A/C tires. Must be a high pressure cart. Minimum 3,000 PSI.
4 total	-Primary	NF-2	(1) MOBILE LIGHT AND A/M42M-2 (2) POWER CART.
	-Secondary	Civilian service	Used for night maintenance.
	-Air Force	FL-1D	Must be portable in order to expedite movement to remote locations. Must have regular 120 volt, 60 Hz outlets.
5 total		Halon Fire Bottles	Must be available for any unexpected aircraft fires. One will be needed near Fat Albert, one next to the #7 jet, and three near aircraft #1 – #6. If aircraft are all in close proximity, four bottles will suffice. PKP/CO2 fire bottles may also be used if Halon is not available.

<u>Total Units:</u>	<u>Types Available:</u>	<u>Description:</u>	<u>Additional Information:</u>
5 gallons (x2)		Unleaded gas	UNLEADED GAS is used for our portable generators. (For remote show-sites, we require at least two 2½ gallon containers).
1 total	-Primary -Secondary	B-1 B-2	10 feet high maintenance platform.
1 LAV cart	-Primary -Secondary -Alternate	LC180-RJ2G LC-130AF LC250/150	Lavatory Service Cart for a C-130J
3 total		Airfield Radio	Must be able to receive local airfield frequencies to include ground and tower at a minimum. Only necessary if crew will cross active runways/taxiways.
19,000 square feet		Hangar space	Hangar space is used for maintenance and foul/cold weather storage of our jets. Hangar space must be dedicated for exclusive Blue Angels use.
1 golf cart/vehicle			Transport hammonds cart, and to and from fuel farm

NOTE: For air shows hosted by military authorities: The Government Accountability Office (GAO) has opined that appropriated funds may be used to purchase bottled water where the command determines that, given the circumstances, bottled water is the best way to provide access to potable water at remote or temporary work sites. See GAO Opinions B-310502 (4 Feb 2008); B-318588 (29 Sep 2009). Given requirements for mobile maintenance, communication cart, and performance teams at various locations across the airfield, our experience is that bottled water best furthers the operational mission of the Blue Angels.

b. All maintenance support equipment must be in place prior to Blue Angel #7's arrival at your show site. The above listed equipment must be dedicated for exclusive use by the Blue Angels from C-130 arrival until C-130 departure. #7CC will arrive in the #7 jet usually one day prior to the C-130 as part of the advance crew to test and ensure proper gear inventory.

2. Smoke Oil (55-Gallon Drum) Requirements

a. WEEKEND SHOW (Thursday through Sunday) – 30 drums

b. ONE DAY SHOW ONLY/USNA SHOW – 20 drums

*Please confirm with the Events Office about your type of show.

c. Types of smoke oil. Chevron Canopus 13, AeroShell Smoke Oil, Phillips 66 Smoke Oil, Turbine Oil 32, Delta 1280, PQ Turbo 10, Chevron Regal R&O 32, W.S. Dodge Aviation Smoke Oil C-13, Copper State Petroleum (CSP) Aviation Smoke Oil, Fog Oil (MIL-PRF-12070, NSN 9150-00-261-7895), Pure White Smoke Oil by Petroblend. Phillips 66 Industrial Oil Grade 110/115, Phillips 66 Pure Performance Base Oil Grade 70N/80N, Petro Canada Paraflex HT-10.

d. The air show is required to pay for all smoke oil. Smoke oil drums must be placed and kept on pallets (2 - 4 per pallet) and positioned near or in the Blue Angels maintenance hangar. Only full, unopened containers are acceptable. (unopened drums CAN be returned)

If you have any questions on smoke oil, contact the numbers below.

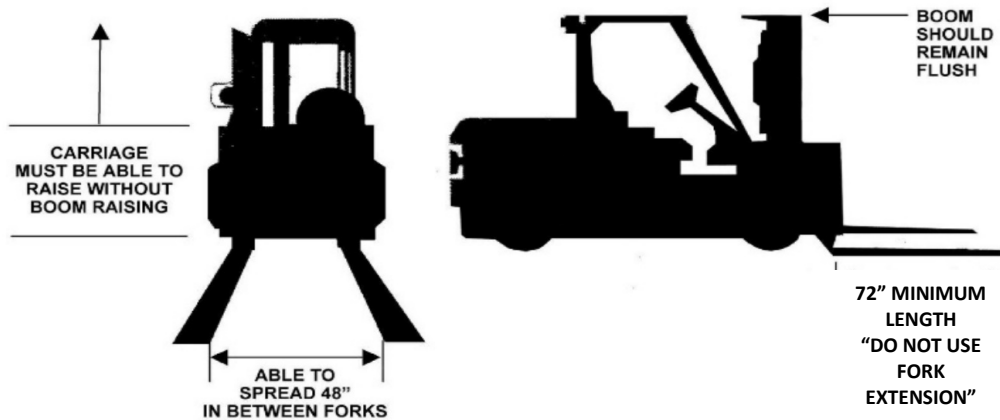
Shell: 1-888-Go-Shell or 1-713-241-6161; Chevron/Texaco: 1-800-582-3835 or 1-925-842-1000

3. Fuel Trucks. Request three dedicated fuel trucks to be available to refuel all aircraft immediately after shutdown. This request is especially important following each #7 ride on Wednesday, between circle maneuver flights on Thursday, and after the demonstration on departure day.

4. Defuel Truck. Show site must have one defuel truck readily available for team use upon arrival and through departure. In the instance a show site does not have a dedicated defuel truck on location a plan must be submitted to the Events Office supplemental to Appendix (C). The plan shall outline the acquisition of a defuel truck from either a nearby airfield, FBO or military installation, and to include detailed timeline procedures: starting with the team's request for a defuel truck, and concluding with the defuel truck on location for use. Upon request, defuel trucks should arrive within two hours to support.

5. Hazardous Waste Disposal. Show site must provide a place for maintenance team to dispose of hazardous waste, i.e.: Engine oil (MIL-L-23699), NSN 9150-00-985-709; Hydraulic fluid (MIL-L-83282C), NSN 9150-00-009-7709; Aircraft fuel (JP-5, JP-4 or equivalent)

6. Forklift Requirements



a. All sites require a standard forklift rated at 10,000 pounds to on/off load (463L) U.S. Air Force pallets. Pallet dimensions are 108 inches by 88 inches (9 feet by 7 feet). Aircraft and load dimensions limit the size forklift that can be used to load/unload the C-130. The forks need to be a minimum of 72" long without the use of extensions and be able to spread to a width of 48 inches between inside of fork edges. The forklift boom must not exceed 10 feet in height with the forks raised 6 feet off the ground. The forklift should have pneumatic tires; solid wheels are unacceptable for show line use. Forklifts designed for lifting only wooden warehouse pallets are not capable of handling the C-130 load. A forklift operator will not be required. Only Blue Angels personnel are authorized to operate forklifts while loading/unloading and moving Blue Angels equipment. With your cooperation, we can ensure a safe and expedient on/off load that will help present a high-quality Blue Angels performance. *Of note, a K-loader can be used but an operator would need to be provided, a forklift will still be needed to offload the k-loader.

CHAPTER V OPERATIONS

1. This chapter discusses the operational requirements for a Blue Angels air show. Any time the Blue Angels are flying at your show site, your site should be considered “show-ready”. Show line requirements, spectator containment, aircraft parking, FAA waivers, road and airfield closures are the same on Thursdays and Fridays as they are on show weekend. Any time Blue Angels aircraft are flying at your site, you should assume it will be aerobatic and must be covered by the waiver. Functional Check Flights (FCFs) and Key Influencer/Media rides require airspace/working area, but not waived airspace at the airfield. Planned airspace will be discussed at winter visit.

2. General Information. The following information is included so you may better understand how the Blue Angels operate.

a. Blue Angels Arrival/Break Procedures. The Blue Angels landing pattern begins at a minimum of 200 feet over the approach end of the runway. At mid-field, the entire formation, one jet at a time, will pitch up and break outboard to the downwind. Brief your control tower personnel that this is non-aerobatic and does not require a waiver, but is dynamic. The Blue Angels are authorized to use this pattern by the Federal Aviation Administration (FAA) and will use it on all VFR flight terminations. When returning from remote air show locations with possible low fuel, or on transit from home base, this pattern allows six jets to land in the most expeditious manner and reduces airspace congestion.

b. Circle Maneuvers (Airfield/Airspace/Showsite Orientation). For circle maneuvers, aerobatic maneuvers from the show sequence will be performed over the show line. At a minimum, plan a 3.5 hour closure of your airfield or demonstration site for circle maneuvers and a subsequent practice (usually on the Thursday prior to the show). These maneuvers are required to allow the pilots to familiarize themselves with the show line and surrounding geography. The pilots will spend two hours circling the airfield in order to pick out ground reference points (Window 1 – Diamond, Window 2 – Solos, Window 3 – Full Practice). Once the pilots are satisfied with their ground reference points, they will fly some maneuver profiles, which will be fully aerobatic requiring a sterile aerobatic box, waived airspace, and a TFR. A one-hour break after the first two hours should be built into the schedule, followed by the third and final flight window. The third window will be used for a practice demonstration. This facilitates arrivals and departures at your show site as well as time for maintenance personnel to prepare the jets for their last flight of the day. The FAA waiver is required for performing circle maneuvers and the practice. The waiver must cover the entire timeframe. Provide Blue Angel #8 a list of ALL scheduled commercial, corporate, and any other scheduled traffic that will be arriving or departing from the airfield during Blue Angels practices and demonstrations. We ask that these arrivals and departures be de-conflicted. The preliminary list should be provided no later than 30 days prior to your show, and an updated list MUST be provided no earlier than two weeks prior to your show. This does not apply to remote shows. All three flight windows may be scheduled separately, but only as a last resort to

accommodate the airfield schedule. Below is an example of the standard schedule for circle maneuvers and practice:

1200 - 1300 Circle Maneuvers for Jets #1 – #4
1300 - 1400 Circle Maneuvers for Jets #5 – #6
1400 - 1500 Maintenance Break
1500 - 1630 Practice Jet Demonstration & C-130 circle maneuvers

c. Temporary Flight Restrictions (TFR). A TFR is required to increase the level of safety for the demonstration team and spectators attending practice or show demonstrations. Show sites can coordinate a TFR through your local Tower Supervisor, approach control, and regional TRACON. All practice and demonstration waiver times must be inclusive of the TFR. Please submit the TFR application to our Events Office no later than 30 days prior to your show, and ensure it is published no later than one week prior to Blue Angel #7's arrival. In general, the earlier the TFR is published, the fewer interlopers will enter the airspace.

2. Operational Requirements

a. Practice Demonstrations. Do not advertise practice days as show days. This is in the show's interest primarily due to the team's practice and proficiency needs. Practices may be altered or cancelled depending on these requirements.

b. Surface Composition. Runways, taxiways, and the ramp must be able to support the F/A-18 (maximum weight of 50,000 pounds on single wheel type landing gear, weight bearing 250 PSI) and the C-130 support aircraft (maximum weight of 155,000 pounds on single tandem type landing gear, weight bearing 80 PSI with ESWL of 28,000 pounds). Park the C-130 on concrete if possible. CAUTION: Parking or taxiing the C-130 on asphalt surfaces or ramp areas which do not meet these specifications may cause damage to both the surface and the aircraft.

c. Show Line / Spectator Area / Show Parking. The show line is a perfectly straight path over the ground that the demonstration pilots will use as the primary reference for performing their maneuvers. The most desirable show line is the inboard edge (from crowd perspective) of a runway. One full size white semi-trailer will be required as a marker for the show center point along the designated show line. Place marker vehicle in a straight line, exactly perpendicular to the runway, at 50 feet from the inboard edge of the show line if the distance to the crowd is greater than 1,200 feet, and outboard if the distance is exactly 1,200 feet. The use of multiple smaller vehicles, such as snowplows or de-icers, to equal the size of a white semi-trailer is acceptable, provided they are clearly discernible from the show line and approved by Blue Angel #8. A white semi-trailer (even with a company's logo on the side) is easiest for the pilots to see from distances as great as 5 miles. Center point marker must be clearly visible from 200 feet above the ground at three nautical miles left and right of center point.

(1) If the show line is not an existing runway, an artificial show line must be constructed. The artificial show line must be clearly visible from 200 feet above the ground at three nautical miles from center point. A 5,000 feet by 40 feet strip composed of white farmers plastic, placed as close as possible and parallel to an existing runway, is the best example of an artificial show

line. Other materials can be used. Ask Blue Angel #8 if you plan to use anything other than white plastic. Other examples include gypsum pellets, crushed limestone, and buses. Use a surveyor to ensure that these artificial lines are perfectly straight. In all cases where you cannot use a runway as a show line, contact Blue Angel #8 prior to the Winter Visit. You must have an artificial show line concept established prior to your Winter Visit. This is mandatory, so the FAA can approve the site and all questions can be answered during the Winter Visit. The artificial show line must be in place prior to the arrival of Blue Angel #7 for show week. Blue Angel #7 will visually check the show line from the air upon arrival. Discrepancies found must be corrected on the day of Blue Angel #7's arrival. Vehicles used to mark center point must be mobile. Drivers and keys must be available upon Blue Angel #7's arrival and during the team's circle maneuvers. Ensure communication can be established with the driver and Blue Angel #7 at the Blue Angels communication cart at all times. The Blue Angels cannot proceed to an air show site until the show line requirements are met. (Instructions for constructing an artificial show line are contained in the enclosures).

(2) Crowd restraint fencing needs to be constructed parallel to the show line establishing a spectator area. The crowd line must restrain spectators as well as FOD (i.e. trash) with a physical barrier, and be in place prior to the Friday practice demonstration. An acceptable crowd barrier is snow fence, plastic or wood. Rope or "police tape" is NOT an acceptable barrier. Friday commences the need for security personnel to be posted at regular intervals along the crowd barrier to ensure spectator and FOD control.

(3) The spectator area should offer an unobstructed view of the show line in both directions. Trees, buildings, or aircraft (large or small) should not obscure the setup for our maneuvers along the show line. Safety observers, video crew, and field control personnel are all staged in front of the crowd line at show center. Please be sure to include the communications cart planned location on your Airfield Diagram and Appendix (L). Moveable objects such as aircraft or vehicles must be positioned behind the crowd line and remain stationary. Flashing lights and strobes anywhere on the airfield must secure to the maximum extent possible while the Blue Angels are flying. This must be done before the Team's circle maneuvers and remain throughout the demonstration weekend. It is imperative that all other performers and other moveable vehicles and structures are out of the aerobatic box prior to the Blue Angels demonstration.

(4) During the Blue Angels demonstration, other performers will need to park clear of the taxi pathway and remain clear of the team's ground operations and communications cart.

(5) To meet FAA aerobatic requirements, the center of the spectator area must be within the confines of the 30-degree run-in lines and corner markers. If this cannot be met, please discuss with Blue Angel #8.

d. Remote and Over-Water demonstrations. Over-water demonstrations are the most difficult air shows to organize and fly. The visibility, accuracy, and stability of the show line remain a critical requirement. Two reference points are required, a center point boat and either a crowd right boat or a natural reference point. If available, a natural reference point is preferred. The boats act as an artificial show line. No more than two objects are allowed to form the show

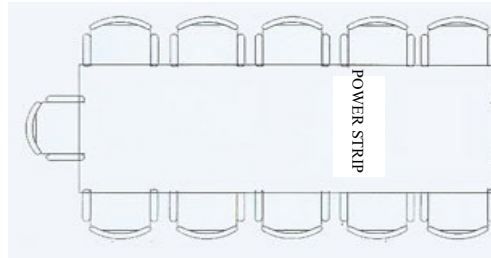
line, unless one is a natural reference point and clearly annotated. The Air Show Organizer is responsible in ensuring these vessels are in the proper position prior to each practice and performance. Vessels are required to be approximately 100 – 130 feet in length with a vertical mast height less than 40 feet (For example, a U.S. Coast Guard Buoy Tender or Cutter) (App (F) CR boat, min 60’). Use the largest vessel at center point and the second largest vessel, moored 2,500 feet to the right, as the crowd right marker. Notify the Blue Angels Events Office 60 days prior to the show with size of both boats for approval. The location of center point and crowd right vessel (if used) should be clearly marked with coordinates listed in degrees/minutes/decimal minutes format (ex. DD MM.mmm). In addition to these items, annotate what will mark the Category III show line, for instance orange buoys, the location of the Blue Angels communications cart and friends and family seating area. Diagrams should be oriented from the crowd perspective, include a north up arrow, an overlay of the aerobatic box, 30-degree run in lines and show lines with magnetic headings in both directions. If the exact vessel that will be used for center point is known, include a picture of it, along with the height and length, on the diagram. The aerobatic box must be kept clear of all boats and swimmers. The U.S. Coast Guard and local marine police activities are invaluable in constructing, surveying, buoy positioning, and securing water show lines. Finally, marine band VHF radio and a Coast Guard representative must be available during all flights over the water. Shore-to-vessel communications will control positioning corrections and convey security breaches of the area. Communication between the boats and the communication cart is critical to the success of the show and must be provided each day. For safety reasons, the demonstration will be unable to proceed if the aerobatic box is not clear of unauthorized boating traffic and spectators 30 minutes prior to scheduled takeoff. Please plan on Blue Angel #7 conducting a survey flight via helicopter, usually on Thursday morning, to verify the position of the center point and crowd right boats and adjusting as needed. This flight needs to be set up by the air show and communication between Blue Angel #7 (in the helicopter) and the boats is required. Both boats should be in position prior to this flight.

(1) When a performance is considered remote the center point support crew must be transported to show center. Please make escort arrangements for approximately 8-10 team members from the airfield or hotel to show center and back for all practices and performances. Helicopters or vehicles with police escort are expedient ways of moving these people. Contact the Events Office for further guidance.

(2) If the airfield is uncontrolled (i.e. No tower), the Air Boss must be present, in direct communication, and ready for air operations during all Blue Angels flights, including Thursday circle maneuvers.

e. Briefing Room. The Blue Angels require a briefing room that is secluded without general public access, air conditioned, has access to restrooms, has high-speed commercial wifi, two 30-gallon trash cans, and a printer (color, if able) and copier. Mobile wifi “pucks” are not acceptable, and will not suffice due to cell tower congestion on air show days. This room should be set-up in a conference style seating arrangement (10 chairs around a long table, see example below). There should also be seating for at least 15 personnel around the perimeter of the room. If required, two keys must be provided to Blue Angel #7 upon arrival. If there is an intercom system in the room, please turn it off. A second, smaller office or briefing room is required for

additional briefings and, at a minimum, needs two chairs.



For remote shows, an additional conference style debriefing room is required at the hotel. This room should be reserved for all week access with exclusive use and the ability to lock when not in use. The communications cart will use this space for overnight storage of video and safety equipment.

f. Aircraft Security. A roving security force is required 24-hours a day to protect all Blue Angels aircraft. If the show site has a manned FBO with security 24-hours a day this will suffice. At military show sites, normal ramp security is sufficient. The air show is responsible for providing security. The Blue Angels require security for the entire period the aircraft remain at the show site beginning with arrival of the #7 jet. For long trips (Sunday or Monday arrival), security may be required for up to eight days.

(1) A securable location, accessible to team members only, must be available for maintenance equipment, normally in the maintenance hangar. If not available, one security guard will be required to protect equipment (24-hours a day) throughout the team's stay.

(2) Under no circumstances will people or groups be allowed to loiter or take pictures in front of aircraft without a Blue Angels team member escorting them.

g. Spectator Security. Provisions must be made to prevent spectators from approaching the aircraft prior to and following all flight demonstrations and practice flights. Integrity of the spectator line, including Blue Angels friends and family seating areas, is essential to the safe operation of your show.

(1) Crowd line security at the completion of a practice or demonstration can be a significant problem. Security personnel along the crowd barrier are essential, especially during autograph sessions. A member from the Public Affairs Office will brief them on procedures and courtesies. These escorts are in addition to personnel required to maintain the crowd line.

h. Performance Security. During the Blue Angels scheduled performance, show line integrity is mandatory. All airport and security vehicles will refrain from crossing in front of the crowd during Blue Angels performances for safety reasons (crash and fuel trucks included). All non-Blue Angels vehicles and aircraft movement in front of the crowd shall stop. No other aircraft should turn-up, take-off, or tow in front of the crowd while a practice and/or demonstration is in progress, to include walk back.

(1) For safety reasons, all non-essential personnel shall stay clear of the area where the communications cart is set up. Only squadron personnel will be allowed within a 30-foot radius around the cart. If the area with the communications cart is expected to be within a crowded area, please have the area fenced off. Movement and parking of vehicles and/or equipment in front of the crowd line is restricted so that safety observers and video technicians may have an unobstructed view of the flight demonstration area. Provisions must be made to relocate other aircraft, equipment, and vehicles used during the show prior to the Blue Angels walkdown, and for the duration of the Blue Angels performance.

i. Aircraft Parking Plan. Carefully adhere to the dimensions set forth in the parking diagram below. During the air show, all efforts should be made to park our aircraft directly in front of the central point of your crowd area.

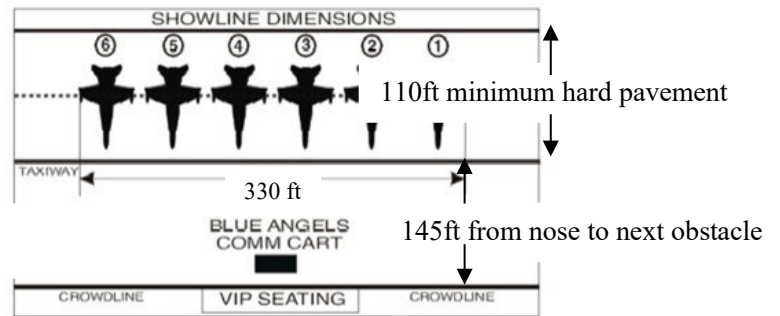
(1) Normally, Blue Angel #7, callsign VVBA7 will arrive one day prior to our six demonstration jets, callsign VVBA1 and the C-130, callsign BERT10. Park the #7 jet in a secured area, but convenient for Key Influencer/Media flights (which usually occur the afternoon of #7's arrival in the vicinity of Base Operations). Be sure to talk with the Events Office for the exact time and day of your Key Influencer/Media flights, as they can change depending on the show site. Our Events Office, not Public Affairs, will be the final authority on this plan.

(2) On Team arrival day (normally Wednesday or Thursday), the Blue Angels C-130 Hercules (known as "Fat Albert") support aircraft will land one hour prior to the six demonstration jets. Fat Albert should be parked as close as possible to the designated maintenance hangar. This will facilitate the unloading of the support equipment and supplies. No light civilian aircraft may be parked within 500 feet of the C-130 parking area due to the force of the C-130's prop wash. Once all support equipment and supplies have been unloaded, the C-130 can be repositioned to the Fat Albert Show parking area.

(3) If the Blue Angels are parked in front of the crowd during show days, please ensure that all other performers park behind the crowd line during the entire Blue Angels portion of the show or in a position that won't impede taxi out in any direction. This will preserve taxi requirements, clear line-of-sight for safety observers at communications cart, and clear lanes for filming for the video crew.

(4) Confirmation of your parking plan and any related problems should be coordinated with Blue Angel #8 either at the Winter Visit or shortly after. All parking plans should be entered into Appendix (L) and depicted on the applicable diagrams no later than 60 days in advance of the team's arrival.

j. Aircraft Parking and Dimensions. Check load-bearing capability of all parking areas, arrival and show parking. Below is the ideal positioning around center point.



(1) F/A-18 Aircraft (#1 – #6) Arrival / Show Parking: A 330 feet wide by 300 feet deep (110 feet minimum hard pavement, 145 feet minimum from the nose of #1 - #6 to crowd) parking area with ample surrounding space to allow jets to taxi and ensure spectator protection from jet blast is required. Show parking should be located at the center point of the crowd line (See Above).

(2) Blue Angels communications cart. Must be located directly across from center point. No obstructions positioned laterally, to preserve line-of-sight for our safety observers and videographers. No obstructions directly behind.

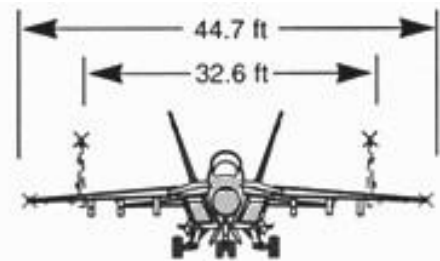
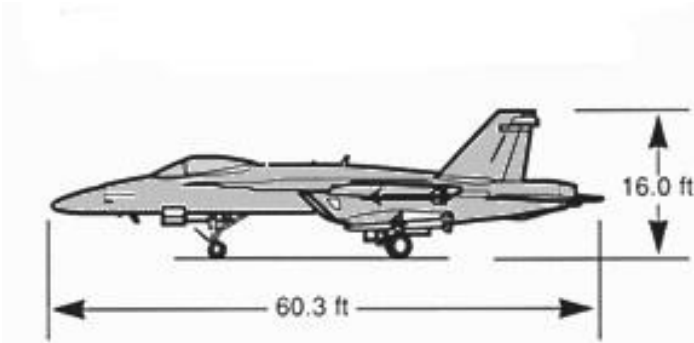
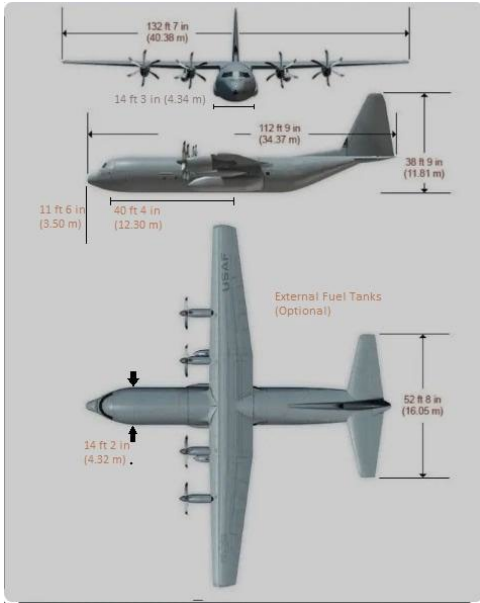
(3) F/A-18 Aircraft (#7) Arrival Parking. Positioned to be readily accessible for Key Influencer/Media flights.

(4) F/A-18 Aircraft (#7) Show/Spare Parking. Sufficient room must be available to park another aircraft alongside if a switch is required during the performance. A clear path to active runway is required.

(5) C-130 Arrival Parking. Positioned near the maintenance hangar (secure gear storage facility) to afford easy on and off loading of gear and easy maintenance accessibility to F/A-18s.

(6) C-130 Show Parking. Area with the least obstruction to spectator views, yet easily accessible for aircrew access.

(7) Dimensions.



k. Civilian Police Escort. The escort will meet Blue Angel #7 at the hotel 30 minutes prior to the scheduled caravan departure time on official air show days. If heavy traffic is expected on the practice day, another caravan may be requested. Do not expect the military to perform this duty because their jurisdiction does not extend beyond military property. Police escorts are needed to avoid undue delays in arriving at a demonstration site on show day. If large crowds are expected to delay departures from the show site, a police escort may be required to escort the officers back to the hotel so they can make their evening commitments. If your show site has limited access, please be prepared to supply the maintenance team with an additional police escort. When required, a smaller escort to the airfield may be requested for the earlier arrival of the maintenance crew. Police escorts are strongly encouraged to block all intersections for caravan safety. The police force providing the escort should have a representative at Blue Angel #7's arrival meeting for coordination.

l. Crash Crew - Search And Rescue (SAR) Capability. Adequate crash and rescue equipment must be available during arrival day and during all performances by the Blue Angels. Crash and rescue vehicles need not stand any heightened alert position. These vehicles should be located outside the crowd line with immediate access to the show line, both in front of the crowd and behind the crowd. Fire trucks should never be in a position where they might be confused as a center point marker.

(1) A dedicated, on-scene military SAR helicopter or civilian ambulance helicopter is required beginning Thursday for all flights, and throughout the rest of the air show. The airshow staff will work with local entities to ensure there is an adequate SAR asset. Coast Guard or a nearby military installation can assist you with this requirement. Blue Angels personnel will conduct one crash and rescue briefing, usually 30 minutes after Fat Albert's arrival. This should be arranged at Blue Angel #7's arrival meeting.

(2) SAR assets need to be able to fly in conditions down to 1,000 feet and 3 nautical miles. SAR assets may not take off during any flights by the Blue Angels unless a show-related emergency develops and all control will transfer to the On-Scene Commander. An ambulance shall also be on-site during all practices and demonstrations with qualified personnel and an Emergency Medical Technician. In no instance should the dedicated air show SAR assets be assigned or recommitted elsewhere while the Blue Angels are airborne, and it must NOT be a static display.

m. Arresting Gear. Arresting gear for the F/A-18 must be located at or within 60 nautical miles of a normal show site, and at or within 60 nautical miles of the airfield utilized for a remote site. If this requirement cannot be met, mobile arresting gear must be installed at the show site. If mobile gear is needed, all costs associated with the installation must be handled by the air show. Contact the Events office for further information concerning mobile arresting gear. Normally, Blue Angel #7 will test the mobile arresting gear on arrival, by landing then taxiing/rolling into the gear. Non-Aircrew riders are prohibited from being in the jet during the arresting gear test. Tow bars are not required. Arresting gear must be available for an approach end arrestment (BAK-12, 14, E-28).

n. Pyrotechnic Demonstrations. In planning these demonstrations, have the fire department survey the pyrotechnic field, ensuring a minimum of 500 feet clearance to the jets and FAA adherence. The air show should plan a FOD sweep any time after pyro is expended, but before the Blue Angels demonstration.

o. Narration Stand. Blue Angel #7 and #8 will narrate all Blue Angels demonstrations and practices from a visible point either in front of the crowd or from an existing narration stand. During these narrations, please ensure only essential personnel at the narration stand. If the narration, sound system, and/or Air Boss stand are elevated more than 10 feet, recommend they be positioned greater than 150 yards laterally from the communications cart in order to preserve line-of-sight for the safety observers and videographers. A minimum of 5 feet by 5 feet of shelter or protection over the narration equipment in the event of inclement weather is highly encouraged.

p. #7 Arrival Brief. The Blue Angels usually send Blue Angel #7 and #7 Crew Chief in aircraft #7, callsign VVBA7, to the show site one day ahead of the Team. They will provide necessary advance coordination for support of the Team's visit. Upon Blue Angel #7's arrival, a meeting will be conducted, beginning one hour after arrival and lasting approximately one hour, with the following people:

Air Show Coordinator	Hotel Manager(s)
Blue Angels Liaison	Civilian Police Escort
FAA Monitor	Airfield Tower Supervisor
Maintenance Support Point of Contact	Fuel Point of Contact
Security Chief	Transportation Point of Contact
Crash Crew Chief	Navy & Marine Corps Recruiting Representatives
Publicity Coordinator	U.S. Coast Guard Representative (If applicable)
Airfield Manager/Operations Officer	
Medical Point of Contact	

This meeting will provide committee members with a general overview of the Blue Angels' schedule and enable Blue Angel #7 to identify specific problems remaining prior to the team's arrival. Feel free to hold this meeting in the same room the Blue Angels will use for briefing purposes during the stay. Please provide Blue Angel #7 the following items at the meeting.

- (1) A complete air show schedule of events/timeline, including practice days, FAA waiver to sign, and schedule of de-conflicted commercial/corporate arrivals and departures.
- (2) Two keys to each briefing room and any additional keys or codes required
- (3) Full description of all outreach events, to include VIPs, food/beverage descriptions, protocol for presentations to include introduction of Boss, and who will be accepting lithographs
- (4) Airfield diagram pulled up on a large screen or a hard copy printout so logistics can be talked through.

CHAPTER VI C-130 DEMONSTRATION

1. The Performance. Fat Albert's availability as a demonstration aircraft shall be determined on a case-by-case basis. For questions regarding Fat Albert's demonstration, please refer to the FAA-approved Maneuvers Manual. The C-130 demonstration shall be added to the beginning of the FAA waiver under which the jet demonstration team performs. Fat Albert begins the Blue Angels' demonstration by being lined up to takeoff or pass overhead at the time we take the microphone, both the waiver and the TFR shall be active by this time. F/A-18 pilots will start their walk down once Fat Albert is clear of the show line. This schedule ensures that the C-130 is performing while the airspace is controlled by squadron personnel at the advertised start time for the Blue Angels.

2. Logistics. The support gear "show load" onboard the C-130 must be removed prior to the Blue Angels demonstration. Therefore, the secure hangar space allotted for the Blue Angels should be near the jet aircraft. This hangar space must allow easy access to the support gear by maintenance personnel without driving through the spectator area. If needed, keys to the secure area shall be made available to Blue Angel #7 upon their arrival.

3. Parking. Fat Albert arrival parking should be as close to the secure storage area (hangar) as possible for unloading the "show load". Show parking for Fat Albert must allow easy access to the runway for each day's performance. Upon completion of the Sunday demonstration, Fat Albert will return to arrival parking in order to facilitate expeditious loading, refueling, and departure. This all happens while the #1 – #6 jets are performing, so please note this takes planning to ensure the C-130 can taxi clear of the crowds.

4. Riders. Alternate Key Influencer and Alternate Media rider may join military personnel on Fat Albert during our Friday flight demonstration practice. This is a unique opportunity that will be limited to 30 passengers: no more than two riders on the flight station bunk with the remainder in the cargo compartment. Key Influencer and Media rider will be approved during F/A-18 approval process. For the military riders, please nominate exceptional examples of service members. The military members can be of any service, officer or enlisted, and on active-duty orders or activated from a reservist status. Civilian riders must be submitted 30 days prior to the flight, with a short summary of exemplary service, which will need CNATRA approval. Use Appendix (T) for medical screening each military member. Appendix (S) can be used to compile the total list of riders and will be due to Blue Angel #8 two weeks prior to the team's arrival. This manifest will be signed off by the Aircraft Commander prior to the demonstration practice.

5. Freefall Teams. Fat Albert is able to support as a jump platform for current active-duty military freefall teams. Please reach out to Blue Angel #8 for coordination. In general, the drop times need to be at least two hours prior to our Blue Angels brief. Commercial jump teams are not authorized.

CHAPTER VII
FEDERAL AVIATION ADMINISTRATION WAIVER

1. FAA waivers are required any time aerobatic flight, low level flight, or a C-130 or F/A-18 demonstration is scheduled. This includes circle maneuvers and practice demonstrations. Circle maneuvers, practice air shows, official air shows, and takeoff maneuvers at the host airfield (if your show is flown from a remote location) all require FAA coordination. Please request the waiver for seven F/A-18s and one C-130. The FAA waiver request will be approved within 30 days if the procedures outlined below are followed:

a. Initiate your waiver request through the nearest Flight Standards District Office (FSDO), on standard FAA Form 7711-2 (Application for Certificate of Waiver of Authorization) no later than 90 days prior to the air show, 120 days is recommended (See Appendix (H)). Please provide the Events Office with a copy of this application at this time.

b. Requests for FAA Waivers for circle maneuvers, practice shows, official air shows, and C-130 demonstrations may be combined on the same FAA Form 7711-2 for an air show.

c. Complete items 1 through 15 of the request form and affix your signature. If you have any questions concerning the air show waiver request, contact your local FAA office. Be sure to include a map or diagram of your desired air show operational area, including all run-in lines, with the request.

d. A five nautical mile radius from the show center point (not the center of the airfield), surface to 15,000 feet AGL is the minimum airspace for our Waiver and TFR. Please include the specific latitude/longitude coordinate of the center point on your application. At airfields above 4,000 feet mean sea level (MSL), or airfields with an expected density altitude above 4,000 feet MSL, a seven nautical mile circle around center point is necessary. All airfields within this area must be temporarily closed during Blue Angels operations. Recommend informing all airport facilities within a 15 nautical mile radius of the upcoming event/TFR for safety reasons. Specific Federal Aviation Regulations (FARs) which need to be waived are 91.117 (a) (b), 91.119 (b) (c), 91.303 (c) (d) and (e).

e. The airfield and roads within the aerobatic box must be closed during all Blue Angels airspace waived periods for circle day, practice day, and show days. At joint use or commercial airfields, this closure policy is still enforced. Commercial or joint use airfield schedules, which cannot accommodate this closure policy, will ultimately cause cancellation of the demonstration. It is absolutely imperative that ANY commercial/corporate air schedules be de-conflicted with Blue Angels' performances, circle maneuvers, and practice times. To help facilitate this, the Events Office requires a copy of all scheduled commercials/corporate airline arrivals and departures during practice and show days no later than 30 days prior to the air show. If you anticipate any conflicts, contact the Blue Angel #8 immediately and again the week prior.

2. Congested Area. Include an additional provision that states:

a. Per the FAA approved maneuvers packet, the Blue Angels are cleared down to 500 feet AGL within the entire TFR and the full TFR will be designated as a congested area.

b. Additionally, per the FAA approved maneuvers packet, the Blue Angels are cleared down to 200 feet AHO (Above Highest Obstacle) out to 3 nautical miles from center point on approved ingress/egress lines.

3. Performance Times. Following coordination with Blue Angel #8, the air show is responsible for assigning the time of the official air show, the time of the practice show, and the time of the circle maneuvers. Ensure the times are within the scheduling guidelines outlined in Chapter V.

4. TFR/NOTAMS. The Air Show Coordinator is responsible for issuing Temporary Flight Restrictions (TFRs)/Notices to Airmen (NOTAMS) through the local Flight Service Station for all air show waived times (typically Thursday - Sunday). If the performance is at a military base, a civilian TFR/NOTAM and military TFR/NOTAM must be issued in order to ensure the widest possible dissemination. Ensure that the TFR is included. We recommend issuing the TFR/NOTAM as early as possible for the best possible dissemination.

a. The NOTAM should read: "FLIGHT RESTRICTIONS _____ (LOCATION/NAME OF AIR SHOW): EFFECTIVE _____ - _____ (LOCAL TIMES). DLY _____ (DAY OF WEEK/DD/MM/YYYY) UNTIL _____ (DAY OF WEEK/DD/MM/YYYY). PURSUANT TO 14 CFR SECTION 91.145, TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 5 (OR 7) NAUTICAL MIL RADIUS OF SHOW CENTER _____ / _____ (LAT/LONG) SURFACE TO 15,000 FEET AGL. _____ (LOCATION) APPROACH CONTROL, TELEPHONE ___ - ___ - ___, IS IN CHARGE OF THE OPERATION. _____ (FAA COORDINATOR FACILITY), TELEPHONE ___ - ___ - ___, IS THE FAA COORDINATION FACILITY. WIE UFN."

5. Airboss/Air Traffic Control Tower. During Blue Angels waived airspace periods, a Blue Angels Officer will be present to help request and coordinate the handover of airspace to the Blue Angels communications cart. The Air Boss and tower must relinquish control before the team will begin a practice or demonstration. Ultra High Frequency (UHF)/Very High Frequency (VHF) guard is monitored by the communications cart personnel who, in the event of an emergency, will notify the flight leader, and the aircraft will either hold away from the emergency or land if required. Control of the airfield is returned to the tower following the final salute by the demonstration pilots. If the Team needs to drive on a taxiway or runway to get to #7 show parking or #1 – #6 aircraft parking the airshow MUST provide the team with tower radios to inform the air traffic control tower of movements.

6. Noise Complaints. Air shows should expect to receive noise complaints during Blue Angels flight operations. Noise complaints are not the responsibility of the FAA nor the Blue Angels, but rather the air show itself. Please ensure surrounding communities are notified through

appropriate air show publicity personnel about Blue Angels flight operations. All noise complaints should be directed to and handled by the air show public relations representative.

7. Automatic Terminal Information Service (ATIS). In order to ensure the widest dissemination of your airfield's closure, it may prove wise to have local airfields include your field's closure on their local ATIS. This will decrease the number of potential airspace violations by pilots operating under Visual Flight Rules.

CHAPTER VIII
COMMUNITY OUTREACH AND RECRUITING

1. Community outreach and recruiting are vital aspects of the mission of the Blue Angels. The team's air shows and public appearances are Navy and Marine Corps awareness tools. The crowds that the Blue Angels draw provide unique opportunities for officer and enlisted recruiters. The air show coordinators shall work with both the Navy and Marine Corps local recruiting districts for recruiter support requirements, and direct them to reference this manual for support. If you experience any issues working with the recruiters, please let the Blue Angel #8 know immediately.

2. Recruiting Support

a. Tickets. Show sponsors are asked to provide 200 general event tickets and 100 reserved seating tickets per air show day to local recruiters. These are separate from Blue Angels friends and family seating.

b. Booth/Exhibit. Air show sponsors shall coordinate with the Recruiting District Liaison Officer for placement of a recruiting booth/exhibit display (measuring up to 60 feet wide by 80 feet long by 20 feet high) for all air show days. The recruiting exhibit shall be assembled prior to the morning of the first air show day and disassembled on the evening of the last air show. Air show sponsors and the Recruiting District Liaison Officer shall ensure the exhibit is in a high traffic area on the crowd line and positioned near center point for recruiting purposes.

c. Advertisement. Recruiting advertisements in every program are very important (provided by USN/USMC recruiting reps). The details of support for recruiters will be coordinated directly between the air show sponsor and the Recruiting District Liaison.

3. Community Outreach and Children's Hospital Visits. Recruiters and the air show committee will submit requests for school visits, community outreach events, and one Children's Hospital visit to the Blue Angels Events Office 60 days prior to the show by filling out Appendix (M). A copy shall be provided to the air show coordinator and Blue Angels liaison as it is necessary to keep the air show informed of requests to avoid scheduling conflicts. Due to the extensive requirements and strict scheduling, no more than four events can be scheduled at each show site. The hospital or medical school is included in this count.

*NOTE: Due to the large number of requests for a Blue Angels visit, submit Appendix (M) to the Events Office no later than 60 days with all information signed and agreed to by the event organizer. The event organizer needs to be employed by the school, hospital or youth group and be present at the event.

d. At least two squadron personnel (one officer and one enlisted) will be assigned to each event. The Blue Angels Flight Surgeon and corpsmen will usually be assigned to the Children's Hospital visit. Visits must be scheduled on Friday mornings between 0830-0930, or 1130-1230 if held at the airfield. Any deviations in time MUST be approved by the Blue Angels Events Office.

e. Since the squadron is not familiar with the area, please request the recruiting office assign a local recruiter to provide transportation and escort team members to and from each scheduled appearance. The escort must be very familiar with the route to/from the community outreach event, hospital, etc., and consider local traffic patterns when determining departure times. When the Blue Angels/recruiters arrive late at a commitment, it reflects poorly on the Navy and Marine Corps.

f. Morning commitments shall be scheduled so the Blue Angels team members are picked up from the team's hotel lobby with no more than a 25-minute drive from the hotel. Please ensure check in and transit time to the event are considered so the event can begin on time. If the bell schedule does not coincide with these times, please contact the Events Office to coordinate an alternate time.

d. It is imperative that recruiters work closely with the Blue Angels liaison to coordinate the details of the Blue Angels' visit with the school, community event, and hospital administrators. Recruiters will confirm all final arrangements with the Blue Angels liaison two weeks prior to Blue Angel #7's arrival.

e. For school groups, recommend middle schools, high schools, and junior/undergraduate/community colleges being coordinated for our outreach. Smaller classes and school wide assemblies can be accommodated.

f. During summer months when school is out of session, recruiting districts and airshow liaisons shall work together and with the Events Office to determine suitable forums for public engagement, outreach and recruiting efforts. All efforts shall be made to find youth-related venues. The Public Affairs Office will ensure all proposed forums align with the Blue Angels mission and standards. (Examples: Boy/Girl Scouts of America, Boys and Girls clubs, summer camps, aviation schools, sports centers, museums etc.)

g. Community outreach visits last approximately one hour and normally consist of:

- (1) A brief introduction and opening remarks.
- (2) 5-minute Blue Angels video (located on our website in Air Show Support Resources)
- (3) Leadership discussion/question and answer session.
- (4) Blue Angels handouts will be passed out before the end of the visit.

h. It is the venue's responsibility to provide a projector or display system with flash drive capability or internet connection and microphone (if needed). Please test the equipment **prior** to the presentation and take the size of the audience into account when planning audio/visual equipment needs.

i. Hospital visits normally consist of room-to-room visits, the video is unable to be played each time, but each patient can access the link later. Handouts will be passed out. Visits will

still be scheduled Friday mornings. Please discourage media accompanying squadron members during hospital visits.

j. Incomplete preparation has been a common occurrence. Therefore, recommend the Blue Angels liaison contacting both the individual escort assigned to the event and the event POC listed on the itinerary two weeks prior to the visit to confirm:

- (1) The escort will be in the hotel lobby at the muster time.
- (2) The escort will transport the team members to/from the event.
- (3) The escort has personally spoken to the POC listed on the itinerary.

During a phone call with the event POC, please confirm the following:

- (4) All students/event attendees will be in their seats 5 min prior to start time.
- (5) Audio/visual equipment will be tested prior and is an appropriate size for the audience.

CHAPTER IX
PUBLICITY

1. Each air show will have an assigned representative from the Blue Angels Public Affairs Office. This representative will be the primary point of contact between the air show publicity coordinator and the Blue Angels, and will handle any questions the air show publicity coordinator may have about coordination of Blue Angels media. Air show publicity coordinators will receive an introduction email informing them of their Blue Angels Public Affairs Office representative no later than three months prior to their show.

2. Public Affairs Contact Information

a. Pensacola, FL

(1) Mailing address: Navy Flight Demonstration Squadron
Attn: Public Affairs Office
390 San Carlos Road, Suite A
Pensacola, FL 32508-5508

(2) Phone number: (850) 452-3710; DSN 922-3955

b. El Centro, CA (January – 9 March)

(1) Mailing address: Navy Flight Demonstration Squadron
Attn: Public Affairs Office
1605 Third Street Hangar 5 Bldg 229
NAF El Centro, CA 92243-5001

(2) Phone numbers: (760) 339-2960; DSN: 658-2553

c. Public Affairs email addresses: blueangelspublicaffairs@gmail.com

3. Promotional Materials. The Department of the Navy holds rights with respect to various naval aviation trademarks, to include the Blue Angels' name, unique script, crest, color scheme, and uniforms. The Naval Aviation Trademark Program is managed by the Chief of Naval Air Training (CNATRA); commercial use of the Blue Angels' likeness requires the written consent of CNATRA.

d. To arrange a royalty-free license agreement, the CNATRA Legal Office will separately contact you approving use of Blue Angels' images in official air show promotions. One condition for this royalty-free license is that proposed promotional materials, print and electronic, be submitted for pre-screening to ensure that the proposed use meets all Department of Defense and Department of Navy requirements.

e. The Blue Angels appear at civilian and military air shows as a part of official Department of Defense and Department of the Navy Community Relations Programs, and not as a result of corporate or other private sponsorship. Promotional materials may not state or imply that the Blue Angels are "sponsored by" or otherwise associated with air show sponsors. Terms like

“Official Sponsor” or “Official Blue Angels Merchandise” may NOT be used by the air show or any vendors.

f. All air show vendors that sell merchandise featuring Blue Angels or other naval aviation marks must be properly licensed through the Naval Aviation Trademark Program Office. For information on how to obtain a license, please contact the CNATRA Legal Office at (361) 961-3510. Air show hosts are to submit a list of merchandise vendors to the CNATRA Legal Office at least 30 days in advance of the air show.

2. Media Kit. The Blue Angels Public Affairs Office Media Kit is available on the team’s website: <https://www.blueangels.navy.mil/show/resources.html>. Media information kits are designed to help you meet the needs of the different types of media in your area. Each show site Publicity Coordinator will receive links to download the Blue Angels media kit. The show’s Publicity Coordinator is responsible for sharing media kit contents with local media representatives.

3. Blue Angels media information kits contain fact sheets, officer biographies, high resolution images, imagery, and high-definition b-roll footage for producing promotion spots, and for use during newscasts. Media representatives desiring facts, figures, detailed background, historic quotes, etc. beyond the scope of the media kit should check our official website at www.blueangels.navy.mil or on DVIDS <http://www.dvidshub.net/unit/NFDS>.

4. Social Media. The Blue Angels strongly encourage air show Publicity Coordinators to utilize social media in their marketing of the air show. The Blue Angels can be found on Facebook (www.facebook.com/blueangels), and Instagram (@USNavyBlueAngels). Photos taken by Blue Angels photographers at each show will be distributed through these channels; however, we cannot share photos by civilian photographers on our official accounts.

5. Arrival Media Availability. Local media representatives will have a chance to conduct interviews with Blue Angels officers and enlisted personnel on Thursdays, usually from 1020-1040. Weather and other conditions permitting, team members will meet the media in front of the jets. The air show Publicity Coordinator will be responsible for inviting press to the availability. Media should arrive prior to the F/A-18s landing so they can get footage of the aircraft arrival maneuvers. All credentialed media are encouraged to attend, including those from local colleges and high schools.

a. The air show Publicity Coordinator is responsible for media access to the field, credential procedures, and transporting media personnel to the interview location, which will be coordinated by the Blue Angels Public Affairs Office. The Blue Angels Public Affairs representative will assign each reporter a Blue Angels team member and direct them to the appropriate aircraft once the jets are safely shut down.

b. In addition to publicizing the arrival media availability, the air show Publicity Coordinator should also actively seek other opportunities to publicize the Blue Angels, such as:

(1) Articles and pictures in local newspapers, magazines, monthly/weekly city

entertainment guides. Please ensure all 17 officers are properly included and identified via the media kit provided.

(2) Blue Angels guest spots on the radio. The squadron will handle interviews with radio stations prior to or during the air show weekend by telephone, schedule permitting. The interviews must first be scheduled with the Blue Angels Public Affairs Office.

(3) Media throughout the weekend will be coordinated via the Blue Angels Public Affairs Office. Every attempt will be made to have a Blue Angel available; however, their availability is on a case-by-case basis due to crew rest, regulations, and schedule.

6. Crowd Line Autographs with Handouts. Following each scheduled air show, the demonstration pilots (#1 – 6), Narrator (#7), Events Coordinator (#8), and a Fat Albert Pilot will spend approximately 20 – 25 minutes at the crowd line answering questions and talking to the crowd. QUIET time is requested during the autograph sessions (and Friday's Special Interest group). Please delay aircraft departures and arrivals, as well as loud music announcements while the pilots interact with the crowds following their performance.

a. A Blue Angels Public Affairs representative will brief escorts to handout pamphlets to the crowds. Preferably, the escorts will be uniformed members of the local Navy or Marine Corps Recruiting District. Alternatively, the air show may provide escorts from Sea Cadets, Civil Air Patrol, or base security.

b. Escorts will not ask for autographs. Their function is to assist air show guests and the pilots during the signing session. After the autograph session, we will gladly invite the escort group for a photograph with the team (on Friday or Saturday). Please make sure this expectation is relayed to all escorts.

c. The air show will also provide separate uniformed security officials near the crowd line to prevent spectators from crossing the show line or acting inappropriately during the autograph session.

7. Social Commitment. At each show site, the Blue Angels will be available for attendance at one air show sponsored function, normally either Friday or Saturday night (Friday highly encouraged). This event is NOT a mandatory requirement for the air show, but it is a great opportunity to raise public awareness for the show. Please have this function open to the public, generating more community outreach opportunities and enhancing Navy and Marine Corps awareness. For planning purposes, please schedule one hour with the team present at this commitment. Additionally, please plan the team's arrival 3½ hours plus required drive time after the scheduled demonstration start time, approximately 1830 with a 1500 demonstration start time or if at airfield, 1900 if a drive is anticipated. Ensure the POC for the event is the person in charge of the itinerary, including speakers, introductions, and gift exchanges. Refer to Appendix (N) for specifics. A standard template for planning that works well for social commitments follows. Timeline will be addressed with Blue Angel #7 at the arrival meeting:

- Master of Ceremonies welcomes attendees
- Master of Ceremonies introduces sponsors and/or distinguished visitors/special guests
- Performers introduced
 - Civilian performers
 - Military performers
 - Military demonstration Teams that do introductions of Team members and presentations
 - (ex: Army Golden Knights, ACC Demo Teams, Navy Tactical Demo Teams, etc).
 - Blue Angels
 - Introduce Boss
 - Boss receives the microphone and addresses the crowd
 - Boss introduces the team
 - Boss presentation of lithograph to air show host
 - Boss' closing comments
- Master of Ceremonies closing comments

*Note: Preferably, the team's presentation will go last to allow for all other performers to exchange presentations.

a. Some examples of great social activities that involve the community are:

- (1) Large food fests/concerts at the air show hangars.
- (2) Community gathering in the town center.
- (3) Event at a museum (air museum/planetarium etc).
- (4) Social sports outing with public crowd engagement.

b. All public appearances for either the Blue Angels officers or enlisted personnel will be coordinated with Blue Angel #8. Information concerning public appearances or VIP meet and greets must be provided to Blue Angel #8 in writing 60 days prior to the air show, via appendix (N). Absolutely no public appearances will be scheduled by the show sponsor until the Events Office approves. Due to operational demands, the team may not be available for social commitments on the day of arrival.

c. For scheduling purposes, the Blue Angels have a total complement of 17 officers. At least 14-16 of the officers attend every air show, additionally, 40 – 70 enlisted maintenance personnel travel to each show site. You are encouraged to host the enlisted crew at the evening function when possible. The importance of the enlisted crew to the successful completion of our operations should be stressed to the media.

d. Gifts to the Blue Angels are neither required nor expected. Any presentation made to the team will be accepted on behalf of the Department of the Navy, and must be tasteful, appropriate, and of modest value. Request that gifts not be offered to individual members of the

team; Department of Defense rules generally prohibit acceptance of gifts that are given because of one's official position. While the sentiment is appreciated, presenting team members with elaborate gifts places them in the difficult position of declining the gift or violating ethics rules. Should you have questions whether presentation of a specific item is appropriate under the ethics rules, please contact the CNATRA Legal Office at (361) 961-3510.

8. Special Interest Group. There will be an opportunity to spend about 20 minutes with a special needs group on Friday after the practice show. Nine officers will meet with the children. Because of the time and limited personnel, we ask that you only plan for 30 - 40 children for the meet and greet, and 20 – 30 guardians or accompanying staff. Please no media present during these times, unless it is coordinated beforehand.

a. This event is not specifically written into the itinerary, it will always occur after the Friday practice.

b. Recommend the area that is set aside for this group is not with the Blue Angels Friends and Family area. The goal is to dedicate our time to the children that have been invited to meet us.

c. The team will have a representative that will be available to pass out print products before the end of practice.

d. During a remote show, groups can meet the pilots at the airfield after landing, or comm cart support officers after jets land.

9. Circle Maneuvers And Practice Show. Neither circle maneuvers nor the practice show rehearsals should be publicized as an official demonstration. Circle maneuvers are isolated aerobatic maneuvers and are designed to provide the pilots with a firsthand look at the airfield and surrounding geographic area. The practice show is flown the day prior to the official scheduled show.

10. Public Address System. The Blue Angels public address system is not available to other performers or announcers during our demonstration. The show site's public address system should be set up and operational for the Friday practice and all demonstration air show days. Special attention should be paid to the following items:

a. The input audio connectivity line feeds must be XLR.

b. Actual speakers should be used vice the old-fashioned horn speakers for optimal acoustics. Music and narration are a key part of the Blue Angels experience and should be presented in the best manner possible.

c. The air show sound technician should be on duty during our performance in case of any sound system malfunctions.

d. Clear narration and music must be able to be heard a minimum of 100 feet from the front

of the spectator area. Sound systems not providing a minimum 50-16khz frequency response will be unsuitable.

11. Radio Simulcast of Narration. Carrying the narration live over a local radio or television stations offers excellent coverage when you anticipate a large crowd who cannot be effectively reached by a public address system alone. An AM or FM radio feed becomes a necessity when the show site covers a vast area such as a beach or a lakefront. We have had outstanding cooperation from radio and television stations that can devote public service time for this broadcast. If a broadcast is desired, the setup will need to be completed before the demonstration begins.

- a. Pre-show publicity should remind people to bring a portable radio.
- b. Radio stations with remote amplifiers are welcome; however, it is not possible to plug any of their equipment into our amplification system, so they must provide their own high-level line for feed.
- c. Under no circumstances shall scanners be used to simulcast inter-cockpit transmissions of the demonstration.

12. Music Licenses. The Blue Angels utilize portions of copyrighted music during demonstrations. The Navy requires that any U.S. air show – civilian or military – secure the necessary music licenses for broadcast. The International Council of Air Shows (ICAS) has negotiated favorable and affordable terms with the three U.S. music licensing organizations: the American Society of Composers and Publishers (ASCAP), Broadcast Musicians Inc. (BMI), and the Society of European Songwriters and Composers (SESAC). Each event organizer is responsible for securing music licenses from ASCAP, BMI, and SESAC in advance of the air show. Additional information and points of contact are available through ICAS.

13. Personalized Lithographs. Due to inventory and budget constraints, the squadron will prepare only 25 personalized lithographs per show site to recognize the efforts of key individuals organizing and promoting the air show. The Air Show Coordinator or the Blue Angels Liaison should compile a list of the individuals to receive lithographs and forward it to the Events Office 60 days prior to the Team's arrival. Appendix (O) is the format for the submission of your list.

14. Key Influencer (KI) Flights. The Blue Angels will conduct one KI flight at each show site, normally on the day of Blue Angel #7's arrival, but not always. The KI program is directly managed by the Blue Angels Events Office.

- a. A KI is defined by CNATRA as a person who helps to shape attitudes and opinions of recruiting age youth in their communities. The ultimate goal of the Blue Angels KI Program is to promote a culture of excellence within the community and inspire youth to work hard towards achieving their goals. Deserving candidates, in cooperation with media presence, will promote the Navy and Marine Corps as professional and exciting organizations with which to serve.

b. Selection Process. When considering KI nominees, it is important to include specific examples of their merit, such as service to the community or youth involvement that will help a candidate stand out amongst other nominees in the write-up. These people should currently have regular interaction with youth within their community, which means the influence they provide in a youth's life will have a lasting and significant impact. It cannot be over stated that nominees must currently be doing these great things. They are not always people who work at the top of an organization but are standouts based on their strong impacts on the community. Great candidates are people that go above and beyond their usual roles to reach the youth within their community.

(1) Good examples of KI:

(a) A Teacher of the Year (community or state level).

(b) Teacher or administrator who has been recognized for going above and beyond.

(c) Police officer, Firefighter, or First Responder who has received community recognition for their service, impact on young people, or been awarded for heroism.

(d) Locally recognized and impactful youth sports coach or extracurricular activity leader.
Standout service in the Boys and Girls clubs, Big Brother & Big Sisters, Police explorers, etc.

(e) Community leader or volunteer positively impacting young children, disadvantaged children, or disabled children.

(2) Poor examples of KIs who are commonly submitted:

(a) Individuals without direct connection to youth.

(b) Individuals with a personal connection with air show or recruit district staff, or sponsors.

(c) Anyone involved in the air show whose flight could be perceived as "quid pro quo".

(d) Elected officials, freelance reporters and photographers are NOT eligible.

c. Who Nominates. Nominations are made by Navy and Marine Corps recruiting officers and air show coordinators, they consist of completed Appendix (K) and Appendix (P) and a one-page biography that meets the specifications as outlined in Appendix (K). Biography should include detailed specifics about their community involvement. It is important that all people who are being nominated, know they are being nominated. This will afford them the opportunity to decline due to personal preference, medical reasons, schedule, etc.

e. Deadline. At least two nominees will be provided by the liaison to the events office no later than 60 days prior to Blue Angel #7's arrival. Due to our approval requirements and medical screening, we cannot emphasize enough the importance of receiving the nominations no later than 60 days prior to Blue Angel #7's arrival.

f. Approval Process. Submissions are screened by CNATRA and maximum effort will be made to ensure the most suitable candidates are selected to help us meet our mission. Please provide each prospective rider with a copy of the "Letter from the Flight Surgeon" and the enclosed medical questionnaire, Appendix (P). These riders must then obtain a routine physical examination from the local physician, at their own expense, to confirm that they are in good health without any conditions that would keep them from participating. They will submit their nominations and medical screenings together. All submissions will be considered equally and any of the nominees may be selected. Once selected, on the day of the actual flight, we encourage the KI to bring a group of people along to watch and observe. These guests should be those enrolled in one or more programs for which the Key Influencer was nominated. This makes for a great media story. We also encourage the invitation of all nominees to observe the experience.

15. Media Flights. The Blue Angels will conduct one media flight at each show site, normally on the day of the Blue Angel #7's arrival, but not always. The media rider program is directly managed by the Blue Angels Public Affairs Office.

a. Media nominations should be from a main-stream, well-known, accredited organization and cannot be associated with the air show as a sponsor. The selected media rider is required to report on their experience in the aircraft, as well as tell the story of the Key Influencer rider. Media will be scheduled to fly second, so reporting can be done on the KI rider that precedes the reporter. Additional media coverage of all Blue Angels riders is welcome and highly encouraged and is to be set up by the air show staff.

b. Media flight nominations that include a one-page written proposal of how the outlet intends to cover both KI rides and their own flight will be weighted favorably in the selection process.

c. No later than 60 days prior to Blue Angel #7's arrival, two media flight nominations and medical questionnaire, are due to the Public Affairs Office from the air show Publicity Coordinator, using Appendix (J). Appendix (P) is due no later than 60 days prior directly to our flight surgeon.

(1) It is important that all people who are being nominated know they are being nominated. This way the rider will have an opportunity to decline due to personal preference, medical reasons, schedule, or even legal reasons, if applicable. Some media outlets have a complex legal approval process that must begin early.

(2) Submissions are screened by CNATRA and a maximum effort will be made to ensure the most suitable candidates are selected to meet the mission. Please provide each prospective rider with a copy of the "Letter from the Flight Surgeon" and the enclosed medical questionnaire,

Appendix (P). These riders must then obtain a routine physical examination from the local physician, at their own expense, to confirm that he/she is in good health without any conditions that would keep him/her from participating. They will submit their nominations and medical screenings together. All submissions will be considered equally and any of the nominees may be selected.

15. Additional KI and Media Flight Information:

a. Careful attention must be directed toward selecting physically and psychologically qualified representatives to fly in the F/A-18. The flight will be as physically demanding as any rigorous exercise or sport activity. The ideal rider shall be average size (not to exceed 6 feet 6 inches in height), average weight (between 115 and 265 pounds), physically fit and free of all medication and alcohol. Candidates who are pregnant, have heart trouble, thyroid disorders or any prior neck or back injury will not be approved for flight. All rides must be 18 years old.

b. The Blue Angels reserve the right to nominate and select additional riders if there are not enough qualified KI or Media riders presented during the planning process for each show. As stated previously regarding KI/Media nominees, please encourage both the air show staff and local recruiters to work together to find and nominate the best potential candidates from their local community. However, if there are not enough qualified riders nominated, the Blue Angels will select riders who will best represent the mission in your local community.

c. Persons who have flown with the Blue Angels or any other demonstration team in the past are not eligible for another flight in the same type model series (same plane).

d. Flights may be canceled for weather or maintenance. Blue Angel #7 will be the final authority on the execution of all KI and Media flights. An aircraft passenger claim waiver is required from each person prior to the flight. The forms will be furnished by our #7 Crew Chief (#7CC) during the preflight briefing.

e. The KI and Media flights will be flown by the Blue Angel #7, callsign VVBA7, in aircraft #7 and typically are scheduled for the day of #7's arrival. However, the times are flexible and should be coordinated early with the Events Office. All riders should be prepared to report to the show site to meet with #7CC 30 minutes prior to their scheduled brief, which is required, for fitting of the flight equipment supplied by the squadron. Please advise riders of the following caveats:

(1) Riders should wear clothes that will fit beneath a flight suit like gym shorts and t-shirt, and wear shoes that are sturdy, such as a hard-sole, low heel shoes, boots, sneakers, or steel-toed boots.

(2) Riders must be well-hydrated and rested prior to their flight. Recommend that riders do not fly on an empty stomach, but instead eat a moderate meal a couple of hours prior to the scheduled flight time, avoiding greasy foods, acidic drinks, and alcohol.

(3) For safety reasons, cameras or other recording devices are not allowed on the

flight. The rider must provide a 32 or 64 GB Micro SD card to receive their flight footage from the team's onboard camera.

f. It is beneficial for the show site to help in the execution of these flights by providing a fuel truck and information on an optimum operational area for each KI and Media ride. We ask that the airshow liaison/staff help find and reserve a suitable working area that is no further than 50-60 NM from the show site, and at least a block altitude of 10,000 feet. If no area within 50-60 NM, we request a point of airspace with 5 NM de-conflicted from traffic. This allows Blue Angel #7 to show the riders the maneuvers that the team experiences during a demonstration. Blue Angel #7 will file the flight plans required for each ride conducted. The profile includes a high performance climb to approximately 10,000 feet, and an 800 feet AGL overhead "Carrier Break" prior to landing. This often requires pre-coordination and should be done prior to #7's arrival. Please contact Blue Angel #8 for further coordination.

SAMPLE STANDARD ITINERARY

Below illustrates a typical show site schedule. The practice/performance times listed are the standard times that the Team requests. Use this enclosure as a basic guideline as you draft your schedule. Note that transit times will differ to each show site, which will affect the timing of the #7's meeting with the air show committee. Please coordinate all timelines and engagements with the Events Office.

Pacific Daylight Time
Travis AFB (KSUU)
Last Blue Angel Performance: N/A



SCHEDULE FOR Show Site *Air Show* DD-DD Month YYYY

AIR SHOW POINTS OF CONTACT:

AIR SHOW COORDINATOR: PHONE: EMAIL:	CELL:	FAA MONITOR: PHONE: EMAIL:	CELL:
BLUE ANGEL LIAISON: PHONE: EMAIL:	CELL:	POLICE POC: PHONE: EMAIL:	CELL:
MAINTENANCE POC: PHONE: EMAIL:	CELL:	USN RECRUITER POC: PHONE: EMAIL:	CELL:
PUBLICITY POC: PHONE: EMAIL:	CELL:	USMC RECRUITER POC: PHONE: EMAIL:	CELL:
SECURITY POC: PHONE: EMAIL:	CELL:	MEDICAL POC: PHONE: EMAIL:	CELL:

Gates Open: 0900
Show Starts: 1130
BA Demo: 1500
Sunset: 1916

Air Boss: Jim Crum
Announcer: Luke Carrico
Air Show Performers:
Wings of Blue, Sammy
Mason (Edge 540), Red
Thunder Airshows (Yak-50),
Jason Simes (MiG-17), Red
Bull Team (Edge 540 &
BO105 C), AceMaker (T-
33), F-22 Demo Team,
Vampire (DH-115), SU-26
(Saturday only)

SHOWSITE SPECIFICS

Brief Room: 555 Hickum Avenue Building 185

Special Interest Group:
Travis AFB ETMP
POC: Lawrence Haas
Phone: (208) 599-1127
Kids/Total: 20/40

Blue Angel Billing:

Airfield Distance: 16 miles / 25 mins
Internet: Complimentary
Parking: Complimentary

Room Rate: \$107.00
Fed Tax Exemption: No
Meals & Incidentals: \$59.00

POC: Vanessa Jackson-Falbert
Phone: (707) 305-4315

Fitness Facility:

Hotel/Gym Distance: 2.3 miles / 8 mins
Airfield/Gym Distance: 9.8 miles / 20 mins
Hours: Mon-Thu 0400-0000, Fri 0400-2300, Sat-Sun 0600-2000

POC: Inna Shaw
Phone: (415) 770-3700

TUESDAY, 12 MARCH 2024 (Cloudy, H: 63°, L: 46°)

0700 #7/7CC depart for Airfield (XXXXX) (474 NM) (2+00) certify MAAS at KMIIR enroute
0900 #7/7CC arrives at Airfield (XXXXX)
0915 Brief
1000 #7 meet with Airfield air show committee in Bldg. 50, 60 OG Conference Room 7CC brief
1000 Key Influencers and Media rider at Bldg. 50, 60 OG Conference Room
1015 #1 - #6 walkdown for City Name practice flight demonstration [takeoff: 1030] #7
1130 walkdown for Key Influencer Riders xxxxxx, and Media Rider xxxxxx (2) [1145, 1315]
1330 Skeds/AOM

(Airspace Waiver: 1200 - 1630) (TFR: 1145 - 1400 / 1445 - 1630)

WEDNESDAY, 13 MARCH 2024 (Mostly Sunny, H: 69°, L: 49°)

0700 Fat Albert gear load complete
0740 All required personnel on board Fat Albert
0800 Fat Albert departs for Airfield (XXXXX) (474 NM) (1+30)
0915 Brief
0930 Fat Albert arrives at Airfield (XXXXX)
1000 Fat Albert departs for Airfield (XXXXX) (474 NM) (1+30)
1015 #1 - #6 walkdown for City Name practice flight demonstration [takeoff: 1030]
1130 Fat Albert arrives at Airfield (XXXXX)
1200 Debrief
1400 Transit brief
1400 Fat Albert gear load complete
1440 All required personnel on board Fat Albert
1440 #1 - #6, #8 walkdown for Airfield (XXXXX) (474 NM) (1+30) [takeoff: 1500]
1500 Fat Albert departs for Airfield (XXXXX) (474 NM) (1+30)
1630 #1 - #6, #8 arrive at Airfield (XXXXX) (KSUU)
1630 Fat Albert arrives at Airfield (XXXXX) (KSUU)
1700 Debrief/Transit / Arrival Brief

THURSDAY, 14 MARCH 2024 (Sunny, H: 72°, L: 50°) (Airspace Waiver: 1200 – 1630) (TFR: 1145 – 1400 / 1445 – 1630)

0930 F/A-18 Egress training all required
1020 Boss, [#3, AT1 Otteraaen], [MO, YN2 Asuncion] and MC2 Agnew media availability (1020 - 1040)
1100 Brief for circle maneuvers
1145 #1 – #4 walkdown for circle maneuvers [takeoff: 1200] [#4 Ride: #8]
1230 #5 and #6 walkdown for circle maneuvers [takeoff: 1245]
1425 Brief
1445 #1 – #6 walkdown for Show Site practice flight demonstration [takeoff: 1500]
1600 Fat Albert launch for circle maneuvers
1615 Debrief

FRIDAY, 15 MARCH 2024 (Mostly Sunny, H: 76°, L: 50°) (Airspace Waiver: 1000 – 1100 / 1200– 1700) (TFR: 1100 – 1659)

0800 SUPPO and AM2 Del Orbe depart for School Name with escort USN/USMC Escort Cell: (111) 111-1946
Muster: 0800 Depart: 0805 Sked: 0830 – 0930 (Handouts/USB) POC: Site POC Phone: (111) 111-1946 (Att: 50)
0800 AMO and AD1 Gutierrez depart for School Name with escort USN/USMC Escort Cell: (111) 111-1946
Muster: 0800 Depart: 0805 Sked: 0830 – 0930 (Handouts/USB) POC: Site POC Phone: (111) 111-1946 (Att: 50)
0805 #5 and PR2 Figueroa depart for School Name with escort USN/USMC Escort Cell: (111) 111-1946
Muster: 0805 Depart: 0810 Sked: 0830 – 0930 (Handouts/USB) POC: Site POC Phone: (111) 111-1946 (Att: 50)
0805 XO and LSI Gillespie depart for School Name with escort USN/USMC Escort Cell: (111) 111-1946
Muster: 0805 Depart: 0810 Sked: 0845 – 0945 (Handouts/USB) POC: Site POC Cell: (111) 111-1946 (Att: 75)
0900 #8 performers brief at Delta Breeze Convention Center
1115 Fat Albert launches for Wings of Blue [TOT: 1145]
1200 #7 meet and brief police on caravan procedures
1230 Depart hotel for airfield
1400 Brief
1500 Fat Albert launches for Show Site practice flight demonstration with approved riders
1510 #1 – #6 walkdown for Show Site practice flight demonstration
1710 Debrief

1900 **MANDATORY OFFICERS AND ENLISTED: 2024 Wings Over Solano Performers Party**

Scheduled: 1900 – 2200	Host: Travis AFB Air Show Committee
Distance from airfield : 2 minutes	POC:
Address:	Phone:
Attire: Show Suits	Email:
Food: Hosted	Fundraiser for host: No
Drinks: Unhosted	Team Cost: No
Introductions: Yes	Team Participation: No
Presentations: Yes	Food/drink value: \$18.50
Total Att: 350	Cost of event for all attendees: None
Guests: Yes (+1 Only)	Attendees:
Guest Attire: Business Casual	

SATURDAY, 16 MARCH 2024 (Partly Cloudy, H: 76°, L: 50°) (Airspace Waiver: 1100 – 1700) (TFR: 1100 – 1659)

0900 #2 performers brief in Delta Breeze Convention Center
1115 Fat Albert launches for Wings of Blue [TOT: 1145]
1115 Maintenance POC meet and brief police on caravan procedures
1130 Maintenance Crew depart hotel for airfield with police escort
1200 #7 meet and brief police on caravan procedures
1230 Depart hotel for airfield with police escort
1400 Brief
1500 Fat Albert launches for flight demonstration
1510 #1 – #6 walkdown for Show Site flight demonstration (2)
1710 Debrief

SUNDAY, 17 MARCH 2024 (Partly Cloudy, H: 74°, L: 51°) (Airspace Waiver: 1100 – 1700) (TFR: 1100 – 1659)

0900 #4 performers brief in Delta Breeze Convention Center
1115 Fat Albert launches for Wings of Blue [TOT: 1145]
1115 Maintenance POC meet and brief police on caravan procedures
1130 Maintenance Crew depart hotel for airfield with police escort
1200 #7 meet and brief police on caravan procedures
1230 Depart hotel for airfield with police escort
1400 Brief
1500 Fat Albert launches for flight demonstration
1510 #1 – #6 walkdown for Show Site flight demonstration (3)
1710 Debrief

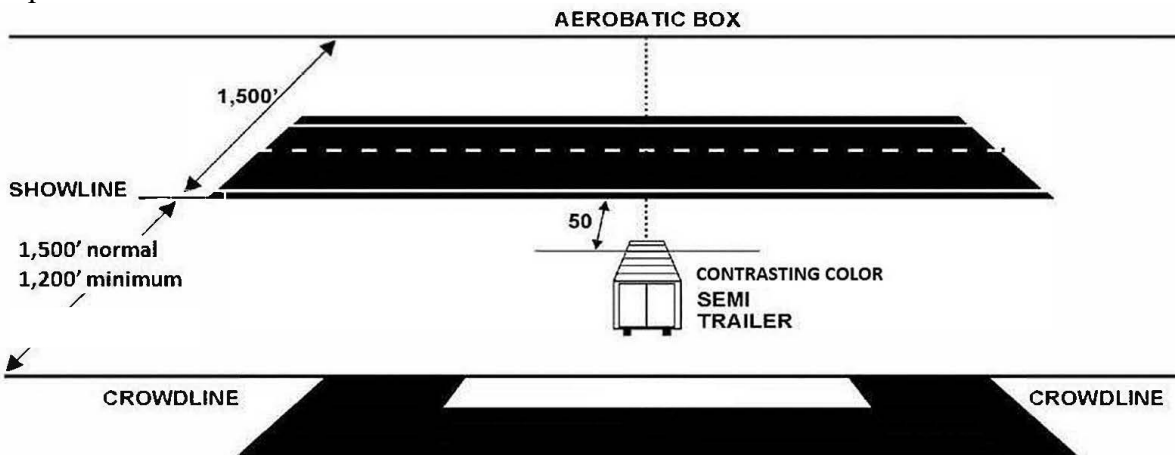
MONDAY, 18 MARCH 2024 (Partly Cloudy, H: 72°, L: 49°)

0745 Transit brief
0800 Fat Albert gear load complete
0835 EDT #1 – #8 walkdown for NAS Pensacola, FL (KNPA) (1,773 NM) (4+15) [takeoff: 0900]
0840 All required personnel on board Fat Albert
0900 Fat Albert departs for NAS Pensacola, FL (KNPA) (1,773 NM) (5+15)
1015 NALO arrives Travis AFB (KSUU)
1115 NALO departs for NAS Pensacola, FL (KNPA) (1,773 NM) (4+20)
1515 CDT #1 – #8 and LCDR Rickoff arrive NAS Pensacola, FL (KNPA)
1615 Fat Albert arrives NAS Pensacola, FL (KNPA)
1630 Debrief
1735 NALO arrives at NAS Pensacola, FL (KNPA)

* No need to create this document, ask Events Office for most recent version no earlier than 3 weeks prior to the show.

OPTIMUM SHOW LINE

1. The show line will be set up for inspection by Blue Angel #7's arrival.
2. 1,500 feet OPTIMUM, 1,200 feet MINIMUM: Ideally, the 1,500 feet that separates the crowd from the show line should be measured from the inboard edge of the runway to the crowd barrier. If the layout of the airfield will not permit this, then the show line may be moved to the outboard edge of the runway, or an artificial show line may be constructed.
3. Your diagram should define the complete spectator area, i.e., the entire perimeter of the area that will contain the crowd. The crowd should extend at an equal distance either side of center point.
4. The maximum lateral distance a crowd can be extended is 1,500 feet either side of center point if the distance from the crowd to the show line is 1,200 feet; 2,000 feet either side of center point if the distance from the crowd to the show line is 1,500 feet.
5. The Friends & Family section should be defined on your diagram and should be positioned as close to directly across from the center point marker as possible. Blue Angel #7 should be located directly in front of the Friends & Family section.
6. The show center point should be directly in front of the crowd center point.
7. The center point marker, usually a white semi-trailer, is ideally inboard of the show line if the distance between the show line and crowd line is 1,500 feet. Center point may be placed either side of the show line for airfield layout considerations and proximity to the show line for the 50 foot offset. Please prioritize the 50 feet of lateral separation and perpendicular orientation to show line.



Note1: 1500' front or back waived to 1200' with FAA approval for a total of 2700'.

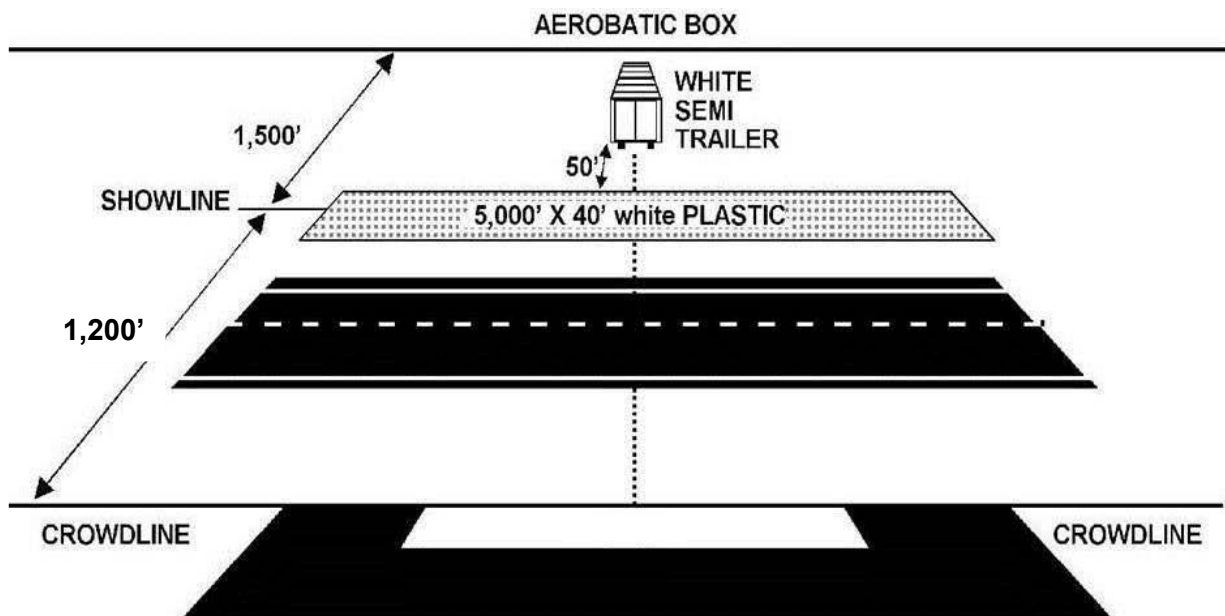
Note2: White semi trailer inboard of a showline greater than 1200'.

Note3: #7 and C-130 must be easily accessible during show (i.e. can't drive through crowds for access).

Enclosure (2)

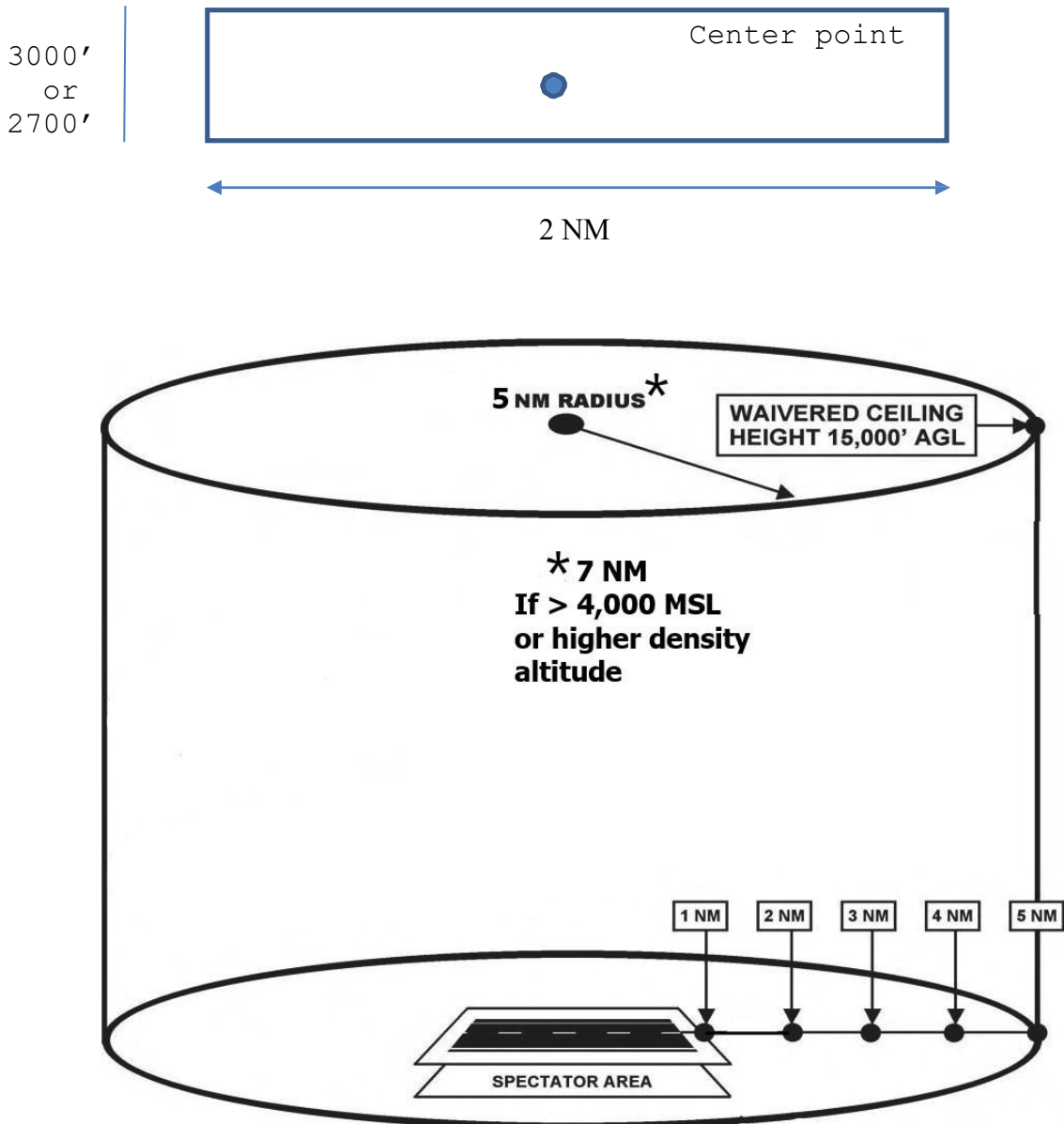
ARTIFICIAL SHOW LINE

1. An artificial show line is constructed in such a way that it is visible to the pilots who approach it from three nautical miles at an altitude of 200 feet. In general, white plastic creates an ideal show line regardless of the terrain. A white center point marker should be positioned directly opposite crowd center. A driver must be available on Blue Angel #7's arrival to make any necessary changes to the marker placement.
2. The center point marker, usually a white semi-trailer, is ideally placed outboard of the show line for airfield layout considerations to not congest the reduced available area between the show line and the crowd line. Please prioritize the 50 feet of lateral separation and perpendicular orientation to the show line.



AEROBATIC BOX DIMENSIONS

1. The aerobatic box is the absolute minimum airspace in which maneuvers are performed. This airspace must be sterile of all non-essential personnel. The sterile area extends out one nautical mile to the right and left of center point. Any other airspace outside the aerobatic box and primary spectator area must be categorized as "congested". A show site is considered unacceptable if the minimum aerobatic box cannot be maintained or if a secondary spectator area prohibits normal flight profiles.



AIRFIELD DIAGRAM EXAMPLE

