Dear Air Show Sponsor,

The 2020 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 56 flight demonstrations at 29 different locations planned for the 2020 season, we will be traveling throughout the United States and Canada every week from March until mid-October.

As we begin our 74th season, this 2020 Blue Angels Support Manual is a compilation of 73 years of air show experience. This season brings about many changes that are best described in the follow-on pages. 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 Blue Angel #8, LCDR Adam Kerrick, 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 precision and professionalism of the United States Navy and Marine Corps team 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 74th season, the 2020 Blue Angels are dedicated to a successful air show and a memorable event for your community. Best wishes during your months of preparation.

Sincerely,

Brian C. Kesselring
Commander, U.S. Navy
Commanding Officer
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I. INTRODUCTION

The 2020 Support Manual has gone through a complete overhaul, 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 74 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.

1. PRE-SHOW PLANNING AND COORDINATION: Stay in regular communication with the Blue Angels Events Office. No problem is too small to address.

   a. LCDR Adam Kerrick and his Events Coordination staff will provide the assistance you require concerning every facet of a Blue Angels flight demonstration. The Commanding Officer authorizes LCDR Kerrick to make final decisions concerning demonstration schedules. Your first opportunity to interact with the Events Coordinator, LCDR Kerrick, will be during his visit in the winter months prior to our demonstration season. During this “Winter Visit,” the Events Coordinator, accompanied by the Narrator, Blue Angel #7, LT Julius Bratton, will visit every prospective show site to:

      (1) Determine the feasibility of safely conducting a Blue Angels flight demonstration at your show.

      (2) Briefing 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 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, YN2 Jessica Jay and YN2 Libby Nguyen. Appendix (A) is the Due Date Checklist, used to assist with timeliness. Appendices (B) through (Q) are enclosed for your use or available online in Adobe or Word versions for download from our website. Submit each checklist on or before the due dates for your event via email to LCDR Kerrick, YN2 Jay and YN2 Nguyen. Please ensure to include all events personnel on emails or simply “reply all.”

2. 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.
2. **SQUADRON CONTACT INFORMATION:**

a. Pensacola, FL Mailing Address:
   Navy Flight Demonstration Squadron
   Attn: Events Coordinator's Office
   390 San Carlos Road, Suite A
   Pensacola, FL 32508-5508

b. Events office phone numbers in Pensacola, FL:
   DSN: 922-2084    LCDR Kerrick  850-452-2069
   YN2 Jay  850-452-2084
   YN2 Nguyen  850-452-2067

c. El Centro, CA Mailing Address (Jan – Feb):
   Navy Flight Demonstration Squadron
   Attn: Events Coordinator's Office
   1605 Third Street
   Hangar 5 Bldg 229
   NAF El Centro, CA  92243-5001

d. Events office phone numbers in El Centro, CA:
   Events Coordinator: 760-339-2315
   DSN: 658-2537

e. Events office e-mail addresses:
   LCDR Adam Kerrick:   blueangel8@usnavyblueangels.com
   YN2 Jessica Jay:  events@usnavyblueangels.com
   YN2 Libby Nguyen:   events1946@gmail.com

II. WINTER VISIT

1. GENERAL INFORMATION

   a. The Winter Visit is CRUCIAL to your air show’s success in hosting our 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 Angels #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 the Events Coordinator and Narrator’s arrival. Contact the Events office with ANY questions regarding the completion of this appendix to ensure a timely completion of all requirements.

2. LOGISTICS

   a. Fuel: Type of fuel, quantity, form of payment, cost, and company that we will purchase fuel from. A Fuel Checklist (Appendix C) is included for all demonstration sites. 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 (FBO’s) in your area. Fuel must be readily available upon request to accommodate our tight timeline.

   b. Hangar Space: (F/A-18 wing span 38 feet, height 16 feet, length 56 feet) The #7 Aircraft must be hangared during the day if the forecasted high temperature is below 40 degrees Fahrenheit, and hangared overnight if the forecast temperature is below 50 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 Angels #7 or #8. The hangar must be accessible upon our 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. (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 #7 and #8 arrival.

   d. #7 Aircraft (A/C) parking: The exact location of parking for the #7 A/C during the Winter Visit in degrees/minutes/seconds format, (lat/long and description of the parking location).

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

   f. Fixed base operator (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. Appendix (C) is the fuel checklist and is due three weeks after the Winter Visit is complete.

   g. Hotel accommodations: Please help identify hotels that are willing to provide the government rate and number of rooms our Team will need during the show week. Ideally, they will stay at the same hotel that the Team will use for the show. Recommendations are welcome by the air show; however, it cannot be overemphasized that the Events Coordinator will make the final decision on where the Team stays. No final agreements for lodging shall be made by anyone except the Events Coordinator, and will occur between November and February prior to the show season.

   h. Proposed athletic facility: We will request your assistance in finding an athletic facility near
the hotel that will host the Team during our stay. #7 and #8 will want to see this facility during their Winter Visit, and possibly use it if staying overnight. For military bases, this facility cannot be located on the base due to restricted ability to access base facilities during the air show.

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

3. OPERATIONS

a. Blueprint Quality / AUTOCAD Diagram: A 3 feet by 5 feet scaled diagram (1” = 200’-400’) of the airfield or show site indicating the following:

(1) Proposed show line
(2) Show line headings
(3) 30° run in lines
(4) Center point
(5) Proposed communications cart position
(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
(11) #7 jet arrival and show parking
(12) #1-6 arrival and show parking
(13) Briefing room
(14) Arresting Gear
(15) Structures over 40ft within Aerobatic Box
(16) Maintenance hangar
(17) All runways and taxiways labeled

b. Please print out one hard copy for your show site, and have a digital copy provided to the Events Office.

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 Enclosure (2) and Enclosure (3). 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. Hard copies are due to the Events Office no later than 60 days prior to your show.

d. For a show being flown over water, a 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 degrees/minutes/seconds format.

e. In an over water / remote show, a complete diagram as described above is also required for the take-off and landing field the Team will use.

4. MANDATORY ATTENDEES FOR THE WINTER VISIT

a. Make every attempt to have the personnel listed below and in Appendix (B) attend the Winter Visit meeting so the Events Coordinator and Narrator 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  
-Civilian Police Escort  
-Navy Recruiting District CO and Local Navy Recruiter  
-Local Marine Corps Recruiter  
-Crash Crew Chief  
-Publicity Coordinator  
-Airfield Manager/Operations Officer  
-U.S. Coast Guard Representative (if applicable)

b. 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

a. Upon parking on location for the #7 A/C during the Winter Visit, #7 will secure his engines and raise the A/C canopy. Once the canopy is raised, ensure a flight line operator manually supports the boarding ladder and releases the forward and aft latches (Light Blue) on forward beam on the underside of the leading edge extension (LEX). Additionally, manually rotate boarding ladder down to a fully extended position, and make sure the telescoping drag brace (Dark Blue) locks when ladder is fully extended and insert locking pin into receptacle on the side of the fuselage between doors 10L and 13L.
III. PERSONNEL SUPPORT

This chapter describes the requirements for supporting Blue Angels personnel on the road. The Personnel Support Checklist (Appendix (I)) 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.

1. HOTEL ACCOMMODATIONS: Navy Flight Demonstration Squadron personnel will spend more than 300 days a year away from their homes in Pensacola, Florida. For this reason, we will be looking for a reasonable place to stay at a cost not to exceed the military maximum lodging rate for your area. The Events Coordinator will make the decision on which hotel we will use; however, suggestions and recommendations from the air show staff are always encouraged and appreciated. Prior to our Winter Visit, we will need to make a list of 2 – 3 hotels to visit and tour. Please help us to identify hotels in your nearest downtown area that can meet both our capacity and rate requirement. We will require between 65-85 rooms for our team, which each member will pay for individually. The Blue Angels Assistant Events Coordinator can supply information regarding your area’s DoD military maximum lodging rate. Should no suitable lodging be found within a reasonable 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 #8, all requirements for hotels will be delineated in an official Letter of Intent to be sent out between November 2019 and February 2020 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.

   (1) Key Policy: Upon his arrival, the Narrator pre-registers the entire squadron and accepts delivery of all room keys for TEAM MEMBERS ONLY by 0730 on the morning the squadron arrives at your show site. If this is not possible, the keys, with a complete rooming list, should be delivered to the Blue Angels briefing room prior to 1200. The Narrator will sign for all keys. **The Narrator will not release any keys until he has verified with our hotel liaison that all rooms are vacant.** Unused keys will be returned to the hotel. The Narrator cannot pick-up keys later in the day because of required arrival coordination at the airfield.

   (2) 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 will reduce the workload on the hotel desk staff).

   (3) At select show sites, normally remote sites, we will need a secure space to lock up high value equipment used by our communications cart and media specialists.

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

   a. Minimum vehicles

<table>
<thead>
<tr>
<th>Before 07 SEP</th>
<th>After 07 SEP</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 - Standard trip</td>
<td>33 - Standard trip</td>
</tr>
<tr>
<td>33 - Long trip</td>
<td>36 - Long trip</td>
</tr>
</tbody>
</table>

   (1) **FULL SIZE 4-DOOR SEDANS OR SUVS**
   17 – Standard trip before 07 SEP
20 – Long trip before 07 SEP and Standard trip after 07 SEP
23 – Long trip show after 07 SEP

(2) TEN (10) Mini vans and/or passenger vans (no SUV’s).

(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 requirements listed in paragraph 2 a. (1).

(4) ONE (1) Six-passenger 2500 series or ¼ 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, we recommend that the cargo bay be lined. This truck requirement is a necessity and cannot be substituted.

(5) One additional 12 or 15-passenger van or bus is required in the event that your parking plan includes our Blue Angel friends and family seating area being more than ¼ mile away from where our #1 – #6 jet parking is (remote parking), or ¼ mile from the briefing room. This will assist us in the transport of our friends and family for a photo session after our demonstration, and our VIPs from the briefing room to the seating area.

(6) Remote show sites - An additional mini-van or SUV is required for equipment transportation to and from center point. This vehicle is in addition to the minimum vehicle requirements listed above.

b. Vehicle requirements

(1) We have detailed specifications listed above that fulfill the Team’s exact needs. All requested deviations from the specifications above must be coordinated through and approved by the Events Office.

(2) All vehicles are required to be staged for the Narrator upon arrival.

(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 use 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 our Narrator. 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 providers 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.
1. **MEDICAL.** The Blue Angels Flight Surgeon requires a medical point of contact at each show site in order to support our aircrew and maintenance personnel who may become ill or get injured. This person must be a local physician with local hospital privileges and must be available by cell number during our entire stay. Our Flight Surgeon uses the medical point of contact 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. Please provide this information per Appendix (I) as indicated.

2. **ATHLETIC.** 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. Your assistance in arranging complimentary access to a quality athletic facility near the hotel would be greatly appreciated. **Exercise facilities in hotels are not sufficient.** Minimally, the facility should have a complete weight training area and must be available during hours the hotel could use it. Available workout times for Team members are from 0700 - 1200 and 1800 - 2100 daily. Workout areas on military bases are not accessible on show days due to heavy traffic. It is very important to ensure gym availability on Saturday and Sunday as well. Pre-coordination for the Team is encouraged. Showing military I.D. and then identifying ourselves as Blue Angels works best to grant our access. Please help to create a list of two gyms that #7 and #8 can tour during their Winter Visit. The primary considerations are proximity to the hotel, strength training equipment, and hours of operation.

3. **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 it. Due to this time constraint, food and beverages can become hard to attain by Blue Angels personnel. Providing convenient access to food and beverages to sustain about 65 people will help ease the high tempo of 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 our 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 the Events Coordinator for more details to ensure no efforts or food go to waste.

4. **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. We request there be shade, that the area must have entry access in front of and behind the crowd line, and be manned by air show designated personnel. 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.

5. **BLUE ANGELS FRIENDS AND FAMILY PASSES.** Blue Angels friends and family passes will be provided to Blue Angels guests by the Events Office. Samples will be provided via email to the Blue Angels Liaison so security personnel can be briefed. We request that Blue Angels friends and family passes provide access to VIP parking (when available), access to our 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 our Blue Angels friends and family seating area due to security requirements, please contact the Events Office with your proposed plan to circumvent these restrictions. Each pass is marked with a specific show site and show day (i.e. Friday, Saturday, or Sunday). Ex-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.
IV. MAINTENANCE

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 Angels #7 Crew Chief as soon as he arrives, and no later than Fat Albert's arrival.

1. MAINTENANCE REQUIREMENTS: During initial contact, the Blue Angels Assistant Events Coordinator will require a precise list of supplies and GSE equipment 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 the Narrator's arrival. These items will be operationally checked by the Narrator's Crew Chief (#7CC) as soon as they land. Delivery that 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. 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:

<table>
<thead>
<tr>
<th>Number of Units</th>
<th>Description:</th>
<th>Additional Information:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 each</td>
<td>- Primary A/S32A-42 or A/S32A-45</td>
<td>Aircraft TOW TRACTOR used to position aircraft.</td>
</tr>
<tr>
<td></td>
<td>- Secondary TA-75 or JG-75</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Air Force MD-1 4x4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Alternate Lektro</td>
<td></td>
</tr>
<tr>
<td>3 each</td>
<td>- Primary ALLBAR (22ft)</td>
<td>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. Used only with TA-75 or JG-75.</td>
</tr>
<tr>
<td></td>
<td>- Secondary Universal NT-4 (22ft)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Air Force MD-1 (22ft)</td>
<td></td>
</tr>
<tr>
<td>2 each</td>
<td>- Primary AM27T-15 OR AHT-64</td>
<td>HYDRAULIC TEST STANDS. Should produce 3000 psi with variable flow. Used to test retraction of landing gear. Fittings: 12 – Pressure; 16–Return.</td>
</tr>
<tr>
<td></td>
<td>- Secondary MJ2 or MJ3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Diesel suitable only (MIL-PRF-83282)</td>
<td></td>
</tr>
<tr>
<td>1 each</td>
<td>- Primary A/M47A-4/MSU-200</td>
<td>AIR START UNIT. A/C sometimes require an air start in case of APU failure.</td>
</tr>
<tr>
<td></td>
<td>- Secondary GTC-85</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Air Force A/M-32A-95, A/M-32A-60, MA-1A</td>
<td></td>
</tr>
<tr>
<td>3 each</td>
<td>- Primary NC-10C, NC-8A</td>
<td>ELECTRIC START UNITS – Units must have 3 Phase, 115 VAC, 400-hertz capability.</td>
</tr>
<tr>
<td>Quantity</td>
<td>Item</td>
<td>Requirement</td>
</tr>
<tr>
<td>----------</td>
<td>---------------------------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1 each</td>
<td>Forklift</td>
<td>FORKLIFT must have 10,000 pound, three stage lift capacity, used to move available smoke oil drums, equipment, and C-130 airline cargo pallets. <strong>See exact forklift specifications and diagram below for all requirements.</strong></td>
</tr>
<tr>
<td>1 set</td>
<td>Chocks</td>
<td>Needed for #7's arrival.</td>
</tr>
<tr>
<td>2 each</td>
<td>TMU-27 Type-4 Primary</td>
<td>LOX SERVICING CART. TMU-27 must have a minimum 6 feet servicing hose for C-130. LOX Lowboy cart must be full in order.</td>
</tr>
<tr>
<td>1 each</td>
<td>A/M26U-4A/B Primary</td>
<td>NITROGEN SERVICING CART. Used to service A/C tires. Must be a high pressure cart. (Minimum 3,000 PSI).</td>
</tr>
<tr>
<td>- Air Force</td>
<td>NAN-4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- NGC-15-TM</td>
<td></td>
</tr>
<tr>
<td>2 each</td>
<td>NF-2 A/M42M-2 Primary</td>
<td>MOBILE LIGHT AND POWER CART. Used for night maintenance. Must be portable in order to expedite movement to remote locations. Must have regular 120 volt, 60 Hz outlets.</td>
</tr>
<tr>
<td>- Secondary</td>
<td>Civilian service</td>
<td></td>
</tr>
<tr>
<td>- Air Force</td>
<td>FL-1D</td>
<td></td>
</tr>
<tr>
<td>5 each</td>
<td>Halon Fire Bottles</td>
<td>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.</td>
</tr>
<tr>
<td>5 gallons</td>
<td>Unleaded gas</td>
<td>UNLEADED GAS is used for our portable generators. (For remote show-sites, we require (2) 2 1/2 gallon containers).</td>
</tr>
<tr>
<td>1 each</td>
<td>10 feet high maintenance platform</td>
<td></td>
</tr>
<tr>
<td>- Primary</td>
<td>B-1</td>
<td></td>
</tr>
<tr>
<td>- Secondary</td>
<td>B-2</td>
<td></td>
</tr>
<tr>
<td>15,000 square feet</td>
<td>Hangar space</td>
<td><strong>Hangar space is used for maintenance and foul/cold weather storage of our jets. Hangar space must be dedicated for exclusive Blue Angel use.</strong></td>
</tr>
<tr>
<td>3 each</td>
<td>Airfield Radio</td>
<td>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.</td>
</tr>
<tr>
<td>Frequency</td>
<td>Item</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------</td>
<td>--------------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>15 pounds daily</td>
<td>Ice</td>
<td>Ice is to be placed in the hangar to replenish Blue Angel water coolers each day.</td>
</tr>
<tr>
<td>5 pounds daily</td>
<td>Ice</td>
<td>Ice is to be placed at communications cart and is used to cool bottled water.</td>
</tr>
<tr>
<td>12 cases per day</td>
<td>Bottled water</td>
<td>BOTTLED WATER is to be placed in the hangar to replenish Blue Angel water coolers. <em>PLEASE DELIVER ICE &amp; WATER TO THE HANGAR BY 0700 EACH DAY.</em></td>
</tr>
<tr>
<td>1 case per day</td>
<td>Bottled water</td>
<td>BOTTLED WATER is used by the communications cart, Narration, music crews, and aircrew during practices and show days.</td>
</tr>
<tr>
<td>3 cases per day</td>
<td>Bottled water</td>
<td>BOTTLED WATER is to be placed in the briefing room to supply all officers with water.</td>
</tr>
<tr>
<td>2 large coolers</td>
<td></td>
<td>To be placed in the hangar to be stocked with ice and bottled water daily.</td>
</tr>
<tr>
<td>1 large cooler</td>
<td></td>
<td>To be placed in the briefing room to be stocked with ice and bottled water daily.</td>
</tr>
<tr>
<td>1 small cooler</td>
<td></td>
<td>To be placed at the communications cart to be stocked with ice and bottled water daily.</td>
</tr>
<tr>
<td>1 small cooler</td>
<td></td>
<td>To be placed at narration stand to be stocked with ice and bottled water daily.</td>
</tr>
</tbody>
</table>

* NOTE: For air shows hosted by military authorities: The 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 air field, our experience is that bottled water best furthers the operational mission of the Blue Angels.

2. All maintenance support equipment must be in place prior to #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. #7’s Crew Chief will arrive in the #7 jet one day prior to the C-130 as part of the advance crew to test and ensure proper gear inventory.

3. SMOKE OIL (55-GALLON DRUM) REQUIREMENTS:
   - WEEKEND SHOW (Thursday thru Sunday) - 25
   - SATURDAY SHOW ONLY (Thursday thru Saturday) -15
   - SUNDAY SHOW ONLY (Friday thru Sunday) - 15
   - REMOTE SHOW/LONG TRIP - 30

NOTE: 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.

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
Smoke Oil - 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.

4. Show site must have one defuel truck readily available for team use upon our 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 our Team’s request for a defuel truck, and concluding with the defuel truck on location for use. Upon our request, defuel trucks should take no longer than two hours to arrive on location to support.

5. Show site must provide a place for maintenance Team to dispose of hazardous waste, i.e.:
   Engine oil (MIL-L-23699), NSN 9150-00-985-7099
   Hydraulic fluid (MIL-L-83282C), NSN 9150-00-009-7709
   Aircraft fuel (JP-5, JP-4 or equivalent)
Note: 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 60” long without adding extensions, and able to spread to a width of 48 inches between inside of fork edges. Fork extensions will not work! 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 us present a quality Blue Angels performance.
V. OPERATIONS

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 a Blue Angel jet is 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 does not need waived air space.

1. **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):** On arrival day at the show site, **aerobatic maneuvers** from the show sequence will be performed over the show line. At a minimum, plan a **three-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. 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 air space, and a TFR. A one-hour break after the first two hours should be built into the schedule, followed by the third and final hour. The third hour will be used for a practice demonstration. This facilitates arrivals and departures at your show site as well as time for our maintenance personnel to prepare the jets for their last flight of the day. A **Federal Aviation Administration (FAA) waiver is required for performing circle maneuvers and the practice.** The waiver must cover all three hours of practice. Ensure our Events Coordinator is aware of commercial, corporate, or any other scheduled traffic that will be arriving or departing from the airfield during our three (3) hour block of flying time. We ask that these arrivals and departures be deconflicted. Please provide the Events Coordinator a list of ALL scheduled arrivals/departures for each day our aircraft will be practicing or performing. A 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 hours may be scheduled separately, but **only as a last resort** to accommodate the airfield schedule. For planning purposes, an example of our standard schedule will have the circle maneuvers and practice scheduled at these local times:

   - 1200 - 1300  Circle Maneuvers for Jets #1 – #4
   - 1300 - 1400  Circle Maneuvers for Jets #5 – #6
   - 1400 - 1500  Maintenance Break
   - 1500 – 1630  Practice demonstration

   c. **TEMPORARY FLIGHT RESTRICTION (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 the Narrator’s arrival. Past experience has shown fewer interlopers in the airspace during flight times the earlier a TFR is published.

**OPERATIONAL REQUIREMENTS:**

1. **CIVILIAN SITE DEMONSTRATION FEES.** Per Department of Defense Regulations, a check for $6,000 per air show day must be forwarded to the Events Coordinator at least four weeks prior to the Team's arrival day. The check must be payable to **The Treasurer of the United States.** We recommend forwarding your demonstration fees by registered mail. The Narrator cannot depart for your show site without receipt of your demonstration fees. **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.

2. **SURFACE COMPOSITION.** Runways, taxiways, and the ramp must be able to support the F/A-18 (maximum weight of 35,000 pounds on single wheel type landing gear, weight bearing 200 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 taxing 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.

3. **SHOW LINE / SPECTATOR AREA / SHOW PARKING.** The show line is an absolute 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 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 1200 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 the Events Coordinator. 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. It must be clearly visible from 200 feet above the ground at 3 nautical miles from center point.

   a. If the show line is not an existing runway, an artificial show line must be constructed. It 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 have been used for constructing this line. Ask the Blue Angels Events Coordinator if you plan to use anything other than the white plastic. 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 the Blue Angels Events Coordinator 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 the Blue Angels Narrator on show week. The Narrator will visually check the show line from the air upon arrival. Discrepancies found by the Narrator must be corrected to his specifications on the day of his arrival. Vehicles used to mark center point must be mobile. Drivers and keys must be available upon Narrator's arrival and during the Team's circle maneuvers. Ensure communication can be established with the driver and the Narrator 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. (Detailed instructions for constructing an artificial show line are contained in Enclosure 2).

b. 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.

c. 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. Our safety observers, video crew, and field control personnel are all staged in front of the crowd line at show center. 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.

d. During our portion of the show, other performers will need to park behind the crowd or in a position that allows us to maintain taxi clearance for our jets and to sterilize the area in front of our ground operations and communications cart. Please be sure to include the communications cart planned location on your airfield diagram and appendix (L).

e. The center of the spectator area MUST BE within 1,000 feet laterally of center point. This is due to 30° run-in lines and maneuver profiles, to avoid them being over the crowd.

4. 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 an absolute requirement. Over water diagrams should include an overlay of the aerobatic box, 30 degree run in lines and show line with magnetic headings in both directions. We require two reference points that include a center point boat and either a crowd right boat or a natural reference point. If available, we prefer a natural reference point. It is the responsibility of the Event Organizer to ensure these vessels are in the proper position prior to each practice and performance. The location of center point and crowd right vessel (if used) should be clearly marked with coordinates listed in degrees, minutes, seconds format. In addition to these items, we require your diagram to annotate what is marking the 500 foot line, for instance orange buoys. Please ensure the location of the Blue Angels communications cart and friends and family seating area are clearly annotated as well. Diagrams should be oriented from the crowd perspective and include a north up arrow located on the top right corner of the diagram. If the exact vessel that you plan to use for center point is known at this time, it is helpful to include a picture of it, along with the height and length, somewhere on the diagram. Vessels are required to be approximately 100 – 130 feet in length with a vertical mast height less than 40 feet (U.S. Coast Guard Buoy Tender or Cutter). Use the largest vessel at center point and the second largest vessel moored 2,500 feet to the right, as the crowd right marker. Please notify the Blue Angels Events Office 60 days prior to the show with size of both boats for approval. The boats act as an artificial show line. No more than 2 objects are allowed to form the show line, unless one is a natural reference point and clearly annotated. An aerobatic box 1,500 feet outboard of the boats extending one mile left and right of center point, and inboard to the shoreline or spectator area 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 control positioning corrections and convey security breaches of the area. Communication between the boats and our communication cart is critical to the success of the show. A means in which to communicate with the boats must be provided each day. For safety reasons, the demonstration will be cancelled if water show lines are not clear of unauthorized boating traffic and spectators 30 minutes prior to scheduled takeoff. Please plan on the Narrator conducting a survey flight via helo (on Thursday morning) to check out the center point and crowd right boats’ positioning and adjusting them as needed. This helo flight needs to be set up by the air show and communication between the narrator (in the helo) and the boats need to be established. Both boats should be in position prior to the Narrator’s flight to set the vessels.

a. 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. Helicopter or vehicles with police escort are expedient ways of moving these people. Contact the Events Office for further guidance.

b. REGARDLESS OF WHETHER OR NOT THE AIRFIELD IS CONTROLLED OR UNCONTROLLED (I.E. NO TOWER), the Air Boss must be present, in direct communication and ready for air operations during all Blue Angel Events, including Thursday circle maneuvers.

5. BRIEFING ROOM: The Blue Angels require a briefing room that is secluded and air conditioned, has access to restrooms, high-speed internet and a color printer is also needed. For long trips a copy machine, and two oversize/large trash cans (30 gallon Rubbermaid work best), are required. Mobile Wifi Pucks will not work due to cell tower congestion on air show days. This room should be set-up in a conference style seating arrangement (ten chairs around a long table, see example below). There should also be seating for at least 15 personnel around the perimeter of the room. Two keys must be provided to the Narrator upon arrival. Please ensure the briefing room is in a quiet location where the general public does not have access. If there is an intercom system in the room, please turn it off. A second, smaller office or briefing room is required for a quiet space for additional briefings. This second room does not need a special setup other than 2 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 our video and safety equipment. For long trips, please work with the hotel to ensure that the printer/copier capabilities are located at this briefing room instead of the one at the airfield.
6. **AIRCRAFT SECURITY.** A roving security force is required 24-hours a day to protect all Blue Angel aircraft. The air show is responsible for providing security. We require security for the entire period our aircraft remain at the show site beginning upon arrival of the #7 jet. For long trips, we may need security for up to eight days.

   a. One security guard will be required from the time the Narrator lands and must stand a 24-hour watch around the #7 jet, depending on ramp logistics. At military show sites, normal ramp security is sufficient.

   b. When the Team arrives, roving ramp security will be required to guard all Blue Angel aircraft (24-hours a day) throughout our stay. An additional guard is required for the C-130 if it is remotely parked. At military show-sites, normal ramp security is sufficient.

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

   d. Under no circumstances will people or groups be allowed to loiter or take pictures in front of aircraft without a Blue Angel Team member escorting them.

7. **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 Angel friends and family seating areas, is essential to the safe operation of your show.

Crowd line security at the completion of a practice or demonstration is a major recurring problem. Security personnel along the crowd barrier are essential, especially during autograph sessions. One additional security escort per pilot is requested during autograph sessions (nine total). A member from our Public Affairs Office will briefing them on procedures and courtesies. These escorts are in addition to personnel required to maintain the crowd line.

8. **PERFORMANCE SECURITY.** During our scheduled performance, show line integrity is mandatory. All airport and security vehicles will refrain from crossing in front of the crowd during our performances for safety reasons (**crash and fuel trucks included**). All non-Blue Angel 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 our practice and/or demonstration is in progress.**

Also for safety reasons, all non-essential personnel shall stay clear of the area where our communications cart is set-up. **Only squadron personnel will be allowed within a 30-foot radius around the cart.** 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.

9. **AIRCRAFT PARKING PLAN.** Please 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.

   a. Normally, the Narrator, in aircraft #7, will arrive one day prior to our six demonstration jets and the C-130. Park the #7 jet in a secured area, but convenient for Key Influencer/Media flights (the afternoon of his arrival in most cases - usually 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, and not Public Affairs, will have the final say on this plan.
b. On Team arrival day (normally Wednesday or Thursday), the Blue Angels C-130 Hercules support aircraft will land one hour prior to the six demonstration jets. It should be parked as close as possible to our designated maintenance hangar. This will facilitate the unloading of our 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.

c. 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 our portion of the show or in a position that won’t impede our taxi out in any direction (from walkdown to walkback). This will preserve taxi requirements for our jets, line-of-sight for our safety observers at communications cart, and clear lanes for filming by our video crew.

d. Confirmation of your parking plan arrangements and any related problems should be coordinated with the Events Coordinator either at the Winter Visit or shortly after. All parking plans should be entered into Appendix (L) (using the proper degrees, minutes, seconds coordinate format) and sent with 3 feet by 5 feet chart depicting the plan no later than 60 days in advance of the team’s arrival.

**AIRCRAFT PARKING PLAN AND DIMENSIONS**

Check load-bearing capability of all parking areas, arrival and show parking

1. F/A-18 Aircraft (#1 – #6) Arrival / Show Parking:
   a. A 300 feet long by 300 feet wide (75 feet minimum hard pavement, 125 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.
   b. Show parking should be located at the center point of the crowd line. (See Figure A)

2. Blue Angels communications cart Show Parking:
   a. Must be located directly across from center point.
   b. No obstructions positioned laterally, to preserve line-of-sight for our safety observers and videographers.

3. F/A-18 Aircraft (#7) Arrival Parking:
   a. Positioned so it is readily accessible for Key Influencer/Media flights.

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

5. C-130 Arrival Parking:
   a. 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:
   a. Area with the least obstruction to spectator views, yet easily accessible for riders. (See Aircraft Statistics)
11. **CIVILIAN POLICE ESCORT.** The escort will meet the Narrator at the hotel 30 minutes prior to the scheduled caravan departure time, on official air show days. 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 our 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 the Narrator’s Arrival meeting for coordination.

12. **CRASH CREW – SEARCH AND RESCUE 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 during our demonstrations. 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. Before the Narrator arrives for the show, ensure that airport personnel are familiar with the procedures listed in this Support Manual.
We require a dedicated, on-scene military search and rescue (SAR) helicopter or civilian ambulance helicopter beginning Thursday for our circles and practice flights, and throughout the rest of our planned flight times. 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 Thursday afternoon during circles. This should be arranged at the Narrator’s arrival meeting. SAR assets need to be able to fly down to 1,000 feet and 3 nautical miles, Blue Angels minimums for a show. SAR assets may not take off during any flights by the Blue Angels unless a show – related emergency situation develops. In an emergency, coordinate take-off of the SAR asset with tower and our communications cart. An ambulance shall also be on-site during all practices and demonstrations with qualified personnel and an Emergency Medical Technician. In no instance should our only SAR assets be assigned and recommitted elsewhere while our aircraft are airborne.

13. **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 40 nautical miles for a remote site. Gear must be available for an approach end arrestment (BAK-12, 14, E-28). **If this requirement cannot be met, mobile arresting gear must be installed at the show site.** If mobile gear is to be used, all costs associated with the installation must be handled by the air show. Contact the Events Coordinator’s office for further information concerning mobile arresting gear. Mobile arresting gear will be checked by #7, normally on his arrival day. He will taxi/roll into the gear in order to test that it is set up and working properly. Media riders are prohibited from being in the jet during the arresting gear test. Tow bars are not required.

14. **PYROTECHNIC DEMONSTRATIONS.** In planning these demonstrations, have the fire department survey the area behind the six jets, ensuring a minimum of 500 feet clearance behind the jets with a fire break between the parking area and the pyrotechnic demonstration. The air show should plan a FOD sweep any time after the pyro is expended, but before our demonstration. Please contact the Events Office prior to show if a pyrotechnic/fireworks display will take place.

15. **NARRATION STAND.** The Blue Angels Narrator and Events Coordinator will narrate all Blue Angel flight demonstrations and practices from a visible point either in front of the crowd or from an existing narration stand. During these narrations, we require all other personnel to vacate the narration stand or surrounding area. If the narration, sound system, and/or Air Boss stand(s) are elevated more than 10 feet, we request they be positioned greater than 150 yards laterally from behind the communications cart in order to preserve line-of-sight for our safety observers and videographers. A minimum of 5 feet by 5 feet of shelter or protection over our narration equipment in the event of inclement weather is highly encouraged.

16. **NARRATOR’S BRIEF.** The Blue Angels send their Narrator and his Crew Chief in aircraft #7 (a two-seat F/A-18B/D Hornet) to your show site one day ahead of the Team. They will provide necessary advance coordination for support of the Team’s visit. Upon his arrival, the Narrator will conduct a meeting with the following people:

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

This meeting will provide committee members with a general overview of the Blue Angels' schedule and enable the Narrator to identify specific problems remaining prior to the Team's arrival. Hold this meeting in the same room the Blue Angels will use for briefing purposes during our stay. **Please provide the Narrator with the following items at the meeting:**

a. A copy of the complete air show schedule of events/timeline, including practice days.

b. FAA waiver ready to sign

c. Two (2) keys to each briefing room.

d. Any passes required for social engagements.

e. Schedule of de-conflicted commercial/corporate arrivals & departures.

f. Keys or codes to any required access points/building.

g. Full description of all social events, to include VIP’s, food/beverage descriptions, protocol for presentations to include introductions of the Commanding Officer, and who will be accepting lithographs.
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.

2. **LOGISTICS.** The C-130 demonstration shall be added to the beginning of the FAA waiver under which the jet demonstration Team performs. Fat Albert will begin the Blue Angels demonstration and the scheduled take-off time shall be the top of the hour or when our waiver and TFR begins. The F/A-18 pilots will start their walkdown once Fat Albert is clear of the show line. This schedule ensures that the C-130 is performing while the airspace is controlled by our own personnel and at the advertised start time for the Blue Angels.

   a. The support gear “show load” onboard the C-130 must be removed prior to the demonstration. Therefore, a secure storage area (15,000 sq ft hangar space is normally used) in close proximity to the jet aircraft must be provided. This hangar space must allow easy access to the support gear by our maintenance personnel without driving through the spectator area. Two (2) keys to the secure area shall be made available to the Narrator upon his arrival.

   b. 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 an 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.
VII. FEDERAL AVIATION ADMINISTRATION WAIVER

FAA waivers are required any time aerobatic flight, low level flight, or a C-130 or F/A-18 demonstration is scheduled. 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. The FAA waiver request will be approved within 30 days if the procedures outlined below are followed:

1. 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) not 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.

2. 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.

3. 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 or the Blue Angels Assistant Events Coordinator. Be sure to include a map or diagram of your desired air show operational area, including all run-in lines, with the request.

   a. 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 due to density altitude variants. All airfields within this area must be temporarily closed during our operations. We 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).

   b. Your field and roads within the aerobatic box must be closed during all Blue Angel airspace waived periods for circle day, practice day, and the demonstrations. 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 deconflicted with Blue Angels’ performances, circle maneuvers, and practice times. To help facilitate this, the Events Office requires a copy of all scheduled commercial/corporate airline arrivals and departures during our practice and show days no later than 30 days prior to the air show. If you anticipate any conflicts, contact the Blue Angels Events Coordinator immediately and again the week prior.

4. CONGESTED AREA: Include an additional provision that states:

   a. The Blue Angels are cleared down to 500 feet AGL within the entire show area and that it all be designated as a congested area. Per our maneuvers packet that is approved by the FAA.

   b. The Blue Angels are cleared down to 200 feet AHO out to 3 nautical miles from center point on approved ingress/egress lines. Per our maneuvers packet that is approved by the FAA.
5. PERFORMANCE TIMES. Following coordination with the Blue Angels Events Coordinator, 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. Please ensure the times are within the scheduling guidelines outlined in Chapter V.

6. 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 waivered 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, no later than one week prior to the narrator’s arrival.

   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 MILE 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.”

7. AIRBOSS/AIR TRAFFIC CONTROL TOWER. During Blue Angels waivered 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 Airboss 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 aircraft shutdown and completion of the demonstration pilot’s walk-back. 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.

8. NOISE COMPLAINTS. Air shows should expect to receive noise complaints during Blue Angels flight operations. Noise complaints are not the responsibility of the FAA or the Blue Angels, but 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.

9. 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 small Visual Flight Restrictions (VFR) aircraft and their pilots.
VIII. COMMUNITY OUTREACH AND RECRUITING

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. If you experience any issues working with the recruiters, please let the Events Coordinator know immediately.

1. RECRUITING SUPPORT.

   a. TICKETS. Show sponsors are asked to provide general event tickets (200 per day) and reserved seating tickets (100 per day) to local recruiters (separate from Blue Angels' friends and family seating) for all air show days.

   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 date 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. ADVERTISMENT. 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.

2. COMMUNITY OUTREACH and CHILDREN’S HOSPITAL/MEDICAL SCHOOL VISITS.

   Recruiters and the air show committee will submit requests for school visits, community outreach events, and one Children’s Hospital or Medical School type 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 of our Team, we ask for no more than five (5) events at each show site.

   *NOTE: Due to the large number of requests for a Blue Angels visit we ask that you submit appendix (M) to the Events Office no later than 60 days with all information signed and agreed to by the event organizer (school principal etc.), escort, recruiter POC, etc.

      a. Two squadron personnel (one officer and one enlisted) will be assigned per community outreach event. The Blue Angels Flight Surgeon and corpsmen will usually be assigned to the Children’s Hospital or Medical School 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.

      b. Since the squadron is not familiar with the area, we request you assign a local recruiter to provide transportation and escort for 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.

      c. Each event needs to have an assigned point of contact (POC) who is employed by that school or youth group and who will be present at the event.
During the phone call with the event POC, please confirm the following:

- itineraries a week prior to the visit. During this occurrence to contact both the individual escort assigned to the event and the event POC listed on the itinerary. Please ensure check in and transit time to the event are considered so the event can begin on time. For school visits, if the bell schedule does not coincide with these times, please contact the Events Office to coordinate a reasonable time.

e. It is imperative that recruiters work closely with the Events Office 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 Assistant Events Coordinators a week to two weeks prior to the Narrator's arrival.

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. Our Public Affairs Office will ensure all proposed forums align with our 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 (1) hour and normally consist of:

- A brief introduction and opening remarks.

- 15-minute Blue Angels video.

- Discussion/question and answer session.

- Blue Angels handouts will be passed out before the end of the visit.

h. We will provide the video. It is the venue's responsibility to provide a DVD or BluRay Player with flash drive capability, display system and microphone (if needed). Please test the equipment prior to the presentation. Please take the size of the audience into account when planning audio/visual equipment needs.

i. Hospital visits normally consist of room-to-room visits. We are not able to show videos in each hospital room. Only handouts will be used. We discourage media accompanying squadron members during hospital tours. Our Flight Surgeon is available to discuss Navy medicine and the Navy Flight Surgeon Program with undergraduate medical students and nurse or physician prospects in lieu of a children’s hospital visit. Visits are still to be scheduled Friday mornings.

NOTE: Incomplete preparation has unfortunately been a common occurrence. Therefore, we will rely on our liaisons to contact both the individual escort assigned to the event and the event POC listed on the itinerary the week prior to the visit. During this phone call, please confirm the following with the escort:

- The escort will be in our hotel lobby at the muster time

- The escort will transport our Team members to/from the event

- The escort has personally spoken to the POC listed on the itinerary

During the phone call with the event POC, please confirm the following:
- All students/event attendees will be in their seats 15 min prior to start time

- There will be no disruptions or dismissing students/attendees prior to the end

- Audio/Visual equipment will be tested prior Team’s arrival and is an appropriate size for the audience.
IX. PUBLICITY

Each air show will have an assigned representative from the Blue Angels Public Affairs Office. This representative will be the sole 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 email of introduction informing them of their Blue Angels Public Affairs Office representative no later than three months prior to their show.

Preparations and arrangements for pre-show publicity (TV interviews, radio interviews, public speaking engagements, advertising, public appearances etc.) should be discussed with your Blue Angel Public Affairs representative at least two months prior to the scheduled air show.

1. PUBLIC AFFAIRS CONTACT INFORMATION

a. Pensacola, FL mailing address:
   Navy Flight Demonstration Squadron
   Attn: Public Affairs Office
   390 San Carlos Road, Suite A
   Pensacola, FL 32508-5508

b. Public Affairs phone number in Pensacola, FL:
   Public Affairs Office: (850) 452-3955

c. El Centro, CA mailing address (January – 15 March):
   Navy Flight Demonstration Squadron
   Attn: Public Affairs Office
   1605 Third Street
   Hangar 5 Bldg 229
   NAF El Centro, CA 92243-5001

d. Public Affairs phone numbers in El Centro, CA (January – 15 March):
   Public Affairs Office: (760) 339-2960 DSN: 658-2553

e. Public Affairs e-mail addresses:
   bapao@navy.mil

2. 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.

   a. The CNATRA Legal Office will separately contact you to arrange a royalty-free license agreement, 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 so we may ensure that the proposed use meets all Department of Defense and Department of Navy requirements.
b. 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 sponsors. 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.

c. 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.

3. MEDIA KIT. The Blue Angels Public Affairs Office Media Kit is available on the Team’s website: http://www.blueangels.navy.mil/. 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.

a. Blue Angels media information kits contain fact sheets, officer biographies, high resolution jpeg 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.

b. 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), Twitter (@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.

4. ARRIVAL MEDIA AVAILABILITY. Local media representatives will have a chance to conduct interviews with Blue Angels officers and enlisted personnel on Thursdays. Weather and other conditions permitting, pilots will meet the media in front of their jets. The air show Publicity Coordinator will be responsible for inviting press to the availability. It is recommended for media to arrive prior to the F/A-18’s 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 Officer and will 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.

5. 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 session (and Friday’s Make-A-Wish). Please delay aircraft departures and arrivals, as well as loud music announcements while the pilots interact with the crowds following their performance.

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

   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 in order to prevent putting our team in any awkward situations.

   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.

6. 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. This event is NOT a mandatory requirement for the air show, but it is a great opportunity to raise public awareness for the show. We request that this function be open to the public, generating more community outreach opportunities and enhancing Navy and Marine Corps awareness. For planning purposes, please schedule one hour for our attendance at this commitment. Additionally, please plan for our arrival to this event 3½ hours after our scheduled start time (approximately 1830 with a 1500 demonstration start time). Ensure the point-of-contact 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 should be addressed with #7 (Narrator) 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 Hometown Heroes
      --- Boss presentation of lithograph to air show host
      --- Boss’s closing comments
- Master of Ceremonies closing comments
*Note: We request that we go last to allow for all other performers exchange presentations, unless a speech or presentation is planned involving a superior ranking military officer (i.e. Admiral or General).

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

   (1) Large food fests/concerts at the air show hangars

   (2) Community concert in the downtown area

   (3) Event at the museum (air museum/planetarium etc)

   (4) Baseball game / social sports outing

b. All public appearances for either the Blue Angels officers or enlisted personnel will be coordinated with the Blue Angels Events Coordinator. Information concerning public appearances or VIP meet and greets must be provided to the Events Coordinator in writing 60 days prior to the air show. Absolutely no public appearances will be scheduled by the show sponsor until the Blue Angels Events Coordinator’s office approves. Due to the 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 16 officers. At least 12-14 of the officers attend every air show. We also bring 40 - 70 enlisted maintenance personnel 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 and appropriate and of modest value. We 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.

7. **SPECIAL NEEDS CHILDREN.** We have the opportunity to spend about 20 minutes with Make-a-Wish or special needs children on Friday after the practice show. We like to bring nine officers over to meet and greet 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. We ask for no media to be present during these times, unless it is coordinated beforehand.

8. **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.

9. **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. Our
music and narration is 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.

10. 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.

   a. Pre-show publicity should remind people to bring a portable radio.

   b. Radio stations with remote amplifiers are welcome, however, we will not be able 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.

11. 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.

12. 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.

13. KEY INFLUENCER FLIGHTS. The Blue Angels will conduct one Key Influencer flight at each show site, normally on the day of the Narrator’s arrival, but not always. The Key Influencer program is directly managed by the Blue Angels Events Office.

   a. A Key Influencer is defined by CNATRA as people who help to shape attitudes and opinions of recruiting age youth in their communities. The ultimate goal of the Blue Angels Key Influencer 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 Key Influencer nominees, it is important to include specific examples of their merit in the nomination, such as service to the community or youth involvement. This will
help a candidate stand out amongst other nominees. Nominees 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 overstated 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.

(1) Good examples of Key Influencers who have flown in the past:

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 band leader

e. Standout service in the Boys and Girls clubs, Big Brother & Big Sisters, Police explorers, etc.

f. Community leader or volunteer positively impacting young children, disadvantaged or disabled children

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

a. Individuals without direct connection to youth

b. Individuals with a personal connection with air show or recruit district staff

c. Anyone involved in the air show whose flight could be perceived as “quid pro quo.”

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

a. Who Nominates: Nominations are made by Navy and Marine Corps recruiting officers and Air Show Coordinators. They consist of completed Appendices (K) and (P) and a one-page biography that meets the specifications as outlined in Appendix (K). 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.

b. Deadline: Two nominees will be provided by the liaison to the Events Office no later than 60 days prior to the Narrator’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 the Narrator’s arrival.

c. Approval Process: Submissions are screened at the Navy Flag level 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 their local physician, at their own expense, to confirm that they are in good health without any conditions that would keep them from participating. Nominations and medical screenings are then submitted together. All submissions will be considered equally and any of the nominees may be selected.
d. **Once Selected:** On the day of the actual flight, we encourage the Key Influence rider 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. Speak with the Events Coordinator for more details.

14. **MEDIA FLIGHTS.** The Blue Angels will conduct **one** media flight at each show site, normally on the day of the Narrator’s arrival, but not always. The Media Rider program is directly managed by the Blue Angels Public Affairs Office. Your Publicity POC will be contacted by your respective Blue Angel Public Affairs representative.

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 (Examples: TV, Radio, Print, Blog). Media will be scheduled to fly second, so reporting can be done on the Key Influencer ride that precedes the reporter. Additional media coverage of all Blue Angel riders is welcomed and highly encouraged and is to be set up by the air show staff.

b. **NO LATER THAN** 60 days prior to the Narrator’s arrival, a **minimum of two** media flight nominations and medical questionnaire Appendix (P) are **DUE** to your **Public Affairs representative** from the air show Publicity Coordinator, using Appendix (J).

   (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 at the Navy Flag level and a 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. Nominations and medical screenings are then submitted together. **Key Influencer Nomination packages** will be sent to the **Events Office. Media Rider Nomination packages** will be sent to your **Public Affairs representative** in the **Public Affairs Office**. All submissions will be considered equally and any of the nominees may be selected.

15. **ADDITIONAL KEY INFLUENCER 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 125 and 235 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.

b. **The Blue Angels reserve the right to nominate and select additional riders if there are not enough qualified Key Influencer or Media Riders presented during the planning process for each show.** As stated previously regarding KI/Media nominees, we encourage both the airshow 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 we believe will best expose our 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**, regardless of the type of aircraft the Team was using at the time of the previous flight.

d. Flights may be cancelled for weather or maintenance. The #7 pilot (Narrator) will be the final authority on the execution of all Key Influencer 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 during the preflight briefing.

e. The Key Influencer and Media flights will be flown by the Blue Angels Narrator in aircraft #7 and typically are scheduled for the day of his 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 Blue Angel #7 Crew Chief 30 minutes prior to their scheduled brief, which is required, and fitting of the flight equipment supplied by the squadron. Please advise riders of the following caveats:

   f. Riders should wear clothes that will fit beneath a flight suit, like gym shorts and T-shirt as well as sturdy, hard-sole, low heel shoes, boots, sneakers or steel-toed boots.

   (1) **Riders must be well-hydrated and rested prior to their flight.** We advise that the 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 and acidic drinks.

   (2) **For safety reasons, tape recorders and cameras are not allowed on the flight.** The rider must provide a 32 GB Micro SD card to receive their flight footage.

   g. **We request the show site** help us in the execution of these flights by providing a fuel truck and information on an optimum operational area for each Key Influencer and Media ride. We ask that the airshow liaison/staff help find 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. This allows #7 to show the riders the maneuvers that the team experiences during a demonstration. Due to time constraints, three IFR flight plans should be filed for Blue Angel #7. 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 the Events Coordinator for further coordination.

16. **FAT ALBERT FLIGHTS.** Fat Albert flights will be offered on a case-by-case basis for Media Riders as well as active duty and reserve military service members if authorized by the Commanding Officer. On Friday, up to 10 media personnel and 20 military personnel are permitted to ride. On Saturday and Sunday, up to 30 military personnel are permitted to ride Fat Albert. No media personnel will be permitted to fly on Saturday or Sunday. We ask that Fat Albert riders arrive at the airfield no later than 1 hour and 30 minutes prior to their flight, and meet at our maintenance hangar. (Speak with the Events Coordinator for more details.)

Flights may be cancelled for weather or maintenance. The aircraft commander will be the final authority on the execution of all flights. An aircraft passenger claim waiver is required from each person prior to the flight. The forms will be furnished by our logistics personnel prior to the preflight briefing.

**Fat Albert Media Riders** are defined as an individual with valid media credentials to a reputable media venue. Bloggers and other contributors to social media will be considered on a case by case basis, determined by their outreach. The Blue Angels will coordinate with the Air Show Publicity POC to
select Fat Albert Media Riders for each show site 48 hours prior to the air show. Nominations are made via the Air Show Publicity POC. Submissions for approval will be screened by the Blue Angels to ensure the most suitable candidates are selected. Questions about this program should be directed to Blue Angels Public Affairs at 850-452-3955.

a. Riders should wear comfortable attire, and are required to wear closed-toed shoes. Riders must be well-hydrated and rested prior to their flight. We advise that the 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, and acidic drinks. Riders shall not have consumed alcohol the day of their ride.

b. The requirement for all active duty or reservist riders is that they are exceptional service members who are being recognized for a significant accomplishment such as Sailor of the Year, Airman of the Quarter, etc. These riders must be pre-approved by the aircraft commander on a case-by-case basis. Active duty and reservist riders are required to wear the uniform of the day and have their military ID.

SAMPLE STANDARD ITINERARY

This enclosure illustrates how we schedule a typical show site. 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 Narrator’s (#7) meeting with the air show committee. Please coordinate all timelines and engagements with the Events Office.

AIR SHOW POINTS OF CONTACT:

<table>
<thead>
<tr>
<th>AIR SHOW COORDINATOR</th>
<th>FAA MONITOR</th>
<th>BLUEN ANGEL LIASION</th>
<th>POLICE POC</th>
<th>MAINTENANCE POC</th>
<th>PUBLICITY POC</th>
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SHOWSITE SPECIFICS

<table>
<thead>
<tr>
<th>Brief Room:</th>
<th>(Exact location including building number – Hangar 4, Conference Room 122)</th>
<th>Make-a-Wish POC:</th>
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<td>Phone:</td>
<td></td>
<td>Phone:</td>
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<td>Kids/Total:</td>
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Blue Angel Billeti:  
Hotel/Field Distance: 6 miles/20 min  
Room Rate: $93.00  
POC:  
Internet: Complimentary  
Tax Exemption: Yes  
Phone:  
Parking: Complimentary  
Meal & Incidental: $54.00  
POC:  

Fitness Facility:  
Hotel/Gym Distance: 3 miles/7 min  
Towels: Yes  
POC:  
Hours: Mon – Thurs: 0500 – 2300; Fri: 0500 – 2100; Sat: 0700 – 1900; Sun: 0800 – 1900  
Phone:  


0700 Gear staged for Fat Albert  
0600 Gear on board Fat Albert  
0630 All personnel on board Fat Albert  
0700 Fat Albert departs for (690 NM) (2+30)  
0715 Brief  
0805 #1 – #6 walk down for (690 NM) (1+30)  
0830 Fat Albert arrives  
1000 #1 – #6 arrive  
1020 Boss, #2, #6, and MC1 Perez media availability (1020 – 1040)  

1040 YN1 Deloro, AD1 Castello, MC1 Young and MC1 Perez media availability (1040 – 1100)  
1100 Brief for circle maneuvers  
1145 #1 – #4 walk down for circle maneuvers (takeoff: 1200)  
1245 #5 – #6 and #9 walk down for circle maneuvers (takeoff: 1300)  
1445 #1 – #6 walk down for practice flight demonstration (takeoff: 1500)  

Enclosure (1)
FRIDAY, 24 AUGUST 2019

0805 PAO and AM1 McMillan depart for with escort: Pal: 0805 Depart: 0815 Sked: 0830 – 0930 (Handouts/DVD) POC: Phone: (Att: 1000)
Muster: 0805

0805 #6, AO and AM1 Yater depart for with escort: Pal: 0805 Depart: 0815 Sked: 0830 – 0930 (Handouts/DVD) POC: Phone: (Att: 1000)
Muster: 0805

0805 M2 and NC1 Schedd depart for with escort: Pal: 0805 Depart: 0815 Sked: 0830 – 0930 (Handouts/DVD) POC: Phone: (Att: 1000)
Muster: 0805

0900 #8 Performers brief in: Pal: 0900 Depart: 0915 Sked: 0930 – 1030 (Handouts/DVD) POC: Phone: (Att: 1000)
Muster: 0900

1400 Brief

1500 #1 – #6 walkdown for practice flight demonstration

1700 Debrief

MANDATORY OFFICERS AND ENLISTED: VIP/Sponsor Reception/Public Engagement

SCHEDULED: 1800 - 2100
Host: [REDACTED]
POC: [REDACTED]
Email: [REDACTED]
Fundraiser for Host: No
Team Cost: None
Team Participation: None
Food/Drink Value: $10.00 (Per Person)
Total Att: 250
Cost of event for all attendees: (Total Event Cost)
Attendees: Air Show Performers, Air Show Sponsors, Military Personnel, DoD Civilians

SUNDAY, 26 AUGUST 2019

0900 M1 Performers brief in: Pal: 0900 Depart: 0915 Sked: 0930 – 1030 (Handouts/DVD) POC: Phone: (Att: 1000)
Muster: 0900

1400 Brief

1500 #1 – #6 walkdown for flight demonstration (43)

1645 Debrief general and safe/transit brief

1735 #1 – #8 walkdown for NAS Pensacola, FL (KNPA) (690 NM) (1+35)

1800 Fat Albert departs for NAS Pensacola, FL (KNPA) (690 NM) (2+30)

1935 #1 – #8 arrive NAS Pensacola, FL (KNPA)

2030 Fat Albert arrives NAS Pensacola, FL (KNPA)

Enclosure (1)

OPTIMUM SHOW LINE

1. The show line will be set up for inspection by the Narrator upon his arrival.
2. 1500 feet OPTIMUM, 1200 feet MINIMUM: Ideally the 1500 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 1500 feet either side of CP if the distance from the crowd to the show line is 1200 feet, 2000 feet either side of CP if the distance from the crowd to the show line is 1500 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. The Narrator 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.

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Enclosure (2)

Note 1: 1500’ front or back waived to 1200’ with FAA approval for a total of 2700’.
Note 2: White semi trailer inboard of a show line greater than 1200’.
Note 3: #7 and C-130 must be easily accessible during show (i.e. can’t drive through crowds for access).
ARTIFICIAL SHOW LINE

1. An artificial show line is constructed in such a way that it is visible to our pilots who approach it from three nautical miles at an altitude of 200 feet. The Blue Angels have discovered through experience that white plastic creates the 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 the Narrator’s arrival to make any necessary changes to the marker placement.

Note 1: 1500 feet front or back waived to 1200 feet with FAA approval for a total of 2700 feet. Note 2: White semi-trailer outboard of a 1200 feet 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 1 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 showsite is considered unacceptable if the minimum aerobatic box cannot be maintained or if a secondary spectator area prohibits normal flight profiles.

2. Beginning in 2004, the FAA required the Blue Angels to extend the aerobatic box 3/4 Nautical Mile crowd right for a total dimension of 1 Nautical Mile from center point to crowd left, and 1 3/4 nautical miles from center point to crowd right. This extension was due to inverted flight conducted outside of 1 Nautical Mile crowd right on (4) specific maneuvers. Due to some showsites’ inability to comply with the 3/4 Nautical Mile crowd right extension, our pilots began training in 2005 to perform the (4) maneuvers with one nautical mile rolls to inverted. Therefore, the 3/4 Nautical Mile crowd right extension is no longer an absolute necessity. However, if a crowd right extension at your show site were feasible, it would be greatly appreciated and can only add to the quality of your air show.