

CEN23MA034

OPERATIONAL FACTORS/HUMAN PERFORMANCE

Attachment 10

Wings Over Dallas Certificate of Waiver

November 22, 2023



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

FILE COPY DSS 11/8/2022

North Texas Flight Standards District Office
8700 Freeport Parkway Suite 225
Irving, TX 75063
(214) 277-8500, Fax: (214) 277-8570

November 2, 2022

Gena Linebarger
Responsible Person
Commemorative Air Force
P.O Box 764769
Dallas, TX 75376

Dear Ms. Linebarger:

This office received your Application for Certificate of Waiver, Federal Aviation Administration Form 7711-2, dated October 11, 2022. The application has been reviewed and approved.

Enclosed you will find the Certificate of Waiver with applicable provisions for the November 11-13, 2022, CAF Wings Over Dallas Air Show at Dallas Executive Airport, Dallas, Texas.

Please review the enclosed Certificate of Waiver, and notify this office if there are any questions or concerns prior to the event.

Sincerely,

ORIGINAL SIGNED BY

Stephen W. Simpson
Aviation Safety Inspector

Enclosures
7711-1 Certificate of Waiver
7711-2 Application for Certificate of Waiver

ecc with enclosures:

Gena Linebarger, Responsible Person [REDACTED]
Russell Royce, Air Boss [REDACTED]

CONCURRENCES
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Sincerely,

STEPHEN
SIMPSON

Digitally signed by
STEPHEN SIMPSON
Date: 2022.11.02
08:16:42 -05'00'

Stephen W. Simpson
Aviation Safety Inspector

Enclosures
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7711-2 Application for Certificate of Waiver

cc with enclosures:

Gena Linebarger, Responsible Person
Russell Royce, Air Boss

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER

ISSUED TO

**THE COMMEMORATIVE AIR FORCE
GENA LINEBARGER**

ADDRESS

**P.O. BOX [REDACTED]
DALLAS, TX 75376**

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

**OVER-LAND AIR SHOW CONDUCTED AT DALLAS EXECUTIVE AIRPORT (KRBD)
WITH CAT II, AND III AEROBATIC PERFORMANCES, AND CIVILIAN FLY-BYS.**

**THE AREA OF OPERATIONS WILL BE WITHIN A 5 NM RADIUS OF DALLAS
EXECUTIVE AIRPORT (KRBD) SURFACE TO 6,000 FT MSL.**

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

14 CFR §§91.107(a)(2)(3), Use of Safety Belts, Shoulder Harnesses, and Child Restraint Systems; 91.117(a)(b)(c), Aircraft Speed; 91.119(b)(c), Minimum Safe Altitudes – General; 91.121, Altimeter Settings; 91.129, Operations in Class D Airspace; 91.155, Basic VFR Weather Minimums; 91.303(c)(d)(e), Aerobatic Flight; and 91.515, Flight Altitude Rules.

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached to and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Administrator of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

NOTE— This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Common Special Provisions (SP's) Nos. **1 to 19**, Airshow SP's **1 thru 22** and Pyrotechnics SP's **1 thru 5**, are set forth on the attached pages.

This certificate is effective from **November 11, 2022 1000 CDT to November 13, 2022, 1700 CDT**, daily, and is subject to cancellation at any time upon notice by the Administrator or his authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

**Southwest Region
November 2, 2022**

**LEWIS C. GONZALES, JR
MANAGER, NORTH TEXAS FSDO**

Special Provisions

This Certificate of Waiver constitutes a waiver of only those regulations stated, to the degree and for the period of time specified in the certificate. The Certificate of Waiver does not constitute a waiver of any state law or local ordinance. Should the proposed operation conflict with any state law, local ordinance, or required permission of local authorities or property owners, it shall be the applicant's responsibility to resolve the difficulty. The provisions of the waiver shall apply, regardless of the statements contained in the application for Certificate of Waiver. The waiver shall be considered void upon completion of the authorized schedule of events or at the latest time shown on the face of the Certificate of Waiver, whichever occurs earlier. The air show will consist of only those maneuvers or events specified in Item 14 of the application, or in an attachment to the Application for Certificate of Waiver.

Regulations Waived:

The following regulations are waived as follows:

FAR 91.107(a)(2)(3) "Use of Safety Belts, Shoulder Harnesses, and Child Restraint Systems" is waived to allow aircraft to operate occupying and approved seat without a safety belt and shoulder harness being secure about each person.

FAR 91.117 "Aircraft Speed" is waived to allow participants aircraft(s) to operate:

- (a) Below 10,000 Feet MSL at a speed in excess of 250 knots,
- (b) Below 2,500 feet MSL at a speed greater than 200knots, and
- (c) Beneath class B airspace at a speed in excess of 200 knots. in coordination with Air Traffic.

FAR 91.119(b) "Minimum Safe Altitudes" "over congested areas . . ." is waived to allow participating aircraft to operate within the boundaries of the waiver area below 1,000 feet above the surface and less than 2,000 feet horizontally from the highest obstacle. The waiver ***does not*** include flight closer than 500 Feet, respectively, to persons on the surface who are not a part of an airshow act.

FAR 91.119(c) "Minimum Safe Altitudes" "over other than congested areas..." is waived to allow participating aircraft to operate within the boundaries of the waiver area below 500 feet above the surface and less than 500 feet from persons or property. The waiver ***does not*** authorize participating aircraft to operate closer than 500 feet to persons on the surface who are not a part of an airshow act.

FAR 91.121 "Altimeter Setting" is waived to allow participating aircraft to operate within the boundaries of the waiver area with altimeters set to reference zero (0) feet at the surface.

FAR 91.129 "Operation in class D Airspace" is waived to allow participating aircraft to operate in class D airspace without the need to comply with:

- (a) 91.126(b)(1) and 91.127,
- (c) Two-way radio communication requirements,
- (e) A large turbine-powered aircraft may enter the traffic pattern at less than 1,500 feet above the elevation of the airport and may maintain less than 1,500 feet until further descent,
- (f) Circling to the left,
- (g) Departing via established procedures,
- (h) Large turbine powered aircraft may operate below 1,500 feet without using established noise abatement runways, and
- (i) Establish communication with ATC as long as the participant aircraft communicate with the official air show control point, except when otherwise authorized by agreement between ATC and waiver holder, the usual required communications for arrival and departure at a tower-controlled airport still apply.

ISSUED TO: Linebarger, Gena
DATE ISSUED: November 2, 2022

VALID: 11/11/2022 1000 CDT to 11/13/2022 1700
CDT INCLUSIVE

ISSUED BY: North Texas Flight Standards District Office

FAR 91.155 “Basic VFR weather minimums” is waived to allow participating aircraft within the boundaries of the waiver area to operate clear of clouds. No other reductions in weather requirements shall be made.

FAR 91.303 “Aerobatic Flight” is waived to allow participant aircrafts to operate:

- (c) Within the lateral boundaries of the surface areas of Class B, C, D, and E airspace designated for an airport,
- (d) Within 4 NM of the center line on any Federal Airway, and
- (e) Below an altitude of 1,500 feet above the surface.

FAR 91.515 “Flight Altitude Rules” is waived to allow large turbine-powered participant aircraft(s) Less than 1,000 feet above the surface.

ISSUED TO: Linebarger, Gena
DATE ISSUED: November 2, 2022

VALID: 11/11/2022 1000 CDT to 11/13/2022 1700
CDT INCLUSIVE

ISSUED BY: North Texas Flight Standards District Office

Common Special Provisions

Common Special Provisions.

Failure to comply with any standard or special provision is a violation of the terms of this Certificate of Waiver (CoW) or Certificate of Authorization (CoA) and justification for cancellation of this Certificate and constitutes a violation of Title 49 of the United States Code Section(s) 44711(A)(2)(B) and/or 44711(A)(5).

1. The FAA has the authority to cancel or delay any or all acts or events if the safety of persons or property on the ground or in the air, are in jeopardy or there is a violation of the terms of the CoW.
2. **Gena Linebarger**, or the Air Boss **Russell Royce** will ensure that notification is made to the Leidos Flight Service Station (AFSS) 1-877-487-6867 of the date, time, place, demonstration areas, altitudes, nature of the activity, and duration of the operation and request that a Notice to Airmen (NOTAM D or TFR) be issued.
 - a. Such notice shall be accomplished by providing the controlling flight service station (FSS) with a copy of the CoW, at least 48 hours before the event and no more than 72 hours before the event.
 - b. A Class D NOTAM is issued for the entire aviation event. Class D NOTAM verification is required.
3. **Gena Linebarger**, named in Item 2 on FAA Form 7711-2 must ensure that participants are thoroughly briefed on special field rules, the established demonstration area, flying display area, and aerobatic box (other defined areas within the waived/authorized airspace), manner and order of events, and special provisions of the CoW or CoA, before beginning the activities each day.
 - a. No person may participate in any event listed on the CoW unless that person has signed a statement acknowledging receipt of a briefing on the provisions of the CoW.
 - b. For team performances, only the team leader is required; however, a delegate may represent the team leader, provided the person is a pilot member of the team. The team leader or delegate must brief each member of the team and will provide the name of each person on the team he/she will brief before the performance.
4. All civil aircraft and pilots participating in the aviation event shall provide the requested data to establish qualifications and airworthiness to the event organizer and if required be available for FAA inspection at the time and place agreed upon by **Gena Linebarger** and the FAA IIC.

NOTE: FAA Checklists, Status Forms, and Job Aids can be used to gather data in advance to establish performer qualifications and aircraft airworthiness.

NOTE: CoW special provisions never supersede aircraft airworthiness operating limitations. Pilots should review their aircraft operating limitations prior to participating in an aviation event to ensure they are familiar and can comply with the requirements as specified.
5. For civil aircraft, only required flight crewmembers by type design, safety pilots as listed in FAA Order 8900.1, Volume 3, Chapter 6, or those persons required to participate in the demonstration (wing walkers, stunt persons, participants integral to the performance, and those conducting safety related functions) will be carried on any aircraft engaged in demonstrations authorized by this CoW. Additional crewmembers or essential personnel may not participate without specific approval by **Gena Linebarger** or air boss **Russell Royce**, and the IIC.
6. No demonstrations shall be authorized or scheduled when a suspension of airport traffic or diversion of other aircraft traffic would cause a hardship to scheduled air carrier operations.
7. A control point shall be established where the certificate holder or responsible person shall direct the demonstration. **Gena Linebarger**, shall be continuously available to the FAA IIC or designated representative and is the person designated as responsible for the overall safety of the event.
8. Supersonic and/or trans-sonic speeds are prohibited.

Common Special Provisions

9. Adequate communication capability (electronic and visual) must be provided to maintain a safe operation, to control spectators, and to advise participants that the aerial demonstration has been halted or canceled. During a Military Jet Team performance (engine start to shut-down) the Air Boss, IIC, and team member communicating with the team lead must all be in direct communication.
10. A crowd line consisting of a physical barrier and/or adequate policing shall be provided to confine the spectators to designated areas. The spectator areas shall have well-defined lateral boundaries.
11. The demonstration shall be halted for any reason that is in the interest of safety. It shall also be halted when unauthorized aircraft enter the demonstration area, or when unauthorized persons or vessels enter the area underlying the flying display area/aerobatic box.
 - a. Only the minimum number of essential personnel necessary to support operations will be authorized in the flying display areas/aerobatic box.
 - b. The holder of the CoW, **Gena Linebarger** assumes responsibility for the security of areas where unauthorized personnel and aircraft are not authorized access and for compliance with the aviation event security plan.
 - c. The FAA IIC has the responsibility to make the holder of the CoW **Gena Linebarger** aware of any identified safety concerns and if necessary has the authority for canceling or delaying any or all acts if it is deemed necessary in the interest of safety.
12. Aircraft engines shall not be started and aircraft shall not be taxied in designated spectator areas or static display areas unless adequate measures are taken to protect the spectators.
 - a. Unguarded engine run areas where engines and propellers are turning must be at least 100 feet from the spectator area. In areas where aircraft with rotors turning must be at least 200 feet from the spectator area. These distances are measured from the critical wingtip, tail, tail rotor, or rotor-blade.
 - b. In guarded areas where engines and propellers are turning, the aircraft must be at least 50 feet from the spectator area. In areas where rotors are turning, the rotorcraft must be at least 100 feet from the spectator area. These distances are measured from the critical wingtip, tail, tail rotor, or rotor-blade. All aircraft must be guarded by wing walkers, marshalls, and either crowd monitors or barriers that prevent entry by unauthorized personnel.
13. In lieu of placing a large "X" on the runways to indicate the airport is closed, the control point may have spotters dedicated to detection of non-participating aircraft encroaching on the waived airspace. In the event that communications cannot be established with the encroaching aircraft, operations will be suspended until the aircraft either departs the area or lands and clears the active runways.
14. **Gena Linebarger**, will ensure that roads and buildings under the specified flying display area/aerobatic box are devoid of vehicular and pedestrian traffic and/or persons in accordance with security plan in attachment.
15. The following facilities shall be provided and readily available in accordance with the submitted emergency response plan at the demonstration site. Fire truck, Ambulance, Crash Rescue Vehicle/Paramedic, Marine Unit and police vehicles will be provided as included in the emergency response plan in attachment.
16. Aircraft equipped with operable ejection seats, ballistic parachutes, ballistic seat belts, on-board pyrotechnics, or jettisoned tanks must be identified as such to the event organizer and on-site crash rescue services. Information describing how to extricate each performer shall be provided to the on-site crash rescue services prior to the first performance.
17. Persons or aircraft not appearing on the CoW application and subsequently added to the CoW or CoA may not participate without specific approval by the responsible person or air boss, **Gena Linebarger**, and the IIC. Proof of appropriate qualifications for crewmember(s), and an airworthy aircraft is required before

Common Special Provisions

the performance can be conducted at that event site. If applicable, the appropriate category show line must be established for that aircraft before the performance can be conducted at that event site.

18. Unmanned Aerial Systems (UAS) Demonstrations are not authorized under this CoW.

19. Rocket Demonstrations are not authorized under this CoW.

Air Show Special Provisions

Air show special provisions:

1. All civil pilots who perform aerobatics and dynamic maneuvering must possess:
 - a. A valid FAA Form 8710-7, Statement of Acrobatic Competency, or Transport Canada Aviation (TCA), Form 26-0307, Statement of Aerobatic Competency. All limitations and endorsements on the form will be adhered to including altitude restriction for the entire performance.
2. All civil aircraft pilots must show evidence of performing or practicing their performance(s) within the previous 45 days.
3. All civil aircraft pilots that perform formation dynamic maneuvering or aerobatics must ensure the following requirements are met:
 - a. The members of the aerobatic team must comply with practice requirements of the applicable FAA accepted RIO ACE Program; and
 - b. All persons conducting formation dynamic maneuvering or aerobatics must have demonstrated or substantiated their skills as a team and have the formation dynamic maneuvering or aerobatics notation placed on their SAC.

Note: An air show performance conducted under a CoW issued for an “air show” is never counted as a practice.

Note: This evidence of performing or practicing can be a logbook endorsement, a written statement, or by noting this on the Participants Safety Briefing Signature Page for Aviation Event. The required practice or performance must be in the same aircraft make and model and the same maneuvers that will be performed at this event.

4. All military pilots must have command approval and FAA approval to conduct a demonstration in accordance with an approved maneuvers package.
5. Civilian pilots who wish to conduct Standard formation flight in airspace issued a CoW for an aviation event must possess a valid industry formation credential acceptable to the FAA.
6. A fly-by can be performed by a single aircraft, by aircraft in formation, or by aircraft in trail, along show lines at a minimum horizontal distance of not less than 500 feet from spectator area(s), congested areas, or occupied buildings; and in accordance with the conditions established in the following table:

FLYBY REQUIREMENTS AND LIMITATIONS	
<p>FLYBY. A pass or a series of passes, performed by one or more aircraft while in the flying display area before an invited open air assembly of persons at an aviation event while a CoW for an aviation event is in effect. A flyby is not considered part of a performer’s maneuvering sequence and therefore must be performed in accordance with requirements listed below.</p>	
<p>SAC – Statement of Aerobatic Competency, FAA Form 8710-7</p> <ul style="list-style-type: none"> • DMF – Dynamic Maneuvering–Formation • DMS – Dynamic Maneuvering–Solo • AF – Aerobatics–Formation • AS – Aerobatics–Solo 	<p>Formation Credential – FAST/FFI:</p> <ul style="list-style-type: none"> • FAST – Formation and Safety Training • FFI – Formation Flying, Inc.

Air Show Special Provisions

Category Aircraft CAT I CAT II CAT III	Minimum Aircraft Category Show Line CAT III – 500 feet	Limitations
CAT I/II/III Aircraft – Solo ➤ Standard Maneuvering–Solo ➤ Dynamic Maneuvering–Solo ➤ Aerobatic Maneuvering–Solo	CAT III	➤ Standard Maneuvering–Solo No Credential Required: <hr/> Pitch ≤ 60° and/or Bank ≤ 75° <hr/> Altitude ≥ 100 feet AGL <hr/> Airspeed ≤ 300 kts IAS <hr/> ➤ Dynamic Maneuvering–Solo SAC with DMS endorsement: <hr/> Pitch ≤ 60° and/or Bank ≤ 90° <hr/> Altitude: SAC-DMS Level II or higher ≥ 100 feet AGL <hr/> Airspeed: SAC-DMS Level II or higher – No limitation (supersonic not authorized) <hr/> ➤ Aerobatic Maneuvering–Solo SAC with AS endorsement: <hr/> Pitch > 60° and/or Bank > 75° <hr/> Altitude: SAC-AS Level I or higher – No limitation <hr/> Airspeed: SAC-AS Level I or higher – No limitation (supersonic not authorized)
CAT I/II/III Aircraft – Formation ➤ Standard Maneuvering–Formation	CAT III	➤ Standard Maneuvering–Formation FAST or FFI Formation Credential: <hr/> Pitch ≤ 45° and/or Bank ≤ 60° <hr/> Altitude ≥ 250 feet AGL

Air Show Special Provisions

<ul style="list-style-type: none"> ➤ Dynamic Maneuvering-Formation ➤ Aerobatic Maneuvering-Formation 		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; padding: 2px;">Airspeed \leq 250 kts IAS</td> </tr> <tr> <td style="padding: 2px;">Formation separation is not authorized in the flying display area (see subparagraph 3-145D1))</td> </tr> <tr> <td style="padding: 2px;">➤ Dynamic Maneuvering-Formation SAC with DMF endorsement:</td> </tr> <tr> <td style="text-align: center; padding: 2px;">Pitch \leq 60° and/or Bank \leq 75°</td> </tr> <tr> <td style="padding: 2px;">Altitude: SAC DMF Level II or higher \geq 250 feet AGL</td> </tr> <tr> <td style="padding: 2px;">Airspeed: SAC DMF Level II or higher – No limitation (supersonic not authorized)</td> </tr> <tr> <td style="padding: 2px;">➤ Aerobatic Maneuvering-Formation SAC with AF endorsement:</td> </tr> <tr> <td style="text-align: center; padding: 2px;">Pitch $>$ 60° and/or Bank $>$ 75°</td> </tr> <tr> <td style="padding: 2px;">Altitude: SAC-AF Level I or higher \geq 250 feet AGL</td> </tr> <tr> <td style="padding: 2px;">Airspeed: SAC-AF Level I or higher – No limitation (supersonic not authorized)</td> </tr> </table>	Airspeed \leq 250 kts IAS	Formation separation is not authorized in the flying display area (see subparagraph 3-145D1))	➤ Dynamic Maneuvering-Formation SAC with DMF endorsement:	Pitch \leq 60° and/or Bank \leq 75°	Altitude: SAC DMF Level II or higher \geq 250 feet AGL	Airspeed: SAC DMF Level II or higher – No limitation (supersonic not authorized)	➤ Aerobatic Maneuvering-Formation SAC with AF endorsement:	Pitch $>$ 60° and/or Bank $>$ 75°	Altitude: SAC-AF Level I or higher \geq 250 feet AGL	Airspeed: SAC-AF Level I or higher – No limitation (supersonic not authorized)
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Altitude: SAC-AF Level I or higher \geq 250 feet AGL												
Airspeed: SAC-AF Level I or higher – No limitation (supersonic not authorized)												
<p>All Aircraft:</p> <ul style="list-style-type: none"> ➤ Maneuvering sequence may not be interrupted to perform a flyby. ➤ Flyby may only be performed before or after the sequence is completed. ➤ No abrupt maneuvers between the corner markers may be performed along the Category III show line. ➤ Flyby must be conducted in accordance with subparagraph 3-147L. ➤ Supersonic flight not authorized. 	<p>Military Aircraft:</p> <ul style="list-style-type: none"> ➤ Sanctioned military demonstration teams with an FAA-approved maneuvers package must comply with the limits approved. ➤ All other military pilots must comply with the flyby requirements and limitations. 											

NOTE: Per § 91.117(d), if the minimum safe airspeed for any particular operation is greater than the maximum speed required by § 91.117(a through c), the aircraft may be operated at that speed.

7. For the purpose of this event, the definition of aerobatic flight contained in 14 CFR § 91.303 is waived.
8. The following aircraft attitudes will be considered **Aviation Event Maneuvering**. Maneuvers performed while participating in accordance with the provisions of a CoW for an aviation event. Maneuvers

Air Show Special Provisions

performed at an aviation event require different levels of endorsement and are categorized and defined below:

- a. **Aerobatic Maneuvering.** Requires Statement of Aerobatic Competency (SAC) with an aerobatic maneuvering endorsement.
 - i. In a solo flight, aerobatic maneuvering is when the pitch attitude of the aircraft is greater than 60 degrees above or below the horizon and/or the angle of bank is greater than 75 degrees in reference to the horizon.
 - ii. In a formation flight, aerobatic maneuvering is when the pitch attitude of an aircraft is greater than 60 degrees above or below the horizon and/or the bank angle is greater than 75 degrees to the horizon.
- b. **Dynamic Maneuvering.** Requires SAC with a dynamic maneuvering endorsement.
 - i. In a solo flight, dynamic maneuvering includes abrupt maneuvering, crossing maneuvers, and opposing maneuvers. The pitch and bank limitations are when the pitch attitude of the aircraft is less than or equal to 60 degrees above or below the horizon and/or the bank angle is less than or equal to 90 degrees in reference to the horizon.
 - ii. In a formation flight, dynamic maneuvering includes formation separation, formation configuration/position changes, rejoins, crossing maneuvers, and opposing maneuvers. The pitch and bank limitations are when the pitch attitude of the aircraft is less than or equal to 60 degrees above or below the horizon and/or the bank angle is less than or equal to 75 degrees in reference to the horizon.

NOTE: Solo maneuvers conducted after a formation has separated may be performed within the Dynamic Maneuvering–Solo limitations.

- c. **Standard Maneuvering.** Formation flight requires an industry formation credential.
 - i. In a solo flight, standard maneuvering includes non-abrupt maneuvering and flybys. The pitch and bank limitations are when aircraft pitch attitude of the aircraft is less than or equal to 60 degrees above or below the horizon and/or the bank angle is less than or equal to 75 degrees in reference to the horizon.
 - ii. In a formation flight, standard maneuvering includes non-abrupt maneuvering, flybys, formation configuration/position changes, and missing-man formation, and the flight may not separate inside the flying display area, except to break for landing or flyby. The pitch and bank limitations are when the aircraft pitch attitude of the aircraft is less than or equal to 45 degrees above or below the horizon and/or the bank angle is less than or equal to 60 degrees in reference to the horizon.

Air Show Special Provisions

Aviation Event Maneuvering Chart

SAC – Statement of Aerobatic Competency FAA Form 8710-7 <ul style="list-style-type: none"> • DMF - Dynamic Maneuvering – Formation • DMS - Dynamic Maneuvering- Solo • AF – Aerobatics- Formation • AS – Aerobatics - Solo 				Formation Credential - FAST/FFI: <ul style="list-style-type: none"> • FAST – Formation and Safety Training • FFI - Formation Flying Inc. 			
Formation Maneuvering			Solo Maneuvering				
	Standard Maneuvering	Dynamic Maneuvering	Aerobatic Maneuvering		Standard Maneuvering	Dynamic Maneuvering	Aerobatic Maneuvering
FAST/FFI	Pitch ≤45° and/or Bank ≤60°			No Credential	Pitch ≤60° and/or Bank ≤75°		
SAC + DMF		Pitch ≤60° and/or Bank ≤75°		SAC + DMS		Pitch ≤60° and/or Bank ≤90°	
SAC + AF			Pitch >60° and/or Bank >75°	SAC + AS			Pitch >60° and/or Bank >75°

9. Repositioning Turns.

- a. **Return to the Flying Display Area/Aerobatic Box.** Conducting repositioning turns having an energy vector directed towards the primary spectator area, and in accordance with subparagraph 3-147L, made for the purposes of returning to the flying display area or aerobatic box to realign with the appropriate category aircraft show line, must be completed as follows:
 - i. Civilian performers. Pilots who hold a SAC with an Aerobatic endorsement (Solo or Formation) and flying Category III or Category I and Category II ex-military fighters are permitted to perform repositioning turns for the purposes of returning to the flying display area or aerobatic box using a maximum of 120 degrees of bank and 90 degrees of pitch when above 500 feet AGL and not over designated spectator areas or congested areas.
 - ii. Pilots who hold a SAC with a Dynamic Maneuvering–Solo endorsement are permitted to perform repositioning turns using a maximum of 90 degrees of bank and 60 degrees of pitch when above 500 feet AGL when not over designated spectator areas or congested areas. Formation not authorized.
 - iii. Military jet demonstration teams and single-ship demonstration teams for the purposes of returning to the flying display area or aerobatic box:
 - iv. Military demonstration teams with accepted maneuvers packages are permitted to exceed a maximum of 120 degrees of bank and 90 degrees of pitch; Pitch and bank angles must not exceed standard operating procedures prescribed for the specific aircraft; and Inverted flight is not authorized below 1,500 feet AGL and not over congested areas or spectator areas.

Air Show Special Provisions

- b. **Inside the Flying Display Area/Aerobatic Box.** When it is not practical to leave the flying display area or aerobatic box in between segments of a flight performance, repositioning turns that have an energy vector directed towards the primary spectator area, in accordance with subparagraph 3-147L, and are made for the sole purpose of remaining in the flying display area and realigning with the appropriate Category show line are permitted in accordance with the following:
- i. Pilots who hold a SAC with an Aerobatics–Solo or Dynamic Maneuvering–Solo endorsement are permitted to perform repositioning turns and/or clearing turns to a maximum 90 degree bank. Pilots who hold a SAC with a Dynamic Maneuvering–Formation endorsement can perform repositioning turns using up to 75 degrees of bank. Pilots who hold an industry formation credential can perform repositioning turns using up to 60 degree angle of bank.
 - ii. The turns are carried out without abrupt control inputs during the portion of the turn when the aircraft is directing energy at the crowd.
 - iii. The turns are conducted in a manner to ensure the aircraft remains beyond the appropriate distance for their show line category (i.e., 500 feet for Category III; 1,000 feet for Category II; 1,500 feet for Category I).
10. Sequences/performances that contain dynamic maneuvering and aerobatic maneuvers must be initiated, performed, and completed at or above the altitude listed in the limitations on the SAC.
11. A show line (man-made or natural) clearly visible to the performers/pilots shall be provided to assist them in compliance with the approved distances from the spectator area(s). The show line will include a clearly visible (from 200 feet AGL at 200 KIAS) show center marker and corner markers that are 500 feet beyond the spectator areas along the crowd line to provide reference to pilots entering or leaving the flying display area.
12. Except when authorized during takeoff or landing, aircraft that operate at speeds of 156 knots or less and certain other Category III aircraft shall perform no closer than 500 feet horizontally from the spectator area[s]. Any single reciprocating-engine airplane, regardless of speed, with a maximum certificated gross weight of no more than 2,250 lbs. is also a Category III aircraft.
- Note:** The dimensions of the aerobatic area for Category III aircraft may vary. It only needs to be large enough to provide sufficient space for Cat III performers to complete their aerobatic maneuvers within it. The only requirement that may not be altered is that the minimum distance from each side of this aerobatic area to the primary and secondary spectator areas respectively may not be less than 500 feet at any time.
13. Except when authorized during takeoff or landing, aircraft that operate at speeds of more than 156 knots but 245 knots or less shall perform aerobatic maneuvers no closer than 1,000 feet horizontally from a single spectator area. If two spectator areas are used, the show lines may be no less than 800 feet from one spectator area and no less than 1,000 feet from any other designated spectator area.
- Note:** The dimensions of the aerobatic area may vary. It only needs to be large enough to provide sufficient space for Cat II performers to complete their aerobatic maneuvers within it. The only requirement is that the minimum distance from each side of this aerobatic area to the primary and secondary spectator areas respectively may normally not be less than 1000 feet. This distance may be reduced only on one side only of the Cat II aerobatic area to no less than 800 feet from either the primary or secondary spectator areas
14. Except when authorized during takeoff or landing, aircraft that operate at speeds of more than 245 knots shall perform aerobatic maneuvers no closer than 1,500 feet horizontally from a single spectator area. If

Air Show Special Provisions

two spectator areas are used, the show line may be no less than 1,200 feet from one of the designated spectator areas, and no less than 1,500 feet from any other designated spectator area. Single Cat I airplanes or the center of formation flights of Cat I airplanes must be centered on this show line.

Note: Applicable to Category I, II, and III showlines. For reciprocating engine powered airplanes, these distances are predicated on true airspeed in straight and level flight at 75 percent power at standard temperature and pressure (15°C/sea level) and maximum certificated gross weight. For turbine engine powered airplanes, the distances are based on 85 percent of the maximum continuous powered straight and level flight true airspeed at standard temperature, pressure, and maximum certificated gross weight. Any turbine engine powered airplane for which valid performance data acceptable to the FAA is not available will be required to perform on or beyond the Category I show line

15. **Gena Linebarger**, will make every effort to discourage secondary spectator areas. Secondary spectator areas cannot be located under the aerobatic box/flying display area. Flight over the secondary spectator area is permitted by all civilian and military air show performers when the following conditions are met:
 - i. Minimum altitude must be no lower than 500 feet above the spectators.
 - ii. Until the aircraft reaches an altitude of 500 feet, flight will be non-maneuvering and wings level in a normal climb.
 - iii. For rockets, flight over secondary spectator area is prohibited.
 - iv. UAS operations are not authorized unless authorized by the Administrator.

16. Flight demonstrations shall not be conducted during the day unless the ceiling is at least 1,500 feet, and the visibility is at least 3 statute miles at the time of the demonstration. The FAA IIC may adjust the minimum ceiling and visibility requirements at his/her discretion, if 14 CFR Section 91.155 is waived, but no less than 1,000 feet and 3 statute miles if:
 - a. Except for North American military performers, aerobatic maneuvers are conducted by Category III aircraft only within an operations area having a diameter of no more than 2 statute miles; and
 - b. Originally scheduled aerobatic maneuvers are not modified or conducted in close proximity to the surface as a result of the reduced weather conditions.
 - c. 14 CFR Section 91.155 is waived, the cloud separation may be reduced to "Clear of Clouds" by the IIC
 - d. No other reductions in weather requirements shall be made. (Ref. 3-154)

17. Air Show Maneuvers Toward Primary Spectator Area-Prohibited. Maneuvers that put the aircraft in an aerobatic attitude while the energy vector of the aircraft is directed at the primary spectator area between the corner markers are prohibited.
 - a. Aerobatic maneuvers, that in the event of a catastrophic failure, a part of the aircraft would contact the surface at or inside the primary spectator area between the corner markers are prohibited. Maneuvers of this type include inverted flight, pulling to the vertical, and loops where the energy vector is directed at the primary spectator area during the maneuver.
 - b. Rocket launches conducted inside the aerobatic box that, in the event of a catastrophic failure might result in a part of the rocket contacting the surface inside the primary spectator area between the corner markers, are prohibited.

18. Air Show Maneuvers Toward Primary Spectator Area- Permitted Maneuvers—No Approval Required.

Air Show Special Provisions

The following maneuvers are permitted without any additional approval:

a. Aerobatic maneuvers by a single aircraft, by multiple aircraft, or aircraft in formation in which the aircraft, but not the actual energy vector, is momentarily pointed towards the primary spectator area. For example, a spinning maneuver that has the energy vector of the aircraft directed toward the ground, but may briefly have the nose of the aircraft directed at the crowd, will be permitted. Similarly, a humpty-bump maneuver in which the direction of the aircraft is briefly directed at the crowd when the aircraft has nearly zero air speed is also permitted. Maneuvers of this type include spins, tail slides, torque rolls, humpty-bumps, and flops, as well as hammerhead turns and tumbles or lomcevaks whose flightpaths are parallel to the show reference line.

b. High energy maneuvers such as minimum radius turns (maximum of 90 degrees of bank) by a single aircraft on the appropriate show line for the aircraft category in accordance with the following:

- Category III aircraft—maximum altitude of 250 feet,
- Category II aircraft—maximum altitude of 300 feet, and
- Category I aircraft—maximum altitude of 500 feet.

c. Non-aerobatic maneuvers by a single aircraft, by multiple aircraft, or aircraft in formation with an energy vector directed towards the primary spectator area provided the aircraft/UAS remains beyond the appropriate show line for aircraft category (i.e., 500 feet for Category III; 1,000 feet for Category II; 1,500 for Category I)

d. Non-aerobatic formation maneuvers (e.g., flybys) that may direct momentary, but not sustained, energy toward the primary spectator area, except during any formation separations, formation configurations/position changes, or rejoins. This does not apply to non-aerobatic formation maneuvers conducted in accordance with established FAA policy.

e. Flight over the spectator areas in accordance with established FAA policy.

f. Repositioning turns in accordance with established FAA policy.

g. All other maneuvers that do not direct an energy vector at the primary spectator area.

h. Class 1 rocket launches in accordance with established FAA policy.

19. Spectator areas may not be closer than 500 feet from any takeoff and landing runway when the approach speed (V_{ref}) of any aircraft exceeds 100 knots and/or for any aircraft that has a certificated gross weight of more than 50,000 pounds. This also includes Airplanes, gyroplanes, and helicopters conducting excessive, non-aerobatic maneuvers on takeoff or landing (car-top landing/comedy acts). Aircraft with and both an approach speed (V_{ref}) of 100 knots or less and a certificated gross weight of 50,000 pounds or less and UAS (> 55 pounds) shall be required to use a runway that is at least 300 feet from the spectator area. Powered parachute (aircraft/ultralight) and UAS (< 55 pounds) shall be required to use a runway that is at least 100 feet from the spectator area.

- a. If ALL aircraft and ultra-lights in an air show have approach speeds of less than 60 knots, and certificated gross weight of less than 2,500 pounds, and there is no excessive maneuvering during takeoff or landing, spectators may be as close as 200 feet to the takeoff or landing runway.

Air Show Special Provisions

- b. Car-top landings: only those performers with a current and valid SAC and a car-top landing endorsement with a 300-foot limitation are authorized to maneuver non-aerobatic, take off, and land at a minimum of 300 feet from spectators, congested areas, or occupied buildings when a hard prepared surface is available and a similar surface is not available at 500 feet.
 - c. These distances can be measured to the runway centerline for single aircraft operations, in which case the aircraft are expected to operate on the runway centerline. For formation takeoffs/landings, this distance shall be measured to the runway edge.
20. For the U.S. Air Force Thunderbirds and Heritage Flights, U.S. Navy Blue Angels, and Canadian Snowbirds approved maneuvers include level or climbing (normal rate) non-aerobatic flight over any spectator no less than 500 feet above the highest point in the primary spectator areas. All other performers must be at or above 1,000 feet above the highest point in the primary spectator areas.
21. Any maneuver or speed approved by AFS-800 in the FAA approved maneuvers package or FAA accepted military order are permitted if performed as approved. These may be exceptions to FAA Order 8900.1, Volume 3, Chapter 6. For US Military Jet Teams, flight below 500 feet AGL over occupied buildings is permitted in the transition areas depicted in their maneuvers package. Low altitude ingress and egress routes below 500 feet AGL require FAA IIC approval.
- a. FAA IIC approval has been granted.
22. An arrival demonstration is not authorized unless an advance member of the US Military Jet Team has been briefed on the show line and pertinent special provisions of the CoW. This information must be relayed to the team leader before the arrival demonstration.

C. Ground-Based Pyrotechnics Special Provisions

1. Ground-based pyrotechnics shall not be placed on and/or detonated in any safety area(s) defined by 14 CFR part 139, §139.309, and described in the airport certification manual if any certificated air carrier or commercial operator will be conducting revenue operations on the adjacent airport movement area(s) during the time period beginning when ground-based pyrotechnics are installed and ending when the ground-based pyrotechnics have been expended and/or safely removed and secured.
2. For all other public use airports, ground-based pyrotechnics shall not be placed on and/or detonated in any safety area(s) as defined in AC 150/5300-13, Airport Design, Tables 3-1, 3-2, or 3-3, as appropriate, if any non-participating aircraft will be operating on the adjacent airport movement area(s) during the time period beginning when ground-based pyrotechnics are installed and ending when the ground-based pyrotechnics have been expended and/or safely removed and secured.
3. If non-participating aircraft operations will be restricted to provide adequate separation from ground-based pyrotechnics to assure the safety of the aircraft relative to the use of ground-based pyrotechnics, the restricted movement plan must be approved by the airport manager and/or other appropriate official(s).
4. The placement and planned use of ground-based pyrotechnics must be thoroughly reviewed in the event participants' briefing as required by special provision #3. See attachment for sample briefing. (Ref. 3-139 V).
5. The placement and planned use of ground-based pyrotechnics must be approved by the airport manager and/or other appropriate official(s).

Note:Consult with airport manager on location of airport safety areas.

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



US Department of Transportation
Federal Aviation Administration

**APPLICATION FOR
CERTIFICATE OF WAIVER
OR AUTHORIZATION**

From Approved: O.M.B. No.2120-0027 01/31/2021

APPLICANTS - DO NOT USE THESE SPACES

Region SW-19	Date 11/02/2022
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Action
 Approved Disapproved – "Explain under "Remarks"

Signature of authorized FAA representative
 STEPHEN SIMPSON Digitally signed by STEPHEN SIMPSON
Date: 2022.11.02 07:46:45 -05'00'

INSTRUCTIONS

Submit this application in triplicate (3) to any FAA Flight Standards district office.

Applicants requesting a Certificate of Waiver or Authorization for an aviation event must complete all the applicable items on this form and attach a properly marked 7.5 series Topographic Quadrangle Map(s), published by the U.S. Geological Survey (scale 1:24,000), of the proposed operating area. The map(s) must include scale depictions of the flightlines, showlines, race courses, and the location of the air event control point, Police dispatch, ambulance, and fire

fighting equipment. The applicant may also wish to submit photographs and scale diagrams as supplemental material to assist in the FAA's evaluation of a particular site. Application for a Certificate of Waiver or Authorization must be submitted 45 days prior to the requested date of the event.

Applicants requesting a Certificate of Waiver or Authorization for activities other than an aviation event will complete items 1 through 10 only and the certification, item 17, on the reverse.

1. Name of organization COMMEMORATIVE AIR FORCE		2. Name of responsible person GENA LINEBARGER; AIRBOSS RUSSELL ROYCE		
3. Permanent mailing address P. O. BOX [REDACTED]	House number and street or route number	City DALLAS	State and ZIP code TEXAS 75376	Telephone No. [REDACTED]

4. State whether the applicant or any of its principal officers/owners has an application for waiver pending at any other office of the FAA.
NA

5. State whether the applicant or any of its principal officers owners has ever had its application for waiver denied, or whether the FAA has ever withdrawn a waiver from the applicant or any of its principal officers/owners.
NA

6. FAR section and number to be waived
91.107(a)(2)(3); 91.117(a)(b)(c); 91.119(b)(c); 91.121; 91.129; 91.155; 91.303(c)(d)(e); 91.515

7. Detailed description of proposed operation (Attach supplement if needed)
WINGS OVER DALLAS WWII AIRSHOW featuring precision formation flying, flybys, dog fights, aerobatic, and non aerobatics, simulated bombing, and strafing displays including ground based pyrotechnics with former military aircraft.

8. Area of operation (Location, altitudes, etc.)
5NM of KRBD; SFC to 6000MSL (flight into Bravo airspace to be coordinated with D10)

9a. Beginning (Date and hour) 11/11/2022 10:00:00 AM	b. Ending (Date and hour) 11/13/2022 05:00:00 PM
----------------------------------------------------------------	------------------------------------------------------------

10. Aircraft make and model (a)	Pilot's Name (b)	Certificate number and rating (c)	Home address (Street, City, State) (d)
See Attachment			

ITEMS 11 THROUGH 16 TO BE FILLED OUT FOR AIR SHOW/AIR RACE WAIVER REQUESTS ONLY.

11. The air event will be sponsored by:
COMMEMORATIVE AIR FORCE

12. Permanent mailing address	House number and street or route number [REDACTED]	City DALLAS	State and ZIP code TEXAS 75376	Telephone No. [REDACTED]
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13. Policing (Describe provisions to be made for policing the event.)
 Patrolled by security staff, off duty city, county, and state police agencies.

14. Emergency facilities (Mark all that will be available at time and place of air event.)


Physician Fire truck Other - Specify _____
 Ambulance Crash wagon _____

15. Air Traffic control (Describe method of controlling traffic, including provision for arrival and departure of scheduled aircraft.)
 Air Boss with 2-way radio communication, light gun signal, coordination with KRBD tower and DGW Approach Control. TFR will be requested.

16. Schedule of Events (include arrival and departure of scheduled aircraft and other periods the airport maybe open.)

Hour (a)	Date (b)	Event (c)
0800 1100 1630	11/11/2022	Briefing Flying Display start Flying Display end
0800 1100 1630	11/12	Briefing Flying Display start Flying Display end
0800 1100 1630	11/13	Briefing Flying Display start Flying Display end

If sufficient space is not available, the entire schedule of events may be submitted on separate sheets, in the order and manner indicated above.

Please Read  The undersigned applicant accepts full responsibility for the strict observance of the terms of the Certificate of Waiver or Authorization, and understands that the authorization contained in such certificate will be strictly limited to the above described operation.

17. Certification - I CERTIFY that the foregoing statements are true.

Date	Signature of Applicant
10/11/2022	[REDACTED]

Remarks

TYPE	"N"	NAME	UNIT	BASE
A-26	N9682C	LADY LIBERTY	LL	KWDG
B-17	N7227C	TEXAS RAIDERS	GCW	KCXO
B-24	N24927	DIAMOND LIL	B29/B24	KRBD
B-25	N25YR	YELLOW ROSE	CENTEX	KHYI
B-25	N9643C	DEVIL DOG	DD	KGTU
B-29	N529B	FI FI	B29/B24	KRBD
C-45	N70GA	BUCKET OF BOLTS	BOB	KRBD
C-47	N251ZE	READY 4 DUTY	DFW	KLNC
C-47	N47TB	THAT'S ALL BROTHER	CENTEX	KHYI
C-45	N40074	YELLOW BELLY	CIMARRON	KGUY
P-51	N61429	<i>Tuskegee</i>	RED TAIL	KMCW
P-51	N5428V	GUNFIGHTER	C. L. L.	KCBF
P-63	N6763	P-63F	P-63	KCXO
PT-17	N7058Q	23	L S W	KASL
SB2C	N92879	THE BEAST	WTW	KEFD
T-6	N101X	NA	HSW	KMAF
T-6	N3646G	NA	CENTEX	KHYI
T-6	N7300C	NA	GCW	KCXO
T-6	N9790Z	ACE IN THE HOLE	HOUSTON	KIWS
TORA	9 aircraft	ZEROS, KATES, VAL	TORA	KCXO

????????? |

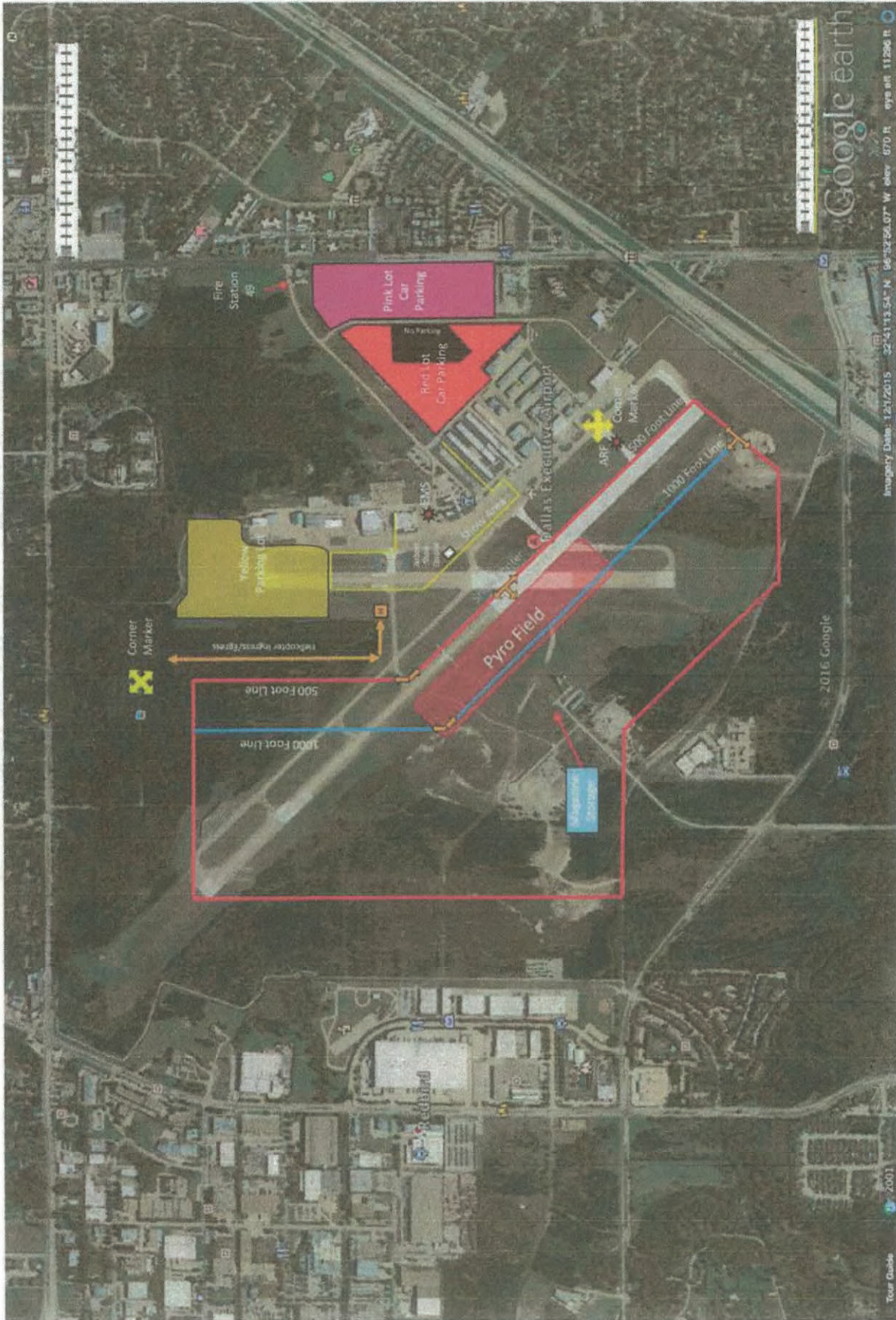
RIDE AIRCRAFT PLANNING TO ATTEND

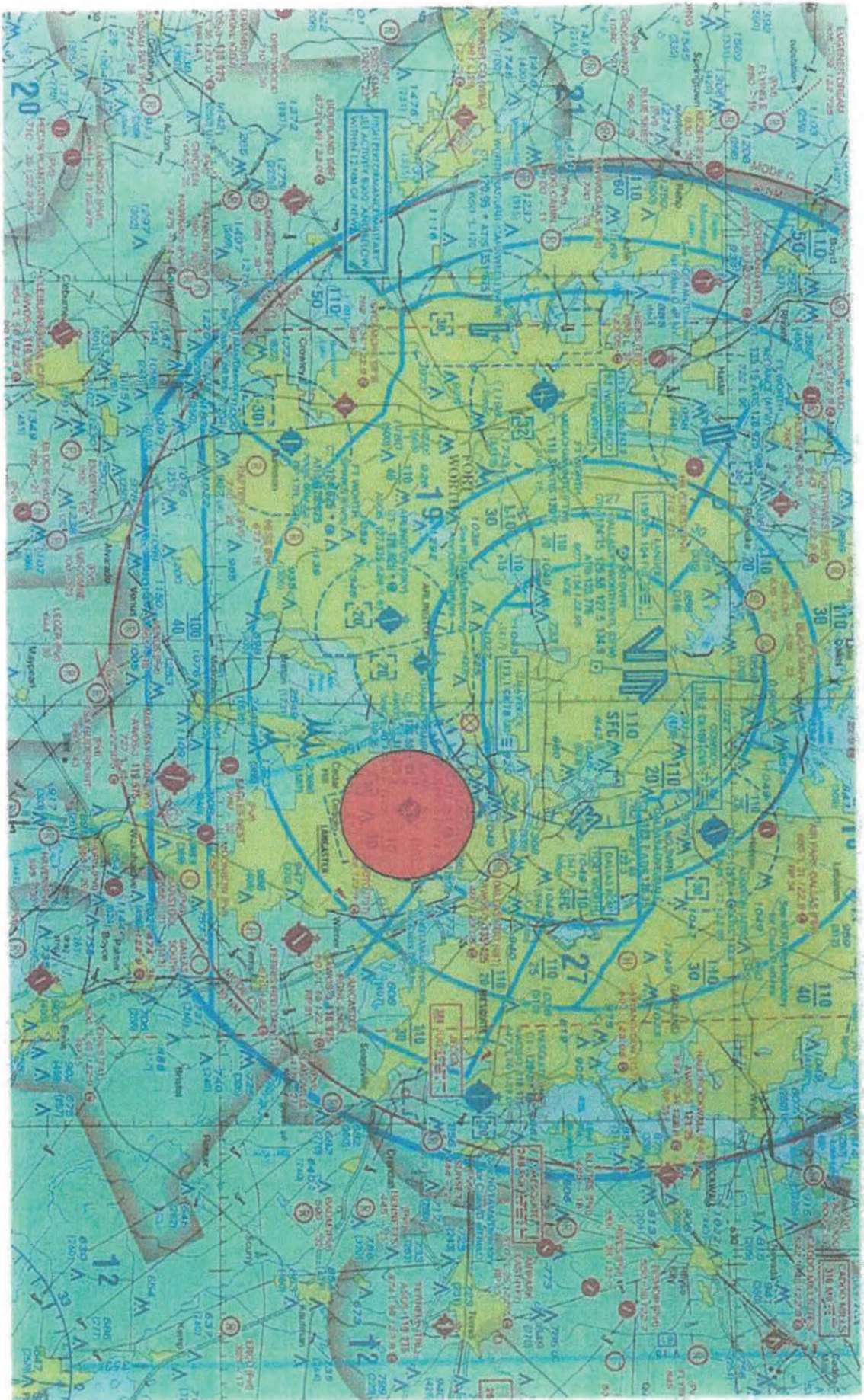
C-45	N375VU		CENTEX	KHYI
BT-13	N61BT		CENTEX	KHYI
C-45	N197L		GCW	KCXO
BT-15	N69605		DFW	KLNC
T-34	N802HV		COYOTE	KCRS
T-34	N6849C		WASP	KRBD
T-6	N6253C		WASP	KBRD
PT-13	N4813V		B-29/24	KRBD
PT-19	N49238		COYOTE	KCRS
N3N	N44741		HOUSTON	KIWS
T-50	N44795	BOBCAT	JAYHAWK	71K

For Educator

PAID ACTS

PT-17		TWISTED TEXAN		
T-28		TROJAN PHYLLERS		
EA-18	US NAVY	STATIC	1 or 2 ?	KNUW





INCIDENT ACTION PLAN

WINGS OVER DALLAS AIRSHOW

NOVEMBER 11 – 13 , 2022



Dallas Executive Airport

INCIDENT OBJECTIVES (ICS 202)

1. Incident Name: WINGS OVER DALLAS	2. Operational Period: Date From: 11/11/2022 Date To: 11/13/2022 Time From: 0700 Time To: 1800
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- 3. Objective(s):**
1. Ensure the safety of all visitors and responders by implementing a rigorous safety and inspection program
 2. Maintain secure perimeters and access control points by assigning personnel to key areas including entry and egress locations.
 3. Keep unauthorized individuals away from aircraft operation areas (AOA) by portable fencing, ropes and barricades, event security staff and continuous AOA patrol by Airport Operations
 4. Mitigate environmental issues immediately at the maintenance and refueling areas. Ensure prompt management and reporting of environmental issues to Airport Operations.
 5. Maintain a secure perimeter around pyrotechnic storage areas at all times
 6. Complete runway and taxiway inspections immediately following pyrotechnic displays.
 7. Maintain presence of Aircraft Rescue Firefighting (ARFF) and other fire apparatus during event.

4. Operational Period Command Emphasis:
 Use common language/clear speech on the radio when responding to issues or events.

General Situational Awareness
 Be constantly vigilant of surroundings, particularly for running and moving aircraft. SAFETY IS CRITICAL. Ensure all personnel have appropriate PPE (ear and eye protection) when needed. Do not access areas not authorized to enter. Report any safety concerns or suspicious activity to the Incident Command Post via radio. Monitor self, other event staff and visitors for hydration. Minimize radio chatter whenever possible.

5. Site Safety Plan Required? Yes No
Approved Site Safety Plan(s) Located at:

6. Incident Action Plan (the items checked below are included in this Incident Action Plan):



<input checked="" type="checkbox"/> ICS 203	<input type="checkbox"/> ICS 207	Other Attachments: <input checked="" type="checkbox"/> WOD Show Schedule <input checked="" type="checkbox"/> Traffic Plan Layout <input type="checkbox"/> <input type="checkbox"/>
<input checked="" type="checkbox"/> ICS 204	<input checked="" type="checkbox"/> ICS 208	
<input type="checkbox"/> ICS 205	<input checked="" type="checkbox"/> Map/Chart	
<input checked="" type="checkbox"/> ICS 205A	<input type="checkbox"/> Weather Forecast/Tides/Currents	
<input checked="" type="checkbox"/> ICS 206		

7. Prepared by: Name: RICK ELLIS Position/Title: Sr. Airport Operations Signature:

8. Approved by Incident Commander: Name: RAFAEL GARZA Signature:

ICS 202	IAP Page 1 of 9	Date/Time: 10/31/22
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ORGANIZATION ASSIGNMENT LIST (ICS 203)

1. Incident Name: WINGS OVER DALLAS 2022		2. Operational Period: Date From: 11/11/2022 Date To: 11/13/2022 Time From: 0700 Time To: 1800		
3. Incident Commander(s) and Command Staff:		7. Operations Section:		
IC/UCs	Rafael Garza (AVI)	Chief	Bryant Sivess (AVI)	
		Deputy	Rick Ellis (AVI)	
Deputy	Bryant Sivess (AVI)	Staging Area		
Safety Officer	Kathy Prendergrast (AVI)	Branch	FIRE / EMS	
Public Info. Officer	Lauren Rounds (AVI) & Leah Block (CAF)	Branch Director	Chief Thornton (DFR)	FIRE / EMS
Liaison Officer	Nicole Kutchen (AVI)	Deputy	Ronnie Tocci (DFR)	
4. Agency/Organization Representatives:		Division/Group	RED 42 /RED 49 (DFR)	ARFF
Agency/Organization	Name	Division/Group		EMS
		Division/Group		Fire Prev - Pyrotechnic
		Division/Group		
		Division/Group		
		Branch	LAW ENFORCEMENT	
		Branch Director	Reginald Luster (DPD)	LAW ENFORCEMENT
		Deputy	Ryan Cordova (DPD)	
5. Planning Section:		Division/Group		Show / Event
Chief	David Oliver (CAF)	Division/Group		Perimeter
Deputy		Division/Group		
Resources Unit	Gena Linebarger (CAF)	Division/Group		
Situation Unit		Division/Group		
Documentation Unit	Deborah Englehardt (AVI)	Branch	VOLUNTEER / SHOW OPERATIONS	
Demobilization Unit		Branch Director	Gena Linebarger (CAF)	
Technical Specialists		Deputy	David Oliver (CAF)	
		Division/Group	Jim Lasche (CAF)	Air Operations
		Division/Group	Chris Volpe (CAF)	Parking
		Division/Group	Tiim Reynolds (CAF)	Marshalls
		Division/Group	David Linebarger (CAF)	Pyrotechnics
		Division/Group		
6. Logistics Section:		Air Operations Branch		
Chief		Air Ops Branch Dir.		
Deputy				
Support Branch				
Director				
Supply Unit				
Facilities Unit		8. Finance/Administration Section:		
Ground Support Unit		Chief		
Service Branch		Deputy		
Director		Time Unit		
Communications Unit		Procurement Unit		
Medical Unit		Comp/Claims Unit		
Food Unit		Cost Unit		
9. Prepared by: Name: Richard Ellis		Position/Title:	Sr. Airport Operations	Signature: 
ICS 203	IAP Page 2	Date/Time:	10/31/22	

ASSIGNMENT LIST (ICS 204)

1. Incident Name: WINGS OVER DALLAS 2022		2. Operational Period: Date From: 11/11/2022 Date To: 11/13/2022 Time From: 0700 Time To: 1800		3. AIRSHOW -CAF Branch: Division: Group: Staging Area:
4. Operations Personnel: Name _____ Contact Number(s) _____ Operations Section Chief: <u>Bryant Sivess (AVI)</u> _____ Branch Director: <u>Gena Linebarger (CAF)</u> _____ Division/Group Supervisor: _____			Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information	
5. Resources Assigned:				
Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	
AIR OPERATIONS	Jim Lasche		_____	
AIR BOSS	Russell Royce		_____	
ANNOUNCER	Steve Buss		_____	
PARKING	Chris Volpe		_____	
MARSHALLERS	Tim Reynolds		_____	
PYROTECHNICS	David Linebarger		_____	
PIO	Leah Block		_____	
	David Oliver		_____	
	Buddy Cooksey		_____	
6. Work Assignments:				
7. Special Instructions:				
8. Communications (radio and/or phone contact numbers needed for this assignment): Name/Function _____ Primary Contact: indicate cell, pager, or radio (frequency/system/channel) _____ _____ _____ _____				
9. Prepared by: Name: <u>Richard Ellis</u> Position/Title: <u>Sr. Airport Operations</u> Signature: _____				
ICS 204	IAP Page <u>3</u>	Date/Time: <u>10/31/22</u> _____		

MEDICAL PLAN (ICS 206)

1. Incident Name: WINGS OVER DALLAS 2022	2. Operational Period: Date From: 11/11/2022 Date To: 11/13/2022 Time From: 0700 Time To: 1800
----------------------------------------------------	----------------------------------------------------------------------------------------------------------

3. Medical Aid Stations:			
Name	Location	Contact Number(s)/Frequency	Paramedics on Site?
Dallas Fire Rescue	Next to Gate 6		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No

4. Transportation (indicate air or ground):			
Ambulance Service	Location	Contact Number(s)/Frequency	Level of Service
Careflight Air & Ground	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> ALS <input type="checkbox"/> BLS
Dallas Fire Rescue Ground		911	<input checked="" type="checkbox"/> ALS <input type="checkbox"/> BLS
			<input type="checkbox"/> ALS <input type="checkbox"/> BLS
			<input type="checkbox"/> ALS <input type="checkbox"/> BLS

5. Hospitals:							
Hospital Name	Address, Latitude & Longitude if Helipad	Contact Number(s)/Frequency	Travel Time		Trauma Center	Burn Center	Helipad
			Air	Ground			
Methodist Charlton	Dallas, TX 75237	[REDACTED]	:02	:11	<input checked="" type="checkbox"/> Yes Level: 3	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Methodist Medical Center	Dallas, TX 75203	[REDACTED]	:03	:15	<input checked="" type="checkbox"/> Yes Level: 1	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Parkland	Dallas, TX 75235	[REDACTED]	:05	:19	<input checked="" type="checkbox"/> Yes Level: 1	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Children's Medical Center	Dallas, TX 75234	[REDACTED]	:05	:17	<input checked="" type="checkbox"/> Yes Level: 1	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Baylor Univ Medical Center	Dallas, TX 75246	[REDACTED]	:07	:25	<input checked="" type="checkbox"/> Yes Level: 1	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

6. Special Medical Emergency Procedures:

- NOTIFICATION: Command Radio
- Minor injuries: Treat at the on site at medical aid station staffed by DFR
- Major injuries: Request on site DFR paramedics or transport to medical aid station
 DFR dispatch will be contacted for Injuries requiring transport to off site facility/ambulance dispatch
 Notify supervisor and Safety Officer, initiate documentation
 Safety Officer will notify Incident Commander
- MASS CASUALTY: Respond in accordance with City of Dallas Mass Casualty Plan, SOP EMS Section 119.00

Check box if aviation assets are utilized for rescue. If assets are used, coordinate with Air Operations.

7. Prepared by (Medical Unit Leader): Name: _____ Signature: _____

8. Approved by (Safety Officer): Name: RICHARD ELLIS Signature: _____

ICS 206 IAP Page 8 Date/Time: 10/31/22

SAFETY MESSAGE/PLAN (ICS 208)

1. Incident Name: WINGS OVER DALLAS 2022	2. Operational Period: Date From: 11/11/2022 Date To: 11/13/2022 Time From: 0700 Time To: 1800
3. Safety Message/Expanded Safety Message, Safety Plan, Site Safety Plan:	
<p>WEATHER:</p> <ul style="list-style-type: none">* Average high around 70F with average lows around 50F, chance of rain less than 10%.* No severe weather currently in the forecast <p>PROTECTIVE CLOTHING / EQUIPMENT</p> <ul style="list-style-type: none">* Wear appropriate outdoor clothing/footwear, including caps/hats to protect from sun.* Use sunscreen/lip protection and insect repellent as needed.* Wear appropriate eye/ear protection relative to work assignment. Those exposed to aircraft engine noise and propwash or the pyrotechnics should wear ear and eye protection at all times while on duty.* ONLY AUTHORIZED PERSONNEL WITH APPROPRIATE PPE WILL ENTER THE RESPONSE HOT ZONES <p>SLIP / FALL INJURIES</p> <ul style="list-style-type: none">* Slips, trips and falls statistically account for the majority of injuries at airshows.* Watch for trip hazards such as extension cords, uneven terrain, holes, etc. Mark or flag hazards if they can't be eliminated* Report any observed slip/fall hazards to the Safety Officer immediately. <p>VEHICLE OPERATIONS IN CROWDS:</p> <ul style="list-style-type: none">* Slow down and use an abundance of caution when operating any vehicle around people or aircraft.* DO NOT GET IN A HURRY <p>TAKE CARE OF YOURSELF AND EACH OTHER:</p> <ul style="list-style-type: none">* Eat, drink and take periodic rest breaks* Sanitize hands before eating, preferably with soap and water but using hand sanitizer if not.* Be mindful of the signs of stress, fatigue, dehydration or other concerns in yourself and those around you. <p>EVERYONE HAS A VOICE! Everyone on staff is a safety representative. If you see something, say something. Report any observed safety issues to the Safety Officer immediately</p> <p>SAFETY GOAL: No injuries or accidents.</p>	
4. Site Safety Plan Required? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Approved Site Safety Plan(s) Located At:	
5. Prepared by: Name: Richard Ellis	Position/Title: Sr. Airport Operations Signature:
ICS 208	IAP Page 9 Date/Time: 10/31/22



School Bus Parking

VIP & Handicap Green Parking Lot

Handicap Parking Lot

Volunteer Parking Lot

No Parking

Volunteer Parking

Aviation Display Zone

Food Service Entrance

Trash

Golf Carts

Overflow Ramp

Living History

Large Aircraft

Living History

Ride Aircraft

Overflow Ride Aircraft in the grass

TORA Aircraft

Aircraft Static Display

B-29 "Box"

Sponsor Displays Vendors, PCs

Food

Legend

- Gate = Entrance Gates
- Tent = Tents
- Port-O-Toilet = Port-O-Toilets
- Temporary Fence = Temporary Fence
- Metal Fence = Metal Fence
- Food Vendor = Food Vendors
- EMS Staging = EMS Staging
- Show Control = Show Control
- Central Trash Dumpster = Central Trash Dumpster
- Show Aircraft = Show Aircraft

**COMMEMORATIVE AIR FORCE
WINGS OVER DALLAS
AIRSHOW**

**DALLAS EXECUTIVE AIRPORT
CAF EMERGENCY RESPONSE PLAN**

November 11-13, 2022

CAF AIR SHOW EMERGENCY RESPONSE PLAN

Overview and Pre-Show Actions

1. This plan recognizes The Airport Authority, Aircraft Rescue and Fire Fighting (ARFF) and Law Enforcement (includes Airport Security) will respond to all aircraft accidents IAW their procedures and plans. These agencies are referred to as Local Authorities in total, or individually.
2. The CAF will work to keep the spectators, vendors, staff and other personnel associated with the show behind established spectator control boundaries. If an aircraft accident occurs within the spectator area, the CAF will move all personnel away from the accident site until Local Authorities establish the safety perimeter/boundaries.
3. The CAF will assist Local Authorities as much as possible when requested; request should be directed to the CAF Emergency Response Team (ERT) thru the CAF liaison to the local authorities' command center. If unable to contact the liaison, the request can go to any member of the ERT (phone numbers below).
4. The V.P. of Safety, Operations and Maintenance will:
 - A. *Coordinate with the Airport Authority to:*
 - authorize one CAF member to attend/be a part of the Local Authorities' Command Center (or equivalent) when an aircraft accident occurs, or severe weather is imminent
 - establish procedures to allow and transport one CAF member and the FAA Inspector in Charge (IIC) to the aircraft accident site (on airport) when access to the site is authorized by the 1st responders
 - identify the primary and two alternates to perform the duties above (have the list and cell phone numbers available to the ERT)
 - identify hangar space for aircraft in case of severe weather and establish procedures for access when needed
 - B. *Establish procedures to move aircraft into hangars for severe weather to include:*
 - identify maintenance team leaders and insure they are briefed on procedures and they brief their team (who has the tugs)
 - establish a protocol for which aircraft will be hangered if all of them can't be (brief the crews)
 - identify available hangars at other airports in case time is available for evacuation

C. Insure the ERT members and their cell phone numbers are on the Air Show Team Leaders master contact list.

D. Attend Local Authorities' meetings and conduct a review of this plan with Air Show Team leaders before the 1st waiver time

Emergency Actions

CAF Emergency Response Team (ERT)

The CAF Emergency Response Team (ERT) will convene at the announcer's platform to handle emergency situations, or other significant events. The actions to be taken need to be specific to the issue and other than a few specific actions below, can't be spelled out ahead of time. The Local Authorities Command Center will be a command RV near the north end of the airshow show area adjacent to emergency exit gates. The distance between the announcer's stand and the Incident response command vehicle is less than 100 yards to facilitate communications between them and the ERT. The team composition allows for Public Affairs, Operations and the Air Show Chairman to call on their teams for actions, if required. The ERT can only be called to a meeting by the: CAF President, Air Show Chairman, or the Vice President of Safety, Maintenance and Operations. The primary method of notification is cell phone by the V.P. of Safety, Operations and Maintenance, but other methods including the Air Show announcer are options.

Members:

The following individuals are permanent members of the EMT:

President (Chairman): Hank Coates (██████████)
V.P. Safety, Ops and Maintenance: Jim Lasche (██████████)
Vice President, Marketing/Public Affairs: Leah Block (██████████)
Chief Operating Officer: David Oliver (██████████)
Director of Operations: Bob Heath (██████████)
Wings Over Dallas Chairman: Gena Linebarger (██████████)

NOTE: Others may be added as required at the direction of the CAF President. All Air Show staff personnel should be aware of the fact that they may need to report to the designated meeting place if requested by the ERT.

Specific Actions:

Air Show announcer:

The primary responsibility is notifying spectators of an emergency and if necessary, direct them to a safe area, or send them home. This will be done via the Public Address (PA) System as directed by the ERT.

Air Boss:

He will implement the contingency plans as presented in the pilot briefing.

Director of Operations:

- Immediately obtain the passenger manifest and deliver to the ERT
- Get the pilot/aircraft registration package
- Proceed to the crash site as the CAF representative if Responsible Person duties allow (send an alternate from the list if necessary)

Note: Prior to the pre-show Emergency Plan Review Meeting, the Director of Operations will coordinate with the pilot registration OPR to establish the procedure for getting the packages when a Mishap occurs. Similarly, he must coordinate a plan for having all passenger manifest delivered to a specific location before every flight. This procedure will be briefed by him at every pilot briefing.

Wings Over Dallas Airshow 2022

- Wings Over Dallas Airshow adopts the National Incident Management System (NIMS) and all responding agencies will follow the NIMS standards.
- All emergency personnel have been trained in accordance to local, state and national policies and procedures.
- Prior to airshow, a Pre-Event meeting, tabletop, exercise will be conducted with all emergency responders, Airport management and CAF staff to be briefed on the Incident Action Plan and the emergency procedures.
- A Post-Event meeting will be scheduled after the airshow to discuss post-incident reviews and develop an after-action report.
- The beginning of each show day, ARFF/Crash, Fire and Rescue and EMS personnel will be provided with aircraft-specific familiarization training and detailed rescue instructions by the performers.
- The event organizer, air boss, and emergency response personnel will conduct an emergency response exercise drill on Friday of the event's weekend to identify any weaknesses or deficiencies in plans and capabilities.
- The IC or a member of the Unified Command will be positioned with the air boss while the CoW/A is in effect.
- During the time when the CoW/A is in effect, dedicated ARFF/Crash, Fire and Rescue and EMS resources, fully operational, will be positioned to be capable of arriving at any incident/accident location within the aerobatic box within 1 minute of deployment.
- All emergency apparatuses will be positioned on site when first spectators arrive and until last spectators depart. They will be postured to be capable of arriving at any incident/accident location within the aerobatic box within 3 minutes of deployment.
- A dedicated Public Information Officer will be named for the event.



November 27, 2019

Russell Royce

[REDACTED]
Lewisville Texas, 75067

Dear Mr. Royce:

This letter authorizes you to serve as a Recognized Air Boss (RAB) at any basic, standard, or complex air show.

You are authorized to direct only air show participant aircraft within the airspace and on the airport as described in Federal Aviation Administration (FAA) Form 7711-1, Certificate of Waiver or Authorization.

Limitations:

- 1) You may not provide or imply that you are providing air traffic services.
 - a) As an air boss, you are not authorized to direct non-air-show participant operations, such as air carrier departures/arrivals and/or overflights. Non-air-show participants must be controlled in accordance with current Air Traffic Organization (ATO) policies and procedures, as well as current Federal aviation regulations.
 - b) This LOA must be in your possession when providing Air Boss Services.

This authorization expires on December 31, 2022

Should you have any questions concerning this matter, please contact this office at [REDACTED] or via email at [REDACTED]

Sincerely,
KEVIN A.
RAYMOND

Digitally signed by KEVIN
A. RAYMOND
Date: 2019.12.06
10:14:14 -06'00'

Kevin Raymond
FAA National Aviation Events Specialist

cc: International Council of Air Shows

Pyro Briefing Checklist

GENERAL PILOT SAFETY BRIEF

(The following briefing issues must be discussed and all conflicts resolved with all pilots during the general safety brief. Each item need only be covered by one person. Any general item covered by the briefer need not also be covered by the pyrotechnic shooter in charge (PSIC).)

<u>Item</u>	<u>Conducted by Briefer</u>	<u>Conducted by PSIC</u>
Exact dimensions and location of the pyrotechnics area *	<input type="checkbox"/>	<input type="checkbox"/>
Magnitude of explosives being used*	<input type="checkbox"/>	<input type="checkbox"/>
Aircraft/pyro deconfliction plan*	<input type="checkbox"/>	<input type="checkbox"/>
Pyro crew and crash/fire/rescue positions	<input type="checkbox"/>	<input type="checkbox"/>
Communications frequency and procedure*		
Principal	<input type="checkbox"/>	<input type="checkbox"/>
Secondary	<input type="checkbox"/>	<input type="checkbox"/>
Discrete	<input type="checkbox"/>	<input type="checkbox"/>
Emergency procedures*		
Fire	<input type="checkbox"/>	<input type="checkbox"/>
Accident/injury	<input type="checkbox"/>	<input type="checkbox"/>
Pyro sequence by act*		
Location	<input type="checkbox"/>	<input type="checkbox"/>
Strafe direction(s)	<input type="checkbox"/>	<input type="checkbox"/>
Bomb direction(s)	<input type="checkbox"/>	<input type="checkbox"/>
Altitude and flyby lines*	<input type="checkbox"/>	<input type="checkbox"/>
Forecast winds and effects on pyro*	<input type="checkbox"/>	<input type="checkbox"/>
FOD potential and effects*	<input type="checkbox"/>	<input type="checkbox"/>
KIO (knock it off) procedures*	<input type="checkbox"/>	<input type="checkbox"/>

**Note: these items comply with, and are required by "Addition to AFI 11-246 VI, ACC Sup 1."*

Signatures:

Briefer

PSIC

Simpson, Stephen (FAA)

From: Head, David (FAA)
Sent: Tuesday, November 1, 2022 8:21 AM
To: Simpson, Stephen (FAA); 'AJT-D10-Airspace-SSP'
Cc: Jimenez Perez, Miguel Angel (FAA)
Subject: RE: Wings Over Dallas Airshow Waiver

Good Morning Steve,

DFW TRACON has no issue with this waiver.

D. Christopher Head
D10 530 Staff
[REDACTED]

From: Simpson, Stephen (FAA) [REDACTED]
Sent: Monday, October 31, 2022 15:15
To: 'AJT-D10-Airspace-SSP' [REDACTED]
Cc: Jimenez Perez, Miguel Angel (FAA) [REDACTED]
Subject: Wings Over Dallas Airshow Waiver

Good afternoon,

Please see attached 7711-2 for ATC Coordination regarding the Wings Over Dallas Airshow Friday, November 11 through Sunday, November 13. 5nm of KRBD, surface to 6,000' MSL daily from 1000 to 1700 CDT.

Steve Simpson
Aviation Safety Inspector, Unit C
North Texas Flight Standards District Office
[REDACTED]
Irving, TX 75063
[REDACTED]

<input checked="" type="checkbox"/>	<p>2. If the aviation event included military participation (vehicle and static displays, military flight demonstrations (e.g., aerobatic/nonaerobatic, flybys, and reenactments) and flyovers, etc.) a DD Form 2535 must have previously been submitted to the military by the event organizer and the FSDO provided a recommendation for approval.</p>
<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • Complete the appropriate FAA blocks (Section IV) of a DD Form 2535 (submitted by the event organizer), and sign the form. The results of the site feasibility conducted by the FSDO is “unsatisfactory,” “satisfactory,” or “conditional satisfactory.” <p><i>Note: Include a copy with the issued CoW or CoA. The completed form must be retained in the FSDO file and is sent to the assigned AES.</i></p>
<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • Open PTRS, using activity code 1231, with “CoW/AI” for CoW/A issued or “NCoW/A” for no CoW/A issued, entered into the “National Use” field, and note in comments if “unsatisfactory,” “satisfactory,” or “conditional satisfactory,” as appropriate. <p><i>Note: Military flyovers may not require a CoW or CoA, but the form must be completed, retained in a FSDO file, and PTRS entered.</i></p>
<input type="checkbox"/>	<ul style="list-style-type: none"> • FSDO must participate in all preseason and arrival meetings (onsite or teleconference) with organizers anticipating participation by military jet demonstration teams (Blue Angels, Thunderbirds, Snowbirds), including discussion of site feasibility determination (to include FSDO approval/disapproval of lower altitudes for ingress/egress) and document participation in PTRS.
<input checked="" type="checkbox"/>	<p>3. For events in which no FAA-approved military jet team is performing, ensure the IIC assigned to process the application or perform surveillance for the aviation event completed the appropriate OJT for air show surveillance, including performing surveillance of at least three air shows as a trainee (with a qualified IIC) before being assigned as IIC.</p>
<input type="checkbox"/>	<p>4. For events in which an FAA-approved military jet team is performing, ensure the IIC satisfactorily completed OJT for a military aviation event, including participation in a site feasibility determination (to include FSDO approval of lower altitudes for ingress/egress), a preseason evaluation meeting, CoW preparation for a military jet team, and surveillance of two air shows in which an FAA-approved military jet team performed, and pre-arrival briefings before being assigned as IIC.</p>
<input type="checkbox"/>	<p>5. FSDO manager coordinates with the assigned AES any aviation event (air show, balloon event, or air race (closed course)) not monitored by an IIC or if qualified IIC is not available.</p>
<input type="checkbox"/>	<ul style="list-style-type: none"> • Document the outcome of the coordination in the open PTRS record for the aviation event that a CoW or CoA is being prepared for.
<input type="checkbox"/>	<ul style="list-style-type: none"> ○ If the FSDO did not have a qualified inspector to be the IIC and outside resources were utilized, PTRS record must be made documenting the need/use, with “IIC Qual” entered into the “National Use” field. ○ If the FSDO did not have resources due to personnel or funding constraints, a risk assessment and memo coordinated with the assigned AES must be done, and a PTRS record must be made documenting the outcome, with “IIC Resources” entered into the “National Use” field.

<p>6. IIC must conduct a Pre-Surveillance Team Meeting to discuss roles, responsibilities, <input checked="" type="checkbox"/> CoW/A, emergency response, ethics, required equipment, weather, communication, risks, and unique site feasibility considerations.</p>
<p>7. IIC sends event organizer the Participant/Performer and Aircraft Checklist to be completed <input checked="" type="checkbox"/> by each performer listed on the Schedule of Events. The event organizer requests performers return an electronic copy of records and checklist to the responsible person and copy the IIC at least 30 days prior to event.</p>
<p>8. Conduct surveillance.</p> <ul style="list-style-type: none"><input type="checkbox"/> <ul style="list-style-type: none">• Attend preshow safety briefing. Ensure all required items on checklist are addressed.<ul style="list-style-type: none">○ IIC must attend pre-arrival briefing with military jet teams.○ Attend remote pilot briefings and specialty briefings (e.g., circle jumpers, flyby/flyover (formation/in-trail), pyro, etc.)• Collect copy of Participant(s) Briefing Signature Sheet (daily, remote, and specialty). Verify only performers briefed perform.• Complete review of performers and aircraft paperwork. Verify event organizer has ensured only performers/aircraft qualified and current perform.• Any areas of noncompliance, incidents, or accidents must be coordinated immediately with the assigned AES and briefing paper submitted to the NAES.• Team members must elevate any safety concerns to IIC, who will coordinate with event organizer/responsible person and resolve immediately or suspend/terminate CoW/A until safety concern is resolved.
<p>9. Daily Debrief—A daily log should be maintained by the IIC and after the day's events, IIC <input type="checkbox"/> will discuss the event with the event organizer/responsible person, and if necessary, jointly with a performer(s)/participant(s). Review the following:</p> <ul style="list-style-type: none">• Areas of noncompliance.• Safety-related problems. Violations, incidents, accidents.• Aerobatic competency/competency of nonaerobatic participant.• Opportunities for improvement.• If no problems encountered, apprise the event organizer/responsible person that the event went well.• Any incidents or accidents must be coordinated and debriefed with AES/NAES. Initiate any actions. <p><i>Note: Military jet teams require an individual daily debrief, requiring the IIC to communicate directly with the team's Operations Officer at the end of each performance/day. The event organizer/responsible person should be present or previously briefed on anything discussed.</i></p>

<p>10. After-action meeting (if necessary). After conclusion of the aviation event (usually a week <input type="checkbox"/> later) in the After-action meeting with the event organizer, discuss:</p> <ul style="list-style-type: none"> • Successes. • Opportunities for improvement. • Areas of noncompliance. • Safety-related problems. Violations, incidents, accidents. • Aerobatic competency/competency of nonaerobatic participant. • Any incidents or accidents must be coordinated and debriefed with AES/NAES. Initiate any actions. • If a similar event is planned for next year, follow up with a letter outlining areas that need improvement.
<p>11. Complete office file consisting of the following:</p> <p><input type="checkbox"/></p> <ul style="list-style-type: none"> • FAA Forms 7711-1 and 7711-2 (and all attachments). • Record of meetings and telephone conversations (including record of After-action meeting with the event organizer). • Performer sign-in sheet. • Performer/Aircraft Job Aid. • Safety briefing checklist. • Record of coordination with ATO, ARP Division, AUS, AFS-830 (Environmental, if applicable), or AST (as required). • Record of any areas of noncompliance, incidents, or accidents and briefing paper. • Copy of EID for an APA CoW (more than 30 days).
<p>12. Make appropriate PTRS entry for surveillance and close out any open PTRS for Issuance <input type="checkbox"/> of a CoW/A.</p> <ul style="list-style-type: none"> • Surveillance PTRS Codes: Air Race: 1685 / 3685 / 5685; Air Show: 1686 / 3684 / 5684; Parachute Demonstrations: 1696 / 3688 / 5688; Balloon Events: 1697 / 3688 / 5688; Aerobatic Competitions: 1698 / 3688 / 5688; Unmanned Aircraft Systems Aerial Demonstrations: 3688 / 5688; Fly-In: 1686 / 3684 / 5684; Flyover: 1686 / 3684 / 5684; Aerobatic Practice Area: 1698 / 3688 / 5688. • In the “National Use” field of the PTRS record, enter the following, as applicable: “PA” for parachute demo, “RL” for rocket launch, “BE” for balloon event, “AS” for air show, “FO-M” for flyover military, “AR-XC” or “AR-CC” for a cross-country or closed-course air race, “UAS” for Unmanned Aircraft Systems demonstrations, “APA-ST”/“APA-LT” for APA short-term or long-term, “FlyIn” for a fly-in or “FlyInNW/A” for those surveilled and no CoW/A issued.
<p>13. Signature IIC:</p>
<p>14. Date:</p>



Federal Aviation Administration
Office of Aviation Safety
National Aviation Events Program

**AVIATION EVENT
EMERGENCY RESPONSE PLAN (ERP)
REVIEW CHECKLIST**

EVENT INFORMATION

Title: Wings Over Dallas Airshow 2022
Date(s): November 11-13, 2022

Organizer: Commemorative Air Force
Location: Dallas Executive Airport

ERP REVIEW INFORMATION

FAA IIC: Stephen Simpson
Email: [REDACTED]
Phone: [REDACTED]

Office/Routing: SW-19
ERP Review Date: 11/01/2022

INSTRUCTIONS

- 1. Introduction.** The Aviation Event Emergency Response Plan (ERP) Review Checklist is a tool to help aviation event Inspectors in Charge (IIC) review ERPs for compliance with the requirements of policy 8900.488. In addition to providing a simple means for assessing ERP compliance and identifying strengths and deficiencies, the Checklist provides a standardized means for documenting ERP reviews for record purposes, and it provides a structure for discussions with event sponsors when ERP compliance issues arise.
- 2. Reviewing the ERP.** To use the Checklist, complete all blue-shaded fields. Indicate whether each criterion is met (Yes, Partial, No, or n/a). If a criterion is not met or is only partially met, provide explanatory comments (comments are not required for criteria that are met). Note: Use of the word “must” indicates a provision that is required for the ERP to be approved; use of the word “should” indicates a provision that is recommended but is not required for the ERP to be approved.
- 3. Printing.** The Checklist is formatted for printing on letter-size paper in landscape orientation.

PART 1: REQUIREMENT SUMMARY

1.1 General ERP Requirements.

Intent: The Emergency Response Plan (ERP) is a comprehensive, operational-level document that describes how the organization(s) presenting and supporting an aviation event issued a Certificate of Waiver or Authorization (CoW/A) will respond to protect people and property in any emergency that affects performers, essential personnel, or spectators. The Incident Action Plan (IAP) is an incident-focused, execution-oriented document that details the tactical deployment and utilization of resources to achieve specific response objectives within specified timeframes.

1.1.1 ERP Characteristics	Source	Met?	Comments
1.1.1.1 The ERP must be in writing.	3-154.B.1	Yes	
1.1.1.2 The ERP must be risk-based.	3-154.B.1	Yes	
1.1.1.3 The ERP must be appropriate to the size, scope, and complexity of the event.	3-154.B.1	Yes	
1.1.1.4 The ERP must include one or more tactical IAPs.	3-154.B.1	Yes	
1.1.1.5 The ERP and IAP must be specific to the event.	3-154.B.1	Yes	

PART 2: ADHERENCE TO THE NATIONAL INCIDENT MANAGEMENT SYSTEM (NIMS)

2.1 NIMS Adoption and Implementation.

Intent: NIMS is a comprehensive system that helps ensure the highest state of operational readiness and that supports effective response to any emergency situation. NIMS is a required component of every aviation event. The ERP and accompanying IAP for each aviation event issued a CoW/A must reflect adherence to the guiding principles and functional components of NIMS.

Resources:

- National Incident Management System doctrine document, <https://go.usa.gov/xPsVd>
- Introduction to the National Incident Management System online independent study course, <https://go.usa.gov/xPsVP>

2.1.1 NIMS Adoption		Source	Met?	Comments
2.1.1.1	The ERP should explicitly state that the event organizer adopts the National Incident Management System.	3-154.B.2	Yes	
2.1.2 Adherence to NIMS Guiding Principles		Source	Met?	Comments
2.1.2.1	The ERP and accompanying IAP(s) must reflect the NIMS principle of Standardization, including the use of common terminology.	3-154.B.2	Yes	Stated in ICS 202
2.1.2.2	The ERP and accompanying IAP(s) must reflect the NIMS principle of Unity of Effort, providing for the effective coordination of activities among participating and supporting organizations to achieve common response objectives while enabling those organizations to maintain their own authorities.	3-154.B.2	Yes	Coordination accomplished as outlined in ICS 203
2.1.2.3	The ERP and accompanying IAP(s) must be appropriate to the size and complexity of the aviation event, reflecting the NIMS principle of Flexibility.	3-154.B.2	Yes	
2.1.3 Adherence to NIMS Functional Components		Source	Met?	Comments

2.1.3.1	The ERP and accompanying IAP(s) must implement the Incident Command System (ICS) for incident response.	3-154.B.2	Yes	ICS attached
2.1.3.2	The ERP and accompanying IAP(s) must implement the NIMS functional component of Command and Coordination. This should include a description of leadership roles, processes, and recommended organizational structures for incident management.	3-154.B.2	Yes	CAF Emergency Team and others specified in ERP
2.1.3.3	The ERP and accompanying IAP(s) should prescribe use of the Joint Information System (JIS) for public information in emergencies and describe how it will be implemented.	3-154.B.2	Yes	ERP specifies Air Show announcer will notify per ERT
2.1.3.4	The ERP and accompanying IAP(s) must implement the NIMS functional component of Resource Management. This should include a description of how emergency response resources such as personnel, equipment, supplies, teams, and facilities will be systematically managed.	3-154.B.2	Yes	ERP reference to local authorities command center
2.1.3.5	The ERP and accompanying IAP(s) must implement the NIMS functional component of Communications and Information Management. This should include a description of the systems and methods by which key event personnel will access the means and information they need to make and communicate decisions.	3-154.B.2	Yes	Notification via cell phone with announcer as backup option

PART 3: ERP DEVELOPMENT

3.1 Planning Process.

Intent: For an ERP and IAP to be most effective, they must be developed in a deliberate and collaborative manner. The FAA does not require the use of a specific planning approach or method, but event organizers are strongly encouraged to implement, as appropriate to the size, scope, and complexity of the event, the planning process described in the Federal Emergency Management Agency's Comprehensive Preparedness Guide 101, Developing and Maintaining Emergency Operations Plans.

Resources:

- Comprehensive Preparedness Guide 101, Developing and Maintaining Emergency Operations Plans (Version 2), <https://go.usa.gov/xPsVQ>
- Aviation Event Risk Tool (AvERT), <https://go.usa.gov/xPsV7>

3.1.1 Team Approach to Planning

		Source	Met?	Comments
3.1.1.1	The ERP must be developed by the event organizer or his/her designee (e.g., the event safety officer) in coordination with all relevant stakeholders, such as key event staff (e.g., air boss, announcer) and all of the public safety and emergency services organizations supporting the event (e.g., fire/rescue, emergency medical, and law enforcement).	3-154.B.3)a)1.a	Yes	ICS lists relevant stakeholders with signatures from each entity involved
3.1.1.2	The ERP should be signed by an authorized representative of the event organizer.	3-154.B.3)a)1.a	Yes	ICS lists relevant stakeholders with signatures from each entity involved
3.1.1.3	The IAP must be developed jointly by the event organizer or his/her designee (e.g., the event safety officer) and the same key stakeholders as in criterion 2.2.1.1 above.	3-154.B.3)a)1.b	Yes	
3.1.1.4	Prior to commencement of the event, the IAP must be approved by all of the affected entities, including the event safety officer.	3-154.B.3)a)1.b	Yes	ERP/ICS reviewed by all entities and agreed upon
3.1.1.5	All scheduled performers should have an opportunity to review and comment on the ERP and IAP.	3-154.B.3)a)1.c	Yes	Included in waiver packet accessible to performer

3.1.2 Risk Study

		Source	Met?	Comments
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3.1.2.1 Consistent with the processes and methods described in FAA Order 8040.4, Safety Risk Management Policy, the ERP must document the identification and evaluation of the risks to people and property from potential emergencies affecting performers, essential personnel, or spectators. The Aviation Event Risk Tool (AvERT) can be used to identify and evaluate risk.	3-154.B.3)a)2	Yes	Risks documented in ICS
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3.1.3 Plan Implementation and Maintenance	Source	Met?	Comments
3.1.3.1 The ERP must document how event personnel are trained on the plan and its provisions.	3-154.B.3)a)3	Yes	ERP Page 3, VP of Safety attends all local authority meetings and conducts review of plan
3.1.3.2 The ERP must document how exercises are used to validate and improve the plan.	3-154.B.3)a)3	Yes	Tabletop exercise to be conducted November 6 prior to airshow to validate plan
3.1.3.3 The ERP must document how it is to be revised based on lessons learned and after-action findings.	3-154.B.3)a)3	Yes	

3.2 Plan Integration.

Intent: The ERP must be integrated with other emergency and related plans with which it has interdependencies. This includes vertical integration (the meshing of plans up and down the levels of community and government, which helps ensure that all response levels have a common operational focus) and horizontal integration (i.e., coordinating operations between and among the organizations partnering in support of the event, allowing each entity to execute its own mission while supporting the event's common objectives).

Resources:

- Comprehensive Preparedness Guide 101, Developing and Maintaining Emergency Operations Plans (Version 2), <https://go.usa.gov/xPsVQ>

3.2.1 Vertical and Horizontal Integration	Source	Met?	Comments
3.2.1.1 The ERP must document how emergency response actions are coordinated and synchronized; document resource requirements and assignments, including how they are reconciled and de-conflicted; and document potential response capability shortfalls, including how they are identified and addressed.	3-154.B.3)b)1	Yes	ERP outlines role of ERT in response to emergency

3.2.1.2	The ERP must conform to all applicable local, state, and Federal rules and regulations regarding aircraft accidents, including National Transportation Safety Board (NTSB) authority specified in Title 49 of the Code of Federal Regulations (49 CFR) part 830.	3-154.B.3)b)2	Yes	
3.2.1.3	For events at 14 CFR Part 139 airports: The event organizer must coordinate with the airport manager or authority to develop an addendum to the existing ERPs and procedures for the airport that aligns those plans and procedures with the aviation event's ERP.	3-154.B.3)b)3	N/A	
3.2.1.4	For events with an ATC facility: The event organizer must coordinate with the ATC manager to develop an addendum to the existing ERPs and procedures for the airport that aligns those plans and procedures with the aviation event's ERP.	3-154.B.3)b)4	Yes	Coordination accomplished with Airport Authority and ATC.
3.2.1.5	For events with military performers: The ERP must incorporate all performing military teams' accident/incident procedures.	3-154.B.3)b)5	N/A	

3.3 Key Content Requirements.

Intent: The following 12 areas and an Appendix must be addressed in the ERP accepted for each aviation event issued a CoW/A.

3.3.1 Event Description/Venue Risk Factors		Source	Met?	Comments
3.3.1.1	The ERP must identify the important details and the attributes of the aviation event that are critical factors in developing a risk assessment profile. Many of the details can be found on FAA Form 7711-2, which must be submitted at least 90 days prior to an aviation event requiring a CoW.	3-154.B.3)e)1	Yes	

3.3.2 Pre-Incident Planning and Familiarization		Source	Met?	Comments
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3.3.2.1	The ERP must describe the participating organizations and agencies that would be involved in the development of the ERP. It must also identify the technical information and activities that need to be considered with regard to the emergency responder's operational readiness.	3-154.B.3)e)2	Yes	All identified in general on ERP and specifically on ICS
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3.3.3 Emergency Response Capability to Downed Aircraft	Source	Met?	Comments
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3.3.3.1	The ERP must identify available fire suppression and victim extrication resources for aircraft incidents and what additional resources should be considered.	3-154.B.3)e)3	Yes	ICS 204
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3.3.4 Resource Requirements, Positioning and Deployment	Source	Met?	Comments
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3.3.4.1	The ERP must describe the emergency response resources that should be considered and utilized for response to a downed aircraft as well as the positioning and deployment procedures.	3-154.B.3)e)4	Yes	ICS 204 and ERT in the ERP
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3.3.5 Operational Personnel and Command Staffing	Source	Met?	Comments
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3.3.5.1	The ERP must describe the staffing for the incident management team as well as the operational/tactical units that will be subject to response.	3-154.B.3)e)5	Yes	Outlined in ICS
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3.3.6 Mutual Aid Resources	Source	Met?	Comments
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3.3.6.1	The ERP must describe other response resources that may be available from other agencies, jurisdictions, or organizations for initial or secondary response.	3-154.B.3)e)6	Yes	ICS
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3.3.7 Communications Protocols and Procedures	Source	Met?	Comments
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3.3.7.1	The ERP must describe the emergency response communications procedures, protocols, and equipment/facility resource considerations to support the emergency response operations.	3-154.B.3)e)7	Yes	Show announcer for crowds, ERT for internal comms via cell phone
3.3.8 Training and Certification		Source	Met?	Comments
3.3.8.1	The ERP must describe the desired level of training and certification requirements for emergency operations and incident management personnel.	3-154.B.3)e)8	Yes	
3.3.9 EMS and Mass Casualty Response		Source	Met?	Comments
3.3.9.1	The ERP must describe emergency medical care, transportation, and mass casualty response.	3-154.B.3)e)9	Yes	ICS 206
3.3.10 Special Hazards and Hazardous Materials (Hazmat)		Source	Met?	Comments
3.3.10.1	The ERP must describe risk considerations associated with any special hazards/hazmat that may be present at the venue or as part of the event.	3-154.B.3)e)10	Yes	ICS 208
3.3.11 Incident Management/Command Operations		Source	Met?	Comments
3.3.11.1	The ERP must describe the concept of operations for the management of an emergency incident, and command and control procedures and protocols. This includes event-specific response.	3-154.B.3)e)11	Yes	ERT outline in ERP
3.3.12 Post-Event Review and After-Action Report		Source	Met?	Comments

3.3.12.1	The ERP must describe how the event organizer will conduct post-incident reviews and develop an After-action report that details lessons learned and prescribes actions to be incorporated into future events (if applicable).	3-154.B.3)e)12	Yes	Listed in ICS
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3.3.13 Appendix		Source	Met?	Comments
3.3.13.1	The ERP must list references and resources.	3-154.B.3)e)13	Yes	Listed in ICS

3.4 Required Policies and Procedures.

Intent: In addition to the content requirements prescribed in the previous section, the following policies and procedures must be articulated in the ERP and/or IAP as appropriate.

3.4.1 Emergency Response to a Downed Aircraft: Training		Source	Met?	Comments
3.4.1.1	ARFF/Crash, Fire and Rescue and EMS personnel must be provided with aircraft-specific familiarization training and detailed rescue instructions (e.g., pilot/crewmember extrication information) for all participating aircraft in advance of the event. The ERP must specify when and how this will occur, and it may also include this information as an attachment or incorporate it by reference.	3-154.B.3)f)1.a	Yes	11/1- Briefed Responsible Person on issue 11/2- ERP updated per guidance policy.
3.4.1.2	The ERP must establish that the event organizer, air boss, and emergency response personnel must conduct an emergency response exercise (drill or full-scale) on the event's practice/rehearsal day. This exercise should identify any weaknesses or deficiencies in plans and capabilities and give personnel the opportunity to clarify responsibilities, assignments, and procedures. If an operations-based exercise cannot be completed, a tabletop exercise may be substituted.	3-154.B.3)f)1.b	Yes	11/1- Briefed Responsible Person on issue 11/2- ERP updated per guidance policy. There is no practice day so tabletop exercise was conducted prior on October 6.

3.4.1.3	The ERP must establish that at the beginning of each day of the event, the event organizer must conduct an operations and safety briefing with ARFF/Crash, Fire and Rescue and EMS command staff, FAA/ATC, and security personnel on the IAP and associated procedures. This briefing must include procedures and methods by which ARFF/Crash, Fire and Rescue and EMS responders will reduce the radio communications and runway/taxiway clearances required to respond to an incident/accident during the event. The event organizer may delegate conduct of the briefing to the air boss or Incident Commander (IC).	3-154.B.3)f)1.c	Yes	11/1- Briefed Responsible Person on issue 11/2- ERP updated per guidance policy.
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3.4.2 Emergency Response to a Downed Aircraft: Resource	Source	Met?	Comments
3.4.2.1 The ERP must prescribe that the Incident Commander (IC) or a member of the Unified Command (UC) must be positioned with the air boss while the CoW/A is in effect.	3-154.B.3)f)2.a	Yes	11/1- Briefed Responsible Person on issue 11/2- ERP updated per guidance policy.
3.4.2.2 The ERP must prescribe that during the period of time when the CoW/A is in effect and participating aircraft are flying ("announced" scenario), dedicated ARFF/Crash, Fire and Rescue and EMS resources (e.g., apparatus, personnel, and materials) must be positioned and postured to be capable of arriving at any incident/accident location within the aerobatic box/flying display area within 1 minute of deployment/dispatch, regardless of whether the aerobatic box/flying display area is located above the ground, over water, or both.	3-154.B.3)f)2.b	Yes	11/1- Briefed Responsible Person on issue 11/2- ERP updated per guidance policy.

3.4.2.3	The ERP must prescribe that during the period of time when the CoW/A is in effect and aircraft are flying ("announced" scenario), ARFF/Crash, Fire and Rescue and EMS resources must be dedicated specifically to respond to aviation incidents/accidents. These resources must not be subject to any other non-aviation-related incidents/accidents during this period. If these resources must be called away from their ready positions, flying activities must be terminated until coverage is restored.	3-154.B.3)f)2.b.i	Yes	11/1- Briefed Responsible Person on issue 11/2- ERP updated per guidance policy.
3.4.2.4	The ERP must prescribe that the dedicated ARFF/Crash, Fire and Rescue and EMS resources must be in full working order, and that personnel must remain with their assigned apparatus and must be ready to respond immediately to any incident or accident.	3-154.B.3)f)2.b.ii	Yes	
3.4.2.5	The ERP must prescribe that the dedicated ARFF/Crash, Fire and Rescue and EMS resources must be positioned to provide the shortest and most direct routes to the show center and to provide their personnel with an unobstructed line of sight over the entire airfield, including the aerobatic box/flying display area in which the majority of the aviation event's flight operations are conducted.	3-154.B.3)f)2.b.iii	Yes	Per map

3.4.2.6	The ERP must prescribe that the dedicated ARFF/Crash, Fire and Rescue and EMS apparatus must not be positioned behind the crowd line or other obstruction, or staged in quarters (unless the location of quarters satisfies all posture requirements above); that barricades, folding chairs, or any other obstructions must not be positioned such that they obstruct the movement of dedicated ARFF/Crash, Fire and Rescue or EMS apparatus; and that non-emergency response personnel, including friends and family members, must not be located in the immediate area of dedicated ARFF/Crash, Fire and Rescue or EMS apparatus, or otherwise impede or delay response.	3-154.B.3)f)2.b.iv	Yes	Per map ARFF will be accessible
3.4.2.7	The ERP must prescribe that during the period of time beginning with the arrival of the first public spectator, before the CoW/A is in effect until after the last public spectator has departed the venue and the CoW/A is no longer in effect or participating aircraft are not flying ("unannounced" scenario), ARFF/Crash, Fire and Rescue and EMS resources must be positioned and postured to be capable of arriving at any incident/accident location within the aerobatic box/flying display area within 3 minutes of deployment/dispatch.	3-154.B.3)f)2.c	Yes	11/1- Briefed Responsible Person on issue 11/2- ERP updated per guidance policy.
3.4.2.8	The ERP must identify a single individual to serve as Public Information Officer (PIO) and provide information to the media if an accident/incident occurs during the event.	3-154.B.3)f)2.d	Yes	ICS 203



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

North Texas Flight Standards District Office
8700 Freeport Parkway Suite 225
Irving, TX 75063
(214) 277-8500, Fax: (214) 277-8570

November 1, 2022

Gena L. Linebarger
Responsible Person
Wings Over Dallas
P.O. Box [REDACTED]

Dear Ms. Linebarger:

Enclosed is your Request for Military Support DD Form 2535, during the 2022 Wings Over Dallas at Dallas Executive Airport (KRBD) Dallas, TX on November 11, 2022. Your request has been coordinated with this office.

If you have any questions or concerns, please do not hesitate to contact this office at [REDACTED]

Sincerely,

**Miguel Angel
Jimenez
Perez** Digitally signed by
Miguel Angel
Jimenez Perez
Date: 2022.11.01
09:42:12 -05'00'

Miguel Angel Jimenez
Aviation Safety Inspector

Enclosures
DD Form 2535

Ecc with enclosures: Gina Linebarger, [REDACTED]

REQUEST FOR MILITARY AERIAL SUPPORT ALL EVENT REQUESTERS MUST READ THE INSTRUCTIONS ON PAGE 4 BEFORE COMPLETING THIS FORM.	REQUEST NUMBER A9651B17ED9	OMB No. 0704-0290 OMB approval expires 20221130
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The public reporting burden for this collection of information is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-informationcollections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. RETURN COMPLETED FORM TO THE ADDRESS ON PAGE 4.

ALL DATA WILL BE HANDLED ON A "FOR OFFICIAL USE ONLY" BASIS.

SECTION I - ACTIVITY

1. CATEGORY REQUESTED <i>(X and complete as applicable)</i>	1) DATE(S) REQUESTED <i>(Start to End)</i> <i>(YYYYMMDD)</i>	(2) TYPE AIRCRAFT REQUESTED		(3) MILITARY SERVICE REQUESTED	
		ANY (X)	SPECIFIC <i>(Optional)</i>	ALL (X)	SPECIFIC <i>(Optional)</i>
<input checked="" type="checkbox"/> a. FLYOVER <i>(See paragraph 4 of Instructions)</i>	20221111	<input checked="" type="checkbox"/>	Fixed Wing Jet, Fixed Wing Prop B-52, F-18	<input checked="" type="checkbox"/>	USAF, USNavy
<input checked="" type="checkbox"/> b. STATIC DISPLAY <i>(See paragraph 5 of Instructions)</i>	20221111-20221113	<input type="checkbox"/>		<input type="checkbox"/>	
<input type="checkbox"/> c. SINGLE AIRCRAFT DEMONSTRATION <i>(See paragraph 7 of Instructions)</i>		<input type="checkbox"/>		<input type="checkbox"/>	
<input type="checkbox"/> d. OTHER AERIAL SUPPORT <i>(i.e. Parachute Demo, SAR Demo)</i>		<input type="checkbox"/>		<input type="checkbox"/>	
e. AERIAL DEMONSTRATION TEAM <i>(X all requested. See Instructions.)</i>	(a) PRIMARY DATE <i>(YYYYMMDD)</i>		(b) ALTERNATE DATE(S) <i>(YYYYMMDD)</i>	(c) I WILL CONSIDER ANY DATE DURING AIR SHOW SEASON <i>(X one)</i> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<input type="checkbox"/> U.S. ARMY GOLDEN KNIGHTS					
<input type="checkbox"/> U.S. NAVY BLUE ANGELS					
<input type="checkbox"/> U.S. NAVY LEAP FROGS					
<input type="checkbox"/> U.S. AIR FORCE THUNDERBIRDS					
<input type="checkbox"/> U.S. AIR FORCE WINGS OF BLUE					
<input type="checkbox"/> OTHER <i>(Specify)</i>					

SECTION II - EVENT AND SITE INFORMATION

2.a. EVENT TITLE <i>(to include if airshow)</i> Wings Over Dallas			b. SITE OF EVENT <i>(Must be accessible by persons with disabilities)</i> Dallas Executive Airport		
c. SITE CITY, STATE AND ZIP CODE Dallas, TX 75237	d. SITE ELEVATION <i>(Feet above sea level)</i> 661	e. RUNWAY LENGTH X WIDTH 7136 X 100	f. ARRESTING GEAR WITHIN REQUIRED DISTANCE <i>(X one)</i> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	g. TYPE OF SITE <i>(e.g., airport, park, lake, etc.)</i> Airport	
h. EXPLAIN RECRUITING SUPPORT <i>(Including local Armed Forces point of contact if applicable.)</i> Recruiters are invited			We agree to provide local military recruiters, at no charge, prime space at the event for recruiting purposes. SIGNATURE:		

i. WEBSITE AND SOCIAL MEDIA HANDLES FOR EVENT:

WEBSITE	http://www.wingsoverdallas.org
FACEBOOK	
INSTAGRAM	
TWITTER	
OTHER	

3. EVENT SITE CERTIFICATION *(To be completed by an agent exercising authority for site use) I certify that an agreement has been made with the requesting organization indicated in Section III to use the event site indicated in 2.b. above.*

a. NAME <i>(Last, First, Middle Initial) (Include Mr./Ms./Mil. Rank)</i> Rafael H. Garza, Jr	b. TITLE Airport Manager	c. TELEPHONE NO. <i>(Include area code)</i> [REDACTED]
d. SIGNATURE [REDACTED]		e. DATE SIGNED <i>(YYYYMMDD)</i> 20221028

4. INCLUSIVE DATES/TIME OF EVENT <i>(YYYYMMDD 00:00 a.m. or p.m.)</i>				5. IS THERE CIVILIAN AERIAL PARTICIPATION PLANNED FOR THE EVENT? <i>(X one)</i> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
START DATE 20221111	END DATE 20221113	REHEARSAL DATE <i>(if applicable)</i>	TIME	
<input type="checkbox"/> CHECK IF 1-DAY EVENT				

6. ATTENDANCE		7. PLANNED MEDIA COVERAGE <i>(X as applicable)</i>				YOUR MEDIA/PR POC <i>(Name/telephone/email):</i>	
a. PROJECTED 20,000	b. PRIOR EVENT 20,000	<input checked="" type="checkbox"/> TELEVISION	<input checked="" type="checkbox"/> RADIO	<input checked="" type="checkbox"/> SOCIAL MEDIA	NAME Leah Block		
		<input checked="" type="checkbox"/> REGIONAL	<input checked="" type="checkbox"/> PRINT	TELEPHONE [REDACTED]			
		<input checked="" type="checkbox"/> NATIONAL	<input type="checkbox"/> NONE	EMAIL [REDACTED]			

SECTION III - REQUESTER INFORMATION

8. LOCAL REQUESTING ORGANIZATION (not contracted event promoter, airboss, or others not directly employed by event requesting organization)			b. TYPE (X one)		
a. NAME (Include website) Commemorative Air Force (http://www.wingsoverdallas.org)			<input type="checkbox"/> PROFIT		
			<input checked="" type="checkbox"/> NONPROFIT		
9. POINT OF CONTACT FOR AVIATION ACTIVITIES FOR THIS EVENT (Please PRINT all contact information.)					
a. (X one) <input type="checkbox"/> MR. <input checked="" type="checkbox"/> MS.		b. NAME (Last, First, Middle Initial) Linebarger, Gena L		c. RANK (If military)	
d. PHONE NUMBERS (Include area code)			e. E-MAIL ADDRESS		
(1) TELEPHONE NO. [REDACTED]	(2) CELL PHONE NO.	(3) DSN [REDACTED]	[REDACTED]		
10. IS EVENT OFFICIALLY SUPPORTED BY LOCAL GOVERNMENT (X one)				YES	NO
				<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. WILL YOU PROVIDE A POST-EVENT REPORT ON REQUEST? (X one)				<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. DOES REQUESTING ORGANIZATION PERMIT MEMBERSHIP WITHOUT REGARD TO RACE, COLOR, NATIONAL ORIGIN, RELIGION, AGE, DISABILITY, SEX, GENDER IDENTITY, OR SEXUAL ORIENTATION? (X one)				<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. WILL ALL ASPECTS OF THIS EVENT BE AVAILABLE TO ALL PERSONS WITHOUT REGARD TO RACE, COLOR, NATIONAL ORIGIN, RELIGION, AGE, DISABILITY, SEX, GENDER IDENTITY, OR SEXUAL ORIENTATION? (X one)				<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. WILL THE EVENT BE OPEN TO THE GENERAL PUBLIC? (X one)				<input checked="" type="checkbox"/>	<input type="checkbox"/>

SECTION IV - FEDERAL AVIATION ADMINISTRATION COORDINATION

(This Section is not required for static displays. Requester may submit a completed FAA Form 7711 (safety form) along with this form in lieu of obtaining a FSDO signature in this section. However, the FSDO contact name and number MUST be included here.)

FOR THIS EVENT TO BE CONSIDERED FOR U.S. MILITARY SUPPORT, THE REQUESTER MUST HAVE THIS SECTION COMPLETED BY THE FLIGHT STANDARDS DISTRICT OFFICE RESPONSIBLE FOR CONTROLLING THE AERIAL ACTIVITIES AT THE EVENT SITE.

For events where the airspace falls under the purview of the United States Department of Transportation, Federal Aviation Administration (FAA) coordination is required for all U.S. military aviation activities described in Section I EXCEPT AIRCRAFT STATIC DISPLAYS. THE REQUESTER WILL FORWARD THIS DOCUMENT, WITH SECTIONS I THROUGH III AND SECTIONS V THROUGH VII COMPLETED, TO THE FLIGHT STANDARDS DISTRICT OFFICE (FSDO) HAVING JURISDICTION OVER THE SITE. After completion of Section IV by the FSDO, form will be returned to the requester for submission to DoD. Requesters will allow a minimum of 45 days for FAA review and completion.

15. FLIGHT STANDARDS DISTRICT OFFICE REVIEW I have reviewed the requested activity in Section I and determined that: (X and complete as applicable)		
<input checked="" type="checkbox"/> a. FAA/OTHER GOVERNMENTAL WAIVER IS NOT REQUIRED.		
<input type="checkbox"/> b. WAIVER IS REQUIRED FOR THE FOLLOWING AERIAL ACTIVITIES LISTED IN SECTION I: (Specify)		
<input checked="" type="checkbox"/> c. COORDINATION HAS BEEN ACCOMPLISHED WITH CONTROLLING AIR TRAFFIC CONTROL FACILITY.		
<input type="checkbox"/> d. AIR TRAFFIC COORDINATION IS NOT REQUIRED.		
<input type="checkbox"/> e. DEMONSTRATION SITE FEASIBILITY STUDY IS REQUIRED AND SITE PLAN WAS SUBMITTED BY THE REQUESTER. (Must meet show line, crowd line, airspace parameters and show congested areas, dwellings, thoroughfares, and obstructions within 3 NM of show center.)		
<input checked="" type="checkbox"/> f. DEMONSTRATION SITE FEASIBILITY STUDY IS NOT REQUIRED.		
<input checked="" type="checkbox"/> g. NO MAJOR NOISE CONCERNS IN THE REQUESTED AIRSPACE.		
16. FEASIBILITY DETERMINATION Based upon my review of this site, I find the site to be: (X one)		
<input type="checkbox"/> SATISFACTORY	<input checked="" type="checkbox"/> CONDITIONAL SATISFACTORY (See NOTE)	<input type="checkbox"/> UNSATISFACTORY (See NOTE)

NOTE: If the show site is marked "Conditional Satisfactory," explain the conditions which must be met by the show requester to provide a "Satisfactory" site in the Additional Comments section. If the show site is marked "Unsatisfactory," the request for the applicable activity cannot be accepted by the Department of Defense.

17. ADDITIONAL COMMENTS (Mandatory if FARs are waived) (Explain the desired effects of U.S. military participation in this event and how it will be amplified via social media)
<ol style="list-style-type: none"> 1. No site evaluation is necessary. 2. The assigned PIC must provide a briefing to the FSDO 48 hours prior to the flyover. 3. Compliance with all others rules of part 91 is required, 4. Minimum safe altitudes stated in 14 CFR 91.119 must be observed. 5. The event organizer for the flyover must provide documentation of command approval. 6. No 14 CFR regulations are waived. 7. Pilot-in-Command is responsible for air traffic coordination. <p>TRACON phone number: [REDACTED].</p>

SECTION IV - FEDERAL AVIATION ADMINISTRATION COORDINATION (Continued)

(This Section is not required for static displays. Requester may submit a completed FAA Form 7711 (safety form) along with this form in lieu of obtaining a FSDO signature in this section. However, the FSDO contact name and number MUST be included here.)

18. COORDINATING OFFICIAL		
a. NAME (Last, First, Middle Initial) Jimenez Perez, Miguel Angel	b. FLIGHT STANDARDS DISTRICT OFFICE SW-19 NTX	c. TELEPHONE NO. (Include area code) [REDACTED]
d. TITLE AND SIGNATURE ASI Miguel Angel Jimenez Perez		e. DATE SIGNED (YYYYMMDD) [REDACTED]

Digitally signed by Miguel Angel Jimenez Perez
Date: 2022.11.01 09:43:06 -05'00'

SECTION V - PROGRAM

19. PROGRAM THEME AND OBJECTIVE (Please explain how aviation support is an integral part of the event.)
Wings Over Dallas World War II aircraft. The largest collection of WWII flying aircraft along with WWII living history reenactments.

20. CHARGES AND FEES (Specify the monetary amounts charged below.)

a. ADMISSION 2,510.00	b. PARKING 0.00	c. SEATING 0.00	d. OTHER (Specify) VIP seating
e. DOES EVENT RAISE FUNDS? (X one) <input checked="" type="checkbox"/> YES (Complete 20.f. and 20.g.) <input type="checkbox"/> NO	f. FUNDS WILL BE USED FOR (X as applicable) <input type="checkbox"/> (1) CHARITIES <input checked="" type="checkbox"/> (2) EXPENSES <input type="checkbox"/> (3) PRIZES <input type="checkbox"/> (4) OTHER (Explain in 20.g.)		g. SPECIFIC INSTRUCTIONS FOR USE OF FUNDS (e.g., Company, Charity or Organization to benefit) Funds are used to support the Commemorative Air Force National Headquarters.

21. HISTORICAL INFORMATION

a. LIST ALL YEARS THE EVENT HAS BEEN HELD 6	b. MOST RECENT DoD DEMONSTRATION TEAM (If any) AND YEAR OF PERFORMANCE (e.g., Blue Angels, Thunderbirds, Golden Knights; year) Never	c. LIST CIVILIAN AND MILITARY AIRCRAFT AT THE LAST EVENT A-26, B-29, B-24, B-17, C-46, P-51, P-40, P-39, P- [REDACTED]
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SECTION VI - SUPPORT (All requests other than flyovers.)

22. THE REQUESTER AGREES TO: (Initial each applicable item signifying acceptance. Lack of initials renders the event ineligible for all support other than flyovers.)	APPLICABLE? (If yes, enter initials.)	INITIALS
a. OBTAIN THE AIR SHOW WAIVER FROM THE FAA MONITOR PRIOR TO THE EVENT FOR EACH ACTIVITY REQUIRING A WAIVER (plan a 60-day lead time), FAILURE TO OBTAIN A WAIVER WILL RESULT IN DEMONSTRATION CANCELLATION AT THE EXPENSE OF THE REQUESTER (airshows and open houses only).	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	[REDACTED]
b. PAY COSTS AS OUTLINED ON PAGE 5, PARAGRAPHS 6, 7, AND 8 OF INSTRUCTIONS, AS APPLICABLE.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	[REDACTED]
c. PROVIDE OR REIMBURSE TRANSPORTATION, MEALS, AND LODGING COSTS (including pre-event visits) FOR ARMED FORCES PARTICIPANTS, AS REQUIRED. (Reimbursement for demonstration teams covered in paragraphs 6, 7, and 8 of Instructions.)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	[REDACTED]
d. PROVIDE SUITABLE AIRCRAFT FUEL AT MILITARY CONTRACT PRICES (airshows and open houses only). (Requester must pay all costs over military contract prices, including any transportation and handling charges, if fuel is not available at such prices.)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	[REDACTED]
e. PROVIDE SECURITY FOR AIRCRAFT AT EVENT SITE DURING ENTIRE STAY. (Certain assets (such as the F-35) will require extensive security.)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	[REDACTED]
f. PROVIDE MOBILE FIREFIGHTING, CRASH, GROUND-TO-AIR COMMUNICATIONS, MOBILE ARRESTING GEAR, GROUND SUPPORT EQUIPMENT AS APPLICABLE PER SERVICE SPECIFIC SUPPORT MANUALS, AT THE SHOW SITE FOR FLIGHT AND PARACHUTE DEMONSTRATIONS AND STATIC DISPLAY AIRCRAFT (airshows and open houses only).	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	[REDACTED]
g. PROVIDE AMBULANCE AND MEDICAL PERSONNEL ON SITE DURING FLIGHT AND PARACHUTE DEMONSTRATIONS AND CERTAIN OTHER TYPES OF AERIAL ACTIVITIES AS DETERMINED, IN ADVANCE, BY THE MILITARY SERVICES.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	[REDACTED]
h. PROVIDE TELEPHONE FACILITIES FOR NECESSARY OFFICIAL COMMUNICATIONS AT THE EVENT SITE.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	[REDACTED]
i. PROVIDE AERIAL PHOTOGRAPH AND AIRFIELD DIAGRAM UPON REQUEST.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	[REDACTED]
j. WILL RUN EMERGENCY RESPONSE DRILL ON REHEARSAL DAY (airshows and open houses only).	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	[REDACTED]

SECTION VII - CERTIFICATION BY REQUESTER (Signature will expire the day after the date of event.)

23. PRESIDENT/CHAIRMAN OF REQUESTING ORGANIZATION/BASE OR WING COMMANDER (If civilian sponsored or military requested, respectively; this will not be a contracted event promoter or others not directly employed by the event sponsoring organization.)

I certify that the information provided above is complete and accurate to the best of my knowledge. I understand that representatives from the military services will contact us to discuss arrangements and additional costs involved prior to final commitments. Any changes to the information on this form may invalidate eligibility for military participation.

a. SIGNATURE



b. DATE SIGNED (YYYYMMDD)

20221027

c. PRINT NAME AND TITLE

Gena Linebarger, WOD Chairman

INSTRUCTIONS

1. The attached form is used to request U.S. Armed Forces aircraft participation at public events in support of community relations programs, flyovers, static displays and requests for an aerial demonstration team (*U.S. Army Golden Knights, U.S. Navy Leapfrogs, U.S. Navy Blue Angels, or U.S. Air Force Thunderbirds*), and *U.S. Marine Corps, Army, Navy and Air Force single-ship demonstration teams*, to perform on or off a military installation worldwide. This form is used by each Military Service to determine eligibility of an event for military aerial support. Once an event has been approved as eligible, it is the event requester's responsibility to contact units and coordinate any possible military unit participation. **The event requester is required to inform all the other requested Military Services once acceptance of any military aviation participation has been confirmed.** Do not use this form to request flyovers for military funeral honors. Information on requesting military funeral honors support may be found at <https://www.militaryonesource.mil/leaders-service-providers/casualty-assistance/military-funeral-honors/>.

2. The event requester is responsible for gaining the completion of Section IV, FAA Coordination, prior to submission of the form to each appropriate Military Service. The local Flight Standards District Office that has jurisdiction over the event site will complete all appropriate blocks in Section IV. Requests for static displays only do not require FAA coordination. Complete Sections I - III and V - VII, and forward the form to the nearest Flight Standards District Office (FSDO) for completion of Section IV. To locate nearest FSDO, visit FAA's website at http://www.faa.gov/about/office_org/field_offices/fsdo/.

3. The local requesting organization is responsible for the accurate completion of the form and conducting the event. The organization must consult with the event site authority. At no time should a contractor for an event complete this form. The information on this form must be typed or printed in ink, and is used to evaluate the event for compliance with public law and Department of Defense policies, and to determine its eligibility for Armed Forces participation. In all cases, military participation must not interfere with military operations and training programs, and must be at no additional cost to the U.S. Government. Requesters will consult with local military recruiters and provide, at no cost, prime space for recruiting activities in an area or location close to branch related static displays, branch related performance team and/or that allows for 60-90% of event foot traffic to pass by while traveling from entrance to viewing area. Department of Defense is unable to support events for which the request is intended to make a business profit. Events which have an admission charge, or other associated charges, do not necessarily preclude military participation. Military commands cannot participate in events which charge admission unless the military participation is incidental to the event, and not the primary attraction. Incomplete forms, or forms submitted late, cannot be considered and will be returned to the requester's representative.

4. **Flyover** requests will be considered for aviation-oriented events (*i.e., airshows, airport anniversaries or aviation related dedication events*), or for patriotic observances held in conjunction with Armed Forces Day, Memorial Day, Independence Day, POW/MIA Recognition Day, or Veterans Day (*event must be within seven days of the actual holiday date to be considered*). Flyovers are limited to aircraft formations of the providing Military Service policy. **Requesters of events other than airshows and open houses are prohibited from scheduling more than one Service to conduct the flyover. Once a military organization confirms flyover support, requester must than notify any other military service requested so they will not participate in the same event.** The Blue Angels and Thunderbirds generally do not perform flyovers. Requests for flyovers must be received for processing at least 60 days prior to the event for full consideration by the Services. Requests received closer than 30 days will not allow adequate planning for some organizations to support. Complete Sections I-III and V-VII, and forward the form to the nearest Flight Standards District Office (FSDO) for completion of Section IV. The Missing Man Formation is generally reserved for select national military observances that are solemn and commemorative in nature, or for military funeral services as determined by the Military Services individual policies.

5. Requests for aircraft static displays will only be considered for air shows, airport events, expositions and fairs, and public events which contribute to the public knowledge of Armed Forces equipment and capabilities (*including recruiting and ROTC events*). Complete Sections I-III and V-VII (*Section IV is not applicable when requesting static displays only*). Requests must be made from the requesting organization in accordance with each services policy in paragraph 9 of these instructions. The requester must satisfy all safety and operational requirements for the requested aircraft. Requests received closer than 60 days (*90 days for Marine Corps support*) will not allow adequate planning for some organizations to support.

6. Civilian-sponsored requests for performances by a flight demonstration team (*Blue Angels and Thunderbirds*) will be considered only for events which are: (1) aviation oriented (*e.g., air shows, airport events, historical aviation events*); (2) planning civilian aviation participation; (3) open to all Military Services for participation, and (4) held during the air show season (*mid-March to mid-November*). A partial reimbursement cost (*lodging and meals*) of \$6,000 per official demonstration (*including any performance where admission is charged to view a team*) is payable by all nonmilitary requesters as

6. (*Continued*) indicated in the team support manual. Appearances on a military installation or requested by a military organization will only be approved in support of an official installation "open house" program (*no admission charge/entrance fee*). All event requesters are required to comply with all aspects of the team support manual, as applicable. Requests for the U.S. Navy Blue Angels and Thunderbirds must be received by July 1 of the year that is two years preceding the year of the event. Complete Sections I-III and V-VII, and forward the form to the nearest FAA Flight Standards District Office (FSDO) for completion of Section IV before submitting to each service individually per the instructions listed in number nine of this page. The schedules will be released in December two years prior to the season. Subsequent to public release of the schedules, teams will be rescheduled if a scheduled event is cancelled, the original requesting organization is changed, or the original event site is changed. Previously validated requests will automatically be reconsidered. NOTE: Several of the aerial demonstrations (*teams and single-ship*) and other aircraft participating in events, have runway length, arresting gear, and other ground support requirements that must be provided by the event organizer. Refer to Military Service-specific support manuals for details before requesting support.

7. Requests for single aircraft demonstrations (*e.g., F-22, F-18, Harrier*) will be considered for events as described in paragraph 6 (1) through (4) above. Air Force requests for support must be received by July 1 of the year prior to the event, Army and Air Force single aircraft demonstrations must be received for processing at least 60 days prior to the event. Navy single aircraft demonstration requests must be received by July 1 of the year preceding the year of the event. USMC Harrier AV-8B, Osprey MV-22, and Lightning II F-35B demonstration or static display requests must be received by August 26 of the year preceding the year of the event. The Harrier demonstration can only be performed over a prepared hard surface or open water. (*Scheduled Harrier events will receive two aircraft, one for demonstration and one for static display. Fifty gallons of distilled water must be provided for each Harrier demonstration.*) Meals, lodging, and transportation for the aircrews must be provided by the requester. Social media coverage, at a minimum, is expected for all flyovers and static displays. Each Service will provide social media hashtags and handles to be used.

8. Civilian-sponsored requests for the U.S. Army parachute team, the "Golden Knights," are considered for events open to the public such as air shows, sporting events, fairs, and other outdoor events that help connect the public with America's Army and enhance the U.S. Army's marketing and engagement efforts. Appearances on military installations are only approved in support of official "open house" programs. All requesters, military and civilian, must provide vehicles, hotel rooms, and a daily show fee. The show fee must be received 60 days before the event or it will be cancelled. Contact the Golden Knights for the current year's support manual which includes the most up-to-date information on support requirements and current show fee. The Golden Knights' show schedule is released in mid-January approximately 30 days after the International Council of Air Shows (ICAS) convention. After the official schedule is released, the Golden Knights consider additional performances if the event is requested at least 60 days prior to the event and there is a team available. In the event of a cancellation, previously submitted requests are automatically considered. The show requester completes Section I, II, III, V, and VII of this form and forwards the form to the nearest FAA Flight Standards District Office (FSDO) for completion of Section IV. Please send the completed form to the contact listed below.

9. All Air Force requests must be made via the Air Force Aerial Events Website, www.airshows.pa.hq.af.mil. For Army, Navy or Marine Corps support, requester must complete the DD Form 2535 and follow the submission instructions as noted below. Additional DD Forms 2535 may be obtained through the office(s) listed below, through the nearest military installation public affairs office, or on the Internet at https://www.esd.whs.mil/Directives/forms/dd2500_2999/. **For legibility reasons, event requesters are highly encouraged to fill out applicable information on-line prior to printing form out.**

ARMY:

Community Relations Division
HQDA, Office of the Chief, Public Affairs
1500 Army Pentagon, Room 1D470
Washington, DC 20310-1500
(703) 614-3354 (fax)
www.army.mil/comrel

U.S. Army Parachute Team
Attn: Show Scheduler
P.O. Box 70126
Fort Bragg, NC 28307-0126
(910) 907-3025 (fax)
usarmy.knox.hqda.list.apt.show@mail.mil

For instructions on how to request Army assets, please visit:
www.army.mil/comrel/assetrequests
(703) 697-9603 (voice)

MARINE CORPS:

For instructions on how to request Marine Corps assets, please visit
www.usmc.mil/community
(703) 614-1034 (voice)
Submit completed forms via email to
hqmc.comrel@usmc.mil

NAVY:

Navy Office of Community Outreach
Attn: Aviation Support
5722 Integrity Drive, Bldg 456-3
Millington, TN 38054
(901) 874-5803 (voice)
Submit completed forms via email at
aviationsupport@navy.mil
www.outreach.navy.mil

AIR FORCE:

Office of the Secretary of the Air Force
Office of Public Affairs (SAF/PA)
1690 Air Force Pentagon
Washington, DC 20330
(703) 695-9664 (voice); (703) 693-9601 (fax)
Submit request online at
www.airshows.pa.hq.af.mil

REQUESTER: PLEASE RETAIN A COPY OF THIS FORM FOR FUTURE REFERENCE.

Shorter, Diallo S (FAA)

From: Shugart, David (FAA)
Sent: Monday, October 24, 2022 4:27 PM
To: Shorter, Diallo S (FAA)
Cc: Simpson, Stephen (FAA); Jimenez Perez, Miguel Angel (FAA)
Subject: FW: Wings Over Dallas 2022
Attachments: WOD 2022 FAA Waiver Application.pdf

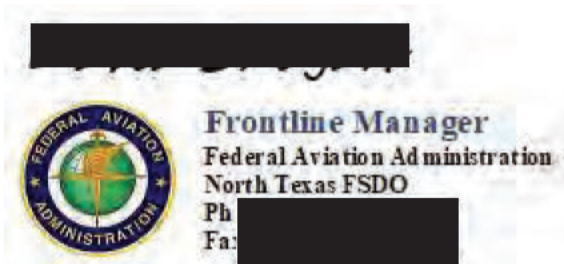
Importance: High

Diallo,

Please create task for SWS and MAP

WLOA - Waiver or Letter of Authorization
Airshow
Wings Over Dallas 11/11-13 2022

Thanks



From: Cleveland, Calvin C (FAA) [REDACTED]
Sent: Thursday, October 13, 2022 12:33 PM
To: Shugart, David (FAA) [REDACTED]
Subject: FW: Wings Over Dallas 2022
Importance: High

Airshow waiver

From: Good, Thomas R (FAA) [REDACTED]
Sent: Thursday, October 13, 2022 8:33 AM
To: Cleveland, Calvin C (FAA) [REDACTED]
Subject: FW: Wings Over Dallas 2022
Importance: High

Thomas Good
Aviation Safety Inspector – SW-19
8700 Freeport Pkwy Suite 225

Irving, TX 75063

Cell: [REDACTED]

Office: [REDACTED]

Fax: [REDACTED]

From: [REDACTED]

Sent: Wednesday, October 12, 2022 2:27 PM

To: Good, Thomas R (FAA) [REDACTED]; 'Russell Royce' [REDACTED]

Cc: Jimenez Perez, Miguel Angel (FAA) [REDACTED]

Subject: RE: Wings Over Dallas

Good afternoon Mr. Thomas! Attached you will find the FAA Application for Certificate of Waiver for the upcoming Wings Over Dallas Airshow on November 11-12-13, 2022.

The list of aircraft is complete. I will be sending a list of pilots as soon as that is completed.

The Incident Action planned attached is from Wings Over Dallas 2021. A Tabletop exercise was held on October 6 and we are waiting on the final sign off of the 2022 IAP.

Please let me know what else you need from me.

Thank you for your time.

Gena Linebarger
Wings Over Dallas Chairman
[REDACTED] cell



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