



DEPARTMENT OF THE NAVY
COMMANDER NAVAL AIR FORCES
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COMNAVAIRFORINST 3710.8

N3
SEP 14 2007

COMNAVAIRFOR INSTRUCTION 3710.8

From: Commander, Naval Air Forces

Subj: PROCEDURES FOR AUTHORIZATION TO PARTICIPATE IN AERIAL
DEMONSTRATIONS AND ORIENTATION FLIGHTS

Ref: (a) DODI 5410.19
(b) SECNAVINST 5720.44B
(c) CHINFO WASHINGTON DC/DOD Form 2535
(d) OPNAVINST 3710.7 series
(e) COMNAVAIRFORINST 3300.53 series

Encl: (1) Sample Message Format for Aerial Demonstration
Request
(2) Sample Operational Risk Management Matrix
(3) CVW Air Power Demonstration
(4) CVW Air Power Demonstration Kneeboard Card
(5) CVW Air Power Demonstration Line-up Card
(6) CVW Air Power Demonstration Timeline/Comm Plan
(7) Event Maneuvers Description and Procedures
(8) Sample CVW Air Power Demonstration PowerPoint Brief
(9) Sample Message Format for Orientation Flight Request
(10) Sample Request for Survival Training from Civilian
Organization

1. Purpose. To establish procedures, policy, and criteria for participation of CNAF aircraft in aerial demonstrations and orientation flights. Deployed units shall comply with applicable directives and guidance provided by the appropriate operational commander. This is a complete revision and should be reviewed in its entirety.

2. Cancellation. COMNAVAIRPACINST 3710.8A/COMNAVAIRLANT INSTRUCTION 3710.8.

3. Scope. Applicable to all CNAF units desiring to perform aerial demonstrations or orientation flights. Any deviation from this instruction requires approval from COMNAVAIRFOR West or COMNAVAIRFOR East, as appropriate.

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4. Background. When conducted in a safe and professional manner, aerial demonstrations and orientation flights project a highly favorable image of naval air power to the civilian community, other military services, and to all members of the naval service. A majority of these displays occur at civilian activities, which maximize fleet awareness and recruiting potential; however, fiscal constraints, operational schedules, and aircraft asset management require requests be approved only in cases that do not degrade operational readiness. Wing commanders must ensure support for these events meet CNAF goals (see 6.a.(3)), and ensure proper ORM is considered in instances where family members are present during any of these evolutions. Additionally, training shall be conducted to the maximum extent possible while conducting these special events. Behavior and conduct while attending these evolutions are to be in accordance with ref (d) section 3.3.3.

5. Definitions

a. Aerial Demonstrations. Reference (a) defines aerial demonstrations as the use or display of DOD military aircraft in an event including flyovers, missing man formations, aerial reviews, static displays, aerial activities, and trade shows.

b. Flyover. A flyover is defined as a non-aerobatic/non-maneuvering, generally wings-level pass of one or more aircraft (normally a maximum of two, but waiverable to four) at speeds and altitudes that conform to appropriate FAA and U.S. Navy regulations. A flyover is normally restricted to a single pass over a fixed point at a specified time. Flyovers are usually designed to provide a backdrop to ceremonial functions.

(1) Missing Man Formation Flyovers. A Missing Man Formation Flyover is a maximum of four aircraft flyover in which one of the wingmen detaches from the formation while the remaining aircraft proceed with the flyover.

(2) Aerial Review. An Aerial Review is defined as a flyover of multiple types of aircraft or aircraft representing more than one military service with elements in trail formation and not involving precision maneuvers or demonstrations.

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c. Static Display. A static display is the stationary ground display of any aircraft and its related equipment, not involving flight, taxiing, or starting of the engines.

d. CVW Air Power Demonstrations. A CVW Air Power Demonstration is defined as any air demonstration of airwing capabilities for public or military review while in an embarked status.

e. Orientation Flight. An orientation flight is defined as a flight in DOD aircraft performed within the local flying area and termination at the point of origin, intended to further the understanding of DOD roles and missions.

6. Action

a. All Aerial Demonstrations

(1) Type Wing Requirements. Type Wing Commodores shall submit to CNAF (N3), and review annually, an AERIAL DEMONSTRATION instruction in order to provide guidance and standardize approved aerial maneuvers and procedures. Proposed changes to the Type Wing instruction shall be submitted to CNAF (N3) for concurrence. In addition, Type Wings will maintain a current list of qualified Fleet Replacement Squadron Tactical Aerial Demonstration flight crews and will submit this list each October for approval to CNAF (N3).

(2) CHINFO Approval Requirements. Per reference (b), CHINFO approval is required for all aerial reviews on military installations within the U.S. if the review involves more than one service. Additionally, CHINFO approval is required for all proposals for aerial demonstrations, parachute demonstrations, or simulated tactical employment demonstrations (pyrotechnic, CSAR demos, etc) held in the public domain. Procedures and time line for obtaining CHINFO approval are contained in reference (b) and must be submitted via reference (c).

(3) CNAF Approval. Once CHINFO approval is granted, CNAF units shall submit requests to COMNAVAIRFOR West (N3) or COMNAVAIRFOR East (N32), as appropriate, not later than 15 days prior to the event, utilizing the format in enclosure (1). The Mississippi River is a planning guideline for specifying West and East Coast events. COMNAVAIRFOR will review all flyover

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requests for validity based on their potential to promote recruiting and retention goals, contribute to Naval Aviation's image, and feasibility to accomplish aircrew training.

(4) FAR Regulations. Aerial demonstrations within Federal Aviation Administration (FAA) controlled or uncontrolled air space require an FAA certificate of waiver of Federal Aviation Regulations (reference (d)). Approval of aerial demonstrations does not constitute authority to deviate from the applicable Federal Air Regulations (FAR) pertaining to speed, altitude, or other restrictions. Prior to any aerial demonstration being conducted, the FAA's Flight Standards District Office (FSDO) must approve, in writing, any waivers to the applicable FARs. Aerial demonstrations during Friends and Family Day/Dependents' Day/Tiger Cruises and other non-public events involving other fleet assets over the open ocean do not require FAA involvement (waivers, etc.).

(5) Force Protection. Per reference (e), Commanding Officers shall evaluate Force Protection (FP) compliance with the current threat condition. Prior to approving any away from home station operations within CONUS, Commanding Officers shall ensure personnel and assets meet a basic force protection standard. Specifically, the threat must be assessed, and the requisite security presence and response capability must be available. Force protection considerations will be included as part of the Commanding Officer's Operational Risk Management decision-making process.

(6) Criteria for Selection. Commanding Officers, Air Wing Commanders, and Type Wing Commanders shall use the following criteria to determine which aerial demonstration events should be supported.

(a) Distance. Shorter-range missions will be viewed more favorably since they will not engage an asset for as long and they require less fuel to support.

(b) Training. The use of concurrent training opportunities (low-level routes, ranges, etc.) at the destination or enroute is highly encouraged and will make approval more likely.

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(c) Event Size. Larger events are preferred as they maximize exposure.

(d) Relevance. The relevance of the event to the Navy/Military may override other factors, i.e., Memorial Day, Fourth of July, etc.

(e) Media. Events covered by national or regional media greatly expand the Navy's exposure.

(f) Redundancy. Repeat performances for the same organization or at the same location will be scrutinized very closely to ensure all other requests receive fair consideration so that no one organization is seen as receiving special treatment.

(g) Congressional Interest. Congressional interest will be taken into consideration when approving aerial events, but will not normally be an overriding factor.

(h) Requestor. Prior experience with a requestor, both positive and negative, and the requestor's purpose for the event will be considered.

b. Flyover. Flyovers will generally be permitted for U.S. Navy Chief of Naval Information (CHINFO) sanctioned venues provided the presence of CNAF aircraft would contribute to the effectiveness of the event. As previously stated, the flyover should be scheduled and conducted in conjunction with an operational/training mission whenever possible. All requests must be submitted to CNAF a minimum of 15 days prior to the event.

c. Missing Man Formations/Memorial Service Flyovers. Due to the generally short fused nature of such events, use any applicable means to communicate a request to COMNAVAIRFOR (N3). Per reference (b), Missing Man formations for any event other than a funeral/memorial require CHINFO approval. Missing Man Formation Flyovers may be approved for national-level ceremonies commemorating Memorial Day, POW/MIA Recognition Day, or Veterans Day, but only in limited cases, in order to preserve the solemn nature of this event.

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Per reference (b), Missing Man Formation Flyovers and memorial service flyovers are reserved for individual funeral or memorial services, but not both, for the following category of personnel:

- (1) Active duty aeronautically designated aviation officers and personnel (including reserve officers on active duty).
- (2) Active duty personnel taking courses of instruction leading to an aeronautical designation, when involved in an aviation-related accident.
- (3) Any active duty or retired flag officer.
- (4) Retired U.S. Armed Forces war heroes (recipients of the Silver Star or higher).
- (5) Dignitaries of the Armed Forces or Federal Government as appropriate.

d. Aerial Review. Aerial Reviews are typically conducted in the National Capital Region (NCR) or during major Fleet Week events. CHINFO is the approval authority for all events in the NCR.

e. Static Displays. Static display aircraft/aircrew permit personal contact between the civilian community and the naval service. Where community interaction is desired, static displays are viewed more favorably than flyovers or aerial demonstrations. Static display of CNAF aircraft in the public domain is normally restricted to a maximum of two aircraft of same type/model per venue. Military installations are typically limited to not more than one of each type/model aircraft requested. Only individuals or small groups, personally escorted by aircrew, will be allowed within the secured area. Viewing platforms (e.g. B-stands) require Type Wing Commander approval. Additionally, either aircrew or security personnel shall be present at any time the public has access to the aircraft. A maximum of four days duration governs both military and civilian displays. Static display approval authority is delegated to the Type Wing Commander for CHINFO-approved sites.

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f. Helicopter Static Displays at Unimproved Sites. Public schools and civic organizations often request naval helicopters land at unimproved sites for static displays. These displays, especially at schools, are an excellent opportunity to positively influence public opinion, but the utmost caution must be taken to ensure events are conducted safely.

(1) Per reference (a), helicopters are authorized to land at other than airfield locations (e.g., fields, highways, and parks), provided:

(a) CNAF approval has been granted to conduct such landing.

(b) Adequate safeguards are taken to permit safe landing and take-off operations without being a hazard to people or property.

(c) There are no legal objections to landing at such non-airfield sites.

(2) Units desiring to conduct such operations (for other than emergency/SAR operations) shall submit a request to CNAF West (N3)/CNAF East (N32), as appropriate, for consideration. The following list is a set of minimum requirements that must be met to receive approval:

(a) Comprehensive Timeline. Ensure a scheduled landing and take-off time is set that will not conflict with any other activities in the immediate area that may endanger people or property (i.e., children or school buildings).

(b) Conduct Risk Management Assessment. Use enclosed Operational Risk Management Matrix or similar method as a guide to ensure risk is minimized.

(c) Size and Composition of the Landing Area

(1) Ensure the identified landing area is a minimum of 100 yards long and 50 yards wide.

(2) Distance of landing spot from nearest structure is 50 yards for UH-1N and 100 yards for all other T/M/S.

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(d) Flying over buildings and people shall be minimized to avoid possible damaged caused by rotor wash.

(3) Fire Fighting Equipment. A fire truck from the local fire department or nearby military facility, if feasible, shall be at the site for arrival and departure.

(4) Safety Observer. Whenever possible, a designated squadron representative shall be on the ground at the landing site during landing and take-off. If a squadron representative

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h. Orientation Flights

(1) Civilian orientation flights are regulated under reference (d), wherein CNO has delegated authority to the Type Commanders to approve such requests when they meet established criteria. All orientation flight requests shall be submitted to CNAF. Submit requests no later than 15 working days prior to the proposed flight date. Route requests through CNAF West (Code N3), CNAF East (Code N32) or CNATRA (N3), as appropriate. Utilize format in enclosure (9) for authorization to conduct orientation flights and use enclosure (10) as needed to request NAPTP/NAWSTP training. Once approval has been granted to an individual squadron, a thorough ORM assessment by the CO shall include the following:

(a) Civilian guests shall not fly operational missions.

(b) Civilian guests shall not fly with any live or practice ordnance.

(c) A dedicated FAM flight should be scheduled for such events.

(d) The level of guest participation in crew related duties during the flight shall be weighed, including, where appropriate, what regimes are acceptable for interaction with aircraft flight controls or other safety of flight systems.

(e) Guests shall not control landing or take-off evolutions or other critical phases of flight, including formation, heavy traffic, turbulence, inflight refueling, low altitude flying (below 5000 ft AGL), etc.

(f) Civilian guests shall be scheduled to fly under day VFR conditions.

(g) The safe navigation or conduct of the flight shall not be dependent on civilian participation.

(h) Access to, and interaction with, survival systems, external stores, or explosively actuated devices shall be thoroughly assessed and briefed.

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(i) Civilian guests shall be thoroughly briefed on emergency procedures prior to any flight. In the event of any actual emergency, FAM flight shall be immediately terminated.

(2) ORM shall also be performed to prevent compromise of classified material or information. On every orientation flight the Commanding Officer's judgment and careful oversight is essential to ensure complete a successful evolution. It is critical that ORM be applied throughout every stage of the process and that the officers and crew involved be thoroughly briefed for every planned evolution.

7. Responsibility. All Commanding Officers are responsible for the widest dissemination and compliance with guidance contained in this instruction.



S. J. LAUKAITIS

Chief of Staff

Distribution:
CNAF website

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SAMPLE MESSAGE FORMAT FOR AERIAL DEMONSTRATION REQUEST

FM (*Squadron requesting to participate*)

TO COMNAVAIRPAC SAN DIEGO CA//N3/N3A3// (*as appropriate*)
COMNAVAIRLANT NORFOLK VA//N3/N32// (*as appropriate*)

INFO NAVAL REGIONAL COMMANDER (*as appropriate*)
CARRIER AIR WING (*as appropriate*)
TYPE WING
SQUADRONS (*as appropriate*)
SHIPS (*as appropriate*)
NAVAL BASE (*as appropriate*)
FAA (*as appropriate*)

UNCLAS //N03710//

SUBJ/AERIAL DEMONSTRATION REQUEST FOR (*event being supported*)//

REF/A/DOC/OPNAV/01MAR04//

REF/B/DOC/COMNAVAIRFOR/*this instruction's date*//

REF/C/DOC/SECNAV/01NOV05//

REF/D/DOC/COMNAVAIRFOR/10JUN02//

NARR/REF A IS OPNAVINST 3710.7, NATOPS GENERAL FLIGHT AND OPERATING INSTRUCTION. REF B IS CNAF INSTRUCTION 3710.8, PROCEDURES FOR AUTHORIZATION TO PARTICIPATE IN AERIAL DEMONSTRATIONS AND ORIENTATION FLIGHTS. REF C IS SECNAVINST 5720.44B, DEPARTMENT OF THE NAVY PUBLIC AFFAIRS POLICY AND REGULATIONS. REF D IS CNAF INSTRUCTION 3300.53, FORCE PROTECTION PROGRAM.//

POC/I. M. SAILOR/LCDR/N31/TEL: DSN ###-####/COM: ###-###-####/E-MAIL: SAILOR@NAVY.MIL//

RMKS/1. PER REFS A THROUGH D, REQUEST AUTH OF... (*Who, What, When, Where, Why, and How - Specifics on type and number of aircraft, timeline of the planned maneuvers, where it will take place and who the event is supporting*).

Enclosure (1)

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2. PER REF C, THIS EVENT HAS CHINFO APPROVAL NO. _____. (or) THIS EVENT DOES NOT REQUIRE CHINFO APPROVAL. CVW-# AND (TYPE WING) SUPPORT THIS REQUEST. 3. ALL APPLICABLE FARs WILL BE ADHERED TO. (or FARs being waived and status of FAA approval).

4. IAW REF D, ALL APPLICABLE SECURITY/FORCE PROTECTION REQUIREMENTS HAVE BEEN REVIEWED AND WILL BE IMPLEMENTED.

5. IAW REF B, A THOROUGH ORM REVIEW HAS BEEN COMPLETED, A RISK ASSESSMENT CODE (RAC) OF (1, 2, 3, 4, or 5) HAS BEEN DETERMINED AND APPROPRIATE MITIGATING CONTROLS WILL BE IMPLEMENTED.

6. VALID TRAINING WILL BE CONDUCTED FOR ALL AIRCREW INVOLVED IN THIS MISSION. ORM SHALL BE UTILIZED IN THE PLANNING, BRIEFING AND CONDUCT OF THIS EVENT.//

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Demo/Flyover/Static Display Operational Risk Management Matrix

ORM RISK MATRIX		PROBABILITY OF OCCURENCE			
		A Likely to occur immediately or within a short period of time.	B Probably will occur in time.	C May occur in time.	D Unlikely to occur.
SEVERITY	I-Catastrophic (May cause death or aircraft loss)	1-Critical	1-Critical	2-Serious	3-Moderate
	II- Critical (May cause severe injury or aircraft damage)	1-Critical	2-Serious	3-Moderate	4-Minor
	III- Marginal (May cause minor injury or minor aircraft damage)	2-Serious	3-Moderate	4-Minor	5-Negligible
	IV- Negligible (Will not result in injury or damage)	3-Moderate	4-Minor	5-Negligible	5-Negligible

Hazardous Condition	Hazard Severity	Mishap Probability	Risk Assessment Code	Recommended Controls
Controlled flight into water	I	C	2	Adhere to WX mins, quality briefs, adherence to parameters, practice, qualified demo crews
Frag (CV)	I	C	2	Smokes outside frag pattern, adherence to parameters, use of nav aids, safety observer, "cleared hot" calls
Frag (Aircraft)	I	D	3	Adherence to parameters, weaponeering, practice
Midair	I	D	3	Altitude sanctuary for elements, phased join-up, altitude deconfliction for ingress/egress, practice
Departure	I	D	3	Practice, experienced aircrew
SOF Injury	I	D	3	Adherence to procedures, qualified SEALs, practice
Landing mishap	I	D	3	Experienced aircrew and LSOs, cruise experience
Flat hatting	I	D	3	Experienced aircrew, quality briefs, command climate
On deck FOD on recovery	II	C	3	FOD walkdown prior to recovering demo aircraft
Crowd injury	II	D	4	Crowd control with MAAs and boundaries, medical personnel available, hearing protection, tailpipe courtesy
Divert	III	C	4	Quality briefs, sufficient fuel airborne, suitable divert, adherence to NATOPS procedures

Enclosure (2)

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Hazard Severity. An assessment of the worst credible consequence, defined by degree of injury, occupational illness, property damage, loss of assets (time, money, personnel) or impact on mission, which could occur as a result of a deficiency. Hazard severity categories are assigned roman numerals as follows:

I. May cause death or loss of a facility/asset (i.e., Class A level damage).

II. May cause severe injury, severe occupational illness, significant property damage, or severe degradation to the efficient use of assets (i.e., Class B level damage).

III. May cause minor injury, minor occupational illness, minor property damage, or minor degradation to the efficient use of assets (i.e., Class C level damage).

IV. Would not significantly affect personnel safety or health, property, or efficient use of assets, but is nevertheless in violation of an established regulation or standard.

Mishap Probability. The probability that the hazard will result in a mishap of the severity assigned, based on an assessment of such factors as location, exposure in terms of cycles or hours of operation, experience, or previously established statistical information. Mishap probability is assigned a letter value as follows:

A. Likely to occur immediately or within a short period of time (one or more times within the next year).

B. Likely to occur in time (within the next 3 years).

C. Likely to occur several times during the life of the aircraft.

D. Unlikely to occur, but feasible within the lifetime of the aircraft.

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Risk Assessment Code. The RAC is an expression of overall risk, which combines the elements of hazard severity and mishap probability. As defined in the matrix shown below, the RAC is expressed as a single number that can be used to help determine hazard abatement priorities. This is the matrix used in several OPNAV instructions addressing risk management. RAC definitions are as follows:

- 1 - Critical Risk
- 2 - Serious Risk
- 3 - Moderate Risk
- 4 - Minor Risk
- 5 - Negligible Risk

RAC 1 or 2 is considered a severe hazard while RAC 3, 4, or 5 is considered routine. Severe hazards receive priority by COMNAVAIRSYSCOM when allocating resources for corrective actions, and COMNAVSAFECEN tracks all severe hazards until the corrective actions are complete. Severe hazards also require endorsements up to the action agency.

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CVW AIR POWER DEMONSTRATION

1. Purpose. To establish and publish specific procedures and guidance for a standardized COMNAVAIRFOR Carrier Air Wing (CVW) Air Power Demonstration.
2. Scope. This enclosure applies to all CVW Air Power Demonstrations.
3. Discussion. On occasion Carrier Air Wings are asked to demonstrate their unique operational combat capabilities by conducting an Air Power Demonstration for an audience aboard an aircraft carrier or other fleet asset. Air Power Demonstrations are defined as any performance or exhibition of aerial maneuvers before an audience on an aircraft carrier or other fleet asset designed to demonstrate aircraft/aircrew capabilities utilizing one or more aircraft. These include Friends and Family Day/Dependent's Day/Tiger Cruises and other non-public events involving other fleet assets over the open ocean. They do not require Federal Aviation Administration (FAA) involvement. Individual events within the demonstration are composed of routine tactical maneuvers, de-conflicted in time and space from other events, and performed in a standardized and professional manner to minimize risk. In order to ensure a consistent, safe, and high quality event, the Air Wing Commander will personally approve each demonstration participant. Participants will not be changed without permission from the CAG.
4. Controlling Agencies. The Air Wing Commander is the Officer Conducting the Demonstration. The Deputy Air Wing Commander or a squadron Commanding Officer will be Mission Commander and is responsible for planning, briefing and executing the demonstration. A squadron Commanding Officer will act as the Coordinating Officer/Safety Observer and will coordinate flight operations from Primary Flight Control. The Air Officer shall comply with reference (d), work closely with the Coordinating Officer/Safety Observer, maintain control of aircraft operating within his airspace, and ensure the flight deck and catwalks are safe for observers.

Enclosure (3)

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5. Conduct of Air Power Demonstration

a. All Air Power Demonstrations will be conducted in accordance with and all participants will be familiar with this instruction, references and enclosures. Individual events will be performed per enclosures (4) through (8). Air Wings may deviate from enclosures (4) through (7) in the form of fewer demonstration aircraft and/or events or specific aircraft types per event. The intent of these deviations is to account for different Air Wing aircraft compositions. Though a standardized Air Power Demonstration PowerPoint brief template is included as enclosure (8) in this instruction, a digital copy is also available separately on CNAF's website.

b. Weather. Weather minimums required for conducting an Air Power Demonstration consisting of all events are a 10,000 ft ceiling and 5 miles visibility. Specific weather requirements for individual events are contained in enclosure (6).

c. Launch and Recovery. The aircraft used in the Air Power Demonstration can launch and recover from either a shore station or the carrier. If carrier based, aircraft launches and recoveries will be conducted per reference (d). Cycle times should be no longer than 1+30. Actual times and aircraft ordnance requirements will be promulgated via the Air Plan and launch sequence plan (LSP). The Air Power Demonstration will be a stand-alone event.

d. Communications. All participants will monitor Tower frequency. All Air Power Demonstration coordination will be accomplished on Tower frequency including all mandatory voice calls that are described in enclosure (6). Each section of aircraft will also be assigned an individual frequency to conduct administrative communications. All administrative frequencies will be listed on enclosure (4).

e. Audience. Military and civilian audiences may observe the Air Power Demonstration requiring the Air Wing Commander to assign a narrator. A narration for flight deck observers will be conducted and coordinated with the Air Officer via a Primary Control flight deck communication circuit.

f. Safety. No deviation from this instruction, references, or enclosures is authorized except as noted earlier or as

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specifically approved by Commander, Naval Air Forces. Safety shall not be compromised during an Air Power Demonstration. All participants shall be familiar with the ORM matrix in enclosure (8) and adhere to standard squadron risk management procedures. Air Power Demonstration observers will be permitted onto the flight deck after the launch is complete or gathered into an approved safe area to observe the launch. Civilians shall be briefed on the proper use of hearing protection and FOD awareness. Flight deck personnel shall be posted to ensure that no members of the audience stray into unauthorized areas. Upon completion of the Air Power Demonstration, the audience will be required to exit the flight deck or gather in an approved safe area prior to starting the recovery. A FOD walk-down will be conducted after the demonstration is complete, after visitors have exited the flight deck, and prior to recovery.

g. Lost Communications. NORDO aircraft will not participate in the Air Power Demonstration and with no other complications will proceed to a briefed NORDO holding point to be joined by like aircraft after the completion of the Air Power Demonstration.

h. Minimum Altitudes. Fixed wing flight minimum altitude for all maneuvers is 200 ft AGL.

i. Ordnance. All ordnance delivery events will call "IN" and "OFF SAFE." A "CLEARED HOT" call from the Air Officer or Safety Observer is required for weapons release. No aircraft carrying ordnance will overfly Strike Group assets. All munitions will be released away from or parallel to Strike Group Assets. All strafing runs will be made away from Strike Group assets. Flares will be dispensed heading away from Strike Group assets. Smoke will only be used as a visual reference for bomb / strafe events and every effort will be made to ensure the 1.5 nautical mile buffer is maintained regardless of wind direction and its effect on the smoke.

j. Aborts. If an "ABORT" call is made, all pilots performing event maneuvers will terminate event specific maneuvers and immediately recover their aircraft in accordance with NATOPS for their type/model/series. An "ABORT" call can be made by anyone if they feel an aircraft is not in the proper position or within parameters to perform a maneuver, continue to the follow-on maneuver, and/or if an unsafe situation exists or

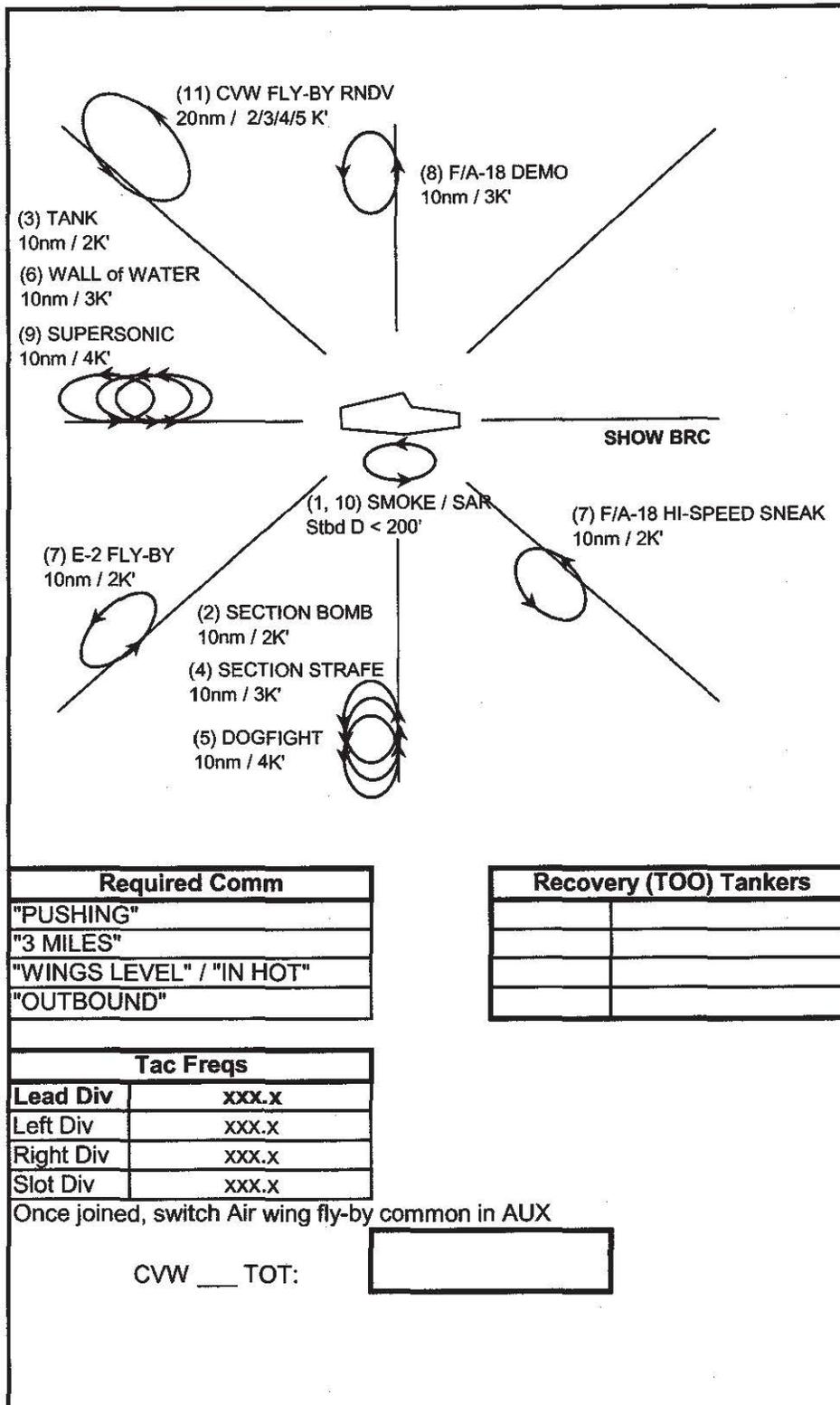
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is developing. Once the pilot has successfully recovered and has obtained a safe attitude and altitude, the aircrew, Safety Observer, and Air Officer will determine if the event can be continued or terminated.

k. Emergencies. Any aircraft that experiences an emergency or flight control degrade will terminate their event in the Air Power Demonstration. The Mission Commander, Safety Officer and/or Air Officer will determine whether the emergency will knock off the entire Air Power Demonstration. A SAR situation will knock off the entire Air Power Demonstration and all aircraft will proceed to assigned or stay at current holding points and follow the directions of the On-Scene Commander.

l. No Go Criteria. No deviation from this instruction, references, or enclosures is authorized except as previously noted. The Mission Commander in conjunction with the Officer conducting the demonstration will determine the minimum Air Wing aircraft necessary to complete the Air Power Demonstration. A fallout/fill-in plan and will be covered during the overall Air Wing Demonstration brief.

m. Currency Requirements. All aircrew shall participate in an all-events practice Air Power Demonstration in its entirety with inert ordnance prior to operating and performing with live ordnance. Additionally, aircrew must have practiced their specific event maneuvers within 6 days preceding the practice demonstration. This individual event practice does not require ordnance but must be reviewed by the squadron Commanding or Executive Officer either via video tape recorder (VTR) review and/or verbal debrief with the aircrew.



Required Comm	
	"PUSHING"
	"3 MILES"
	"WINGS LEVEL" / "IN HOT"
	"OUTBOUND"

Recovery (TOO) Tankers	

Tac Freqs	
Lead Div	xxx.x
Left Div	xxx.x
Right Div	xxx.x
Slot Div	xxx.x

Once joined, switch Air wing fly-by common in AUX

CVW ___ TOT:

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Air Power Demonstration Line-Up

Event	A/C	Crew	Callsign	Event	Hold (Brg/Rng)	Altitude (feet)
1				Smoke Drop	Stbd. D	< 200
2				Section Bomb	090/10	2 K
3				Tanking Demo	180/10	2 K
4				Section Strafe	090/10	3 K
5				Dogfight Demo	090/10	4 K
6				Wall of Water	180/10	3 K
7				E-2 Fly-By / FA-18 High Speed Sneak	135/10 045/10	2 K 2 K
8				FA-18 Demo	270/10	3 K
9				Supersonic Fly-By	180/10	4 K
10				SAR Swimmer / SPIE Demo	Stbd. D	< 200
11				Air Wing Fly-By	215/20	2/3/4/5 K
X				Tanker / Fly-By	215/20	2/3/4/5 K

Enclosure (5)

Air Power Demonstration Timeline/ Communications Plan

1. Timeline (by Event)

Time	Event	Description
L-15	Roll Call	On Deck Check-In
-4+00	Batters Up	Tower: "BATTERS UP"
0+00	Comex	Tower: "COMEX, COMEX" (include preparatory call)
0+00	1	Smoke Drop
4+00	2	Section Bomb
6+00	3	Tanking Demonstration
9+00	4	Section Strafe
11+00	5	Dogfight Demonstration
14+00	6	Wall of Water
17+00	7	E-2 Fly-By / FA-18 High Speed Sneak
19+00	8	FA-18 Demonstration
27+00	9	Supersonic Fly-By
29+00	10	SAR Swimmer / SPIE Demonstration
37+00	11	Air Wing Fly-By

2. Timeline (by Player)

Event	Event	Push Time	Route Time	3 NM Prior	TOT
1	Smoke Drop	n/a	n/a	n/a	0+00
2	Section Bomb	2+36	1+24	3+36	4+00
3	Tanking Demo	4+00	2+00	5+24	6+00
4	Section Strafe	7+36	1+24	8+36	9+00
5	Dogfight Demo	9+42	1+18	10+36	11+00
6	Wall of Water	12+42	1+18	13+36	14+00
7	E-2 Fly-By /	13+20	3+40	16+21	17+00
(7)	F/A-18 Sneak Pass	15+42	1+18	16+42	17+00
8	F/A-18 Demonstration	17+42	1+18	18+36	19+00
9	Supersonic Pass	26+00	1+00	26+42	27+00
10	SAR Swimmer Demo	28+30	n/a	n/a	29+00
11	Air Wing Fly-By	33+00	4+00	36+24	37+00

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3. Timeline (by radio calls)

L-15 TWR: "ROLL CALL"
-4+00 TWR: "BATTERS UP"
0+00 TWR: "COMEX, COMEX"
0+00 EVT 1 (Smoke Drop) TOT
2+36 EVT 2: "PUSHING"
3+36 EVT 2: "3 MILES"
4+00 EVT 2 (Section Bomb) TOT
4+00 EVT 3: "PUSHING"
5+24 EVT 3: "3 MILES"
6+00 EVT 3 (Tank Demo) TOT
7+36 EVT 4: "PUSHING"
8+36 EVT 4: "3 MILES"
9+00 EVT 4 (Section Strafe) TOT
9+42 EVT 5: "PUSHING"
10+36 EVT 5: "3 MILES"
11+00 EVT 5 (Dogfight) TOT
12+42 EVT 6: "PUSHING"
13+36 EVT 6: "3 MILES"
14+00 EVT 6 (Wall of Water) TOT
13+20 EVT 7 E-2: "PUSHING"
15+42 EVT 7 FA-18: "PUSHING"
16+21 EVT 7 E-2: "3 MILES"
16+42 EVT 7 FA-18: "3 MILES"
17+00 EVT 7 (E-2/F/A-18) TOT
17+42 EVT 8: "PUSHING"
18+36 EVT 8: "3 MILES"
19+00 EVT 8 (F/A-18 Demo) TOT
26+00 EVT 8: "LAST PASS"
26+00 EVT 9: "PUSHING"
26+42 EVT 9: "3 MILES"
27+00 EVT 9 (Supersonic) TOT
28+30 EVT 10: "PUSHING"
29+00 EVT 10 (SAR Swimmer) TOT
33+00 EVT 11: "PUSHING"
35+00 EVT 11: "10 MILES"
35+48 EVT 11: "6 MILES"
36+24 EVT 11: "3 MILES"
37+00 EVT 11 (CVW Fly-by) TOT
38+00 TWR: "FINEX"

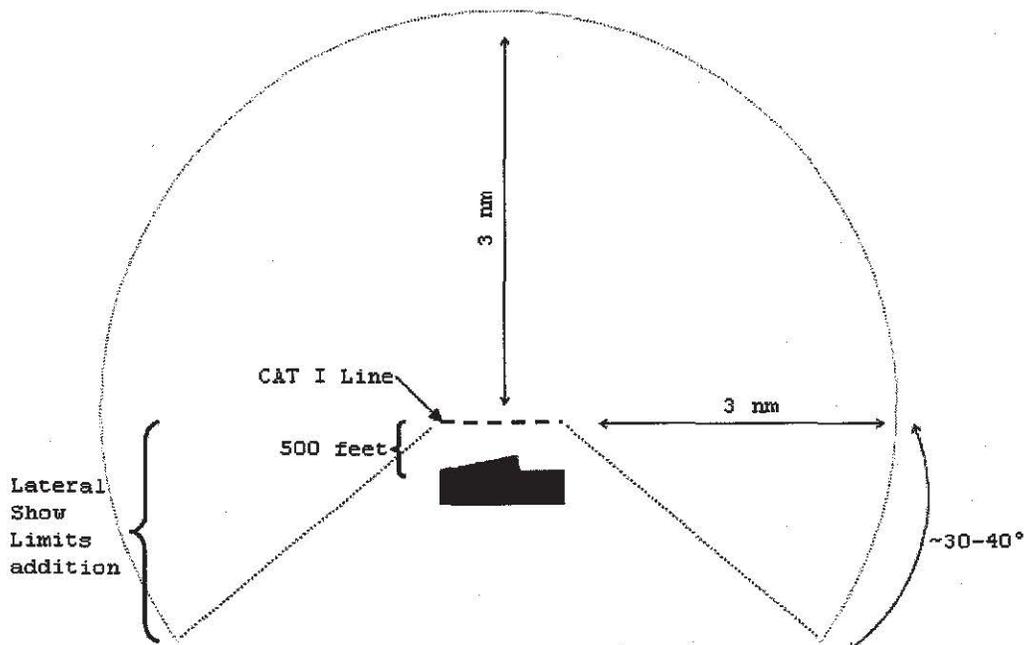
Notes

1. All times elapsed, as referenced from "COMEX" call.
2. All TOTs reference player(s) overhead "show center" or TOT, as applicable.
3. Times for events 8 and 9 reference start of event demonstration.
4. All ordnance delivery events will call "WINGS LEVEL," "IN," and "OFF SAFE". A "CLEARED HOT" call is required prior to weapon release.

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Event Maneuver Descriptions and Procedures

1. The following events encompass the approved list of maneuvers and procedures to be utilized for all CVW Air Power Demonstrations. The Officer Conducting the Exercise is authorized to delete events and/or change ordnance in order to accommodate different Air Wing aircraft and Non-Combat Expenditure Allocation (NCEA) situations.
2. The Demonstration Area is defined as the air space extending from the aircraft carrier out to a 3 nautical mile arc from the 180 to 360 radial. No aircraft will enter the Demonstration Area without clearance from the Tower. The CAT I line is a line offset 500 feet from the ship paralleling BRC. The lateral show limits extend 30 to 40 degrees on either side of the CAT I line as depicted in the following graphic:



3. Communications. All demonstration aircraft will be up Tower frequency in their PRIMARY radio and a tactical event common frequency in their AUXILIARY radio. All timing and safety of flight communications will be made on Tower frequency. An on

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deck check-in will be initiated by the Mission Commander on Tower frequency, 15 minutes prior to the scheduled launch. All calls will be preceded with a call sign. The Air Officer will give the expected BRC at the conclusion of the on deck check-in and pass any changes to the BRC as they occur during the air power demonstration. All event leads will check-in with the Mission Commander when they are on-station and ready to participate in the demonstration. If unable to participate in the Air Power Demonstration, aircraft will immediately check in with the Mission Commander upon determining this fact. A "BATTERS UP" call will be made by the Air Officer or Coordinating Officer/Safety Observer after all participants have checked in and are ready to commence the Air Power Demonstration. This should occur approximately 20 to 25 minutes after the scheduled launch. The Air Officer or Coordinating Officer/Safety Observer will make a "COMEX, COMEX" call 4 minutes after the "BATTERS UP" call to start clocks. A preparatory call will be made prior to the "COMEX" call to enable all demonstration participants to synchronize the starting of clocks. All event timing will be based on elapsed time from COMEX. A running commentary will be conducted on Tower frequency during the Air Power Demonstration to aid in timing and situational awareness for all participants. Aircraft will call "PUSHING" when they leave station for their event. Aircraft must receive a "CONTINUE" call from Tower prior to entering the Demonstration Box. Aircraft will call "3 MILES", "POPPING," "IN," "ABEAM," and "OUTBOUND" as applicable. Aircraft delivering ordnance must receive a "CLEARED HOT" call from Tower prior to expending ordnance. All calls shall be preceded by a call sign.

4. Sequence and description of events

a. Event 1: H-60 Smoke Drop/Weather required \geq 500/1 // 0+00 TOT

(1) Hold in starboard delta at or below 200 feet.

(2) Call "PUSHING" after the "BATTERS UP" call and proceed aft of the carrier to the port side after receiving a "CONTINUE" call from Tower.

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(3) Call "SMOKE" and drop 10 smoke flares starting at the stern and moving forward, parallel to the BRC, 1.5 nautical miles abeam the ship approximating a "no closer than" line for

Air Power Demonstration events. The flares should be dropped approximately 1000 feet apart.

(4) Call "COMPLETE" when finished dropping smoke and depart 090 degrees relative to BRC and proceed back to starboard delta at or below 200 feet. Call, "OUTBOUND" when on the starboard side of the BRC and proceed to starboard delta.

b. Event 2: Section Bomb/Weather required \geq 3000/5 // 4+00
TOT

(1) Hold as a section 090 degrees relative to the BRC at 10 nautical miles and 2,000 feet.

(2) Call "PUSHING" and proceed inbound towards the stern of the carrier at 200 feet and 500 knots. Report "3 MILES" after receiving a "CONTINUE" call from Tower and call "POPPING" three nautical miles from the desired weapons impact point (1.5 nautical miles from the carrier).

(3) Execute a 30/30 pop delivery expending flares at the apex of the maneuver. Report "IN" and "WINGS LEVEL". Expend ordnance after receiving a "CLEARED HOT" call from Tower.

(4) Both aircraft report "OFF SAFE" and dispense flares after safe escape maneuvers have been performed.

(5) Both aircraft depart 360 degrees relative to the BRC, report "OUTBOUND" departing the Demonstration Box, proceed outside of 20 nautical miles, and then arc to the air wing fly-by rendezvous position.

c. Event 3: Tanking Demonstration/Weather required \geq 2000/5 // 6+00 TOT

(1) Hold as a section 180 degrees relative to BRC at 10 nautical miles and 2,000 feet.

(2) Call "PUSHING" and proceed inbound descending to 500 feet and 250-300 knots. S-3B or FA-18 E/F stream refueling hose

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and receiver commence dry aerial refueling in accordance with Air Wing TACNOTE and squadron SOP.

(3) Report "3 MILES" after receiving a "CONTINUE" call from Tower and proceed up the port side of the carrier, $\frac{1}{4}$ nautical mile abeam the carrier, stern to bow.

(4) Call "ABEAM" when abeam the carrier and depart 360 degrees relative to the BRC, report "OUTBOUND" departing the Demonstration Box, proceed outside 20 nautical miles, and arc to the air wing fly-by rendezvous position.

d. Event 4: Section Strafe/Weather required \geq 3000/5 // 9+00 TOT

(1) Hold as a section 090 degrees relative to BRC at 10 nautical miles and 3,000 feet.

(2) Call "PUSHING" and proceed inbound towards the stern of the carrier at 200 feet/500 knots. Report "3 MILES" after receiving a "CONTINUE" call from Tower and call "POPPING" three nautical miles from the desired weapons impact point (1.5 nautical miles from the carrier).

(3) Execute a 30/30 pop delivery, expending flares at the apex of the maneuver. Report "IN" and "WINGS LEVEL." Expend ordnance after receiving a "CLEARED HOT" call from Tower.

(4) Both aircraft report "OFF SAFE" and dispense flares after safe escape maneuvers have been performed.

(5) Both aircraft depart 360 degrees relative to BRC, report "OUTBOUND" departing the Demonstration Box, proceed outside 20 nautical miles, and arc to the air wing fly-by rendezvous position.

e. Event 5: Dogfight Demonstration/Weather required \geq 4000/5 // 11+00 TOT

(1) Hold as a section 090 degrees relative to BRC at 10 nautical miles and 4,000 feet.

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(2) Call "PUSHING" and proceed inbound, descending to 300 feet and accelerating to 450 knots. Report "3 MILES" after receiving a "CONTINUE" call from Tower.

(3) Set up for an abeam set splitting the section on either side of the carrier. Passing the carrier the lead aircraft will call "TURNING IN" followed by "RIGHT TO RIGHT." Wing aircraft will echo "RIGHT TO RIGHT." Aircraft will pass each other with no less than 500 feet of lateral separation. At the merge the lead aircraft will turn in a nose high, out of plane turn away from the carrier. Wing will turn level away from the carrier in a one circle flow with the lead aircraft. Wing aircraft will dispense flares after 90 degrees of turn. Lead aircraft with reverse after 90 degrees of turn and convert high to low on the wing aircraft. Both aircraft will call "TERMINATE" after 180 degrees of turn.

(4) Both aircraft depart 360 degrees relative to BRC, report "OUTBOUND" departing the Demonstration Box, proceed outside 20 nautical miles, and arc to the air wing fly-by rendezvous position.

f. Event 6: Wall of Water/Weather required \geq 3000/5 // 14+00 TOT

(1) Hold at a section 180 degrees relative to BRC at 10 nautical times and 3,000 feet.

(2) Call "PUSHING" and proceed inbound descending to weaponized altitude and airspeed. Report "3 MILES" after receiving a "CONTINUE" call from Tower.

(3) Continue inbound on the port side, stern to bow, and pass abeam the carrier, no closer than the weaponized frag pattern but in no case closer than 1.5 nautical miles. Expend ordnance after receiving a "CLEARED HOT" call from Tower.

(4) Both aircraft report "OFF SAFE" and depart 360 degrees relative to BRC, report "OUTBOUND" departing the Demonstration Box, proceed outside 20 nautical miles, and arc to the air wing fly-by rendezvous position.

g. Event 7: E-2 Fly-by/ F/A-18 High Speed Sneak/Weather required \geq 2000/5 / 17+00 TOT

(1) E-2 hold 135 degrees relative to BRC at 10 nautical miles and 2,000 feet.

(2) E-2 call "PUSHING" and proceed inboard, descending to 200 feet and accelerating to 275 knots.

(3) E-2 report "3 MILES" after receiving a "CONTINUE" call from Tower and offset aft of the carrier to the port side, passing abeam, stern to bow, in an easy right-hand turn showing planform. Call "ABEAM" when passing abeam the carrier.

(4) Approaching the bow the E-2 will ease angle of bank to depart 360 degrees relative to the BRC, report "OUTBOUND" departing the Demonstration Box, proceed outside 20 nautical miles, and arc to the air wing fly-by rendezvous position.

(5) F/A-18 hold 045 degrees relative to BRC at 10 nautical miles and 2,000 feet.

(6) F/A-18 call "PUSHING" and proceed inbound, descending to 400 feet and accelerating to 480 knots. FA-18 report "3 MILES" after receiving a "CONTINUE" call from Tower and pass aft of the carrier, full afterburner selected, ensuring lateral and vertical deconfliction with the E-2. The FA-18 will time the pass to arrive at the stern of the carrier as the E-2 passes the bow.

(7) F/A-18 performs a left 270 degree turn in order to slow down and enter the carrier landing configuration for the first Event 8 demonstration maneuver.

h. Event 8: FA-18E/F Demonstration/Weather required \geq 5000/5 (high show), 1500/5 (low show) // 19+00 TOT

(1) The F/A-18E/F flight demonstration consists of eight maneuvers following the sneak pass entry. The show is ONLY to be conducted in the carrier environment in support of air wing/carrier strike group airpower demonstrations. This qualification is not intended for use at airshows outside of the carrier environment. The maneuvers described in the following paragraphs represent the maximum flight envelope and shall not be exceeded. If required, minimum altitudes may be increased and maximum airspeeds decreased in order to perform the flight demonstration. Minimum altitudes are delineated in each

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maneuver description. The standard termination of each pass is a high performance climb/turn (60/60) as the pilot positions the aircraft for the next pass; other terminations shall be dictated by each maneuver description. The absolute minimum altitude for the FA-18E is 500 feet Above Ground Level (AGL) with the exception of a 300 feet AGL wings level, high-speed pass. The minimum altitude for the FA-18F is 200 feet AGL.

(2) All maneuvers shall be conducted in accordance with the detailed requirements and procedures delineated in CSFWPINST 3700.2F/CSFWLINST 3710.2H (FA-18 Aerial Demonstrations and Statuc Displays).

(3) Carrier Configuration Pass with Dirty Roll

(4) High-Speed Pass (Sub-Sonic)

(5) Minimum Radius Turn to 90 Degree Climb.

(7) Pitch Rate Demo.

(8) Inverted Whisper Pass.

(9) High Alpha Pass.

(10) Photo Pass.

i. Event 9: Supersonic Fly-by/Weather required \geq 4000/5 // 27+00 TOT

(1) Hold 180 degrees relative to BRC at 10 nautical miles and 4,000 feet.

(2) Call "PUSHING" and proceed inbound towards the stern of the carrier descending to 200 feet and accelerating above 1.0 IMN. Report "3 MILES" after receiving a "CONTINUE" call from Tower. Achieve 1.05 IMN at the abeam position, port side, no closer than $\frac{1}{4}$ nautical mile from the carrier.

(3) Abeam the carrier, report "ABEAM" and commence a wings-level pull-up not to exceed $7\frac{1}{2}$ G. Continue the pull to 70-100 degrees nose-up, unload, and apply full lateral stick in either direction for a 360-degree aileron roll. At the completion of the aileron roll deselect afterburner and apply a 7 G pull to level flight, parallel to BRC, roll upright, and level off.

(4) Dispense flares in the zoom climb, as applicable. If weather ceiling is between 3000 and 10,000 feet, only pull up to 30 to 60 degrees so as not to go IMC.

(5) Depart 360 degrees to the BRC, report "OUTBOUND" departing the demonstration box, proceed outside 5 nautical miles, and then arc to the air wing fly-by rendezvous position.

j. Event 10: SAR Swimmer or Special Purpose Insertion Extraction (SPIE) Demonstration/Weather required \geq 500/1 (SAR Swimmer) or \geq 700/1 (SPIE; 250 feet for obstacle clearance, 120 feet for SPIE rope, and 150 feet for ship) // 29+00 TOT

(1) Hold in starboard delta at or below 200 feet. At no later than the conclusion of Event 9, be in position on the starboard quarter of the carrier at $\frac{1}{2}$ nautical mile.

(2) Call "PUSHING" and cross the stern of the ship.

(3) Search and Rescue (SAR) Swimmer Option

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a. After receiving a "CONTINUE" call from Tower, proceed to a position abeam of the island on the port side, descending to 70 feet. Report "ABEAM" when established in a hover approximately 1,000 yards abeam the carrier at 70 feet.

b. Lower the SAR swimmer on the rescue hoist to approximately 20 feet over the water and then raise the SAR swimmer back into the cabin.

(4) SPIE Demonstration Option

a. After receiving a "CONTINUE" call from Tower, commence a hover at 10 feet over Spot 6. Call "OVERHEAD."

b. SPIE Rope Procedure

1. Commence SPIE Rope hookup procedures. Once the insertion team is hooked into the extraction rig, call "READY TO LIFT." After Tower calls "CLEARED TO LIFT," elevate to 500 feet and fly slowly up the port side.

2. Fly back down the port side, returning to a ten-foot hover over Spot 6 for insertion team drop-off. After the team detaches from the rig they will exit the flight deck.

c. Fast Rope Procedure

1. After receiving clearance from the aircrew, commence insertion team fast rope maneuvers.

2. Once the insertion team is deployed from the aircraft, they will secure the flight deck and disperse into the crowd. Aircrew will drop the fast rope from the aircraft or secure it in the cabin.

(5) Once the cabin is safe and secured for forward flight, depart 090 degrees relative to the BRC, call "DEPARTING," report "OUTBOUND" when on the starboard side of the BRC, and proceed to starboard delta.

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k. Event 11: Air Wing Fly-By/Weather required \geq 5000/5 // 37+00 TOT

(1) Hold as 4 divisions, 225 degrees relative to BRC at 20 nautical miles, stacked from 2,000 to 5,000 feet. Altitude separation between divisions is 1,000 feet. All aircraft switch to Fly-By tactical frequency in AUXILIARY radios before reaching the rendezvous point and check in with division lead.

(2) Individual division leads (left, right, and slot) report division joined, then commence join-up on the lead division when the other divisions are in sight and deconflicted.

(3) Lead make the calls on Tower: "JOINED," "PUSHING," "10 MILES," "6 MILES," "3 MILES" and "OVERHEAD."

(4) Proceed inbound at 300 knots to cross overhead the carrier's bow at 030 degrees relative to BRC with the Fly-By lead at 800 feet. The spotter aircraft will direct specific positioning during the air wing fly-by.

(5) Proceed outbound on a heading 030 degrees relative to BRC, climbing, and report "OUTBOUND" departing the Demonstration Box. Detach each division in sequence (left, right, and slot, starting with the left division) outside 5 nautical miles. Each division should be cleared to detach when the previous division has cleared.

(6) All divisions shall climb to 2,000 feet and detach aircraft to their respective Case I altitudes outside of 15 nautical miles. All aircraft switch to tactical frequencies in AUXILIARY radios, as desired, when detached.

COMNAVAIRFORINST 3710.8

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Sample CVW Air Power Demonstration PowerPoint Brief

Air Power Demonstration

SAMPLE

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Air Power Demonstration

- Officer Conducting Exercise CAG
- Mission Commander DCAG
- Alternate Mission Commander CDR
- Coordinating Officer / Safety Observer CDR
- Narrator LCDR

Overview

- Sea space
- Air space
- Sequence of events
- Line-up
- Ordnance
- Administration
- Demonstration box
- Rendezvous / holding
- Tanker plan
- Communication
- Navigation
- Timeline
- COMEX
- Weather requirements
- Event descriptions
- Divert information
- Recovery plan
- Emergency / NORDO / SAR
- Safety considerations
- ORM considerations
- Debrief

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Sea Space

- Op Area
- PIM
- Restrictions

SAMPLE

Air Space

- Op Area
- Restrictions

SAMPLE

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Sequence of Events

1. Smoke drop
2. Section bomb
3. Tanking demonstration
4. Section strafe
5. Dogfight demonstration
6. Wall of water
7. E-2 fly-by / FA-18 high speed sneak
8. FA-18 demonstration
9. Supersonic fly-by
10. SAR swimmer / SPIE demonstration
11. Air Wing fly-by

Line - Up

EVT	A/C	CREW	CALLSIGN	MSN	HOLD
1				Smoke	Stbd Delta
2				Section Bomb	090/10/2K
3				Tanking Demo	180/10/2K
4				Section Strafe	090/10/3K
5				Dogfight Demo	090/10/4K
6				Wall of Water	180/10/3K
7				E-2 Fly-By / FA-18 Sneak	135/10/2K 045-10/2K
8				FA-18 Demo	270/10/3K
9				Supersonic Fly-By	180/10/4K
10				SAR / SPIE Demo	Stbd Delta
11				Air Wing Fly-By	225/20/2-5K
X					

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Ordnance

SAMPLE

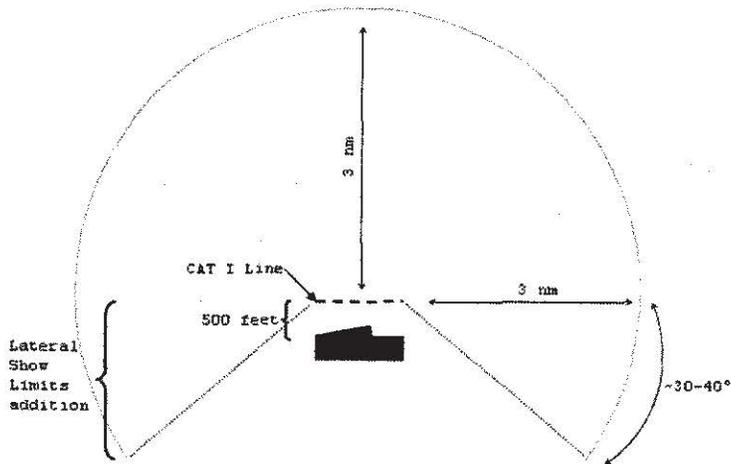
Administration

- Time hack
- Kneeboard card review
- Deck / launch procedures
- LSP
- Fallout plan

SAMPLE

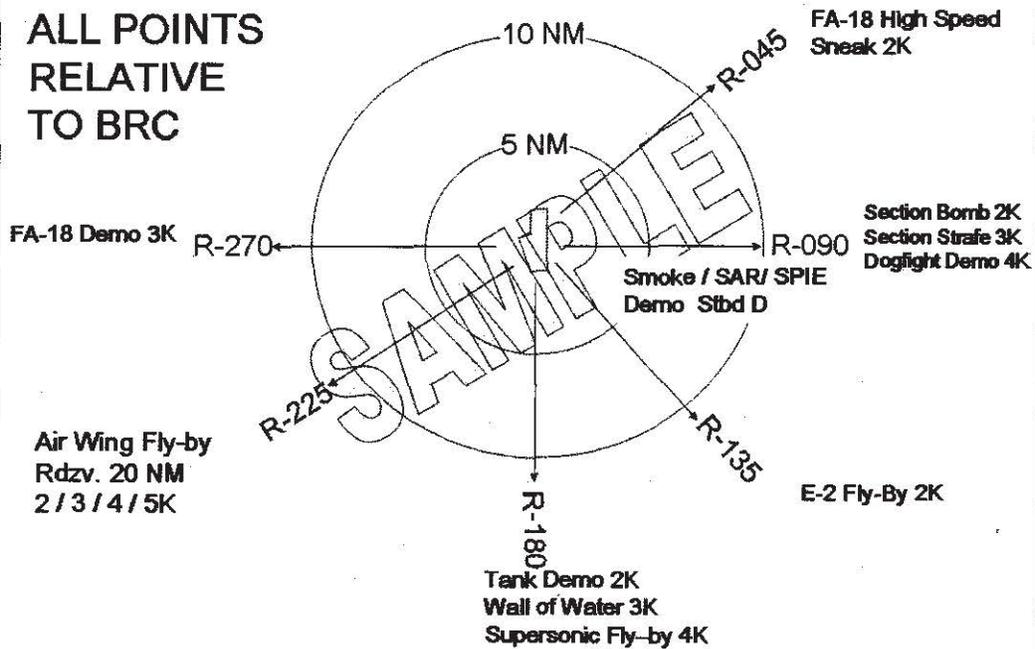
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Demonstration Box



Rendezvous / Holding

ALL POINTS
RELATIVE
TO BRC



Tanker Plan

SAMPLE

Communication

- **Primary**

TOWER	Button 1
DEPARTURE	Button 2
STRIKE	Button 3
MARSHALL	Button 16
FINAL A	Button 15
FINAL B	Button 17
- **Tower frequency**
 - Use for all required calls
 - Precede all transmissions with call sign
 - Running commentary / cadence
 - Timing, SA for all players
 - "CONTINUE" required prior to entering Demo Box
 - "CLEARED HOT" required prior to ordnance release
- **Aux**
 - as assigned

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Navigation

- TACAN
- SINS
- ILS
- SHIP'S PIM N / W

SAMPLE

Timeline

0+00	COMEX
0+00	Event 1 smoke drop
4+00	Event 2 section bomb
6+00	Event 3 tanking demonstration
9+00	Event 4 section strafe
11+00	Event 5 dogfight demonstration
14+00	Event 6 wall of water
17+00	Event 7 E-2 fly-by / F/A-18 high speed sneak

- All times "show center" or TOT for ordnance deliveries

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Timeline (cont.)

19+00 Event 8 F/A-18 demonstration
27+00 Event 9 supersonic fly-by
29+00 Event 10 SAR swimmer / SPIE
demonstration
37+00 Event 11 Air Wing fly-by

- All times "show center" or TOT for ordnance deliveries

COMEX

- "BATTER'S UP" minus 4
- "COMEX, COMEX" starts demonstration timing
 - Preparatory call to be made to allow synchronized starting of clocks
 - Show timing based on ELAPSED time from "COMEX"
- H-60 drop 10 MK-58 smokes no closer than 1.5 nm abeam post "BATTER'S UP"

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Weather Requirements

<u>EVENT</u>	<u>WX REQ</u>
1. Smoke drop	500/1
2. Section bomb	3000/5
3. Tanking demonstration	2000/5
4. Section strafe	3000/5
5. Dogfight demonstration	4000/5
6. Wall of water	3000/5
7. E-2 fly-by / F/A-18 high speed sneak	2000/5
8. F/A-18 demonstration	10000/5
9. Supersonic fly-by	4000/5
10. SAR swimmer // SPIE demo	500/1 // 700/1
11. Air Wing fly-by	5000/5

Weather Back - Up

- Weather \geq 10,000/5
 - Full demonstration
- Weather \geq 5000/5
 - Demonstration minus F/A-18 tactical demonstrations
- Weather \geq 4000/5
 - Demonstration minus F/A-18 tactical demonstrations and air wing fly-by
- Weather \geq 3000/5
 - Demonstration minus dogfight demonstration, F/A-18 tactical demonstrations, supersonic fly-by, and air wing fly-by

Weather Back – Up (cont.)

- Weather \geq 2000/5
 - Smoke drop
 - Tanking demonstration
 - E-2 Fly-by / F/A-18 High speed sneak
 - SAR swimmer / SPIE demonstration
- Weather \geq 500/1 / \geq 700/1
 - SAR swimmer / SPIE demonstration

Event 1 Smoke Drop

0+00 / WX: \geq 500/1

Hold:

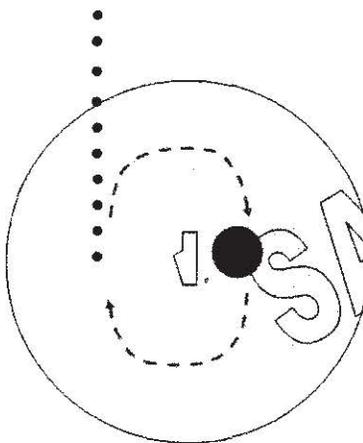
Starboard Delta at or below
200'

Calls:

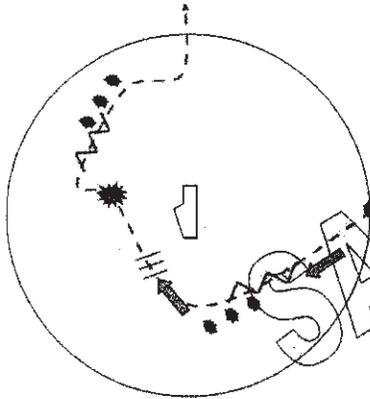
"PUSHING" after "BATTER'S
UP" call from Tower
(Tower "CONTINUE")
"SMOKE"
"COMPLETE"
"OUTBOUND"

Depart:

090 relative to BRC back to
Starboard Delta at or below
200'



Event 2 Section Bomb
4+00 / WX: \geq 3000/5

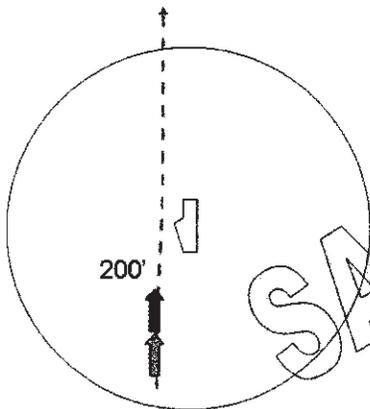


Hold:
090 relative to BRC / 10 NM / 2K

Calls:
"PUSHING"
(Tower: "CONTINUE")
"3 MILES"
"POPPING" - flares at apex
"IN" / "WINGS LEVEL"
(Tower: "CLEARED HOT")
"OFF SAFE" (both A/C) - flares
"OUTBOUND"

Depart:
360 relative to BRC until outside of
20 NM then arc to air wing fly-by
rendezvous point at rendezvous
altitude

Event 3 Tanking Demonstration
6+00 / WX: \geq 2000/5



Hold:
180 relative to BRC / 10 NM / 2K

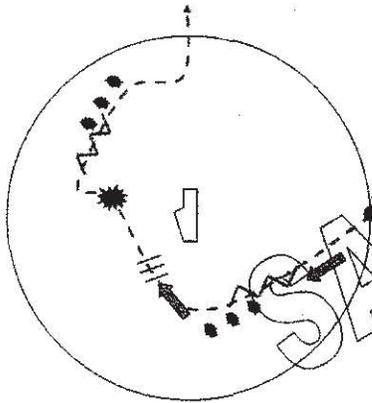
Calls:
"PUSHING"
(Tower: "CONTINUE")
"3 MILES"
"OVERHEAD"
"OUTBOUND"

Depart:
360 relative to BRC until outside of 20
NM then arc to air wing fly-by
rendezvous point at rendezvous
altitude

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Event 4 Section Strafe

9+00 / WX: \geq 3000/5



Hold:

090 relative to BRC / 10 NM / 3K

Calls:

"PUSHING"

(Tower: "CONTINUE")

"3 MILES"

"POPPING" - flares at apex

"IN" / "WINGS LEVEL"

(Tower: "CLEARED HOT")

"OFF SAFE" (both A/C) - flares

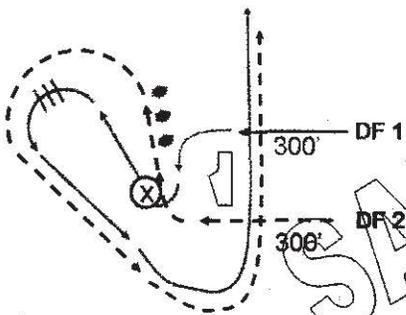
"OUTBOUND"

Depart:

360 relative to BRC until outside of 20 NM then arc to air wing fly-by rendezvous point at rendezvous altitude

Event 5 Dogfight Demonstration

11+00 / WX: \geq 4000/5



Hold:

090 relative to BRC / 10 NM / 4K

Calls:

"PUSHING"

(Tower: "CONTINUE")

"3 MILES"

"TURNING IN"

"RIGHT TO RIGHT"

"RIGHT TO RIGHT"

"TERMINATE"

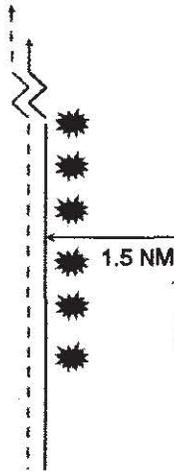
"TERMINATE"

"OUTBOUND"

Depart:

360 relative to BRC until outside 20 NM then arc to air wing fly-by rendezvous point at rendezvous altitude

Event 6 Wall of Water
14+00 / WX \geq 3000/5

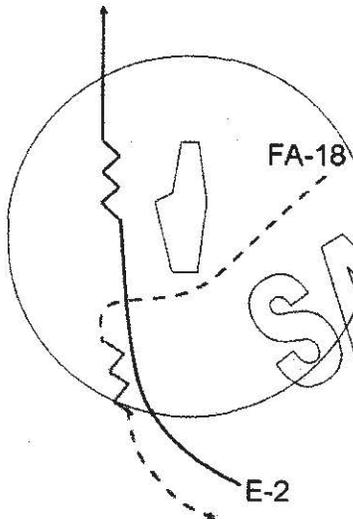


Hold:
180 relative to BRC / 10 NM / 3K

Calls:
"PUSHING"
(Tower: "CONTINUE")
"3 MILES"
(Tower: "CLEARED HOT")
"OFF SAFE"
"OUTBOUND"

Depart:
360 relative to BRC until outside
20 NM then arc to air wing fly-by
rendezvous point at rendezvous
altitude

Event 7 E-2 Fly-by / FA-18 High Speed Sneak
17+00 / WX: \geq 2000/5



Hold:
E-2: 135 relative to BRC / 10 NM / 2K
F/A-18: 045 relative to BRC / 10 NM / 2K

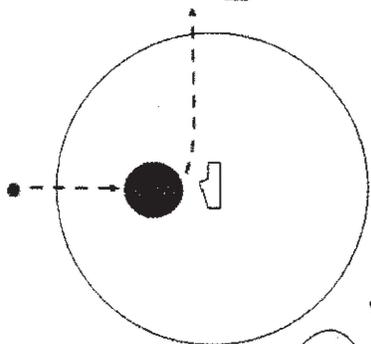
Calls:
"PUSHING"
(Tower: "CONTINUE")
"3 MILES"
"OVERHEAD"
"OUTBOUND"

Depart:
E-2: 360 / F/A-18: 135 relative to BRC
until outside 20 NM then arc to air wing fly-by
rendezvous point at rendezvous altitude

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Event 8 F/A-18 Demonstration

19+00 / WX \geq 10000/5



Hold:
270 relative to BRC / 10 NM / 3K

Calls:
"PUSHING"
(Tower: "CONTINUE")
"3 MILES"
"FINAL PASS"
"OUTBOUND"

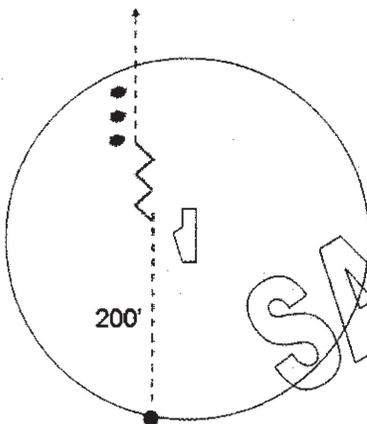
Depart:
360 relative to BRC until outside
10 NM then arc to air wing fly-by
rendezvous point at rendezvous
altitude

Sequence of events:

- High speed pass
- Minimum radius turn and tail stand
- Carrier configuration pass with dirty roll
- Max pitch rate demonstration
- Vertical pirouette
- High-alpha pass
- Inverted whisper pass
- Photo pass

Event 9 Supersonic Fly-by

27+00 / WX \geq 4000/5



Hold:
180 relative to BRC / 10 NM / 4K

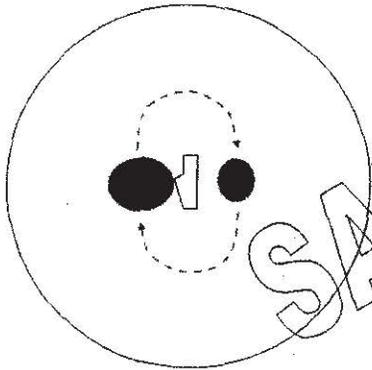
Calls:
"PUSHING"
(Tower: "CONTINUE")
"3 MILES"
"OVERHEAD"
"OUTBOUND"

Depart:
Zoom climb 360 relative to BRC
releasing flares. Proceed outside 5
NM then arc to air wing fly-by
rendezvous point at rendezvous
altitude

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Event 10 SAR Swimmer / SPIE Demonstration

29+00 / \geq WX 500/1 // \geq 700/1



Hold:
Starboard Delta
at or below 200'

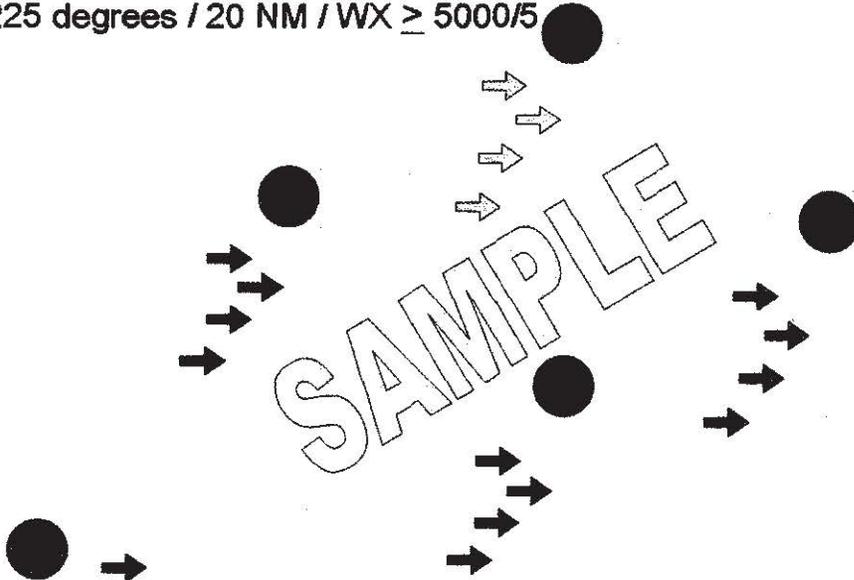
Calls:
SAR: "PUSHING"
(Tower: "CONTINUE")
"OVERHEAD"

SPIE: "READY TO LIFT"
(Tower: "CLEARED TO LIFT")
"OUTBOUND"

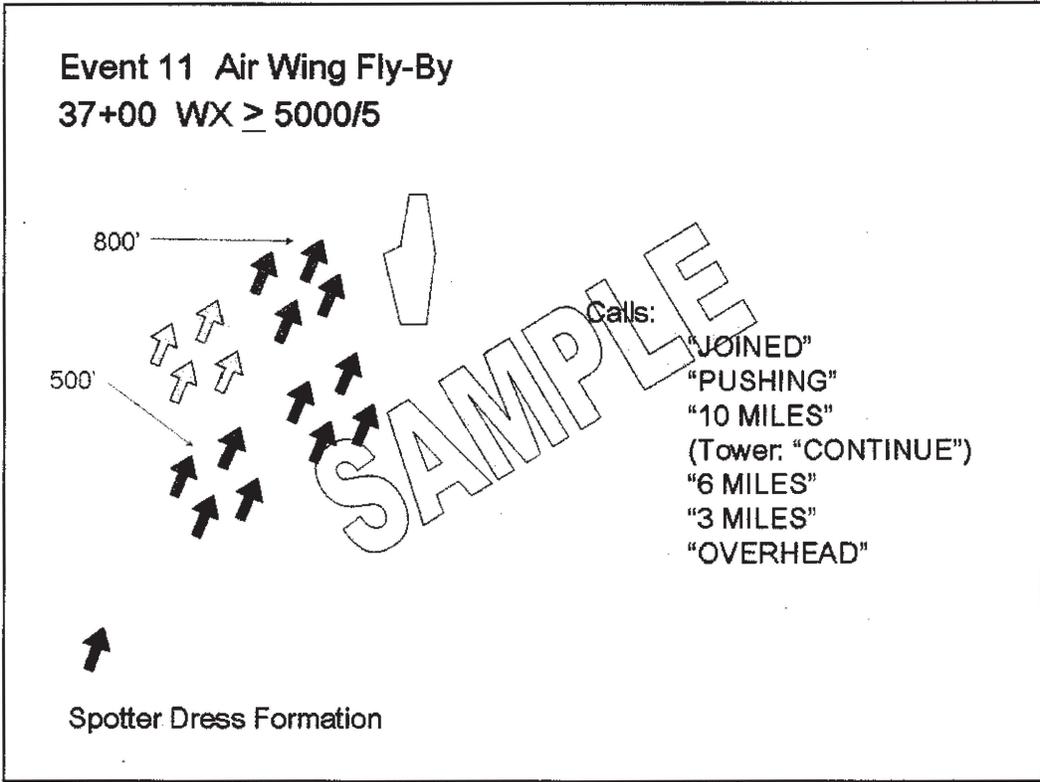
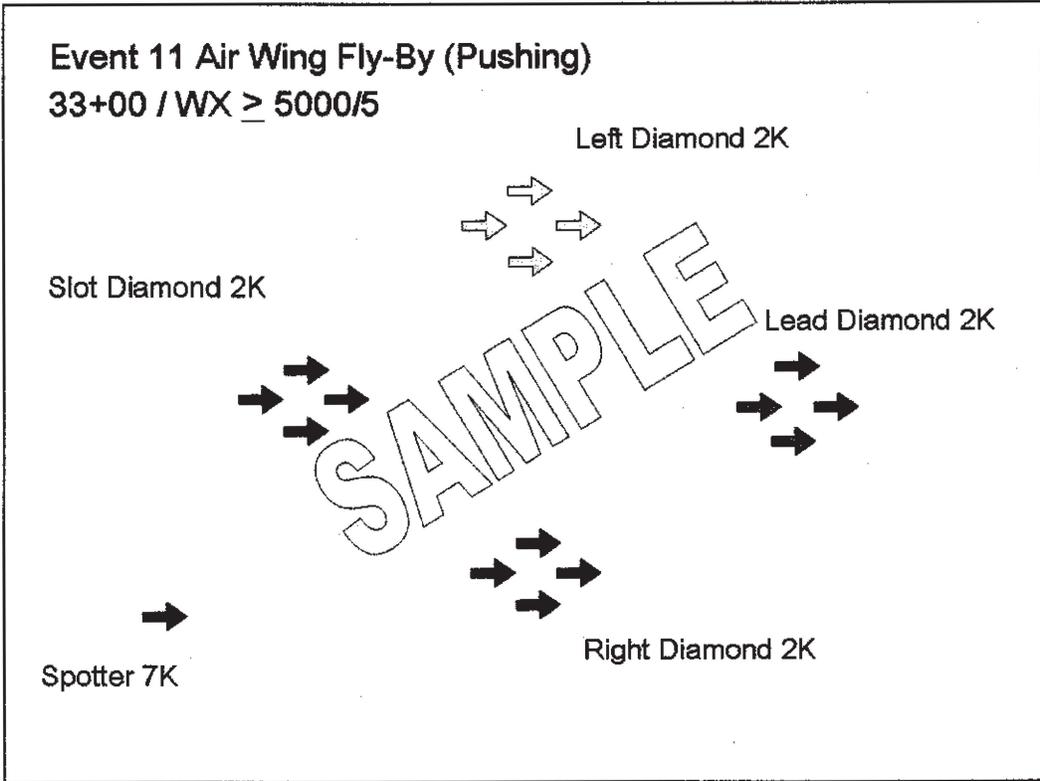
Depart:
090 relative to BRC back to Starboard
Delta at or below 200'

Event 11 Air Wing Fly-By (Rendezvous)

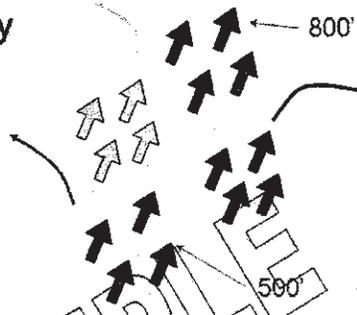
225 degrees / 20 NM / WX \geq 5000/5



Once division joined, switch to Air wing fly-by TAC in AUX



Event 11 Air Wing Fly-By
37+00 / WX \geq 5000/5



Diamond of Diamonds Breakup

- Left Diamond cleared to detach 5 NM past ship
- Right Diamond cleared to detach right once left diamond is clear
- Slot Diamond cleared to detach left once left and right diamonds are clear
- All Diamonds climb to 2000' and detach aircraft to their respective Case 1 altitudes outside of 15 NM. Switch TAC frequencies on AUX as desired



Divert Info

Primary

Secondary

_____ NAS
N ____ / W ____
ELEV ____'
RWY ____ / ____
RWY ____ / ____
ARRESTING GEAR
APP: _____ TWR _____
TACAN: ____

_____ MCAS
N ____ / W ____
ELEV ____'
RWY ____ / ____
RWY ____ / ____
ARRESTING GEAR
APP: _____ TWR _____
TACAN: ____

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Recovery Plan

- Case I
- Case II
- Case III
- Recovery ashore

SAMPLE

Emergencies / NORDO / SAR

- Aircraft Emergencies
 - Squawk 7700
 - Coordinate with Air Officer or Coordinating Officer / Safety Observer
- NORDO
 - NORDO / no other problems – proceed overhead 17K, left turns. Expect to be joined by like aircraft after the Air Power Demonstration for recovery. Squawk 7600.
 - NORDO with an emergency – proceed overhead 18K, right turns. Expect to be joined by like aircraft ASAP. Squawk 7700.
- SAR
 - Proceed to or stay at assigned holding point. Stand by for instructions from On-Scene Commander

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Safety Considerations

- **Minimum altitudes**
 - Single fixed wing events 200'
 - Multiplane fixed wing formation events 500'
- **Supersonic Fly-by**
 - Do not overfly CVN or any other ships
 - Lateral separation from CVN or any other ship > 500'
- **Strafe**
 - Switches SAFE until clear of CVN / escorts
 - Do not fire until "CLEARED HOT"
 - Do not fire until lead is out of HUD field of view
- **Bomb**
 - 1.5 NM minimum from CVN
 - Clear area prior to release
 - Do not release until "CLEARED HOT"

Safety Considerations (cont.)

- **Do not enter Demo Box until:**
 - Previous event calls, "OUTBOUND"
 - Air Officer or Coordinating Officer / Safety Observer calls, "CONTINUE"
- **Tower frequency priority:**
 - Event in Demo Box
 - Air Officer or Coordinating Officer / Safety Observer
 - All others by exception, other than mandatory calls
- **"ABORT"**
 - Anyone can call
 - Conflict resolution by Air Officer or Coordinating Officer / Safety Officer

ORM Considerations

- CFIW
- Weapons frag
- Mid-air
- Departure
- SOF injury
- Landing mishap
- Flat hatting
- FOD on recovery
- Crowd injury
- Divert considerations

Debrief

- Safety of flight incidents
- Tape debrief
- Document fuel numbers from all players
- Timing problems
- Deconfliction problems
- Holding problems
- Final rendezvous

Questions

SAMPLE

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SAMPLE MESSAGE FORMAT FOR ORIENTATION FLIGHT REQUEST

FM (COMMAND REQUESTING TO FLY THE INDIVIDUAL)

TO COMNAVAIRPAC SAN DIEGO CA//N3/N32//

{or} as appropriate

COMNAVAIRLANT NORFOLK VA//N3/N32//

INFO CINCPACFLT PEARL HARBOR HI/N33/N335//

WING (AS APPLICABLE)

UNCLAS //N03710//

SUBJ/REQUEST FOR ORIENTATION FLIGHT//

REF/A/DOC/CNO/15JAN97//

REF/B/DOC/COMNAVAIRFOR/this instruction date//

NARR/REF A IS OPNAVISNT 3710.7, NATOPS GENERAL FLIGHT AND OPERATING INSTRUCTIONS. REF B IS CNAP INSTRUCTION 3710.8, REQUIREMENT TO SUBMIT ORIENTATION FLIGHT REQUESTS.//

POC/I. M. DEOPSO/LCDR/N31/TEL:DSN ###-####/COM ###-###-####/OPSO(AT)E-MAIL//

RMKS/1. IAW REF A, REQUEST CLEARANCE FOR A ONE TIME ORIENTATION FLIGHT FOR MR. CHUCK NONREG IN A (squadron) (type aircraft) ON (date or window for proposed flight).

2. MR. NONREG (reason for flight IAW reference (a)).

3. MEDICAL CLEARANCE EXPIRES (date). NAPTP EXPIRES (date). NAWSTP EXPIRES (date).//

BT

Note: Orientation flights which involve shipboard catapult launch and/or arrested landing require CNO (N789J3) approval per reference (a).

Enclosure (9)

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REQUEST FOR SURVIVAL TRAINING FROM CIVILIAN ORGANIZATION

From: (Name/Position with Organization)
To: Chief of Naval Operations
N789J3
2000 Navy Pentagon
Washington, DC 20350-2000

1. Complete name and address of organization:

2. Brief description of mission and necessity for Physiology and/or Water Survival Training:

3. Training Requirements:

Type of training requested (course name):

Frequency of training: (indicate one)

one time training
periodic training
frequency: _____
(annually, biannual, etc.)

Point of contact: _____

(Name, Position, Telephone Number)

I understand this training is offered at no cost to our organization, on a not to interfere basis with official Department of Defense training. Federal law prohibits any organization from charging a fee to others for free training provided by the government.

Signature (individual on from line)

Title

Enclosure (10)