



NEWCASTLE AIR SHOW PILOT'S BRIEFING

NEWCASTLE AIRPORT – 04 JUNE 2016

BRIEFING TIME – 09h00

SHOW TIME – 10h00

On arrival at Newcastle all pilots and crew are requested to contact the ramp controller for indications to the briefing facilities.

NOTE: THESE BRIEFING NOTES HAVE BEEN DRAWN UP IN ACCORDANCE WITH THE “AIR SHOWS AND SPECIAL EVENTS” MANUAL OF THE CAA/AERO CLUB OF SOUTH AFRICA.

AIR CREW BRIEFING

A briefing, for all aircrew/participants, will take place at 09h00 on Saturday 04th June 2016 at the designated briefing area indicated on arrival. No pilot/participant will be allowed to take part in any display unless he/she has:

- a. Attended this briefing and has signed both the attendance register and an indemnity form.
- b. Has been individually briefed and signed an indemnity form, prior to his/her practice or display. Briefings will be conducted by Charlie Marais (FDD) and John Neilon (PD).

TIMETABLE

Pilots are asked to adhere to their scheduled times throughout the show, however, please respond to any request from the ATNS / Program Director to adjust your show time when necessary. Please backtrack and clear the runway as quickly as possible, **but take note it is not necessary to RACE through any part of a sequence.**

DISPLAY TIMING

- a) **Strap In.** This is the time that the crew of participating aircraft should be on standby for start clearance. Call for start.
- b) **Duration.** The time allowed for the full sequence.
- c) **Take-Off.** The time of applying power for take-off or the time of commencement of a performance, if previously airborne.
- d) **Show Time.** The time to commence your display, be that from an airborne position, or from the ground. If the sequence commences from the ground, it will be the same as “take off” time.
- e) **Land Time.** The expected time of landing. Taxi time to clear runway is extra.

RUNWAY

Landings and Take-Off Runway. Dependent on wind and weather conditions, the active runway will be selected on (Show Day). Runways are 11/29 for take-off and landings. Secondary Runway closed will be used for emergencies only.

Display Line and Runway. The display line is along Runway 11/29. Display distances must be at all times that as categorised for the size and speed of the aircraft involved.

RESPONSIBILITIES

FLIGHT DISPLAY DIRECTOR (FDD) / PROGRAM DIRECTOR (PD) AND SAFETY OFFICERS

All safety matters relating to the Air Show will be subject to the procedures and restrictions promulgated in this briefing and the Air Show Emergency Response Plan. No distinction between military and civilian flying will be made, however, the responsibility for executing this plan will be divided as follows:

- | | | |
|-------|--|---|
| i) | <u>Flight Display Director (FDD).</u> | FDD – Charlie Marais 083 305 8776 |
| ii) | <u>Program Director (PD).</u> | PD. John Neilon 082 485 5514 |
| iii) | <u>Ramp Controller (RC).</u> | RC – Peter Graham 082 881 0082 |
| iv) | <u>Air Traffic Control.</u> | ATNS – Newcastle Airport ATC and Air Show specialist |
| v) | <u>Venue Operations Centre.</u> | VOC Commander – TBN |
| vi) | <u>Fire and Rescue Chief.</u> | Fire Boss – TBA |
| vii) | <u>First Responder.</u> | Paramedic Chief –TBA |
| viii) | <u>Event Organiser (EO).</u> | EO - Johan Pieters - 0829230078 |

In the event of an accident, all available resources will be at the disposal of all applicable officers.

The FDD, and ATNS responsible for ensuring that all flights are conducted in accordance with the safety rules and restrictions, as promulgated in this briefing. They have vested in them, the authority of the Commissioner for Civil Aviation, to enforce these rules.

EXHIBITORS

The FD must be informed of the names of participating crew and aircraft, before the general briefing. The Exhibitor is responsible for ensuring that the preparation and qualifications of the crew are suitable for the flight envisaged.

PILOTS

Any pilot experiencing a problem which may give rise to a safety risk during a display must advise ATNS immediately. Appropriate emergency measures will be taken.

SAFETY PHILOSOPHY

The prevention of incidents and accidents, by means of pro-active measures, will determine the safety of everyone during this Air Show. However, an “Emergency Response Plan” will be in place for any emergency.

SAFETY REGULATIONS

DISPLAY AUTHORISATION

It is compulsory for all civilian pilots, who fly in an Air Show, to have a CURRENT Display Authorisation (DA), valid for the aircraft being displayed, (or exemption there from), approved and registered with the Aero Club of South Africa. Only pilots who hold CURRENT aerobatics ratings may fly aerobatic displays. The lower limit to which he/she may fly must be endorsed on the rating. SAAF pilots are to comply with the appropriate SAAF regulations and restrictions.

Any transgressions of the DA or applicable rating will be brought to the attention of the CAA/Aero Club of South Africa and could result in the withdrawal of the relevant DA or rating.

Temporary Display Rating. Temporary Flat Display Ratings may be approved by the FDD. These displays may only fall in the Flat Display" category which will therefore exclude manoeuvres seen as unusual or aerobatic by nature.

CONTROL OF PARTICIPATING AIRCRAFT

Exhibitors and aircrew shall at all times comply with the safety regulations related to their specific aircraft and prescribed by this briefing. Participation in the event will be summarily cancelled should instructions be disregarded or regulations be disobeyed.

STATUTORY REQUIREMENTS

CERTIFICATES OF AIRWORTHINESS

Participating aircraft operators must be in a position to submit evidence to the organisers that the aircraft intended to be used during this display is certified as airworthy in respect of all aspects planned to be displayed.

AIRCREW REQUIREMENTS

Civilian Pilots. Civilian aircrew/pilots, participating in the display shall be in possession of a valid and appropriate aircrew license, with the appropriate ratings for the aircraft to be displayed. **The pilot shall also be in possession of a CURRENT DA (or exemption there from). No persons, other than the minimum crew, shall be onboard any display aircraft. ("Minimum Crew" refers to that which is stated in the appropriate aircraft documentation).**

APPROVAL OF FLIGHTS

No presentation can take place without the prior approval of the FDD.

DISPLAY SEQUENCES

All aircrew are to have an approved display sequence detailing the exact sequence of manoeuvres and minimum heights. Bad weather sequences must be included. **No ad hoc changes to sequences will be allowed.** Manoeuvres and minimum heights must be in accordance with CAA regulations. A copy of the display sequence must be in possession of the FDD or PD or the SAAF Safety Officer prior to any practise flight or the show performance itself. It is the responsibility of the participant or formation leader to ensure that the above persons get their copies.

<u>NB. No impromptu displays, on arrival at or departure from the venue airport, will be allowed.</u>
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PERFORMANCE CRITERIA

It is the responsibility of the operator/aircraft commander to ensure that the performance criteria of the aircraft intended to be displayed, are compatible with Newcastle Airport and its facilities.

DISPLAY DEMONSTRATION/PRACTISE

The intended sequence must be demonstrated to the FDD. This demonstration must take place between 14h00 and 17h00 on 03 June 2016. The demonstration must be arranged with the Air Show FDD in advance (Charlie Marais).

<u>Note:</u> Exemption from this requirement will be at the discretion of the FDD, based on air show experience and currency/recency at the particular venue.
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INDEMNITY

Before taking off on a practice flight or for the show display, all civilian pilots must ensure that they have lodged a signed indemnity form with the FDD. No take-off clearance will be granted if this form is not in the possession of the FDD. SAAF pilots are to conform to SAAF requirements under the control of the SAAF Safety Officer.

NO INDEMNITY – NO FLY!!

HAZARDS IDENTIFIED

Indicate where applicable with description: To be covered in briefing to all participants:

- **Slopes**. ...
- **High Ground**. ...
- **Communication Masts**. ...
- **Lightning Masts**. ...
- **Restricted Areas**. ...
- **Air Space**. ...
- **Wild Animals**. ...
- **Bird Activity**. ...
- **High Tension Wires**. ...
- **Parking Area**. ...
- **Crowd Movement Area**. ...
- **Poor Ground Surface Conditions**. ...
- **Wind Turbulence Areas**. ...
- **Helicopter Manoeuvre Area**. ...
- **Aircraft Parking Areas**. ...
- **Runway Pilot Crossing Area**. ...
- **Fuel Bay or Refuelling Point**. ...

FLYING LIMITATIONS DURING PRACTICE AND DISPLAY

DISPLAY LINE / CROWD LINE RELATIONSHIP

SEE ANNEX 01: Attached

The display line is on a line on runway 11/29. This is marked on the provided map.

MANOEUVRES

Apart from manoeuvres outside the design and role of the particular aircraft, the following are expressly forbidden:

- a. **Fixed Wing Aircraft**
 - i. Flight exceeding Mach 0.90 absolute true airspeed or any speed at which a shock wave during manoeuvre is possible.
 - ii. Flight outside the aircraft's proven limitations.
 - iii. Flight at an IAS in excess of 95% of that tested and cleared as satisfactory.
 - iv. **Flight over or behind the crowd line, static display area, parked aircraft, hangars or other buildings on the airport property (see par.vii below).**

Distances from the crowd line are as flows:

A) ALL MICROLIGHT AND LIGHTSPORT AIRCRAFT WITH A MTOW BELOW 600kg			
AIRCRAFT DISPLAY SPEED	Type of Display		
	Flat Fly Past (Wings Level)	Aerobatics or Aerobatic manoeuvres	Rotorcraft
Less than 50kts TAS (Microlights)	70m	100m	NA
50kts to 120kts	100m	150m	200m
Greater than 120kts	150m	200m	250m
B) ALL LIGHT AIRCRAFT WITH A MTOW BELOW 1020kg			
Less than 150kts TAS	150m	200m	250m
150kts to 240kts TAS	150m	250m	250m
Greater than 240kts TAS	150m	250m	300m
C) ALL AIRCRAFT WITH A MTOW GREATER THAN 1020kg AND LESS THAN 2545kg			
Less than 150kts TAS	150m	250m	300m
Greater than 150kts TAS	200m	300m	300m
D) ALL AIRCRAFT AND JETS WITH A MTOW ABOVE 2545kg			
All Speeds	250m	350m	300m
E) ALL COMMERCIAL AIRCRAFT OPERTING UNDER PART 135 AND PART 121			
All Speeds	400m	NA	NA

- v. Flight in the direction of the crowd from within an arc of 90° with its apex at a point on the show line directly in front of the centre of the crowd line, reaching 45° in both directions (see Annexure 1).
- vi. High-g manoeuvres in the remaining 45° arcs either side of the apex of the above point. This means that high-g manoeuvres are only allowed on or parallel to the display line away from the crowd line.
- vii. Any flight in the area between the display line and the crowd line, except for the purposes of taking off or landing.
- viii. Turns towards the crowd line.
- ix. Any manoeuvre likely to jeopardize the safety of the spectators and general public in the event of a mishap or error in judgement.
- x. Flight for a straight and level flypast below **50' AGL**. This will also apply to appropriately rated pilots performing a "knife edge" manoeuvre. No exceptions will be allowed. All transgressions will be brought to the attention of CAA.

- xi. Flight and complete recovery from all manoeuvres, including inverted fly-pasts, in less than **200' (300' for formations) above the highest point in the demonstration/aerobatic box**. No exceptions will be allowed. All transgressions will be brought to the attention of CAA.
- xii. Intentional landing in sterile areas short of the runway threshold markings.
- xiii. Deliberate asymmetric flight as part of a display routine.
- xiv. Switchblade manoeuvres must be completed at a distance more than 250 meters from the crowd line.
- xv. Starting from the rear of the crowd line is not permitted below 1000 ft.
- xvi. Missing man formation or formation flights towards and over the crowd area, may not be lower than 500 ft during the crowd over-flight and without any manoeuvring in the remaining formation.
- xvii. Any manoeuvre not approved by the Air Show Director/Safety Officer, or any deviation from the approved pattern (see par 8.d "Approval of Flights").

Note. The limitations stated are not intended to, and may not override more stringent limitations imposed by the manufacturer or the operator.

DISCIPLINARY ACTION

Breaches of flying discipline are likely to result in the pilot having to discontinue her/his display and land. Any serious breach will further result in the pilot's suspension from flying for the remainder of the Air Show and possible further disciplinary action.

RADIO PROCEDURE

FREQUENCIES TO BE USED

- i. Apron Frequency to be utilized as discussed with ATNS during briefing. TBA
- ii. Call Newcastle Tower. 120.20 **Mhz**
- iii. Request start on Ground Freq, Newcastle Tower for star up. **120.2 Mhz**
- iv. Request Taxi & Take off from ATNS Tower freq 120.2 **Mhz**
- v. Ready for a display, AC will be handed over to Box freq by ATC TBA
- vi. Display starting from takeoff. Box TBA
- vii. Acknowledge on Box freq prior to display start TBA. **(Or supply discreet Freq to FDD)**
- viii. Pilots to report display complete on Box freq once display is complete, Box will hand over to ATC.
- ix. ATNS to clear all departures and joining & landing on Tower Freq 120.2 **Mhz**

NB. All pilots must call for start clearance unless start clearance is given by the Ramp Controller

The Box frequency is for the exclusive use of individuals and teams during their display, however, if teams wish to use a "discreet" frequency, this must be supplied to the FDD and ATNS, before the commencement of any practice or the show display.

WX LIMITATIONS

- **Vertical:** 1500 ft for aerobatic display (As cleared by ATNS)
- **Lateral:** 5000 m visibility
- **Below Safety Limits:** Flat displays only
- **Cancellation:** FDD decision

MEDIA FLIGHTS

Media flights must be arranged with FDD and ATNS to fit in with display safety and sterile rules.

RADIO FAILURE

- i. **Before Take Off.** The flight will be cancelled.
- ii. **During Display.** The pilot will complete the display as programmed.
- iii. **On Completion.** Rejoin the circuit and land, taking care to avoid other traffic.
- iv. **During Hold.** All traffic holds as per ATNS brief and prior requests to facilitate individual acts.

NO COMMUNICATION WITH THE BOX, NO DISPLAY FLYING

HOLDING AREAS

Holding areas will be allocated at the Pilot's Briefing where an early take-off is required for positioning prior to the display. Newcastle SW of field as advised by ATNS.

EMERGENCIES

A MAYDAY CALL WILL GRAB ALL REQUIRED ATTENTION IMMEDIATELY!

BAIL-OUT/EJECTION AREA

Depending on circumstances, the ejection or bail out area will be at the discretion of the pilot, taking into account the safety of people and property on the ground. Avoid built up areas. South and SW will be better areas.

CONTROLLED EJECTION/BAIL OUT

A fully controlled ejection or bail out will be planned for the designated area assigned at the day of the briefing. During such a planned event a helicopter at the show, if available, will get airborne for command and control purposes as well as to dispatch a Trauma team.

EMERGENCY WHEELS-UP LANDING

Planned emergency wheels-up landings will take place on secondary closed "runway" as the main runway must stay clear as far as possible for scheduled or local traffic, or as designated by ATNS.

ON FIELD EMERGENCY

In the event of an "on field" emergency where airborne aircraft are unable to land back on the active runway, the secondary runway will be made available by ATNS. (In case of no secondary runway, the diversion airfield must be mentioned)

GENERAL

PROP WASH AND JET BLAST

Please ensure that, during start up, taxi, shut down or any other ground manoeuvring, the aircraft's prop wash, jet blast, or rotor wash does not in anyway inconvenience or endanger people or structures in the vicinity.

LIABILITY

Pilots/crews are responsible for securing their aircraft while on the premises of the Newcastle Airport. The show organisers, show officials and Newcastle Airport owners/management, will not be responsible for the loss of or damage to, any aircraft. Please print and sign indemnity on the last page (9).

IN THE INTERESTS OF SAFETY

ONLY DISPLAY PILOTS AND AUTHORISED AIRCREW will be allowed on the **AIRSIDE** of the Crowd Line barriers. **PAX, FAMILY & FRIENDS are to remain on the CROWD SIDE at all times during the Air Show.** No exceptions will be made and the marshals have the authority of the organisers to have anyone not complying with this instruction removed. All Airside authorised personnel will be properly identifiable and dressed according to Apron Protocols.

RAMP CONTROLLER

A team of four members will assist with marshalling of display aircraft. These members might not be familiar with the safety issues related to the specific type of aircraft and as such will need guidance from the aircraft captain. However, the allocated Ramp Controller will be in charge of Ramp operations and must be advised approached for advice as the need arises.

STANDARD RADIO TERMINOLOGY DURING PERFORMANCE:

- **Too close to crowd line – STEP BACK**
- **Too low a height – STEP UP**
- **Stop performance immediately – KNOCK-OFF** (Discontinue manoeuvre and performance, wings level and stand by for further instructions)

RESPONSIBILITY FOR SAFE OPERATION OF AIRCRAFT

The safe operation of participating, support and visiting aircraft will rest with the particular aircraft captain. All support personnel before, during and after the show at Newcastle Airport landside, must be considered as non-professional volunteers who as such could not be held responsible for any incident or accident related to their actions of support.

INDEMNITY AND CONDITIONS OF PARTICIPATION**AIR SHOW:** Newcastle 2016**DATE:** 04 June 2016**1. THE PARTICIPANT, BY HIS SIGNATURE HEREUNDER AGREES AND ACKNOWLEDGES THAT:**

- 1.1.1 In this document any gender includes the other genders.
 1.1.2 A natural person includes an artificial person and vice versa.
 1.1.3 The singular includes plural and vice versa.
1.2 The following definitions bear the meanings assigned to them:
 1.2.1 Participant: means the signatory himself, his heirs, executors or assigns, the company, close corporation, trust, firm, team or voluntary organisation, which the signatory, by his signature, warrants he is duly authorized to represent, and any employee of the above, their guests, their invitees or family.
 1.2.2 Organisers: mean Festival Committee, any and all sponsors, the Flight Display Director (FDD), the Program Director (PD), the airshow officials, whether volunteers or paid employees, the Local Municipality, RAASA and their related administrators.
 1.2.3 Participation: means, crewing an aircraft, parachuting, ground crew the management, officials, and staff support, taking part in or being at the air show, providing a service to and/or general support of the air show, any work done for and on behalf of the organisers, any business activity, any sales or promotions or advertisements, broadcasting, voluntary assistance or working for reward in connection with the air show.
1.3 He participates in the air show on the conditions stipulated herein:
 1.3.1 He is fully bound by and will comply with the lawful instructions, of the organisers of the air show, covering any aspect of the air show. In particular, but without derogating from the generality of the foregoing, he will obey the lawful instructions of the FDD, the PD and their assistants/officials, the Air Traffic Controllers, Ground Controllers/Marshals and the security personnel appointed by the organisers.
 1.3.2 He is fully aware of the risks involved in participation in the air show and its associated activities and he voluntarily assumes the risk of injury, death and damage to his person and own property inherent in taking part in such a special air event.
 1.3.3 He acknowledges and accepts that despite all reasonable measures taken, the emergency services may not be able to timeously gain access to, or bring under control a situation as a result of any incident or accident during his participation at a special air event.
 1.3.4 He voluntarily assumes the risks inherent in taking part in such an air show.

2 **INDEMNIFIES AND FOREVER HOLDS HARMLESS:** The Organisers against all loss, damage, injury or death from any cause arising, which he may sustain or suffer as a result of his participation in the air show.

3 **IRREVOCABLY:** waives any claim of whatsoever nature arising from his participation in the air show as a result of any act or omission whether amounting to gross or ordinary negligence by the Organisers.

4 WARRANTS THAT:

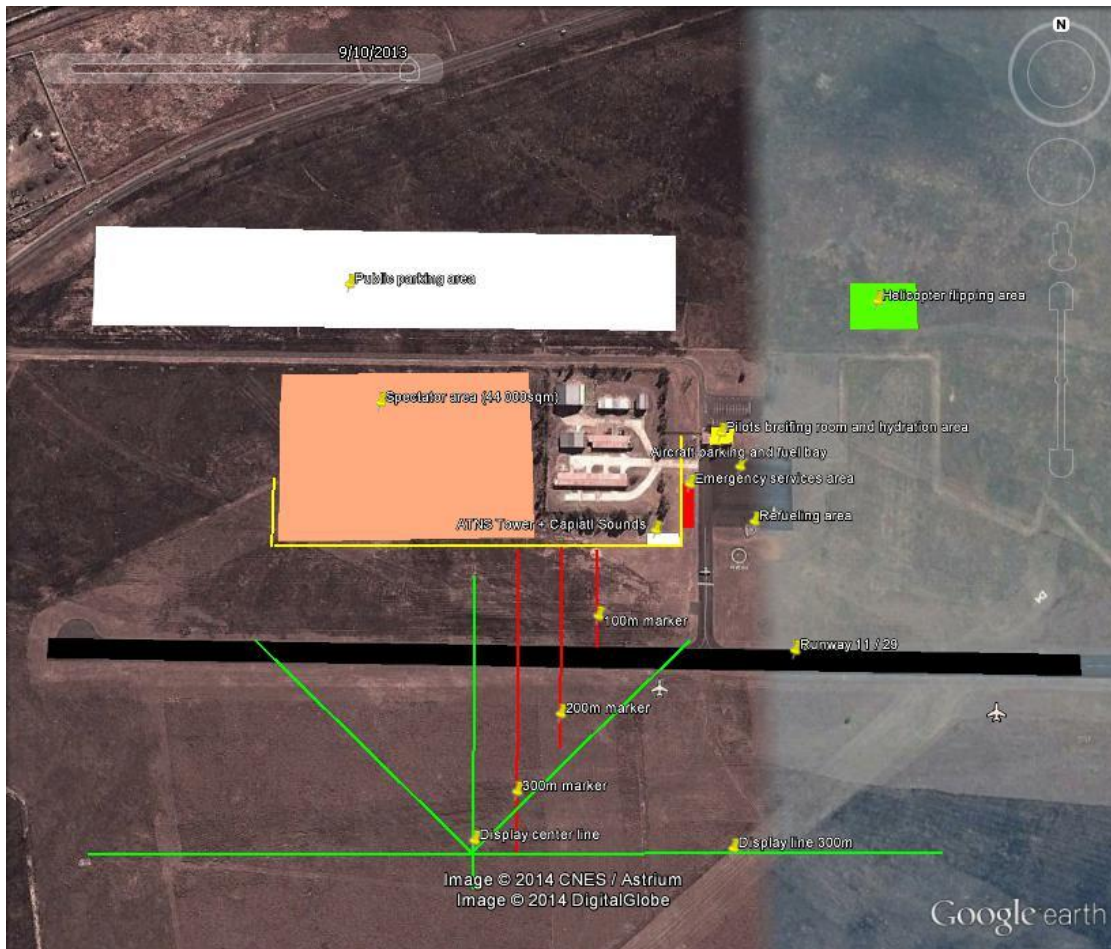
- The aircraft and the equipment that he will be using in the air show, is fully airworthy and/or safe and that he carries sufficient third party insurance, to cover all eventualities.
- The aircraft and all equipment related documentation is valid and available on demand.
- His mental and physical health is good and there is nothing that renders him unfit to participate in the air show.
- He is in possession of a valid licence to operate the said aircraft and/or equipment or, in the case of parachutists, a "Pro Rating" and holds a current "Display Authorization" (DA), (either Temporary or Permanent), valid for the aircraft being displayed, or has been granted exemption from holding such Display Authorization and where applicable, he has obtained the necessary permission from the Director of Civil Aviation and/or RAASA, to participate in the air show and/or has obtained the necessary exemptions from the Civil Aviation Regulations.
- He has no pending Disciplinary Hearings.
- No passengers will be carried, either during practice or the show display itself.
- No maneuvers will be carried out, either during practice or the air show proper, which are outside the aircrafts' specifications and limitations, as laid down by the manufacturer.
- He has received a copy of the "Aircrew Briefing" notes and that he agrees to abide by the content thereof.
- He has read AIC 19.1 and AIC 19.2 and agrees to abide by the content thereof.

SIGNED AT.....ON THIS..... DAY OF2016

SIGNATURE.....NAME IN BLOCK LETTERS.....

REPRESENTING:

Operational Plan for Newcastle Airshow 4 June 2016



Layout of airfield, Crowd line, and Aircraft parking areas, (see attached image).

1. Orange rectangle: Crowd area. Inside area, fenced off with suitable fencing 44000sqm
2. Red lines: Distance measurements
3. White rectangle: Vehicles Parking area
4. Red area: Parking area for Fire vehicles and emergency services, and JOC
5. Green V: 45 deg, No flight area towards or overhead spectators.
6. Small white rectangle: Control tower with SO and ATNS
7. Refueling Area to remain sterile during the day in the main parking area
8. Light orange area: Crowd area, 44 000 sqm
9. Green rectangle area: Helicopter flipping area

Action items as discussed prior to Newcastle meeting.

1. Crowd barrier temporary fixture from runway edge. (100m)
2. Flight line to be on the grass demarcated with beacons (empty fuel drums, cones etc)
3. Smoke oil to be dispersed from re-fueling area
4. Suitable fuel quantities to be made available for the show. Fuel allocation sheet to be provided before time
5. Suitable emergency services to approve and sign Disaster management plan
6. Newcastle municipality authorities to alert all local authorities, SAPS, Fire dept, Ambulances, Hospitals Traffic dep etc as part of disaster management as per meeting with them
7. Additional marshals to manage crowd control on airside, and control AC parking areas as requested by security

8. Outside parking to be managed by current parking management concern
9. Locate suitable position for the pilot's food and rest area. (inside terminal building)
10. All long grass to be cut prior to show to minimize the risk of fire.
11. An alternative entrance on to the airfield to be arrange

Operations on Friday prior to Event.

1. Flight Display Director (FDD) and Program Director (PD) to arrive at Newcastle around midday to inspect area with maintenance personnel all areas along the rwy, flight line and parking areas, advise maintenance of detected hazards in order to rectify.
2. Any pilots needing display validations need to arrange with the PDD/PD to do so on the Friday afternoon at Newcastle (validations will be done on the Friday afternoon if required, but by prior arrangement with the FDD).
3. Airshow organizers to ensure all barriers are erected as indicated on diagram.
4. All toilets to be positioned according to crowd area diagram (not attached)
5. Fuel staff to be made knowledgeable on re-fueling process and have allocation sheets
6. Fuel staff and mobile bowser to be inspected and readings taken
7. Ensure that the pilots briefing area and food area is adequate for them. Tables and chairs etc as situated on diagram. Ensure hydration water is made available to all staff including ATNS, Capital sounds, FDD, PD and emergency personal
8. ATNS to brief Helicopter pilot on procedures with FDD present
9. Organisers to erect 100m markers on both sides of the runway if the plane / car race is to go ahead.

Operations Saturday Morning prior to Show.

1. FDD to do final airfield & rwy inspection.
2. Ensure that ATNS is ok with location in tower and all equipment is functional.
3. All Marshalls to be their position to manage and guide AC to parking areas no later than 09H00.
4. FDD / Risk management officer briefing with VOC and Emergency Services below tower at 09H00 next to apron on hardstand.
5. A timed response test to be conducted prior to the airshow starting. ATNS to conduct test and record time
6. All Emergency vehicles to be parked and ready in front of fuel bay facing RWY by 09h45, ready for the parade
7. Safety Briefing with Pilots and ATC, at 09H00 inside the waiting area at the terminal building
8. All arriving AC to follow marshals to parking areas or call Ladysmith control 120.20 MHz.
9. All aircraft to park in front of the crowd so as to allow people to see the aircraft.
10. NO AC to taxi or start up without being escorted by Marshalls as there may be other persons walking in parking areas.
11. A/C to request start up Freq 120.20 MHz and ensure marshal is present.
12. No person other than pilots to enter the apron/hardstand at any time after start of air show at 10H00.
13. All pilots and crew to carry arm bands to show they have access to the flight side.
14. Ensure sufficient Fire equipment at refuel area.
15. Air show starts 10H00, complete at 16h00.
16. Parade to start the show. All emergency vehicles to proceed to their respective positions straight afterwards.

ATNS Area

1. No Persons to enter or remain in Control tower other than ATC's, FDD, PD, and essential Officials, Marshals, VOC/Emergency crew if necessary.
2. SO may determine if PA is acceptable in TWR.
3. No Media

Media

1. Only RAASA accredited media may enter airside if approved by FDD.

Static Aircraft displays

1. All aircraft static displays to remain behind the crowd barrier i.e. public side, no personnel to move on airside of barrier after the start of the airshow.
2. No static a/c may start their motors whilst in the static area.
3. The air park will be used at lunch time for visitors to inspect the a/c and meet the pilots. No a/c movement at that time is allowed.
4. No refuelling is allowed during lunch time.
5. All pilots to be at their aircraft to answer questions etc.

“SAFETY DOES NOT HAPPEN BY ACCIDENT”