

O P S N O R M A L

2026 Silicon Valley Air Show

Pre-Show Safety Briefing

Moffett Federal Airfield (KNUQ) | Mountain View, CA
October 9–12, 2026 | Practice: Oct 9 | Show Days: Oct 10–11 | Contingency: Oct 12

Air Boss: Kurt Howerton | ICAS AB-291231 | (530) 555-1212

FAA IIC:

David A. Kowalski | San Jose FSDO | (408) 977-8442

Housekeeping

Cell Phones & Devices

- Silence all phones and radios not assigned to airshow operations.
- Designated Comm Devices: All operational radios must be programmed and checked before this briefing ends.
- No live streaming or social media during performer briefings — operational security applies.

Sign-In

- Confirm your name on the sign-in sheet before you leave this briefing room.
- Performers, crews, CFR, EMS, Jump Master, and Pyro SIC must all be signed in.

Briefing Conduct

- Questions held to the end of each section unless it is a safety-of-flight issue.
- If you need to step out, coordinate with your crew first — do not leave quietly.
- All performers will receive a performer kneeboard card before leaving today.

Time Hack

TIME HACK

[HH:MM:SS] Z

Synchronize Now

- All watches and devices synchronized to Zulu (UTC) at time hack.
- Pacific Daylight Time (PDT) = UTC - 7. Example: 1600Z = 0900 PDT.
- Show Day clocks: Gates 0900 L | First Act 1005 L | Close 1510 L
- Practice Day: Waiver active 0800-1700 L (1500-0000Z).

Reference

- Time Hack authority: Air Boss Kurt Howerton on show frequency 123.025 MHz.

Introductions

AIR BOSS

Kurt Howerton

ICAS AB-291231

Callsign: AIRBOSS

Freq / Contact: 123.025 MHz

FAA IIC

David A. Kowalski

San Jose FSDO

Callsign: FSDO POC

Freq / Contact: (408) 977-8442

INCIDENT COMMANDER

Chief David Hernandez

Callsign: INCIDENT COMMAND

Freq / Contact: TAC-1 / 155.340 MHz

EVENT SPONSOR / EXEC DIRECTOR

Col. James R. Mitchell (USAF Ret.)

Silicon Valley Airshow Assoc.

Freq / Contact: (650) 555-0177

Roll Call

Performers

- Skip Stewart — Extra 300L
- Sean D. Tucker — Challenger 300
- Rob Holland — MXS-R
- Rich Sugden — Bede BD-5J Microjet
- Lima Lima Flight Team — Beechcraft T-34 (×6)
- Geico Skytypers — North American T-6 (×6)
- Kevin Coleman / USN — F/A-18 Super Hornet
- U.S. Army Black Daggers — Parachute Demo (C-130)
- AeroCam LLC — UAS Demo (DJI Matrice 300 RTK)

Support Personnel

- Incident Commander — Chief David Hernandez
- Pyro SIC — Mike Blankenship
- Jump Master — [NAME]
- CFR / ARFF Lead — [NAME]
- EMS Staging Lead — [NAME]
- ATC Coordinator / Moffett ATCT — [NAME]
- Show Announcer / Emcee — [NAME]

Sign-In Confirmation

- **All personnel listed above must sign in before this briefing concludes.**

Administrative & Environmental

Weather · Time Hack · Communications

Weather — Day of Show

ALTIMETER SETTING

[XX.XX] in Hg

CEILING

[XXXX] ft AGL / [SKC/FEW/SCT/BKN/OVC]

VISIBILITY

[XX] SM

SURFACE WIND

[DIR]° at [XX] kts, gusting [XX] kts

TEMPERATURE / DEW POINT

[XX]°C / [XX]°C

DENSITY ALTITUDE

[XXXX] ft MSL



UPDATE WITH LIVE METAR / TAF DATA BEFORE EACH BRIEFING — ASOS KNUQ / 1800wxbrief.com

Winds Aloft — KNUQ Area

Altitude	Direction	Speed (kts)	Temp (°C)
3,000 ft	[DIR]°	[XX]	[XX]°
6,000 ft	[DIR]°	[XX]	[XX]°
9,000 ft	[DIR]°	[XX]	[XX]°
12,000 ft	[DIR]°	[XX]	[XX]°
15,000 ft	[DIR]°	[XX]	[XX]°

Waiver ceiling: 15,000 ft MSL maximum aerobatic altitude. **Data source:** <https://aviationweather.gov/windtemp> or Leidos Flight Service 1800wxbrief.com

UPDATE WITH LIVE WINDS ALOFT DATA BEFORE EACH BRIEFING

Communications

Station / Function	Frequency	Purpose
Moffett ATCT	132.350 MHz	Primary ATC — all aircraft entering/departing KNUQ
NorCal TRACON	124.0 MHz	Approach / Departure coordination
Oakland Center (ZOA)	[FREQ]	En-route coordination for transiting aircraft
Show Frequency (Air Boss)	123.025 MHz	PRIMARY — all performers & operational comms on show
Incident Command	155.340 MHz	TAC-1 — ground emergency coordination
CFR / ARFF	[FREQ]	Fire rescue coordination
EMS / Ambulance	[FREQ]	Medical staging coordination
Security (Sheriff)	[FREQ]	Crowd control / perimeter security

Air Traffic Control Coordination

TFR Activation

- Air Boss contacts Moffett ATCT on 132.350 MHz to activate TFR each waiver day.
- TFR: 5 nm radius / surface to 15,000 ft MSL — activated before any performer aircraft departs.
- NorCal TRACON and Oakland Center (ZOA) notified by ATCT upon TFR activation.

Nonparticipating Aircraft

- Moffett ATCT will hold all non-participating IFR traffic outside the TFR.
- VFR aircraft encountering the TFR shall be instructed to hold outside or rerouted by NorCal.
- Air Boss monitors 123.025 MHz. Any radio call regarding intruder aircraft: SUSPEND SHOW immediately.

NORDO / Lost Comms Procedure

- Primary KIO: Air Boss transmits 'KNOCK IT OFF' ×3 on 123.025 MHz.
- Visual KIO: Red continuous light gun signal from Moffett Tower.
- All performers acknowledge KIO — if no acknowledgment in 30 sec, secondary visual signal.

TFR Deactivation

- Air Boss announces: 'SILICON VALLEY AIR SHOW CONTROL — ALL AIRSHOW OPERATIONS COMPLETE — TFR DEACTIVATING' on 123.025 MHz, then coordinates with ATCT on 132.350 MHz.

Airspace & Site Layout

TFR · Airport · Site Map · Divert Fields

Temporary Flight Restriction (TFR)

TFR Parameters

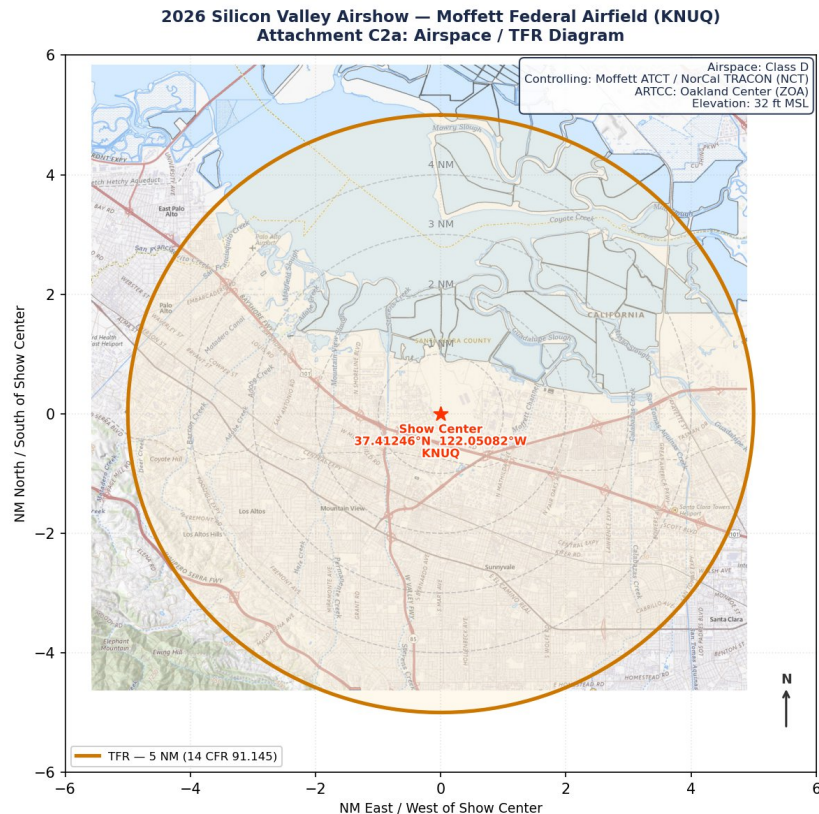
- Center: 37.412455°N / 122.050823°W (Moffett Federal Airfield ARP)
- Radius: 5 nautical miles
- Altitude: Surface to 15,000 ft MSL
- Type: 14 CFR § 91.145 — Aviation Event TFR

Waiver Dates & Active Times

- Oct 9 (Practice): 0800–1700 L / 1500Z–0000Z+1
- Oct 10 (Show Day 1): 0900–1700 L / 1600Z–0000Z+1
- Oct 11 (Show Day 2): 0900–1700 L / 1600Z–0000Z+1
- Oct 12 (Contingency): 0900–1700 L / 1600Z–0000Z+1

Aerobatic Box

- Dimensions: 2.0 nm × 1.5 nm
- Maximum altitude: 15,000 ft MSL
- Show line: 500 ft minimum crowd separation
- See Attachment C2b — Aerobatic Box Diagram for corner coordinates.



Airport Airspace — KNUQ Moffett Federal Airfield

Airspace Classification

- Class D — Moffett ATCT active during all waiver operations.
- Airport elevation: 32 ft MSL | Magnetic variation: 13° E
- Coordinates: 37.412455°N / 122.050823°W

Runways in Use

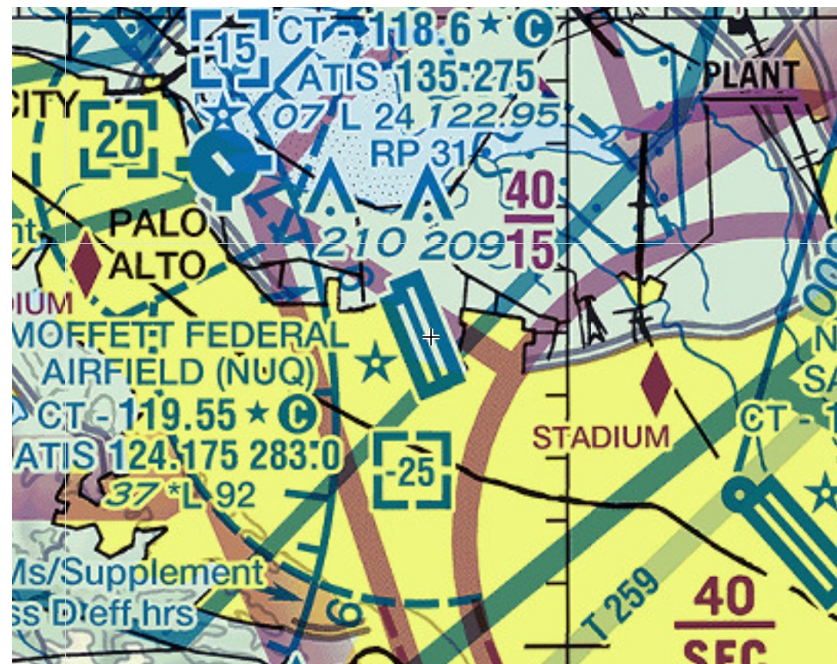
- Confirm active runways with Moffett ATCT on 132.350 MHz day of event.
- Performers must coordinate runway entry/exit with ATCT — no self-taxi without clearance.

NOTAMs

- Verify current NOTAMs for KNUQ via notams.faa.gov day of show — TFR, aerobatic area, parachute LZ.

Adjacent Airspace

- KSJC (San Jose) — 9 nm SE, NorCal Class C. KPAO — 4 nm SE, Class D. Coordinate arrivals/deps with ATCT.
- NASA Ames — collocated. Coordinate any special clearances with NASA ATC desk.



Divert Fields

ID	Airport	Cat	Dist (nm)	Brg (°M)	CTAF/TWR	Longest Rwy (ft × ft)
KSJC	San Jose Intl	Cat I	9	135°	118 . 1	11,000 × 150
KPAO	Palo Alto Airport	Cat I	4	155°	122 . 0	2,443 × 70
KSQL	San Carlos Airport	Cat I	7	178°	123 . 6	2,600 × 75
KHAF	Half Moon Bay	Cat II	17	240°	122 . 8	5,000 × 150
KLVK	Livermore Municipal	Cat II	22	100°	118 . 4	5,255 × 100
KSFO	San Francisco Intl	Cat III	13	310°	118 . 85	11,870 × 200

Cat I — Primary divert; preferred for most emergencies. **Cat II** — Secondary; use if Cat I unavailable. **Cat III** — Last resort / commercial. Coordinate with ATC.

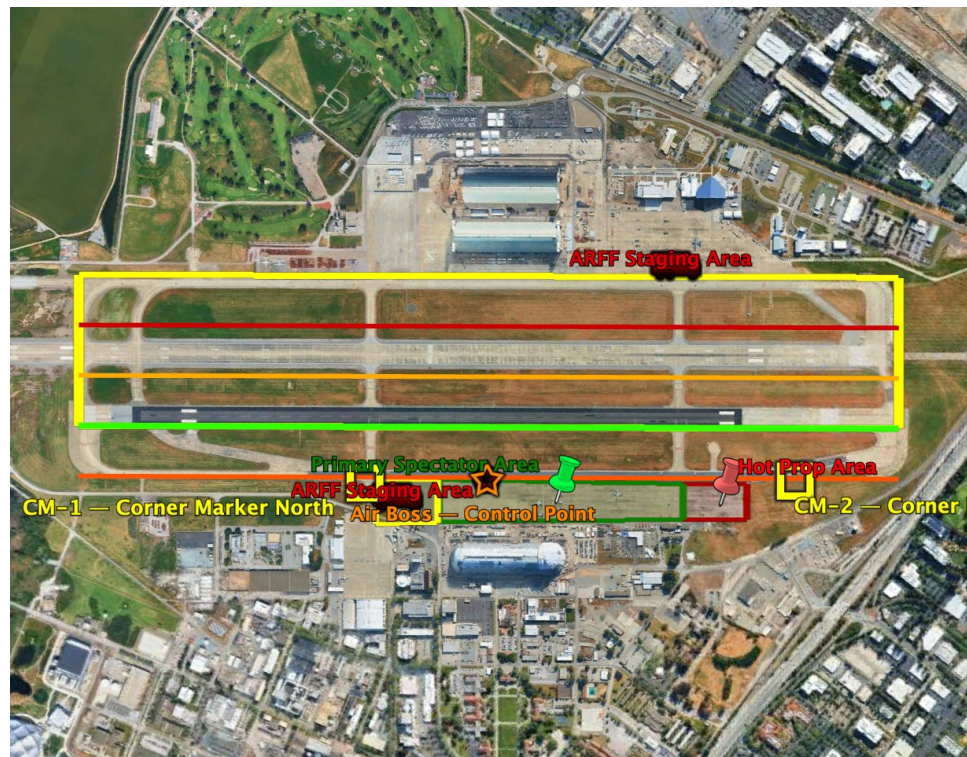
Site Map / Show Geometry

Key Locations

- Show Center: 37.412455°N / 122.050823°W
- Crowd Line: 500 ft from show center line (minimum)
- Air Boss Control Point: West Side Ramp
- Parachute LZ: Taxiway Alpha north end (37.4200°N / 122.0490°W)
- CFR/ARFF Staging: South ramp near Gate 3
- Air Medevac LZ: Taxiway Alpha north end — marked with orange panels
- Performer Parking: [SPECIFY RAMP AREA]

Access Routes

- Primary ERP: Taxiway Bravo — south ramp gate to show line (unrestricted).
- Secondary ERP: North ramp service road through Gate 7 (east side).
- KEEP CLEAR at all times during operations — Air Boss authority to clear.



Performance & Regulatory

Schedule · Waived FARs · Special Provisions

Show Schedule — Oct 10 & 11 (Show Days)

Time (L)	Event	Performer / Aircraft	Duration
0900	Gates Open / Static Display Open	Valley Honor Guard	—
0930	National Anthem / Opening Ceremony	Valley Honor Guard Color Guard	10 min
0950	Welcome & Announcements	Emcee	10 min
1005	AeroCam UAS Aerial Demo	AeroCam LLC — DJI Matrice 300 RTK	10 min
1020	Lima Lima Flight Team	Beechcraft T-34 ×6	20 min
1045	Skip Stewart — Prometheus	Extra 300L	15 min
1105	Geico Skytypers	North American T-6 ×6	30 min
1140	Rob Holland	MXS-R	15 min
1200	LUNCH BREAK / Static Display	— — —	60 min
1300	U.S. Army Black Daggers Parachute Demo	C-130 / Freefall	20 min
1325	Sean D. Tucker — Team Oracle	Challenger 300	20 min
1350	Rich Sugden — Bede BD-5J Microjet	Bede BD-5J	12 min
1410	Kevin Coleman — F/A-18 Super Hornet Demo	F/A-18 Super Hornet (USN)	15 min
1430	Lima Lima Flight Team — Encore	Beechcraft T-34 ×6	15 min
1450	Pyrotechnic Grand Finale	Pyro Productions / Blankenship	10 min
1500	Closing Ceremony	Emcee / Valley Honor Guard	10 min

Waived FARs — 14 CFR Sections

14 CFR §	Waiver Rationale
91 . 107	Use of Safety Belts — waived for aerobatic performers
91 . 117	Aircraft Speed — waived for aerobatic maneuvering
91 . 119	Minimum Safe Altitudes — waived per CoW aerobatic box
91 . 121	Altimeter Settings — waived for aerobatic operations
91 . 126	Class G Airspace — waived as applicable
91 . 127	Class E Airspace — waived as applicable
91 . 129	Class D Airspace — waived for show operations
91 . 130	Class C Airspace — waived as applicable

14 CFR §	Waiver Rationale
91 . 131	Class B Airspace — waived as applicable
91 . 155	Basic VFR Weather Minimums — waived per CoW conditions
91 . 303	Aerobatic Flight — waived within the designated aerobatic box
91 . 307	Parachute Equipment — waived for jump operations per Att. C1
91 . 313	Restricted Category Aircraft — waived as applicable
91 . 515	Flight Altitude Rules — waived per aerobatic box limits
105 . 21	Parachute Operations — waived per Att. C1 (Black Daggers)
107 . 51	UAS Operating Limitations — waived per COA #2026-WA-SVA-001

Special Provisions & Low-Show Program

Show Program Triggers

- FULL SHOW: Ceiling $\geq$ 2,500 ft AGL and visibility $\geq$ 3 SM — all acts perform as briefed.
- LOW SHOW: Ceiling 1,000–2,499 ft AGL or visibility 1–2.9 SM — aerobatics modified to low-show program; performers must have a pre-briefed low-show routine on file with Air Boss.
- GROUND SHOW: Ceiling $<$ 1,000 ft AGL or visibility $<$ 1 SM — all flying suspended; static display only.

Cloud Clearance — CoW Conditions

- Performers may be authorized to operate below standard VFR cloud clearance (91.155) within the show box under this CoW. Any such waiver is aircraft/performer specific — Air Boss will brief individually.

Performer-Specific Restrictions

- Military demos (F/A-18, Black Daggers): Subject to separate DoD/CNAF/JFKSWCS authorization in addition to this CoW — see Att. C2f. Military team OIC retains authority to scrub.
- UAS (AeroCam): Restricted to show box lateral limits; max altitude [XX] ft AGL per COA; BVLOS prohibited without specific authorization.
- Parachute (Black Daggers): Jump window pre-coordinated with Air Boss; LZ secured before jump run commences.

Suspension Authority

- **Air Boss has sole authority to suspend, modify, or terminate any act at any time — no performer may override this authority.**

Emergency & Safety

KIO · ERP · CFR · Special Equipment · Wake Turbulence

Emergency Procedures — Knock It Off

KNOCK IT OFF — Air Boss transmits "KNOCK IT OFF" ×3 on 123.025 MHz. All performers acknowledge immediately and clear the box.

Lost Comms — Air

- If performer loses comms with Air Boss: IMMEDIATELY clear the show box and proceed to hold area — land ASAP.
- Air Boss holds all remaining acts until aircraft is identified, on the ground, and accounted for.

Lost Comms — Ground

- Stuck mic / radio failure: Air Boss initiates secondary KIO via light gun — red continuous from Moffett Tower.
- Incident Commander activates Emergency Response Plan via 155.340 MHz (TAC-1).

Deteriorating Weather

- If conditions drop to LOW SHOW triggers — Air Boss announces program change on 123.025 MHz before next act.
- If conditions drop below GROUND SHOW threshold mid-act: Immediate KIO.

Mid-Show Emergency

- ANY emergency: KIO immediately. Air Boss coordinates with IC on 155.340 MHz. CFR response ≤1 min.
- **NTSB: 24-hr Ops Center (844) 373-9922. Preserve scene until released.**

Emergency Response Plan (ERP)

Command Authority

- Incident Commander: Chief David Hernandez — INCIDENT COMMAND / 155.340 MHz (TAC-1)
- Air Boss: Kurt Howerton — 123.025 MHz. ATCT: 132.350 MHz.

CFR / ARFF Response

- **Index C — Response time: ≤ 1 minute to any point on the movement area.**
- CFR staging: South ramp staging area near Gate 3.
- ARFF equipment: [LIST EQUIPMENT TYPES AND QUANTITIES].

EMS / Medical

- Ground EMS: Santa Clara County EMS — staged at south ramp Gate 3.
- Air Medevac: Stanford Life Flight on standby — LZ at Taxiway Alpha north end (37.4200°N / 122.0490°W), marked with orange panels.
- Nearest Trauma Center: Stanford Health Care — 300 Pasteur Drive, Palo Alto, CA 94304.

Access / Egress Routes — KEEP CLEAR

- Primary: Taxiway Bravo — south ramp gate to show line (unrestricted at all times).
- Secondary: North ramp service road — Gate 7, east side.

NTSB Notification

- Air Boss or IC notifies NTSB 24-hr Ops Center: (844) 373-9922.
- Secondary: FAA IIC David Kowalski (408) 977-8442.

Special Aircraft Equipment

Ejection Seat — F/A-18 Super Hornet (Kevin Coleman / USN)

- Aircraft equipped with Martin-Baker ejection seat. Seat is HOT during all operations.
- Rescue handle location: [REFER TO AIRCRAFT-SPECIFIC PLACARDS — brief with USN crew].
- Safe/arm pin: Removed before taxi, installed after engine shutdown. Pin is red streamer.
- In event of ejection: Do NOT approach aircraft until USN aircrew or qualified ARFF personnel confirm seat is safe. Maintain 200 ft minimum until cleared.
- **Post-ejection: ARFF crew trained on Martin-Baker rescue procedures — verify training current.**

Ballistic Recovery System (BRS) — Bede BD-5J (Rich Sugden)

- BD-5J is equipped with a ballistic parachute recovery system (if installed — confirm with performer).
- BRS activation: rapid deceleration, aircraft descends under canopy. Remain clear of canopy path.
- Rescue: treat as normal aircraft rescue after landing. Verify BRS has not armed during landing.

Formation Aircraft (Lima Lima / Geico Skytypers)

- Multi-ship formation: Wake turbulence risk during rejoin and break. Air Boss sequences adequate spacing between formation acts and subsequent single-aircraft acts.
- Lead announces 'FLIGHT OF [N] CLEAR' before next act is cleared to enter the box.

UAS — AeroCam DJI Matrice 300 RTK

- Remote operator: [NAME] — coordinates with Air Boss on show frequency before and after flight.
- BVLOS prohibited. Operations below [XX] ft AGL within show box lateral limits only.

Performance Safety

IMAS / ICAS Database Extraction

- All aerobatic performers must have a current ICAS competition card on file with the Air Boss.
- Air Boss has extracted IMAS records for all performers — IMAS extraction on file per Att. E.
- Any performer flagged with incomplete or suspended IMAS record WILL NOT fly until cleared by ICAS.

IMSAFE Self-Assessment

- Every performer completes IMSAFE before each flight day:
 - Illness · Medication · Stress · Alcohol (12 hrs bottle-to-throttle minimum; 24 hrs for complex aerobatics) · Fatigue · Emotion
- If ANY item is YES — self-ground and notify Air Boss immediately. No exceptions.

Preflight & Show Discipline

- Performers brief their own act with Air Boss before taking the box — no exceptions.
- Enter and exit the aerobatic box as briefed. SHOW LINE is a hard limit — no exceedances.
- Confirm entry / exit callouts on 123.025 MHz: '[CALLSIGN] ENTERING THE BOX' and '[CALLSIGN] CLEAR OF THE BOX'.
- Any deviation from briefed performance: KIO and debrief with Air Boss before resuming.

Multi-Day Show

- Monitor performer fatigue on practice day + two show days. Air Boss may limit act repetitions at his discretion.

Wake Turbulence

High-Wake Aircraft at This Show

- F/A-18 Super Hornet — significant wake at low altitude and high AOA maneuvers.
- Lima Lima T-34 (×6) / Geico Skytypers T-6 (×6) — formation wake; concentrated vortex at break.
- AeroCam DJI Matrice 300 RTK — minimal wake; rotor downwash below 100 ft AGL.

Air Boss Sequencing Rules

- Minimum 3-minute separation between F/A-18 departure from the box and next performer entry.
- After formation acts: Air Boss confirms 'FLIGHT CLEAR' before clearing next single-ship performer.
- Crosswind component helps disperse vortices — monitor surface wind direction throughout show.

Performer Responsibility

- Know the wake profile of the aircraft that preceded you. If in doubt: request additional spacing from Air Boss.
- Do NOT enter the box if the preceding act's aircraft has not been confirmed clear.
- Low-altitude vortex encounter recovery: Apply full opposite aileron and rudder; climb if possible.

CFR Awareness

- CFR crews: F/A-18 blast and prop wash from multi-engine formation acts can be significant at ramp proximity — maintain safe distance during pass.

Human Factors & Medical Risks

G-LOC / Accelerative Forces (G-AGSM)

- G-Induced Loss of Consciousness: Silent killer — onset occurs without warning. Tunnel vision precedes loss of consciousness.
- Anti-G Straining Maneuver (AGSM): Required for all +Gz aerobatic performers. Practice M-1 / L-1 before each flight day.
- If you experience grayout, redout, or blackout during the show: KIO and land. Debrief with Air Boss before your next act.

Pilot Fatigue

- 3-day event (practice + 2 show days): Cumulative fatigue is real. Get 8+ hours of sleep each night.
- Avoid alcohol the night before any flight day. Dehydration compounds fatigue — hydrate aggressively.
- **If you feel tired before your act: Self-ground and notify Air Boss. No pressure to fly impaired.**

Over-The-Counter Medication Cautions

- Antihistamines, decongestants, and sleep aids cause sedation and impaired judgment. Consult AME before use.
- Ibuprofen / NSAIDs: Watch for GI distress at high-G. Avoid large doses day-of-flight.

Heat Stress — Bay Area October

- October temps typically mild (60–70°F); overheating less likely than desert venues, but cockpit heat in full sun can still be significant.
- Hydrate: Minimum 16 oz water before each act. Avoid caffeine in excess — diuretic effect.

Specialized Operations

Pyro • Parachute • Ground Ops • CFR/EMS

Pyrotechnics

Shooter in Charge (SIC)

- SIC: Mike Blankenship | ATF License: [pyro_atf]
- SIC has sole authority over pyro initiation and CEASE FIRE commands.
- All pyro crew are ATF-licensed. License copies on file with Air Boss.

Pyro Area

- Location: [SPECIFY EXACT LOCATION — see site map]. Marked with orange cones and barricades.
- No spectator access within [DISTANCE] ft of pyro area. Security personnel posted.
- IMAS extraction for pyro acts on file with Air Boss.

Aircraft De-confliction

- Minimum aircraft altitude above pyro area: [ALT] ft AGL. Air Boss enforces clearance before pyro initiation.
- Pyro sequence: SIC notifies Air Boss 'SIC READY'; Air Boss clears: 'PYRO CLEAR TO FIRE.'
- Aircraft will NOT be cleared into the box until Air Boss confirms 'PYRO AREA SAFE.'

CEASE FIRE Procedure

- SIC or Air Boss may call CEASE FIRE at any time. All initiators de-energized immediately.
- KIO phrase on show frequency: 'CEASE FIRE CEASE FIRE CEASE FIRE — ALL AIRCRAFT CLEAR THE BOX.'

Emergency — Unintended Detonation

- **SIC calls CEASE FIRE. Air Boss calls KIO. IC activates ERP. CFR responds within 1 minute.**

Ground Operations

Performer Parking / Ramp Layout

- Performer aircraft parked on [SPECIFY RAMP AREA — confirm with airport OPS].
- Hot prop areas: [SPECIFY]. No spectators within prop arc. Wing walkers required for congested areas.
- Aircraft marshaling: [NAME/COMPANY] coordinates pushback and taxi clearances.

Taxi Instructions

- All performer aircraft: Contact Moffett Ground / ATCT on 132.350 MHz before any movement.
- Taxi sequence briefed individually per act — Air Boss coordinates sequencing with ATCT.
- Engine runups: Approved areas only — [SPECIFY]. No runups on spectator-facing ramp.

Fueling

- Fuel type: Confirm with aircraft owner — Avgas (100LL) and Jet-A available on field.
- Fueling location: [SPECIFY FBO / FUEL FARM LOCATION].
- Hot refuel policy: [PERMITTED / NOT PERMITTED — specify by aircraft type].
- Fire extinguisher required at fueling point at all times. FBO/fuel truck to confirm.

Static Display

- Static display aircraft are on the flight line for public access — engines OFF, fuel caps secured.
- Static display OIC: [NAME]. Coordinate any engine start in static area with Air Boss.
- Clear all static aircraft from hot ramp area before first performer taxi commences.

Parachute Operations — U.S. Army Black Daggers

Jump Authority

- Jump Master: [NAME] — U.S. Army Black Daggers / JFKSWCS-047
- Jump authorization: 14 CFR § 105.21 waived per Attachment C1 — Parachute Operations.
- Military authorization letter: Att. C2f — JFKSWCS-047.

Jump Platform & Run

- Jump platform: C-130 — Army tail number [XXXX].
- Jump altitude: [XXXX] ft MSL. Jump run heading: [XXX]°M.
- Air Boss clears C-130 for jump run: '[CALLSIGN] CLEARED FOR JUMP RUN — BOX CLEAR.'
- C-130 announces 'JUMPERS AWAY' on 123.025 MHz. Air Boss holds all other traffic.

Landing Zone (LZ)

- Primary LZ: Taxiway Alpha north end — 37.4200°N / 122.0490°W — marked with orange panels.
- LZ cordoned and secured by security personnel before jump run commences.
- No aircraft, vehicles, or personnel in LZ until all jumpers are safely on the ground and Jump Master confirms 'JUMPERS CLEAR.'

Circle-The-Jumpers Orbit

- While jumpers are under canopy: All other aircraft hold clear of LZ by minimum [DISTANCE] ft.
- Air Boss directs any holding aircraft via 123.025 MHz. No one enters the box until LZ is clear.

Emergency

- **Jumpers in distress / off-LZ landing: Jump Master notifies Air Boss. Air Boss coordinates CFR/EMS. LZ remains off-limits until all jumpers accounted for.**

CFR / ARFF & EMS Briefing

CFR / ARFF Requirements

- **FAA CFR Index C — 1-minute response time to any point on the movement area.**
- CFR equipment on station from 30 minutes before first performer taxi until 30 minutes after last engine shutdown.
- Primary staging: South ramp near Gate 3. Secondary response route: Gate 7 north side.

CFR Crew Responsibilities

- Monitor Air Boss frequency (123.025 MHz) at all times during show operations.
- Know location of: Air Boss control point (West Side Ramp), parachute LZ (Taxiway Alpha north), pyro area.
- Special equipment training: Verify crew is current on Martin-Baker ejection seat rescue (F/A-18 on roster).

EMS — Ground

- Agency: Santa Clara County EMS — staged at Gate 3.
- Minimum: 1 ALS ambulance on scene at all times during performer operations.
- EMS frequency: [FREQ]. IC is primary coordination point.

EMS — Air Medevac

- Stanford Life Flight on standby — LZ at Taxiway Alpha north end.
- Activation: IC coordinates via 155.340 MHz. LZ secured by security before landing.
- Trauma Center: Stanford Health Care, 300 Pasteur Drive, Palo Alto — 6 nm from KNUQ.

Medical Plan

- First aid stations & AED units: [SPECIFY LOCATIONS]. Physician on site: [NAME / STAGING LOCATION].

Questions / Open Forum

Open Forum

Raise safety-of-flight concerns now.
All other questions — Air Boss is available after briefing.

Before You Leave This Room

- Sign the sign-in sheet.
- Pick up your performer kneeboard card.
- Program your radio: Show Freq 123.025 MHz | ATCT 132.350 MHz | IC TAC-1 155.340 MHz.
- Confirm your act slot, timing, and any special coordination with Air Boss.
- CFR, EMS, Jump Master, and Pyro SIC: Confirm staging locations with Air Boss and IC.

Departure Plan

Post-Show Aircraft Departure

- Air Boss announces 'ALL AIRSHOW OPERATIONS COMPLETE' on 123.025 MHz after last act clears the box.
- TFR deactivation coordinated with Moffett ATCT on 132.350 MHz.
- All performer departures require ATCT clearance — contact Moffett Ground / Tower.
- NorCal TRACON will sequence departing traffic with normal IFR/VFR flow after TFR cancellation.

Departure Sequence

- Performers depart in order coordinated with ATCT — Air Boss provides recommended sequence based on aircraft type and destination.
- Formation departures: Coordinate with ATCT and brief among yourselves before taxi.
- Military aircraft (F/A-18, C-130): Coordinate departure with Moffett operations and base scheduling. Not Air Boss's responsibility after show close — USN/Army OIC handles.

CRITICAL — No Ad-Hoc Demonstrations

- **NO unauthorized aerobatics, low passes, or demonstrations during departure.**
- **Your CoW is CLOSED the moment Air Boss announces operations complete. Any post-TFR aerobatics = violation of 14 CFR 91.303 without a waiver.**

Post-Event

- Performers debrief with Air Boss after each show day — 30 min max. Mandatory for any deviation, incident, or safety concern.
- Written debrief items provided to Air Boss before departing the field.

O P S N O R M A L

Stay Safe. Fly the Brief.

Air Boss: Kurt Howerton | ICAS AB-291231 | (530) 555-1212
Show Freq: 123.025 MHz | ATCT: 132.350 MHz | IC TAC-1: 155.340 MHz
FAA IIC: David A. Kowalski | San Jose FSDO | (408) 977-8442

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