

detonation?

-Will mutual aid fire departments be on the scene for fire protection during the detonation of pyrotechnics?

Temporary Closures of Runways and Taxiways

-Will any runways or taxiways be closed and how will they be marked?

Movement Area Maintenance

-Identify areas where aircraft or vehicles will be parked on the movement area or adjacent to the movement area.

-Describe barriers or procedures to keep personnel and vehicles clear of open movement areas.

Fueling Operations

-Indicate on a map any special fueling areas during airshow activities.

Public Protection

-Identify crowd areas on a map, and describe barricades, barriers, and procedures to be used to control the crowd.

-Describe taxi routes for airshow aircraft in relation to the crowd location, and address any procedures that will be in effect for protection of jet blast.

Special Self-Inspections

-Include procedures and identify personnel who will be responsible for safety inspections during and after airshow activities. List periods when safety inspections are planned to be conducted.

Air Show Ground Vehicle Operations

-Describe procedures for escorting personnel on the movement area for airshow related activities.

-Describe airshow related personnel who will be authorized to operate vehicles on the



movement area or adjacent to open movement areas and the training program planned for those personnel.

-Describe any special precautions or procedures that will be in place during airshow activities, including setup and takedown, to prevent runway incursions.

Impact to Navigational Aids (NAVAIDs)

Indicate which NAVAIDs will be impacted by airshow activities and the personnel responsible for placing NAVAIDs out and in service.

Notices to Airmen (NOTAMs)

-Attach a copy of NOTAMs to be issued for the airshow.

Mitigation of Wildlife Hazards

-Describe any special wildlife hazard mitigation procedures that will be in place for the airshow.

Of course, it would behoove you to get well ahead of the game early with your designated Air Show Planning personnel. Many minute details must be covered and moved upon in quick order. Your Incident Management System (IMS) should be in full swing

during the planning stages and on the day(s) of the event, a significantly large Incident Command System (ICS) with all needed positions should also be the norm, not the exception. Don't try to skimp on staffing by dual hatting or triple hatting personnel – it will come back to haunt you once something unexpected happens.

There is an old axiom that it is better to have something and not need it rather than need something and not have it. An airshow draws upon that axiom significantly. It is better to staff all your ICS and IMS functions and not need them rather

than need them staffed and not have the people available to fill the slots. You can find many volunteers outside the aviation community such as local emergency management officials, hospital officials, even arena or college personnel who have put on large events – they have an immeasurable amount of institutional knowledge when it comes to events such as this. I am sure a lunch or two and perhaps a T-shirt would carry you a long way in obtaining their cooperation.

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is a state law enforcement officer with the New Jersey Department of Corrections serving in the capacity of Corrections Officer at East Jersey (Rahway) State Prison where he is assigned as the institution fire marshal. Donald works part time at Robert Wood Johnson University Hospital EMS where he is a Public Safety Telecommunicator. Donald works on a per diem basis as a fire services and domestic preparedness instructor and also serves as a volunteer officer with the Middlesex County Emergency Management. You may contact him directly at e-mail address: dhnelsenjr@comcast.net