

FLIGHT DIRECTOR

Site Assessment

Liaise with Airport manager to establish:

- a) The suitability of surfaces used by aircraft for take-off, landing and taxiing;
- b) The take-off and landing distances available and required.
- c) The proximity of controlled airspace, other aerodromes, heliports, helipads, airstrips, microlight sites, gliding sites, ballooning sites, parachuting, hang gliding and paragliding sites.
- d) Potential minimum height restrictions over local sensitive and congested areas, It should be noted that, with few exceptions, flight below 1000 feet over such areas is illegal except when an aircraft is taking off, practising approaches to or landing at a licensed or government aerodrome.
- e) Parking - aircraft taking part in the Flying Display should be segregated from both visiting and Static Aircraft Parks.
- f) Make sure that spectator enclosures should be sited away from taxiway and runway strips and so arranged that no part of a taxiing aircraft passes within 10 metres of the enclosure. Spectators should not be allowed closer than 15 metres to any fixed refuelling area, nor closer than 15 metres radially from any fuelling point.

The distance between the Display Line and the Crowd Line is related to the actual speed of the aircraft and the type of display. For aircraft flying in formation, the distances are applicable to the aircraft performing nearest to the Crowd Line.

The minimum distances are as follows:

All Aircraft			
Aircraft Display Speed	Type of display		
	Flypast	Aerobatics	V/STOL aircraft only Flypast or Hovering
Less than 100kt IAS	50 metres	100 metres	150 metres
100-200kt IAS	100 metres	150 metres	150 metres
200-300kt IAS	150 metres	200 metres	150 metres
Above 300kt IAS	200metres	230 metres	200metres

- g) Establish the Air Traffic Services information including:
 - Type of air traffic service available to pilots – A/G, AFIS or ATC
 - Arrival and departure procedures
 - Radio frequencies and, if required, transponder codes
 - Holding areas and altitudes
 - Adjacent air traffic conflictions
 - Local diversion airfields

Display Choreography

The Flight Director is responsible for creating a timetable of events which facilitates a smooth and continuous display, he must..

- a) Decide how long each display will last from threshold to threshold
- b) Decide when to taxi, or bring in from the holding area, the next slot so that the aircraft are ready to line up after previous slot have vacated runway or departed field.
- c) Inform ATC of events and what to expect as the show progresses.
- d) Request ATC to direct aircraft to and from the designated holding area if needed.

Pilot Briefing

The Flight Director is responsible for producing a written Pilot Briefing incorporating the pertinent details from above. A verbal briefing will also be necessary on the day.