



Australian Warbirds Association Ltd
Air Display Evaluation and Approvals Manual

Version 1.5 24 November 2016



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1.0 Introduction and Purpose

This appendix to the Australian Warbirds Association Ltd (AWAL) Exposition & Self-Administration Manual (ESAM) provides information on the method used by AWAL's Technical Advisory Committee for evaluating applications for air displays by ex-Military (warbird) types, as well as for approving those that are deemed acceptable. The scope is intended to include Australian-registered warbirds in Limited, Standard, or Experimental categories; as well as any foreign-registered warbirds operating in Australia with valid aircraft and pilot approvals from the Civil Aviation Safety Authority. For consideration by AWAL, all display participants must be full or "Flying" members of the Association.

The primary factor to be addressed when considering flight by aircraft over populous areas is the safety of people and property on the ground. The risk of injury or damage resulting from the crash of an aircraft is dependent upon a variety of factors:

- The mass of the aircraft
- The fuel state of the aircraft
- The velocity of the aircraft upon impact
- The aircraft's direction of travel and location upon impact in relation to persons or property

The potential of an aircraft accident is dependent on a variety of factors:

- Integrity of the airframe and engine
- Ability of the pilot
- the manner in which the aircraft is flown and number of aircraft involved
- Environmental conditions

1.1 Regulatory Basis

Civil Aviation Regulation 262AM (To be superseded by CASR Part132.075, effective 27 January 2017)

With regards to Limited category operations, CAR 262AM states the following:

Limited category aircraft may be operated over the built-up area of a city or town only if:

- (a) CASA or an authorised person has assigned it, under subregulation (14), a Permit Index of 0; or
- (b) CASA or an authorised person has assigned it a Permit Index of 1 and;
 - (i) It is only flown over the area to the least extent necessary to allow it to take off from, or land at, a particular aerodrome, or follow a procedure approved by CASA or an authorised person for the safety of other airspace users and persons on the ground or water; and
 - (ii) If it is using an aerodrome in a capital city – it follows an access route approved by CASA or an authorised person for the purpose; or
- (c) CASA or an authorised person has approved it to do so.

Civil Aviation Regulation 156

CAR 156 deals with flying over public gatherings. It requires that any aircraft flying over any regatta, race meeting, or public gathering, except aircraft passing over such regatta, race meeting or public gathering in the course of normal navigation, shall:

- Obtain permission, in writing, from CASA
- Make such flight in accordance with any conditions placed on such a permission



Civil Aviation Order 29.4

Section 29.4 of the CAOs deals with the conduct of civil Air Displays. CAO 29.4 states that an Air Display shall not be conducted without the written approval of the Director. This approval is now granted by CASA.

Approval is required for the display location and the program of events.

CAO 29.4 sets out specific conditions that must be met in order to conduct an Air Display.

CAO 29.4 requires an Air Display Organiser to be appointed to plan and conduct the Air Display.

These factors and requirements will form the basis around which AWAL's evaluations of Limited category air display applications will be considered.

Advisory Circular 21-25

Per AC21-25, all Limited category aircraft must have an assessed Permit Index of 0 or 1 to be considered by AWAL for approval as part of an air display. Any applications involving Permit Index 2 warbirds received by AWAL will be referred to CASA for evaluation. Permit Index 3 aircraft are not eligible for participation in air displays. All Limited category aircraft must be assigned a permit index number.

2.0 Definitions

Air Display

For the purposes of this guide, an Air Display means organised flying, including cross-country events, contests, exhibitions or flying, or local flights and fly-pasts performed at a public gathering.

Public Gathering

For the purposes of this guide, a Public Gathering means people assembled at a location on the basis of a general public invitation, with or without subscription or levy.

Populous Area

An area that is substantially used for or is in use for residential, commercial, industrial, or recreational purposes.

Aerobatic Flight

Aerobatic flight means manoeuvres intentionally performed by the pilot that involve: (a) bank angles in excess of 60 degrees ; or (b) pitch angles in excess of 30 degrees , or otherwise abnormal to the aircraft type; or (c) abnormal accelerations involving abrupt changes of direction, angles of bank, angles of pitch, or speed.

Formation Flight

Aircraft are considered to be flown in formation if they are in close proximity to each other and they operate as a single aircraft with regards to navigation, position reporting, and manoeuvres.

Operator's Responsibility

The operator of a Limited category aircraft must operate in accordance with the AWAL ESAM. AWAL must be satisfied that the person who intends to operate the Limited category aircraft will take proper precautions to prevent the proposed flight from posing a danger to people and property on the ground.



3.0 Safety Risk Assessment and Management

3.1 Permit Index System

CASA's Permit Index system has been developed to provide a series of benchmarks against which each aircraft may be assessed in relation to the associated risk incurred in its operation. With regards to air displays, this index will be utilized as necessary to establish appropriate operational controls towards minimizing this risk to third parties. All Limited category aircraft must be assigned a permit index number.

3.2 Risk Analysis

Several sources of information will be considered by AWAL towards ensuring an acceptably low level of risk with all approved displays. These will include:

- Display pilot details
- Details of participating aircraft
- Detailed descriptions and diagrams (sight plans) of all planned air display locations and operations
- Evaluation of identified risks and their acceptability based on existing and treatment controls

4.0 Personnel

4.1 Officials and Committees

Display Organiser

The organizing body (if applicable) must appoint one person as the Display Organiser to assume overall responsibility. If an organising body does not exist, the Display Organiser shall be deemed to be the individual requesting approval for an Air Display from AWAL.

Responsibility for particular aspects (such as site survey, air traffic services, provision of emergency services, and conduct of flying activities) should only be allocated to people with the appropriate experience and, if applicable, licenses.

The Display Organiser in particular needs to consider and - where appropriate - make arrangements for the following:

Event Personnel:

- The appointment of a Display Coordinator
- The appointment of a Flying Display Committee
- The appointment of officials
- Flight crew

Event Site and Display Management

- Site assessment
- Defining and marking of the display axis
- Aircraft parking
- Siting and control of public enclosures
- Establishing minimum heights
- Confirming maximum speeds
- Stipulating weather minima
- Planning and coordinating with local emergency services



- Coordinating pyrotechnics and other ground special effects
- Hospitality/rest area(s) for air and ground display participants
- Pre-display briefing(s)
- Document verification and display insurance
- Pilots' display programs (both normal and weather-restricted versions as applicable)
- Adventure flights
- Post-Display briefing

Display Coordinator

Where the Air Display comprises a significant number of items, the person appointed to be the Display Organiser should have considerable aviation experience if they are also assuming the function of Display Coordinator. If the Display Organiser does not have this experience, they should appoint a suitably qualified person, preferably with display experience, as the Display Coordinator.

The Display Coordinator is responsible for:

- Conducting a briefing before each day's flying
- General flying discipline
- Compiling, approval, and modification of individual flying routines
- the overall flying program
- the cancellation or modification of the flying program due to unsuitable weather or other such conditions
- Confirm proper means of communications are in place to ensure control of air and ground operations at all times

The Display Coordinator is also referred to as Air Boss or Ringmaster as they control the actual flying program.

The Display Committee

For larger Air Displays, in addition to a Display Coordinator, the Display Organiser may select a small group of experienced people to act as a Display Committee. This committee may be delegated tasks by the Display Organiser based on the areas of expertise and experience of its members.

Officials

As requirements dictate, experienced staff must be nominated as officials and detailed to:

- Supervise the marshalling and parking of aircraft and cars
- Operate any public address system
- Control messengers and any other staff deemed necessary

Only those experienced in flight-line ground handling of aircraft should be used in the aircraft movement area. All officials must be thoroughly briefed on the duties expected of them. They must be provided with some means of easy identification such as armbands, coloured shirts, high-visibility vests, or the like.

Flight Crew

Each participating flight crew member must hold:

- A valid flight crew license which entitles the holder to fly the type of aircraft which is to be displayed
- A current medical certificate

A private pilot may participate in an Air Display provided they meet the requirements of CAR 2 (7A) with respect to the rules pertaining to private operations.



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Full details of each pilot, including their previous experience, must be submitted along with their *Application for Approval to Conduct an Air Display* form (see the Appendix of this manual).

No persons other than operating crew may be on board a civil aircraft during the Air Display.

The responsibility for ensuring that an aircraft is operated in accordance with its Certificate of Airworthiness and Air Display approval rests with the pilot in command. This does not, however, absolve the Display Organiser and their delegates (if any) from the responsibility to take such action as is necessary should a display aircraft deviate from the bounds of any approval or operate in an unsafe manner.

The pilot in command must address all factors necessary for a safe display, to include but not limited to:

- Their own currency and suitability as pertains to the proposed display
- Adequate fuel for the display
- Current maintenance release for the display aircraft
- No mechanical issues or other unaddressed “squawks” with the display aircraft
- Weather and environmental factors
- Adequate runway conditions and length
- No questions or concerns with the pre-display briefing
- All necessary approvals obtained for the display

5.0 Site and Display Management

5.1 Site Assessment

While many Air Displays occur at licensed aerodromes and can take advantage of existing facilities, a significant percentage are staged at other sites, including but not limited to:

- Approved landing areas
- Waterfronts
- Public parks
- Sporting venues
- Parade routes

In assessing any proposed site, the Display Organiser or a qualified delegate should review and consider the following points:

- The suitability of surfaces used by aircraft for take-off, landing, taxiing, and parking (if applicable)
- The take-off and landing distances required and available (if applicable)
- Obstructions in the vicinity of the display area as well as along the route of transit to/from the display area with regard to the aircraft type(s) expected to take part
- Whether adequate airspace is available to accommodate the planned display activities, and if not, whether the required space can be acquired
- The proximity of any Prohibited, Restricted, or Danger areas, or areas that may be considered noise-sensitive
- The presence of livestock farms or wildlife conservation areas
- The proximity of other aerodromes, known aircraft landing areas, or other areas of known aviation activity
- The availability of clear entry and exit routes for the public and emergency service vehicles



- The proximity of congested areas to the display site, with particular consideration to schools and hospitals

Civil Aviation Regulation 157

CAR 157 relates to minimum altitude for flight and, with few exceptions, provides that an aircraft is not permitted to operate at a height lower than 1,000 feet over congested areas.

When the display site is not at an aerodrome or approved landing area, and the aircraft is transiting to the area of operations from a remote location, performing their routine, and returning to the same or another remote location to land; the requirements pertaining to the suitability of surfaces for take-off, landing, taxiing, parking, as well as take-off and landing distances required and available do not apply.

As requirements dictate, consideration may also need to be given to the following factors when selecting a site:

- Can adequate and easily-controlled public viewing areas be provided?
- Can safe passenger pick-up points be established for adventure flight operations?
- Can a suitable area be established for helicopter operations?
- Is there a suitable area for aircraft on static display?
- Can legal, safe, and efficient arrangements be made for aircraft refueling?

5.2 Marking of the Display Axis

Participating aircraft normally perform relative to a reference line known as the *display axis*. This line must be clearly defined. Where the axis is not delineated by a paved runway or other obvious features, it must be marked in a method that makes it clearly visible to aircraft throughout their display routine.

All participants must be thoroughly briefed about the display axis.

Most events are made up of aircraft whose display speeds vary widely. It may be unduly restrictive, from the viewpoint of display presentation, to insist that all aircraft be confined to a single display axis which is distanced for the aircraft with the highest speed. It may be acceptable to have multiple display axis for various participants or types of aircraft. Should this option be considered, all pilots must be thoroughly briefed about which display axis pertains to their operation(s), both in the oral brief and in the written briefing notes.

Civil Aviation Order 29.4

CAO 29.4 section 4.2 states:

(1) Except during take-off or landing, or where specifically approved as part of the program of events, an aircraft must not operate below 500 feet above ground level.

(2) Except where specifically approved as part of the program of events, an aircraft in flight below 1 500 feet above ground level must not:

- (a) Track or manoeuvre towards spectators within a horizontal distance of 500 metres; or
- (b) Pass within 200 metres horizontal distance from spectators.

When determining the distance between the display axis and the crowd line, consider the speed of the display aircraft and the type of display being conducted (that is, fly-past or aerobatic).

These general limitations should be considered when selecting a display axis.



Pilots should plan their flying sequence(s) in such a manner that they can always regain the display axis without infringing the minimum separation distance from the crowd line. For aircraft flying in formation, the distances are applicable to the aircraft performing nearest the crowd line.

5.3 Parking of Aircraft

As a general rule, for ease of control, aircraft taking part in the event should be segregated from both visiting and static-display aircraft.

Aircraft parking areas should be patrolled or monitored to ensure interference with parked aircraft by unauthorised persons does not occur. Pilots should be advised to lock aircraft and ensure they are tied down.

Aircraft should be parked to allow easy access by emergency vehicles and to allow other aircraft to be moved around them as necessary.

Parking areas should be out of bounds to spectators when aircraft movements are occurring and/or when aircraft engines are running.

Smoking should not be allowed in aircraft parking or movement areas.

5.4 Public Enclosures and Car Parking

Sites for public enclosures and car parks must be carefully selected in relation to the aircraft flight paths and must never be located underneath them.

As a general rule, public enclosures and car parks should be positioned behind the crowd line, which is parallel to the display axis.

Normally, spectators' enclosures and car parks should be confined to one side of the site, thus allowing aircraft maximum freedom to operate on the other side.

Effective barriers and marshalling arrangements are required to keep spectators clear of aircraft manoeuvring areas. When selecting barrier types, take into account the possibility of small children being able to pass under single-rail barriers at adult waist height (such as road construction barriers).

Areas where spectators are not permitted must be properly enclosed and signposted as such, and Marshalls must be assigned to control crowd movements at all times throughout the event.

A public address system is of great assistance in crowd control and is essential where large numbers are involved. Such a system, when installed, should be audible along the entire length of the crowd line.

No aircraft may be taxied or have its engine(s) operated in any area open to the public. Provision must be made for the movement of both display and non-display (visiting) aircraft.

Civil Aviation Order 29.6

CAO 29.6 states that Rotorcraft must not be flown in such proximity to spectators' enclosures, building, or aircraft on the ground as to cause a possible hazard either from downwash or as a result of control difficulties. Similarly, rotorcraft with underslung loads should only be flown over clear areas and in accordance with CAO 29.6.



6.0 Fly-Pasts

Fly-past displays are typically conducted in response to a request from a municipal body, civil organisation, corporate entity, or private party. Examples include but are not limited to requests in conjunction with national holiday commemorations, sporting events, and funerals.

Upon agreeing to such a request and pursuing the relevant approvals necessary, it is important for the Display Organiser to consider that, generally speaking, the requesting party has a limited knowledge of air display operations and therefore an incomplete concept of associated risk factors. They often make requests that are not compatible with safe operating procedures. Any such enthusiasm for an aggressive display must be tempered with a comprehensive approach to the planning and approvals process, cognizant of all safety considerations and regulations.

In addition to the considerations for air displays mentioned in previous sections of this manual, several other factors shall be considered when planning a fly-past:

- Defined “Initial Point” and inbound heading (Ingress)
- Display axis and boundaries
 - Reference points to assist in defining the display axis and boundaries
- Outbound heading (Egress)
- Altitude and airspeed
 - Must be sufficient for the aircraft to climb/glide clear of built-up areas in case of emergency
- Defined emergency divert locations and procedures
- Number of passes to be flown
- Holding point(s) and altitude(s) (if necessary based on operational considerations)



7.0 How to Apply for Evaluation of a Proposed Air Display or Fly-Past

All nominated display pilots must hold Full (Flying) Membership in the Australian Warbirds Association Ltd for consideration of an application for Air Display or Fly-Past evaluation and approval. Said membership must be current at the time of application as well as the date(s) of any approved display(s). This requirement extends to all pilots listed on an application, regardless of the airworthiness category their respective aircraft operate under or nationality of registration.

Following are application forms to conduct Air Displays and/or Fly-Pasts.

To ensure timely evaluation of your application, please ensure you have completed and included the following:

- Form AD-1(A/B) *Application for Approval To Conduct an Air Display or a Fly-Past* (as appropriate)
- Form AD-2 *Required Supporting Attachments* as necessary
- Form AD-3 *Display Pilot and Aircraft Details Sheet*
- Completed *Risk Assessment and Action Plan*

In Addition, please provide copies of the following:

- Australian Private, Commercial, or Airline Transport Pilots License; or a Foreign equivalent with a current validation/permission to operate as pilot-in-command in Australia
- Proof of your most recent Flight Review
- Any Endorsements or Ratings as Applicable to the requested display (IE: Formation, Low-Level, Aerobatic, etc...)
- Valid/Current Aviation Medical Certificate
- Current Maintenance Release for the display aircraft

If you have any questions with regards to completing this application, please contact AWAL directly at dsa@australianwarbirds.com.au, 0417 234 626, or 0432 318 282. Your enquiry will be answered promptly.



8.0 Application Process

8.1 Eligibility

- Pilots: All nominated display pilots must be current Full (Flying, Maintenance, or Lifetime) members of the Australian Warbirds Association at the time of application, as well as on the proposed display date(s).
- Aircraft: The Australian Warbirds Association only evaluates air display applications for warbird-type aircraft. Per CAR 262AM and AC21-25 of the Civil Aviation Regulations, all Limited category aircraft must have an assessed Permit Index of 0 or 1. Any applications involving Permit Index 2 warbirds received by AWAL will be referred to CASA for evaluation. Permit Index 3 aircraft are not eligible for participation in air displays.

8.2 Submission of Applications

Each applicant must complete and submit their application(s) and supporting attachments as outlined in AWAL's *Air Display Evaluation and Approvals Manual*. All Applications are to be submitted directly to AWAL's Director of Self-Administration (DSA) for evaluation (Complete applications will include Form AD-1(A) *Application for Approval To Conduct an Air Display* or AD-1(B) *Application for Approval to Conduct a Fly-Past*, Form AD-2 *Required Supporting Attachments*, Form AD-3 *Display Pilot and Aircraft Details*, and Form AD-4 *Participants' Acknowledgement*. All can be found in the *Air Display Evaluation and Approvals Manual*. For the purposes herein, the term *Air Display* will be used to reference both air displays and fly-pasts).

8.3 Receipt of Applications from AWAL Members

Upon receipt of an application, the DSA will proceed as follows:

- Review and Confirm the application is complete in accordance with Section 1 of AWAL's *Air Display Applications Checklist* (Pg. 7)
- If the application does not contain the forms as listed in Section 7.0 of the *Air Display Evaluation and Approvals Manual*, advise the applicant with regards to what is missing and still required before AWAL can proceed with the request
- When all necessary documentation is received, assign a reference number to the application and inform the applicant of this number
- Forward the completed application and all supporting attachments to AWAL's Technical Advisory Committee-Operations (TAC) for assignment, evaluation, and consideration
- Provide CASA with notification that an Air Display or Fly-Past application has been received, to include the applicant and proposed location(s)

Unless otherwise noted or required, AWAL's DSA shall act as the applicant's primary point of contact for all matters pertaining to their application.



9.0 Evaluation of Applications

Applications are to be reviewed and evaluated in accordance with AWAL's *Air Display Applications Checklist* by a Panel of three members from the Association's TAC. These individuals will be assigned based on their relevant area of expertise and availability. All available information and factors shall be examined with the primary consideration being the safety of persons and property on the ground.

9.1 Timeframe

AWAL requires a minimum of 28 days to evaluate completed applications that include all necessary attachments and documentation. It may not be possible for the Association to process those received inside of this timeframe.

9.2 External Advice

External advice may be sought by the evaluating Panel as/when needed to ensure applications are correctly and thoroughly reviewed and approvals are granted in accordance with all relevant regulations. This may include advice from the full TAC, non-TAC members within AWAL, airfield operators, and CASA among others.

9.3 Additional Supporting Information

If in the process of evaluating an application members of the Panel feel more information or clarification is required towards making a determination, they may request it as necessary. Such requests will be directed through AWAL's DSA or designated primary contact for the particular application. The Panelists may make as many such requests as necessary to obtain all the information they need to effectively evaluate an application.

9.4 Modifications

If, in the opinion of the assigned Panelists and DSA, certain aspects of a proposed air display are deemed as unsafe, unworkable, or otherwise not consistent with risk minimization requirements; they may require that the applicant(s) make amendments and/or modifications to their application. Assistance and advice can be provided on an "as available" basis, but the responsibility ultimately lies with the applicant(s) to provide the DSA and Panelists with an acceptable application.

9.5 Conflicts of Interest

If a situation arises whereby an applicant is also a member of AWAL's TAC, they will be disallowed from serving on the Panel charged with evaluating their submission. Likewise, if for any reason a member of the TAC feels they cannot provide an objective analysis of any particular air display application, it is their duty to recuse themselves from participation on the relevant Panel.

9.6 Inability to Conduct an Air Display Evaluation

In rare circumstances, AWAL's TAC may feel they do not possess the necessary expertise to effectively evaluate a proposed display. This may arise due to reasons such as but not limited to a lack of familiarity with a particular type of aircraft, complex airspace, or location-specific considerations. In such instances, AWAL will refer the applicant to CASA for consideration of their proposed display in accordance with CAR 156, CAR 157, and CAO 29.4.



10.0 Determinations

10.1 Technical Advisory Committee Panel Recommendation

After full consideration of an application to conduct an air display and assuming the Panelists are satisfied the display can be safely completed with the risk to persons and property on the ground at a level as low as reasonably possible, a recommendation for approval will be sent to the DSA; to include the following:

- Completed *Air Display Application Checklist*, with acceptable answers or explanations on all questions
- Completed *Air Display Conditions and Limitations* form (if applicable)
- Completed *Air Display Recommendation* form (signed and dated by at least a majority of the Panelists)

10.2 Issuance of an Air Display Approval

Upon receipt of these documents, and after review to ensure they are complete and satisfy safety requirements, the DSA will provide the applicant(s) with an *Approval to Conduct an Air Display*. This approval shall include the following:

- Application/Display Reference Number (as assigned previously)
- Approved Aircraft details
- Approved Pilot(s) details
- Approved Display Area
- Approved Display Date(s) and Time(s)
- Air Display Conditions and Limitations
- DSA's Signature and Date

10.3 Denial of Applications

For various reasons, it may be the determination of a majority of the assigned Panelists and/or DSA that some applications are unacceptable. In such instances, AWAL's DSA shall provide the applicant(s) with written notice of rejection, to include a cause or causes for the denial.

10.4 Recourse

If an applicant does not agree with conditions or limitations placed on a display approval, or the rejection of an application in full; they may request that the DSA and assigned Panelists reconsider their decision. Any such re-examination will be at the discretion of the DSA and respective Panel. In any case, their decisions shall be fully supported by AWAL with no further appeals process allowed within the Association. Applicants who are unsatisfied with a final decision by the DSA and their assigned Panel may choose to submit a new and revised application with AWAL. Alternatively, they may choose to pursue an approval through CASA in accordance with CAR 156, CAR 157, and CAO 29.4.

The Australian Warbirds Association cannot, under any circumstances, guarantee a successful approvals outcome for applicants with regards to any air display application.



11.0 Document Control and Retention

11.1 Control of Air Display Applications and Associated Documents

In addition to the information provided to CASA as mentioned under Section 1.2, full applications for Air Displays (including any supplied supporting documentation and attachments) as well as all associated approvals and rejections will be shared with the Regulator as necessary or upon request. AWAL may also make this information available to administrators, display organisers and coordinators, and other relevant persons on an as-required basis.

11.2 Retention of Air Display Applications and Associated Documents

AWAL will maintain records of all air display applications, as well as all associated approvals and rejections, for a period of at least five years from the date of issue.

All such applications and any associated documentation that have been received and/or used by AWAL in the use of this delegation will be subject to the Freedom of Information Act (FOI).

12.0 AWAL's Director of Self-Administration and Technical Advisory Committee

12.1 AWAL's Director of Self-Administration

AWAL's Director of Self-Administration (DSA) is tasked with exercising CASA's delegated powers and monitoring the use of those powers by AWAL's Approved Persons. The DSA also ensures compliance with CASA's regulations pertaining to the administration of Limited category aircraft operations and AWAL's policies and procedures.

Please reference the appendix for information on AWAL's current Director of Self-Administration.

12.2 AWAL's Technical Advisory Committee

AWAL's Technical Advisory Committee (TAC) is comprised of two groups: Maintenance and Operations. Air Display Evaluations and Approvals are to be considered by the TAC-Operations. Members of this group include AWAL's full Board of Directors and select Association members chosen for their broad expertise in various warbird types. Their skills and experience, combined with a willingness to assist the warbird community, provide AWAL and its members with an invaluable font of knowledge and advice. The committee is led by a Chairman, who is appointed by AWAL's Board of Directors. Membership on the TAC is managed by AWAL's CEO, in consultation with the Association's Board of Directors.

Please reference the appendix for information on AWAL's current Technical Advisory Committee-Operations.



Appendix

Australian Warbirds Association Ltd Chief Executive Officers

Mark Awad

Australian Warbirds Association Ltd Director of Self-Administration (DSA)

Peter Pring-Shambler

Australian Warbirds Association Ltd Technical Advisory Committee-Operations (TAC)

Philip Frawley (TAC Chairman)

Mark Awad (AWAL Executive Director and CEO)

Peter Pring-Shambler (AWAL Executive Director and DSA)

Kevin Warren (AWAL President, Treasurer and Director)

Jethro Nelson (AWAL Vice-President and Director)

Brian Candler (AWAL Secretary and Director)

Matt Handley (AWAL National Safety Officer and Director)

Cameron Rolph-Smith (AWAL National Events Officer and Director)

Doug Hamilton (AWAL Director)

Andrew Bishop (AWAL Director)

Graham “Scotty” Taberner (AWAL Director)

Stephen Death

Alan Clements

David Baddams

Peter Clements

Ed Field

Darren Crabb

Trevor Merton

Jim Eaglen