



**AIRBORNE PUBLIC SAFETY ASSOCIATION**



# **FLIGHT OPERATIONS HANDBOOK & PILOT BRIEFING**

## **Flight Operations Plan**

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## ***Welcome!!***

We are pleased you will be joining us for APSCON 2022, which will be held at the Reno-Sparks Convention Center, Reno, Nevada. This manual, available on APSA's website, [www.APSA.org](http://www.APSA.org), provides you with information regarding flight operations and safety procedures for the event.

As always, safety is our primary focus during this event, be it on the ground or in the air. Air Operations this year will benefit greatly from the hard work and support of the Washoe County Sheriff's Office Aviation RAVEN personnel. If you have any concerns or suggestions to improve safety, please contact Bryan Smith.

## Contact Information

Bryan Smith  
APSA Safety Program Manager  
Director of Flight Operations

407-222-8644  
[safety@publicsafetyaviation.org](mailto:safety@publicsafetyaviation.org)

Deputy Joseph Baumann  
RAVEN Chief Pilot  
Fly-In Air Boss

775-772-3761  
[jbaumann@washoecounty.gov](mailto:jbaumann@washoecounty.gov)

Deputy Dan Wheeler  
RAVEN Chief TFO

775-338-3990  
[dwheeler@washoecounty.gov](mailto:dwheeler@washoecounty.gov)

Sergeant Joshua Fisher  
RAVEN Unit Supervisor

775-691-9484  
[jofisher@washoecounty.gov](mailto:jofisher@washoecounty.gov)

Tom Coccia  
Levy Exposition Services

678-520-3278  
[tcoccia@levyexpo.com](mailto:tcoccia@levyexpo.com)

Atlantic Aviation  
Bernard Conaway  
Primary Contact

775-858-7300  
[Bernard.Conaway@atlanticaviation.com](mailto:Bernard.Conaway@atlanticaviation.com)  
[www.atlanticaviation.com/Locations/RNO.aspx](http://www.atlanticaviation.com/Locations/RNO.aspx)

Kailey Salter (Facility Manager)  
General Manager

775-858-7300  
[Kailey.Salter@atlanticaviation.com](mailto:Kailey.Salter@atlanticaviation.com)

## Important Event Notes

- Pilots of ALL aircraft being flown to the Convention Center for exhibit must attend the Pilot Orientation & Flight Operations Safety Briefing prior to the aircraft being flown to or departing from the Convention Center. The briefing will be held on Monday, July 25, 2016, at Atlantic Aviation Services, 655 South Rock Blvd, Reno, 89502, Reno/Tahoe International Airport. The briefing will begin at 6:00 a.m.

**No aircraft will be permitted to land at or depart from the Convention Center unless THE PILOT has attended the briefing prior to their flight.**

- **Aircrews designated to fly aircraft in to the convention center on Monday morning need to be there from the 0600 briefing until possibly early afternoon** depending on variable circumstances involved with this type of operation. **The schedule cannot accommodate any aircrew needing to attend classes or meetings** away from the airport on Monday morning.
- Aircraft will NOT be permitted to land at the Convention Center without the specific insurance documentation that is delineated in these guidelines ([Click here 6](#)).
- Per the Fire Marshall, display aircraft have specific fueling requirements ([Click here 8](#)). Aircraft will be inspected prior to entry into the convention center. **Any aircraft exceeding the maximum fuel requirement will be denied entry into the convention center.**
- There should be only the minimum aircrew necessary for the safe operation of aircraft to arrive and depart the landing zone – **No ride-alongs or other passengers** will be permitted in aircraft during flight operations.
- Loading dock doors at the Reno Convention center are 39.9 feet wide by 32 feet high. If you need to remove or fold blades or wings to fit through that doorway, bring the equipment needed to do so.
- No aircraft will be permitted to depart from the Convention Center once the aircraft has landed until the specified date of departure following the show (Friday, July 29<sup>th</sup>).
- No demonstration flights will be authorized to operate from the Convention Center area.
- Exhibitors desiring to display aircraft must complete and submit the Aircraft Display Request Form by **June 17, 2022**. The form can be found at the bottom of this document.

- Any exhibitor who intends to fly an aircraft that is “Experimental” should be familiar with FAA requirements regarding flight over congested areas. The process for gaining FAA approval for such flights should be initiated well in advance of the conference & exposition.
- News media will not be permitted to enter the landing zone and will be required to remain a safe distance from the landing zone.
- In the event of an in-flight emergency, the pilot in command shall be responsible for taking appropriate action.
- Pilots shall be familiar with hand signals that will be used by the landing zone officer with respect to movement when approaching, hovering, landing and departing the landing zone.
- The landing zone and surrounding area will be swept prior to commencing flight operations. However, pilots should be mindful of the effect of rotor downwash and the possible FOD that can occur.
- There will be a fire/rescue crew adjacent to the landing zone in the event of a mishap, and only authorized rescue personnel shall be permitted in the landing zone.
- In the event of a mishap, the NTSB will have initial responsibility and authority for removal of aircraft. In the event the NTSB and/or the FAA chooses not to respond, the owner/operator shall have responsibility for removal of their aircraft.
- Please review the material in this handbook before attending the Pilot Orientation & Flight Operations Safety Briefing. At this briefing, pilots will be asked to provide a contact name, hotel and telephone number, and the aircraft type and registration number, in the event of any problems or questions regarding exhibited aircraft.
- Please review the material in this handbook before attending the Pilot Orientation & Flight Operations Safety Briefing. At this briefing, pilots will be asked to provide a contact name, hotel and telephone number, and the aircraft type and registration number, in the event of any problems or questions regarding exhibited aircraft.

## IMPORTANT DATES

- Aircraft display form due – **June 17, 2022**
- Aircraft insurance forms due – **July 11, 2022**
- 2022 Show Dates: Monday, July 25th – Saturday, July 30, 2022
- Flight Operations Safety Briefing & Fly-In to Convention Center – 0800 (08:00 AM), **Monday, July 25th**
- Fixed-Wing relocation to Convention Center – **Sunday (night), July 24th** (Time TBD)
- Exhibits open **July 27-29**
- Fly-Out from Convention Center – Friday, **July 29** - 1400-2000 (04:00 PM – 08:00 PM)
- Fixed-Wing relocation to airport – Friday (night), **July 29** (Time TBD)

## Insurance Requirements for Display of Aircraft

1. All aircraft exhibited in the Convention Center for APSCON, whether flown or trucked in, must be properly insured.
2. Any commercial exhibitor that brings an owned, leased or borrowed aircraft to be displayed in the Convention Center, including the use of aircraft belonging to a governmental agency, agrees to name APSA Inc., its agents, officers, directors and employees and exhibition convention center, its owners, management company, officers, directors and employees as an 'additional insured' on the exhibitor's policy of insurance covering the operation of the aircraft. In addition, Exhibitor acknowledges that APSA does not maintain any insurance to cover loss or damage to any property of Exhibitor. Exhibitors are advised to obtain commercial insurance to cover all losses and claims. Furthermore, it is requested that all exhibiting companies carry general liability and personal property insurance, including workers' compensation, if applicable.
3. Proof of insurance must be in the form of a "Certificate of Insurance" that identifies all aircraft, individually by serial number, stating the make, model, registration number, and owner of the aircraft. If the aircraft is owned/operated by someone other than the exhibitor, the documentation should so state and proof of insurance shall name both as

insured or additionally insured. Without proof of insurance, the aircraft will not be permitted to land at or move into the Convention Center.

4. Aircraft **flown** to the Convention Center: Exhibitors flying aircraft to the Convention Center must provide proof of insurance to APSA in the form of a Certificate of Insurance. This should be from the exhibitor's insurance broker, confirming a minimum of \$5,000,000 combined coverage for public liability and property damage.
5. Aircraft **trucked** to the Convention Center: Exhibitors trucking aircraft to the Convention Center must provide proof of insurance to APSA in the form of a Certificate of Insurance. This should be from the exhibitor's insurance broker, confirming a minimum of \$1,000,000 combined coverage for public liability and property damage.

### **ADDITIONAL INSURANCE REQUIREMENTS**

Whether an aircraft is flown or trucked to the Convention Center, the Certificate of Insurance must also list as additionally insured:

- ✓ Airborne Public Safety Association, its Agents, Officers, Directors and Employees
- ✓ The Reno-Sparks Convention Center RSCVA, City of Reno, Washoe County and their officers
- ✓ Additionally, the Airborne Public Safety Association shall be provided a "Waiver of Subrogation" under the hull/physical damage insurance coverage for each aircraft.

If hull/physical damage insurance coverage is NOT carried, or the aircraft is "self-insured" by the owner, APSA must receive a notarized letter on the aircraft owner's letterhead signed by an officer of the company stating that the owning/operating company will not hold the Airborne Public Safety Association liable for any damage incurred during the 46th Annual Conference & Exposition, to include the time period of the aircraft's arrival at the Convention Center to the time of its departure.

Proof of Insurance (original or copy is acceptable) should be transmitted by mail, email (bosborne@publicsafetyaviation.org) to the Airborne Public Safety Association, Attention: Conference & Exposition Flight Operations, 50 Carroll Creek Way, Suite 260, Frederick, MD 21701.

**PROOF OF INSURANCE MUST BE RECEIVED BY APSA  
NO LATER THAN MONDAY, JULY 11, 2022**

## FBO Services

For APSCON 2022, flight operations to the Reno Convention Center be staged out of Atlantic Aviation Services, located on the east side of the Reno/Tahoe International Airport (RNO).

Fixed wing aircraft needing to be towed to the Convention Center will be staged out of Atlantic Aviation as well. There is a charge for the transport service and contact needs to be made with Atlantic Aviation to discuss the fee. Fixed wing aircraft will be towed to the convention center on Sunday afternoon/evening.

Atlantic Aviation Services  
655 South Rock Boulevard  
Reno, NV 89502

Bernard Conaway (General Manager)  
775-858-7300 [Bernard.Conaway@atlanticaviation.com](mailto:Bernard.Conaway@atlanticaviation.com)

Kailey Salter (Facility Manager)  
775-858-7300 [Kailey.Salter@atlanticaviation.com](mailto:Kailey.Salter@atlanticaviation.com)

<http://www.airnav.com/airport/KRNO/ATLANTIC>  
<http://www.atlanticaviation.com/Locations/RNO.aspx>

## PILOT BRIEFING and FLIGHT OPS

Date: Monday, July 25th, 2022

Location: Atlantic Aviation Services

0600 (6:00 AM) Welcome

0610 (6:10 AM) Pilot Orientation & Flight Operations Safety Briefing

0700 (7:00 AM) Convention Center Landing Area Opens

1200 (12:00 PM) Convention Center Landing Area Closes

**\*\*NOTE\*\*** Transportation will not be provided from the hotels to the airport for the Pilot Orientation & Flight Operations Safety Briefing



- During the pilot briefing details will be given as to the preferred flight path to the landing area and schedule. The Air Boss will be at the landing site. A RAVEN operations designee will be at the FBO in contact with the Air Boss. When the Air Boss confirms that the landing area is ready for the next aircraft, the RAVEN designee will clear the next aircraft in the schedule to launch.
- No aircraft may land at the convention center without first obtaining approval from the RAVEN designee per the Air Boss. Because the landing area is so close to the airport, pilots will remain in on tower frequency at all times. If the Air Boss needs to relay instructions they will do so on that frequency. It is not anticipated that the Air Boss will need to communicate on tower frequency except in extreme circumstances. A landing team will be on hand to secure the site and marshal in aircraft.
- APSA reserves the right to assign time slots due to a possible need to sequence the aircraft based on an exhibitor's booth location.
- For safety considerations, only those personnel authorized by APSA will be allowed to approach an aircraft while the rotors are turning. Please advise persons meeting your aircraft to remain clear. Under no circumstances will any person be allowed to approach or depart from an aircraft during rotor run-up or coast-down.

\*\*\*Final details on flight ops will be given during the pilot briefing\*\*\*

#### “WEATHER DAY”

Tuesday, July 26, 2022: APSA staff members are committed to other activities on this day and are not generally available to coordinate flight operations. APSA may arrange access to the landing area ONLY for extraordinary circumstances that prevent completing Convention Center flight operations by 12:00 noon on Monday, July 25, 2022. Therefore, there will be no scheduled aircraft arrivals other than on Monday, July 25, 2022.

# AIRCRAFT FUEL REQUIREMENTS

Display of Aircraft inside a Building:

The maximum amount of fuel that is permitted in aircraft that are flown to the display site is the minimum reserve\* that is required by Federal Aviation Regulations (CFR 49), enough fuel to reposition to an airport where commercial fuel is available and sufficient fuel to accomplish any ground runs necessary after the aircraft has been on display.

\* Minimum fuel on arrival shall be defined as: "Enough fuel to start up, conduct ground runs sufficient to determine airworthiness after the display (10 minutes), fly to the refueling airport and have a 20-minute reserve upon landing".

\*\*\*Atlantic Aviation does not have aircraft de-fueling equipment\*\*\*

\*\*\*De-fueling will not be allowed at the landing site\*\*\*

**Convention Center regulations stipulate gas caps must be locked or sealed with tape. Batteries must be disconnected. Igniter breakers must be pulled and tie-strapped.**

**Aircraft fuel quantity will be checked** prior to movement into the Convention Center. Pilots are reminded to plan their departures from the Convention Center back to Atlantic Aviation Services or another nearby destination where necessary refueling can be accomplished.

Should a fuel, oil, or hydraulic leak occur while the aircraft is inside the convention center, APSA will have a number of "spill kits" available. However, if a leak cannot be stopped or contained, the aircraft will be removed from the convention center.

Aircraft being trucked to the Convention Center must arrive with no fuel. It is recommended, but not required, that the fuel system be purged prior to arrival.

Aircraft being trucked in (and, therefore, containing no fuel) will be required to be trucked out of the convention center.

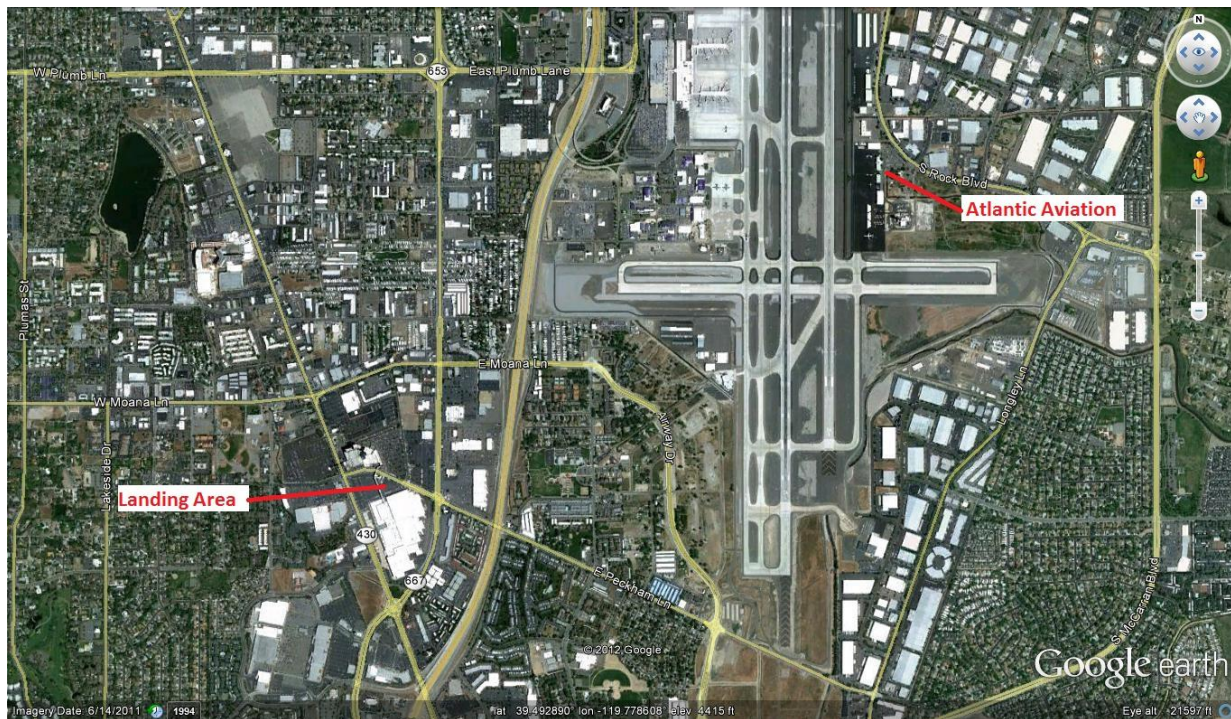
\*\*\*NOTE: Fueling and/or de-fueling WILL NOT be permitted at the Convention Center\*\*\*

# AIRPORT INFORMATION

Reno/Tahoe International Airport

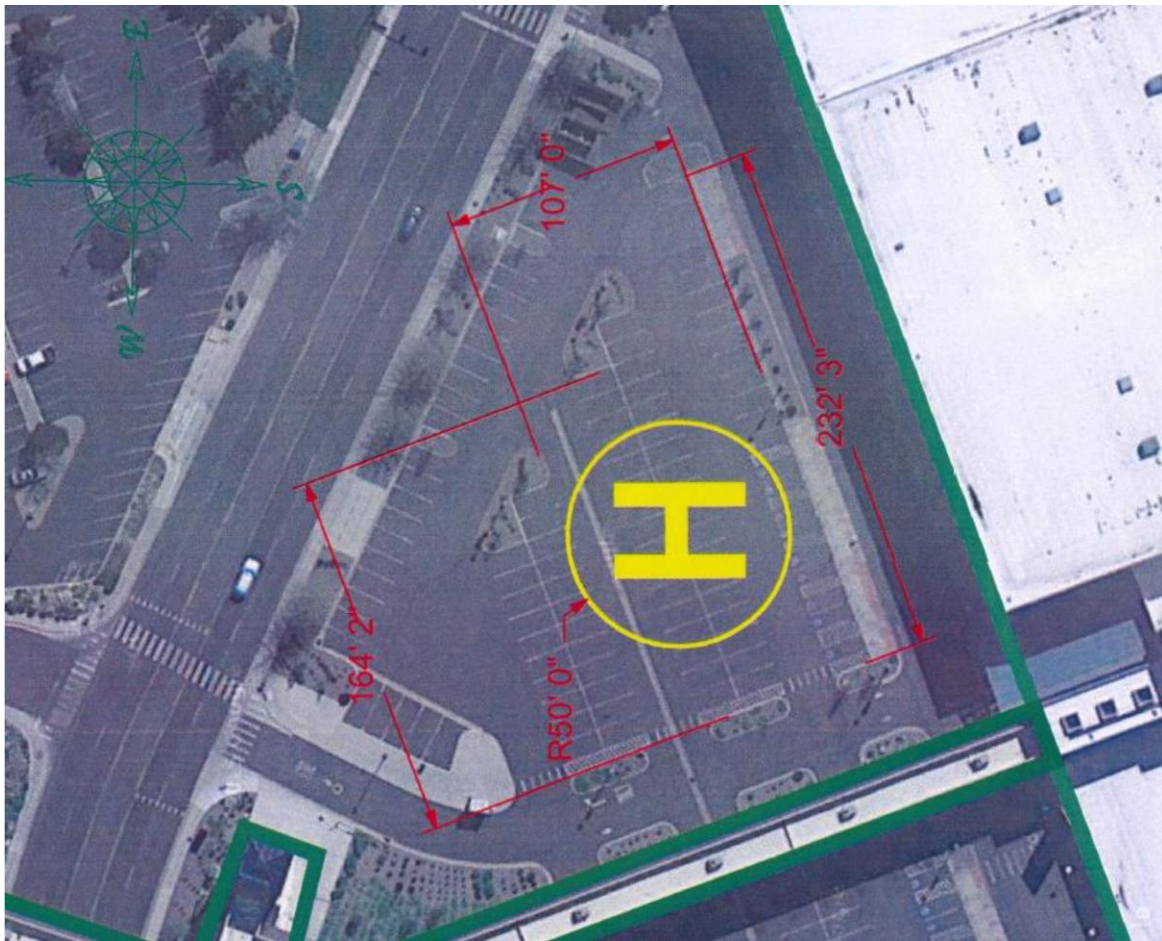
<http://www.airnav.com/airport/KRNO>

FAA Identifier:	(RNO)
Elevation:	4452 ft.
From City:	3 miles SE of Reno, NV
Landing Fee:	None
FBO:	131.6
Tower:	118.7
Ground:	121.9
Clearance Delivery:	124.9
ATIS:	135.8
ASOS:	775-324-6659





## ARRIVAL / LANDING SITE INFORMATION





## Sky Bridge



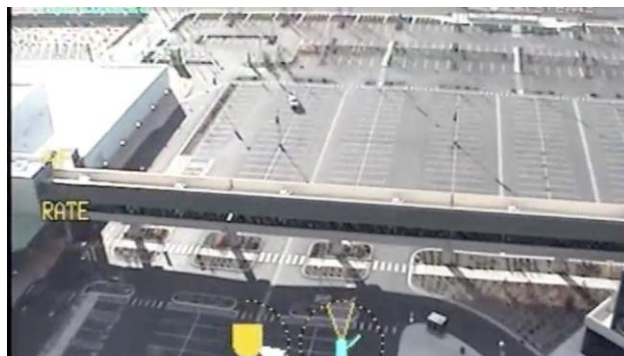
## Arrival/Departure Procedures

### Landing Zone:

The RSCC is located approximately 1 mile SW of the Reno airport. A prominent landmark for the RSCC is the Atlantis Hotel-Casino, located adjacent the convention center. The landing zone is the north parking lot at the convention center, located between the convention center and the Atlantis.

The parking lot is a level, paved surface. The only significant obstacles in the parking lot are the light standards located throughout the parking area and the Sky Bridge between the Atlantis and the RSCC. Large, clear areas between the standards are available for landing.

There will be emergency equipment standing by during landing and departures from the RSCC.





Elevated Pedestrian Walkway  
20 Foot Clearance

☆ = 30 Foot Light Pole

● = Deciduous tree none over 15 feet

Roll Up Door

41' 11"

## **AIRCRAFT MOVE-IN TO EXHIBIT HALL and STATIC AREA**

Fixed wing aircraft towed in on Sunday will be brought into the exhibit hall first thing Monday morning, before helicopters are brought into the landing area.

Upon landing at the Convention Center, the aircraft will be prepared as follows:

1. Aircraft will be cooled down in accordance with manufacturers' recommendations.
2. Aircraft will be verified as having the allowed amount of fuel in the fuel tanks.
3. Aircraft fuel systems will be shut off and verified for no leakage or seepage.
4. Circuit breakers for fuel and starting systems will be deactivated, tie-wrapped to prevent inadvertent activation and verified by exhibitor personnel. Batteries shall be disconnected.
5. Aircraft fuel caps and fuel vents will be taped shut. (Locking fuel caps are preferred!)
6. If necessary, main rotor blades will be folded or removed at this time. Advise Bryan Smith, Director of Flight Operations, or other authorized APSA representative as rotor downwash from other aircraft might damage loose cowlings or hinder blade removal.
7. Aircraft without documentation and proof of insurance will not be allowed to enter the Convention Center or remain parked on Convention Center property.
8. Know your booth number! This will expedite getting your aircraft to the proper area of the Exhibit Hall.
9. After Director of Flight Operations approval and completion of preparation, aircraft will be moved to the Exhibit Hall as instructed.
10. All exhibitors moving aircraft into the Convention Center must provide Ground Guides ("wing-walkers") to avoid possible damage to your aircraft, or other exhibits, while moving into the Convention Center.
11. Provide Bryan Smith with a point of contact (name, hotel, room number, and telephone number) should an emergency with your aircraft occur during the Conference & Exposition.

12. Aircraft, ground handling equipment, dollies, etc. may not be left outside overnight at the Convention Center before, during, or after the show, as there is no dedicated security for these types of things

Once each helicopter is prepped for entry into the building they will be shut down and towed in through the door shown below. RAVEN has ground handling equipment for their OH-58 and UH-1 aircraft, along with a tug. Aircraft requiring other types of ground handling equipment need to make arrangements. RAVEN and APSA personnel are available to assist in that effort, but we do not have the equipment ourselves. Please be sure that same equipment is available on Friday to remove the aircraft as well.

Exhibitors must provide personnel to assist in the ground movement of their helicopters into the Exhibit Hall and Static Area. If you require special equipment on-site during move-in, i.e. cranes or forklifts, contact:

Tom Coccia

Levy Exposition Services

P 678-520-3278

W [tcoccia@levyexpo.com](mailto:tcoccia@levyexpo.com)



## Ground Procedures

Following landing at the designated LZ, aircraft will be shut down. Following shutdown, aircraft will be prepped and towed into the convention center. The primary door is 39'9" wide by 32' high. A secondary door is available and is 18'6" wide by 32' high. The floor of the convention center is level with the LZ (parking lot) so there are no ramps to negotiate.

An aircraft tug, a light-duty tow bar a heavy-duty tow bar, OH-58 ground handling wheels, UH-1 ground handling wheels, and heavy duty cargo straps will be available at the convention center for use in getting aircraft safely and efficiently onto the convention floor.





## **AIRCRAFT MOVE-OUT PROCEDURES**

1. Obtain clearance from the Levy Exposition Services and Flight Operations Director Bryan Smith or RAVEN flight ops representative to move aircraft from the convention center to the departure area. Do NOT move aircraft to the operations area until you are ready to depart. Once on the flight line, do not leave the aircraft unattended!
2. Assemble aircraft, remove gas cap and vent tape, remove tie-wraps, and reconnect batteries. Complete a thorough preflight inspection, in accordance with maintenance procedures, to ensure that any precautionary steps taken to prepare the aircraft for display have been corrected and the aircraft has been returned to a full airworthy condition.
3. Establish two-way radio communication before start-up. DO NOT start aircraft engines until cleared by the on-site Flight Operations Director.
4. After checklists are complete, safely expedite your take-off to allow other aircraft access to the departure area. Contact RNO tower as soon as possible after takeoff.

Exhibitors must advise Bryan Smith if their aircraft cannot be moved out promptly. Exhibitors are responsible for security of the aircraft outside the Exhibit Hall or Static Area when departures are delayed.

If an aircraft is sold, or ownership otherwise transferred during the Conference & Exposition, the aircraft must, nevertheless, be flown by a company pilot who attended the Pilot Orientation & Flight Operations Safety Briefing, preferably the same pilot who flew the aircraft to the Convention Center, and with the original insurance still in force.

All aircraft to be flown from the Convention Center must be removed from the Convention Center by 2000 (08:00 pm) on Friday, July 29. Any aircraft remaining at the Convention Center after 2000 (08:00 pm), other than those to be trucked out, are subject to being removed by ground transport to the nearest FBO at the owner's expense.

## **AIRCRAFT FLY-OUT**

Friday, July 29, 2022  
1400 – 2000 (02:00 PM – 08:00 PM)

**Note:** Only those pilots who attended the Pilot Orientation and Flight Operations Safety Briefing for the Fly-In into the Convention Center may fly aircraft during the Fly-Out from the Convention Center unless prior arrangements have been made with Bryan Smith.

Only day/VFR operations are permitted. No aircraft will be permitted to depart after dark.

Aircraft will not be permitted to move from their booths or the static area of the Exhibit Hall floor until after the show closes at 1400 (02:00 PM).

A departure briefing will be provided to pilots on Friday.

**PLEASE BE POLITE AND PROFESSIONAL DURING  
LINEUP TO EXIT THE CONVENTION HALL!**

**Please Fly Neighborly!**

**Take the Time for a Safe Flight Home**

**We Look Forward to Seeing You at APSCON 2022**

**Reno, NV**

**July 25-30, 2022**

# **APSCON 2022 ANNUAL CONFERENCE & EXPOSITION CHECK LIST**

## **FOR AIRCRAFT EXHIBITORS AND PILOTS**

1. Aircraft Display forms due: June 17, 2022
2. Aircraft Insurance Certificates due: July 11, 2022
3. Arrange for FBO/Flight-line services with Atlantic Aviation at Reno Airport.
4. Plan for required fuel in tanks upon arrival as outlined in this document.
5. Review current Arrival/Departure procedures and charts.
6. Tow bars/ground handling/rotor blade removal equipment and personnel to move aircraft into Convention Center.
7. Aircraft will be in booth number \_\_\_\_\_.
8. Monday, July 25, 2022 @ 0600 (06:00 AM) - Pilot Orientation and Flight Operations Safety Briefing (required for aircraft flown to/from Convention Center) at Reno airport, Atlantic Aviation.
9. Monday, July 25, 2022 from 0700 – 1200 (07:00 AM - 12:00 PM) – Aircraft Fly-In to Convention Center.
10. Friday, July 29, 2022 from 1400 to 2000 (02:00 PM – 08:00 PM) – Aircraft Fly-Out from Convention Center.
11. Remember, all pilots must attend the Pilot Orientation and Flight Operations Safety Briefing before they can fly an aircraft to/from the Convention Center.
12. Ask questions if you are unfamiliar with these guidelines.

# APSCON 2022 ANNUAL CONFERENCE & EXPOSITION CHECK LIST

## FOR AIRCRAFT ENTERING THE CONVENTION CENTER

Aircraft without documentation and proof of insurance will not be allowed to enter the Convention Center or remain parked on Convention Center property.

Complete and sign a form for each aircraft. Upon landing at the Convention Center, verify that the aircraft is prepared as follows:

Enter Aircraft Registration No. \_\_\_\_\_ Verified By (Initial) \_\_\_\_\_

1. Aircraft fuel level verified as required. \_\_\_\_\_
2. Aircraft fuel systems will be shut off and verified for no leakage or seepage. \_\_\_\_\_
3. Circuit breakers for fuel and starting systems deactivated and tie-wrapped to prevent inadvertent activation. \_\_\_\_\_
4. Aircraft battery disconnected. \_\_\_\_\_
5. Aircraft fuel caps and fuel vents taped closed. \_\_\_\_\_  
(Locking fuel caps are preferred!)
6. APSA Flight Operations Director clearance (*signed by APSA rep*) \_\_\_\_\_

Use Ground Guides ("wing-walkers") to avoid possible damage to aircraft, or other exhibits, while moving into the Convention Center.

Be sure you have provided APSA Flight Operations Director Bryan Smith with a point of contact, should an emergency with your aircraft occur during the exposition: Name, Hotel, Telephone Number and Room Number!!

PRINT NAME: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

# APSCON 2022 ANNUAL CONFERENCE & EXPOSITION

## CHECK LIST

### FOR AIRCRAFT **EXITING** THE CONVENTION CENTER

- |   | Verified By<br>(Initial) |
|---|--------------------------|
| 1. Ensure that any ground handling equipment required to move the aircraft from your booth to the flight operations area is on-site.  | _____                    |
| 2. If it was necessary to fold or remove any main rotor and/or tail rotor blades, re-install in accordance with the manufacturer's appropriate instructions and procedures. | _____                    |
| 3. Remove any tape that may have been used to seal any fuel and battery vents, aircraft fuel caps, static ports and or pitot systems  | _____                    |
| 4. Remove any tie-wraps from circuit breakers that were used to prevent inadvertent activation of fuel and starting systems and reactivate.                                 | _____                    |
| 5. Reconnect the battery.   | _____                    |
| 6. Complete all appropriate logbook entries in accordance with FAA Regulatory requirements for maintenance performed.   | _____                    |
| 7. Perform a thorough preflight inspection.   | _____                    |

Remember that the aircraft came in with minimum fuel, so the first stop needs to be planned with that in mind.

PRINT NAME: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_



## AIRCRAFT DISPLAY INFORMATION & REQUEST FORM

### LOCATION:

Reno-Sparks  
Convention Center

All exhibitors displaying  
aircraft must complete  
and return this form to  
the APSA Headquarters  
by June 15, 2022.

Please return all  
completed forms to:

APSCON 2022  
50 Carroll Creek Way  
Suite 260  
Frederick, MD 21701

Fax: 301-631-2466

Email (as attachment):  
[posborne@publicsafety  
aviation.org](mailto:posborne@publicsafetyaviation.org)

Please complete the information below for the Exhibitor displaying the aircraft in their booth.

Exhibiting Company Name:

Exhibiting Company Address

City/State/Zip

Telephone

Point of Contact

Email

Telephone

Name of Pilot

Email

Telephone

Pilot's Contact Information during APSCON 2022 (Hotel and/or Telephone Number):

*Please provide the information requested below for all aircraft to be displayed at APSCON 2022.*

MAKE	MODEL	REGISTRATION NUMBER	ANTICIPATED FBO	BOOTH #

Please complete the information below if the aircraft is owned or operated by someone other  
than the Exhibitor:

Owner/Operator Name:

Owner/Operator Address

City/State/Zip

Owner/Operator Point of Contact

Email

Telephone