

BANNER TOW - FAR 91.311
SPECIAL PROVISIONS
FLORIDA AERIAL ADVERTISING
December 31, 2000, Sunrise
TO
December 31, 2002, Sunset

1. Before operating under the terms of this waiver, all pilots will satisfactorily complete ground and flight training applicable to the aircraft used, review the Federal Aviation Regulations (FAR) appropriate to such operations and the terms and special provisions of this waiver. The flight training and proficiency flight test will be conducted by at least a Commercial rated pilot in one of the aircraft used in banner towing. The pilot shall meet the standards as listed in the current commercial pilot practical test standards with special emphasis on the following maneuvers, i.e., flight at critically slow airspeeds, maximum performance maneuvers, emergency procedures to include equipment malfunctions and specific banner towing safety procedures.
2. Records and Reports: Each holder of a Banner Tow Authorization/Waiver shall maintain and keep current, at the home base of operations designated in his application, the following records:
 - a. Maintain a banner tow log of each flight conducted under this Authorization/Waiver to include:
 1. Date; (Month, Day, Year format)
 2. Pilot in Command's name;
 3. Airport identification (from which banner tow operations are conducted);
 4. Take-off time; (Times will be recorded using the 24 hour clock format)
 5. Landing time; and,
 6. Area where banner tow operations conducted (example: Clearwater Beach, Florida).
 - b. These records must be kept at least twelve (12) months from date of flight and made available for inspection by the Administrator on request.
3. No person may operate a banner tow aircraft unless within the preceding 100 hours time in service it has received an annual or 100 hour inspection and been approved for return to service in accordance with FAR Part 43 and 91.
4. This Certificate of Authorization for towing operations shall not be construed as a waiver of minimum safe altitudes as specified in FAR 91.119. Congested area operations shall be executed in accordance with a planned course of action with emphasis on selection and availability of emergency landing areas. Due to the area over which such operations are usually conducted (congested areas) special precautions will be exercised by the pilot to ensure compliance with FAR 91.119(a), (b), and (c). Operations over congested areas, or open air assemblies of persons, must be no lower than 1000 feet above the highest obstacle within a horizontal radius of 2000 feet and operations elsewhere shall be in

compliance with FAR 91.119(c), (FAR 91.119(d) is not applicable for helicopters under the terms of this waiver).

5. Prior to, and during, towing operations within CLASS B, C, or D airspace, each person planning and conducting such operations shall establish, and maintain, two-way radio communications with the appropriate air traffic control facility for coordination purposes, and additional instructions or clearances, as required by Air Traffic Control(ATC), and be equipped with an operational transponder, as appropriate, for the airspace in which operations are conducted.
6. Approval in writing shall be obtained from the airport management for operations conducted at that airport.
7. This waiver and these provisions do not supersede any local, city, or state ordinance or law prohibiting aerial advertising.
8. No banner towing operations will be conducted directly over stadiums or open air assemblies of people.
9. Operations will not be conducted unless the ceiling is at least 1500 feet and visibility is at least three (3) miles.
10. Only those aircraft and pilots listed below may be utilized under the provisions of this authorization. Any additions must be coordinated with the Tampa Flight Standards District Office(FSDO), prior to their use:

<u>AIRCRAFT M/M & ID NUMBER</u>	<u>PILOT</u>	<u>CERTIFICATE NO./RATING</u>
Cessna 172, N260WB	RADHA ABIRAMAN	████████/COMMERCIAL

11. This Certificate of Waiver, and attached provisions or copies thereof, shall be carried in the aircraft during all aerial advertising operations.
12. Only crew members **ESSENTIAL** to the operation shall be carried on flights conducted under the terms of this waiver. In all cases if a safety pilot/safety observer is carried, that person will be the holder of at least a Private Pilot Certificate with a current medical certificate and have been trained in, and be knowledgeable of, Banner Tow Operations, sighting, and recognition of potential mid-air collision situations.
13. Tow attachment and release mechanisms on the aircraft shall be approved by the Federal Aviation Administration.

14. The Pilot in Command will be responsible for the conduct of a thorough inspection of the aircraft, engine and special equipment prior to each day's operations.
15. When banner tow operations are being conducted at **ANY** stadium, the following limitations are to be followed:
 - a. Banner tow aircraft are limited to four (4) aircraft circling the stadium at any one time.
 - b. Each aircraft will circle the stadium for not more than twenty (20) minutes. The twenty (20) minute limitation does not apply if the controlling tower does not have any aircraft holding outside the area waiting permission to enter the stadium pattern.
 - c. Each operator will coordinate with ATC or local officials if policy differs from the above.
16. When banner tow operations are being conducted at Raymond James Stadium, Tampa, Florida, the following limitations are to be followed:
 - a. At **NO TIME** shall an aircraft fly across Raymond James Stadium, anytime a game or event is scheduled. All flights must be **OUTSIDE** the stadium boundary.
 - b. Prior to conducting operations in the vicinity of Raymond James Stadium, operators must be a signatory to a Letter of Agreement, governing such operations, issued by Tampa Air Traffic Control Tower (ATCT). Operators may contact Tampa ATCT at 813-371-7700.
 - c. Aircraft will not be operated at less than 1200 feet AGL.
17. Minimum altitude for banner towing will be 1000 feet AGL other than pickup and drops. Air Traffic Control facilities may modify the 1000 minimum altitude provisions when operating in controlled airspace provided the banner tow is not over a congested area but never lower than 500' AGL.
18. Formation flying prohibited while towing banners.
19. Operations outside the geographic area of the issuing FSDO will be coordinated with the appropriate jurisdictional FSDO in advance, and the operator will comply with all special provisions imposed by that office.
20. All banner tow operations shall be conducted in VFR weather conditions as required by 14 CFR part 91, § 91.155. Operations shall be conducted only between the hours of official sunrise and official sunset.
21. Appropriate airport officials will be notified in advance when banner tow operations will be in close proximity to an uncontrolled airport.
22. When banner tow operations are conducted around congested areas, due care will be exercised so that, in the event of emergency release of the banner and/or tow rope, it will

not cause undue hazard to persons or property on the surface.

23. The tow rope will be dropped only in a predesignated area at least 500 feet from persons, buildings, parked automobiles, and aircraft. If the tow plane lands with the rope attached, due care will be exercised to avoid trailing the rope and endangering other aircraft in the air, or persons, property or aircraft on the surface.
24. For nonrevenue flights, the pilot of the tow aircraft shall hold at least a valid private pilot certificate and have a minimum of 200 hours PIC time.
25. A current copy of the following is to be carried onboard all aircraft:
 1. Certificate of Waiver or Authorization, and
 2. List of all approved pilots and aircraft.

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