APPENDIX 1. FIGURES

Figure 1. Showline

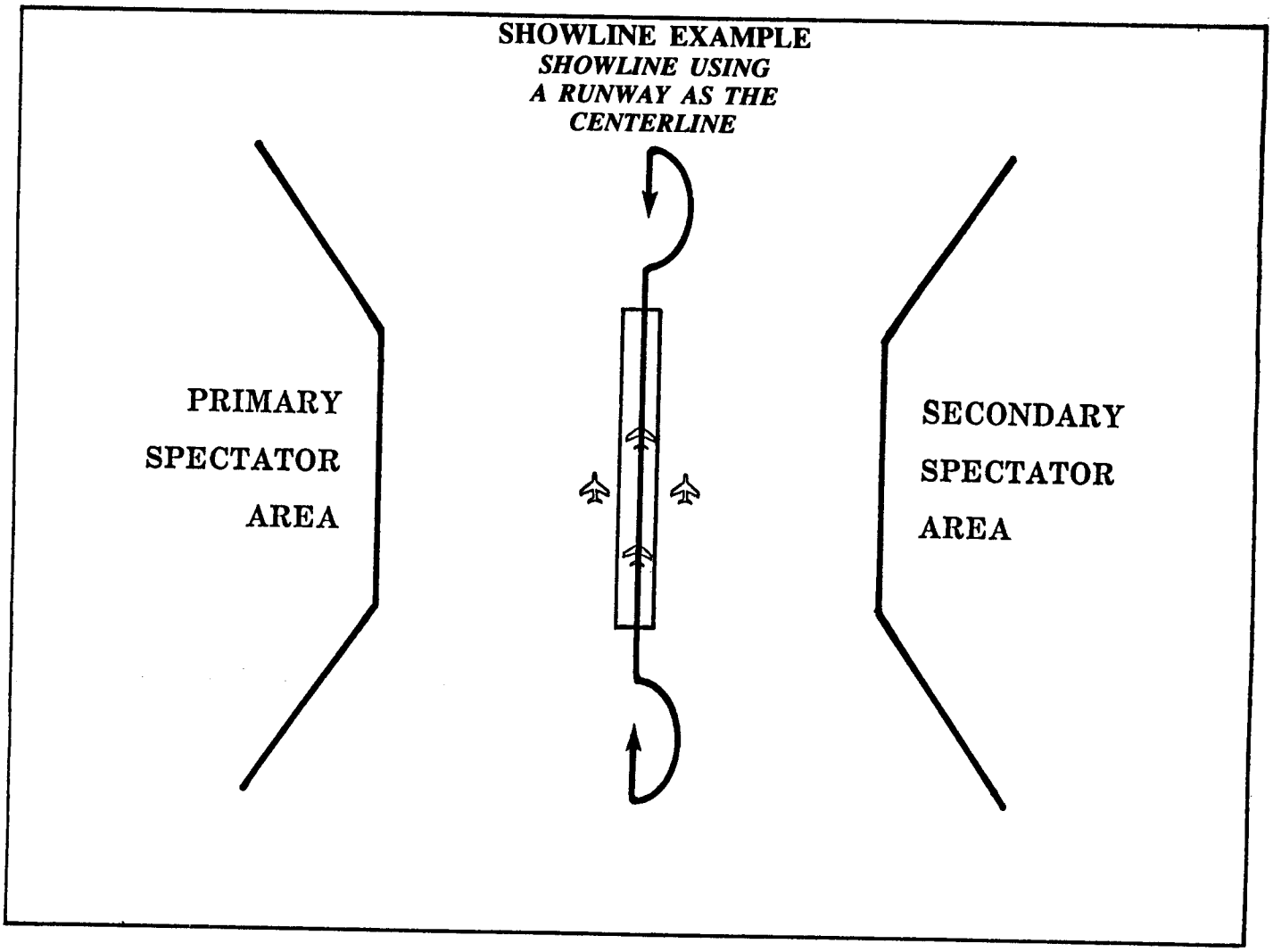


Figure 2. Ingress

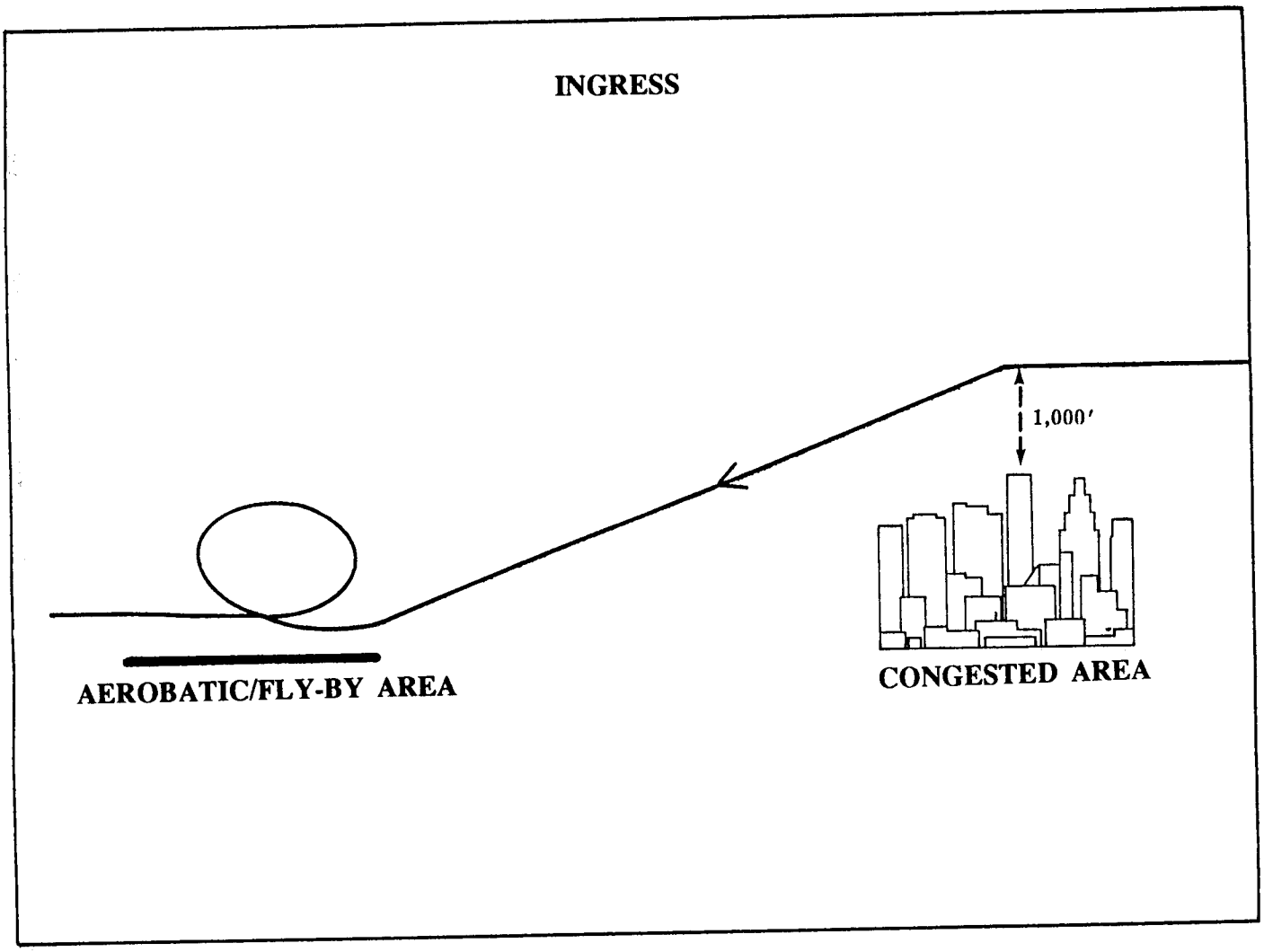


Figure 3. Egress

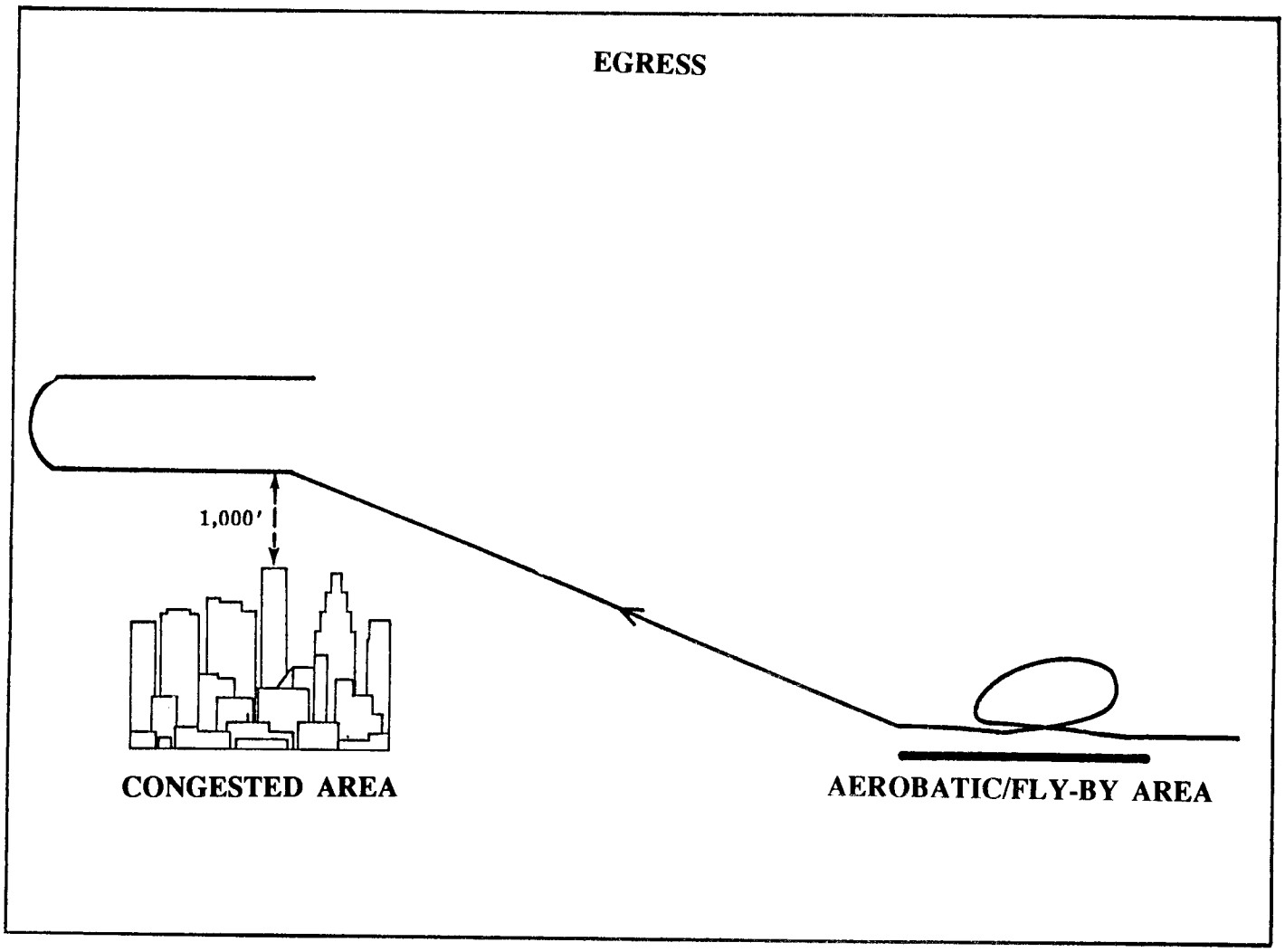


Figure 4. Sample of FAA Form 8710-7, Statement of Aerobatic Competency

FRONT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF ACROBATIC COMPETENCY

PILOT Tommy Cartwright	
TYPE CERTIFICATE/NUMBER Commercial 765438284	
ISSUANCE DATE 10-30-89	EXPIRATION DATE 10-31-90
GENERAL AVIATION OPERATIONS INSPECTOR (Signature) Donald R. Blackwell Donald R. Blackwell ASW-FSDO-1	

FAA Form 8710-7 (5-78)

BACK

MANEUVER LIMITATIONS None	
ALTITUDE LIMITATIONS Per Waiver/FAR	AUTHORIZED AIRCRAFT Pitts Special
I understand that this statement of competency does not authorize deviation from FAR 91 except as defined by waiver thereto, or to the terms of Special Provisions contained in any waiver to FAR 91.	
PILOT (Signature) Tommy Cartwright	

Figure 5. Category I Showline - Optimum Layout

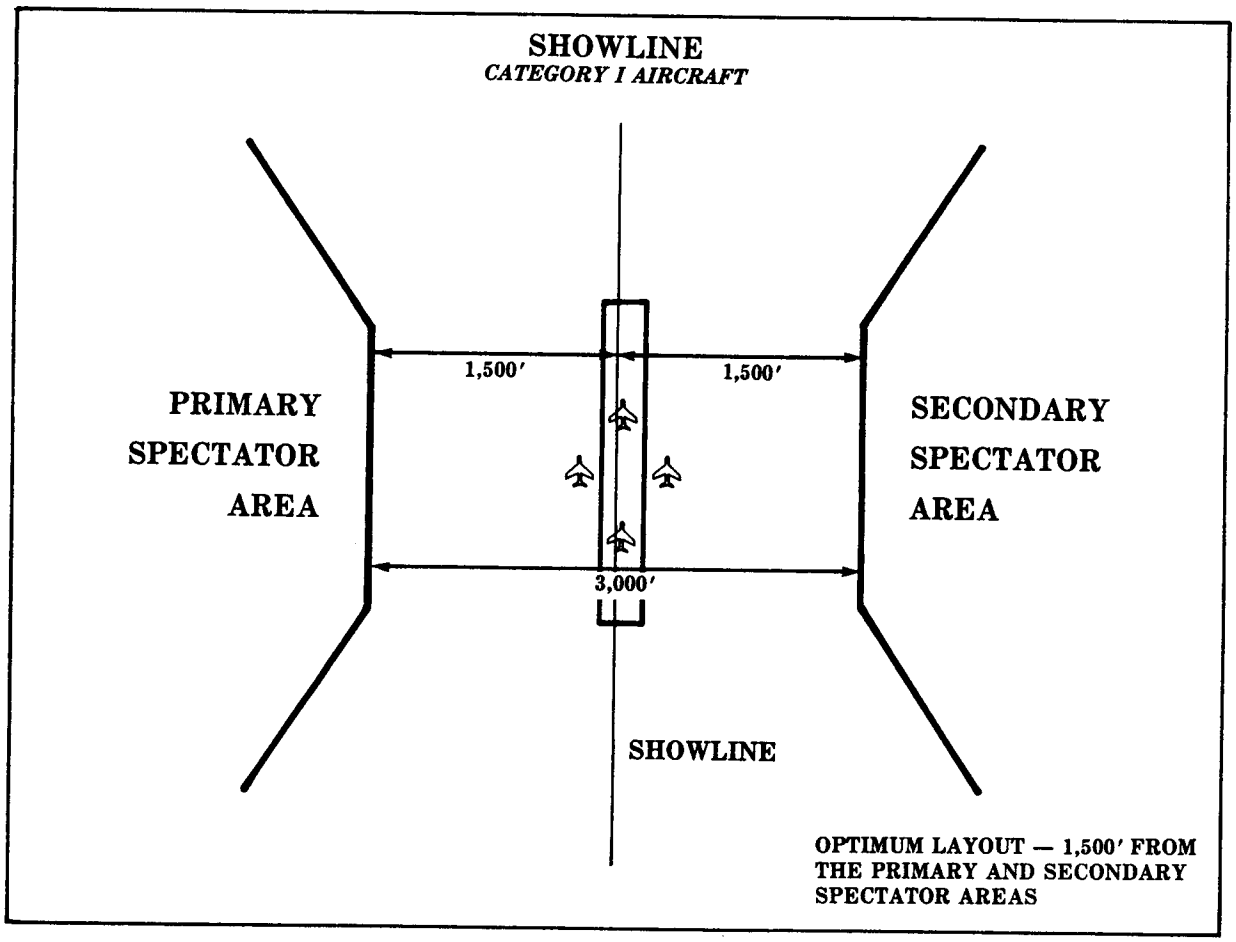


Figure 6. Category I Showline - Moved Closer To Primary Spectator Area

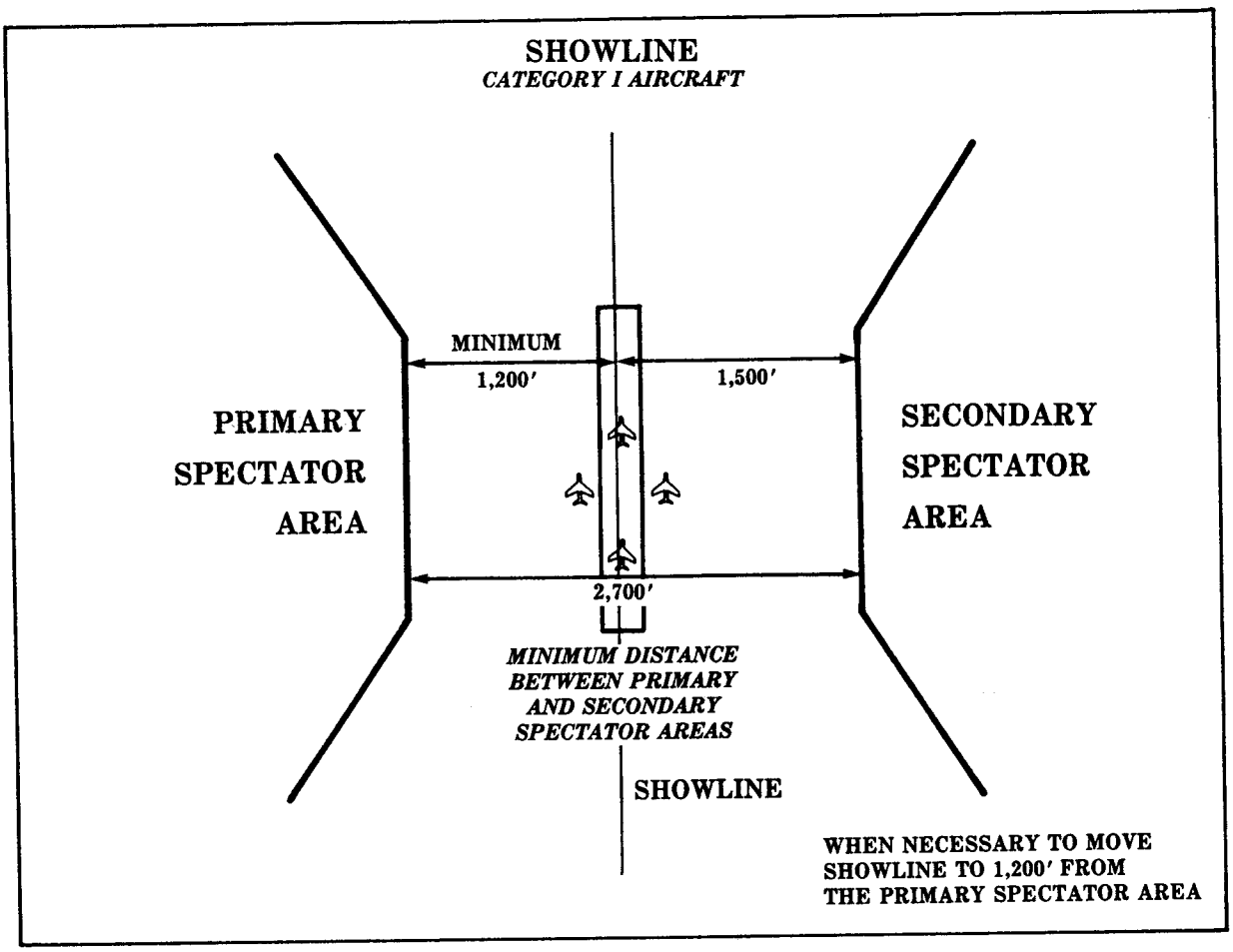


Figure 7. Category I Showline - Moved Closer To Secondary Spectator Area

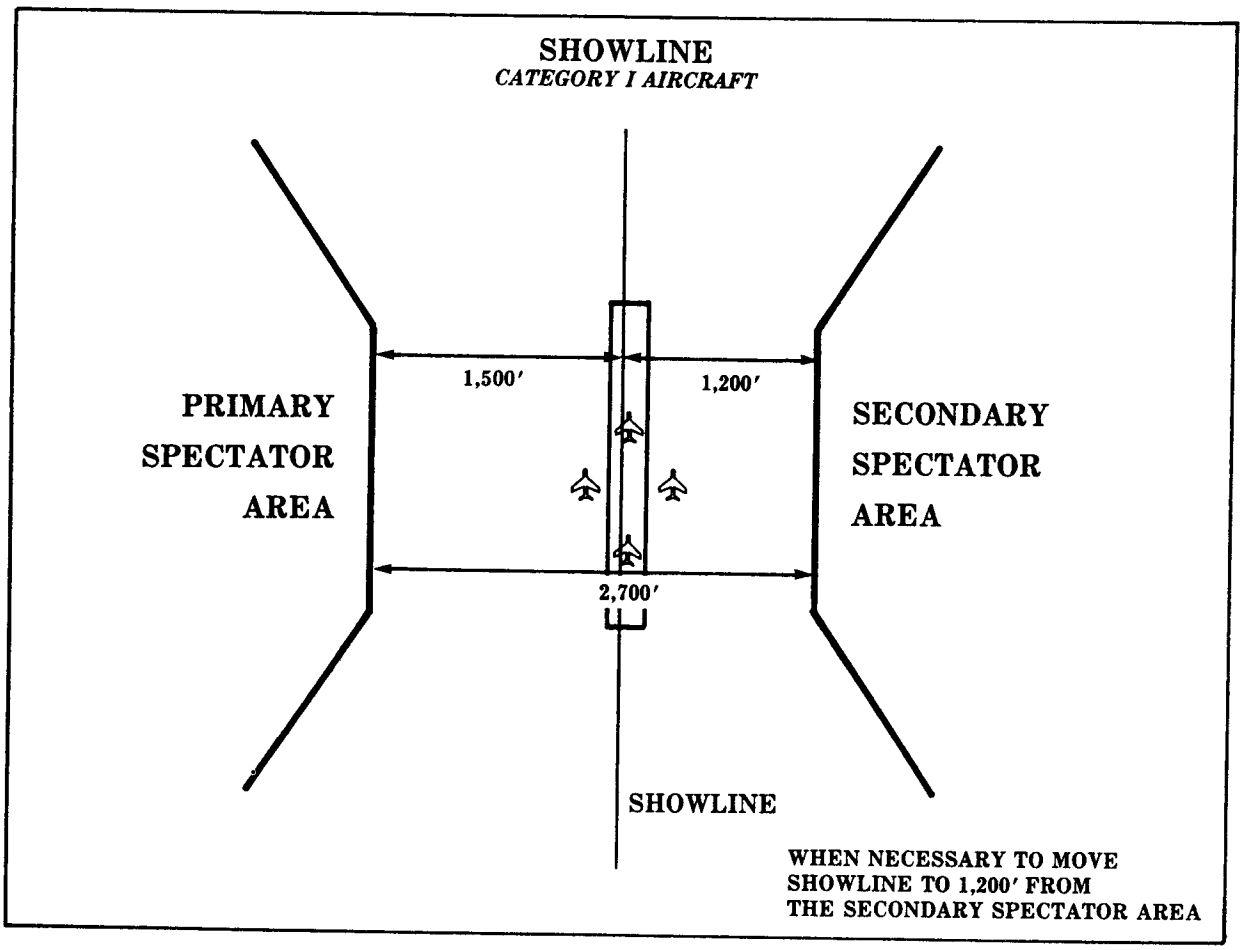


Figure 8. Category II Showline

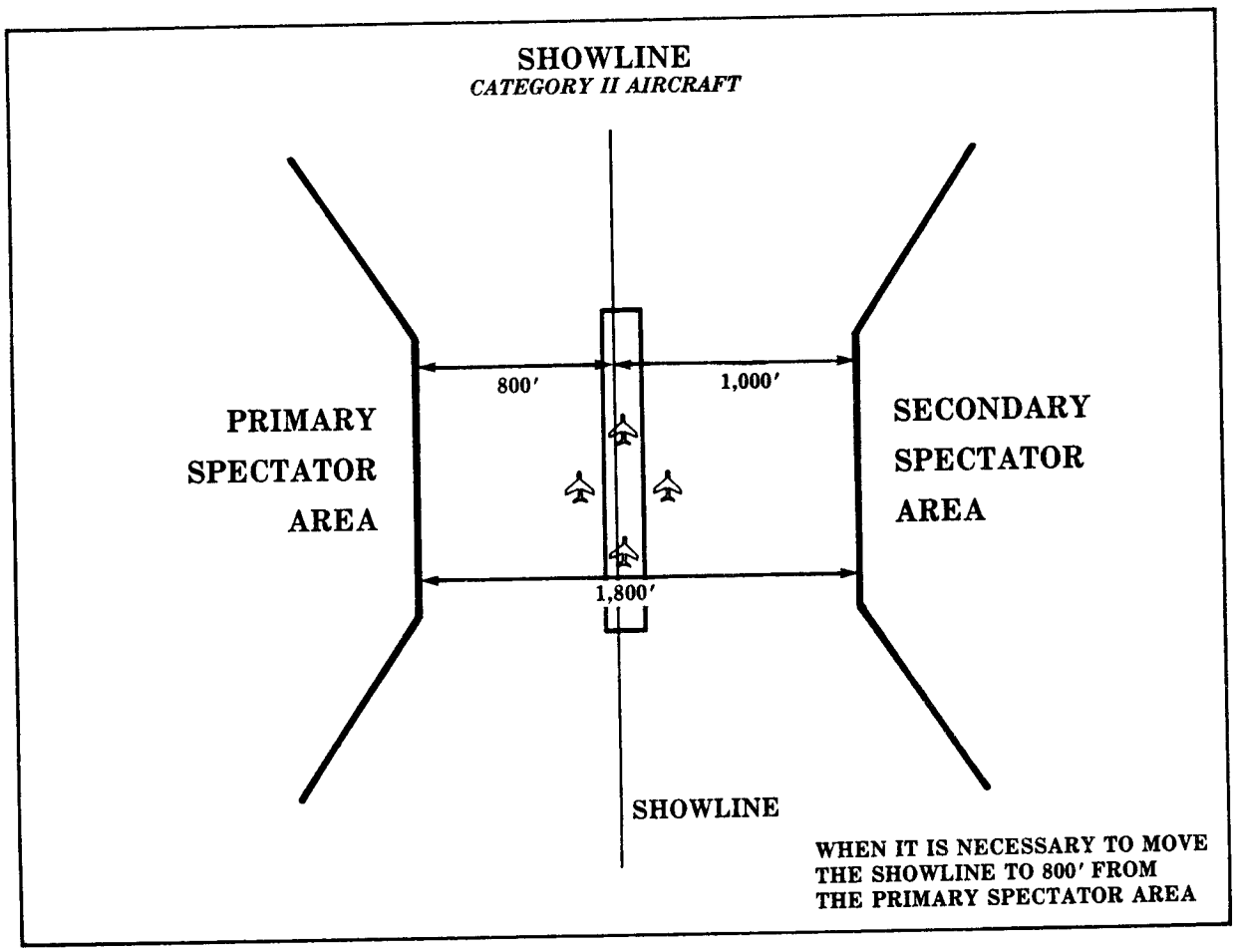


Figure 9. Category III Showline

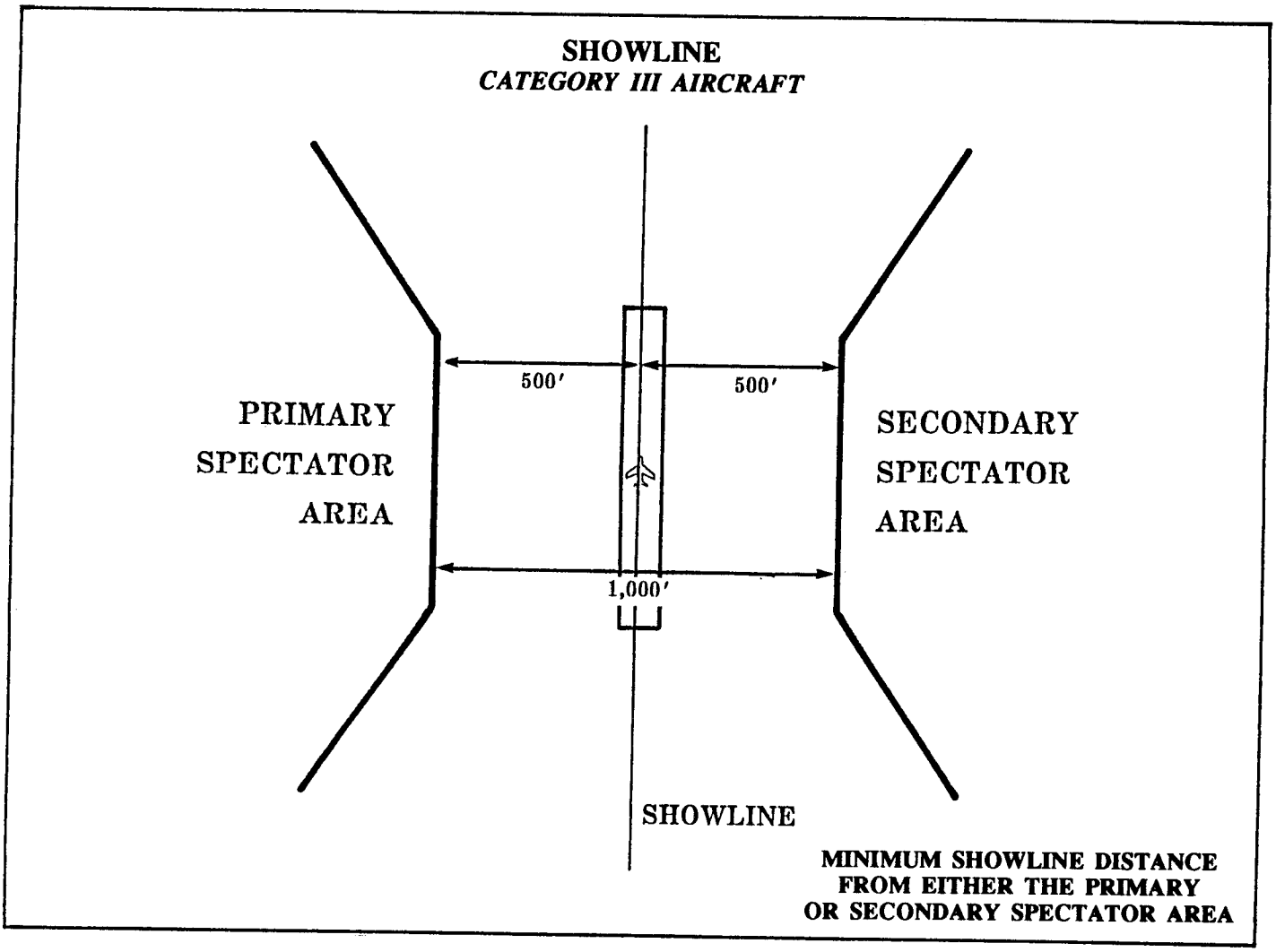


Figure 10. Aerobatic Maneuvers After Takeoff (I)

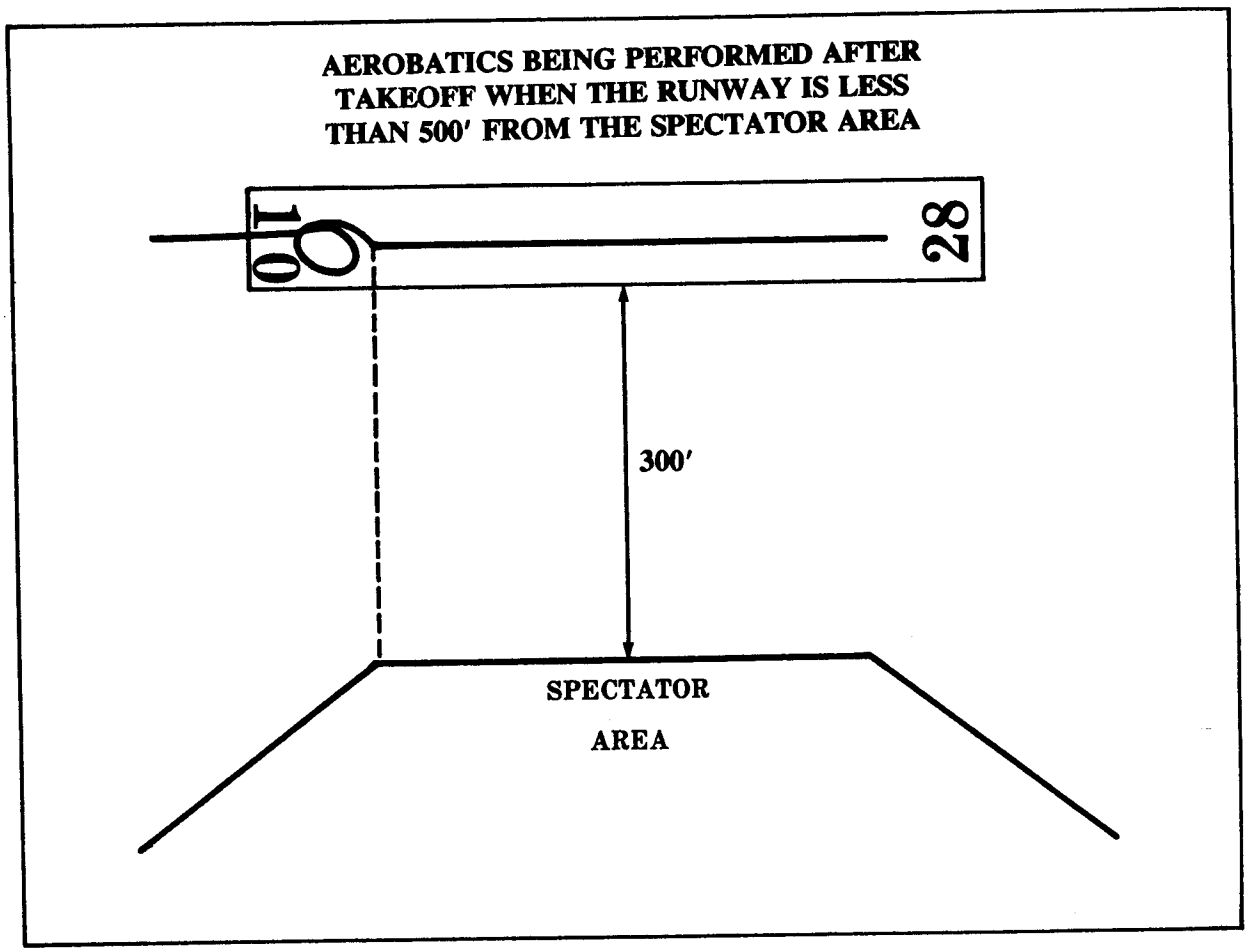


Figure 11. Aerobatic Maneuvers After Takeoff (II)

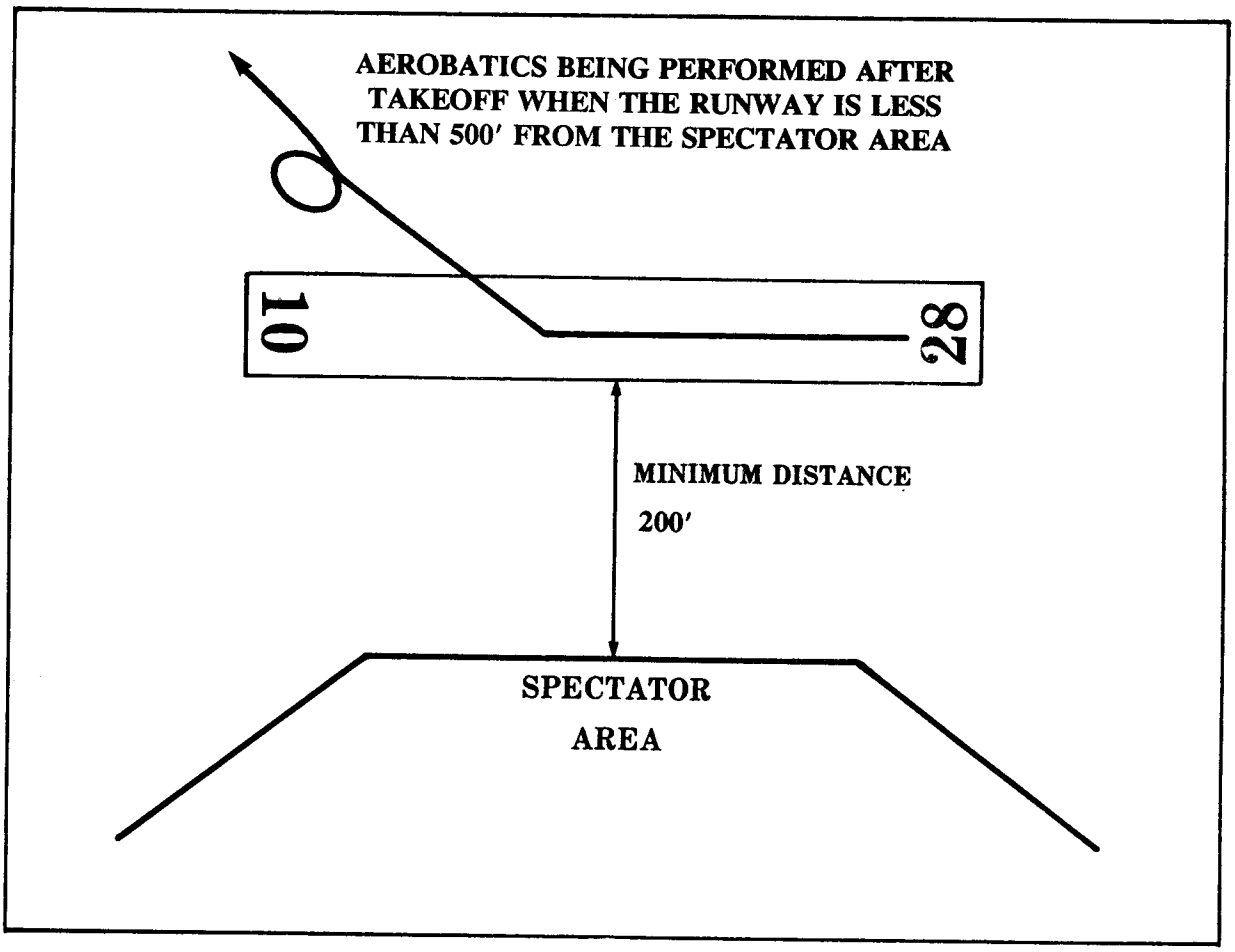


Figure 12. Takeoff and Landing Area - Normal Landing Speed >100 Knots and "Flying Farmer" Acts

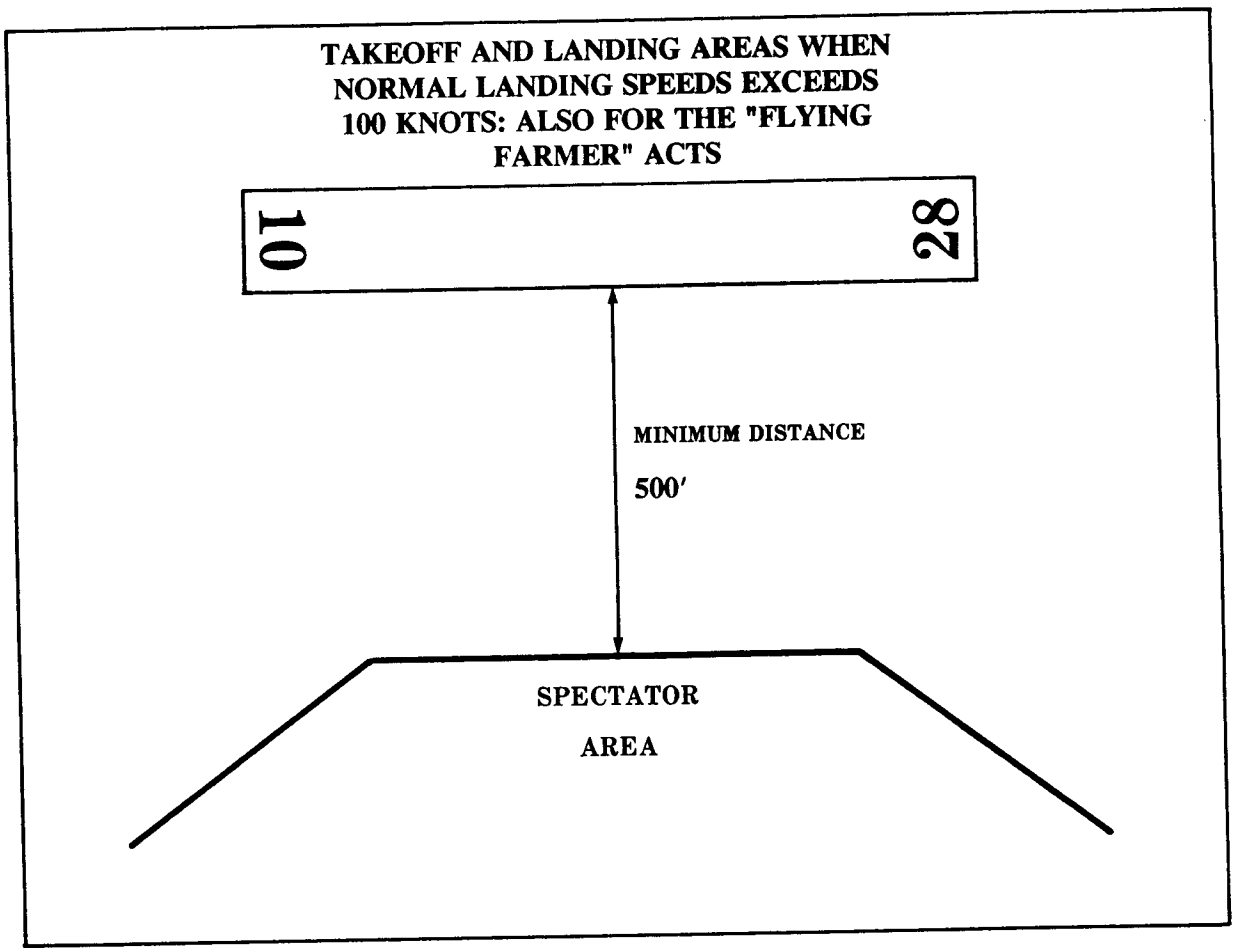


Figure 13. Takeoff and Landing Area - Normal Landing Speed <100 Knots.

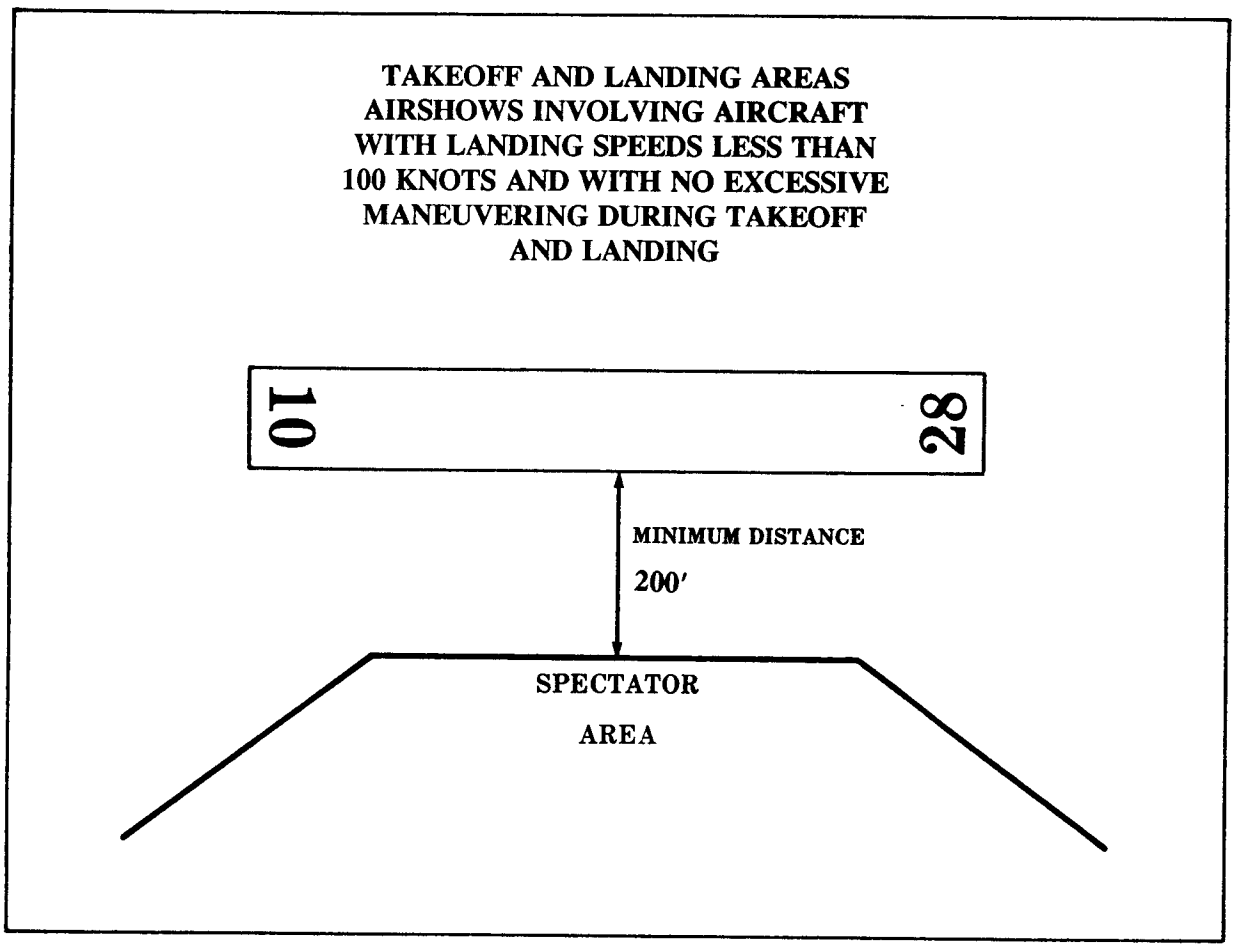


Figure 14. Sailplane/Airplane Takeoff Area (I)

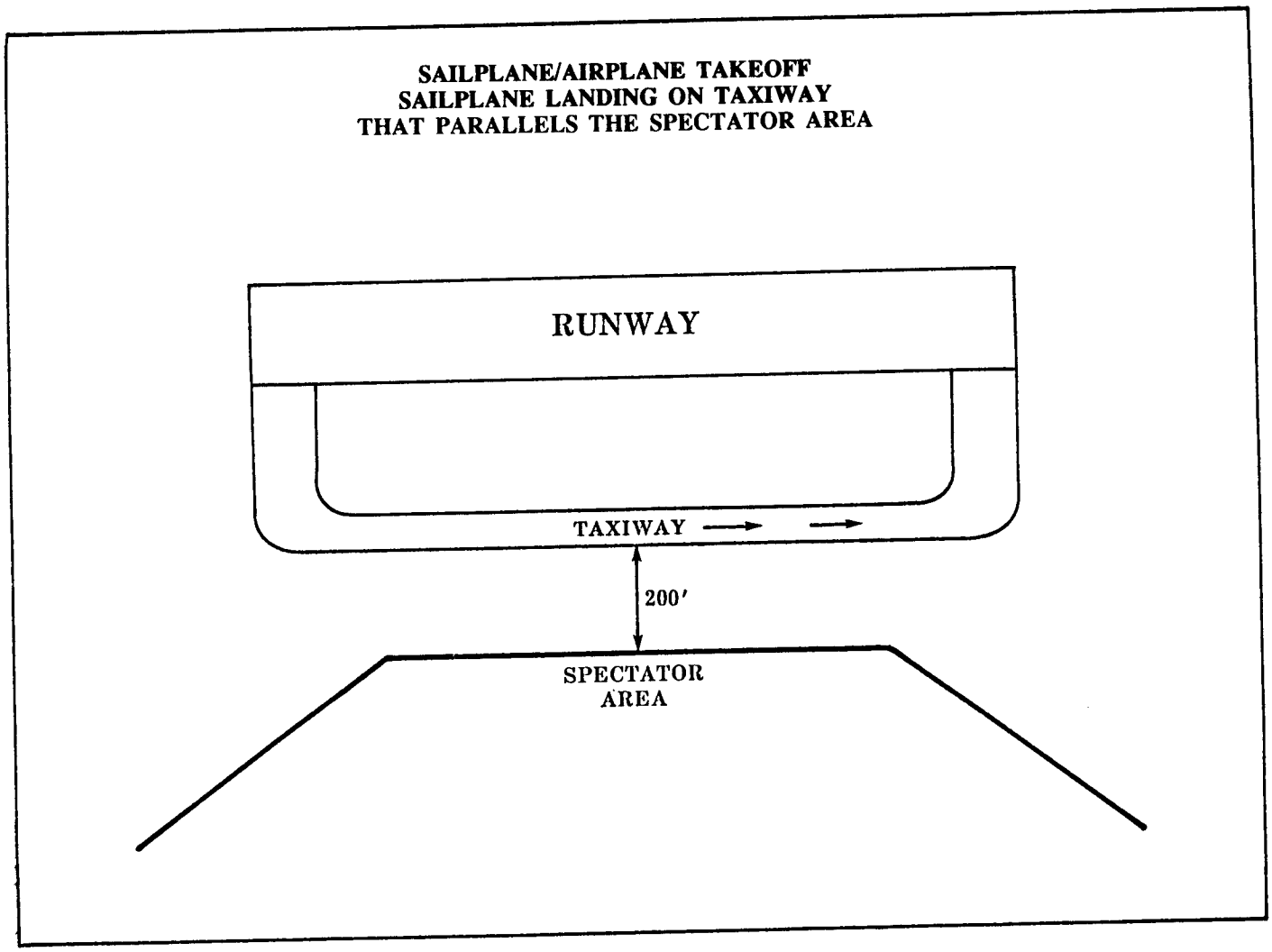


Figure 15. Sailplane/Airplane Takeoff Area (II)

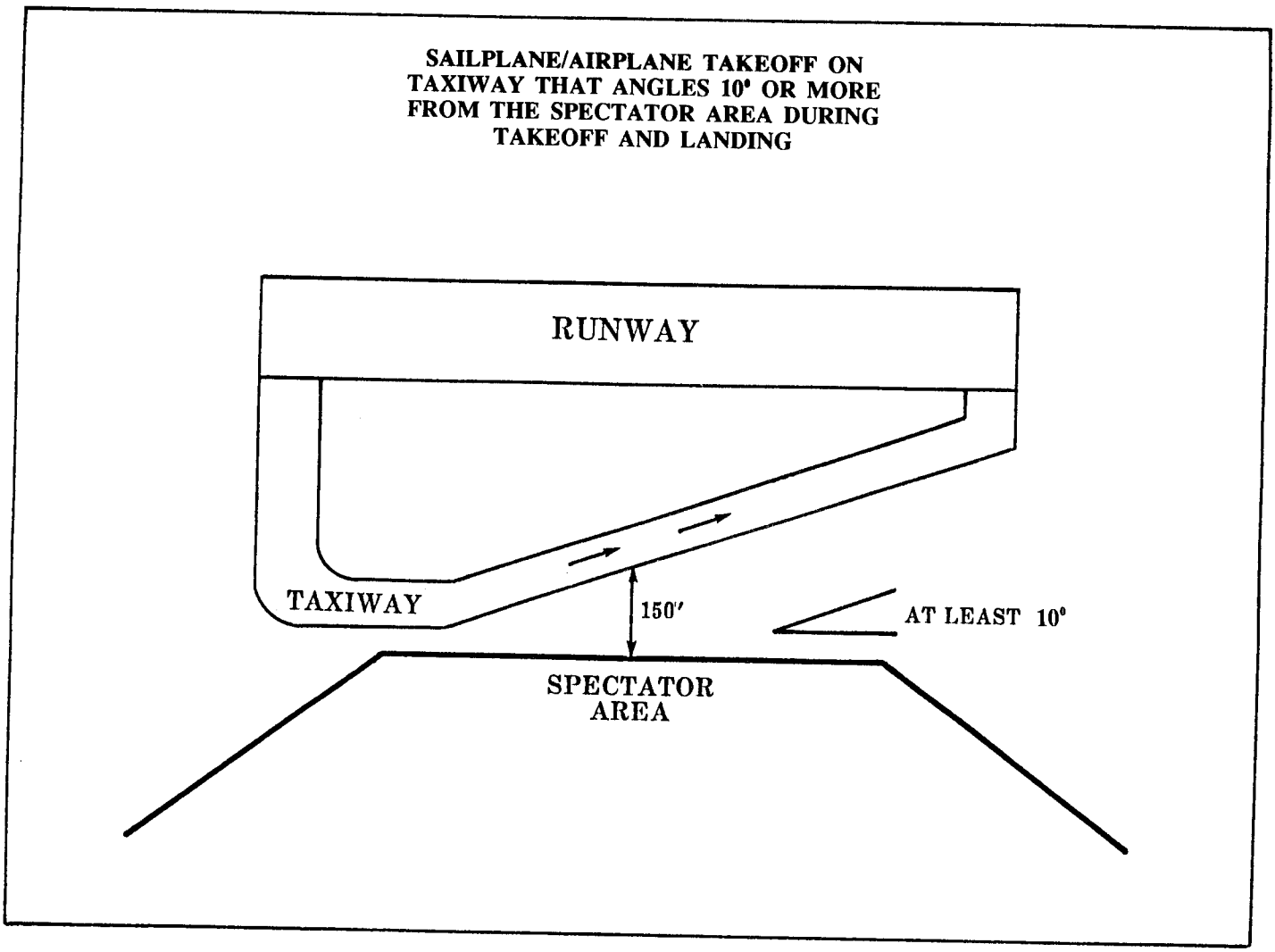


Figure 16. Instructions for Completion of FAA Form 7711-2

1. **PREPARING FAA FORM 7711-2.** Items from the form are discussed below for purposes of clarity and uniformity of its use.

a. ***Items 1 and 2, Name of Organization/Name of Responsible Person.*** If you are a representative of an organization, then the organization's name should appear in Item 1 and your name, as the organization's representive, for application purposes should appear in Item 2. If you are not representing an organization, the term N/A should be entered in Item 1 and the applicant's name in Item 2.

b. ***Item 3, Permanent Mailing Address.*** Self-explanatory.

c. ***Item 4, FAR Section and Number to be Waived.***

(1) *All applicable FAR sections and numbers* must be listed in this item. If you are unsure which FAR sections have to be waived, consult the FSDO for guidance before filling out this section.

(2) *An application for a parachuting operation* should state that authorization is requested in accordance with FAR §§ 105.15 or 105.19.

d. ***Item 5, Detailed Description of Proposed Operation.*** It is sufficient to use the terms "airshow," "aerobatic contest," "aerobatic practice area," "parachute demonstration jump," or "air race" to describe the event.

e. ***Item 6, Area of Operation.*** The description must depict the flight maneuvering area as a cubic or cylindrical cell of airspace, e.g., "a rectangle bounded by the N/S runway (or other definable geographical reference) and a point 5,000 feet east from the surface to 7,000 feet." At off-airport sites, the boundaries should be described using easily identifiable landmarks. Current, properly marked charts, maps, drawings, or photographs of the area of operation (not required for parachute demonstration jumps at aviation events) must accompany the application. The FAA recommends that sponsors use a 7.5 series Topographic Quadrangle Map, published by the U.S. Geological Survey (Scale 1:24,000). Any depiction submitted must include to-scale indications of the flight lines, showlines, race courses, the location of the aviation event control point, police dispatch, ambulance, and firefighting equipment. Photographs and to-scale diagrams may be submitted as supplemental material to aid in the FAA's evaluation of a particular site. All flight operations conducted under the waiver shall be limited to the area defined in the FAA-approved application.

f. ***Item 7, Time Period.*** List the dates requested for the aviation event and for any press previews that are scheduled. Alternate event dates should also be included in this item.

g. ***Item 8, Aircraft Make and Model.*** If the type of aircraft and/or the names of the pilots are not known at the time the application is submitted, the FAA shall accept the application with a statement, "list of aircraft and/or pilot's names will be furnished on [date.]" Once the list has been supplied, last-minute substitutions (parachutists or pilots) must show appropriate qualifications to the FAA inspector-in-charge at the aviation event before they are allowed to perform.

h. ***Item 9, Sponsorship.*** Self-explanatory.

i. ***Item 10, Permanent Mailing Address of Sponsor.*** Self-explanatory.

j. ***Item 11, Policing.*** Furnish a detailed explanation of how crowd control will be handled.

k. ***Item 12, Emergency Facilities.***

Figure 16. Instructions for Completion of FAA Form 7711-2 - continued

(1) *Place an "X"* in the appropriate box or boxes.

(2) *Other:* A sponsor seldom needs to fill in this block. However, the following is an example of how the "Other" block might prove useful. In one event, the sponsor had a helicopter and pilot continually ready for emergency transportation of spectators or performers who might be injured on the airport or who may become ill during the event. Additionally, a military-trained firefighter and a medic were standing by the helicopter with extinguishers in case an aircraft had an accident anywhere in the operating area. In this particular case, by describing this "Other" emergency facility, the applicant could have been relieved of having to show anything in the preceding blocks.

l. ***Item 13, Air Traffic Control.*** Describe the method or methods of radio communication frequencies and/or the prearranged ground-to-air signals to be used during the aviation event. A description of the ground-to-air recall signal must also be included.

m. ***Item 14, Schedule of Events.*** List the performers in the order that they will appear. (See paragraph 19 this AC for more detail.)

n. ***Item 15, Certification.*** The applicant must sign in this block and on each page of the application.

Figure 16. Sample FAA Form 7711-2, Application for Certificate of Waiver or Authorization (Front) - continued

No certificate may be issued unless a completed application form has been received (14 C.F.R. 91, 101, and 105).

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION

Form Approved: O.M.B. No. 2120-0027

APPLICANTS — DO NOT USE THESE SPACES

Region	Date

Action
☐ Approved ☐ Disapproved — *Explain under "Remarks"*

Signature of authorized FAA representative

INSTRUCTIONS

Submit this application in triplicate (3) to any FAA Flight Standards district office.

Applicants requesting a Certificate of Waiver or Authorization for an aviation event must complete all the applicable items on this form and attach a properly marked 7.5 series Topographic Quadrangle Map(s), published by the U.S. Geological Survey (scale 1:24,000), of the proposed operating area. The map(s) must include scale depictions of the flightlines, showlines, race courses, and the location of the air event control point, Police dispatch, ambulance, and fire fighting equipment. The applicant may also wish to submit photographs and scale diagrams as supplemental material to assist in the FAA's evaluation of a particular site. Application for a Certificate of Waiver or Authorization must be submitted 45 days prior to the requested date of the event.

Applicants requesting a Certificate of Waiver or Authorization for activities other than an aviation event will complete items 1 through 8 only and the certification, item 15, on the reverse.

1. Name of organization	2. Name of responsible person

3. Permanent mailing address	House number and street or route number	City	State and ZIP code	Telephone No.

4. FAR section and number to be waived

5. Detailed description of proposed operation *(Attach supplement if needed)*

6. Area of operation *(Location, altitudes, etc.)*

7a. Beginning *(Date and hour)*	b. Ending *(Date and hour)*

8. Aircraft make and model (a)	Pilot's Name (b)	Certificate number and rating (c)	Home address *(Street, City, State)* (d)

FAA Form 7711-2 (6-86) Supersedes Previous Edition

Figure 16. Sample FAA Form 7711-2, Application for Certificate of Waiver or Authorization (Reverse) - continued

ITEMS 9 THROUGH 14 TO BE FILLED OUT FOR AIR SHOW/AIR RACE WAIVER REQUESTS ONLY.

9. The air event will be sponsored by:

10. Permanent mailing address	House number and street or route number	City	State and ZIP code	Telephone No.

11. Policing *(Describe provisions to be made for policing the event.)*

12. Emergency facilities *(Mark all that will be available at time and place of air event.)*

☐ Physician ☐ Fire truck ☐ Other — *Specify* _____

☐ Ambulance ☐ Crash wagon _____

13. Air Traffic control *(Describe method of controlling traffic, including provision for arrival and departure of scheduled aircraft.)*

14. Schedule of Events *(Include arrival and departure of scheduled aircraft and other periods the airport may be open.)*

Hour (a)	Date (b)	Event (c)

If sufficient space is not available, the entire schedule of events may be submitted on separate sheets, in the order and manner indicated above.

Please Read The undersigned applicant accepts full responsibility for the strict observance of the terms of the Certificate of Waiver or Authorization, and understands that the authorization contained in such certificate will be strictly limited to the above described operation.

15. Certification — I CERTIFY that the foregoing statements are true.

Date	Signature of applicant

Remarks

FAA Form 7711-2 (6-86) Supersedes Previous Edition

Figure 17. Sample FAA Form 7711-1, Certificate of Waiver or Authorization

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

ADDRESS

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached to and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Administrator of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

NOTE.—This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance

SPECIAL PROVISIONS

Special Provisions Nos. _____ to _____, inclusive, are set forth on the reverse side hereof.

This certificate is effective from _____ to _____, inclusive, and is subject to cancellation at any time upon notice by the Administrator or his authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

_____ (Region)

_____ (Signature)

_____ (Date)

_____ (Title)

FAA Form 7711-1 (7-74)

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 672-478/32

Figure 18. Typical Air Race Site

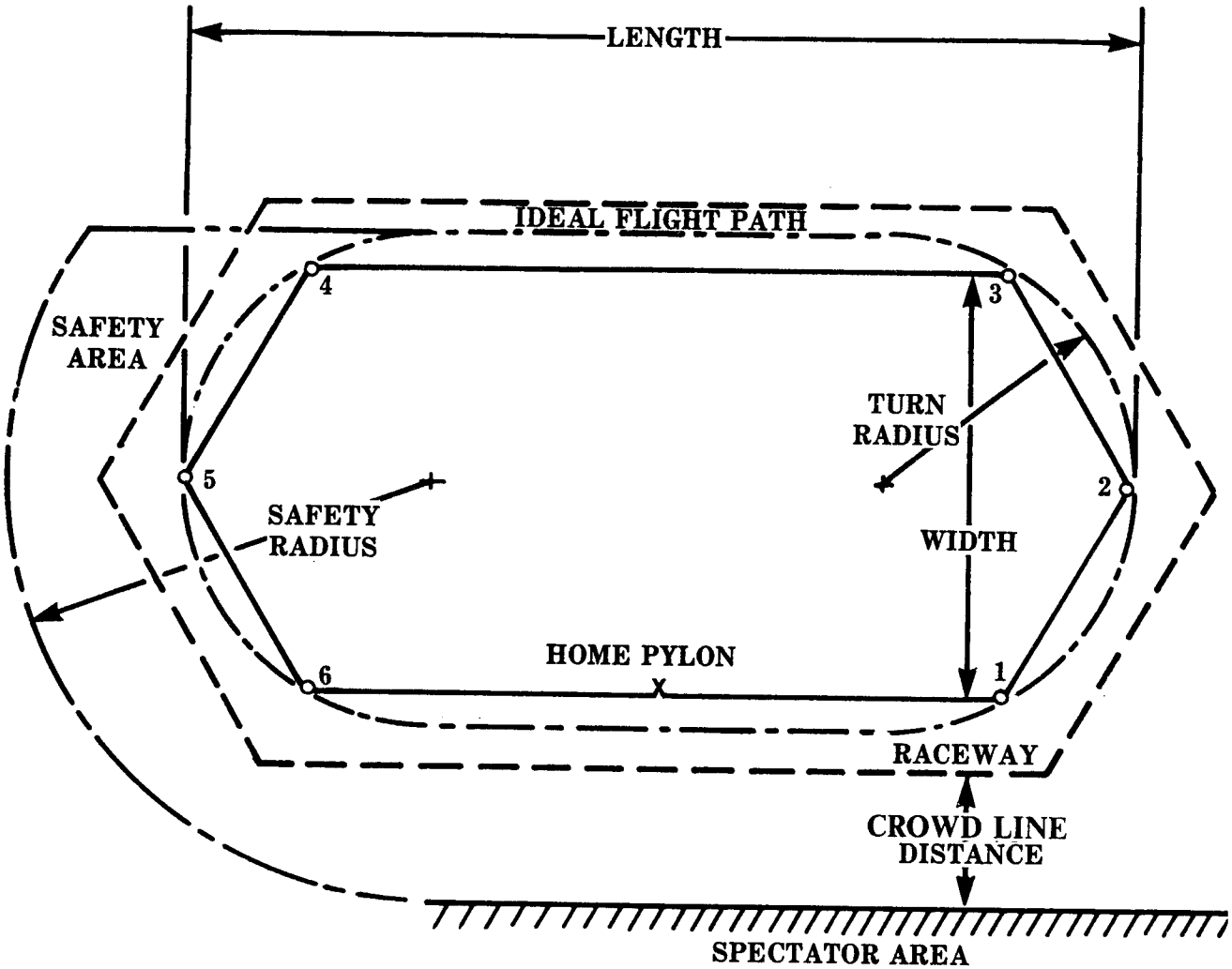


Figure 19. Reno, NV, Race Course

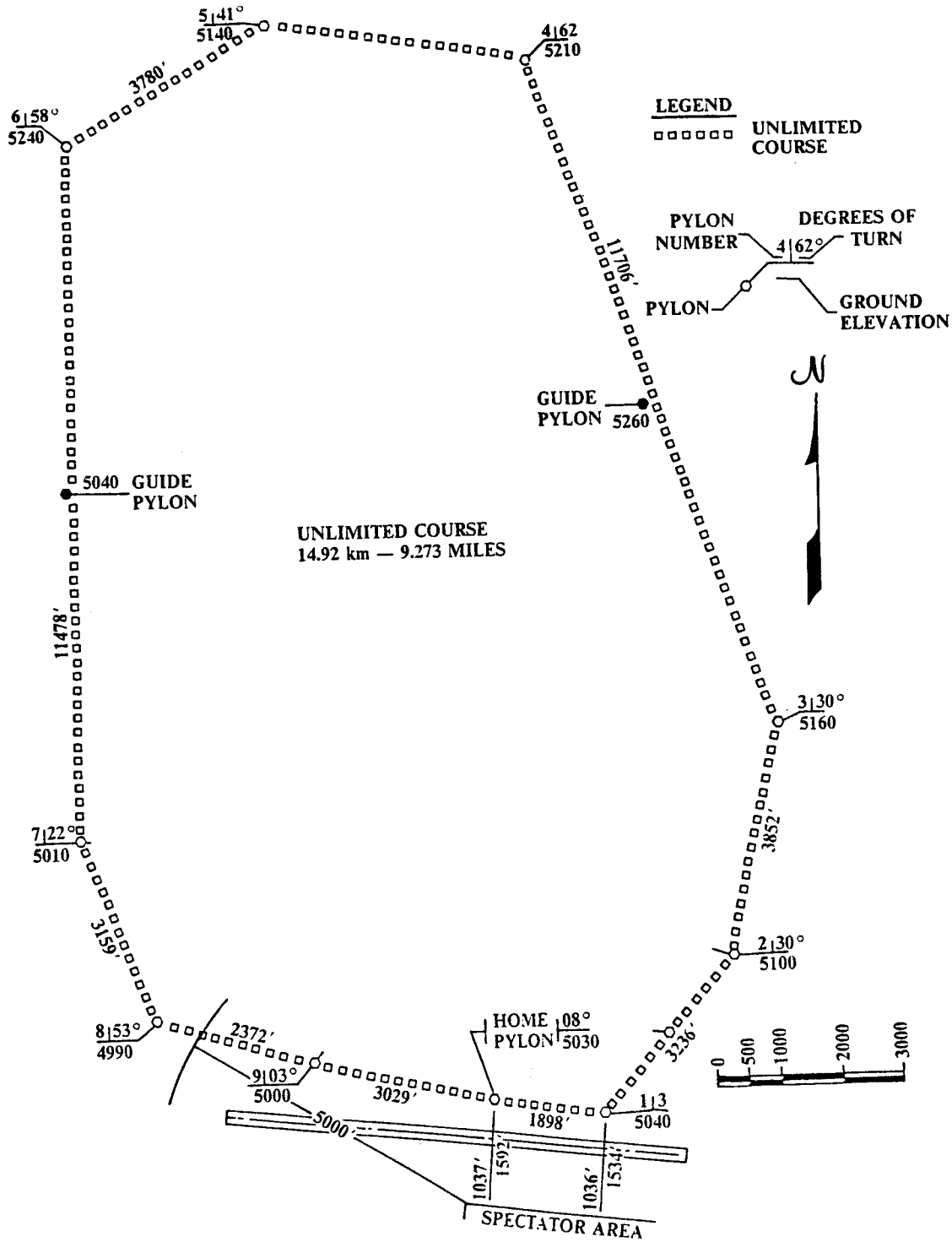
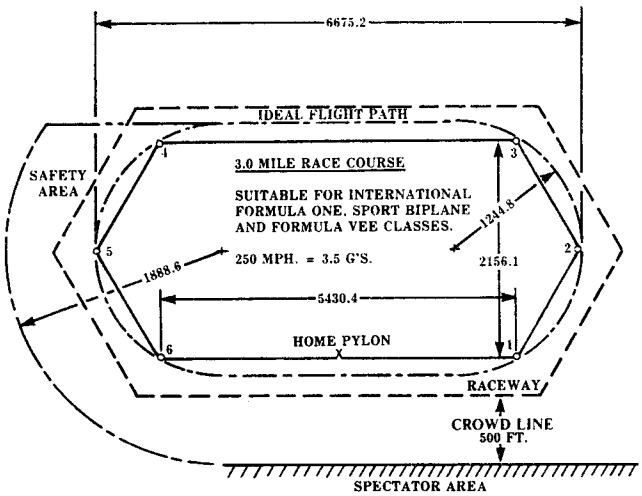
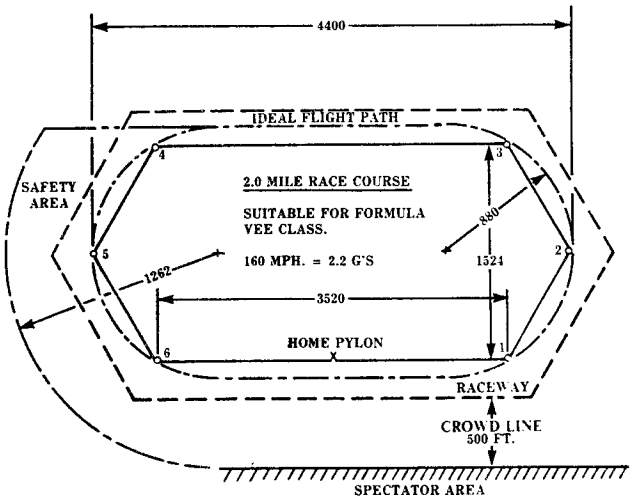
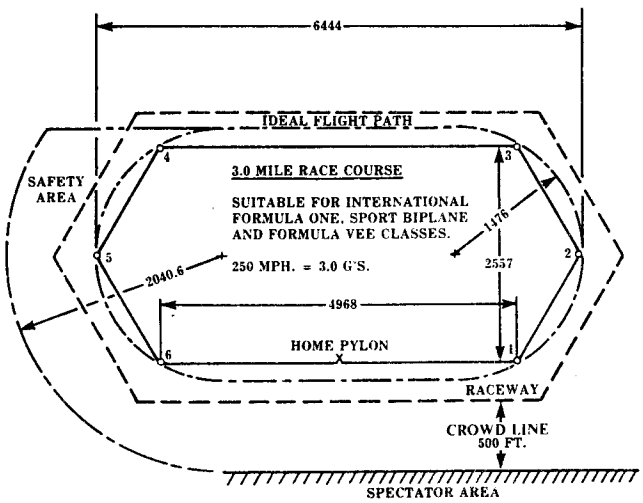


Figure 20. Examples of Air Race Courses







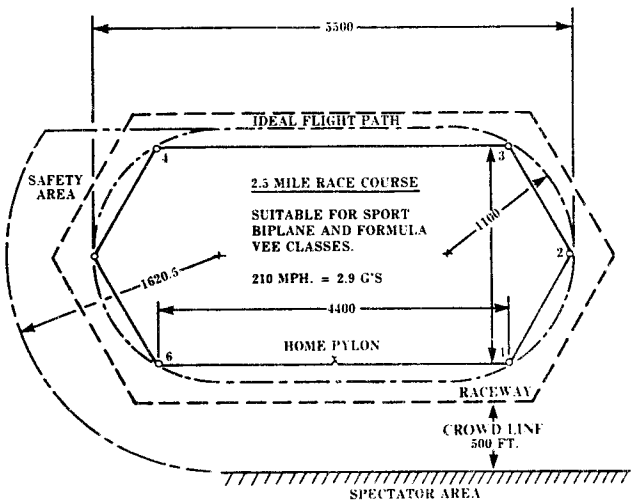
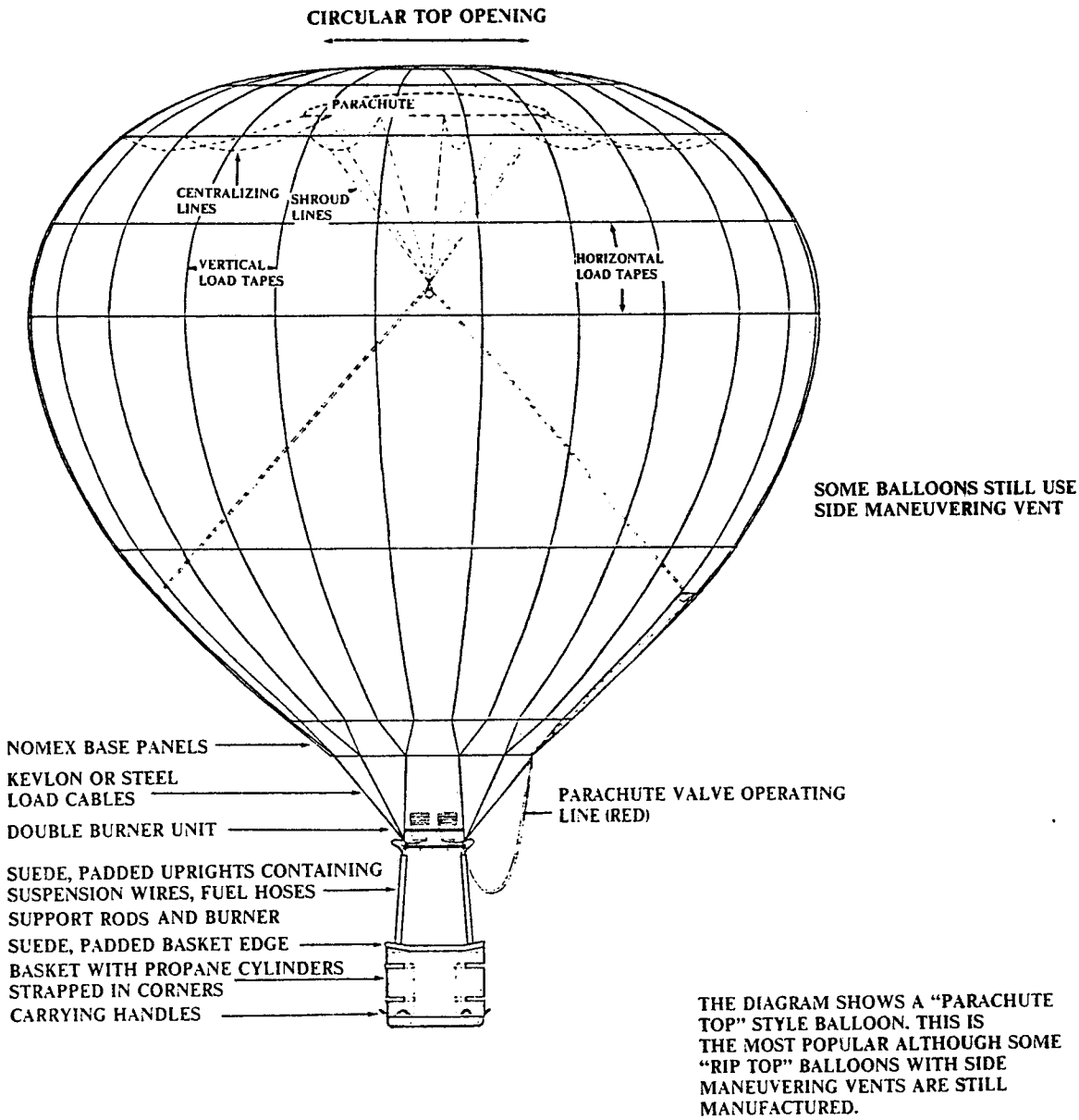


Figure 21. Pylon Air Racing (Race Course Design Parameters)

	Formula Vee	Sport Biplane	AT-6/ SNJ	Int'l Formula 1	Unlimited
1. Maximum Speed (mph)	160.0	210.0	225.0	250.0	450.0
2. Maximum Speed (ft/sec)	234.0	308.0	330.0	336.7	660.0
3. Minimum Turning Radius (R) for 3.5g turn (ft)	509.9	878.4	1008.3	1244.8	4033.3
4. Scatter Distance (S) (ft) 250 altitude	---	---	1300.4	---	4799.1
150 altitude	716.4	940.1	---	1119.3	---
5. Scatter Radius (ft) (Sr) for minimum turn radius	878.9	1286.6	1645.1	1674.0	4799.1
6. Safety Radius (ft) (Sfr) for minimum turn radius	1063.4	1490.7	1964.1	1888.6	5182.0
7. Crowd-to-Showline (ft)	500.0	500.0	500.0	500.0	500.0

Figure 22. Typical Hot Air Balloon



THE DIAGRAM SHOWS A "PARACHUTE TOP" STYLE BALLOON. THIS IS THE MOST POPULAR ALTHOUGH SOME "RIP TOP" BALLOONS WITH SIDE MANEUVERING VENTS ARE STILL MANUFACTURED.

Figure 23. Balloon Terminology

BLAST VALVE	A high pressure fuel valve either full on or full off.
BULK TANK	Used for fuel storage and transfer to supply tanks.
DEFLATION PORT	Refers to the rip panel or envelope section removed for envelope deflation.
DRAG ROPE	A heavy rope tapered and weighted at one end which is used as recoverable ballast.
DROP LINE	A handling line carried in the basket to allow assistance by the ground crew when required.
ENVELOPE	The rubberized fabric or plastic material enclosing the lifting source.
EQUILIBRIUM	That point when lift equals weight and the balloon is neither climbing nor descending.
FALSE LIFT	Refers to the venturi effect of the wind that causes the balloon to lift before true equilibrium is reached.
FUEL	Generally propane.
GORE	Series of panels running from apex to mouth.
LOAD TAPES	Vertical or horizontal stress bearing nylon webbing.
MANEUVERING VENT	The envelope section that can be opened and closed to control the ascent or descent.
PANEL	A fabric section sewn as part of a gore.
PARACHUTE TOP	A combination deflation port and maneuvering vent that is self-sealing when opened in flight.
SKIN TEMPERATURE	The temperature of the fabric envelope.
STEP CLIMB	A series of climbs and level-offs in ascent or descent.
SUPER HEAT	The temperature of the gas inside the envelope exceeding the temperature of the ambient air outside the envelope.
TETHERED	Refers to a balloon on one or more tether lines.

APPENDIX 2. GENERAL PROVISIONS

a. The holder of the FAA Form 7711-1, Certificate of Waiver or Authorization, shall retain sole responsibility for safeguarding persons and property on the surface and shall inform the issuing FAA office in writing of the person named to ensure overall safety of the event.

b. The holder of the FAA Form 7711-1 shall ensure that participants are thoroughly briefed on special field rules, manner and order of events, and are available for briefing on the provisions of the waiver before beginning the activities. No person may participate in any event unless that person has received a briefing on the provisions of the waivers.

c. The holder shall notify the FAA Flight Service Station of the date, time, place, areas, altitudes, nature of the activity, and the duration of the operations and request that a Notice to Airmen (NOTAM) be issued. Such action shall be accomplished at least 48 hours before the event.

d. All civil aircraft and pilots participating in the demonstration shall be available for FAA inspection before the scheduled event.

e. For civilian aircraft, only required flight crewmembers (specified in aircraft operating limitations) or those persons actively participating in the demonstration (wingwalkers and stunt persons, etc.) will be carried on any aircraft engaged in demonstrations authorized by this waiver.

f. A control point shall be established from which the holder, or his or her representative, shall direct the demonstration and be continuously available to the FAA and the person designated as responsible for the overall safety of the event.

g. A showline (man-made or natural) clearly visible to the performers/pilots shall be provided to assist them in compliance with the approved distances from the spectator area.

h. Airplanes which operate at speeds of less than 156 knots shall perform no closer than 500 feet horizontally from a spectator area.

i. Airplanes which operate at speeds of more than 156 knots, but less than 245 knots, shall perform no closer than (safety line distances will be inserted by the FAA FSDO) horizontally from a spectator area. The showline is (geographic description, i.e., runway edge, runway centerline, etc., will be inserted by the FAA FSDO).

j. Airplanes which operate at speeds of more than 245 knots, and turbojet airplanes, shall perform no closer than (safety line distances will be inserted by the FAA FSDO) horizontally from a spectator area. The showline is (the FAA FSDO will place geographic description in this space).

k. Helicopters may perform aerobatic maneuvers no closer than 1,000 feet horizontally from a spectator area. These maneuvers are described as a 90° pitch down, split "S," loop, and barrel roll. Performers proposing to use these maneuvers in an airshow must produce evidence of approval by AFS-20.

l. Helicopters may perform agility maneuvers no closer than 500 feet horizontally from a spectator area. These maneuvers are described as pedal turns, sideward and rearward flight maneuvers, out-of-ground effect hovering, and turns not exceeding 90° of bank.

m. Helicopters performing aerobatic maneuvers shall have a valid and current special airworthiness certificate issued in the experimental category for the purpose of exhibition. Nothing contained in these general provisions shall contravene any operating or special limitation issued as a part of that special airworthiness certificate.

n. All aircraft shall operate at subsonic speed (less than the speed of sound).

o. Adequate communications capability (oral or visual) must be provided to advise spectators and participants that the aerial demonstration has been halted or cancelled, or to otherwise communicate to maintain a safe operation.

p. A physical barrier and adequate policing shall be provided to confine the spectators to designated areas. The number of personnel involved in crowd control will depend on the type of barrier. (More people will be required for a rope barrier than for a snow fence.)

q. The demonstration may be halted when unauthorized persons, vehicles, or aircraft enter the operations area, or for any other reason in the interest of safety. Only those persons necessary to support the operation should be authorized in the operating area. The holder of the FAA Form 7711-1 assumes responsibility for persons that enter the operations area.

r. The FAA has the authority to cancel or delete any or all acts or events if, in its opinion, the safety of persons or property on the ground or in the air is in jeopardy, or there is a contravention of the terms of the waiver.

s. Aircraft engines shall not be started and aircraft will not be taxied in designated spectator areas or static display areas unless adequate measures are taken to protect the spectators. Areas where engines, propellers, or rotors will be turning must be at least 100 feet from the spectator areas unless they are protected by a barrier that will prevent entry by unauthorized personnel.

t. Persons or aircraft not appearing on the FAA Form 7711-2, and approved on the FAA Form 7711-1, may not participate without specific approval by the FAA.

u. In the event of an accident considered to be the result of a course deficiency or racing procedure, flight operations will be cancelled until the deficiency has been corrected and accepted by the person designated responsible for the overall safety of the event.

APPENDIX 3. SPECIAL PROVISIONS

a. Ceiling, visibility, and wind limitations shall be appropriate to the type of exhibitions involved.

b. Aerobatic maneuvers may not be directed toward any spectator area. Certain related maneuvers and procedures, however, may be authorized as outlined below:

(1) Rolling 360° turns with a segment toward the spectator area, but beyond the required separation from the showline.

(2) "Approved maneuvers" that are completed beyond a point that the rollout and trajectory of the aircraft will not endanger the spectators. "Approved maneuvers" are maneuvers that have been approved by AFS-20 for a specific performer. Upon request from the FAA, performers are required to present evidence of the approval.

(3) For military demonstration teams, approved maneuvers may include level or climbing nonaerobatic flight over designated spectator areas; however, in no case shall the altitude of the aircraft be less than 500 feet Above Ground Level (AGL) over a designated spectator area. All other performers must be at 1,000 feet AGL, or above, over designated spectator areas unless they hold approval for the maneuver from AFS-20.

(4) Maneuvers on an oblique line that pass 500, 1,000, or 1,500 feet, as appropriate, to either side of a spectator area.

c. No aerobatic demonstrations shall be authorized or scheduled during such time as a suspension of airport traffic or diversion of other aircraft traffic will cause a hardship to scheduled air carrier operations.

d. The "arrival demonstration" is not authorized unless an "advance member" of the demonstration team has been briefed on the showline and pertinent special provisions contained in FAA Form 7711-1, Certificate of Waiver or Authorization, and this information has been relayed to the team leader before the arrival demonstration.

e. The following are some examples of facilities that could be required dependent upon the type of aviation event. They must be readily available at the demonstration site.

(1) Ambulance (air and/or ground).

(2) Firetruck.

(3) Crash Wagon.

(4) Physician.

(5) Other equivalent emergency equipment.

f. If the event is conducted at an airport, a closed field signal in the form of a large "X," colored aviation yellow, and readily visible from 3,000 feet above the surface must be displayed on the landing areas when the aerial demonstration is in progress. The closed field signal is necessary at most uncontrolled airports, but may not be required at FAA controlled facilities.

g. The holder of the FAA Form 7711-1 shall ensure that roads under the specified flight maneuvering area are devoid of vehicular traffic or spectators.

h. Racing flight operations are not authorized when the reported (or observed) flight visibility is less than

3 miles. This value should be adjusted upward for racing speeds above 300 knots.

i. In the event of an accident considered to be the result of a course deficiency or racing procedures, flight operations will be cancelled until the deficiency has been corrected and accepted by the person designated responsible for the overall safety of the event.

j. Rotorcraft takeoff and landing areas must be protected in a manner that will prevent unauthorized persons from entering the helipad area. The pads should be located so the aircraft will not pass over spectators during takeoff or landing.

k. Spectator areas may not be located closer than 500 feet from any takeoff and landing runway/area when the normal landing speed (1.3 V_{so})of any aircraft is 100 knots or more; 200 feet if speed is less than 100 knots. Airshow acts that involve excessive maneuvering immediately after takeoff, or just before landing, must also be separated from the spectator area by at least 500 feet.

SPECIAL PROVISIONS FOR AEROBATIC COMPETITION/ PRACTICE AREA

a. This waiver is not valid if the visibility is less than (insert distance) or the ceiling is less than (insert ceiling value). Aerobatic maneuvers shall be conducted at least 1,000 feet below the ceiling.

b. Each pilot using the aerobatic practice area shall notify (name of Air Traffic facility) by telephone (insert number) at least 30 minutes before operation begins, and again when the flight activity is completed.

c. Aerobatic flight shall be conducted only between the hours of official sunrise and sunset.

d. Each pilot using the aerobatic practice area must be briefed by the holder of FAA Form 7711-1 before use on the confines of the waived space and the terms of the waiver.

e. The holder of FAA Form 7711-1 shall advise the (Name of FSS) Flight Service Station before commencing aerobatic flight operations of the duration of the activity and request that a Notice to Airmen (NOTAM) be issued.

f. The holder of FAA Form 7711-1 is responsible for the conduct of all aerobatic operations within the operating area. The certificate holder shall also maintain a record of pilots and aircraft using the aerobatic practice area, indicating name, certificate type and number, and aircraft type and registration number.

g. Before performing any aerobatic sequence, level clearing turns to the left and to the right shall be made and the area scanned thoroughly. Every reasonable action shall be taken to assure that the area is clear before executing any aerobatic maneuver.

h. The holder of FAA Form 7711-1 has the responsibility to halt or cancel activity if at anytime the safety of persons or property on the ground or in the air is in jeopardy, or if there is a contravention of the terms or conditions of the waiver. The pilot is responsible for halting operations if unauthorized persons enter the operating area.

i. For waivers involving aerobatic practice areas, the holder of the FAA Form 7711-1 must obtain, and hold on a continuing basis throughout the duration of this waiver, the permission of the airport manager and the property owner over which aerobatic flights are being conducted.

j. Aerobatics conducted under the provisions of this waiver are limited to those aircraft and pilots approved by appointed officials named by the applicant on FAA Form 7711-2. Such approving officials shall assure that:

(1) Each aircraft using the area is airworthy and properly certificated.

(2) Pilots using the area are properly certificated and briefed on the confines of the waived airspace and terms of the waiver.

k. Mr./Ms._____ shall ensure that participants are thoroughly briefed on the provisions of this waiver.

SPECIAL PROVISIONS FOR PARACHUTE DEMONSTRATION JUMPS

a. For jumps into congested areas, two-way radio communication between the aircraft airlifting the parachutists and the landing area shall be continuously maintained for all jumps.

b. Provisions shall be made by the holder of FAA Form 7711-1 to keep spectators out of the landing area.

c. The parachute jump shall not be conducted when the ceiling is less than 2,500 feet and the visibility less than 5 miles.

d. Use the appropriate landing area provision based on the qualifications of the jumper. Landing areas will be divided into two distinct categories:

(1) Parachutists who hold a USPA Class C or D license, or are members of a DOD-sanctioned parachute demonstration team, must select a landing area that will permit the jumper to land not closer than 50 feet from any spectator and will not involve passing over persons on the surface at an altitude of less than 250 feet.

(2) Parachutists who hold a USPA Class D license with an exhibition rating, or are members of a DOD-sanctioned parachute demonstration team, who certify that they will use a steerable square main and reserve canopy, will be permitted to exit over or into a congested area. The selected landing area must not permit the jumper to land closer than 15 feet from any spectator and will not involve passing over persons on the surface at an altitude of less than 50 feet.

e. The holder of FAA Form 7711-1 shall brief the pilot in command of the aircraft and the jumpers on the terms of this authorization.

f. The FAA inspector may wish to develop a provision that directs the pilot in command or the holder of FAA Form 7711-1 to use a specific Air Traffic Control facility and frequency.

SPECIAL PROVISIONS FOR BALLOON EVENTS

a. FAR §§ 91.79 (b) and (c) are waived to the extent necessary to allow participating balloons to compete in (insert the name of the balloon event here) under the terms and conditions set forth in the FAA-approved procedures section of the (insert the name of the balloon event manual here).

b. The (insert the name of the balloon event manual) is incorporated into this FAA Form 7711-1 and becomes a special provision thereof. A contravention of the terms, controls, procedures, and conditions pertaining to safety set forth in the FAA-approved procedures could be the basis for cancellation of this waiver.

c. The holder of FAA Form 7711-1 shall ensure that each participating flight crewmember has read and understands the FAA-approved procedures section of the (insert the name of the balloon event manual) and the special provisions of this waiver.

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