NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.481

National Policy

Effective Date:
8/24/18

Cancellation Date:
8/24/19

SUBJ: Certificate of Wavier J550, Banner Towing Operations

1. Purpose of This Notice. This notice announces a nonmandatory revision to the automated Certificate of Waiver (CoW) J550 for Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.311 operations. CoW J550, HQ Rev 01b supersedes HQ Rev 01a. The revised J550 template no longer includes the option for a waiver to § 91.313(e).

2. Audience. The primary audience for this notice is Flight Standards District Office (FSDO) aviation safety inspectors (ASI) and certificate management offices (CMO) assigned oversight of operators conducting banner towing operations under part 91. The secondary audience includes Flight Standards divisions and branches.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at http://fsims.avs.faa.gov. Operators can find this notice on the Federal Aviation Administration's (FAA) website at http://fsims.faa.gov. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. Section 91.313(e) is removed from the J550 template to align with guidance contained in FAA Order 8900.1, Volume 3, Chapter 4, Section 1, Issue a Certificate of Waiver for Restricted Category Civil Aircraft. Removing § 91.313(e) from the J550 template increases consistency in how the FAA grants waivers for restricted category civil aircraft operations.

5. Guidance. This notice contains the sample CoW J550 template in Appendix A, which applies to part 91.

6. Action. This is a nonmandatory revision to the automated CoW J550 in the Web-based Operations Safety System (WebOPSS).

a. Existing Waivers. Existing J550 CoWs may be allowed to expire.

b. Issuance or Renewal. ASIs should issue or renew CoWs for banner towing operations following the revised Order 8900.1 Volume 3, Chapter 3, Section 1, Issue or Renew a Certificate of Waiver—Banner Towing, guidance using CoW J550 in WebOPSS.

c. Restricted Category Civil Aircraft. Banner towing operations using restricted category civil aircraft or aircraft that have been issued special operating limitations that do not intend to fly over a densely populated area, in a congested airway, or near a busy airport where passenger transport operations are conducted do not need a waiver from § 91.313(e). When operations are to be conducted over a densely populated area, in a congested airway, or near a busy airport where passenger transport operations are conducted, an additional CoW J551, Restricted Category Civil Aircraft Operating Limitations, will be required in accordance with restricted category policy. (Refer to Order 8900.1 Volume 3, Chapter 4, Section 1.)

7. Disposition. We will incorporate the information in this notice into Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the General Aviation and Commercial Division (AFS-800) at 202-267-1100.



Rick Domingo
Executive Director, Flight Standards Service

Appendix A. Sample Certificate of Waiver J550, Banner Towing Operations: 14 CFR Part 91

1. The operator, [Name], is authorized in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.311 to conduct banner towing operations when signed by the Responsible Person listed in Table 1 and in item 2 on the FAA Form 7711-2 application. This document constitutes the same authority as FAA Form 7711-1 (7-74) and will be issued in lieu of that form for banner towing operations.

a. This Certificate of Waiver (CoW) does not waive any state law or local ordinance. Should the proposed operations conflict with any state law or local ordinance or require permission of local authorities or property owners, it is the operator's responsibility to resolve the matter.

b. No person may conduct any operation pursuant to the authority of this CoW except in accordance with the standard and special provisions contained in this CoW, and other requirements of 14 CFR not specifically waived by this CoW.

2. Responsible Person. This CoW is considered invalid until signed by the Responsible Person for flight operations listed in Table 1. The Responsible Person for flight operations may be either a person who is a U.S. citizen or a person who holds a U.S. pilot certificate, and has ongoing knowledge of the operations of the aircraft and legal authority to sign on behalf of the operator. By signing this document, the Responsible Person for flight operations accepts responsibility for ensuring compliance with the stated regulations, requirements, limitations, and provisions of this CoW.

a. If the Responsible Person signing this CoW relinquishes responsibility, this CoW becomes invalid.

b. The name, telephone number or email address, street address (not a post office box), city, state, and ZIP Code for the person responsible for flight operations are listed in Table 1 below.

Table 1 – Responsible Person

Name	Telephone #/Email Address	Address	City	State	ZIP

3. Effective Date and Expiration. This CoW is effective from [date] to [date], inclusive, and is subject to cancellation at any time upon notice by the Administrator or his authorized representative. The CoW must not exceed 24 calendar-months. The operator may renew this CoW by submitting an application for a CoW, at least 45 days prior to the expiration date, to the responsible Flight Standards District Office (FSDO).

4. Authorized Aircraft.

a. The operator must only use the aircraft authorized as listed on the approved FAA Form 7711-2 application to conduct operations in accordance with this CoW.

b. Restricted category civil aircraft.

(1) Restricted category civil aircraft must be operated in accordance with an FAA Form 8130-7, Special Airworthiness Certificate, and its associated operating limitations.

(2) Operation of a restricted category civil aircraft over a densely populated area, in a congested airway, or near a busy airport where passenger transport operations are conducted, requires issuance of CoW J551, Restricted Category Civil Aircraft Operating Limitations, in accordance with § 91.313(e).

c. Helicopters.

(1) The provisions of § 91.119(d) are not applicable when operating under the terms of this CoW.

(2) The operator must take into account the lowest point on the trailing banner when determining a helicopter's correct flight altitude. The altitude must be sufficient for the aircraft and trailing banner to comply with § 91.119(b) and (c).

5. Authorized Pilots. The operator must only use the pilots authorized as listed on the approved FAA Form 7711-2 application to conduct operations in accordance with this CoW. When banner towing operations are conducted for compensation or hire, the pilot must have at least a limited Commercial Pilot Certificate (without an instrument rating) and at least a valid second-class medical certificate. For flights that are not conducted for compensation or hire, the pilot of the tow aircraft must hold at least a valid Private Pilot Certificate and have a minimum of 200 hours PIC time.

6. Geographic Area of Operations. The operator is authorized to conduct banner towing operations in the following geographic area(s):

[Select one of more Geographic Area(s) of Operations OR enter specific U.S. state(s), territories, or locations.]

The 48 Contiguous United States and the District of Columbia
The Commonwealth of Puerto Rico
The State of Alaska
The State of Hawaii

7. Weather Limitations. Banner towing operations are limited to day, visual flight rules (VFR)-only operations. Operations must be conducted only between the hours of official sunrise and official sunset. The operator must comply with the following additional weather limitations:

[Weather Limitations: Enter additional weather limitations OR enter "None" if there are no additional weather limitations.]

[Additional weather limitations.]

8. Standard Provisions. The operator is responsible for compliance with the following standard and special provisions:

a. A copy of the application (FAA Form 7711-2) made for this CoW must be attached to, carried with, and become a part hereof.

b. A copy of this CoW must be carried on board each authorized aircraft.

c. This CoW must be presented for inspection upon request of any authorized representative of the FAA, or any state or municipal official charged with the duty of enforcing local laws or regulations.

d. The operator is responsible for the strict observance of the terms and provisions contained herein.

e. This CoW is not transferable.

f. Failure to comply with this CoW and the special provisions may constitute justification for rescinding the CoW.

9. Special Provisions.

a. For banner towing operations outside the geographic area of the FSDO that issued this CoW, or when operating in another FSDO's geographic area, the operator will provide written notification, by letter or email, to the appropriate non-issuing FSDO responsible for that geographic area not less than 7 days in advance of any operations conducted. Notification will include applicable date(s) of operation, location(s) of operation, and operator contact information. If the non-issuing FSDO requires additional special provisions for the added geographic area, those provisions will be added by the issuing FSDO. The operator will comply with all special provisions attached to its waiver.

b. Whenever there is a change of pilots or aircraft, the FSDO must be notified at least 7 days (or 5 business-days) in advance of the first date the aircraft or pilot is scheduled to operate. The FSDO must approve the change before the operation involving the new pilot or aircraft takes place.

c. The operator is responsible for training each new pilot in banner towing operations and in the special provisions of the CoW.

d. The maximum number of letters (panels) or the largest advertisement to be towed cannot be more than was demonstrated to the FAA.

e. Banner pickup or drop should be in a pre-designated area with adequate clearance from taxiways, runways, persons, buildings, parked automobiles, and other aircraft and should avoid obstacles and not endanger other aircraft in the air or persons, property, or aircraft on the surface.

f. The operator must obtain the airport manager's approval to conduct banner towing operations at that respective airport.

g. If the airport involved has an FAA Control Tower, the operator must coordinate all banner towing operations and operate in coordination with the FAA Control Tower during banner towing operations.

[If entering additional special provisions, first check this box and then enter the special provisions in the text box below.]

☐ 10. Additional Special Provisions.