

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER ~~OR~~ AUTHORIZATION

ISSUED TO:

STOL Drag Events, LLC.

RESPONSIBLE PERSON: Kevin Quinn and John Walker

TELEPHONE NUMBER: [REDACTED]

ADDRESS:

[REDACTED] Verdi, NV 89439

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: Competition STOLDrag (Straight Line Air Race, (Non-Closed Course)) at Wayne Municipal Airport, Wayne, NE. All racing will be below 100' AGL, within the defined limits of the course adjacent to Runway 05/23. NOTAM D will be issued.

****NOTE**** Para-motor team is scheduled to present the Colors prior to the start of STOLDrag competition on 05/22/2022. Para-motors will depart as soon as airspace is closed, climb to 1000' AGL, descend in loose formation, display Colors and land on STOLDrag course - This will take place during the waived event time, but no additional waiver requested.**

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

91.119(c) Minimum Safe Altitudes

91.126(b)(1) Operating on or in the vicinity of an airport in Class G Airspace

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. 1 to 33 inclusive, are set forth on the attached sheet(s) hereof.

This certificate is effective from 0900 hrs 5/19/2022 (CDT) to 1500 hrs 5/22/2022 (CDT) inclusive, and is subject to cancellation at any time upon notice by the Administrator or his authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

Digitally signed by

AFG-600/CE09
04/14/2022

Daniel Osborn
OFFICE MANAGER
Lincoln FSDO, CE-09

2022 Wayne County MayDay STOL Drag Special Provisions

Common Special Provisions:

Failure to comply with any standard or special provision is a violation of the terms of this Certificate of Waiver (CoW) and justification for cancellation of this Certificate and constitutes a violation of Title 49 of the United States Code Section(s) 44711(A)(2)(B) and/or 44711(A)(5).

1. The FAA has the authority to cancel or delay any or all acts or events if the safety of persons or property on the ground or in the air, are in jeopardy or there is a violation of the terms of the CoW.
2. Kevin Quinn and John Walker will ensure that notification is made to the Leidos Flight Service Station (AFSS) [REDACTED] of the date, time, place, demonstration areas, altitudes, nature of the activity, and duration of the operation and request that a Notice to Airmen (NOTAM D) be issued.
 - a) Such notice shall be accomplished by providing the controlling flight service station (FSS) with a copy of the CoW, at least 48 hours before the event and no more than 72 hours before the event.
 - b) A Class D NOTAM is issued for the entire aviation event. Class D NOTAM verification is required.
3. Kevin Quinn and John Walker, named in Item 2 on FAA Form 7711-2, must ensure that participants are thoroughly briefed on special field rules, the established race area, manner and order of events, and special provisions of the CoW, before beginning the activities each day.
 - a) No person may participate in any event listed on the CoW unless that person has signed a statement acknowledging receipt of a briefing on the provisions of the CoW.
4. All civil aircraft and pilots participating in the aviation event shall provide the requested data to establish qualifications and airworthiness to the event organizer and if required, be available for FAA inspection at the time and place agreed upon by Kevin Quinn and John Walker and the FAA IIC.

NOTE: FAA Checklists, Status Forms, and Job Aids can be used to gather data in advance to establish performer qualifications and aircraft airworthiness.

NOTE: CoW special provisions never supersede aircraft airworthiness operating limitations. Pilots should review their aircraft operating limitations prior to participating in an aviation event to ensure they are familiar and can comply with the requirements as specified.
5. For civil aircraft, only required flight crewmembers by type design will be carried on any aircraft engaged in demonstrations/racing authorized by this CoW. Additional crewmembers or essential personnel may not participate without specific approval by Kevin Quinn, John Walker and the IIC.
6. No demonstrations/racing shall be authorized or scheduled when a suspension of airport traffic or diversion of other aircraft traffic would cause a hardship to scheduled air carrier operations.

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7. A control point shall be established where the certificate holder or responsible person shall direct the demonstration. Kevin Quinn and John Walker, shall be continuously available to the FAA IIC or designated representative and is the person designated as responsible for the overall safety of the event.
8. Adequate communication capability (electronic and visual) must be provided to maintain a safe operation, to control spectators, and to advise participants that the aerial demonstration/race has been halted or canceled.
9. A crowd line consisting of a physical barrier and adequate policing shall be provided to confine the spectators to designated areas. The spectator areas shall have well-defined lateral boundaries.
10. The demonstration/racing shall be halted for any reason that is in the interest of safety. It shall also be halted when unauthorized aircraft enter the demonstration/racing area, or when unauthorized persons or vessels enter the area underlying the demonstration/racing area.
 - a) Only the minimum number of essential personnel necessary to support operations will be authorized in the flying areas.
 - b) The holder of the CoW, Kevin Quinn and John Walker, assume responsibility for the security of areas where unauthorized personnel and aircraft are not authorized access and for compliance with the aviation event security plan.
 - c) The FAA IIC has the responsibility to make the holder of the CoW, Kevin Quinn and John Walker, aware of any identified safety concerns and if necessary has the authority for canceling or delaying any or all acts if it is deemed necessary in the interest of safety.
11. Aircraft engines shall not be started and aircraft shall not be taxied in designated spectator areas or static display areas unless adequate measures are taken to protect the spectators.
 - a) Unguarded engine run areas where engines and propellers are turning must be at least 100 feet from the spectator area. In areas where aircraft with rotors turning must be at least 200 feet from the spectator area. These distances are measured from the critical wingtip, tail, tail rotor, or rotor-blade.
 - b) In guarded areas where engines and propellers are turning, the aircraft must be at least 50 feet from the spectator area. In areas where rotors are turning, the rotorcraft must be at least 100 feet from the spectator area. These distances are measured from the critical wingtip, tail, tail rotor, or rotor-blade. All aircraft must be guarded by wing walkers, marshallers, and either crowd monitors or barriers that prevent entry by unauthorized personnel.
12. In lieu of placing a large “X” on the runways to indicate the airport is closed, the control point may have spotters dedicated to detection of non-participating aircraft encroaching on the waived airspace. In the event that communications cannot be established with the encroaching aircraft, operations will be suspended until the aircraft either departs the area or lands and clears the active runways.

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13. The following facilities shall be provided and readily available in accordance with the submitted emergency response plan at the demonstration site. Fire truck, Ambulance, Crash Rescue Vehicle/Paramedic, and police vehicles will be provided as included in the MAYDAY Safety and Security Plan.
14. Aircraft equipped with operable ejection seats, ballistic parachutes, ballistic seat belts, on-board pyro technics, or jettisoned tanks must be identified as such to the event organizer and on-site crash rescue services. Information describing how to extricate each performer shall be provided to the on-site crash rescue services prior to the first performance.
15. Persons or aircraft not appearing on the CoW application and subsequently added to the CoW may not participate without specific approval by the responsible person, Kevin Quinn, John Walker, and the IIC. Proof of appropriate qualifications for crewmember(s), and an airworthy aircraft is required before the performance can be conducted at that event site.
16. Unmanned Aerial Systems (UAS) Demonstrations are not authorized under this CoW.
17. Rocket Demonstrations are not authorized under this CoW.
18. Parachute Demonstrations are not authorized under this CoW.

Air Race - Special Provisions

19. The FAA approved race course (s) is depicted and described in Attachment #2. Attachment # 2 MAYDAY 2022 Ops-Race Course and Rules of Competition.
20. The Rules of Competition are depicted and described in Attachment # 2 of this CoW and becomes a special provision thereof. Any action contrary to the terms, controls, procedures, and conditions pertaining to safety set forth in the FAA approved procedures is grounds for cancellation of this waiver.
 - a) The maximum number of aircraft listed in the Rules of Competition Attachment # 2 for each FAA approved race course shall not be exceeded.
 - b) The maximum altitude listed for each FAA approved race course in Attachment # 2 shall not be exceeded, except as authorized in the Rules of Competition Attachment # 2.
21. Racing flight operations are not authorized when the reported (or observed) flight visibility is less than 6 statute miles. Race maneuvers shall be conducted at least 2500 feet below the ceiling. FAA IIC may authorize deviations, never less than 3 statute miles for a race 300 knots (345 MPH) or less.
22. In the event of an accident considered to be the result of a course deficiency or racing procedures, flight operations will be canceled until the deficiency has been corrected by the person designated responsible for the overall safety of the event, and the correction accepted by the FAA IIC.

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23. Kevin Quinn and John Walker shall control and accept full responsibility for allowing and escorting designated press representatives to and from the race area. No more than 5 are authorized in the race area at any time.
24. Kevin Quinn and John Walker shall ensure that each participating event crewmember has read and understands the FAA approved procedures section of the STOL Drag Events Policies and Procedures and the special provisions of this waiver.
25. Racing flight operations may be no closer than 200 feet horizontally from the primary spectator area(s) for all aircraft.
26. Spectator areas may not be closer than 500 feet from any takeoff and landing runway when the approach speed (V_{ref}) of any aircraft exceeds 100 knots (115 MPH) and/or for any aircraft that has a certificated gross weight of more than 50,000 pounds. Aircraft with both an approach speed (V_{ref}) of 100 knots (115 MPH) or less and a certificated gross weight of 50,000 pounds or less shall be required to use a runway that is at least 300 feet from the spectator area.
27. Except for takeoff and landing, no aircraft are permitted to operate below 1,000 feet over congested areas.
28. All participating race pilots must possess a current race pilot authorization for STOL Drag and issued by STOL Drag LLC. All race pilot authorizations must include the expiration date.
29. The following race class organization STOL Drag LLC. is authorized to participate in accordance with the current and valid LOA issued by AFS-800 and the attached CoW.
30. Race Organization STOL Drag LLC. is authorized to act as the event organizer and responsible person in accordance with the current and valid LOA issued by AFS-800 and the attached CoW.
31. Any flight-critical aircraft maintenance performed during the race (e.g. engine change, cylinder change, flight control removal/replacement, etc.) will be documented and re-inspected as authorized IAW 14 CFR.
Race organizer is required to keep an active log that identifies those flight critical corrective actions initiated/completed on each race aircraft.
32. The responsible person Kevin Quinn and John Walker, shall ensure that the LNK FSDO and other FAA authorized Aviation Safety Inspectors have free and uninterrupted access to all racecourse areas and activities. The responsible person, Kevin Quinn and John Walker, shall provide appropriate racecourse identification cards.
33. The responsible organization Wayne Municipal Airport/MayDay STOL, has the temporary authority, on behalf of the Federal Aviation Administration, to secure an accident site prior to the arrival of the FAA, NTSB, or Law Enforcement Authority, and assist in the continued security of the site.