

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF WAIVER

ISSUED TO

**THE AIRSHOW OF THE CASCADES
DONALD MOBLEY**

ADDRESS

Terrebonne, OR 97760

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

Aerial demonstrations within a radius of 5 nautical miles, from the surface up to and including 14,000 feet MSL over the MADRAS AIRPORT (S33), Madras, Oregon, excluding airspace over any congested area or assembly of people.

The demonstrations are subject to the limitations and provisions of any attachments to this Certificate of Waiver.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

**FAR 91.117(a), FAR 91.119 (b)&(c), FAR 91.121 (a), FAR 91.126(b),
FAR 91.209(a)(1)&(2), FAR 91.303 (d)&(e), FAR 91.515 (a)(1)**

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 50, inclusive, are set forth on the attached pages.

This certificate is effective from August 26, 2016 from 1000 PDT to 1200 PDT and 1830 PDT to 2200 PDT, August 26, 2016 from 1330 PDT to 1715 PDT inclusive, and is subject to cancellation at any time upon notice by the Administrator or his authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

**SCOTT R. MYERS
MANAGER, PDX FSDO**

**NORTHWEST MOUNTAIN REGION
08-22-2016**

SPECIAL PROVISIONS

Definition of the Waiver Area:

The listed regulations are waived, to the extent specified by this document, only for operations within the airspace described as follows: *A radius of 5 nautical miles, from the surface up to and including 14,000 feet MSL over the Madras Municipal Airport (S33), excluding airspace over any congested area or assembly of people.*

Regulations Waived:

The following regulations are waived as follows:

FAR 91.117(a) is waived to allow aircraft to operate below 10,000 feet MSL at an indicated airspeed of more than 250 knots (288 mph).

FAR 91.119(b) "Over congested areas . . ." is waived to allow flight within the boundaries of the waiver area below 1,000 feet above the surface and less than 2,000 feet horizontally from the highest obstacle.

FAR 91.119(c) "Over other than congested areas . . ." is waived to allow flight within the boundaries of the waiver area below 500 feet above the surface and less than 500 feet from any person, vessel, vehicle, or structure.

FAR 91.121(a) is waived to allow operation below 18,000 feet MSL without a current altimeter or airport elevation setting.

FAR 91.126(b)(1) is waived to allow performers to turn left or right at an airport in class G airspace.

FAR 91.209(a)(1) is waived to allow performers to operate aircraft without position lights.

FAR 91.209(a)(2) is waived to allow performers to move aircraft in a night operations area without position lights or without being clearly illuminated.

FAR 91.303(d) is waived to allow aerobatic flight within 4 nautical miles of the centerline of an airway.

FAR 91.303(e) is waived to allow aerobatic flight below 1500 feet AGL.

FAR 91.515(a)(1) is waived to allow VFR day operations for Large and Turbine-Powered Multiengine Airplanes at less than one thousand feet above the surface or 1,000 feet from any other obstruction to flight.

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DATE ISSUED: 08-22-2016
VALID: AUGUST 26, 2016, 10:00 to 12:00 and 18:30 to 22:00, AUGUST 27, 2016 13:30 to 17:15
PDT
ISSUED BY: PDX FSDO-NM-09

SPECIAL PROVISIONS

Failure to comply with any standard or special provision is a violation of the terms of this Certificate of Waiver (CoW) or Certificate of Authorization (CoA) 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 or CoA.
2. The responsible person, **DON MOBLEY, AIR BOSS** will ensure that notification is made to the **Lockheed Martin Flight Service Station (AFSS) 1-877-487-6867** 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 or CoA, at least 48 hours before the event and no more than 72 hours before the event.
 - b. A NOTAM D is not required, when a TFR NOTAM is issued in accordance with §91.145 for the entire aviation event. TFR verification is required.
3. The responsible person, **DON MOBLEY, AIR BOSS**, named in Item 2 on FAA Form 7711-2 must ensure that participants are thoroughly briefed on special field rules, the established demonstration area, flying display area, and aerobatic box (other defined areas within the waived/authorized airspace), manner and order of events, and special provisions of the CoW or CoA, before beginning the activities each day.
 - a. No person may participate in any event listed on the CoW or CoA unless that person has signed a statement stating that they have received a briefing on the provisions of the CoW or CoA.
 - b. For team performances, only the team leader is required; however, a delegate may represent the team leader, provided the person is a pilot member of the team. The team leader or delegate must brief each member of the team and will provide the name of each person on the team he/she will brief before the performance.
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 the responsible person **DON MOBLEY, AIR BOSS** and the FAA IIC.

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5. For civil and military aircraft, only required flight crewmembers by type design, safety pilots as listed in FAA Order 8900.1, Volume 3, Chapter 6, or those persons required to participate in the demonstration (wing walkers, stunt persons, participants integral to the performance, and those conducting safety related functions) will be carried on any aircraft engaged in demonstrations authorized by this CoW or CoA. Additional crewmembers or essential personnel may not participate without specific approval by the responsible person or air boss, and the IIC.
6. A control point shall be established where the certificate holder or responsible person shall direct the demonstration. This person, **DON MOBLEY, AIR BOSS** 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.
7. Supersonic and/or trans-sonic speeds are prohibited.
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 has been halted or canceled. During a Military Jet Team performance (engine start to shut-down) the Air Boss, IIC, and team member communicating with the team lead must all be in direct communication.
9. A crowd line consisting of a physical barrier and/or adequate policing shall be provided to confine the spectators to designated areas. The spectator areas shall have well-defined lateral boundaries.
10. The demonstration shall be halted for any reason that is in the interest of safety. It shall also be halted when unauthorized aircraft enter the demonstration area, or when unauthorized persons or vehicles enter the area underlying the flying display area/aerobatic box.
 - a. Only the minimum number of essential personnel necessary to support operations will be authorized in the flying display areas/aerobatic box.
 - b. The holder of the CoW or CoA and responsible person assumes 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 IIC has the responsibility to make the holder of the CoW or CoA and responsible person 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

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the spectators. Precautions for propwash, jet blast, and rotorwash must be considered when maneuvering.

- a. Areas where engines and propellers will be turning must be at least 100 feet from the spectator area and areas where rotors are turning must be at least 200 feet from the spectator area.
 - b. Barriers protected or guarded by wing-walkers, marshallers, AND crowd control monitors that prevent entry by unauthorized personnel into areas where engines are running and/or propellers are turning, may be closer than 11(a) and the aircraft or rotorblade must never be less than 50 feet from the spectator area.
12. The responsible person **DON MOBLEY, AIR BOSS** will ensure that roads and buildings under the specified flying display area/aerobatic box are devoid of vehicular and/or pedestrian traffic and/or persons in accordance with security plan.
 13. The following facilities shall be provided and readily available in accordance with the submitted emergency response plan at the demonstration site. An engine staffed by the Jefferson County Fire Department, an ambulance staffed by EMT's, and security personnel from the City of Madras Police Department will be available at the airshow site.
 14. Aircraft equipped with operable ejection seats, ballistic parachutes, ballistic seat belts, on-board pyro techniques, 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 or CoA application and subsequently added to the CoW or CoA may not participate without specific approval by **DON MOBLEY, AIR BOSS** 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. If applicable, the appropriate category show line must be established for that aircraft before the performance can be conducted at that event site.
 16. In the event that a performance involves aircraft operating in the vicinity of parachutists, whether in free-fall or under deployed canopies, all pilots and the jump master or team leader of the parachutists involved shall be present at the aviation event safety briefing. **DON MOBLEY, AIR BOSS** shall ensure that each participant understands the details of the performance which shall include, at the minimum, the following information:
 - a. The number of jumpers performing,
 - b. The types of and/or colors of parachutes,

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- c. The exit altitude and deployment altitude,
- d. The planned flight path prior to exit, as well as, the descent area of the jump aircraft,
- e. The number, make(s)/model(s) and color of the aircraft involved, and
- f. Procedures to be used in the event of an unexpected occurrence.

An endorsement of "Circling the Jumpers" on FAA Form 8710-7 and TCA Form 26-0307 is required for the circling aircraft pilots.

- 17. Unmanned Aerial Systems (UAS) Demonstrations are authorized under this CoW only when UAS operators who are operating the UAS as a hobby or for recreation are qualified in accordance with the procedures established by the Academy of Model Aeronautics (AMA). An AMA sanction letter listing the name of the contest director (CD) is included as Attachment C of this CoW authorizing the demonstration with all required special provisions and/or policy.
- 18. Rocket Demonstrations are not authorized under this CoW.
- 19. Parachute Demonstrations are authorized under this CoW when a CoA is issued and included as Attachment D of this CoW authorizing the demonstration in accordance with all required special provisions and policy.
- 20. All civil pilots who perform aerobatics must possess:
 - a. A valid FAA Form 8710-7, Statement of Aerobatic Competency, or Transport Canada Aviation (TCA), Form 26-0307, Statement of Aerobatic Competency. All limitations on the form will be adhered to including altitude restriction for the entire performance.
 - b. Pilots that execute maneuvers more than 75 degrees of bank but no more than 90 degrees and/or pitch attitudes more than 60 degrees but no more than 90 degrees of bank only require a logbook endorsement or competency letter from a qualified evaluator.
- 21. All civil aircraft pilots must show evidence of performing or practicing their performance(s) within the previous 15 days.
- 22. Civilian pilots who wish to conduct non-aerobatic formation flight in waived airspace must possess a valid industry formation training and evaluation credential acceptable to the FAA.
- 23. A fly-by can be performed by a single aircraft, by aircraft in formation, or by aircraft in trail, along show lines at a minimum horizontal distance of not less than 500 feet from spectator area(s), congested areas, or occupied buildings; and in accordance with the following conditions:
 - a. By Category I or II airplanes— no abrupt maneuvers between the corner markers, and no lower than 100 feet AGL when less than 1,000 feet from a

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designated spectator area, unless the pilot possesses a current surface level SAC card for the make and model of airplane being flown.

b. By all airplanes—using a bank angle of no more than 75 degrees, a pitch angle of no more than 60 degrees, and a maximum indicated airspeed of no more than 300 knots, regardless of the show line category, unless the pilot possesses a current surface level SAC card for the make and model of airplane being flown.

c. By formation flights---no lower than 200 feet AGL, using a bank angle of no more than 60 degrees, a pitch angle of no more than 45 degrees and a maximum indicated airspeed of no more than 250 knots, regardless of the show line category.

d. Corner markers must be highly visible landmarks or contrasting markers easily visible from 200 feet AGL at 200 KIAS that identify the crowd line 500-foot lateral separation (corner) points left and right of the primary spectator area.

24. For the purpose of this event, the definition of aerobatic flight contained in 14 CFR §91.303(d) and (e) is waived.

25. The following aircraft attitudes will be considered aerobatic flight:

- a. For all solo aircraft: when the pitch angle exceeds a positive or negative 60° angle from the horizon, and/or when the bank angle exceeds 75°.
- b. For formation flights: when the pitch angle exceeds a positive or negative 45° angle from the horizon, and/or when the bank diverges from level flight in excess of 60°.

26. Repositioning Turns.

All civilian holders of a statement of aerobatic competency card are permitted to perform repositioning turns using a maximum of 120 degrees of bank and 90 degrees of pitch when above 500 feet AGL and not over designated spectator areas or congested areas.

- a. All civilian holders of a statement of aerobatic competency card are permitted to perform repositioning turns using a maximum of 120 degrees of bank and 90 degrees of pitch when above 500 feet AGL and not over designated spectator areas or congested areas.
- b. Holders of an endorsement for pitch and bank angles up to 90 degrees are permitted to perform repositioning turns to those limits 500 feet AGL when not over designated spectator areas or congested areas.

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27. A show line (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(s). The show line and reference lines will include a clearly visible show center marker and corner markers that are 500 feet beyond the spectator areas along the crowd line to provide reference to pilots entering or leaving the flying display area.
28. Except when authorized during takeoff or landing, aircraft that operate at speeds of 156 knots or less and certain other Category III aircraft shall perform no closer than 500 feet horizontally from the spectator area[s]. Any single reciprocating-engine airplane with a maximum certificated gross weight of no more than 2,250 lbs. is also a Category III aircraft.
29. Except when authorized during takeoff or landing, aircraft that operate at speeds of more than 156 knots but 245 knots or less shall perform aerobatic maneuvers no closer than 1,000 feet horizontally from a single spectator area. If two spectator areas are used, the reference lines may be no less than 800 feet from one spectator area and no less than 1,000 feet from any other designated spectator area.
30. Except when authorized during takeoff or landing, aircraft that operate at speeds of more than 245 knots shall perform aerobatic maneuvers no closer than 1,500 feet horizontally from a single spectator area. If two spectator areas are used, the show line may be no less than 1,200 feet from one of the designated spectator areas, and no less than 1,500 feet from any other designated spectator area. Single Cat I airplanes or the center of formation flights of Cat I airplanes must be centered on this show line.
31. Flight demonstrations shall not be conducted unless the ceiling is at least 1,500 feet, and the visibility is at least 3 statute miles at the time of the demonstration. The FAA IIC may adjust the minimum ceiling and visibility requirements at his/her discretion, but no less than 1,000 feet and 3 statute miles if:
 - a. Aerobatic maneuvers are conducted by Category III aircraft only within an operations area having a diameter of no more than 2 statute miles; and
 - b. Originally scheduled aerobatic maneuvers are not modified or conducted in close proximity to the surface as a result of the reduced weather conditions.
 - c. If 14 CFR Section 91.155 is waived the cloud separation may be reduced to "Clear of Clouds" by the IIC.
 - d. No other reductions in weather requirements shall be made.
32. Aircraft maneuvers may not direct energy toward primary spectator areas. Certain related maneuvers and procedures, however, may be authorized as outlined below:
 - a. Non-aerobatic maneuvers where the aircraft is pointed at the primary spectator area are permitted as long as the aircraft is beyond the appropriate reference line for category (i.e. 500 feet for CAT III; 1,000 feet for CAT II and 1,200 to 1,500 for CAT I) without energy towards the crowd considerations.

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- b. Aerobatic maneuvers conducted inside the aerobatic box that in the event of a catastrophic failure a part of the aircraft would contact the surface at or inside the primary spectator area between the corner markers are prohibited.
 - c. Aerobatic maneuvers that do not fit the description in 23(a) or 23(b) above require AFS-800 approval.
 - d. Maneuvers on an oblique line that pass 500, 1,000, or 1,500 feet to either side of a spectator area as appropriate to the category of aircraft being flown during oblique aerobatic maneuvers.
33. Spectator areas may not be closer than 500 feet from any takeoff and landing runway when the approach speed (Vref) of any aircraft exceeds 100 knots and/or for any aircraft that has a certificated gross weight of more than 50,000 pounds. Aircraft with both an approach speed (Vref) of 100 knots 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.
- a. If all aircraft and ultra-lights in an air show have approach speeds of less than 60 knots, and certificated gross weight of less than 2,500 pounds, and there is no excessive maneuvering during takeoff or landing, spectators may be as close as 200 feet to the takeoff or landing runway.
 - b. Comedy routines that involve excessive non-aerobatic maneuvering immediately after takeoff or just before landing must also be separated from the spectator area by at least 500 feet.
 - c. These distances can be measured to the runway centerline for single aircraft operations, in which case the aircraft are expected to operate on the runway centerline. For formation takeoffs/landings, this distance shall be measured to the runway edge.
34. Aircraft equipped with operable ejection seats or jettisoned tanks must be identified as such to the event sponsor and on-site crash rescue services.

Night Special Provisions

- 35. Aerobatic demonstrations at night shall be confined to 1 NM on either side of the show center along a well-defined, lighted show line.
- 36. Aerobatic demonstrations at night shall be confined to altitudes above 500 feet AGL and below 5,000 feet AGL at night.
- 37. The minimum weather conditions at night require a cloud base no lower than 2,500 feet and 3 statute miles visibility. Section 91.155 will not be waived for any flight conducted at night.
- 38. Aircraft position lights must be operating from sunset to sunrise except while pyrotechnics on the aircraft are illuminated.
- 39. When pyrotechnics are illuminated, operations over persons are prohibited at any altitude.

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40. On August 26, 2016, sunset is 19:51 PDT. End of civil twilight is at 20:21 PDT.

Ground-Based Pyrotechnics Special Provisions

41. Ground-based pyrotechnics (pyro) shall not be placed on and/or detonated in any safety area(s) defined by 14 CFR part 139, § 139.309, and described in the airport certification manual if any certificated air carrier or commercial operator will be conducting revenue operations on the adjacent airport movement area(s) during the time period beginning when ground-based pyro are installed and ending when the ground-based pyro have been expended and/or safely removed and secured.
42. For all other public use airports, ground-based pyro shall not be placed on and/or detonated in any safety area(s) as defined in AC 150/5300-13, Airport Design, Tables 3-1, 3-2, or 3-3, as appropriate, if any non-participating aircraft will be operating on the adjacent airport movement area(s) during the time period beginning when ground-based pyro are installed and ending when the ground-based pyrotechnics have been expended and/or safely removed and secured.
43. If non-participating aircraft operations will be restricted to provide adequate separation from ground-based pyrotechnics to assure the safety of the aircraft relative to the use of ground-based pyrotechnics, the restricted movement plan must be approved by the airport manager and/or other appropriate official(s).
44. The placement and planned use of ground-based pyrotechnics must be thoroughly reviewed in the event participants' briefing as required by special provision 3. See Pyrotechnics Briefing Card on next page.
45. The placement and planned use of ground-based pyro must be approved by the airport manager and/or other appropriate official(s).
46. All pilots, those performing with pyro and those that are not, must be aware when pyro is going to be used during the air show. It is a mandatory briefing requirement for the pyro contractor's pyro-shooter-in-charge (PSIC) to give a pyro overview during the general briefing for all performers in accordance with the attached FAA accepted Pyro Briefing Card (Dated 05-01-04). The PSIC must sign the briefing card attesting that the briefings were conducted in accordance with requirements established on the briefing card.

Operation of Radio Controlled Model Aircraft

47. The operation of Radio Controlled Model Aircraft will only be conducted when no other aircraft is operating in the air or on the surface inside waived airspace.
48. The operation of Radio Controlled Model Aircraft must comply Academy of Model Aeronautics (AMA) Safety Procedures and the International Council of Airshows (ICAS) Guidelines for the Operation of Radio Controlled Aircraft at Air Shows.
49. The Contest Director and pilot will comply with any limitations or special provisions specified on the AMA Sanction Letter.
50. The Contest Director is: Chris M. Elliott. Sanction No. 1902 Dated 8/12/2016.

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Pyrotechnic Briefing Card

Item	Conducted by Briefer	Conducted by PSIC
EXACT DIMENSIONS AND LOCATION OF THE PYROTECHNICS AREA *	—	—
MAGNITUDE OF EXPLOSIVES BEING USED*	—	—
AIRCRAFT/PYRO DECONFLICTION PLAN*	—	—
PYRO CREW AND CRASH/FIRE/RESCUE POSITIONS	—	—
COMMUNICATIONS FREQUENCY AND PROCEDURE*		
PRINCIPAL	—	—
SECONDARY	—	—
DISCRETE	—	—
EMERGENCY PROCEDURES*		
FIRE	—	—
ACCIDENT/INJURY	—	—
PYRO SEQUENCE BY ACT*		
LOCATION	—	—
STRAFE DIRECTION(S)	—	—
BOMB DIRECTION(S)	—	—
ALTITUDE AND FLYBY LINES*	—	—
FORECAST WINDS AND EFFECTS ON PYRO*	—	—
FOD POTENTIAL AND EFFECTS	—	—
KIO (KNOCK IT OFF) PROCEDURES*	—	—
Signatures:		
	Briefer	PSIC

Pyrotechnic Briefing Checklist The following briefing issues must be discussed and deconflict with all pilots during the general safety brief. **(PSIC) PYRO-SHOOTER-IN-CHARGE**

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US Department of Transportation
Federal Aviation Administration

APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION

From Approved: O.M.B. No.2120-0027 10/31/2015

APPLICANTS - DO NOT USE THESE SPACES

Region

Northwest Mountain

Date

7/22/2016

Action

☒ Approved

☐ Disapproved - "Explain under "Remarks"

Signature of authorized FAA representative

Joseph P. Mollahan

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 10 only and the certification, item 17, on the reverse.

1. Name of organization

AIRSHOW OF THE CASCADES

2. Name of responsible person

Donald E. Mobley

3. Permanent mailing address

House number and street or route number

City

Terrebonne

State and ZIP code

Oregon 97760

4. State whether the applicant or any of its principal officers/owners has an application for waiver pending at any other office of the FAA.
We have no application for a waiver pending at any other office of the FAA.

5. State whether the applicant or any of its principal officers/owners has ever had its application for waiver denied, or whether the FAA has ever withdrawn a waiver from the applicant or any of its principal officers/owners.
No one from this organization has ever had its application for waiver denied or withdrawn by the FAA.

6. FAR section and number to be waived

FAR 91.117(a), 91.119(b)&(c), 91.121(a), 91.126(b), 91.209(a)(1)&(2), 91.303(d)&(e), and 91.515(a)(1).

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

An airshow including civilian piston and turbine powered aircraft, skydivers, pyrotechnics, RC Model Aircraft demonstrations, plus dropping golf balls from a helicopter. Some aircraft will exceed 250 knots. Some aircraft will be doing aerobatics often below 1500 feet AGL, and within 4nm of a Federal Airway. An evening airshow will be performed by some aircraft not equipped with position lights after official sunset.

8. Area of operation (Location, altitudes, etc.)

Over the Madras Airport (S33), located on the DSD356026, within a 5nm radius, up to 14,000 feet MSL.

9a. Beginning (Date and hour)

08/28/2016 at 1000PDT (1700Z)
08/28/2016 at 1830PDT (0130Z on 08/27/2016)
08/27/2016 at 1330PDT (2030Z)

b. Ending (Date and hour)

08/28/2016 at 1200PDT (1900Z)
08/28/2016 at 2200PDT (0500Z on 08/27/2016)
08/27/2016 at 1715PDT (0015Z on 08/28/2016)

10. Aircraft make and model (a)	Pilot's Name (b)	Certificate number and rating (c)	Home address (Street, City, State) (d)
Pitts	Stefan Trischuck		
Sukhoi	Renny Price		
Extra 300	James Bourke		
Boeng Stearman	Marcus Paine		
Alpha Jet	Mark Peterson		
Hang Gliders	Dan Buchanan		
Giles 300	Greg Howard		

▶ ITEMS 11 THROUGH 16 TO BE FILLED OUT FOR AIR SHOW/AIR RACE WAIVER REQUESTS ONLY.				
11. The air event will be sponsored by: CENTRAL OREGON AIRSHOW, INC. LLC (A 501c3 non-profit corporation.)				
12. Permanent mailing address	House number and street or route number [REDACTED]	City Madras	State and ZIP code Oregon 97741	Telephone No. [REDACTED]
13. Policing (Describe provisions to be made for policing the event.) A committee has been assigned who will work along with Madras City Police and Jefferson County Sherriff's Deputies, CAP Cadets, and volunteers under the guidance of the airshow director and FAA Monitor. An adequate PA system will be used.				
14. Emergency facilities (Mark all that will be available at time and place of air event.) ☐ Physician ☒ Ambulance ☒ Fire truck ☐ Crash wagon ☒ Other - Specify <u>EMT's and Paramedics</u>				
15. Air Traffic control (Describe method of controlling traffic, including provision for arrival and departure of scheduled aircraft.) Madras UNICOM, the AirBoss, and coordination with the FAA Flight Service Station and Redmond Airport Control Tower. There is no scheduled air service into or out of Madras Municipal Airport.				
16. Schedule of Events (include arrival and departure of scheduled aircraft and other periods the airport maybe open.)				
Hour (a)	Date (b)	Event (c)		
1000 - 1200	08/26/2016	SCHEDULED PRACTICE FLIGHTS PERIOD		
1830 - 2200	08/26/2016	SCHEDULED SUNSET AND NIGHT AIRSHOW		
1330 - 1715	08/27/2016	SCHEDULED DAY AIRSHOW		
<i>If sufficient space is not available, the entire schedule of events may be submitted on separate sheets, in the order and manner indicated above.</i>				
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.				
17. Certification - I CERTIFY that the foregoing statements are true.				
Date 06/30/2016	Signature of Applicant [REDACTED]			
Remarks				



Cat. I 1500 foot line (2 Les Schwab Highway Tractors)

Cat. II 1000 foot line (Parallel Dirt/Turf Runway)

Cat. III 500 foot line (East edge of runway)

©2015 Google
U.S. NAVY
©2010

Imagery Date: 4/19/2015

©2015 Google

44°38'55.83"N 121°09'48.23"W 4067 2427 ft

Eye alt: 15916 ft

AIRPORT LOCATION

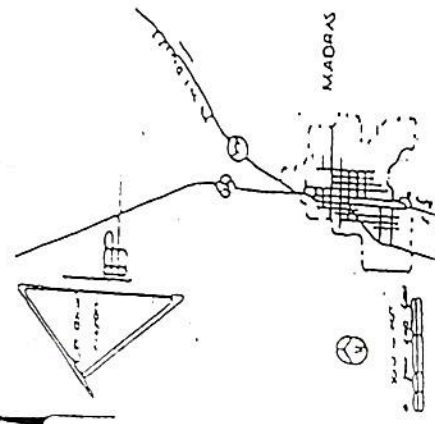
IN MADRAS

ALL BUILDINGS ARE EXISTING

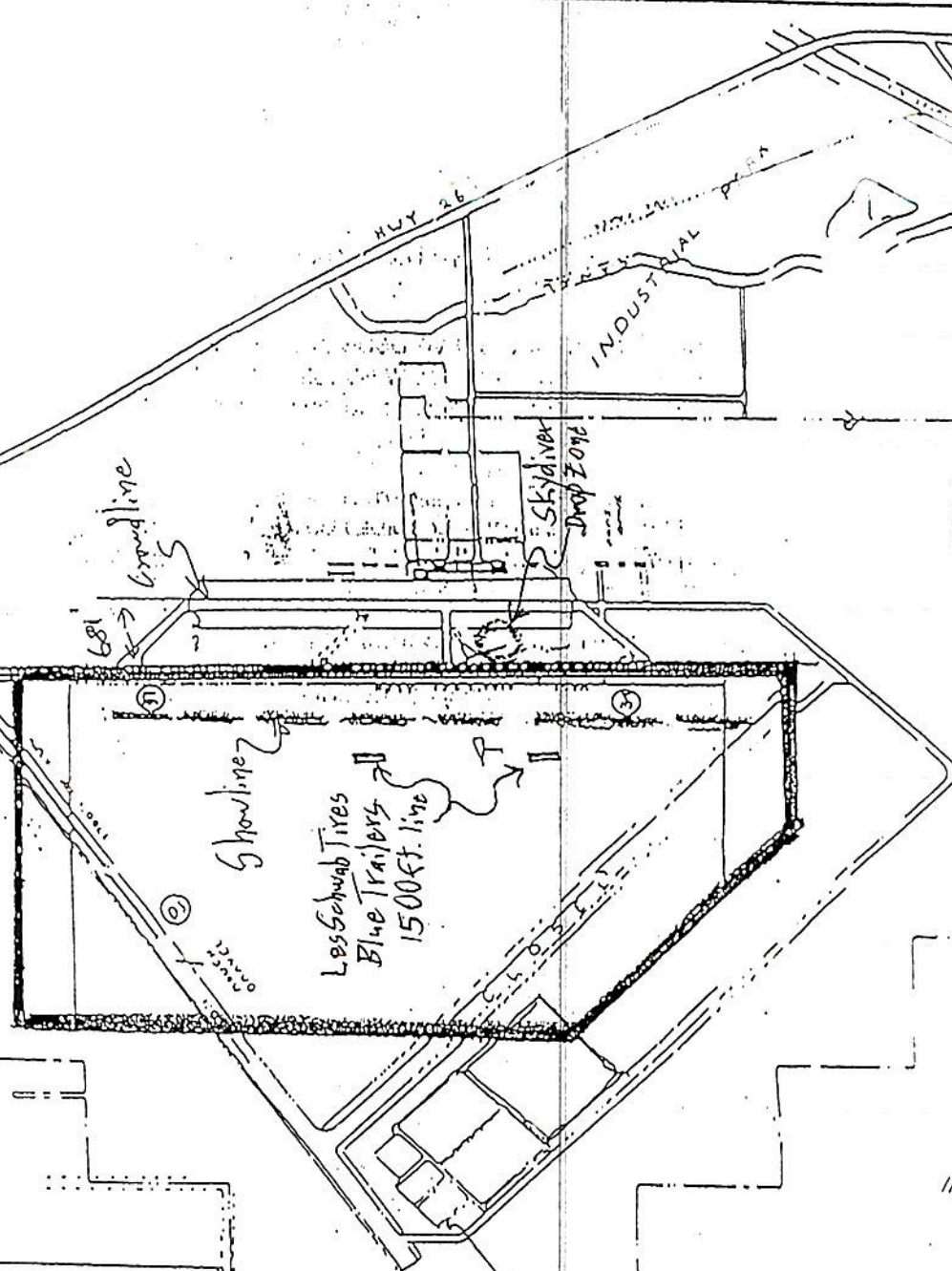
ROADWAY CIRCULATION

ROADWAY
EXISTING
PLANNED
CIRCULATION
LEGEND

MADRAS
CLY - COUNTY AIRPORT (S33)
MADRAS, OREGON



MADRAS
CLY - COUNTY AIRPORT (S33)
MADRAS, OREGON



CITY COUNTY AIRPORT
MADRAS, OREGON (S33)

AIRPORT LAYOUT

**THE AIRSHOW OF THE CASCADES
MADRAS, OREGON
AUGUST 26 and 27, 2016
ATTACHMENT "B"**

The "airshow" portion of this event is coordinated by Don Mobley, and is held during the hours shown on the Waiver.

Crash and fire protection services are provided by the Jefferson County Fire Department, supervised by Brian Huff, Fire Chief. An ambulance with EMT's will also be available at the airshow site. The City of Madras will also be available for police protection services even though the airport property is outside the city limits. Further, the airport is the property of the City of Madras. Any emergencies, including on or off the airport, will be handled through the Jefferson County Emergency Dispatch Office(911), which is located on the Airport property, with immediate response from the crews on the airport. Communication with the dispatch office will be through telephone and police radio. Communication with "on airport" crews will be through direct voice or handheld radios, or cellphones. A mass casualty plan is in place and available at the Madras Jefferson County Fire Protection District office. The document called the MCI, for Mass Casualty Incidents, would cover and apply to any serious disaster affecting large numbers of people. The MPS, for Multi Patient Scene, portion of the plan pertains to incidents involving more than ten victims. These procedures are activated through the initial call to "911". Four agencies would respond which includes the Fire District, Ambulance District, Air Life on standby, and activation of Redmond Airport's MCI Vehicle.

Crowd control will be accomplished through use of stanchions and ropes and portable fencing patrolled by volunteers, the local Boy Scout Troops and Civil Air Patrol Cadets, supervised by members of the Airshow Committee, and overseen by the the Airshow Coordinator. An adequate PA system will be used throughout the event.

Communication with performers will be done through aircraft radios, or in the event that an aircraft has radio communication difficulties and their performance needs to be terminated, a "call-down" signal will be given through the use of a signal flare shot from the midfield area of the spectator area, or a golf cart will be driven part way down the midfield taxiway.

Pyrotechnics will be handled and detonated only by qualified and experienced individuals. The Jefferson County Fire Department has been notified of the types of pyrotechnics to be used as well as the areas of the airport upon which they will be detonated. On the day of the shows, considering the wind direction and velocity plus local fire danger, Bruce Lawson or another supervisory representative of Homeland Fireworks, Don Mobley, our official FAA Inspector/Airshow Monitor, and the Fire Department will discuss the pyrotechnic display options and decide on the best procedure to be used.

The Airshow of the Cascades (at Madras)
August 26 and 27, 2016
Attachment "B" - Page 2

Skydivers will be performing according to the AirBoss's schedule. Their landing zone will be west of the crowd line in the area of the midfield taxiway and the windsock.

During the car racer/airplane demo, the car will be on the runway ready to go as the airplane flies by at the appointed speed along the west edge of the runway. No aerobatics will be allowed over the cars or ground personnel while the car and its crew are inside the airshow surface area.

Another map is included which shows the measured distance from the crowdline barriers to the East edge of runway 16/34 which is the eastern boundary of the aerobatic area.

To mark the 1000 foot or 1500 foot show lines as appropriate for the speed of display aircraft demonstrations, we will park two Les Schwab Tires blue highway trailers in the infield to mark the line.

Madras Airport (2012)

PHOTOTECHNIC LAUNCH AREAS
ADJACENT TO WEST EDGE OF RUNWAY



NORTH

1 inch = 222 feet

N. Sneed, City of Madras, 7/29/2014

The City of Madras uses GIS data to support its internal business functions and the public. The City of Madras does not warrant the accuracy, completeness, or reliability of the data. The City of Madras shall not be liable for any damages or losses resulting from the use of the data. The City of Madras reserves the right to modify the data at any time without notice.

ACADEMY OF MODEL AERONAUTICS

Coordinating Body for Model Aviation in the United States and the US Aeromodeling
Representative in the United States for the Fédération Aéronautique Internationale

MODEL ACTIVITY SANCTION

NATIONAL
HEADQUARTERS



No. 1902

This is to certify that a sanction has been granted

To CHRIS ELLIOTT
for a Class D - Demo
sponsored by DUSTERS RC CLUB
to be held at MADRAS AIRPORT MADRAS, OR
on AUGUST 26-27, 2016

The program will consist of events in accordance with the current bylaws of the Academy of Model Aeronautics and with the requirements of the category of event classification as specified in the current *Official Model Aircraft Competition Regulations*. The following requirements must also be met:

1. Those who operate models must be current AMA or MAAC members.
2. All literature pertaining to the event must prominently state, "Sanctioned by the Academy of Model Aeronautics" and include the sanction number.
3. The Contest Director in whose name the sanction is issued or his or her designated alternate must be present on the event site and is responsible for the satisfactory conduct of the event during and until its conclusion, regardless of delegation of any duties to others.
4. All model operations must adhere to the current *Official National Model Aircraft Safety Code*.
5. Non-compliance with any of the above must be cleared in advance by the Academy's president or executive director.
6. It is the policy of the Academy that participation in any sanctioned events shall be available without regard to race, color, creed, national origin, gender, age, or disability.

Each AMA sanctioned event is protected by insurance coverage with liability limits of \$2,500,000 for bodily injury and/or property damage arising out of any one accident resulting from event activities. Additionally, event site owners may obtain the same protection if named on a specifically requested certificate of insurance at additional cost. A summary of the protection provided by the Academy is printed on the reverse side.


Executive Director

**2016 SUMMARY OF LIABILITY
INSURANCE PROTECTION
for Chartered Clubs and Sanctioned Events
provided under insurance policies issued to
The Academy of Model Aeronautics, Inc.**

This Summary of insurance coverages is merely descriptive and should be used for familiarization and general reference purposes only. For specific policy information including coverage exclusions, limitations or conditions, copies of master policy(s) may be requested from the AMA and are available for \$5.00 per copy for handling and postage or can be downloaded at www.modelaircraft.org.¹

The General Liability Insurance policy coverage for chartered clubs, chapters, designated site owners and sanctioned event sponsors is effective March 31, 2016, subject to the terms and conditions of the policy issued by **Westchester Surplus Lines Insurance Company**. These insurance policies provide legal liability coverage for AMA chartered clubs and chapters if they are sued or claimed to have been negligent in causing bodily injury or property damage. Coverage for liability arising from club modeling operations is also extended to designated site owners who are issued an official Certificate of Insurance as evidence of coverage. Policy benefits include assignment of legal counsel and payment of legal cost related to the investigation, defense or settlement of a covered claim and payment of bodily injury, property damage or limited personal injury (libel, slander, defamation, invasion of privacy) settlements or judgments up to the limits of the policy. Clubs, chapters and sanctioned event sponsors are provided this liability insurance as excess of any other applicable coverage for accidents; however, coverage for a designated site owner is primary.

Club officers, contest directors/event managers of sanctioned events, and other volunteer worker(s) for AMA, while acting at the direction of, and within the scope of their duties for AMA, are afforded primary liability coverage under this policy. The insurance industry calls this the "vicarious liability" for the acts of others or accidents caused by others.

The maximum per occurrence limit of coverage available by this policy is \$2,500,000 involving bodily injury, personal injury and/or property damage with an overall limit of \$5,000,000 in the aggregate. These limits are for claims occurring during the policy period. Model cars, boats and rockets are included. Property damage liability coverage is subject to a \$250 per claim deductible payable by the Club or Sanctioned Event Sponsors. The deductible does not apply to bodily injury or personal injury. There is no coverage for damage caused to models. Liability coverage not provided under the policy for AMA members in suits or claims asserted by members of their own household. Likewise, no coverage is provided for claims arising from the use of private or commercial aircraft, automobiles or other motor vehicles, or water craft which transport people as operators or passengers in conjunction with club, chapter or sanctioned event activities.

Site Owner Coverage includes:

- *Premises liability for injury to spectators at a flying event.
- *Liability for injury or damage off-site (i.e. a model that strays from the site and injures someone on adjoining property).
- *Legal costs for defense of a lawsuit naming the site owner.
- *Contractual Liability coverage for contracts between the club and site owner holding the site owner harmless for claims or suits involving injury or damage caused by the club's activities.
- *AMA insurance is primary.
- *Separation of insured protects site owner from member or club acts voiding coverage.

SPECIFICALLY NOTE:

1. Claim reporting: any incident or claim must be reported immediately to AMA Headquarters, (765) 287-1256, or email claims@modelaircraft.org.
- 1 Choose "AMA Documents" from the menu then select "Safety and Member Benefits" from the contents section. The liability policies are Documents 500-L and 500-LA.