

CHAPTER 5. BANNER TOW TRAINING

TRAINING FOR BANNER TOWING OPERATIONS. Before operating under the terms of the waiver, the responsible person must ensure that all pilots satisfactorily complete ground and flight training applicable to the aircraft used, and review 14 CFR sections appropriate to banner towing operations and special provisions of the waiver. An experienced banner tow pilot should administer this training. Flight training should include flight at critically slow airspeeds, maximum performance maneuvers, and emergency procedures, to include equipment malfunctions and safety considerations during banner pickups and drop-offs. A flight proficiency check in one of the aircraft to be used for banner towing should also be conducted. This proficiency check should evaluate maneuvers using the Commercial Pilot Airman Certification Standards (ACS). (See Figure 5-1, Suggested Banner Tow Training Syllabus, below.) Ground support personnel should also receive training appropriate to the banner towing operation.

Training Records. Applicants for a banner tow waiver must present a reliable record that each pilot used in banner towing operations has successfully completed banner towing training. These records should include the pilot's name, certificate number, and the date the pilot met the knowledge and skill requirements and completed the flight proficiency check. An example pilot training record may be found in FAA Order 8900.1, Volume 3, Chapter 3, Section 1, Issue or Renew a Certificate of Waiver—Banner Towing, Figure 3-12, Banner Towing Operations Job Aid.

Multiple Release Systems. Pilots authorized to operate aircraft with multiple release systems must receive training administered by a pilot qualified in multiple release systems. The training must include methods to visually verify:

- Hook and release mechanisms prior to each pickup and drop-off.
- That release handles are numbered in sequence and positioned in a manner that will allow the pilot to activate all handles.
- That the rack or other device used to secure grapple hooks to the aircraft should be labeled in a letter or number sequence that is easily recognizable by the pilot while airborne to correspond with the appropriate release handle.