

EAA Warbirds of America ACE MANUAL

EAA Warbirds of America
Aerobatic Competency Evaluation Program
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Oshkosh, Wisconsin 54902

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EAA Warbirds of America ACE Program Safety Creed

The Experimental Aircraft Association Warbirds of America (EAA WoA) represents our Aerobatic Competency Evaluators organization. The founding members set standards that have contributed to an enviable spectator safety record. These standards are dynamic and continuously honed through years of preparation and experience. EAA WoA membership carries the responsibility of maintaining these safety standards.

As an EAA WoA member:

- I shall remember first and foremost that spectators place their trust and well-being in my mature judgment and professional actions. I shall continuously strive to be deserving of this trust.
- I shall not knowingly violate or stand idly by if others violate the spirit of the rules and standards set forth by EAA WoA or regulatory authorities.
- I shall work to create an environment that does not invite or promote unsafe actions and do my best to instill these values in my fellow EAA WoA members.
- I shall not think in terms of my event or my performance. Any adverse safety circumstances at one event may bring irrevocable consequences to the entire membership. It is our organization and our responsibility.

CHAPTER 1

EAA WoA ACE PROGRAM OVERVIEW

1.1 Introduction

The Aerobatic Competency Evaluation (ACE) Program represents the establishment of a program within the air show industry to qualify civilian air show pilots to fly aerobatics at public events in the United States and Canada.

Flight within the air show environment is unique, and professional standards must be set forth by the industry to maintain public trust. The industry itself is the best source of personnel with the experience necessary to evaluate the competency/safety of performers who wish to operate within the air show environment. Membership in EAA WoA is required to participate in the evaluation process.

This manual and its appendices contain the standards and procedures to be used by the EAA WoA Aerobatic Competency Evaluators (ACEs) in conducting evaluations. It also establishes the process for making recommendations regarding aerobatic competency/safety to the Federal Aviation Administration (FAA) and/or Transport Canada.

A valid airman's certificate/pilot license or pilot permit, current and valid medical certificate is required when operating an aircraft for each person intending to participate in a public exhibition of certain flight maneuvers at aviation events, such as air shows. For Part 103 operations, or a sport pilot, a valid airman/medical certificate is not required. A student pilot is not authorized to apply for the issuance of aerobatic competency credentials. The EAA WoA ACE Manual and the accompanying Practical Ground Evaluation Standards (Appendix C) and Practical Flight Evaluation Standards (Appendix D) set forth the procedures and standards which an applicant shall meet in order to qualify for a recommendation to the FAA or Transport Canada for issuance of aerobatic competency credentials.

By FAA guidance and TC policy, a pilot who wishes to perform aerobatics or other non-aerobatic flight demonstrations at a public aviation event must possess a valid FAA Form 8710 -7, or Transport Canada (TC) Form 26 0307, Statement of Aerobatic Competency.

All EAA WoA ACEs shall thoroughly familiarize themselves with the contents of this document, read all sections carefully, review them frequently, and have all appropriate documents, including this manual, on hand when conducting an evaluation.

1.2 Program Objectives

The EAA WoA ACE Program represents the acknowledgment by the industry for the need of an effective method of safeguarding the public at air shows. The EAA WoA ACE Program standards are a basis by which the competency and safety of air show pilots are evaluated and recommendations made to the FAA and Transport Canada for the issuance of the appropriate aerobatic competency/safety credentials.

The main objective of the EAA WoA ACE manual is to establish the EAA WoA Aerobatic Competency Evaluator's procedures to assist the FAA and Transport Canada with aerobatic competency evaluations of an applicant. Completion of the evaluation will result in recommending whether the FAA or Transport Canada should issue, deny or in some cases rescind a Statement of Aerobatic Competency.

1.3 Program Structure

The EAA WoA ACE Committee is a permanent Committee of EAA WoA established to monitor, administer and direct the day-to-day operation of the EAA WoA ACE Program. This includes discussing and recommending changes to policies and procedures of the program. The EAA WOA ACE Committee recommends potential members for approval by the EAA WoA Board of Directors.in accordance with the EAA WoA.Bylaws and the endorsement of the EAA WoA President, the ACE Program Director and the ACE Chief Evaluator.

With concurrence of the EAA WoA President, the EAA WoA ACE Program Director will be designated to lead and represent the EAA WoA ACE Committee. The committee members will be comprised of the EAA WoA President, the ACE Program Director and the ACE Chief Evaluator.

1.4 Authority

Unless otherwise specified in this manual, authority for the EAA WoA ACE Manual lies with the EAA WoA Board of Directors. Its scope shall not exceed the bounds set by regulatory guidance from the FAA or Transport Canada (FAA Order 8900.1 or CAR 623). The EAA WoA ACE Committee is tasked with reviewing and addressing any pertinent issues for governing regulation compliance.

1.5 Waivers and Exemptions

Unless otherwise specified in this manual, recommendation for waivers, exemptions, deviations and/or exemption approval from the EAA WoA ACE Manual will be submitted by the applicant or his/her EAA WoA ACE and approved or disapproved by the EAA WoA ACE Committee. All waivers and exemptions to the EAA WoA ACE Manual provisions and policies shall be ratified by the EAA WoA ACE Committee. (See Chapter 9 of this manual for information on the process used for requesting an exemption.)

1.6 History of ACE Program

The aerobatic competency evaluation program has been in use for several years. In the past, most pilots found it advantageous to simply go to the local FAA district office for an annual evaluation or renewal instead of using an industry evaluator for peer review and recommendations. The FAA found it necessary to appoint inspectors in each office to conduct these evaluations. However, the FAA was not always able to designate an adequately trained inspector who had related experience. Consequently, flight evaluations were sometimes inequitable. Efforts to correct these inadequacies revealed that it was not cost-effective to attempt a nationwide training program for inspectors in this specific task, because of the relatively low demand for the evaluation. Other safeguards built into the airshow environment have prevented the public from being placed at any undue risk. However, 12 performing pilots suffered fatal accidents within 1 year (1991). Although the number of accidents was generally no greater than in previous years, and many of the accidents did not take place at an airshow, the accidents did appear to be related to aerobatic competency. These accidents served as a catalyst toward more aggressive evaluation of the aerobatic competency of airshow pilots.

It is generally agreed that the level of safety of any segment of the industry is critically dependent upon that industry's assuming responsibility for itself and its safety programs. In this instance, the airshow industry was very proactive in its steps to alleviate future events that would reflect negatively on general aviation. Within a very short time, two industry groups proposed a revamping of the evaluator program to include new techniques and procedures. The most encouraging part of the proposed program was that, for the first time, there would be a well-orchestrated program that would directly affect virtually all active airshow pilots in the United States and Canada. Moreover, the industry is providing a database of information on airshow pilots and their competency checks. Such a fund of information is unprecedented, and the program far exceeds the FAA's and TC's capabilities for action in light of other priorities. This action will significantly advance airshow safety with little cost to the public. The FAA and TC are convinced that industry evaluators are people who are credible and dedicated to fulfilling their duties to conduct peer review, counsel, and make appropriate recommendations to the FAA or TC. Today a pilot obtains an FAA Form 8710-7 or Transport Canada Form 26-0307 by successfully completing an aerobatic competency evaluation in accordance with the provisions of an FAA-accepted or TC-approved industry aerobatic competency evaluation program and given by an industry-approved aerobatic competency evaluator.

CHAPTER 2 ADMINISTRATION

2.1 Records and Information

EAA WoA will be the primary source of data and information on the EAA WoA ACE Program. EAA WoA is responsible for answering all inquiries related to the EAA WoA ACE Program, its charter, structure, activities and day-to-day operations. EAA WoA will maintain its records on an internal database located at the address provided on page 1 of this manual for a period of no less than five years. Upon request from either Transport Canada or the FAA, EAA WoA will make any of its records available for inspection. EAA WoA is responsible for maintaining all records pertinent to the program, including, but not limited to, the following:

- A. Applicant files, including contact and application information on each applicant and card holder.
- B. Pilot and ACE report and/or grievances.
- C. ACE listing.
- D. ACE address and contact information.
- E. ACE expiration dates.
- F. ACE Committee proceedings and meetings.
- G. Recommendations on the issuance/suspension/revocation of Statement of Aerobatic Competency to the FAA/.
- H. Any other data pertinent to the administration of the ACE Program deemed necessary.

2.2 Fees

- A. EAA WoA Fees: The ACE Committee shall set and may adjust processing fees for Statement of Aerobatic Competency applications. Currently, there is no fee for this program.
- B. ACE Fees: Any ACE may charge a fee for conducting an evaluation. If there is a fee, it must be agreed upon by the applicant before initiating the evaluation. The fee should be reasonable and determined based on time, expenses, and geographically accepted rates.

2.3 Funding

The EAA WoA Board of Directors is responsible for establishing and providing necessary funds to support the ACE Program. As a minimum, funding will include, but not be limited to, the following:

- A. Records maintenance.
- B. ACE Committee teleconferences.
- C. Administrative items such as mailing, documents, forms, supplies, etc.
- D. ACE insurance policy.

2.4 EAA WoA ACE Manual Changes/Updates

The EAA WoA ACE Committee chair is responsible for maintaining and updating the EAA WoA ACE Program Manual. Proposed amendments will be filed to the EAA WoA ACE Committee.

- A. Amendments criteria:
 - 1. Proposals may be submitted to the ACE Committee by anyone.
 - 2. Proposals may be submitted at any time for consideration.
 - 3. Proposals must include a summation, objective of the change, and justification.
 - 4. Proposals must have the written endorsement of at least one current ACE.
 - 5. Proposals from government agencies do not require ACE endorsement.

B. Amendment consideration:

1. Proposed amendments shall be reviewed by the entire EAA WoA ACE Committee within 30 days.
 - a. Receipt of proposed amendments will be acknowledged in writing within ten (10) business days of receipt at EAA WoA Headquarters.
 - b. Within twenty (20) days of a final decision on the proposed amendment, the individual/organization who/that submitted the proposed amendment will be informed in writing about the final disposition of the proposed amendment.
2. The ACE Committee shall consult with all appropriate government agencies that accept the ACE Manual.
4. Recorded majority vote is required to place any proposal into proposed amendment status.
5. Proposed amendments will be made available for ACE review within 10 days of status.
6. Proposed amendments will have a 30-day comment period once posted for review. This comment period may be waived by the EAA WoA ACE Committee for the purpose of immediate action items, administrative issues, and/or other simple, required corrective actions. EAA WoA staff will be charged with assuring that proposed amendments are communicated to the ACE membership.
7. Upon the end of the 30-day comment period, the EAA WoA ACE Committee will review and incorporate justified comments into the "Proposed Amendment" for final consideration. This will include any necessary editing and modification for clarity, format and compliance purposes.
8. The EAA WoA ACE Committee will submit a final draft of the proposed amendment to the EAA WoA Board of Directors within 60 days of the initial proposed amendment status for approval or disapproval. If approved, the EAA WoA ACE Committee will then submit the recommended proposed amendment to the FAA/TC for their acceptance and recognition. If disapproved, the party which proposed the amendment shall be given written notification and be given an additional 30 days to reconsider and modify its proposal. It is the responsibility of the EAA WoA ACE Committee to communicate the acknowledgement of governmental actions to the appropriate committees.
9. Exceptions to these timelines may be approved by the EAA WoA Board of Directors.

C. Amendment implementation:

1. Upon concurrence of the EAA WoA Board of Directors, all other affected committees and acceptance by the FAA/TC, the proposed amendment will be given an implementation date by the EAA WoA ACE Committee.
2. The implementation date will account for an adequate distribution through appropriate communications from, and appropriate incorporation of the amendment into the EAA WoA ACE Manual.
3. Once implemented, the amendment is to be considered "effective" in accordance with the implementation date.

2.5 Maintaining the validity of a Statement of Aerobatic Competency

Upon successful completion of an initial an aerobatic competency evaluation, a performer will be issued a Statement of Aerobatic Competency (SAC) card with a validity date of December 31st of the year following the year in which the evaluation was completed.

If a performer had an initial evaluation completed June 1, 2012, the performer will be issued a SAC valid until December 31, 2013.

Subsequent renewals accomplished while the card is still valid and initial SAC's will expire on December 31 of the following year.

If a performer holds a SAC valid until December 31, 2013 and undergoes a re-evaluation in 2013 prior to December 31, 2013, the performer will be issued a SAC valid until December 31, 2014. To maximize the validity time of a SAC, a performer must undergo an evaluation once each calendar year.

If a performer who holds a SAC valid until December 31, 2013 does not complete a re-evaluation until January of 2014, the performer will be issued a SAC valid until December 31, 2014.

If the performer in the example above, undergoes a subsequent evaluation in 2014, the performer will be issued a SAC valid until December 31, 2015.

If the performer in the example above, elects to postpone his or her re-evaluation until 2015, he or she will be issued a SAC valid until December 31, 2015.

Note: Initial evaluations meet the qualification requirements of Chapter 5.2 of this manual. Subsequent renewals meet the qualification and proficiency requirements of Chapter 5.2 and 5.3 of this manual.

CHAPTER 3

EAA WoA ACE COMMITTEE

3.1 EAA WoA ACE Committee Mission

The EAA WoA ACE Committee is a permanent committee established by the EAA WoA Board of Directors to monitor, administer and direct the operation of the EAA WoA ACE Program. The EAA WoA ACE Committee is collectively charged with the oversight, leadership and management of aerobatic competency and the evaluation thereof. The EAA WoA ACE Committee will place air show industry safety above all other considerations. The EAA WoA ACE Committee is responsible for the directing and administering of the EAA WoA ACE Program as outlined in the EAA WoA ACE Manual.

3.2 EAA WoA ACE Committee Chairperson

With concurrence by the EAA WoA Board of Directors, an EAA WoA ACE Committee Chairperson will be designated to lead and represent the EAA WoA ACE Committee. The EAA WoA ACE Committee Chairperson is responsible for guiding the EAA WoA ACE Committee to fulfill its charter and responsibilities. He/she shall also assist in the selection of EAA WoA ACE Committee members. The EAA WoA ACE Committee Chairperson should be a current or former member of the EAA WoA ACE Committee and meet all the qualifications listed in Section 3.3A of the EAA WoA ACE Manual.

3.3 EAA WoA ACE Committee Members

The EAA WoA ACE Committee shall be listed on the EAA WoA website (www.eaa.org). Committee members are selected volunteers from the air show industry. Each member will make every effort to uphold the EAA WoA ACE Committee Charter and follow the guidance provided by the ACE Program Director. This committee will have no more than five (5) and no fewer than three (3) members.

A. Qualifications:

Only one of the qualifications listed below may be waived by the EAA WoA ACE Committee for the purposes of securing an otherwise well-qualified committee member to serve in a particular role based on the needs and priorities of the EAA WoA ACE Committee.

1. Current or previously qualified ACE.
2. Minimum (five) 5 years of air show performance experience ten (10) performances per year).
3. Able to attend the EAA WoA Board of Directors annual meeting at the EAA Convention.
4. Must hold a current 250 foot level SAC card. If the ACE does not renew his/her SAC card, he/she may continue as a member of the A EAA WoA ACE Committee for up to two calendar years with the approval of the ACE Committee.
5. Must be member of Warbirds of America.

B. Disqualifiers:

EAA WoA ACE Committee members may be disqualified if in the past seven years the ACE has:

1. Been convicted of a violation of any local, state or Federal law pertaining to drugs or alcohol.
2. Been convicted of any misdemeanor or felony offenses.
3. Been imprisoned.
4. Been discharged from the military with anything other than “Honorable.”
5. Had an airman certificate (other than medical), rating or authorization (or foreign equivalent) suspended, revoked or paid a civil penalty as a result of a violation of any FAA, Transport Canada or other Civil Aviation Authority regulations (foreign or domestic).
6. Been involved in any investigations, charged indictments, or pending actions in any local, state, Federal, military or foreign court.

C. Member Experience:

In hopes of maintaining a representative cross-section of the air show industry, the EAA WoA ACE Committee membership should include at least one individual with experience in each of the categories listed below.

1. High performance, high wing-loaded, $\geq 600\text{hp}$
2. Solo Aerobatics
3. Turbine powered
4. Formation Aerobatics

D. Selection and Tenure:

The EAA WoA ACE Committee will recommend members for a three (3) year term. No more than two terms may be served consecutively. Final approval lies with the EAA WoA Board of Directors. Ideally, each year, approximately one-third of the EAA WoA ACE Committee should be renewed or replaced. Committee members may be removed by a majority vote from the EAA WoA ACE Committee itself and ratified by a majority vote of the EAA WoA Board of Directors.

3.4 EAA WoA ACE Committee Responsibilities

The EAA WoA ACE Committee’s formal responsibilities include, but are not limited to, the following:

- A. Recommend members for the EAA WoA ACE Committee.
- B. Review initial ACE applications and biennial ACE renewals.
- C. Review ACE performances.
- D. Review grievances for action.
- E. Review exemption requests.
- F. Investigate allegations of non-compliance of the EAA WoA ACE Manual.
- G. Maintain and update EAA WoA ACE Program documents, to include this manual.

H. As appropriate, review and investigate any SAC holder incidents/accidents.

3.5 EAA WoA ACE Committee Authority

- A. Recommend the removal of EAA WoA ACE Committee members.
- B. Recommend approval/renewal or revocation of ACE status.
- C. Submit recommendation of issuance for Statement of Aerobatic Competency to FAA and TC
- D. Submit recommendation of “revoke” or “re-evaluation” for Statement of Aerobatic Competency to FAA and TC
- E. The committee may direct re-evaluation of any performer, SAC pilot, or ACE for the purpose of ensuring an acceptable level of safety, flying proficiency, and compliance of the ACE Manual directives. At the conclusion of a re-evaluation, a written report must be submitted to the Director of Operations for documentation and validation.
- F. Recommend exemption approval and/or disapproval.
- G. Implement any immediate action items, administrative issues, and/or other simple, required corrective actions to the EAA WoA ACE Manual.

3.6 EAA WoA ACE Committee Incident Procedures

The EAA WoA ACE Committee shall follow the protocol and procedures outlined within the EAA WoA Safety Incident Procedures, specifically, but not exclusive to, Appendix 1 of the EAASafety Incident Procedures. (The EAA WOA Safety Incident Procedures may be obtained at www.eaa.org)

CHAPTER 4 AEROBATIC COMPETENCY EVALUATOR (ACE)

4.1 ACE Standards and Code of Ethics

All ACEs will be held to the highest level of professionalism with respect to integrity, flight discipline, and safety. As a minimum, every ACE will comply with the following:

- A. Shall abide by all terms and conditions of the EAA WoA ACE Program.
- B. Shall only conduct evaluations within their approved categories.
- C. Shall conduct all evaluations in a professional, fair, reasonable, and equitable manner.

- D. Shall conduct all evaluations at a predetermined date, time, and location.
- E. Shall conduct all evaluations without any, or any perceived, “conflict of interest.”
- F. Shall conduct all evaluations in accordance with the standards and guidelines set forth in this manual.
- G. Shall conduct all evaluations in a manner that reflects great credit upon the air show industry.
- H. Shall maintain the respect and confidence of their peers, the FAA and TC..
- I. Shall bring any unsafe act or practice to the attention of the individual/individuals involved, the Director of Operations, the EAA WoA ACE Committee, and any other appropriate official.

Any violation of the above will be brought to the attention of the EAA WoA ACE Committee which will, in turn, review the situation. If determined appropriate, an ACE qualification may be revoked.

4.2 ACE Responsibilities

- A. Abide by the Standards and Code of Ethics outlined in section 4.1 of the EAA WoA ACE Manual.
- B. Remain familiar with the contents of this manual and all EAA WoA ACE Program documents.
- C. Conduct evaluations only in the categories that he/she is approved to evaluate.
- E. D. Conduct evaluations in accordance with the EAA WoA ACE Manual Practical Ground and Flight Evaluation Standards. Take the following actions when observing a “questionable” event:
 1. First, discreetly approach the individual and/or individuals involved with the event. If more than one ACE is present, the ACEs should confer to determine which one of the ACEs is in the best position to approach the pilot.
 2. Provide a verbal or written account of the event in question to the Director of Operations, who shall initiate the Safety Incident Response Procedures, to include pertinent time, date, location and description of the event and the response of the performer in question.
 3. If an ACE feels that talking to the individual has not resolved the matter, the ACE will address the “questionable” event with the air boss and/or air show director.
- F. An ACE shall be considered current if he/she has met and complies with all requirements of this chapter and has three (3) observations within the previous twenty-four (24) months.

4.3 ACE Authority

- A. Recommend re-evaluation of a current SAC pilot to the EAA WoA ACE Committee.
- B. Recommend to the EAA WoA ACE Committee that restrictions be placed on a current SAC pilot.
- C. Recommend revocation of ACE status to the EAA WoA ACE Committee.
- D. Recommend follow-on actions, with respect to observing a “questionable” event,” to the EAA WoA ACE Committee.
- E. An ACE may recommend the following:
 1. The issuance of a Statement of Aerobatic Competency.

2. A change to a performer's Statement of Aerobatic Competency.
3. These recommendations may include initial issuance, altitude adjustments, deletion or addition of aircraft, and/or type of act.

4.4 ACE Applications and Requirements

Before applying to become an ACE, a pilot should review and be familiar with the entire contents of the EAA WoA ACE Manual. Each applicant should understand and be prepared to abide by the EAA WoA ACE Standards and Code of Ethics provided in this manual. The applicant is also responsible for knowing and complying with the ACE application process outlined in this section.

A. Qualifications:

1. Written recommendation from a current ACE.
2. Written acknowledgement from the FAA (local FSDO) or TC.
3. Meet geographical need as determined by the EAA WoA ACE Committee.
 4. Possess at least 250 foot SAC card.
 5. Performed aerobatic flight at three (3) waived/authorized air show events for eight (8) out of the last ten (10) years.
 6. Minimum fifty (50) performances at the 250 foot Level.
 7. Minimum twenty-five (25) performances at different waived/authorized event locations.

B. Exceptions:

1. Any of the qualification criteria may be waived by the EAA WoA ACE Committee.

C. Applicants:

1. Provide written letter of intent/desire for ACE selection.
2. Provide documentation for satisfying all qualifications outlined in 4.4A of this manual.
3. Provide synopsis of aviation background (total time, aerobatic time, military time, etc...).
4. Provide any additional information requested by the EAA WoA ACE Committee.

D. Selection:

1. ACE applications may be submitted once each calendar year.
2. ACE applications will be reviewed by the EAA WoA ACE Committee at each meeting.
3. The EAA WoA ACE Committee will approve, disapprove, or request additional information.
4. Upon request, the ACE applicant will provide additional information within 30 days.
5. Upon approval, initial ACE designation will expire at the end of the second calendar year.
6. Upon disapproval, the ACE applicant may re-apply the next calendar year if desired.

4.5 ACE Renewal

Every ACE is required to have his/her ACE designation reviewed and renewed every two years. The initial ACE designation will expire on December 31st of the second calendar year. All subsequent designations will expire every other year. The EAA WoA ACE Committee is responsible for conducting the review for renewal or decline prior to November 1st of the appropriate year.

- A. The EAA WoA ACE Committee will use the following criteria when recommending re-designation of ACEs:

1. ACE written request for re-designation.
 2. Conduct at least three (3) evaluations for every twenty-four (24) month period.
 3. Quality and thoroughness of evaluation reports submitted by the ACE.
 4. Safety record of performers to whom the ACE granted recommendations.
 5. Any grievances concerning the ACE.
 6. Geographic need as determined by the EAA WoA ACE Committee.
 7. Participation in annual on-line WoA training/review/education
- B. Individuals will be notified by the end of the calendar year, if they are not selected for ACE status, and that notification will terminate their evaluation privileges.

4.6 ACE Revocation

The EAA WoA ACE Committee may recommend revocation of an individual's ACE evaluator status. Any ACE may also recommend an ACE revocation in writing to the EAA WoA ACE Committee. The EAA WoA ACE Committee is responsible for conducting a review for revocation.

- A. The EAA WoA ACE Committee will use the following criteria when considering ACE revocation:
1. ACE self-initiated request for revocation.
 2. Lack of required accomplished evaluations for every 2-year period.
 3. Poor quality and/or thoroughness of evaluation reports submitted by the ACE.
 4. Safety record of performers to whom the ACE granted recommendations.
 5. Any grievances concerning the ACE.
 6. Lack of completed continuation training as required.
 7. Lack of participation in annual on-line WoA training/review/education
 8. Failure to abide by the EAA WoA ACE Standards and Code of Ethics in the ACE Manual.
- B. Once initiated, the EAA WoA ACE Committee has thirty (30) days to complete the review.
1. The ACE will be notified of the review.
 2. The ACE may submit a written statement.
 3. The ACE will not conduct any ACE responsibilities or activities during the review.
 4. A two-thirds majority vote by the full EAA WoA ACE Committee is required to recommend the revocation of an ACE status.
- C. At the conclusion of the review, the EAA WoA ACE Committee will provide a written statement to the ACE in question outlining the status of the ACE.

4.7 ACE Observations

A. At the request of the NAES (National Aviation Events Specialist) or TC (transport Canada)liaison, a request for observation of an evaluation will be coordinated through EAA WoA ACE Committee on a case by case basis.

CHAPTER 5 QUALIFICATION, PROFICIENCY, CURRENCY AND REINSTATEMENT

5.1 General

In order to exercise the privileges of a Statement of Aerobatic Competency, a pilot must be qualified, proficient and current in the aircraft and endorsements being flown. The aircraft category, level and endorsements in which a performer is qualified and proficient may be found on the performer's SAC card authorization.

5.2 Qualification

A. Upon successful completion of an evaluation in an aircraft, a pilot is considered qualified to fly that aircraft category for a period of thirty-six (36) months. A performer maintains this qualification by completing a valid renewal evaluation in the aircraft being flown or an aircraft of the same category.

1. A renewal or addition of aircraft will further the qualification period for 36 calendar months from the date of renewal or addition of aircraft.

2. A renewal for performers that are not currently qualified for the aircraft may not take place in airspace waived for an air show. In this case, renewals must be performed in an aerobatic practice area or in airspace authorized as a practice waiver.

3. Aircraft that a pilot has been qualified in will not be removed from their authorization if the pilot is no longer qualified.

4. It is recommended that pilots with multiple aircraft in one category rotate the aircraft type evaluated to maximize familiarity with the category of aircraft in which the pilot is qualified.

B. Upon successful completion of an evaluation at a specific level, a pilot is considered qualified to fly at that level for a period of thirty-six (36) months. A performer maintains this qualification by completing a valid renewal evaluation at that level.

1. A renewal or change in level will further the qualification period for 36 calendar months from the date of renewal or change in level.

2. A renewal for performers that are not currently qualified for the level may not take place in airspace waived for an air show. In this case, renewals must be performed in an aerobatic practice area or in airspace authorized as a practice waiver.

C. Upon successful completion of an evaluation for an endorsement, a pilot is considered qualified to execute that Endorsement..

A renewal for performers that are not currently qualified for the endorsement may not take place in airspace waived for an air show. In this case, renewals must be performed in an aerobatic practice area or in airspace authorized as a practice waiver.

D. An initial evaluation or a renewal evaluation for a Statement of Aerobatic Competency meets the requirements of Chapter 2.5 of this manual

5.3 Proficiency

A pilot is considered proficient if the pilot has a current and valid Statement of Aerobatic Competency for the aircraft category, level and endorsements being flown in accordance with Chapter 2.5 of this manual.

5.4 Currency

A pilot is considered current in the specific aircraft, level and endorsements that will be flown at an air show if the pilot has flown either a practice performance or an air show performance in the same aircraft, level and same endorsements within the previous 45 days.

5.5 Reinstatement

When a pilot is no longer qualified in an aircraft category, level or endorsement, the pilot will be required to complete a reinstatement evaluation. A reinstatement evaluation must be conducted at an aerobatic practice area outside of the air show environment. A reinstatement evaluation accomplishes the requirements of both proficiency and qualification for the aircraft category, level and endorsement(s) evaluated.

CHAPTER 6 APPLICANT PROCEDURES

6.1 Preparation

The applicant should be familiar with the entire EAA WoA ACE Manual, including: Practical Ground Evaluation Standards, Practical Flight Evaluation Standards, endorsements and currency requirements, prior to the actual evaluation. The applicant is responsible for the following items:

- A. Identifying a qualified ACE.
- B. Identifying and securing appropriate authorized/waivered airspace.
- C. Identifying proposed date and location of evaluation.
- D. Providing pilot credentials and other relevant paperwork and documentation.
- E. Providing aircraft credentials.

6.2 Initial Applicant

An applicant applying for an initial SAC card shall provide:

- A. The name and contact information of the applicant's trainer or mentor.
- B. A description of the applicant's practical experience as an aerobatic pilot (which may include competition experience, aerobatic instruction, relative military experience, etc.)
- C. A description of the applicant's preparation for the evaluation for which he/she is applying.

6.3 Identify ACE

The applicant may select any ACE from the list provided by EAA WoA as an acceptable ACE to perform the required evaluation. Upon request, applicants may obtain the name, address, and point of contact information for the nearest ACEs from a list provided by EAA WoA. This list will also be available on the EAA WoA website: www.warbirds-aea.org. The selected ACE will be approved to evaluate both the type of endorsement and type of aircraft the applicant will be flying. The ACE shall ensure that he/she is not the ACE of record for greater than three (3) consecutive renewal evaluations.

6.4 Evaluation Application

After identifying and contacting a qualified ACE, the applicant and ACE should agree upon the proposed date and location of the evaluation. Upon meeting the ACE, the applicant will review following:

- A. Name and contact information of the person(s) who mentored the applicant during the applicant's preparation for the evaluation.
- B. A description of the applicant's relative aerobatic experience.
- C. How the applicant has prepared for the evaluation.
- D. Acknowledgement of understanding and agreement with all applicable guidelines outlined within the EAA WoA ACE Manual.

6.5 Evaluation Airspace

Both the applicant and the ACE will ensure that the following airspace criteria are met:

- A. Evaluation is conducted in the appropriate authorized/waivered airspace.
- B. Authorized/waivered airspace includes appropriate altitudes for evaluation.
- C. Accessible location and unrestricted view from the ground for ACE observation.
- D. Safe and suitable for type of act and type of aircraft flown for the evaluation.

6.6 Evaluation Requirements

- A. Upon request, the applicant will provide the ACE with the following:
 - 1. Pilot credentials
 - a. Pilot certificate with appropriate ratings;
 - b. Current medical;
 - c. Previous Statement of Aerobatic Competency, if any;
 - d. Current flight review (14 CFR 61.56 for U.S. pilots);
 - e. Applicant's performance sequence/profile;
 - f. Proof of satisfying endorsement requirements outlined in Appendix E.
 - 2. Aircraft credentials
 - a. Registration;

- b. Airworthiness certificate;
 - c. Supplement type certificates and field approvals (if appropriate);
 - d. Evidence of aircraft capabilities for conducting proposed maneuvers (if applicable);
 - e. Operating limitations (if appropriate).
3. Airspace credentials
- a. Appropriate airspace/waiver for date, time and location.
4. Planned “sequence of events” for the evaluation and subsequent air show performances.
- B. In advance of the face-to-face meeting with the ACE, the applicant will already have completed and submitted Part 1 of the Statement of Aerobatic Competency application. Completion and submission of Part 1 must be finished before the rest of the evaluation may take place.
- C. Upon completion of Part 1 and having previously arranged a mutually convenient time and location that accommodates all the requirements in paragraph 5.6 of this document, the applicant and ACE will meet in person to complete the ground evaluation, flight evaluation and evaluation de-brief portions of the application/evaluation process.
- D. Applicant should ensure that the ACE completes the application to EAA WoA.
- E. The application must be submitted to the ACE prior to the flight evaluation. Evaluations submitted to the ACE more than 72 hours after the evaluation will not be accepted.
- F. The applicant must be recommended for his/her initial evaluation by an ACE other than the evaluating ACE or by a current SAC holder for evaluations of Solo Aerobatics or Formation Aerobatics.

CHAPTER 7 EVALUATOR PROCEDURES

7.1 Evaluator Qualifications

On initial contact from an applicant regarding the availability of conducting an evaluation, the ACE will first and foremost confirm that he/she is current and qualified, as per the definitions in Chapter 4 of this manual, to administer the evaluation with respect to background, endorsement type, aircraft type, and specific expertise. If not, the ACE should decline, notify the EAA WoA staff, and possibly recommend a more appropriate ACE. The ACE should also take special note if the evaluation is for an Initial Application and review Chapter 6.2 of the EAA WoA ACE Manual.

- A. An ACE must meet the following conditions in order to conduct an evaluation:
 - 1. Current and qualified ACE as per the definitions in Chapter 4 of this manual.
 - 2. EAA WoA recognized competence and expertise for endorsement type and aircraft type.
 - 3. Ensure that no conflict of interest, or any perception thereof, exists.

a. Confirm that the applicant is not a family member, team member, employee, aerobatic student, an individual being mentored by and/or who may have a financial involvement with, the ACE who has been asked to conduct the evaluation. Although ACEs are authorized to make these determinations themselves, EAA WoA urges evaluators to err on the side of not conducting the evaluation if there may be even an appearance of a conflict of interest. If an ACE believes that he/she requires some independent assessment on this issue, he/she is urged to contact EAA WoA headquarters. The headquarters staff will be directed to also err on the side of avoiding even the perception of a possible conflict of interest when making these determinations. (Note: a pilot receiving more than three (3) hours of instruction from an ACE for the requested evaluation is considered to be a student of that ACE.)

4. The ACE shall ensure that he/she is not the ACE of record for greater than three (3) consecutive renewal evaluations.

7.2 Required Materials

The ACE shall have the following materials in his/her possession when conducting an evaluation:

- A. Aerobatic Competency Evaluation Program application.
- B. Copy of Practical Ground Evaluation Standards.
- C. Copy of Practical Flight Evaluation Standards.
- D. Copy of ACE Manual.
- E. Copy of applicant's historical file.

These items may be obtained by the applicant or the ACE through the EAA WoA office.

7.3 Requirements for Completing an Evaluation

- A. Qualified ACE.
- B. Qualified applicant.
- C. Qualified aircraft.
- D. Observation conducted within authorized/waivered airspace.
- E. Ground Evaluation Standards administered as per the EAA WoA ACE Manual (Appendix C).
- F. Flight Evaluation Standards administered as per the EAA WoA ACE Manual (Appendix D).
- G. Ground and Flight evaluations must be accomplished within 30 days of each other.
- H. Completed SAC application submitted to EAA WoA headquarters not more than thirty (30) days after the completion of the evaluation.

7.4 ACE Recommendations

Warbirds of America staff will submit an annual report by November 1 of each year to the FAA with ACE metrics including number of applicants passed, number of applicants declined and number of applicants denied through pre-screening by each ACE. ACEs must report to the EAA WoA office the number of applicants declined and number of applicants denied through pre-screening by October 1 of each year. After accomplishing or attempting to accomplish a scheduled evaluation, the ACE is responsible for submitting an evaluation status. All evaluations must be assigned one of the following:

- A. Evaluation Complete: all requirements satisfied.
 - 1. The ACE will provide a list of any restrictions if applicable.
 - 2. The ACE will complete and submit all required supporting documentation.
- B. Evaluation Incomplete: all requirements not satisfied and follow-on actions required.

1. The ACE will provide a brief narrative of incomplete items.
 2. The ACE will provide a recommended sequence of events to complete evaluation.
- C. Re-evaluation Required: applicant did not satisfy or display baseline ability or knowledge necessary for maintaining a Statement of Aerobatic Competency at the evaluated level.
1. The ACE will provide a brief narrative of non-satisfactory items.
 2. The ACE will provide a suggested course of action to possibly include a training program, mentor opportunities, recommended maneuvers, etc.

7.5 Requirements for completing Aerobatic Competency Evaluation application

- A. The ACE will ensure that the applicant has completed Part 1 of the application.
- B. The ACE will complete the evaluation information portion of the application:
1. Date of the ground evaluation.
 2. Time it took for ground evaluation.
 3. Whether or not the applicant's performance on the ground evaluation was satisfactory.
 4. Date of the practical flight evaluation.
 5. Time it took for flight evaluation.
 6. Whether or not the applicant's performance on the flight evaluation was satisfactory.
 7. Whether or not the applicant was changing altitude, adding an aircraft or adding an endorsement type.
 8. Whether or not the applicant was requesting a renewal without change.
 9. Airport at which the flight evaluation was conducted.
 10. Aircraft Type flown by the applicant for the practical flight evaluation.
 11. Endorsement Type evaluated by the ACE during the practical flight evaluation.
 12. Altitude level at which the evaluation was conducted.
 13. Number of performances evaluated.
 14. Comply with Appendix E for minimum requirements.
- C. The ACE will complete the altitude portion of the application:
1. Include clear direction to EAA WoA and the FAA/TC of notations, provisions, and/or restrictions.
 2. Recommended altitude level: Level 4, Level 3, Level 2.
 3. Specify altitude level for each aircraft type and each endorsement type, if appropriate.
- D. The ACE will complete the aircraft type portion of the application:
1. Recommended aircraft and applicable variants.
 2. Unless otherwise restricted by the ACE, a recommendation for a 'Stearman' where appropriate is a recommendation for that aircraft and all its variants.
 3. A recommendation for a new type of aircraft and variants may be considered by the EAA WoA ACE Committee.
 4. The notations in this section will include not just the aircraft in which the applicant performed his/her evaluation, but all aircraft listed on the applicant's previous card.
- E. The ACE will complete the endorsement type portion of the application:
1. Recommended endorsement type (listed in Appendix F)

2. The notations in this section will include not just the endorsement type in which the applicant performed his/her evaluation, but all endorsement types listed on applicant's previous card. Endorsements that have not been evaluated within the qualification period listed in Appendix E shall require reinstatement in accordance with Chapter 5.5.

F. The ACE will complete the final portion of the application:

1. ACE name
2. ACE signature
3. Date of evaluation (enter last day of events if evaluation required more than one day).
- 4

NOTE: The application will not be processed without the above final portion being completed.

G. The applicant will submit the application to EAA WoA within 15 calendar days of the evaluation.

1. Although recommended, it is not required that the ground evaluation be conducted prior to the flight evaluation for renewals without change.
2. Whether or not the applicant is recommended for a Statement of Aerobatic Competency, the ACE will submit the completed application to EAA WoA .
3. Copies of all documents as required by Section 6.2 or 7.5 shall be reviewed and verified by the ACE.

H. After reviewing the application for accuracy and to ensure that it is completed properly, EAA WoA shall forward copies of the application recommending issuance of a SAC card to the appropriate FAA Flight Standards District Office (FSDO) or Transport Canada Headquarters for issuance of the Statement of Aerobatic Competency (FAA Form 8710.7) or Transport Canada Form 26-0307).

CHAPTER 8 EVALUATION PROCEDURES

8.1 Initial Qualifications

All initial evaluations must include both the ground and flight portions of an evaluation in accordance with the provisions outlined in Appendix C and Appendix D. In addition:

- A. An initial applicant who has not previously held a Statement of Aerobatic Competency from the FAA or Transport Canada will be initially issued a Level 4 (800 feet) Statement of Aerobatic Competency.

- B. An initial applicant who has previously held a Statement of Aerobatic Competency, or has other experience that makes him/her believe they might qualify for a Statement of Aerobatic Competency other than Level 4, may petition the EAA WoA ACE Committee for an exemption to 8.1(A) of this section.
- C. All initial applicants are required to comply with FAA Order 8900.1 Flight Standards Information Management System and/or Transport Canada Special Flight Operations Standards and Procedures when applying for a formation aerobatic card.

8.2 Renewal of Qualifications

An existing SAC card holder desiring *no changes* in status (aircraft type, endorsement type, altitude, etc...) must still complete an annual ground evaluation and flight evaluation. Although there is no requirement during an annual renewal for the ground and flight evaluation to be conducted on the same day or in any particular order, the applicant must be in compliance with the following procedures:

- A. Conduct ground evaluation in accordance with the Practical Ground Evaluation Standards as outlined in Appendix C.
- B. Conduct flight evaluation in accordance with the Practical Flight Evaluation Standards as outlined in Appendix D. In addition:
 1. The evaluation must be preplanned.
 2. The evaluation must be flown in the presence of the selected ACE as an evaluation flight.
 3. No portion of the evaluation may be based on the “recollection” of a previous flight.
- C. Annual renewals with ‘no changes’ may be accomplished within the following provisions:
 1. The evaluation must be flown in the air show environment or in a duly authorized practice box.
 2. At a minimum, the applicant will perform either his/her entire standard air show flight sequence or fly each one of the maneuvers specified in the Practical Flight Evaluation Standards or a combination of both to ensure all required components are met.
 3. At the discretion of the ACE, the applicant may be required to perform particular maneuvers from the Practical Flight Evaluation Standards.

8.3 Changes/Updates to Qualifications

A. Altitude Change: An existing SAC card holder desiring a *change in status* for altitude must complete and provide written documentation that the following prerequisites have been accomplished within 24 months of the required subsequent ground and flight evaluation:

1. For a pilot to change his/her SAC altitude restriction from Level 4 to Level 3, he/she must perform an aerobatic sequence at no fewer than eight (8) public air shows (for purposes of this segment of the Statement of Aerobatic Competency requirements, a practice or rehearsal show that includes spectators may be counted toward the minimum eight (8) required performances) at no fewer than five (5) different air show sites at 800 feet in the same category of aircraft for which a change of status is requested.
2. For a pilot to change his/her SAC altitude restriction from Level 3 to Level 2, he/she must perform an aerobatic sequence at no fewer than twelve (12) public air shows (for purposes of this segment of the Statement of Aerobatic Competency requirements, a practice or rehearsal show that includes spectators may be counted toward the minimum twelve (12) required performances) at no fewer than six (6) different air show sites at 500 ft. in the same category of aircraft for which a change of status is requested.

NOTE 1: Prior to accomplishing an evaluation with a *change in status* for altitude, the selected ACE is required to review the documentation of the qualifying events. Copies of logbooks, contracts, newspaper articles, programs, performer briefings, event waivers or similar documentation are acceptable support evidence of participation.

B. Aircraft Type and/or Endorsement Type Change: An existing SAC card holder desiring a *change in status* for aircraft type and/or endorsement type must complete the required ground and flight evaluation for that particular aircraft type and/or endorsement type.

C. In addition to the above, the following restrictions apply to all qualifications:

1. Multiple performances in a single day in the same aircraft may not be used to meet the performer sequence requirements to move from one altitude restriction to a lower altitude restriction. Break in sequence with a landing exemption allowed with petition to ACE Committee.
2. Air show performances used to qualify for one *change in status* may not be used again for a subsequent change. For example, a performance at air show X on June 30th, 2012 may be used to move from level 4 to level 3, but that same performance may not be used to move from level 3 to level 2.
3. Flight evaluations use to qualify for a *change in status* may not be conducted at a public air show. For example, an evaluation from level 3 to level 2 may not take place at a public air show.

8.4 Reinstatement of Qualifications

A. In the event an ACE is asked to evaluate an applicant who had a previous but expired Statement of Aerobatic Competency card, he/she may be approved at their most recent altitude restriction if the card has expired within the last twelve (12) months. If the pilot's card has been expired for more than twelve (12) months, the ACE must move the applicant up at least one altitude level (for example, from Level 2 to Level 3). No renewing pilot will be moved higher than Level 3. Through recurrent training approved by the EAA WoA ACE Committee, a pilot may be eligible for an exemption to this requirement.

B. In the event that an applicant has had his/her SAC card suspended or revoked by the FAA or TCCA or had other enforcement actions that impacted that pilot's flying status, it will be the duty of the applicant to inform EAA WoA staff of these developments as part of the application and/or renewal status. Under these circumstances, the EAA WoA ACE Committee may, at its discretion, opt to designate a particular ACE to conduct the subsequent evaluation. In the event that an ACE is asked to evaluate an applicant who has had his/her SAC card suspended or revoked by the FAA/Transport Canada, the ACE must evaluate the applicant in the category of aircraft, level and endorsement flown by the applicant that gave cause of suspension/revocation. In all cases, the ACE Committee will insure that the designated ACE is not the ACE that had previously evaluated the applicant. Should circumstances dictate, the ACE Committee may require reevaluation of other aircraft categories, levels or endorsements held by the applicant.

C. Failure by the pilot to notify EAA WoA of a SAC card suspension or revocation or any other FAA or TCCA enforcement action may be cause for EAA WoA to recommend to the FAA that the pilot's SAC card be suspended or revoked. This may be considered a falsification of application and should be communicated with the FAA or TC.

D. When the FAA, TC, or EAA WoA request/recommend a reevaluation of the performer's competency to continue holding their current authorizations, an ACE other than the one who conducted the evaluation for the current SAC card will be assigned the task.

CHAPTER 9 EXEMPTIONS

9.1 Exemption Application

Anyone may request an exemption from specific provisions of the EAA WoA ACE Manual provided that an equivalent level of safety is obtained through alternate means. Applicants requesting an exemption should allow for approximately 60 days processing. Exemption requests will be directly submitted to EAA WoA for distribution to the EAA WoA ACE Committee within the following guidelines:

- A. Typed format (i.e. faxes, word processing documents, e-mails).
- B. Includes a summation, objective, and justification of the request for exemption.
- C. Includes an explanation of the unique situation requiring the request for exemption.
- D. Attached endorsement of at least one ACE.
- E. Requests from government agencies do not require ACE endorsement.
- F. Explanation of how exemption request ensures an equivalent level of safety.

9.2 Exemption Consideration

- A. EAA WoA ACE Committee actions:
 - 1. Review all duly proposed exemptions within 15 days.
 - 2. Recorded majority vote required to place into "Proposed Exemption" status.
 - 3. Notify applicant of status of exemption.

- B. Denied exemptions - EAA WoA ACE Committee actions:
 - 1. Upon receipt of a denied exemption from the ACE Committee, applicant may petition the EAA WoA ACE Committee for additional review.
 - 2. The EAA WoA ACE Committee shall consider all petitions within 30 days.
 - 3. A recorded majority vote of the SOC will conclude the review.

9.3 Conditions and Terms of Granted Exemptions

The EAA WoA ACE Committee will provide and establish the conditions and terms allowed within the granted exemption. As a minimum, these conditions and terms will specify the individual, the exemption, possible restrictions, the effective date, the expiration date, the renewal process, and any other associated requirements.

9.4 Notifications of Granted Exemptions

- A. The EAA WoA ACE Committee will notify each applicant in writing of the terms and conditions for a granted exemption.
- B. The EAA WoA ACE Committee Director of Operations will notify the FAA via e-mail of the terms and conditions for a proposed granted exemption and receive concurrence or non-concurrence within 15 days.
- C. EAA WoA will maintain a copy of the granted exemption in the individual's historical file and release copies as appropriate for publication in EAA WoA documents. EAA WoA will email a copy of the granted exemption to the FAA and TC.
- D. Should the applicant be denied exemption, he/she shall receive a written explanation of the ruling from the EAA WoA ACE Committee stating the reason for denial and, if applicable, any changes necessary to process the requested exemption.

CHAPTER 10

OBSERVATIONS, GRIEVANCES, and VIOLATIONS PROCEDURES

10.1 ACE Observation Procedures

An ACE should submit a written report (typed format) at any time to the EAA WoA ACE Committee detailing a personal observation/grievance of a “questionable” and/or “unsafe” event or incident by a holder of a Statement of Aerobatic Competency or potential applicant. In the same manner, the FAA or TC may also request (typed format) that the ACE Committee Director of Operations conduct an inquiry. The original report will be retained by EAA WoA , and the performer may request a copy. The EAA WoA ACE Chairman will initiate Safety Incident Procedures as outlined in Chapter 3.6. When required, EAA WoA will recommend to the FAA/TC:

- A. Revocation of SAC certificate to be completed prior to further aerobatic displays at an aviation event.
- B. Re-evaluation of aerobatic competency credentials.
- C. Suspension of aerobatic competency credentials.
- D. Implementation of restrictions (i.e. altitude, maneuvers, type aircraft, type act, etc...).
- E. Other actions which may be appropriate to ensure proper safety compliance.

10.2 Performer Observation Procedures

A performer may submit a verbal or written report (typed format) at any time to the EAA WoA ACE Committee Chairman detailing a personal observation/grievance of a “questionable” and/or “inappropriate” event or incident by an ACE. A copy will be sent to the ACE and the original report will be retained by EAA WoA. Upon review, the EAA WoA ACE Committee Chairman will initiate the Safety Incident Procedures. When required, the results of the Safety Incident Procedures shall be communicated to the FAA or TC.

10.3 Notification and Appeal Process

All ACE observations and performer grievances will be maintained on file at EAA WoA for a minimum of two (2) years. The pilot or ACE who is the object of an observation or grievance will be notified by the Chairman of the ACE Committee within five (5) working days of the original complaint being filed with the EAA WoA ACE Committee. This written notification will include a copy of the Observation and/or Grievance, and is the first step of the notification and appeal process. Upon official notification, the following actions/steps will be taken as required:

- A. The Pilot or ACE has 15 days to respond, after which the EAA WoA ACE Committee may Schedule a meeting to determine what action, if any, should be taken. Concerns of the EAA WoA ACE Committee shall be presented to the Pilot or ACE, who in return shall have a reasonable opportunity to respond. After which the EAA WoA ACE Committee may, by at least a two-thirds majority vote, take or recommend appropriate action to remedy the situation.

- B. If the Pilot or ACE has an objection to any member of the EAA WoA ACE Committee participating in the process, the reasons for the objection shall be submitted at the same time as the response to the notice of complaint by the EAA WoA ACE Committee Chairman. The members of the EAA WoA ACE Committee shall decide by a majority vote if any member of the committee should not participate in the proceedings. The EAA WoA ACE Committee retains the right but not the obligation to appoint an alternate member for the purpose of considering the actions before the committee, if one of its members is asked to step down for the matter. All committees may invite outside participation in a deliberation for the purpose of gaining expertise.
- C. The EAA WoA ACE Committee may consider any information provided from any source. The EAA WoA ACE Committee shall determine to what degree such material will be considered. This material shall be available to all parties.
- D. If a Pilot or ACE desires to appeal the decision of the EAA WoA ACE Committee, he/she may appeal to the Chairman of the EAA WoA ACE Committee. The Chairman will convene and chair an Ad Hoc Appeals Subcommittee of not less than four (4) appropriate people to hear the appeal. The appeal can be conducted via mail, phone or other mutually acceptable means.
- E. In the event that the concerned Pilot or ACE desires an appeal in person to the Appeals Subcommittee at a time other than the convention, he/she must first agree to pay all expenses for the meeting and deposit funds with EAA WoA to pay the estimated costs of the appeal. These funds will be used to pay for the appeal process regardless of the outcome of the appeal. The appeal hearing will be scheduled at a time and place agreed upon by all parties.
- F. The decision of the Appeals Subcommittee may be appealed . The decision of the Appeals Subcommittee shall be overturned only with overwhelming evidence provided by the applicant. Under extreme circumstances, the decision of the EAA WoA ACE Committee may be appealed to the EAA WoA Board of Directors.
- G. In cases where the EAA WoA ACE Committee believes a clear and present danger to life exists, action may be taken immediately. In this situation, the Pilot or ACE shall be notified promptly of the EAA WoA ACE Committee's decision and action to be taken. Any appeal shall first be made to the EAA WoA ACE Committee. The EAA WoA staff must be notified in all instances in which the EAA WoA ACE Committee believes a clear and present danger to life exists.

10.4 Non-Compliance Process

Allegations of non-compliance of the specific provisions and overall intent of the EAA WoA ACE Manual will be investigated by the EAA WoA ACE Committee Chairman. Penalties may be assessed based on the severity of the violation. Such penalties may include, but are not limited to, the following:

- A. Formal recommendation to the FAA or TC that the individual's SAC card be suspended or revoked.
- B. Formal documentation maintained in the individual's EAA WoA historical records of the violation and the actions taken by the EAA WoA ACE Committee, EAA WoA Board of Directors, and/or the FAA or TC

10.5 Falsifications Process

Evidence of falsification by either an applicant or an evaluating ACE shall be cause for immediate formal recommendation to the FAA or TC that the individual's Statement of Aerobatic Competency be revoked. Falsification incidences will be investigated by the EAA WoA ACE Committee Chairman and treated as possible Violations per Section 10.4.

Appendix A Terms/Definitions

1. All Variants: The summation of aircraft so close in flight characteristics that they warrant inclusion on any authorization given in any one of the aircraft.
2. Applicant: A pilot seeking a SAC card evaluation.
3. Category: As it pertains to chapter 7.3(A) of the EAA WoA ACE Manual, a generic classification of aircraft with similar performance capabilities.
 - Category A: Sport Aerobatics [not applicable]
 - Category B: Jet Warbird Aerobatics
 - Category C: Piston Warbird Aerobatics
 - Category D: Glider/sailplane [not applicable]
 - Category E: Rotorcraft [not applicable]
4. Civil Twilight: Civil twilight in the evening is the time between sunset and when the center of the sun is less than 6 degrees below the horizon.
5. Dog fighting: Two or more aircraft operating simultaneously in the box in reference to each other for the simulation of air combat maneuvering. Not formation in nature.
6. Fly by: A non-aerobatic pass or a series of non-aerobatic passes performed by one or more aircraft at an aviation event while the waiver is in effect.
7. Formation flying: When an aircraft is flown solely with reference to another aircraft and within 500 feet of the referenced aircraft. Air racing and simulated dog fighting are not considered formation flying.
8. Practice Session: Flying a dedicated event with a planned series of maneuvers... no more than three (3) practice sessions may be accomplished in one flight. The series of maneuvers may be or may include part of a performer's actual sequence. Actual performances may qualify as a practice session for currency purposes.
9. Initial applicant: A pilot who has never held a SAC card or has had their SAC card revoked.
10. Level: Minimum altitude AGL authorized to start and complete aerobatic maneuvers.
 - Level 4: 800 feet
 - Level 3: 500 feet
 - Level 2: 250 feet
 - Level 1: Unrestricted [not applicable]
11. Night Performance: Night performance means a performance between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.
12. Spot Evaluation: An evaluation initiated by the EAA WoA ACE Committee to ensure compliance with the Standards and Code of Ethics established within the EAA WoA ACE Manual.
13. Squirrel Cage: Two or more aircraft operating in the aerobatic box coordinating with each other. Not formation in nature.

Appendix B Acronyms

| | |
|---------|---|
| ACE | Aerobatic Competency Evaluator |
| AGL | Above ground level |
| CT | Continuation training |
| EAA WoA | Experimental Aircraft Association Warbirds of America |
| FAA | Federal Aviation Administration |
| ICAS | International Council of Air Shows |
| MSL | Mean sea level |
| SAC | Statement of Aerobatic Competency |
| TC | Transport Canada |

Appendix C

Practical Ground Evaluation Standards

During the Ground Evaluation phase, the ACE must keep in mind that this portion of the evaluation presents an opportunity to review all of the areas of knowledge unique to air show flying. For some pilots, this session may be the only formal review of air show aerodynamics, density altitude effects, physiology, energy, and other specific issues that impact air show professionals that the pilot may have during the year. The ACE must allow sufficient time and attach sufficient importance to this phase so that each applicant will remember the concepts and principles discussed.

I. Air Show Safety Concepts

This first part of the ground checklist concentrates on aerodynamics, density altitude, and physiology. The applicant should have a working knowledge of the relationship of turn and pull-out radius to true airspeed and radial "G." The applicant must know the indicated airspeed for his/her aircraft at which the tightest turn and highest pull out can be made. The applicant must understand the relationship between kinetic energy and potential energy in air show flying. The applicant must know how to determine if a particular maneuver is energy gaining or energy losing under various conditions of density altitude.

The applicant must understand the effect of density altitude upon true airspeed in relation to indicated airspeed, on the performance of aircraft engines, and on the ability to gain and/or maintain energy. The relationship between pull- out distances (altitude) and true airspeed should be discussed.

The main point in discussing physiology with each applicant is to impress upon him/her the need to take a good personal physiological inventory before each and every flight. The inclusion of this step in every pre-flight and the use of this personal physiological inventory in planning the flight is critical to safe flying. The ACE should also review the effects of stress, hydration, fatigue, and other human factors.

II. Review of Applicant's Proposed Performance Sequence

The goal in reviewing the entire sequence is to review the sequence design in relationship to the aircraft's capabilities, preservation of energy, adaptability to changes in density altitude and weather, demand on the pilot both physically and mentally, and the flow of the program.

The ACE should proceed through the applicant's written sequence and pause at each maneuver to examine it; then discuss it by covering the topics above. The applicant must know the minimum energy state (airspeed and altitude) for various density altitudes that he/she must have as entry parameters for every maneuver in the sequence. The ACE must cover this item for every maneuver in the sequence.

The applicant for a Level 3 or Level 4 waiver will be required to adhere to the maneuver sequence flown during the flight evaluation -- as recorded in the information sent to the EAA WoA office -- with the completed flight evaluation, in subsequent air show performances. However, variances in the sequence that increase the safety of the performance by compensating for factors such as density altitude, wind and terrain considerations shall be allowed, providing that no new maneuvers that have not been demonstrated are included in such modifications. Maneuvers may be deleted from the sequence.

III. Special Considerations

The ACE should refer to the appropriate checklist item if the applicant is flying a specialty act. A thorough discussion of each item is required. In certain situations, the ACE may have related, though not personal, experience in a specialty or new act. This is a good chance to ask the applicant to explain the unique facets and safety requirements of his/her specialty or plans for a new air show act. The ACE may also find it helpful to contact another ACE who specializes in a related aircraft. In these situations, the chairman of the EAA WoA ACE Committee will be advised before recommendations are forwarded to the FAA and TC.

IV. Emergency Procedures

An important issue for the ACE to bear in mind when reviewing emergencies is the decreasing number of options the pilot has in any given emergency as the total energy level (airspeed and altitude) of the aircraft decreases. Special care should be taken by the ACE to include specialty act circumstances into the discussion of each emergency. Examples include such emergencies as engine failure during a formation maneuver or during a wing walk act. Once again, the idea here is to take the time to think about these possible emergencies so that the pilot can recall his/her plan when and if those circumstances arise.

V. Practical Ground Standards Evaluation Checklist

A. Review of applicant's experience

1. Certificate check (Certificate Level/Ratings, medical, Flight Review, and LOA)
2. Air show documentation
3. Total flying time and time in type
4. Aerobatic time
 - a. total
 - b. in type

B. The applicant will exhibit appropriate knowledge of the following: personal motivation, philosophy, and reasons for obtaining an aerobatic competency card.

C. Understanding of past history of air show accidents and common causes.

D. Aerodynamics as it relates to the applicant's sequence (turn performance and energy management).

1. Relationship between true airspeed and; lift, drag, turn rate, and turn radius
2. Relationship between indicated and true airspeed
3. Technique for minimum altitude vertical recovery
4. Limitations of pilot's aircraft (V_N or V_G diagram)
5. Understanding of control of induced drag and how it can be controlled from the cockpit
6. Capabilities of pilot's specific aircraft
 - a. wing loading
 - b. power to weight
 - c. G limits
 - d. V_{ne} , V_{so}
 - e. special modifications
 - f. structural integrity, fatigue
 - g. use of ground pyro (ground/shooter-n-charge briefing)
7. Review of applicant's specific sequence
 - a. logic of sequence/energy management
 - b. energy losing maneuvers
 - c. special adjustments for high density altitude
 - d. blown maneuver or sequence interruption
8. Out of control flight (planned or unplanned)
9. Night time considerations

- E. Operation at high density altitude
 - 1. Use of density altitude chart
 - 2. Increased true airspeed and pull-out performance (turn radius increases with square of TAS)
 - 3. Engine performance degradation
 - 4. Relationship between indicated and true airspeed
 - 5. Ability to maintain energy
 - 6. Sequence modifications necessary to maintain energy

- F. Physiological effects/human factors in the air show environment
 - 1. Temperature effects (high and low)
 - 2. Hydration
 - 3. Stress
 - 4. G tolerance
 - a. insidious characteristics of loss of G tolerance
 - b. affected greatly by physical condition
 - 5. Density altitude effects on the body

- G. Weather considerations
 - 1. Wind velocity and direction
 - 2. Ceiling and visibility
 - 3. Rain on laminar wings (gliders, Long EZ, etc.)
 - 4. Prepared and practiced low show

- H. Air show responsibilities
 - 1. Responsibilities at air show briefing
 - 2. Federal Aviation Regulations and policy/Canadian Aviation Regulations and standards that apply to aerobatics and air shows, IIC responsibilities, air boss duties and assignments, air show standard operation procedures, air show safety briefing requirements, pertinent paperwork reviewed by the FAA and the air show ground plan.
 - 3. Required certification for air shows
 - 4. Show line vs. crowd line
 - a. artificial show lines
 - b. water shows
 - c. obstacles
 - 5. Ground operations (start & taxi)

- I. Emergencies
 - 1. Structural failure and aircraft control
 - 2. Engine failure
 - 3. Fire
 - 4. Communications failure
 - 5. Disorientation
 - 6. Bail out and parachute considerations

VI. Special Act Considerations

(Must be reviewed for notation on competency card)

- Dog fight act
- 1. Aircraft dissimilarities
- 2. Energy conservation
- 3. Special effects: plan ahead for safety
- 4. Emergency procedures
- 5. Risks of "unplanned" sequence

Appendix D Practical Flight Evaluation Standards

A. General

1. If an applicant believes that he/she may have difficulty executing one or more of the flight maneuvers mandated, it is strongly recommended that the applicant postpone or cancel the evaluation until he/she has complete mastery of the required maneuvers.
2. The final decision on whether or not an applicant is capable of performing any particular maneuver is the applicant's.
3. Certain maneuvers may not be appropriate for certain aircraft. The ACE and the applicant will jointly decide if specific maneuvers should be adjusted or eliminated from the evaluation process if the applicant is flying a plane that cannot or should not be used to fly those maneuvers. For example, it is understood that only planes with inverted fuel and oil systems will fly the two 180-degree inverted turns. Note: Under no circumstances should an aircraft be used to perform maneuvers not approved for that aircraft.
4. At a minimum, the maneuvers explained in this document are to be successfully demonstrated prior to the applicant demonstrating his/her air show sequence. They are to be performed at a safe altitude, may be flown separately or in a sequence, and may be completed in the same flight, or in a separate flight from the air show sequence, at the discretion of the applicant and evaluator. These maneuvers are used to demonstrate the applicant's ability to perform basic aerobatic maneuvers safely before demonstrating his/her ability to perform a sequence of maneuvers at low altitude in a designated area.
5. Reverse half Cuban eights and Split S-type maneuvers can be dangerous maneuvers. Though any maneuver specified in these standards can also be dangerous, the EAA WoA ACE Committee recommend particular caution and, if necessary, a bit more altitude than normal when a new pilot or a pilot unknown to the ACE is performing these particular maneuvers.

6. In order to provide the ACE with a basis for evaluating a maneuver from the ground, EAA WoA ACE Committee has given altitude and heading guidelines to assist the ACE in the evaluation process. The altitude and heading guidelines are provided for reference only. These values are accepted by the International Aerobatic Club (IAC) as the minimum deviation visible by a judge evaluating from the ground. Please use these values as a guide only. (Reference IAC Rule Book) EAA WoA expects the ACE to use his/her best judgment in evaluating a performance. If there is any question as to the safety of any maneuver or sequence presented by an applicant, the pilot should fail the evaluation.
7. The ACE should select the category and performance class that covers the maneuvers the aircraft is capable of and then, if necessary, disregard any maneuvers deemed unsafe or beyond the capabilities of the aircraft. The ACE may ask to see any maneuver that might not be listed if it is deemed necessary for conducting a thorough evaluation and the maneuver is considered to be safe and appropriate.
8. To be eligible for a waiver with a formation team, each member of that team must also obtain or possess a solo authorization in the aircraft and at the level sought for the format.

Category B: Jet Warbird Aerobatics
Category C: Piston Warbird Aerobatics

- Level 4 - (800 feet AGL minimum)**
Level 3 - (500 feet AGL minimum)
Level 2 - (250 feet AGL minimum)
Level 1 – (surface - Not applicable for EAA WoA program)

(Aircraft in this category include, but are not limited to, military and ex-military aircraft with reciprocating and turbine engines that have 600 horsepower or more and retractable gear.)

I. Area of Operation: Flight Evaluation Maneuvers

A. Task: Flat Pass

To determine that the applicant can define and track the appropriate showline (1000 feet or 1500 feet, depending on the aircraft), and establish a reference to the appropriate baseline altitude.

1. Show knowledge of showline orientation and baseline altitude minimums.
2. Consider wind conditions, obstructions and emergency procedures.
3. Establish a straight flight path parallel with the demonstration area and correct for wind conditions if required.
4. Fly a smooth and level pass at the baseline altitude +/- 50 feet.

B. Task: 180 degree repositioning turn

To determine that the applicant can execute a 180 degree repositioning turn.

1. Show knowledge of the dynamics of repositioning turns.
2. Demonstrate the flight path and judgment required to reposition the aircraft from a maneuvering pass and realign on the reciprocal showline for the next pass.
3. Direct the flight path so as not to direct energy toward the crowd line.
4. Be able to abort the maneuver at any time needed or as instructed by the ACE.

C. Task: Half rolls

To determine that the applicant can execute a half roll from upright to inverted, pause, and then roll back upright in the opposite direction of the original roll. Requires applicant to exhibit orientation and recognition of inverted flight, hold inverted flight, and demonstrate the ability to roll in the opposite direction to reestablish flight in the upright position. This maneuver may be accomplished at a level altitude or a parabolic arc depending on the inverted flight limitations of the aircraft being utilized.

1. Exhibit knowledge of the elements of rolling maneuvers.
2. Consider wind conditions, obstructions and emergency procedures.
3. Establish necessary wind corrections to maintain a constant flight path before rolling to the inverted.
4. Roll to inverted smoothly and in a controlled fashion, stopping at wings level +/- 10 degrees.
5. Maintains flight path +/- 10 degrees while inverted.
6. Roll back to upright flight in a smooth and controlled fashion, maintaining flight path +/- 10 degrees.
7. Stop roll upright, wings level +/- 10 degrees and at an altitude at or above the baseline altitude.
8. Be able to abort the maneuver at any time needed or as instructed by the ACE.

D. Task: Aileron roll (left)

To determine that the applicant can roll the aircraft without losing altitude and maintain a constant heading while executing a 360-degree aileron roll.

1. Exhibit knowledge of aileron rolls.
2. Consider wind conditions, obstructions and emergency procedures.
3. Establish a straight flight path parallel with the demonstration area.
4. Roll smoothly and in a controlled fashion to the left.
5. Maintain a constant rate of roll throughout the roll.
6. Maintain heading during the roll +/- 10 degrees.
7. Complete the roll at an altitude at or above the baseline altitude.
8. Finish roll in a wings level attitude +/- 10 degrees.
9. Finish roll on same heading as entry +/-10 degrees.
10. Be able to abort this figure at any time if needed or instructed by ACE.

E. Task: Aileron Roll (right)

To determine that the applicant can roll the aircraft equally well in both directions.

1. Exhibit knowledge of aileron rolls.
2. Consider wind conditions, obstructions and emergency procedures.
3. Establish a straight flight path parallel with the demonstration area.
4. Roll smoothly and in a controlled fashion to the right.
5. Maintain a constant rate of roll throughout the roll.
6. Maintain heading during the roll +/- 10 degrees.
7. Complete the roll at an altitude at or above the baseline altitude.
8. Finish roll in a wings level attitude +/- 10 degrees.
9. Finish roll on same heading as entry +/-10 degrees.
10. Be able to abort this figure at any time if needed or instructed by ACE.

Note: An aerobatic competency card with the notation, "Rolls Only" may be issued to any applicant who satisfactorily demonstrates these first five maneuvers: the flat pass, the 180 degree repositioning turn, the half roll to inverted and half roll back upright, the left aileron roll and the right aileron roll.

F. Task: Point Roll (four- or eight-point)

To determine that the applicant possesses advanced rolling abilities and inverted orientation while maintaining the show line and baseline altitude.

1. Exhibit knowledge of point rolls.
2. Consider wind conditions, obstructions and emergency procedures.
3. Establish a straight flight path parallel with the demonstration area.
4. Roll smoothly and in a controlled fashion to each point.
5. Stop each segment of the roll +/- 10 degrees.
6. Maintain heading during the maneuver +/- 10 degrees.
7. Complete the maneuver at an altitude at or above the baseline altitude.
8. Finish roll in a wings level attitude +/- 10 degrees.
9. Finish roll on same heading as entry +/-10 degrees.
10. Be able to abort this figure at any time if needed or instructed by ACE.

G. Task: Half Cuban Eight

To determine that the applicant can complete a half Cuban eight: Fly approximately five-eighths of a loop to an inverted down line of approximately 45 degrees. Half roll the aircraft to upright. Recover in upright flight parallel to the demonstration area, while maintaining full situational awareness in reference to the ground.

1. Exhibit the knowledge of the elements of the half Cuban eight.
2. Consider wind conditions, obstructions and emergency procedures.
3. Establish a straight and level flight path parallel to the demonstration area.
4. Fly approximately five-eighths of a loop in a smooth and controlled fashion to an inverted down line of approximately 45 degrees.
5. Half roll to upright flight on a down line.
6. Return to upright level flight at same or greater altitude in the opposite direction from entry +/- 10 degrees.
7. Be able to abort this figure at any time needed or instructed by the ACE.

H. Task: Inside Loop

To demonstrate that the applicant has the ability to utilize the vertical while maintaining the show line correcting for wind drift and reestablish level flight upon completion of the maneuver at the baseline altitude.

1. Exhibit the knowledge of the elements of the inside loop.
2. Consider wind conditions, obstructions and emergency procedures.
3. From an established flight path, parallel to the demonstration area initiate the inside loop.
4. Maintain roll and pitch control during loop.
5. Maintain speed control over the top of the loop.
6. Exit the loop on the same flight path as entry +/-10 degrees.
7. Exit the loop at an altitude at or above the baseline altitude.
8. Be able to safely abort the loop at any time if needed or asked to by ACE.

II. Area of Operation: Cross Wind Correction

A. Task: Cross wind correction.

To determine that the applicant can compensate for cross wind conditions by maneuvering the aircraft in a fashion that will keep the aircraft from moving down wind. Many techniques will work for this purpose leaving quite a bit of subjectivity and judgment on the ACE's evaluation. Therefore, the sole task is to verify that the pilot has the control and situational awareness needed to keep the aircraft from passing inside a given "dead line".

The following maneuver is designed to demonstrate the pilot's ability to "move" the aircraft from left to right or vice versa. The amount of sideways movement will vary depending on the size of the loop, time in the loop, and the pilot's ability to input corrections for wind drift.

1. Exhibit knowledge of the elements of cross wind correcting. Specifically, being able to keep the aircraft over the same path along the demonstration area correcting for crosswind, and also being able to move aircraft to the up wind direction at will.
2. Consider wind conditions, obstructions and emergency procedures.
3. While flying the aircraft directly towards the ACE at the demonstration altitude perform one inside loop over a pre-determined ground point.
4. The applicant should be able to “move” the aircraft “up-wind” to the left or right by no less than 100 feet. (The use of runway lights normally spaced 200 feet is a good reference for the ACE to use.)
5. Refer to Task H: Inside Loop in Section I.

If sufficient cross wind exists, the applicant may perform the loop in a direction that would expose his/her aircraft to a 90-degree cross wind. If this method is used, the applicant will be expected to keep his/her aircraft over the pre-determined ground point during the entire loop. The ACE may want to refer to the enclosed Crosswind Component Charts for wind vs. distance drift.

III. Area of Operation: Full aerobatic sequence

A. Task: Aerobatic sequence demonstration

To determine that the applicant can complete a full aerobatic demonstration. During the flight, the pilot shall be able to complete the following:

1. Maintain a safe altitude at all times as appropriate for the level being applied for.
2. Maintain directional control of his/her aircraft at all times during the aerobatic demonstration. This is to include take off and landings.
3. Maintain an energy level that is appropriate for the given sequence and maneuvers being demonstrated.
4. Compensate for winds during the sequence so as to remain over the primary demonstration area, remaining no less than 1,000 feet in front of the ACE, and keeping the sequence balanced and centered.
5. Be able to abort or interrupt the sequence at any time if needed or asked to by the ACE. After interruption, being able to return to the aerobatic area and continue with the remainder of the sequence without the flow and safety being compromised.
6. All maneuvers shall be performed to the same standards as set forth in the proceeding “tasks.”

Appendix E
Statement of Aerobic Competency Endorsements and Requirements

The following are accepted SAC Card Endorsements/Limitations/Restrictions with associated minimum requirements:

- A. Rolls only
 - 1. 5 practice sessions for Initial Endorsement
 - 2. Level as required
 - 3. Completed evaluation
 - 4. Qualification period of 36 months in category evaluated

- B. Solo Aerobatics
 - 1. 30 documented practice sessions for Initial Endorsement
 - 2. Level as required
 - 3. Completed evaluation
 - 4. Qualification period of 36 months in category evaluated

- C. Dog fight
 - 1. Completed evaluation
 - 2. Qualification period of 36 months in category evaluated

“TO BE DETERMINED”

Appendix F Figures

NOTE: Figures 1, 2, 3 4 and 6 will be replaced with the new documents upon approval and prior to implementation.

Figure 1
Front of FAA SAC card

Figure 2
Back of FAA SAC card

Figure 3
Front of Transport Canada SAC card

Figure 4
Back of Transport Canada SAC card

Figure 5
Statement of Aerobatic Competency Application

EAA-WARBIRD
APPLICATION FOR STATEMENT OF ACROBATIC COMPETENCY (FAA FORM 8710.7)

PART 1 – APPLICATION Type of Application: New Issue Change (Flight Required) Renewal without change Re-Evaluation

Name: _____ (Complete experience requirements for renewal)

Email Address: _____

WB #: _____ Date of Birth: _____

Address: _____

Phone: _____

FSDO Office for your area (City): _____

Pilot Certificate #: _____ Type: _____

Ratings: _____

Medical Date: _____ Type: _____

Date of Last BFR: _____

| Show Name/Practice Site | Date | Check if Show | Check if Practice |
|-------------------------|-------|--------------------------|--------------------------|
| _____ | _____ | <input type="checkbox"/> | <input type="checkbox"/> |
| _____ | _____ | <input type="checkbox"/> | <input type="checkbox"/> |
| _____ | _____ | <input type="checkbox"/> | <input type="checkbox"/> |
| _____ | _____ | <input type="checkbox"/> | <input type="checkbox"/> |
| _____ | _____ | <input type="checkbox"/> | <input type="checkbox"/> |
| _____ | _____ | <input type="checkbox"/> | <input type="checkbox"/> |

Applying for:

Type Act(s): Warbird Aerobatics

Level (Check one): 250 Feet 500 Feet 800 Feet

I declare under penalty of perjury that the information I have provided in this application is accurate, and that I have read the assumption of risk and waiver of rights that are part of this document, and that I fully understand each of the terms and provisions, and that this document was executed by me of my own free will

Signature: _____ Date: _____

PART II – TO BE COMPLETED AS REQUIRED BY WARBIRD EVALUATOR

Ground (oral) Evaluation Notes (required for all evaluations): _____

Air Evaluation Notes: _____

Location of Flight Evaluation: _____ Date of Flight Evaluation: _____

Form 8710.7 Limitations (to be noted on acrobatic competency card):

Dogfight Rolls Only Combination of Loops and Rolls

Altitude Restrictions: 250 500 800

Approved Aircraft: _____

Remarks for Certificate: _____

PART III – TO BE COMPLETED BY A WARBIRD (AIRSHOW CERTIFICATION EVALUATOR)

Warbird Evaluator Name: _____

I have observed the applicant and find that he/she meets the standards specified in the air evaluation checklist.

Evaluator Signature: _____ Date of Evaluation: _____

| For Office Use | Application Received | Application Sent to FAA | Comments |
|----------------|----------------------|-------------------------|----------|
| | | | |

APPLICATION FOR STATEMENT OF ACROBATIC COMPETENCY

I am an applicant for a Statement of Acrobatic Competency (FAA Form 8710.7) from the Federal Aviation Administration (FAA). I desire to take advantage of an FAA procedure for the evaluation of my competency by a Warbird Aerobatic Evaluator (Warbird Evaluator) on the list maintained by the EAA Warbirds of America, Incorporated. To take advantage of that procedure, I understand I must sign the following ASSUMPTION OF RISKS-WAIVER OF RIGHTS AGREEMENT, which is a part of this application.

I understand that my decision to perform aerobatics involves risk. This decision is a personal decision for me, and I alone am responsible to the public, my family, heirs and all others for any claims that arise from my activities.

ASSUMPTION OF RISK – WAIVER OF RIGHTS AGREEMENT

Indemnity Agreement & Release of Liability

and

Acknowledgement of Risks and Hazards.

This is an agreement which reads as follows:

1. I, ME, MY, WE, US and OUR means the applicant, his or her spouse, children, heirs, dependents, personal representatives and anyone acting on their behalf.
 2. YOU and YOURS means
 - a. EAA Warbirds of America, Incorporated, a non-profit corporation;
 - b. Any Warbird Aerobatic Evaluator (W/B Evaluator) listed as such by the EAA Warbirds of America and used by me as a W/B Evaluator;
 - c. The Warbird Aerobatic Evaluator Selection Committee;
 - d. All concessionaries, aircraft owners and operators, and land owners and licenses utilized for the purpose of an air show competency evaluation; and
 - e. Any and all members, officers, directors, agents, employees, instructors and pilots of any of the above for their acts or failure to act in the air show competency evaluation program, where ever and whenever they occur.
 3. AIR SHOW COMPETENCY EVALUATION or OBSERVATION OF A DEMONSTRATION OF COMPETENCY means the process by which a W/B Evaluator makes an evaluation of my competency to engage in acrobatic activities at an air show or exhibition, including any written oral practical or other exam, and the written report by the W/B Evaluator of the observations.
 4. STATEMENT OF ACROBATIC COMPETENCY means the Statement of Acrobatic Competency (FAA Form 8710.7) issued by the FAA. The FAA, in deciding whether it will or will not issue a statement of acrobatic competency, may choose to consider the report of observations by the W/B Evaluator
 5. ACROBATIC FLIGHT ACTIVITIES mean the activities defined as such by the FAA from time to time, including in addition, any participation in any air show or exhibition.
 6. VOLUNTARY APPLICATION: I am applying to the FAA for a Statement of Acrobatic Competency, and desire to select a W/B Evaluator to issue a report to the FAA on his or her observations of my acrobatic flight activity abilities. This is a voluntary application, and there is not necessity for me to obtain the statement other than my desire to engage in such activities. I authorize the EAA Warbirds of America and the W/B Evaluator to submit the report to the FAA.
 7. SELF EVALUATION: I warrant to you that based upon my own evaluation of my health and experience and the training I have received that I believe that I have been adequately trained and that I can safely perform acrobatic flight activities in an air show or exhibition.
 8. SELECTION OF W/B EVALUATOR EQUIPMENT AND LOCATION: I shall select the W/B Evaluator, aircraft and location to be used for the demonstration. I am also responsible to obtain any permits, waivers, and authorizations needed for the air show competency evaluation. I have or will have inspected all of the land, facilities, equipment, aircraft and parachutes which will be involved in my evaluation and determined them to be acceptable.
 9. INDEPENDENT CONTRACTORS: I understand and agree that I am, and each person and firm involved in providing instruction, equipment, services and the air show competency evaluation to me is, an independent contractor, and not the employee or agent of any other person. This specifically includes my recognition and agreement that the EAA Warbirds of America and the W/B Evaluator are not liable for the acts or omissions of each other, nor for any other person.
 10. RESPONSIBILITY AS PILOT IN COMMAND: I will be the sole Pilot in Command (PIC) of the aircraft used to demonstrate my competency during the evaluation. As a PIC I will be directly responsible as the final authority for the operation of the aircraft used in the demonstration of competency. I will fully and knowingly accept the responsibility. At no time shall the W/B Evaluator be PIC of the aircraft used in the demonstration of competency.
 11. HEALTH AFFECTING FLIGHT ACTIVITIES: I warrant that I do not suffer from any physical infirmity or chronic illness including hearing problems or vision problems which would affect my ability to engage in acrobatic flight activities. I am not on any medication and will not take or be under the influence of any alcohol or drugs for at least twelve (12) hours, or such longer period required by law, rule or regulation prior to any flight activity.
 12. COMPLIANCE WITH LAW: I warrant that all activities which I undertake to obtain a Statement of Acrobatic Competency and an air show competency evaluation shall be performed in a lawful manner, in compliance with all federal, state and local laws, ordinances, rules, regulations and provisions.
 13. RISKS INVOLVED: I understand and acknowledge that acrobatic flight activities have dangerous characteristics which may result in death or serious permanent injury to myself and others and damage to property. I must exercise the highest amount of skill, care and caution. Even given the best instruction, ability and equipment, I know that no certification or observation of my competency or expertise will eliminate all such characteristics, and no amount of utmost care by you or me will eliminate accidents due to mechanical failure or human error.
- I am aware that some of the risks involved may arise from conditions, errors, failures or defects such as:
- a. Failure of the EAA Warbirds of America or the W/B Evaluator to determine or report on any inadequacy in my ability or equipment which could have or should have been perceived;
 - b. Hidden, latent or obvious defects in the materials published or supplied by the EAA Warbirds of America;
 - c. Hidden, latent, or obvious defects at the airport, observation site or in the equipment or aircraft used;
 - d. Terrain and airspace which may interfere with ground and flight operations, such as trees, fences, power lines, hills, streams, buildings, rocks, hidden holes, uneven terrain, clods of dirt, lakes and other natural man-made objects located at the airport and adjacent areas where the flight will be conducted;
 - e. Failure of parachutes;
 - f. My reaction under the conditions and stress inherent in acrobatic flight activities;
 - g. Medications, alcohol, or other substances which I take prior to flight;
 - h. Health conditions or defects which I may or may not be aware of prior to flight.
- These risks exist while I am being evaluated, as well as at any time thereafter including when I perform acrobatic flight activities as a result of the FAA issuing me a Statement of Acrobatic Competency.
- I EXPRESSLY AND VOLUNTARILY ASSUME ALL RISK OF DEATH, PERSONAL INJURY AND PROPERTY DAMAGE SUSTAINED WHILE PARTICIPATING IN ACROBATIC FLIGHT ACTIVITIES, INCLUDING THE RISK OF PASSIVE OR ACTIVE NEGLIGENCE BY YOU.

I declare under penalty of perjury that I have read page 1 and 2 and fully understand its terms and conditions.
Page 40

Applicants initials _____ Date _____

14. **NOT A PREDICTOR OF FUTURE PERFORMANCE:** I understand and agree that the observations by the W/B Evaluator on the date of the evaluation are not a prediction of my future performance or competency. Neither are they a measure or predictor of how I will perform under emergency situations and conditions of high stress. The evaluation is not to determine my judgment or safety as a pilot.

I understand that because of the nature of acrobatic flight activities, it is impossible for a W/B Evaluator or an instructor to determine with any degree of certainty that I have been properly trained to participate in acrobatic flight activities, or that I have fully comprehended the instructions presented to me.

15. **NO INSURANCE COVERAGE:** I know that my acrobatic flight activities are not covered by any personal accident or general liability insurance policy issued to you. I agree that this document does, and is intended to, deny me any benefits under any such policies.

16. **SUPPORT FOR DEPENDENTS:** I warrant that I have considered my life-style and the manner in which I am supporting my dependents. I have made provisions for any spouse, children, heirs, and all other persons dependent upon me to provide for them in the event of my death or serious injury. I warrant the fact that I have signed this agreement and waived any rights to recover damages from you has been taken into account in my personal, financial and insurance planning.

17. **NO WARRANTIES BY YOU:** In spite of any fee I may pay to any of you, I understand and agree that you are making no warranty of any kind, express or implied, concerning any of your activities and materials. This waiver of warranties applies to, but is not limited to, the materials published or supplied in connection with the program, the verbal or written observations of the activities arising there from and the equipment, aircraft, or facilities provided or sponsored by you.

I also understand and agree that there is no warranty as to adequacy of your training, equipment, aircraft, facilities, services or reports of observations provided to me, if any. This understanding specifically precludes any warranty that they are fit to use for any purpose, are merchantable, or airworthy. The approval for the use of any equipment by you is not a warranty that the equipment is suitable for any purpose, but merely an opinion. I understand these disclaimers and accept them.

18. **RELEASE:** In consideration of your undertaking to provide an air show competency evaluation, I **RELEASE AND DISCHARGE YOU FROM ALL LIABILITY** for injuries, including death, to person, property or reputation suffered by me or my employees or agents arising out of:

- a. Acrobatic flight activities during or at any time after completion of the air show competency evaluation, or,
- b. Any flight or other activities in preparation for or following acrobatic flight activities or the air show competency evaluation,

Even if such injuries or death arise out of your sole active or passive negligence, your willful act or failure to act, or as a result of any breach of contract warranty or other duty, however imposed upon you. This release from liability and discharge from duty is intended to be as full and complete as it is possible to make under the applicable law. It is intended to be binding upon not only myself, but also upon any other person that might otherwise be able to bring an action for wrongful death or otherwise in the event I am killed or injured.

19. **CONVENANT NOT TO SUE:** in consideration of your undertaking to provide an air show competency evaluation, I further agree that I **WILL NO SUE OR MAKE A CLAIM** against you for injuries, including death, and damages or other losses sustained as a result of my participation in:

- a. Acrobatic flight activities during or at any time after completion of the air show competency evaluation, or
- b. Any flight or other activities in preparation for or following acrobatic flight activities or the air show competency evaluation, even if such injuries, death, damages or other losses arise out of your sole active or passive negligence, your willful act or failure to act, or as a result of any breach of contract, warranty or other duty, however imposed upon you.

20. **PROMISE TO DEFEND AND INDEMNIFY:** in consideration of your undertaking to provide an air show competency evaluation, I **AGREE TO DEFEND, INDEMNIFY AND HOLD YOU HARMLESS** from all liability, claims, judgments and costs, including actual attorney's fees, incurred as a result of my participation in:

- a. Acrobatic flight activities during or at any time after completion of the air show competency evaluation, or
- b. Any flight or other activities in preparation for or following acrobatic flight activities or the air show competency evaluation, even if such liability, claims, judgments, and costs, including actual attorney's fees, arise out of your sole active or passive negligence, your willful act or failure to act or as a result of any breach of contract, warranty or other duty, however imposed upon you.

21. **ARBITRATION:** Any controversy or claim arising out of or relating to this agreement, or the breach thereof, shall be settled by arbitration in accordance with the Rules of the American Arbitration Association, and judgment upon the award rendered by the Arbitrator(s) may be entered in any Court having jurisdiction thereof.

22. **LEGAL COUNSEL:** I declare and represent that I have signed this agreement after having received advice about all my rights from legal counsel of my choosing, including in particular the provisions for the Release, Covenant Not To Sue and the Promise to Defend and Indemnify.

23. **ENTIRE AGREEMENT:** I represent and agree that this document contains the entire agreement and understanding of my rights, and that there are no oral representations, statements inducements or other agreements or understandings which provide me with any rights against you.

24. **MODIFICATIONS:** No modifications of this printed agreement may be made orally or by any act or omission. Any written modifications must be approved and signed by this office and make specific reference to me and the terms of this agreement which are changed.

25. **BINDING ON SUCCESSORS AND REPRESENTATIVES:** The terms of this document shall be binding upon my spouse, children, heirs, dependents, assigns, personal representatives, administrators, executors and successors, and anyone acting on my or their behalf.

26. **JURISDICTION AND GOVERNING LAW:** This agreement has been entered into and accepted in, and shall be interpreted in accordance with the laws of, the State of Wisconsin. If any legal action or arbitration arises which is subject to any of the provisions of this agreement, venue and jurisdiction shall only be proper in the State of Wisconsin.

27. **SEVERABILITY:** if any provision of this agreement is invalid or unenforceable, that provision shall be severed from the rest of the agreement and the remaining provisions shall remain in full force and effect.

28. **RULES OF INTERPRETATION:** In the event of ambiguity in the meaning or interpretation of this agreement, I intend that, and it shall be the procedure to interpret the agreement so that, its terms be interpreted to protect you and all who are involved in my obtaining a Statement of Acrobatic Competency from any liability for any act or omission which may result in death, injury or damage to me or anyone or anything else.

29. **ACCEPTANCE BY YOU:** I agree that any act by you to provide me with the opportunity for an air show competency evaluation, including but not limited to sending me a list of W/B Evaluators or sending my name to any W/B Evaluator, is an acceptance of this agreement and makes its terms irrevocably binding upon me. However, either you or I may terminate the evaluation process at any time upon written notification to the other.

I DECLARE UNDER PENALTY OF PERJURY THAT I HAVE READ THE FOREGOING AGREEMENT (including Release of Liability, Covenant Not To Sue, and Promise to Defend and Indemnify) AND FULLY UNDERSTAND ITS TERMS AND PROVISIONS, AND THAT THIS DOCUMENT WAS EXECUTED BY ME OF MY OWN FREE WILL.

AIRSHOW CATEGORY

Aero Vodochody L-39 Albatros
Boeing Stearman - All variants*
Chance-Vought F-4U Corsair
Curtiss P-40 Warhawk
Douglas A-1 Skyraider - All variants
Grumman F4F/General Motors FM-2 Wildcat
Grumman F8F Bearcat
Hawker Sea Fury
MBB BO105
Mikoyan-Gurevich MiG-17
Nanchang CJ-6/Yakovlev Yak 18*
North American F-86 Sabre/FJ-4 Fury
North American P-51 Mustang
North American T-28 Trojan
North American T-6/SNJ/Harvard*
Republic P-47 Thunderbolt
Supermarine Spitfire
Yakovlev Yak 50*
Yakovlev Yak 52 - All variants*
Yakovlev Yak 55*

EAA Warbird Pilot Waiver Sample
(TBD)