



FARNBOROUGH INTERNATIONAL AIRSHOW

14 -20 JULY 2014

EXHIBITION REGULATIONS

SECTION F

FLYING DISPLAY REGULATIONS

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ABBREVIATIONS

AAL	Above Aerodrome Level
ACR	Aircrew Reception
ADHQ	Aircraft Display Headquarters
AEST	Aircraft Engineering Support Team
AGL/agl	Above Ground Level
AIP	Aeronautical Information Publication
AMSL	Above Mean Sea Level
AOC	Aircraft Operations Centre
APU	Auxiliary Power Unit
ATC	Air Traffic Control
ATCC	Air Traffic Control Centre
AVGAS	Aviation Gasoline Fuel
AVTUR	Aviation Turbine Fuel
AZ	Azimuth
C of A	Certificate of Airworthiness
CAA	United Kingdom Civil Aviation Authority
DA	Display Authorisation
DME	Distance Measuring Equipment
FCC	Flying Control Committee
FDD	Flying Display Director
FIA	Farnborough International Airshow
FIR	Flight Information Region
FT/ft	Foot or Feet
GMC	Ground Management Control
GPU	Ground Power Unit
GSE	Ground Support Equipment
HRS/hrs	Hours
ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMN	Indicated Mach Number

KG/kg	Kilogram
KIAS	Knots Indicated Airspeed
KM/km	Kilometre
LBS/lbs	Pounds (weight)
LDA	Landing Distance Available
LOX	Liquid Oxygen
m	Metre
MAA	Military Aviation Authority
MEHT	Mean Eye Height above Threshold
METAR	Meteorological Aerodrome Report
MINS/mins	Minutes
MOD	Ministry of Defence
MSD/msd	Minimum Separation Distance from Terrain or Obstacle
NM/nm	Nautical Mile
NOTAM	Notices to Airmen (CAA)
OAT	Operational Air Traffic
OCH	Obstacle Clearance Height
PAPI	Precision Approach Path Indicators
PAR	Precision Approach Radar
RW	Runway
RTF	Radio Telephone Frequency
SOP	Standard Operating Procedures
SSR	Secondary Surveillance Radar
UHF	Ultra High Frequency
UIR	Upper Information Region
UAS	Unmanned Aerial Systems
VHF	Very High Frequency
V/STOL	Vertical or Short Take Off and Landing

TERMINOLOGY

Throughout this regulation the following terms are used:

The Event	Farnborough International Airshow 2014
Flying Display	Any flying activity deliberately performed for the purpose of providing an exhibition or entertainment at an advertised event.
Special Event	Any flying activity during which aircraft may not necessarily comply with the Rules of the Air and normal air traffic control rules and which requires consideration of one or more of the following:
	<ul style="list-style-type: none">i) the issue of special procedures;ii) the level of an 'air traffic service' to be provided;iii) the establishment of Restriction of Flying Regulations.
Crowd Line	The forward edge of the areas intended for spectators and any car park to which the public has access during a Flying Display.
Display Line	A line defining the closest a display aircraft should approach the Crowd Line.
Event Organiser	The Organiser of an event which includes a Flying Display.
Flying Display Director	The person responsible to the CAA for the safe conduct of a Flying Display
Display Pilot	A pilot who intends to display an aircraft at FIA.
Spectator	A person attending a Flying Display and remaining in the areas set aside for the public.
Display Authorisation	A national document detailing the types or groups of aircraft in which a pilot is authorised to display, together with any limitations and other specific endorsements.
Pleasure Flights	Any passenger flight starting from, or arriving at, the display site purely for the purpose of commercial air transport pleasure flying.

Airside	The area of the airfield within which aircraft manoeuvring takes place and to which the public do not have access.
Landside	The area of the airfield within which aircraft manoeuvring does not take place and the public may have access.
Event Site	The area where the Chalets and Static Aircraft Displays are located.
Static Aircraft Park	A park for aircraft to which the public has access.
Aircraft Parking Area	A park for aircraft to which the public has no access.
Car Parks	Where the words 'Car Parks' are used in the text of this regulation, the words are only intended to apply to Car Parks to which the public has access during the Flying Display.

INTRODUCTION

Exhibition Regulations General

The 49th Farnborough International Airshow (the Exhibition) takes place at Farnborough Airport, Farnborough, Hampshire, UK from Monday 14 to Sunday 20 July 2014. The Exhibition is regulated and organised by Farnborough International Ltd on behalf of ADS (Aerospace, Defense & Security), who are the tenants of the Airport Operator, TAG Farnborough Airport Ltd.

This document covers the operation and regulation of aircraft for both the Static and Flying elements of the Exhibition. It also includes Farnborough Airport technical operating information. This publication is one of a series of Exhibition documents and is known as 'Section F' of the Regulations. Terminology used in this section of the Exhibition Regulations can be found on page iii.

Exhibition Regulations – Other Sections and Publications

Other Sections and Publications of the Exhibition Regulations contain the relevant information for all aspects of participation in the Exhibition. PLEASE READ ALL SECTIONS AND PUBLICATIONS CAREFULLY. Exhibitors must instruct their contractors to obtain copies of these documents from the Organisers before providing quotations. If you require clarification of any of the Regulations or Publications, please contact the Organisers.

Section F

Section F of the Exhibition Regulations is for the attention of personnel in those organisations who wish to display aircraft at the Exhibition in the Static Aircraft Park, the Flying Display, to operate Customer Demonstration Flights or to fly Support Aircraft into and out of Farnborough. Section F also includes the rules and requirements of the UK Civil Aviation Authority (CAA) and the FIA 2014 Flying Display Director (FDD) and the Flying Control Committee (FCC).

The Terms of Reference for the FDD and the FCC are shown in section F4.2.

For the avoidance of doubt, use of the words "must", "shall" or "will" within the Regulations are to be understood as mandatory requirements.

All times quoted in this document are in UTC (Zulu Time). This differs from UK Local Time (Alpha Time) by 1 hour. (UK Local = Zulu +1 hour)

Section F is presented in the following three parts:

Part 1:

General Procedures, Regulations & Administration for FIA 2014

For all Personnel

Part 2:

**Farnborough Aerodrome Characteristics and Air Traffic Control
Procedure**

All Aircrew

Part 3:

Flying Display Arrangements and Regulations

Flying Display Aircrew

Exhibitors presenting aircraft, along with their aircrew must comply with the Organiser's Exhibition Regulations governing the presentation and the flying of aircraft. The Organisers reserve the right to change, interpret and apply any Regulation governing the presentation and flying of aircraft.

The Exhibition Regulations can be downloaded from the Exhibition official website www.farnborough.com. If required, electronic copies of Regulations can be sent by e-mail or CD, if a request is sent to flightops@farnborough.com.

Hard copies of the F Regulations will not be made available and Exhibitors are reminded that the only up-to-date master copy of the F Regulations are those on www.farnborough.com.

ADDITIONAL PUBLICATIONS

The following additional publications will also form part of the Exhibition Regulations.

Exhibitor Information Pack

An Exhibitor Information Pack will be sent to Exhibitors. The Contractors and Agents appointed by the Organisers, together with those local authorities with whom Exhibitors or their Contractors may need to make contact, will be listed in this booklet. **Health and Safety Site Rules** form part of the Exhibitor Information Pack.

Farnborough International Airshow Manual

The TAG Farnborough Airport Ltd "Farnborough International Airshow Manual" is a guidance document produced by TAG (the Airport Operator) in association with Farnborough International Ltd and NATS (the Aerodrome Air Traffic Service provider) to show changes that occur at the Aerodrome to accommodate the biennial Airshow.

The TAG Farnborough Airport Ltd "Farnborough International Airshow Manual" is compiled in accordance with the provisions of the UK Air Navigation Order (ANO), Article 103 to facilitate the safe and efficient operation of Farnborough Airport as a licensed Aerodrome.

A copy of this manual is held in the Air Operations Centre (AOC) for those who wish to review it.

TECHNICAL SUPPORT TO EXHIBITORS OF AIRCRAFT

The Organisers identified AGGREKO and ATC Lasham and other specialist companies which are able to offer technical support to Aircraft Exhibitors. The support is intended to include provision of Ground Power Units, Air Conditioning and Aircraft Steps, Aircraft Cleaning/Detailing, Fuel Tank Purging, Oil and Chip Debris Analysis, In-flight Catering and other similar services.

F1.1 OUTLINE OF ARRANGEMENTS FOR FARNBOROUGH INTERNATIONAL AIRSHOW 2014

The Exhibition will be held from Monday 14 to Sunday 20 July 2014. A Flying Display will take place on the afternoon of each of the Exhibition days. Aircraft may participate in the Static Display in the morning and also in the Flying Display in the afternoon. In addition, Customer Demonstration Flights may be undertaken in periods set aside each day for Exhibitors. In such cases, aircraft will be towed from the Static Aircraft Park to the Aircraft Parking Area prior to the Display or Customer Demonstration Flight.

All aircraft entered for the Flying Display must be available to fly on Monday to Sunday inclusive unless agreed with the Organisers in advance. All Display Flying will be under the authoritative control of the FDD assisted by the FCC (Section F3.2 below). **Validation to the satisfaction of the FDD is required for each display before it may be performed during the Flying Display.**

The Organisers reserve the right to accept, or to reject an application for the Display of Aircraft (Static or Flying) at the Exhibition and also to decide the order and duration of the Flying Display. At the discretion of the Organisers, the Programme for the Flying Display may change from day to day. The FDD has the authority to impose restrictions on the content of a Flying Display.

A Crowd Safety Barrier will be erected parallel to the Display Line and south of the runway. An Exhibition Area and a Spectators Enclosure will be designated to the south of the Crowd Safety Barrier. For their own safety, those persons not directly involved in the operation of aircraft must vacate the Airside area of the airfield and view the Flying Displays (including Familiarisation and Validation Flights) from the south of the Crowd Safety Barrier.

See Part 3 of these regulations for further details of the FIA2014 Validation process.

F1.1.1 Farnborough Airport

Exhibitors must ensure that the performance criteria of any aircraft which they intend to fly to Farnborough is compatible with the airport and its facilities (see details in Part 2).

F1.1.2 Aircraft Display – Flying Times

Date	July 2014															
	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Arrivals 7 to 11 July - 0700Z to 1800Z 12 July - 0700Z to 1200Z 13 July – Weather spare																
Validation 7 to 11 July – 0800Z to 1630Z																
Spare Validation Weather only																
Customer Demo Flights & Display See Below																
Departure 0700Z to 1600Z																

F1.2 ARRIVALS

Aircraft for static display should arrive between 7 – 11 July 2014 inclusive. Arrivals outside of these dates are by prior agreement only with the AOC. Contact details for the AOC and FDD can be found in section F4.13.

Flying Display aircraft are to arrive in order to meet validation requirements. Arrival dates/times are to be agreed with the AOC.

Support Aircraft may be able to arrive prior to 7 July 2014 by prior arrangement with the AOC.

F1.3 VALIDATION

All aircraft and UAS intended for Flying Display must complete Validation between 7 – 11 July 2014. Validation slot times must be agreed with the AOC.

F1.4 EXHIBITION PERIOD

Monday 14 July to Sunday 20 July 2014.

Flying Display:

DATE	DISPLAY START	DISPLAY FINISH
Monday 14 July	1230Z	1500Z
Tuesday 15 July to Thursday 17 July	1315Z	1545Z
Friday 18 July	1230Z	1600Z
Saturday 19 July and Sunday 20 July	1130Z	1630Z

Helicopter and Fixed Wing Aircraft Customer Demonstration Flights:

DATE	From	To
Monday 14 July	0830Z and 1530Z	1130Z 1830Z
Tuesday 15 July to Thursday 17 July	0830Z and 1615Z	1215Z 1830Z
Friday 18 July	0830Z	1130Z only
Saturday 19 July and Sunday 20 July	0830Z	1030Z only

Slot times for Demonstration Flights must be agreed with the AOC. (Refer to F1.16 for details)

F1.5 DEPARTURE DAYS

21 and 22 July 2014 are the departure days. Aircraft needing to depart in the evening of the 20 July 2014 may be permitted to do so but only by prior arrangement with the AOC.

F1.6 HELICOPTER OPERATIONS

A helipark will be operated by TAG to the north side of the airfield from 0615Z to 1800Z from Monday 14 July to Thursday 17 July 2014 (inclusive) except during the period of the Flying Display (see the

Flying Display times above) when all helicopter movements will be by prior arrangement. During the flying display there will be two five minute slots to allow for helicopter movements, these must be booked with TAG Ops when helicopter operators make their initial handling request. Handling requests are dealt with by TAG Ops at helipark@tagfarnborough.com

On Friday 18 July helicopter movements for the Exhibition will be dealt with as if a normal TAG movement. Details of helicopter operations into and out of Farnborough during this period will be found on the TAG website (<http://www.tagfarnborough.com/>)

Pleasure flying helicopter operations will be conducted by Elite Helicopters from the heliport in the south west end of the airfield on Friday, Saturday and Sunday, 18, 19 and 20 July. Operating times will be 0930Z to 1700Z each day.

F1.7 AIRCRAFT ENGINEERING SUPPORT TEAM (AEST) AVAILABILITY

From 7 to 21 July 2014, the AEST will be available between 0700Z and 1900Z. Outside these times by arrangement with the AOC.

F1.8 AIRCRAFT AND DISPLAY MANAGEMENT

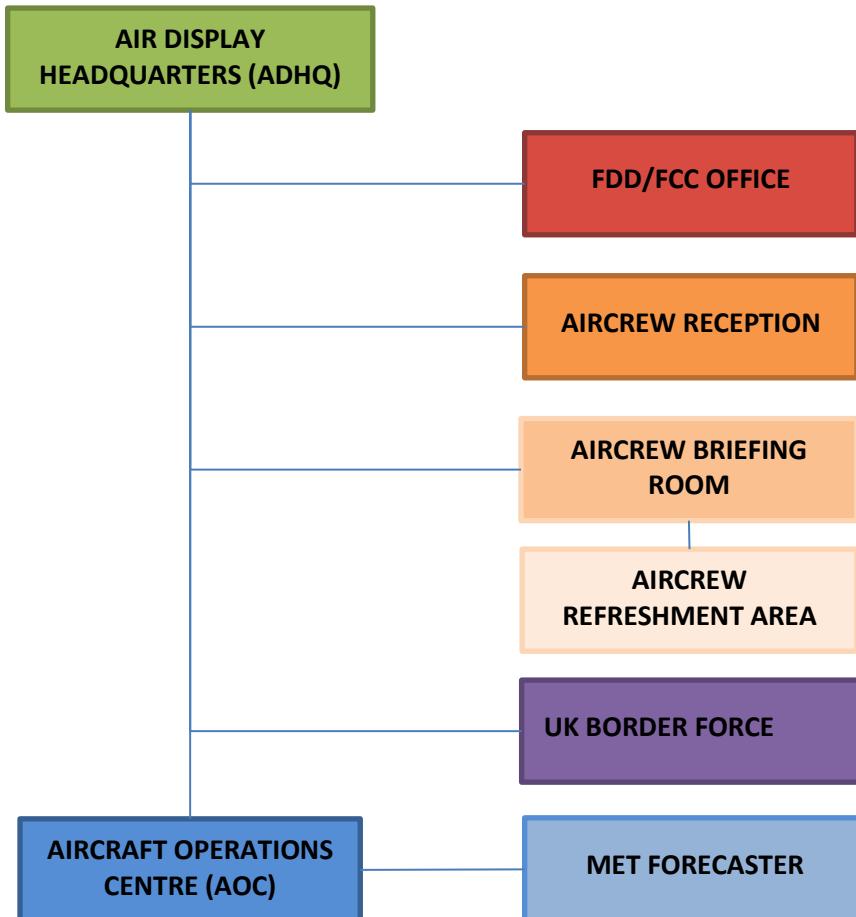
F1.8.1 Aircraft Display Headquarters

The Aircraft Display Headquarters (ADHQ) provides the focal point for all Aircraft Exhibitors on all matters concerning the content or interpretation of the Exhibition Regulations, Publications and Applications.

The ADHQ Complex consists of the following elements:

- Aircraft Operations Centre
- Aircrew Reception
- UK Border Agency
- Aircrew Briefing Room
- FDD/FCC Office
- Display Met Forecaster
- Aircrew Refreshment Area

F1.8.2 ADHQ - Schematic View Of Functions and Layout



F1.8.3 Aircraft Operations Centre (AOC)

The Aircraft Operations Centre (AOC) will be operating at the following times:

Mon 30 June to Sun 6 July	0700Z to 1500Z
Mon 7 July to Fri 11 July	0630Z to 1830Z
Sat 12 and Sun 13 July	0700Z to 1500Z
Mon 14 July to Sun 20 July	0630Z to 1830Z
Mon 21 and Tue 22 July	0600Z to 1600Z

The AOC will provide the following facilities:

- The link between display crews and all other functions for the purposes of Familiarisation Flights, Validation Flights, Customer Demonstration Flights and Display Flights. This will include arrangements for all flight crew briefings and liaison with the FDD and FCC.
- The Daily Flying Programme will be confirmed by 1630Z on the preceding day and be publicised via the official website at www.farnborough.com.
- Allocation of slot times for Familiarisation, Validation Flights and Customer Demonstration Flights.
- The link between flight crews, Air Traffic Control (ATC) and the Aircraft Engineering Support Team (AEST) for all display related aircraft movements and parking.

- Arranging facilities for self-briefing, flight planning, meteorology, local area information and matters pertaining to flying generally.
- Ensuring that correct documentation is registered prior to each Validation or Display flight.
- Arranging for Manager Air Traffic Services to brief procedures and suitable areas for the conduct of non-display flights such as air tests, 'shake down' sorties and Customer Demonstration Flights.

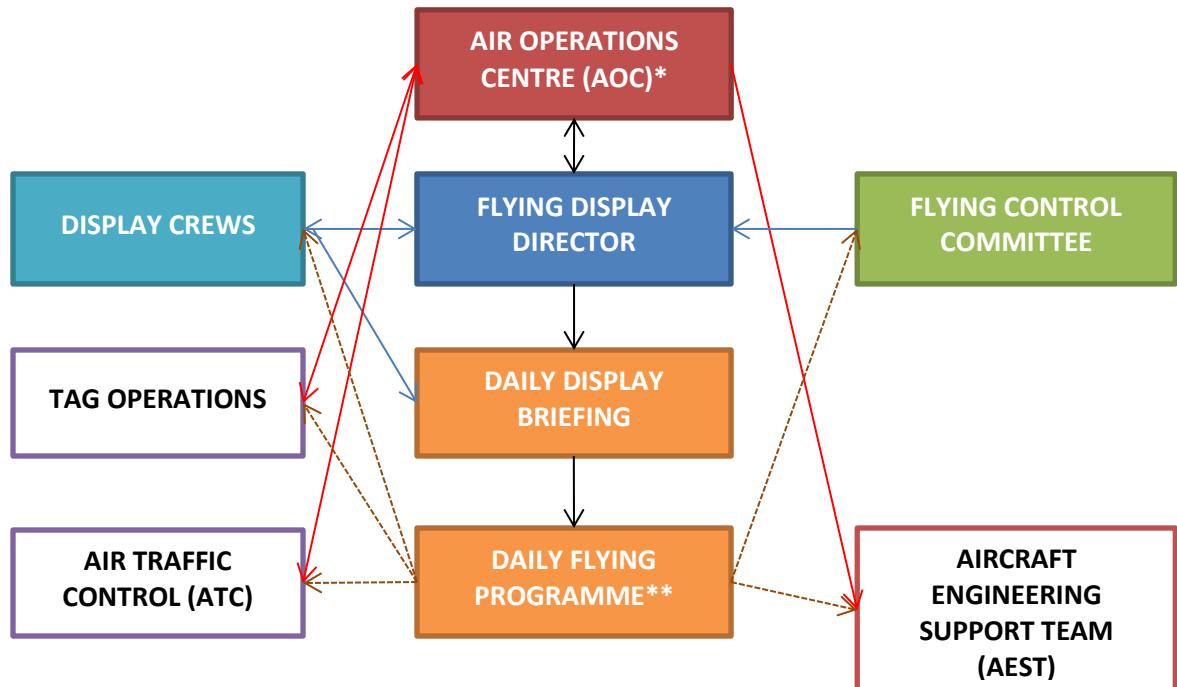
Prior to accepting any slot booking, the AOC will require the following forms to be completed by the Captain:

- A 'Flight Notification Form' for each flight from Farnborough.
- A 'Next of Kin Form' for any flight made from Farnborough. Forms are available in the AOC.
- A list of the names of all persons on board any aircraft flight from Farnborough is to be logged at the AOC (the number of persons on board the aircraft must be passed to ATC Farnborough during the initial RTF call). Flying Display aircraft are to be operated with only the certified minimum operating crew during a Practice, Validation or Flying Display flight; additional personnel, including passengers, are not to be carried without the specific written permission of the CAA.

Local NOTAMs will be made available in the AOC. NOTAMs for other areas will be obtained on request. A limited range of maps and charts will be available in the AOC for viewing only. Charts are not available for take away from the AOC.

All aircraft crews are required to provide the AOC with telephone number(s) at which they can be contacted whilst their aircraft is at Farnborough.

F1.8.4 AOC – Schematic View Of Areas Of Responsibility



* Display Crews' Point of Contact for **ALL** Flying OR aircraft Ground Movement/Maintenance related matters.

** The Daily Flying Programme includes **ALL** display related flying including arrival and departures of display aircraft, Familiarisation Flights, Validation Flights, Customer Demonstration Flights and Display Flights.

F1.8.5 Aircrew Reception (ACR)

The staff of the ACR are responsible for co-ordinating the activities of Agencies involved in aircraft arrivals, as well as issuing Passes and Badges for site access. The ACR staff can also assist display crews and essential aircraft support personnel with transport and communications throughout the Exhibition site and provide local area information.

F1.9 AIRCRAFT PARTICIPATING IN THE FIA 2014 – PERMISSIONS, EXEMPTIONS, VALIDATIONS AND AUTHORISATIONS REQUIRED

F1.9.1 Introduction

There are a variety of different categories of aircraft appearing in Farnborough International Airshow (FIA) 2014 and in many cases specific permissions, exemptions, validations or authorisations will be required before the aircraft can legally fly in UK airspace or appear at a Flying Display within the UK. This section outlines the various aircraft categories, whether civil or military registered the type of permission, exemption, validation or authorisation required by each category and where aircraft operators need to apply for them.

F1.9.2 UK Civil Registered Aircraft

Those aircraft operating on an internationally recognised Certificate of Airworthiness issued in accordance with Annex 8 of the Convention on International Civil Aviation, dated 7 December 1944 (hereinafter the ICAO Convention)

OR

Those aircraft operating on any form of non-standard Certificate of Airworthiness, an EASA or UK CAA issued Permit to Fly

OR

Those non-EASA aircraft operating under the provisions of an organisation approved for “B” Conditions

Those aircraft operating on an *internationally recognised Certificate of Airworthiness* issued in accordance with Annex 8 of the ICAO Convention, or a UK Permit to Fly that is valid for Aerial Work in respect of Flying Displays, will not need any further permission, exemption or validation from the flying perspective with regards to routine flights operating within UK airspace.

The Commander of any UK civil registered aircraft participating in the Flying Display element of FIA 2014 will be required to hold a UK CAA issued Display Authorisation (DA) valid for the aircraft to be displayed.

Support aircraft must be certified for aerial work, public transport or commercial air transport, as appropriate.

Every pilot intending to fly an aircraft in the Flying Display at FIA 2014 must complete Validation to the satisfaction of the FDD as described in F3.4.

F1.9.3 Foreign Civil Registered Aircraft

Those aircraft operating on an internationally recognised Certificate of Airworthiness issued in accordance with Annex 8 of the ICAO Convention

OR

Those aircraft operating on any form of non-standard, restricted or experimental Certificate of Airworthiness

OR

Those aircraft operating on an EASA or foreign national Permit to Fly

1. European Economic Area (EEA) registered aircraft no longer need permission to carry out aerial work in the UK.
2. Operators of those non-EEA registered aircraft operating on an ***internationally recognised Certificate of Airworthiness*** issued in accordance with Annex 8 of the ICAO Convention will need to consider the nature of the flights into, during the stay and out of the UK. Private flights will need no further approval beyond the normal practice of flight plan, the appropriate FIA 2014 forms and Customs and Immigration clearance. If any of the flights to be undertaken are Commercial Air Transport, Public Transport or Aerial Work a permit will need to be obtained from the CAA Airline Licensing department, an application can be submitted at the following link:

<http://www.caa.co.uk/default.aspx?catid=148&pagetyp=90&pageid=13220>

3. Those aircraft operating on any form of ***non-standard, restricted or experimental Certificate of Airworthiness or a Permit to Fly*** (with the exception of an EASA issued Restricted Certificate of Airworthiness that has been issued pursuant to the ICAO Convention, or an EASA Permit to Fly which does not specify conditions restricting flights to the airspace of the State of issue) will require an Exemption issued under the UK ANO to operate in UK airspace. Operators must contact the UK CAA for clarification and to apply for an Exemption. The on-line application form for CAA Overflight Exemptions can be found at:

<http://www.caa.co.uk/application.aspx?catid=2435&pagetyp=65&appid=54&mode=detail&appproc=27>

The operator must submit copies of any Exemption issued by the CAA to the FIA 2014 AOC.

The Display Pilot of a foreign civil registered aircraft participating in the Flying Display element of FIA 2014 will be required to hold either a DA issued by the UK CAA, or a JAA Full Member State, or an Exemption from the need to hold a DA. Commanders of civil aircraft who do not hold a DA issued by the UK CAA or JAA Full Member state but successfully Validate their display routines to the satisfaction of the FDD for FIA 2014 will be automatically exempt from the need to hold a DA for display flights flown during FIA 2014.

Support aircraft must be certified for aerial work, public transport or commercial air transport, as appropriate and require permissions from the UK CAA in accordance with paragraph 1 above.

Every pilot intending to fly an aircraft in the Flying Display at FIA 2014 must complete Validation to the satisfaction of the FDD as described in F3.4.

F1.9.4 UK Military Aircraft

Before any military aircraft may participate in a UK Civil Flying Display, its participation must be approved by the UK Ministry of Defence (MoD). In the case of in-service UK military aircraft, approval is given by the MoD when the display aircraft is allocated to the Flying Display by the Events Committee.

Every pilot intending to fly an aircraft in the Flying Display at FIA 2014 must complete Validation to the satisfaction of the FDD as described in F3.4.

F1.9.5 Foreign Military Aircraft

All foreign military participation at FIA2014 would need to be approved by the UK MOD(MAA), and any display should be in accordance with MOD document RA2335. Participants will need to submit an Annex B form to the MAA at least one month in advance of displaying at FIA2014. Additionally, the UK has ratified STANAG 3533 and, at any display where aircraft of more than one NATO Armed Service are appearing, the provisions of STANAG 3533 apply where they are more stringent than those contained in RA2335.

On initial application Foreign Display Participants should complete RA2335 Annex B and return to flightops@farnborough.com who will forward the application to the MAA. Furthermore, foreign display participants **should** possess a national Public Display Authorisation (PDA) equivalent and **should** be Validated prior to display participation to the satisfaction of the FDD. On behalf of the CAA, the MAA approves non-UK military participants for participation at UK civil flying displays.

RA2335 and the Annex B application can be found at the following link:
<http://www.mod.uk/linkedfiles/regulation/fly2000seriesprint.pdf>

In some countries, modern high-performance military aircraft may be operated by non-military organisations. Such aircraft could arguably be deemed civil and may even have civil markings. Nevertheless, for UK Flying Display purposes they are treated as military aircraft as detailed above.

Every pilot intending to fly an aircraft in the Flying Display at FIA 2014 must complete Validation to the satisfaction of the FDD as described in F3.4.

F1.9.6 Contact Details for Various Agencies

Operators seeking clarifications regarding the need for Exemptions as outlined in F1.9 above can contact the UK Civil Aviation Authority, as below:

UK Civil Aviation Authority, Safety Regulation Group Airworthiness Division Applications and Approvals Department Aviation House Gatwick Airport South West Sussex RH6 0YR	Telephone +44 (0)1293 768374 Fax +44 (0)1293 573860
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Any subsequent request for an Exemption should be made in writing to the following e-mail address: aanda@caa.co.uk marked for the attention of the 'Technical Section'.

Copies of the aircraft Certificate of Insurance, Certificate of Registration and Certificate of Airworthiness (C of A), or Permit to Fly, from the aircraft's state of registry must be submitted with any such request. Please note that there is a charge for the issue of an Exemption by the CAA.

Operators seeking a Permission under Article 223 or 225 of the ANO from the DfT as outlined above are to contact:

Department for Transport (DfT)	Telephone	+44 (0)20 7944 5804 or 5849 or 5847
	Fax	+44 (0)20 7944 2194
1/22 Great Minster House 33 Horseferry Road London SW1P 4DR	Email	airlineoperatingpermits@dft.gov.uk
	Website	http://www.dft.gov.uk/topics/aviation-permits/

Copies of the aircraft Certificate of Insurance, Certificate of Registration and Certificate of Airworthiness (C of A) must be submitted. Full details of how to apply, and application forms, are contained on the website.

The Commanders of any civil registered aircraft requiring information on UK CAA issued Display Authorisations are to contact:

Civil Aviation Authority, Safety Regulation Group Flight Operations Inspectorate (General Aviation) Aviation House Gatwick Airport South West Sussex, RH6 0YR	Telephone +44 (0)1293 573510 / 573540 Fax +44 (0)1293 573973
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Questions regarding participation of non-NATO foreign military aircraft will be dealt with by the Flying Display Director for FIA 2014 but the contact details for the Directorate of Aviation Regulation and Safety (MoD) are:

MAA-Ops-FltOps-Reg Army SO1 Military Aviation Authority Spur 10, E Block MOD Ensleigh Bath BA1 5AB	Telephone +44 (0)1225 467753
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UAS operators must obtain Permissions from the CAA as detailed in CAP 722. The CAA contact details for UAS Operators are:

Flight Operations Policy Safety Regulation Group Aviation House Gatwick Airport South West Sussex RH6 0YR	Telephone +44 (0)1293 573481 Email FOP.Admin@caa.co.uk
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F1.10 APPLICATION TO DISPLAY AIRCRAFT

Exhibitors must submit an application for all aircraft they will be displaying at FIA2014. Applications are made online through E-Net. If you do not have login details for E-Net please contact the Flight Ops department at flightops@farnborough.com

The Organisers will acknowledge receipt of the Application Form within 14 days and, if applicable, will notify Exhibitors of any non-acceptance of their application. This acknowledgement by the Organisers constitutes acceptance of entry.

If you have any questions regarding the online application, please contact
flightops@farnborough.com

F1.10.1 Application Form – Part 1 - Aircraft

Exhibitors must submit a separate entry for each aircraft (including support aircraft and UAS) which will be arriving at FIA2014.

Exhibitors should be aware that the application to display an aircraft includes acceptance of the paragraph **“The aircraft will be available for display throughout the period of the Exhibition 14 to 20 July 2014”**. All aircraft must be available for display on each day of the Exhibition unless agreed with the Organisers at the time of application.

Exhibitors must confirm for each aircraft that all appropriate aircraft documentation, as specified in Section F1.9 above, is in place. Electronic copies of Insurance, Certificate of Airworthiness (or equivalent), Certificate of Registration and any Permissions, Exemptions, Validations or Authorisations issued by the CAA or DfT must be attached to the application form or forwarded to the AOC when available.

The proposed Flying Display sequence, preferably with a diagram showing the manoeuvres to be flown in relation to the aerodrome, is to be detailed on the Application Form. It is to be signed by the Company Chief Test Pilot/Director of Flight Operations/Squadron Commander or person of similar status (no self-certification) and must be received by the Organisers no later than 6 June 2014.

If the Long Runway is required, aircraft commanders must complete and submit this section prior to arrival at Farnborough in order to qualify for the use of the EXTENDED LANDING DISTANCES (Long Runway Operations).

F1.10.2 Application Form – Part 2 – Crew Participating in the Display

Part Two of the Application Form is to be completed for EACH crew member; the application should include all flight and maintenance crew.

F1.10.3 Application Form – Part 3 – Hazardous Material

In the event of an accident, the Organisers are required to have ready access to detailed information of any material which has been used in the manufacture of the aircraft, its systems or components, that could be prove hazardous to the Emergency and Rescue Services. The Exhibitor is required to provide full details of any such material for all aircraft being displayed at Farnborough, whether flying or static, on Part Four of the Application Form. A nil return, if applicable, is required.

F1.10.4 Application Form – Part 4 – Aircraft Support Structure

Part 4 of the application should be completed if you require space for any aircraft support structure.

F1.10.5 Application Form – Part 5 – Arrival Details and Application Completion

The Arrival Details Form (Part Five of the Application Form) is applicable to all aircraft, including Support Aircraft, arriving at Farnborough for the Exhibition. The Form provides advance information for Security, Immigration and UK Border Agency officials. The aircraft captain is to ensure that the Form is complete in all details and despatched so as to provide 24 hours' notice of intended arrival. Any last minute changes should be notified by fax or on initial contact with Farnborough Air Traffic Control.

Completion and submission of this form to the AOC does not absolve the Operator/Captain of the aircraft from the need to file a Flight Plan or complete other documentation such as a General Declaration, if required, in accordance with normal aviation practice.

Once the application is complete, submit the form here for verification by the Flight Ops team.

F1.11 AIRCRAFT ARRIVALS AND DEPARTURES

F1.11.1 Times of Arrival

From 30 June 2014, Exhibitors and operators of Support Aircraft are to obtain an 'Allocated Arrival Date and Time' (PPR) for Farnborough Airport from the AOC. Exhibitors/operators must then send Part Five of the Application Form to the AOC with a complete list of names of all personnel on board an aircraft at least 24 hrs before the planned time of arrival as outlined in F1.11.6.

Aircraft for static display are to arrive between 7 – 11 July 2014. Arrivals outside these dates are by prior agreement only with the AOC. Planned arrival dates and times are to be agreed with the AOC.

F1.11.2 Report on Arrival

On arrival, crews of all aircraft will be met by a courtesy vehicle and escorted to the ADHQ.

The Reception procedure includes security and clearance from UK Border Force. Exhibitor on-site representatives may not attend an arriving aircraft until the arrival procedures have been completed. If arriving personnel have applied in advance for Passes, these will be issued by ADHQ.

F1.11.3 Security

Each aircraft captain is to ensure that all personnel arriving at Farnborough airport on his/her aircraft are in possession of, or have made application for, the requisite Pass or Badge. Failure to comply with the security requirements may lead to delays for all on board.

Crew of Support Aircraft arriving and departing on the same day do not need a Pass if they do not leave the vicinity of their aircraft. If an overnight stay is required, or personnel require to leave the vicinity of the aircraft, the aircraft captain should provide details to the Aircrew Reception Manager in the ADHQ, on the Aircraft Exhibitors Personnel Details

Form (see the Application Form – Part Five) that information should include mobile telephone and e-mail contact details.

F1.11.4 UK Border Force

Border Force facilities are available at Farnborough from 7 to 20 July 2014 inclusive, and outside these dates by prior arrangement. Officers are based in the ADHQ and clearance will be carried out within the reception procedure.

Captains of aircraft from outside the UK are to complete General Declarations and to present crew and passengers to the designated authorities for clearance.

For customs information and guidance please consult

<http://www.ukba.homeoffice.gov.uk/>

For visa, entry requirements and online visa applications please consult

<http://www.ukba.homeoffice.gov.uk/visas-immigration/>

F1.11.5 Arrival of Aircraft by Road

An Exhibitor intending to bring an aircraft by road should ask the AOC staff for special instructions.

F1.11.6 Operation of Support Aircraft

Exhibitors may wish to use aircraft solely for the purpose of transporting Exhibition personnel or materials. For the purposes of the Regulations these aircraft are referred to as Support Aircraft. Application to operate a Support Aircraft on a non-display flight must be made on the appropriate parts of the Application form. Support Aircraft may arrive at Farnborough during the period 7 –11 July 2014 and after the Exhibition on 21 and 22 July 2014. The available landing and departure times are as detailed in the Introduction.

Required arrival/departure times must be agreed with the AOC in advance. Aircraft movements outside these dates/times may be possible and must be agreed in advance with the AOC.

Immigration and Customs facilities will be available for aircrew and personnel who are essential for the operation of Support Aircraft. 24 hrs notice is required in order to arrange reception facilities at Farnborough. Accordingly, the AOC must be notified of all personnel and freight travelling to Farnborough. The notification by fax or e-mail should arrive at least 24 hrs before the ETA of the aircraft.

All equipment being brought from outside the UK, whether military or civil, must be cleared by UK Border Agency at Farnborough as outlined in F1.11.4.

If an aircraft is carrying passengers who are not directly involved in participation at the Exhibition, then the Aircraft Operator must arrange clearance through UK immigration at an alternative port of entry.

F1.11.7 Insurance Requirements for Support Aircraft

See F1.24.

F1.11.8 Provision of Fork Lift or Crane Services

The Organisers Official Freight Agent is the only company permitted to provide fork lift or crane services on site and to assist Exhibitors to load/unload equipment and stores to/from any aircraft operated into Farnborough for the Exhibition.

F1.11.9 Departure of Aircraft

Departures should be arranged to take place on Monday 21 July or Tuesday 22 July 2014. Aircraft needing to depart in the evening of 20 July may be permitted to do so by prior arrangement with the AOC. Due to the number of aircraft likely to depart on 21 July 2014, Exhibitors must be prepared for departure times to be spread throughout the day. This is particularly the case for aircraft from the Static Aircraft Park as it is necessary for the AEST to remove the aircraft to an operational area in a planned sequence.

An outbound Flight Plan and a request for a departure 'slot' time must be submitted to the AOC before 1600Z on Thursday 17 July. The AOC will arrange departure times to meet Exhibitors requirements as best as they are able. The AOC will publish a Programme of Departure Times on Sunday 20 July 2014.

On Sunday 20 July 2014 it may be possible for some aircraft to depart from Farnborough immediately on completion of their Flying Display (i.e. without landing). Approval for this departure must be obtained by the AOC. It is stressed that only the minimum number of crew should be on-board during any display.

F1.12 AIRCRAFT DOCUMENTS

Prior to each flight, originals or authorised copies of aircraft maintenance records must be left with the Exhibitor's senior representative in charge of the ground crew.

F1.13 STATIC AND STATIC/FLY DISPLAY

F1.13.1 The following is permitted in the Static Aircraft Park (see Exhibitions Regulations)

- Aircraft and essential equipment for display
- Sample weapon loads – see section F1.18
- Two notice boards, not exceeding 2.00m wide x 1.50 high

F1.13.2 The following is NOT permitted

- Aircraft engine runs, **including an auxiliary power unit (APU)**
- Any aircraft fuelling activity
- Any form of hospitality or entertainment
- Smoking
- Operation of optical, radio or radar exhibits if any emission forms a hazard to human life
- Flags, vehicles or mobile stands
- Unauthorised temporary structures.

F1.13.3 Exhibitors MUST:

- Provide access at all times for Safety Officers.
- Make their own arrangements, including payment, for all their equipment they require to support their aircraft whilst on Static Display.
- Ensure that any Ground Power Unit used is effectively silenced – noise limit = 85 db at 1 metre from the unit.
- Clearly mark with their name and aircraft type all items of equipment associated with the display of each aircraft.
- Arrange that their aircraft in the Static Aircraft Park are attended continuously during Exhibition opening hours.
- Ensure the safety of their exhibit with guard rails if necessary, for the protection of visitors to the exhibit.
- Provide an identified tow bar for each aircraft and for it to be available at all times.
- Ensure their aircraft is unlocked at all times, chocked front and rear and brakes off.
- Ensure that all of the equipment associated with an aircraft on Static Display is removed from the Static Aircraft Park no later than 1600Z on 22 July 2014. Any equipment left in the Static Aircraft Park after this time will be removed.

F1.13.4 The Organisers WILL:

- Provide continuous metal barriers between the aircraft and visitors in the Static Aircraft Park.
- Remove any unauthorised item from the Static Aircraft Park and may impose a penalty charge for doing so.

F1.14 FAMILIARISATION AND VALIDATION OF FLYING DISPLAYS

See Part 3 of these regulations for details on Familiarisation and Validation Flights.

F1.15 THE FLYING DISPLAY

See Part 3 of these regulations for details on the Flying Display.

F1.16 HELICOPTER AND FIXED WING AIRCRAFT CUSTOMER DEMONSTRATION FLIGHTS

- The intention to operate Customer demonstration Flight(s) must be notified on Part 1 of the Application form.
- The Exhibitor must advise the AOC by 1600Z on the day before a Customer Demonstration Flight planned for the next day.
- Each intended Customer Demonstration Flight must be confirmed with the AOC at least 60 minutes prior to intended take-off time.
- Special arrangements are required for Customer Demonstration Flights in Farnborough Airspace; contact the AOC for details.
- It may be necessary to pre-position the aircraft before flight to a safe location for engine start and taxi. The AOC will programme this into the Daily Flying Programme and ensure that AEST is aware of the requirement.
- Forms as specified in F1.8.3 must be filed with the AOC prior to any Customer Demonstration Flight.

F1.16.1 Arrangements for Customer Demonstration Flights

Times of operation are stated section F1.1.2. Procedural arrangements for the flights are as detailed in F2.10.

Exhibitor's guests will not be permitted access to the aircraft during the Flying Display and no earlier than 60 minutes prior to the planned take-off time. Any form of hospitality or entertainment in, or near the aircraft while it is at Farnborough is forbidden. To enter Airside, Exhibitors in Customer Demonstration Flights must hold an appropriate Pass or Badge and be escorted by a holder of an Airside Badge or Pass.

F1.16.2 Helicopter Demonstration Flights

Helicopter Customer Demonstration Flights will take place from the north side helipark on the Aerodrome.

F1.17 CONSUMABLES AND WASTE

F1.17.1 The Organisers WILL:

- Arrange with the Airport Operator's contractor to supply AVTUR and AVGAS under pre-pay or point of sale agreement, which must be established prior to any delivery of fuel.
- Arrange for diesel for GPU's, supplied against payment.
- Arrange for centres for disposal of waste oil and scrap. Any costs incurred will be passed on to the Exhibitor.

F1.17.2 The Exhibitor MUST:

- Provide assistance in refuelling.
- Provide their own special-to-type oils and greases.
- Provide their own tools and spares and be responsible for their control.
- Arrange payment for diesel for GPU's used in the Static Aircraft Park.
- Be responsible for their own scrap items, waste oil etc.
- Arrange payment for all supplies and services used by them at the Exhibition.

F1.18 PROHIBITED AND HAZARDOUS ITEMS

Exhibitors must not contravene UK Law or the Exhibition Regulations concerning Prohibited items.

The Organisers prohibit:

- a) Live ammunition, rockets, bombs, explosives, chemicals, flammable or dangerous substances, including noxious gases and liquids or similar items (e.g. Stun guns) or radioactive material anywhere within the Exhibition site or on any aircraft participating in the Exhibition.
- b) Any fuel container, containing fuel or fuel vapour, either integral to an aircraft or external, which is required for display outside the designated areas of the Aircraft Static and Flying Parks.
- c) Any other substance which might significantly increase the risk of fire or explosion or in any way damage the site by percolation, corrosion or otherwise.

Exhibitors must obtain permission from the UK Authorities if they wish to display any weapon, not prohibited under paragraph a) above, which is classed by the UK authorities as a Prohibited item.

Weapons which require UK Authorities approval include guns and missile launchers to be displayed near an aircraft, which are not inactive as described below, including hand guns and fully automatic and self-loading weapons. As a guide, weapons that do not require UK Authorities permission are:

- Missiles, bombs and ammunition that contain no live charge, no motor or propellant and no primer.
- Missile launchers, aircraft ejection seats and aircraft guns, if installed in, or on, an aircraft provided they have been made 'safe' in accordance with approved procedures.

NOTE: 'Safe' relating to a safety device means that the device has been set to the safe condition, i.e. that condition which prevents firing or release of an explosive armament store.

- Weapons for display in an Exhibition Hall, or elsewhere, which have been designated and made as non-operational weapons; or have been deactivated and are not capable of being converted into operational weapons.

Exhibitors are to seek guidance from the UK Authorities if they have doubts concerning the classification of any item they wish to display at the Exhibition.

The Organisers will provide a temporary armoury facility on-site for the overnight storage of permitted weapons which will be under the control of the Police. Exhibitors must advise the Organisers of those items which require storage.

To bring a prohibited item to the Exhibition, Exhibitors must apply for and obtain permission from:

Firearms Section, Public Order Unit Home Office, SE Quarter, 5th Floor, Fry Building, 2 Marsham Street London SW1P 4DF	Tel :+44 (0) 20 7035 1785 Fax :+44 (0) 20 7035 6436
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F1.19 AIRCRAFT ENGINEERING SUPPORT

Aircraft Engineering Support is provided by ATC Lasham.

F1.19.1 Aircraft Engineering Support Team (AEST) WILL:

- Be responsible for the movements of all aircraft not under aircraft power as directed by the AOC and in accordance with the Daily Flying Programme.
- Assist with aircraft start, aircraft and Ground Power Unit fuelling.
- Make available Ground Power Units for aircraft start and electrical check.
- Provide additional technical support as necessary.

F1.19.2 Exhibitors MUST:

- Provide all equipment required in support of their participation at the Exhibition.
- Provide an identified tow bar for each aircraft and for it to be available at all times.
- Ensure their aircraft is unlocked at all times, chocked front and rear with brakes off.
- Be responsible for connecting and disconnecting tow bars to their aircraft.

- Provide a suitably qualified person to operate the aircraft's brakes during the ground movement or arrange for a member of the AEST to be briefed on their use.
- Ensure that only personnel essential for the move of the aircraft are present.
- Liaise closely with the AOC on required aircraft movements and engineering assistance.
- Provide spare brake parachutes; there are no facilities to dry, packing or repair brake chutes at Farnborough.

F1.19.3 The Organisers will NOT:

Accept responsibility for damage caused in gaining access to a locked aircraft which must be moved.

F1.19.4 Aircraft Engine Running

All maintenance related engine runs are to be agreed in advance with the AOC.

- APU's may be operated within the flying area (for maintenance purposes) providing all on-board Fire Protection Systems are fully operational and the AOC has been advised.
- Engine or APU running within the Static Parking Area is strictly forbidden at all times.
- Engines, propellers and rotors must be stopped during any parachuting activity. This instruction applies to all activity on the Airport, including the Heliport. Aircrew and ground crew will be briefed each day on likely activity.

F1.20 ACCESS TO AIRSIDE AREAS

Details of access to the Airside areas of Farnborough Airport will be circulated separately to those companies who apply to present aircraft. Airside is defined as 'the areas of the airfield within which aircraft manoeuvring takes place and the public do not have access'. For safety and security reasons, access to Airside will be limited to essential personnel only.

F1.21 SECURITY

Non-UK security personnel are forbidden to carry firearms unless prior permission has been obtained.

F1.21.1 Exhibitors Will:

Be responsible for meeting any security requirements imposed on aircraft, or on installed equipment by the UK Authorities, and in the case of foreign aircraft, by the national authority concerned.

F1.21.2 The Organisers Will:

Arrange a night patrol of the aircraft parks and hangars.

F1.22 FIRE REGULATIONS

Exhibitors Will:

- Observe appropriate Fire Precautions when in the vicinity of any aircraft.

Please refer to the FIA Fire & Health Standards Regulations which can be downloaded from http://www.farnborough.com/Content/Regulations-and-Guidance/10_57/

- Ensure that their personnel obey those requirements and encourage their visitors and guests to comply.
- Ensure that the ban on smoking within 15 metres of any aircraft and throughout the Aircraft Park is strictly adhered to.

F1.23 LIABILITIES

F1.23.1 Organisers' Disclaimers

The Organiser, their servants or agents, TAG Farnborough Airport Limited and/or subsidiary and/or associated companies and/or affiliated Companies and the United Kingdom Ministry of Defence its Servants and/or Agents shall not be liable to any Exhibitor, or any other persons in respect of any damage, loss or injury, whether direct or indirect, and howsoever caused – save in respect of death or personal injury – including as a result of any negligence on the part of the Organisers or its employees, TAG Farnborough Airport Limited and/or subsidiary and/or associated companies and/or affiliated Companies and the United Kingdom Ministry of Defence its Servants and/or Agents – arising out of or in any way connected with the participation of any aircraft in the Exhibition, Static Aircraft display, Familiarisation and Validation Flying, Flying display, Customer Demonstration Flights or during the movement of aircraft and equipment, including refuelling of aircraft. This provision is specifically agreed by the Exhibitor to be fair and reasonable.

F1.23.2 Exhibitor's Indemnities

Each Exhibitor for itself and its successors in title shall indemnify the Organisers and its employees, TAG Farnborough Airport limited and/or subsidiary and/or associated companies and/or affiliated Companies and the United Kingdom Ministry of Defence its Servants and/or Agents against all claims of whatsoever nature (including the cost of investigating and defending any such claim/claims) which may be made against the Organisers, or its employees, TAG Farnborough Airport Limited and/or subsidiary and/or associated companies and/or affiliated Companies and the United Kingdom Ministry of Defence its Servants and/or Agents (including in respect of any negligence alleged on the part of the Organisers or its employees, TAG Farnborough Airport Limited and/or subsidiary and/or associated companies and/or affiliated Companies and the United Kingdom Ministry of Defence its Servants and/or Agents) arising out of, or in any way connected with, the Exhibitor's participation in the Exhibition or ownership or control of any aircraft (including but not limited to any claims made against the Organisers or its employees, TAG Farnborough Airport Limited and/or subsidiary and/or associated companies and/or affiliated Companies and the United Kingdom Ministry of Defence its Servants and/or Agents by any British Government Department relating to the use of the Government's Aerodrome at Farnborough) for the purpose of the Flying Display or otherwise. This provision is specifically agreed by the Exhibitor to be fair and reasonable.

F1.23.3 Customer Demonstration Flights

Each Exhibitor whose aircraft gives any Customer Demonstration Flights shall indemnify the Organisers and its employees, TAG Farnborough Airport Limited and/or subsidiary and/or associated companies and/or affiliated Companies and the United Kingdom Ministry of Defence its Servants and/or Agents against all claims of whatsoever nature that may be made against the Organisers, or its employees, TAG Farnborough Airport Limited and/or subsidiary and/or associated companies and/or affiliated Companies and

the United Kingdom Ministry of Defence its Servants and/or Agents arising out of or in any way connected with such passenger flights including claims for compensation, whether legal or 'ex gratia' by or through such passengers in respect of injury or death, howsoever caused (including but not limited to claims in respect of any negligence alleged on the part of the Organisers, or its employees, TAG Farnborough Airport limited and/or subsidiary and/or associated companies and/or affiliated Companies and the United Kingdom Ministry of Defence its Servants and/or Agents), provided always that the Organisers or its employees, TAG Farnborough Airport Limited and/or subsidiary and/or associated companies and/or affiliated Companies and the United Kingdom Ministry of Defence its Servants and/or Agents shall not make any payment as a matter of grace by way of compensation without first consulting the Exhibitor. This provision is specifically agreed by the exhibitor to be fair and reasonable.

NOTE: TAG Farnborough Airport Limited is the Farnborough Airport Manager and Operator.

F1.24 INSURANCE

F1.24.1 Requirements

Exhibitors are required to effect their own third party liability insurance (including passengers), to which Farnborough International Limited as Organisers must be added as an additional insured, together with TAG Farnborough Airport Limited and/or subsidiary and/or associated companies and/or affiliated Companies and the United Kingdom Ministry of Defence its Servants and/or Agents. No claim by way of subrogation shall be made under any such policy in any circumstances against the Organisers or against the British Government, its servants or agents. The policy must incorporate the wording shown below in Section F1.25 of these Regulations.

The limit of the insurance must be whichever is the higher of:

the total limit of the Exhibitor's existing third party insurance, including passengers, OR

not less than £50,000,000 for any one accident OR

in the case of Category 'A' aircraft, (as defined below), not less than £100,000,000 for any one accident.

NOTE: Exhibitors may, if they wish, avail themselves of an insurance facility arranged by the Organiser's Insurance Brokers with Lloyds of London and Companies. (See Section D14 of "Exhibition Regulations" issued by the Organisers.)

F1.24.2 Exemptions

The insurance requirements specified in Regulation Section F1.25 shall not apply to Exhibitors presenting aircraft of whatever description which do not fly to, at or from the Exhibition.

F1.24.3 Confirmation

Part Two of the Application Form is required from each Exhibitor who has entered aircraft for Static or Flying Display at the Exhibition. This form is to be returned to the Organisers by 13 June 2014 along with copies of Insurance Certificates annotated as required below. The Organisers regret that they will not be able to accept an exhibitor's

aircraft into Farnborough Aerodrome for Flying Display, Customer Demonstration or Static Display, nor a Support Aircraft, without an acceptable Confirmation of Aircraft Insurance.

NOTE: Notwithstanding any provision made for aircraft insurance, where an Exhibitor has a chalet, stand or storage, office or technical accommodation his third party risks in respect thereof must be insured in accordance with the requirements of Regulation D14 of the Exhibition Regulations issued by the Organisers.

F1.24.4 Specific Insurance

Attention is drawn to the fact that Exhibitors who borrow aircraft, engines, instruments, accessories or parts from any agency, may additionally be required under the terms of any loan agreement, to effect specific insurance with which all Exhibitors concerned must comply.

F1.25 IMPORTANT NOTICE - WORDING TO BE INCORPORATED IN THE INSURANCE POLICY:

IT IS HEREBY UNDERSTOOD AND AGREED THAT in connection with the Exhibition and Flying Display, organised by Farnborough International Limited, to be held in July 2014:

Subject to the policy coverage and the policy limits, the Insurers shall indemnify the Insured and Farnborough International Ltd., TAG Farnborough Airport Limited and/or subsidiary and/or associated companies and/or affiliated companies and the United Kingdom Ministry of Defence its Servants and/or Agents against public liability, as well as against liability arising under any Regulations incorporated in any Agreement between the Insured and Farnborough International Limited and also under any loan agreement with any Government department, but excluding :

- i. Loss or damage to the aircraft loaned.
- ii. Any charge for the loan of the aircraft.

No tickets of admission issued in connection with the Exhibition shall be required to contain any disclaimer of liability.

In respect of accidents arising whilst the insured aircraft are operating from Farnborough during the period of the Exhibition, including during the preceding Validation Week, or whilst the aircraft are flying between their home base or any other location and Farnborough 'en route' to participate in the Exhibition, or returning to base or any other location from the Exhibition, if any third party suffers death, bodily injury or damage to personal effects anywhere within the United Kingdom and caused by an aircraft insured by this policy **THE INSURERS WITHOUT RAISING AS A DEFENCE:**

- i. That the insured were not legally the owners of any aircraft loaned to the Insured, **OR**
- ii. That spectators voluntarily accept the risk of injury or damage or are in any worse legal position than ordinary wayfarers, **OR**
- iii. Any other purely technical defence

WILL PAY

Compensation in respect of any one person up to an amount not exceeding £100,000 which, in the opinion of Leading Counsel mutually agreed between the Insurers and the Insured, is adequate to satisfy in full the claim of any such person, taking into consideration any relevant contributory negligence.

PROVIDED THAT

If any Third Party refuses to accept the amount of compensation offered, then the Insurers shall be free to raise any defence to such claims and thereafter if such defence succeeds Insurers shall not be liable under the Policy to make any payment in respect of that Claimant.

Notwithstanding the limit of £100,000 applicable to automatic compensation payments under the provision above, the amount of indemnity payable under this memorandum for sums which the insured may become legally liable to pay in respect of any one person will be unlimited but always subject to the maximum limit of indemnity stated in the Policy as payable in respect of any one accident or occurrence.

Except as expressly stated, this endorsement is subject to the terms and conditions of the Policy.

NOTE : Regulations require the inclusion of this endorsement in the Exhibitor's Insurance Policy and written confirmation from the Insurers or authorised brokers that the Organiser's requirements have been met.

Aircraft Categories

Aircraft shall be categorised as follows:

Category A: any aircraft type participating in the Flying Display and capable of High Energy manoeuvres, including, but not limited to, aircraft listed below

Category B: all other aircraft types and all aircraft types participating in the Static Display only

The Organisers reserve the right to classify any aircraft type as "Category A" even if it is not listed below if they consider that its performance warrants this classification. On receipt of the Application Forms the Organisers will notify the Exhibitor of any such aircraft type of their decision.

CATEGORY A

Boeing F-15	Lockheed Martin F-35
Boeing F/A-18	MAPO MiG-21/23/25/27/29/31/33/35
Dassault Rafale	Northrop F-5/14
Dassault Mirage (all variants)	Panavia Tornado
Dassault Super Etandard	Saab Gripen
Eurofighter Typhoon	Sepecat Jaguar
Lockheed F-16	Sukhoi Su-25/27/30/32/33/34/35/37/39 and S-37/54/55
Lockheed F-22	

PART 2 FARNBOROUGH AERODROME CHARACTERISTICS & AIR TRAFFIC CONTROL PROCEDURES

F2.1 IMPORTANT NOTES:

Commanders of aircraft flying into Farnborough should consult the following electronic documents for all information relating to Farnborough Aerodrome and routing inbound and outbound.

- The [UK Aeronautical Information Publication \(AIP\)](#)
- NOTAMs – [Notice to Airmen](#)
- The [European AIS Database \(EAD\)](#)

The UK Aeronautical Information Service can also be contacted on the following information line - +44 (0) 20 8750 3939.

Aircraft Commanders intending to make use of EXTENDED LANDING DISTANCES (Long Runway Operations) must refer to section F2.4 of these Regulations.

The details below either amplify information in the UK AIP or relate to differences from the AIP entry that are applicable during the period of FIA 2014.

F2.2 AERODROME LAYOUT

Farnborough Aerodrome lies 16.8 nm SW of Heathrow and 23.4 nm NW of Gatwick and is located between the town of Aldershot to the south and the M3 motorway to the north. See section F4.3 for Aerodrome Arrangements and F4.6 for a map of the Farnborough Area, District and landmarks.

FARNBOROUGH: N51 16.55 W000 46.58 ELEVATION: 238FT AMSL

The main runway is 24/06 with aircraft manoeuvring areas and the Display Line to the north and viewing area south of the Crowd Safety Barrier.

F2.2.1 Significant Obstacles

OBSTACLE TYPE	OBSTACLE POSITION	ELEVATION/HEIGHT	OBSTRUCTION LIGHTING TYPE/COLOUR
Building	511513.59N 0004528.97W	473 ft	No
Church	511507.80N 0004642.89W	479 ft	No
Trees	511453.41N 0004718.68W	472 ft	No
Trees	511447.44N 0004819.98W	548 ft	No
Mast	511445.52N 0004920.30W	704 ft	Yes/Red
Water Tower	511443.50N 0004611.30W	485 ft	No
Mast	511443.14N 0004613.51W	491 ft	No
Trees	511441.69N 0004945.65W	583 ft	No
Building	511422.89N 0004710.06W	486 ft	No
Mast	511416.28N 0004931.61W	701 ft	No

OBSTACLE TYPE	OBSTACLE POSITION	ELEVATION/HEIGHT	OBSTRUCTION LIGHTING TYPE/COLOUR
Mast	511412.81N 0004932.51W	665 ft	No
Mast	511411.51N 0004900.85W	717 ft	No
Water Tower	511408.96N 0004853.84W	722 ft	No
Mast	511405.72N 0004854.16W	675 ft	No
Mast	511403.61N 0004914.49W	760 ft	No

F2.2.2 Air Traffic Control

All air traffic activities are managed by Air Traffic Control (ATC) situated in the Control Tower Building. Aircrew requirements relating to air traffic control and flight planning matters will be met by facilities available from the Air Operations Centre (AOC)

Telephone (ATC): +44 (0) 1252 526017 Flight Plans to: EGLFZTZX

The airfield will be operational for Air Show Traffic as shown in sections F1.1.2 to F1.4.

F2.3 RUNWAY STANDARD CONFIGURATION AND TAXIWAYS

Runway Details – See [UK AIP](#) entry for all appropriate information on the Standard Runway Configuration and Taxiways.

F2.3.1 Approach, Landing and Take-Off Restrictions

Due to obstacle clearance requirements and the urban nature of the immediate areas surrounding Farnborough Aerodrome, the following **MANDATORY RESTRICTIONS** apply:

General

- Aircraft intending to execute a flypast down the runway must descend to the flypast height following a nominal approach path of not less than 3.5°
- Aircraft established on their final approach must maintain a nominal glide path of 3.5°
- Aircraft are not to land in the sterile area short of the runway threshold markings unless all of the conditions stated in Section F2.4 below are satisfied
- All aircraft are to make standard departures unless the take-off is an approved element of the authorised Flying Display routine

Runway 06

- Single engine jet aircraft and any aircraft required to jettison stores following engine failure are not permitted to take-off, touch-and-go or go around when using Runway 06.
- Other single engine aircraft are required to use the full runway length for departures and after passing a height of 500ft QFE, turn left within the Aerodrome boundary or commence their display whilst avoiding flight over the built-up areas to the north and north-east of the Aerodrome, unless otherwise directed by ATC.
- All aircraft permitted to use Runway 06 must use the full runway length, including the starter extension, for take-off unless special dispensation has been obtained

- from the Aerodrome Authority to commence take off from F1 (the end of the full width runway).
- Simulated engine failures after take-off are not permitted.

F2.4 EXTENDED LANDING DISTANCE AVAILABLE (Long Runway Operations)

For aircraft requiring more than the declared 5906ft / 1800m Landing Distance available (LDA), arrangements have been made to provide a temporary increase of this distance to 6824ft / 2080m. These will be designated as 'Runway 24 Long' and 'Runway 06 Long'. **Both of which are unlicensed and unavailable to any aircraft operation requiring the use of a licensed runway.**

Aircraft Commanders intending to use EXTENDED LANDING DISTANCES must ensure that prior to their arrival at Farnborough they have completed (and the AOC has received) Part 1 of the E-Net Application Form, Application to Operate to Runway Thresholds 06/24 Long. Long runway operations are not available to any pilot who has not completed and submitted Part 1 of the E-Net application form. In addition, Commanders must confirm the requirement for Long Runway Operations by RT on their first contact with Farnborough Radar.

F2.4.1 Runway Marking and Lighting

Each of the 6824ft / 2080 metre thresholds (24 long and 06 long) will be marked by a white line across the runway and a standard 4 PAPI system. The PAPIs will be installed on the left hand side of each runway, set to a 3.5° Glidepath and calibrated for a Mean Eye Height above Threshold (MEHT) of 51 feet. The PAPIs for the 1800 metre threshold are interlocked with the 2080 metre PAPI's so that only one system at a time can be illuminated. **Runway edge lights and approach lights will be switched off for all landings on the long runway.** The runway threshold markings ('piano keys') and the numbers will remain in place at the 1800 metre threshold point for the landing direction in question and should be disregarded when using the long runway. See F4.3 Airfield Layout.

F2.4.2 Take-Off

For all take offs at Farnborough, the full extent of the paved runway is to be used; runway edge lights and approach lights will be illuminated. Any aircraft captain requiring immediate recovery to the 6824ft / 2080 metre threshold should notify ATC as soon as is practicable; the runway edge lights and approach lights will then be switched off.

Refer also to;

- F1.11 Aircraft Arrivals and Departures
- F1.10.1 Application Form – Part 1
- F2.10 Customer Demonstration Flights
- F3.12 Display Arrangements

F2.5 AIR TRAFFIC SERVICES GENERAL

F2.5.1 Communications

All RTF communications will be conducted in English using standard phraseology except where indicated otherwise in this document. ATC frequencies to be used during Validation Week, 7 to 11 July 2014 and Exhibition Week, 14 to 20 July 2014 will be notified in the UK AIP Farnborough Airshow Supplement. Display frequencies will only be notified at Airshow briefings.

F2.5.2 Avionics Facilities

Participating aircraft are required to carry a minimum of a 760 channel VHF Aeronautical Band radio with 25 kHz channel spacing plus SSR Mode A and preferably Mode C (unless specific arrangements have been made to accept non-transponder equipped aircraft). Farnborough ATC has no capacity for communications in the UHF Aeronautical Telecommunications band. Aircraft arriving without the correct avionics fit will not be permitted to enter Farnborough Airspace.

F2.5.3 Meteorological Facilities and Information

The Meteorological Office is situated within the ADHQ complex. The office will be manned for the periods of Arrival, Validation and Exhibition. On Monday 21 July and Tuesday 22 July Meteorological information will be available from the AOC.

A Meteorological briefing will be included in the pilots briefing each day (see F1.8.3)

Information available in the AOC will be:

- Local Area Forecast
- Latest Diversion Aerodrome METARs and TAFs
- Farnborough Aerodrome Weather Warnings
- Latest surface analysis and prognosis

All requests for route weather information must be notified to the Meteorological Office at least 24 hours prior to departure.

F2.5.4 Circuit Information

Circuit directions for non-display flights will be:

Runway 24 circuits	Left hand
Runway 06 circuits	Right hand
Circuit Altitude	1700ft QNH (1500ft QFE)

During the flying display circuit directions for aircraft will be:

Runway 24 circuits	Right hand
Runway 06 circuits	Left hand
Circuit Altitude	1200ft QNH (1000ft QFE)

F2.5.5 Use Of Brake Parachutes on Landing

If it is known that a particular aircraft will be employing a braking parachute after landing, the following phraseology will be used as advice to the pilot:

Parachute Status	Controller Phraseology
Normal Deployment	Nil
Deploys but fails to remain attached	“Streamed and Jettisoned”
Deploys but fails to inflate	“Streamed and Candled”
No deployment	“Negative Stream”
Following deployment, parachute released from aircraft	“Chute Clear”

In order to avoid blocking the runway, and delaying subsequent aircraft, pilots must take brake parachutes clear of the runway before jettisoning. Unless such action results in handling difficulties. There will normally be a parachute recovery vehicle available (usually Fire 2); this is the only crew with the correct safety equipment and training for parachute recoveries.

F2.6 CRASH CATEGORIES

- 7 – 20 July 2014 (inclusive) - ICAO CAT 10 (Subject to confirmation)
- Outside of these periods - ICAO CAT 6

F2.7 APPROACH MINIMA

The construction of temporary buildings on the exhibition site, changes the runway status from Instrument to Visual. Change of status will occur at 0700Z on 7 July 2014 until revision to Instrument status at 0600Z on 23 July 2014. Aircraft arriving when the runway has Instrument status, will receive radar vectoring to the ILS or Surveillance Radar Approach.

When the Aerodrome is operating under Visual Runway operations, an aircraft making an approach to the 1800 metre LDA runway will be radar vectored on to a surveillance radar approach terminating at 2nm from touchdown. Aircraft making an approach to the 2080 metre LDA runway will be radar vectored to the final approach and descended to an altitude of 1400 ft amsl from which the approach is then to be completed by visual reference to terrain. For approaches to the 2080 metre LDA runway, the minimum visibility for Cat A and B aircraft is 1500 metres and for Cat C and D aircraft 2000 metres. The Airport Authority will not afford landing facilities for aircraft carrying out visual approaches below the stated minimum.

F2.8 FARNBOROUGH ROUTES

The London FIR/UIR can become extremely congested during the arrival and departure periods and pilots are encouraged to fly Operational Air Traffic (OAT) if possible. See [UK AIP](#) for routing details.

F2.8.1 Military Aircraft

- **Operational Air Traffic (OAT)**
Pilots of military aircraft should note that Farnborough has VHF only and that the Military Air Traffic Service units have limited VHF frequencies available.
- **OAT Frequencies**
Only a limited number of VHF frequencies are available for aircraft flying OAT. Aircraft which are not UHF equipped should notify Swanwick Military (Mil) +44 (0) 1489 612417 / JAO Supervisor) in advance. Aircraft with VHF fit will be required to accept 25 kHz spacing unless special arrangements have been agreed with Swanwick (Mil)
- **OAT Extended Requirements**
Any pilot who has special requirements e.g. the aircraft is unable to meet the VHF 760 Channel 25 kHz frequency spacing, altitude restriction etc should advise Swanwick (Mil) in advance of filing the flight plan.
- **OAT Holding**
Aircraft may be held on a tactical basis outside controlled airspace by Swanwick (Mil), London Air Traffic Control Centre (LATCC) (Mil), Boscombe Down(BDN) or Brize Norton (BNZ). Pilots are reminded to carry extra fuel for holding.

F2.8.2 Civil Aircraft

- **General Air Traffic (GAT)**

The use of VHF radio with 8.33 kHz spacing is required within the ICAO EUR region for all aircraft operating above FL245. ICAO Doc. 7030 refers

- **Inbound Farnborough Radar**

To provide improved ATC handling of Airways flights inbound to or outbound from Farnborough, a system of Standard Airways Routes has been established. See [UK AIP](#) for routing details.

F2.8.3 Temporary Holds

Two temporary holds have been designated for FIA 2014 related aircraft inbound to Farnborough. Full details of the holds can be found at F3.15 or the AIP Supplement as detailed in F.2.8.2 above.

F2.8.4 Flight Plans

Pilots who wish to fly on Airways are to file a flight plan using the appropriate route selected from the UK AIP. Flight plans are to include in the address group the AFTN addresses for Farnborough (EGLFZTZX), London ATCC (EGTTZQZF and EGTTYTYR).

F2.8.5 Departure Slot Times

Pilots are reminded that they are required to request departure 'slot' times from the AOC before 1600Z on Thursday 17 July (see Section 1.11.9). Those pilots planning to route through French airspace must make the request before 0900Z on Thursday 17 July.

F2.9 LASHAM

Lasham Aerodrome (EGHL) (N51 11.23 W001 02.01) is associated with intense glider activity. A Restricted Area Temporary (RA(T)) will be promulgated by NOTAM to cover flying during FIA; however pilots operating outside the RA(T) are advised to avoid the Lasham Area.

F2.10 PROCEDURES FOR CUSTOMER DEMONSTRATION FLIGHTS

To minimise delay to all users, ATC require prior notification of all flights. Pilots must complete the FLIGHT NOTIFICATION form, available from the AOC, at least 30 minutes before their proposed flight. If the National Airways system will be used for Customer Demonstration Flying, a Flight plan must be filed with the AOC, at least one hour in advance. Flight details passed on RTF whilst taxiing will not be accepted.

There will be considerable helicopter activity into and out of Farnborough Aerodrome before and after the Flying Display. ATC will warn pilots of helicopter movements but all pilots are warned to watch for helicopters in the circuit routing to and from the heliport.

Demonstration flying will normally be under radar surveillance. Pilots wishing to fly Airways will normally be required to join Airway Lima Nine at KENET Westbound at or above FL100.

F2.10.1 Customer Demonstration Flights at Low Level

Military Registered Aircraft

In the UK FIR military registered aircraft, including those operated by a civil agency or contractor are considered to be low flying if operated below 2000ft MSD for fixed wing aircraft and below 500ft MSD for rotary wing aircraft. The rules and regulations

governing such flights are extensive and specific clearance is required before low flying is allowed.

Civil Registered Aircraft

In the UK FIR specific regulations apply for flights by civil registered aircraft (both fixed and rotary wing) below 1000ft MSD. It is the responsibility of the Exhibitor to ensure that the applicable regulations are satisfied. In addition, Exhibitors need to be aware of the possible nuisance created by low level flying, specifically if one particular area is repeatedly used for demonstrations. Repeated noise or nuisance complaints from the public could lead to any permission being withdrawn.

F2.10.2 Use of the Extended Landing Distance Available

If a Customer Demonstration Flight requires use of the Long Runway, the aircraft Commander must notify the AOC and ensure that the E-Net Application Form - Part 1, Application to Operate to Runway Thresholds 06/24 Long has been completed.

F2.11 HELICOPTER AIR TO GROUND PHOTOGRAPHY

Air-to-Ground photography may be carried out from helicopters only from above 500ft AGL with no hovering or overflight of the Exhibition Site south of the Crowd Safety Barrier (see F4.3). All such flights must be agreed in advance with ATC and the flight itself co-ordinated through the tower. Flights for this purpose will be permitted when Air Traffic conditions allow but will not be permitted during the Flying Display.

F2.12 AIP SUPPLEMENTS

F2.12.1 General Supplement.

Airspace regulations restrict flying in the vicinity of Farnborough Aerodrome (RA(T)) at specified periods **between Monday 7 and Monday 21 July** inclusive. During these periods, special procedures will apply to aircraft arriving at and departing from Farnborough, Blackbushe, Fairoaks, Lasham and RAF Odiham, or wishing to fly within the RA(T).

AIP Supplements referring to the special procedures can be found on the AIP website and cover the following items:

- Activity within the RA(T)
- Restrictions within the RA(T)
- Aerodrome Availability and Airspace Access
- Customs, Immigration and Freight at Farnborough, Blackbushe and Fairoaks
- Routes and Procedures for Inbound Aircraft (Farnborough, Blackbushe, Fairoaks, Lasham and RAF Odiham)
- Routes and Procedures for Outbound Aircraft (Farnborough, Blackbushe, Fairoaks, Lasham and RAF Odiham)
- Contact Phone numbers
- Airways Departure Routes
- Heathrow Departures
- Procedures for Transit Aircraft
- Farnborough Arrivals - Rehearsal/Validation and Exhibition Days Farnborough Departures
- Operational Air Traffic (OAT) Arrivals and Departures
- UK Air Traffic Flow Management (AFTM) Requirements

F2.12.2 VFR Transit within Heathrow CTR Supplement.

VFR TRANSIT OF THE SOUTH WEST CORNER OF THE HEATHROW CTR DURING FARNBOROUGH INTERNATIONAL (FI) 2014 FLYING DISPLAY

In order to reduce overall delay and impact on General Aviation VFR activities during the establishment of Restricted Airspace (Temporary) for the Farnborough Airshow 2014, Farnborough have been delegated a portion of the Heathrow Control Zone.

PART 3 FLYING DISPLAY ARRANGEMENTS AND REGULATIONS

IMPORTANT NOTE:

The contents of this Part are specifically for all crews taking part in the Flying Display element of FIA 2014. It is critical that ALL crews participating in the Flying Display read and understand this section. All Flying Display crews will be required to confirm their understanding of these regulations before being permitted to Practice, Validate or Display at FIA 2014.

This part constitutes the Flying Display Regulations and Limitations and is in accordance with:

- The UK Air navigation Order (ANO)
- UK Civil Air Publication 403 (CAP 403) – Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements
- The Display Permission issued by the CAA in accordance with Article 162 of the ANO
- The specific requirements of Farnborough International Limited (FIL).

These Regulations apply to all display flying by all Exhibitors during the period of Farnborough International 2014.

INTRODUCTION

Aircrew and UAS operators participating in FIA 2014 should be aware that, by virtue of both its history and its functions as an international trade fair, FIA's regulations and requirements are different from other UK air shows. FIA's roots as an aerospace trade show go back to 1948 when it was regulated by UK Ministry of Defence under military regulations. In 2006, responsibility for oversight of FIA passed to the UK CAA and since then FIA has operated under civil regulation. During this time regulations issued by both authorities reflect the hard won experience gained at Farnborough and other air shows.

The Regulations have also evolved to mitigate the impact of an increasing population density around Farnborough Airfield. As previously noted, Regulatory Authority for FIA now rests with the UK CAA bringing flying under CAP403 which the CAA developed to cater for UK civilian display pilots flying at domestic air shows for public entertainment.

Urbanisation around the aerodrome continues to increase and as a result pilots and UAS operators displaying at FIA are required to Validate their flying displays by declaring to and agreeing their intended flying display sequence(s) with the FDD and then by demonstrating their ability to achieve their sequence(s) safely and within the FIA rules. Validation, combined with monitoring by the Flying Control Committee (FCC), and real time electronic tracking during every flight, lies at the heart of the safety case for the FIA flying display and is applied to all participants without exception. Electronic Tracking ensures that all participants are treated equally when judging lateral and vertical compliance while the FCC monitors flying to assist participants in achieving a safe and effective display standard within the FIA rules.

F3.1 DEFINITIONS

An Aerobatic manoeuvre	is described as: Loops, spins, rolls, bunts, stall turns, inverted flying and any other similar manoeuvre.
Straight and level flypast	is a flypast at a declared height which may include up to 20° bank.
Close Formation	is described as being when an aircraft is flying in close proximity to another aircraft in such a manner as to require the following aircraft to take external visual references solely from the lead aircraft.
Tailchase	is defined as a number of aircraft following a leader in loose proximity, in line astern, whilst the leader carries out a series of manoeuvres of an aerobatic or semi-aerobatic nature. Each aircraft in turn will generally follow the leader's flight path but retain a high degree of individual decision making over the exact path taken. Separation distances vary from 50 to 200 metres.

In addition to the above, please refer to the explanation of terminology used throughout this document outlined on Page iii.

F3.2 FLYING DISPLAY DIRECTOR AND THE FLYING CONTROL COMMITTEE

Management of the Flying Display and related matters is vested in the **Flying Display Director** (FDD) by Farnborough International Limited.

Oversight of all flight safety related matters, including approval of aircraft Flying Displays, is vested by the Organisers in the **Flying Display Director** (FDD) assisted by the **Flying Control Committee** (FCC) which is established in accordance with CAP 403 and under the authority of the Council of ADS and the Board of Farnborough International Limited. A decision by the FDD is final and is binding on all Exhibitors, and on the aircrew presenting aircraft at the Exhibition. This includes the right for the FDD to exclude a complete Flying Display item or any particular manoeuvre. In such a case the revised Flying Display must be Validated to the satisfaction of the FDD/FCC before the aircraft can participate in the flying display programme.

The FDD may withdraw the Flying Display approval of any aircrew for any reason.

F3.3 DISPLAY AUTHORISATION

The Commander of any UK civil registered aircraft will be required to hold a UK CAA issued Display Authorisation valid for the aircraft to be displayed if the aircraft is to participate in the Flying Display element of FIA 2014.

The Commanders of foreign civil registered aircraft participating in the Flying Display element of FIA 2014 will be required to hold either a Display Authorisation issued by the UK CAA, or a JAA Full Member State, or an Exemption from the need to hold a Display Authorisation. Commanders that do not hold a Display Authorisation, but successfully Validate their display routines to the satisfaction of the FDD for FIA 2014, will be automatically exempt from the need to hold a Display Authorisation for display flights at FIA 2014.

F3.4 VALIDATION

To take part in the Flying Display each pilot and UAV operator intending to display **must** first demonstrate their proposed Display, as described in Part One of their E-Net Application, to the FDD/FCC and have their Display Validated (i.e. approved). Where the Flying Display for good weather and bad weather are different, the FDD will require validation of both full and poor weather displays. During the validation the FDD will require pilots to demonstrate their ability to maintain their poor weather display within the altitude restrictions of the airspace volume. Following validation the FDD will, if necessary impose weather more stringent than the pilot's declared minima to ensure that the airspace volume altitude restrictions are respected. Should any revision be required other than for agreed minor amendments, any revised Flying Display must also be Validated by the FDD/FCC.

Validation flights may be arranged with the AOC to take place between Monday 7 July and Friday 11 July between 0800Z to 1630Z.

F3.4.1 Requirements

- Flight safety and the safety of the public are of paramount importance.
- Flying displays are to be fully developed and practised prior to arrival at Farnborough.
- Pilots may wish to familiarise themselves with Farnborough and the surrounding topography prior to Validation Flights.
- Flying Display aircraft are to be operated with only the certified minimum operating crew during a Display Flight, Familiarisation, Practice or Validation Flight; additional personnel, including passengers, are not to be carried without the specific written permission of the CAA.

F3.4.2 Briefing

- Flying Display aircrew/UAS Operators wishing to undertake a Practice or Validation flight must attend a Flying Display Briefing on the day of the flight.
- The Briefing Room is within the ADHQ Complex.
- Briefing for Flying Display aircrew will take place daily at 0800Z and 1200Z during Arrival/Validation Week.
- Briefings will be conducted in English.
- Only essential staff, crew and/or supervisors will be permitted to attend.

NOTE: Aircrew and UAS Operators who fail to attend the daily Flying Display Briefing will not be permitted to undertake Practice or Validation flights that day unless, where it is logistically impossible for them to attend, alternative arrangements have been agreed in advance with the FDD.

F3.4.3 Arrangements

- If weather conditions during the week have precluded completion of some Validation Flights, the Organisers may arrange an additional Validation period.
- Exhibitors should note that if they do not choose to Validate before 11 July, and the proposed Flying Display does not satisfy the requirements of the FDD, it may not be possible to arrange a further Validation Flight in the remaining time available; this will result in the aircraft being excluded from the Flying Display.
- Slot times for Familiarisation, Practice and Validation Flights must be arranged in advance through the AOC.

- Slot times will not be allocated until the FDD is satisfied that all necessary documentation has been completed fully and correctly.
- Slot times must be adhered to.
- A pilot must request a revised slot time if the allocated slot time cannot be achieved.

F3.5 THE FLYING DISPLAY

F3.5.1 Display Time Allocation

The time allocated by the Organisers to each aircraft for a Display within the Flying Display Programme should be sufficient for an interesting and convincing demonstration of the aircraft's capabilities. A Flying Display must be planned to be no longer than the duration listed below. However, for those aircraft that have an approved Display that is used regularly, the Organisers will consider a variation to the period allocated.

Any request to the Organisers through the AOC for a time allocation in excess of that detailed below must contain full information. This request must be made at the time of, or before, submitting their Flying Display Details and agreed with the FDD.

a. V/STOL and Large Aircraft	7 minutes
b. Other Transport Aircraft, Fighters, Jet Trainers, and Large Helicopters	6 minutes
c. Light aircraft and Small Helicopters	5 minutes
d. Two or more aircraft in a co-ordinated display	As agreed by the Organisers

NOTES:

- Time allowed for each Display will be measured **from start of take-off roll until crossing Taxiway Delta intersection after landing**. For non-landing or flying start aircraft the times are measured from crossing the Display Datum on commencement of the Display to crossing the same position on completion.
- A flying start may be requested on Part Three of the Application Form.
- Planned manoeuvres on the runway will be included within the time allowed for a Display.

F3.5.2 Programme

- The daily flying programme will be confirmed by 1630Z on the preceding day, and be publicised via the official website at www.farnborough.com
- Copies of the flying programme will be available from the AOC.
- Any pilot unable to display an aircraft at the time indicated in the flying programme is to advise the AOC immediately.

F3.5.3 Briefing

- A Flying Display Briefing will be conducted at 1000Z on each flying day of the Exhibition.
- The Briefing Room is within the ADHQ Complex.
- Briefings will be conducted in English.
- Only essential organising staff, display aircrew, and their immediate supervisors will be permitted to attend the briefing.

NOTE: Aircrew and UAS Operators who fail to attend the daily Flying Display Briefing will not be permitted to take part in that day's flying display unless, where it is logistically impossible for them to attend, alternative arrangements have been agreed in advance with the FDD.

F3.5.4 Flying Display Sequence

Each Flying Display sequence must conform to the Validated Display. This includes compliance with weather constraints declared and accepted on Part Three of the Application Form. A manoeuvre may be deleted from an approved Flight Display in the interests of safety, but no manoeuvre may be added, or the sequence otherwise changed.

Flying Display aircraft are to be operated with only the certified minimum operating crew during a Practice, Validation or Flying Display flight; additional personnel, including passengers, are not to be carried without the specific written permission of the CAA.

F3.5.5 Breaches of Discipline

Breaches of flying discipline are likely to result in the aircrew being required to break off their Flying Display and land. A repeated or serious breach of flying discipline will result in the suspension of the aircrew from flying for the remainder of the Exhibition.

F3.6 FLYING OVER AREAS OF POPULATION

Pilots are to be thoroughly aware of the populated areas surrounding Farnborough Aerodrome, as shown in F4.4. The UK ANO requires a minimum height over congested areas of 1000 ft agl and, in the event of engine failure, the ability to glide clear. Due to the urban nature of the areas immediately surrounding the Aerodrome at Farnborough, it is not practical to meet this requirement at all times; therefore, an Exemption has been sought by the Organiser. In order to assist with manoeuvre planning three boundaries with associated target minimum heights have been defined in F4.4. The boundaries are as follows:

- a. Aerodrome Boundary. The Aerodrome Boundary is defined by the Aerodrome northern perimeter fence and has a target altitude of 1000ft agl with an absolute minimum of 800ft agl.
- b. One Nautical Mile Boundary. The One Nautical Mile boundary is a semi-circular arc to the north of the Display Line at 1nm radius based on the Display Datum. Aircraft must be at a minimum of 1000ft agl when crossing this line.
- c. Two Nautical Mile Boundary. The Two Nautical Mile Boundary is a semi-circular arc north of the display line at 2nm radius based on the Display Datum. Aircraft must be at a minimum of 2000ft agl when crossing this line.

In order to minimise disturbance to populated areas outside the Aerodrome Boundary the following requirements must be observed in the planning and execution of flying displays:

- a. Outbound from the Aerodrome. When outbound, pilots of both fixed and rotary wing aircraft are required to initiate a positive climb towards a target height of 1000ft agl with an absolute minimum of 800ft agl before crossing the Aerodrome Boundary. After crossing the Aerodrome Boundary, pilots of fixed wing aircraft must be at a minimum of 1000ft agl when crossing the One Nautical Mile Boundary and are to continue the climb to be at least 2000ft agl on reaching the Two Nautical Mile Boundary.

b. Inbound to the Aerodrome. When inbound and after crossing the Two Nautical Mile Boundary pilots may descend from 2000ft agl towards a target height of 1000ft agl at the One nautical mile Boundary with a minimum of 800ft agl when crossing the Aerodrome Boundary.

Pilots intending to execute a flypast down the runway must descend to the flypast height following a nominal glide path of not less than 3.5 degrees.

The use of afterburner should be minimised over populated areas.

F3.7 DISPLAY LINE AND DISPLAY DATUM

The main 230 metre Display Line is located parallel with, and 134 metres north of, the centre line of the runway, as shown in F4.3. It is identified by a line of orange coloured markers. The Display Datum axis is normal to the Display Line and is identified by a cross of orange coloured markers positioned at N51.16'37N 000.46'37W.

F3.8 OVERFLIGHT OF SPECTATORS

Unless specifically authorised by the display aircraft's national authority and the UK CAA, and approved by the FDD, pilots of display aircraft are not permitted to overfly the spectator enclosures or car parks.

F3.9 PARACHUTING AS PART OF THE DISPLAY

Aircraft carrying parachutists may overfly the spectator enclosures or car parks whilst positioning to drop but not below 1500ft agl.

Aircraft landing or taking off along with aircraft with engines running and turning propellers or rotors constitute a hazard to parachutists. In order to minimise risks the FDD will ensure that the following procedures are adhered to:

- a. All pilots are to be briefed on the procedures to be followed during any parachute drop.
- b. Under no circumstances are propellers or rotors to be turning during the period that the parachutists are descending.
- c. Parachutist must hold FAI 'D' Certificate. The minimum height by which parachutist must have their main parachute open is 2000ft agl.

F3.10 DISPLAY LIMITATIONS

F3.10.1 Display Minimum Heights and Associated Weather Minima – All aircraft.

The minimum allowable heights for Flying Displays within the area between the appropriate Display Line and the airfield boundary are as specified in the table below. Irrespective of a pilot's declared weather minima, the following absolute limits will be applied to the display.

Aircraft Category	Manoeuvre	Type of Display	FI Display Minimum Height (Feet)	Minimum Cloud Base (Feet)	Minimum Visibility (Metres)
V/STOL aircraft, Rotorcraft and other aircraft with a stalling speed below 50 knots.	Flypasts	Solo Aircraft	100**	500	1500
		Formations	300**	500	3000
	Full Aerobatic Displays*	Solo Aircraft	300**	800	3000
		Formations	500**	800	5000
Flying Displays by Other Aircraft	Flypasts or Flat Aerobic Displays*	Solo Aircraft	300	500	3000
		Formations	500	800	5000
	Full Aerobatic Displays*	Solo Aircraft	300	1000	5000
		Piston Formations	300	1000	5000
		Jet Formations	500	1500	8000

* Recovery from aerobatic manouevres and inverted flight must be completed by 500 feet agl

** Helicopters and VSTOL aircraft may operate below these heights during hovering and transition manoeuvres.

The FDD will not allow aircraft to display in weather worse than a pilot's declared minima.

F3.10.2 Lateral Separation

To ensure safe separation between spectators and participants during Flying Displays, the Display line is 230m from the Crowd Safety Barrier. Where a Display Aircraft is at a speed in excess of 300 KIAS with a velocity vector towards the Crowd Safety Barrier, this separation is increased to 450m. (See F4.3)

Flying Displays are to be conducted north of the Display Line; this includes manoeuvres following initial take off. However, an aircraft commander may seek permission from the FDD for reduced minimum lateral separation from the Crowd Safety Barrier in accordance with the table below.

Display Type	Separation Distance
VSTOL aircraft only - Flypast below 200 knots or Hovering display	150 metres
Fixed wing aircraft – Display Speeds below 200 Knots for Flypast or Aerobatic display	150 metres

Note: The 150 metre line is unmarked but as a guide the distance from the Crowd Safety Barrier to the northern edge of the Runway 06/24 is 119 metres.

F3.10.3 Speeds

Aircraft must not exceed 0.90 IMN or 600 KIAS, whichever is reached first. Aircraft flying at, or near this speed are to reduce speed further before initiating any manoeuvre so as to prevent inadvertent sonic booms.

Multi-engine aircraft must not be flown below the speed at which it is still possible to climb away without change of configuration in the event of engine failure(s).

F3.11 AEROBATICS AND DISPLAY FLYING GENERAL

- Only those manoeuvres and display sequences, including tactical demonstrations, which have been approved by the FDD may be performed.
- Manoeuvres after take-off must not be carried out below 50 ft agl and away from the crowd up to 60° AOB may be used but must be associated with a positive climbing vector. Aircraft must be at or above 100 ft when crossing appropriate display line.
- Aircraft must not be flown outside their design and proven limitations.
- An aircraft main engine must not be deliberately shut down in flight. Asymmetric power is not permitted unless part of the normal flying control system of the aircraft.
- Helicopters must not perform more than one rolling manoeuvre during one pass.
- Slow fly pasts and non-aerodynamically sustainable manoeuvres will only be permitted with the axis of the manoeuvre parallel to the Display Line on a westerly heading.
- All manoeuvres by fast jet aircraft towards the built-up areas north of the Display Line are to be flown on an upwards vector. Downward manoeuvres will only be permitted once the turn over the built-up area is complete and the flight path vector is towards the Aerodrome. (See F4.8)
- All vintage, light aircraft and single-engine helicopters are permitted to operate to a minimum display altitude within the display area only
- The use of pyrotechnics as part of a Flying Display must be specifically cleared by the FDD. If approved any pyrotechnics used must be fired from such a height and position that there is no risk of the device landing whilst still ignited, or any remnants of the device landing amongst the crowd, near other participating aircraft, supporting personnel or ground equipment.
- Except for 'marking' potential turbulence as part of an approved SOP, smoke generating devices must be switched off prior to commencing the final approach to land.
- The orientation of a Flying Display is to assume use of Runway 24. Runway 24 is the preferred runway and will be used until the tailwind component exceeds 10kts.
- Single engine jet aircraft and multi-engine jet aircraft that would need to jettison stores following an engine failure after take off are prohibited from using Runway 06.
- On completion of the Flying Display, pilots are to make a positive break from their display routine and adopt a standard position on the downwind leg at circuit height of not below 1000ft agl prior to landing. The FDD may use discretion to agree a lower downwind height for light aircraft whose display is contained within the Aerodrome boundary.

F3.11.1 Dispensation

Any requests to display outside the limitations in Section F3.10 must be referred to the FDD on the Application Form, Part Three for consideration.

F3.12 DISPLAY ARRANGEMENTS

F3.12.1 Use of the Long Runway

Throughout the period of the Flying Display, the 2080 metre threshold (the Long Runway) will be used for all landings. The PAPIs will be configured for the 2080 metre threshold. Accordingly, all Familiarisation and Validation flights will also be conducted to the 2080 metre threshold. All pilots participating in the Flying Display must ensure that they complete Part 1 of the E-Net Application Form, Application to Operate to Runway Thresholds 06/24 Long.

During an individual display item the runway lights will be selected on until such time as the displaying aircraft is positioned downwind when the 2080 metres PAPIs will be selected on and the runway lights extinguished.

The requirements of F2.4 must be met prior to the use of the 2080 metre threshold.

F3.12.2 Airspace

Restricted airspace from ground level to FL80 is available at specified times to accommodate familiarisation, compulsory validation flights and the Flying Display. An AIC is issued (See F4.11) displaying the Restricted Area (Temporary) applicable during the period 2 to 16 July 2012. All manoeuvres are to be completed by FL70 and within a radius of 3nm from Farnborough. Displays must be contained within this airspace.

F3.12.3 Aircraft Call Signs

To enable ATC Farnborough, Emergency Services and other aircraft participating in the Flying Display to recognise immediately which aircraft are about to display or are displaying, pilots are to use their aircraft type as the call sign. If transponders are operating, Mode 3/C should be selected. The specific Mode 3/C code will be advised at the daily Display Briefing.

F3.12.4 Runway Holding Points

In order that optimum visual impact is presented to spectators by aircraft taking-off, Holding Point at Intersection B (shown in F4.11) should be used by aircraft using Runway 24. Only aircraft with an operational requirement to use the full length of the runway should be permitted to use Holding Point at Intersection A. Back-tracking the runway prior to departure is permitted only with the specific permission of ATC.

Aircraft taxiing during a display will normally be held short of the display line until the displaying item has called downwind when further taxi clearance to the appropriate hold will be given. This is to minimise the possibility of distraction to the pilot currently displaying.

All aircraft permitted to use Runway 06 must use the full runway length, including the starter extension, for take-off unless special dispensation has been obtained from the Aerodrome Authority to commence take off from F1 (the end of the full width runway).

F3.12.5 Helicopter Operations

During Exhibition week there will be co-ordinated helipark and heliport activities operating under strict traffic procedures. A Helipark to the north of the runway will

operate Monday – Thursday, but only in periods where there is no display flying. On Friday – Sunday, a Heliport will be active with up to five helicopters will be carrying pleasure flights from the south west corner of the airfield. The helicopters will fly a set route (details available from the AOC) not above 1400 feet amsl, remaining south of the runway southern edge at all times.

The location of Helipark and Heliport are shown in diagram F4.3 and display crews will receive full information at the daily Display Briefing.

Heliport operation will normally be suspended for crowd rear arrivals and during displays by Category A and multi-aircraft display items. Should the commander of any display aircraft wish to have the helicopters grounded for all, or part of, their display please indicate this to the AOC on arrival.

F3.13 UNMANNED AERIAL SYSTEM DEMONSTRATIONS

F3.13.1 Permitted UAS Vehicles

Participants proposing to demonstrate UAS vehicles at the Event should advise the Organisers as soon as possible. The Organisers will permit UAS vehicles up to a maximum all-up weight of 150 kgs. to participate in the Event.

F3.13.2 UAS Vehicle Flying Times

Specific times, to be advised, will be set aside for flying of UAS vehicles during which all other aircraft flying movements will be suppressed.

F3.13.3 Proposal to Display a UAS Vehicle

Participants will be required to provide the following detailed information (as required in Part 1 of the Application Form) :

- A technical description of the UAS covering size, weights, speeds, control systems (particularly any use of autonomous operating systems), emergency systems etc. In particular, control or data-link frequencies that are used must be specified.
- A detailed description of the proposed display flights including the planned heights, speeds and manoeuvres that will be carried out during the display.
- A clear indication of how control of the UAS will be maintained during the launch, flying and recovery of the UAS.
- A description of the various failure modes with the UAS and details on how the vehicle control/public safety will be maintained through the failure modes.
- Details on any auto ditching point requirements that may arise following a systems failure.
- Details (including copies) of any licence or certification held by the UAS operator and a resume of the operators experience in operating UAS vehicles.
- A description of the certification basis for the UAS, either military or civil, and any restrictions imposed on the UAS's operation by the certifying authority.

- A risk assessment/safety case to specifically cover the UAS flying at FIA2014 and to detail the mitigations to eliminate, as far as is reasonably practicable, any risk to the public and any persons or property over which the vehicle can be reasonably expected to fly under both normal flight conditions and any possible emergency event, including vehicle, control system and communication failures.
- Details of the UAS vehicle insurance cover (see F1.24 and 1.25)
- The in-service accident rate achieved by the UAS.
- How the Participant plans to position the UAS into Farnborough.
- Any other information which the Participant believes will be useful in determining the safety aspects of the planned display flight.

The Organisers reserve the right to refuse to permit any UAS vehicle to fly at the Event if, in the opinion of the Organiser, the appropriate level of safety cannot be achieved.

F3.13.4 UAS Validation

UAS vehicle demonstrations will be required to validate the display for the FDD/FCC in the same manner as manned aircraft during the period 7 - 11 July 2014.

F3.13.5 Attendance at the Validation/Display Briefing

UAS vehicle operators will be required to attend the daily Validation/Display briefings.

F3.13.6 UAS Operating Area

The Organisers have defined an area to the north of the runway for the operation of UAS vehicles. Participants are to ensure that all operations are contained within this area and, specifically, that no flight is permitted to take place to the South of the area as shown. Outside of this restriction, Participants may seek dispensation to operate further to the west of the area provided that the line of sight can be maintained with the UAS vehicle at all times and that safety is not otherwise compromised (see F4.5). The maximum approved altitude for flight of a UAS is 1000' agl. **UAS Vehicles must not overfly parked aircraft.**

F3.13.7 UAS Operation Oversight and Control

All UAS flight operations will be overseen by an Organiser's representative in direct radio communication with Farnborough Tower. Operations will only be permitted after positive permission has been obtained from Farnborough Tower. Participants must be prepared to cease UAS flight operations at short notice in the event of a manned aircraft or other emergency situation.

F3.14 ATC PRINCIPLES

Success of the Flying Display as a whole will depend on individual Displays running to time and part of the ATC task, with the co-operation of pilots, is to ensure that this is achieved. To assist in achieving this, RTF messages are reduced in number and content commensurate with the different traffic operations which exist between the familiarisation period and the flying display during Exhibition week. This is to enable pilots to concentrate on their Flying Display with minimum

distraction and so pilots flying in a co-ordinated display can talk to each other with minimum interruption. This principle also allows a pilot reporting any problem to be reasonably assured of being heard on the RTF.

F3.14.1 RTF Procedures

During Arrival/Validation week Flying Display aircraft will be sharing the Aerodrome and airspace with general aviation traffic which will be located on the north side of the Aerodrome. The ATC procedures, timing and RTF phraseology will remain the same for both Validation and Exhibition weeks. The discrete display frequency may be available for company RTF use during the flying display. All voice communication with a Display aircraft must be on the Display frequency.

F3.14.2 Flying Display Procedures (Aeroplanes and Helicopters)

Pilots should check in on the Farnborough Ground frequency at least 15 minutes before allocated slot time; ATC will advise the pilot of any change to the time previously arranged. Pilots should then request start clearance to meet the notified display time.

- When ready to taxi, the pilot must call for taxi clearance on the notified GMC frequency using the allocated call sign and state the number of persons on board.
- Farnborough Ground will direct the aircraft to the holding point and advise the pilot when to change frequency to Display Frequency (Tower Frequency during Validation Week) for clearance to take off and Display. ***Listen out, do not call as ATC will contact and give departure clearance.***
- Pilots are required to make only one call to ATC which is 'CALL SIGN, DOWNWIND' when the next manoeuvre of the aircraft will be associated with landing.
- The pilot of the aircraft next for Display is not to move his aircraft from its Holding Point until specifically cleared by ATC.

F3.14.3 Flying Display Procedures (UAS)

- The UAS's will be launched from a grass area to the north of Runway 24/06 (see F4.5)
- The UAS operators will be escorted to the site by TAG Operations Personnel, who will also act as the RT contact for the activity. Routing to/from the Launch Point will be requested with Farnborough Ground.
- When ready for Launch, the Tower controller will issue a surface wind check and advise "**Launch at your discretion**" when authorised to do so by the VCR Coordinator. Such authorisation will take into account the expected flight paths of the UASs, and other expected movements on the airfield.
- **Infringement of Farnborough ATZ**
In the event that any aircraft infringe the Farnborough ATZ to the north of the Runway centreline during the UAS display, an immediate stop on the activity is to be called using the RT phrase "(Escort Callsign), STOP, STOP, STOP". Farnborough Radar and Tower Controllers are to monitor their radar displays accordingly, and any infringement detected then advised to Tower as a priority. All airborne UAS will

land as quickly as feasible, within the requirements of safety, as soon as the Stop instruction is issued.

- **Completion of UAS Display**

Following completion of the display, the escort will report activity complete, and all UASs on the ground. The VCR coordinator will then lift restrictions on aircraft in the northerly part of the Farnborough ATZ.

F3.14.4 Display Frequency Jamming

In the event of the display frequency being jammed, pilots are to follow the specific procedure, details of which will be given at the Flying Display Briefing.

F3.15 FARNBOROUGH INTERNATIONAL (FI) 2014 FLYING DISPLAY TEMPORARY HOLDING PATTERNS

F3.15.1 General

In order to provide an acceptable holding area for aircraft practising/validating or carrying out display activities during the Farnborough International Airshow 2014, two temporary holding patterns have been created OUTSIDE controlled airspace close to the RA(T) established for the show (See F3.15.2, F4.11 and relevant NOTAM).

The provision of two holds is to cover for poor weather conditions at the preferred location; however simultaneous use of both holds may be necessary.

Pilots are advised that they should expect a wide range of aircraft types to be established in the holding patterns during hours of operation, including military fast jets and large commercial airliners.

These holds are specific to the Airshow, and will not be used for holding normal TAG Farnborough inbound traffic.

Due to the diverse handling characteristics of those types in the holds, the patterns may be outside the expected areas, and pilots transiting in the vicinity are to exercise a good look out at all times.

In order to contain the geographical area utilised, all holding aircraft are to set a speed of 180 knots (provided aircraft type allows).

Aircraft in the hold will be in receipt of a radar service from Farnborough.

F3.15.2 Holding Pattern Locations

Primary Hold

Holding fix established at CPT Radial 152 degrees at 28 DME. Hold axis inbound on 332 degrees, with a left hand pattern. Holding speed 180 knots, and available levels of 2,400 feet and 3,400 feet AMSL based on Farnborough QNH.

The holding fix is overhead Danger Area D130 which extends up to 1800 ft agl, and the pattern is expected to be between the towns of Alton, Haslemere, Midhurst and Petersfield (see F4.7).

Secondary Hold

Holding fix established at OCK Radial 280 degrees at 32 DME. Hold axis inbound on 100 degrees, with a right hand pattern. Holding speed 180 knots, and available levels of 2,400 feet and 3,400 feet AMSL based on Farnborough QNH.

The holding fix is on the southern edge of Newbury, turning away to the south of the town in the right hand pattern (see F4.7).

F3.15.3 Times of Operation

Both holding patterns may be used between 0700Z and 1900Z from 2 July 2012, to 15 July 2012.

F3.15.4 Traffic Information

Information on activity can be obtained from Farnborough Lower Airspace Radar Service (LARS) West on VHF frequency 125.250MHz.

F3.15.5 Close Hold

Certain light aircraft that require to hold prior to displaying may be permitted to hold immediately south of the crowd line at the western end of the Hog's Back/Farnham area. This hold will be a visual hold and holding aircraft must ensure that they remain within the RA(T) at all times. Aircraft in the Close Hold will remain on the Display Frequency to assist with positional awareness. Commanders of aircraft in this hold should also be aware of the helicopter pleasure flights (see F3.12.5 above).

F3.16 BLACKBUSH AND ODIHAM OPERATIONS

During the period 7 - 11 July, Blackbushe and Odiham Aerodrome circuits will be active. Where a Familiarisation or Validation flight will infringe the traffic zones of these Aerodromes, pilots should notify ATC at the time of booking their slots. **For this reason all Farnborough traffic must be above 2000ft amsl when more than 2nm from Farnborough Aerodrome.**

During Exhibition Week (14 to 20 July) Blackbushe and Odiham Aerodromes will continue to operate. Blackbushe has a designated arrival/departure zone with a maximum altitude of 1500ft north of the M3 motorway (F4.4). Circuit flying at Blackbushe and Odiham will not be permitted during the flying display period. Any display pilot concerned that Blackbushe or Odiham operations will compromise the safety of his own display, he is to inform the AOC immediately after the Flying Display Briefing; Blackbushe and Odiham flying will be stopped for the duration of his display.

F3.17 DIVERSION AND DIVERSION AERODROMES

On each Flying Display Day participating pilots must complete a FLIGHT NOTIFICATION Form with nominated diversion Aerodromes at the AOC.

If pilots wish to divert or are instructed to divert, a radar heading and climbing instructions will be passed on display frequency. On leaving the display area, pilots will be instructed to call Farnborough Radar. Radar navigational services to the diversion Aerodrome and weather at diversion destination will be provided. Farnborough Radar will also have information on the availability of navigational aids at diversion Aerodromes.

Pilots may select any Aerodrome for diversion from the following “preferred” list, having checked the availability, suitability and serviceability of that Aerodrome. Other diversion Aerodromes may be requested prior to flight, and booked through the AOC. Further information and advice regarding diversion Aerodromes is available from the AOC.

Preferred Diversion Aerodromes

AIRPORT	DESIGNATION	CO-ORDINATES	DIRECTION FROM EGLF	RUNWAY	SERVICES	FREQUENCIES (MHz)	
BOURNEMOUTH (EGHH)	Civil	N50 46.80 W001 50.55	235°M/50nm	RUNWAY 08/26 LDA 1838/1970m Asphalt/Concrete	RADAR/ILS DME	ZONE (SOLENT) APPROACH TOWER	120.225 119.475 125.6
BOSCOME DOWN (EGDM)	Military	N51 09.13 W001 44.84	260°M/38nm	RUNWAY 05/23 LDA 3209/3109m Asphalt/Concrete RUNWAY 17/35 LDA 1913/1913m Asphalt/Concrete	RADAR/PAR ILS (R/W23only) TACAN Chan 19X ARRESTER CABLE (RHAG) ¹ ARRESTER BARRIERS	APPROACH TOWER	130.0/233.85 130.75/338.475
BRIZE NORTON (EGVN)	Military	N51 45.00 W001 35.02	315°M/41 nm	RUNWAY 08/26, LDA 3050/3050m Asphalt	RADAR/PAR/ILS/DME TACAN Chan 56X	APPROACH TOWER	127.25/297.8 123.725/379.75

¹ Approach end down, over-run end up.

BLACKBUSHE (EGLK)	Civil	N51 19.43 W000 50.85	319°M/4 nm	RUNWAY 07/25 LDA 1102/1059m Asphalt	NDB 328 DME 109X	RADIO ICF FARNBOROUGH	122.3 134.35
ODIHAM² (EGVO)	Military	N51 14.05 W000 56.57	250°M/6.5 nm	RUNWAY 10/28 LDA 1838/1838m Asphalt	RADAR/PAR ILS (Runway 28 only) TACAN Chan 33X	TOWER APPROACH	122.1/258.725 131.3/234.35
WHITE WALTHAM (EGLM)	Civil	N51 30.05 W000 46.42	002°M/14 nm	RUNWAY 07/25 LDA 1110/1045m Grass RUNWAY 03/21 LDA 1025/1025m Grass RUNWAY 11/29 LDA 930/867m Grass		RADIO	12.60
MIDDLE WALLOP (EGVP)	Military	N51 08.96 W001 34.22	257°M/31 nm	RUNWAY 09/27 LDA 1007/1096m Grass RUNWAY 17/35 LDA 1181/1181m Grass		APPROACH TOWER	280.625 118.6

² FOR EMERGENCY USE ONLY during weekdays when an aircraft malfunction or other trouble precludes diversion to other Aerodromes, but NOT on SATURDAYS or SUNDAYS

F3.18 EJECTION PROVISIONS

Whenever possible, aircraft should be abandoned clear of populated areas.

Should an aircraft suffer a system failure such that landing at Farnborough would create an unacceptable risk, a diversion and/or premeditated ejection should be considered. Should a controlled abandonment of the aircraft be required then the recommended area is off the coast 34 nm south of Farnborough. The area is served by an all-weather lifeboat based at Selsey, inshore boats at Hayling Island and Littlehampton together with the Coastguard helicopter based at Lee on Solent.

PROCEDURE FOLLOWING RADIO FAILURE

- Pilots experiencing radio failure during the Flying Display should complete their display and land on time.
- If unable to land as planned, leave the display area on a heading of 320°M not above 2000ft QNH until 6nm NW then proceed to the Diversion Aerodrome, which has been nominated by the captain on the FLIGHT NOTIFICATION submitted prior to each flight. As soon as radio failure has been diagnosed the captain should SQUAWK 7600, with Mode C, if fitted with SSR.
- If transmitter failure only, listen for Farnborough Radar after leaving the Display Area.

NOTE: Emergency service is available on International Distress frequencies 121.50 and 243.00 MHz, call sign LONDON CENTRE.

PART 4 APPENDICES

F4.1 TERMS OF REFERENCE – FLYING DISPLAY DIRECTOR

The Flying Display Director (FDD) is the person responsible to the UK Civil Aviation Authority (CAA) for the overall safe conduct and management of the Flying Display elements of Farnborough International Airshow 2014 (FIA 2014) and is so named on the Permission issued under Article 162 of the Air Navigation Order (ANO). For FIA 2014 the FDD will be Mr John Turner. Mr Colin Hague is nominated as Deputy FDD as required by the CAA Display Permission.

The Chief Executive (CEO) Farnborough International Limited (FIL) issues these Terms of Reference (ToR) to the FDD. All persons involved in FIA 2014 must be aware that these ToR give the FDD the authority to make over-riding operational and flight safety decisions on any part of the Flying Display and to curtail or stop, on the grounds of safety, any display item or, in extreme cases, the whole Flying Display. Nothing herein prevents the FDD from taking any action that he may judge necessary to sustain or enhance the safety of flight operations.

INTRODUCTION

1 The CAA requires the FDD to confirm personally that the FIL organisation and the conduct of the Flying Display will be in accordance with the provisions of CAP 403³. The FDD is also responsible to the CEO FIL for ensuring that FIA 2014 meets the requirements of CAP 403 and the CAA Permission and for oversight of all FIA 2014 display flying and flight safety related matters.

2 The FDD is assisted by, and responsible for the coordination and conduct of, members of the Flying Control Committee (FCC), which is established in accordance with CAP 403 and under the authority of the Council of ADS and the Board of FIL. To cater for accident or sickness, one FCC member is nominated as Deputy FDD and assumes these responsibilities and authorities in the absence of the FDD.

3 All flying display exhibits must be validated to the satisfaction of the FDD/FCC before the aircraft can participate in the flying display programme. To achieve validation, flying exhibits must demonstrate they are able to complete their display routine safely and in compliance with the FIA 2014 regulations. The FDD has the final authority and responsibility for declaring any flying exhibit as validated. If necessary the FDD, advised by FCC members as appropriate, is responsible for and has the authority to withdraw the validation of any flying display exhibit for any reason of safety or indiscipline. A decision by the FDD is final and is binding on all Exhibitors, and on the aircrew presenting aircraft at the Exhibition. This includes the right for the FDD to exclude a complete Flying Display item or any particular manoeuvre.

SPECIFIC RESPONSIBILITIES - CAA

³ CAP 403 Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements.

4 The CAA Permission gives the FDD responsibility for ensuring that the FIL organisation of ground and air activities associated with the FIA 2014 meet the requirements of CAP 403; this requires *inter alia* FDD to ensure that:

4.1 FDD has an active role in every aspect of the Flying Display including selection of display items, display timings and briefings with Emergency Services.

4.2 Ground arrangements, including site crowd enclosures, car parking, public address system, crowd separation from aircraft taxiing and refueling, meet CAP 403 requirements.

4.3 All required pilot/aircraft/un-manned air system (UAS) documentation details as required by CAP 403 Chapter 4, paragraph 12 (Pilot licence, DA, display currency confirmation, aircraft airworthiness documents C of A, Permit to Fly etc., insurance etc.) are checked, found to be adequate prior to any practice or attempted validation flight at Farnborough, and copies or details retained.

4.3.1 CAP 403 does not cover UAS displays. Therefore the FDD is to ensure that the weight of any UAS is confirmed prior to its acceptance to fly at FIA 2014 and that everyone involved in a UAS display is familiar with the appropriate parts of the FIA 2014 display regulations.

4.4 Pilots of display aircraft do not carry out any form of impromptu display such as on arrival or departure, unless a pre-planned and agreed display practice.

4.5 No persons other than minimum crew, as detailed in the aircraft C of A or Permit to Fly, are on board a civil aircraft during a display⁴.

4.6 Aircraft carrying parachutists do not overfly the spectator enclosures or Car Parks except whilst positioning to drop, and then no lower than 1500 feet agl.

4.7 FDD coordinates Pleasure Flights so they do not take place during the Flying Display period itself, except with the prior approval of both ATC and the Flying Display participants.

4.8 Where helicopters are used for Pleasure Flights they are positioned and routed so as to prevent problems with rotor downwash and the site used for passenger loading and unloading is well clear of the flying area and approved by the FDD.

4.9 During the period that the parachutists are descending:

4.9.1 No propellers, jet engines or helicopter rotors are turning closer than 250 metres to the intended parachute landing site under all circumstances.

4.9.2 Pilots of aircraft outside a radius of 250 metres (1000 metres in the case of Pleasure Flights), both airborne and on the ground, remain aware of the progress of the descending parachutists and, if on the ground, be prepared to stop engines or rotors if the descending parachutists are seen to be drifting close to their aircraft.

4.10 Incidents and accidents are reported in accordance with the Civil Aviation (Investigation of Accidents and Incidents) Regulations 1996 and AIC: P 055/2009. (See also paragraph 5.13)

⁴ Unless the prior written permission of the CAA FOI (GA) has been obtained.

SPECIFIC RESPONSIBILITIES - FIL⁵

5 In addition to all CAP 403 responsibilities, the FDD is responsible to the CEO FIL for:

5.1 Reviewing the FIA 2014 Flying Regulations prior to each show to ensure they remain relevant in respect of crowd safety (including the 450m manoeuvre line), the safety of Farnborough Town and other overflowed areas inside and outside the airfield boundary and reflect industry best practice as appropriate.

5.2 Reviewing, together with FCC members as necessary⁶, the proposed flying sequence of each flying display exhibit to confirm the sequence has been deemed acceptable prior to any practice or attempted validation flying at Farnborough.

5.3 Issuing, where it is judged to enhance overall safety, dispensations to individual pilots and UAS Operators to operate to limits that are less severe than those required by FIA 2014 Regulations, noting that FDD cannot issue dispensation beyond the requirements of CAP403 or the CAA Display Permission for FIA.

5.4 Liaising with the Met Office to understand the potential impact that forecast weather (cloud base, visibility and wind strength) may have on planned practice/validation/display flights.

5.5 Considering the validated display routine of an ejection seat aircraft when the on-crowd wind component is in excess of 45 kts and, *unless to do so might have a negative impact on overall safety*, requiring the pilot to plan to operate at a crowd separation distance greater than the 230m line.

5.6 The roster of FCC members to man the Cupola by a minimum of 3 FCC members during all practice, validation and display flights and provide an FCC member in attendance for all outdoor UAS flying.

5.7 Ensuring that FCC members on duty in the Cupola⁷:

5.7.1 Monitor all practice, validation and display flights at Farnborough by a combination as appropriate of visual observation and electronic tracker surveillance for observance of agreed display sequence and consistency of presentation.

5.7.2 Report non-trivial deviations from the agreed display sequence and any breach of display regulations or actual or potential safety lapses to the FDD.

5.7.3 Have direct radio contact with the display pilot⁸ and can intervene to stop any practice/validation or display should they believe it necessary for the preservation of safety or to prevent an unacceptable infringement of the flying regulations.

5.7.4 Curtail practice/validation and display flights at the earliest it is considered safe to do so following major or unsafe deviation from the agreed or validated display sequence.

⁵ These requirements reflect FI 2012 Risk Assessment; these may be updated after the FI2014 audit.

⁶ When feasible, sequences should be reviewed by FCC members experienced in the category being displayed.

⁷ When possible, the FCC observing validation flights will include members experienced in the display category.

⁸ Suitable radio and operator licence to be provided by FIL

5.7.5 Curtail practice/validation and display flights at the earliest opportunity following failure of electronic tracker surveillance⁹ if there is any doubt over the display item infringing any of the flying regulations (or FDD-granted dispensations where applicable).

5.7.6 Monitor, via routine METEO or direct consultation with the Met forecaster, weather conditions against those detailed in the pilot's Display Application (or CAP403 if more restrictive) to ensure conditions are suitable for practice/validation/display flights.

5.7.7 Are reminded of the need to maintain visual lookout of display area and environs and, if required, to radio the display aircraft to reduce risk of collision with any encroaching non-display aircraft.

5.7.8 Monitor all familiarisation/validation and display flights to ensure that pilots position for a standard visual approach via the downwind leg of the visual circuit.

5.7.9 Self-monitor for fatigue and cross-monitor FCC members (including FDD) and advise FDD of any concerns.

5.8 Monitoring his own and individual FCC members' work patterns and:

5.8.1 Ensuring that individuals are rested where fatigue becomes a concern.

5.8.2 Reminding FCC members that they and the FDD are required to make critical judgments throughout their duty periods and of the need to self- and cross-monitor for individual fatigue and to report any concerns to him.

5.8.3 Monitoring all ADHQ staff for fatigue and report any concerns to the CEO FIL.

5.9 Arranging delivery of the mandatory¹⁰ daily aircrew briefings¹¹ during validation and display weeks which will include coverage of the following:

5.9.1 Forecast weather, provided by the Met Office forecaster.

5.9.2 The reserved airspace identified for the purpose of FIA activity and the consequences of unauthorised penetration of adjacent controlled airspace.

5.9.3 Lateral limits, including the 450m display line for aircraft with a speed in excess of 300 knots while they have a velocity vector towards the crowd safety barrier.

5.9.4 Minimum Heights.

5.9.5 Stop Action initiation and the required response.

5.9.6 The need for all display pilots to exercise caution in reduced visibility or when conditions do not present a well-defined visual horizon.

⁹ Lack of electronic tracker surveillance would not normally preclude practice/validation or display flights but might jeopardise an otherwise successful validation if limit observation was in doubt.

¹⁰ Only those aircrew/UAS operators who have received the brief are permitted to fly on the day.

¹¹ Core briefing material will be provided by Organisers/FDD but may be modified by FDD to ensure information remains current, fresh and relevant to display crews throughout the validation and display periods.

5.9.7 That single engine jets are prohibited from using Runway 06.

5.9.8 That pilots must use minimum power when taxiing aircraft from and within any South-side enclaves.

5.10 Ensuring that all Exhibition Regulations requirements are fulfilled through careful compilation of the FCC Checklist and specifically noting the following:

5.10.1 A satisfactory peer review of a flying exhibit's proposed sequence of manoeuvres.

5.10.2 Satisfactory validation of a flying display sequence of manoeuvres, noting that those exhibits that present multiple sequences to cater for variation in weather conditions will, unless special arrangements have been agreed by FDD in advance, be required to validate each sequence¹².

5.10.3 Specific dispensations issued to individual pilots/UAS Operators to operate to less severe limits than FIA Regulations and the associated rationale.

5.11 Close liaison with Farnborough ATC (NATS) to ensure that:

5.11.1 ATC is reminded to maintain visual lookout for any infringing non-display aircraft and to take appropriate stop action if required.

5.11.2 ATC is reminded of the Runway 06 limitations for single engine jet aircraft.

5.12 Close liaison with CAA to ensure that:

5.12.1 Permissions are requested and secured as necessary to conduct FIA 2014 flying, and any dispensations to the provisions of the ANO or CAP 403 are requested where it is considered safe and appropriate.

5.13 Informing FIL senior management immediately of any major incident or accident or any development concerning flying operations that might require FIL intervention or which might attract unusual publicity. (See also paragraph 4.10)

ADDITIONAL DUTIES

6 The FDD is also responsible for the following:

6.1 Appointing an individual FCC member to mentor any display crews for whom the details and nuances of the English language briefing may be difficult. Where possible, the FCC mentor will then be responsible for providing all debriefing and/or guidance needed to assist the display crew to reach validation standard.

6.2 Ensuring the debrief of any non-trivial display crew errors or potential issues identified during practice, validation and display flights. Debriefs will be conducted by the FDD or an appropriate FCC member in private in the usual factual¹³, constructive and robust manner of aircrew post-flight debriefs.

¹² Unless FDD has agreed specific validation criteria for different sequences in advance

¹³ Electronic surveillance tracking data will normally be used to illustrate any positional or height errors.

6.3 Managing the work of the FCC administrative assistant so that:

6.3.1 FCC checklists for each practice/validation/display item are kept up to date and either filed safely or provided to FCC members in the Cupola for each flying item during their period of duty.

6.3.2 Aircrew briefing Met and ATC material is updated and set up in time for each aircrew briefing.

6.3.3 A time check is provided at each briefing.

6.3.4 A list of those aircrew/UAS operators attending each aircrew brief is made available to FDD, FCC members and FDD so that only aircrew who have been briefed on the day are permitted to conduct practice, validation or display flights.

6.3.5 They are aware of any alternative arrangements agreed by FDD for alternative briefing of display pilots and UAS Operators.

6.4 Exercising pragmatic judgement at all times to facilitate the effective running of the flying display without detriment to the safety of display crews, exhibition personnel, the crowd or the general public and for raising any matters of concern to the CEO FIL.

F4.2 TERMS OF REFERENCE – FLYING CONTROL COMMITTEE MEMBERS

The Chief Executive Farnborough International Limited (CEO FIL) issues these Terms of Reference (ToR) to the Flying Control Committee (FCC) members. All persons involved in the Farnborough International Airshow (FIA) must be aware that these ToR give the Flying Display Director (FDD) and, while acting on his behalf, all FCC members the authority to make over-riding operational and flight safety decisions on any part of the Flying Display and to curtail or stop, on the grounds of safety, any display item or, in extreme cases, the whole Flying Display. Nothing herein prevents the FDD or a member of the FCC from taking any action that he may judge necessary to sustain or enhance the safety of flight operations.

INTRODUCTION

1 The FCC is established in accordance with CAP 403 and under the authority of the Council of ADS and the Board of Farnborough International Limited. FCC members assist, and their activities are coordinated by, the FDD, who is responsible to the CEO FIL for oversight of all FIA display flying safety related matters. To cater for accident or sickness one FCC member is nominated as Deputy FDD and assumes the responsibilities and authorities in the absence of the FDD.

2 All flying display exhibits must be validated to the satisfaction of the FDD/FCC before the aircraft can participate in the flying display programme. To achieve validation, flying exhibits must demonstrate they are able to complete their display routine safely and in compliance with the FIA regulations. The FDD has the final authority and responsibility for declaring any flying exhibit as validated. If necessary the FDD, advised by FCC members as appropriate, is responsible for and has the authority to withdraw the validation of any flying display exhibit for any reason. A decision by the FDD is final and is binding on all Exhibitors, and on the aircrew presenting aircraft at the Exhibition. This includes the right for the FDD to exclude a complete Flying Display item or any particular manoeuvre.

SPECIFIC RESPONSIBILITIES

3 The following items are derived from the Risk Assessment 2014¹⁴:

3.1 At FDD's request, FCC members are responsible for conducting a careful review of a flying display exhibit's¹⁵ proposed flying sequence(s) and either for informing the FDD if sequences are deemed acceptable for practice for attempted validation at Farnborough or for recommending alterations or amendments where necessary.

3.2 FCC members and the FDD are required to make critical judgments throughout their duty. To ensure that an individual's judgment is not impaired, All FCC members are required to monitor themselves and to cross-monitor each other and all staff working within ADHQ for individual fatigue. Where an FCC member becomes concerned that fatigue may be an issue for any team member, including himself, that concern is to be reported to the FDD (or in his absence the Deputy FDD) immediately.

3.3 FCC members on duty in the Cupola are responsible for¹⁶:

¹⁴ These may be amended as required following completion of 2014 Risk Assessment.

¹⁵ When feasible, sequences should be reviewed by FCC members experienced in the category being displayed.

¹⁶ When possible, the FCC observing validation flights will include members experienced in the display category.

3.3.1 Monitoring practice, validation and display flights at Farnborough by a combination as appropriate of visual observation and electronic tracker surveillance for observance of agreed display sequence and consistency of presentation.

3.3.2 Reporting non-trivial deviations from the agreed display sequence and any breach of display regulations or actual or potential safety lapses to the FDD.

3.3.3 Understanding how to initiate Stop Action and using Stop Action to curtail practice/validation and display flights when circumstances require it.

3.3.4 Ensuring they have access to direct radio contact with the displaying pilot¹⁷ to issue Stop Action should they believe it necessary for the preservation of safety or to prevent an unacceptable infringement of the flying regulations.

3.3.5 Curtailing practice/validation & display flights at the earliest it is considered safe to do so following major or unsafe deviation from the agreed or validated display sequence.

3.3.6 Curtailing practice/validation and display flights at the earliest opportunity following failure of electronic tracker surveillance¹⁸ if there is any doubt over the display item infringing any of the flying regulations or FDD-granted dispensations where applicable.

3.3.7 Monitoring, via routine METEO or direct consultation with the Met forecaster, weather conditions against those detailed in the pilot's Display Application (or CAP403 if more restrictive) to ensure conditions are suitable for practice/validation/display flights.

3.3.8 Maintaining a visual lookout of the display area and environs and, if required, radioing the display aircraft to reduce risk of collision with any encroaching non-display aircraft.

3.3.9 Monitoring all familiarisation/validation/display flights to ensure that pilots position for a standard visual approach via the downwind leg of the visual circuit.

3.3.10 Monitoring single engine jets so that they do not use Runway 06.

3.3.11 Monitoring aircraft carrying parachutists so that they only overfly spectators enclosures and car parks not below 1500 feet agl and whilst positioning to drop.¹⁹

NOTE: In addition to the usual manned aircraft displays, FCC members may be required to monitor Unmanned Air Vehicle displays. When doing so they are responsible for providing the same level of oversight and care as indicated in this and the above paragraph.

3.4 Ensure that all Exhibition Regulations requirements are fulfilled through careful compilation of the FCC Checklist and specifically noting the following:

¹⁷ Suitable radio and operator licence to be provided by FIL

¹⁸ Lack of electronic tracker surveillance would not normally preclude practice/validation or display flights but might jeopardise an otherwise successful validation if limit observation was in doubt.

¹⁹ CAP 403 Edition 12, chapter 4 paragraph

- 3.4.1 Satisfactory peer review of a flying exhibit's proposed sequence of manoeuvres.
- 3.4.2 Satisfactory validation of a flying display sequence of manoeuvres, noting that those exhibits that present multiple sequences to cater for variation in weather conditions will, unless special arrangements have been agreed by FDD in advance, be required to validate each sequence²⁰.
- 3.4.3 Specific dispensations issued to individual pilots/UAS Operators to operate to less severe limits than FIA Regulations and the associated rationale.

ADDITIONAL DUTIES

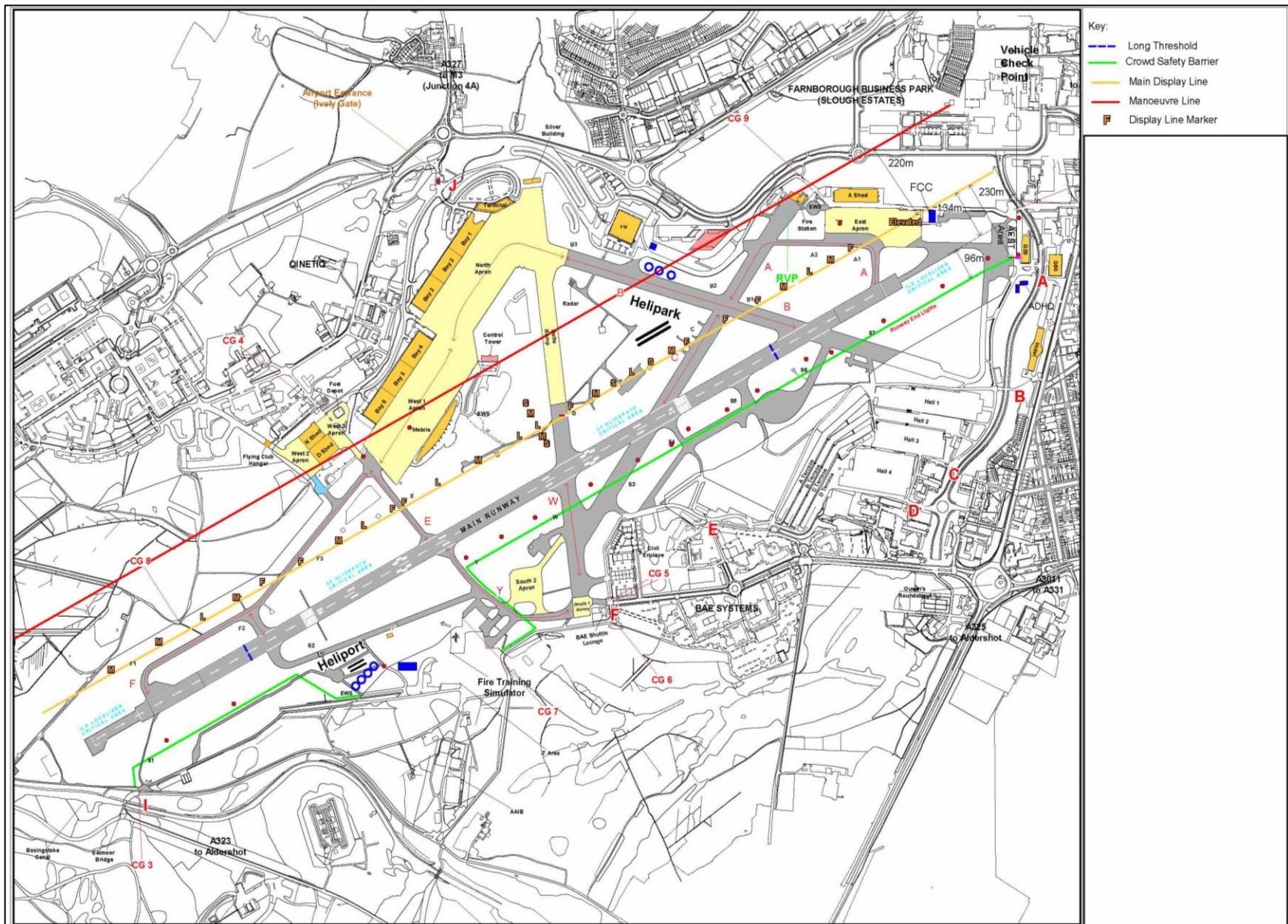
4 When requested by FDD to do so, FCC members are responsible for:

- 4.1 Mentoring any display crews for whom the details and nuances of the English language briefing may be difficult. The FCC mentor will then be responsible for providing all debriefing and/or guidance needed to assist the display crew to reach validation standard.
- 4.2. Debriefing any non-trivial display crew errors or potential issues identified during practice, validation and display flights. Debriefs will be conducted in private in the usual factual²¹, constructive and robust manner of aircrew post-flight debriefs.
- 4.3. At all times, FCC members are required to exercise pragmatic judgement to facilitate the effective running of the flying display without detriment to the safety of display crews, exhibition personnel, the crowd or the general public and for raising any matters of concern

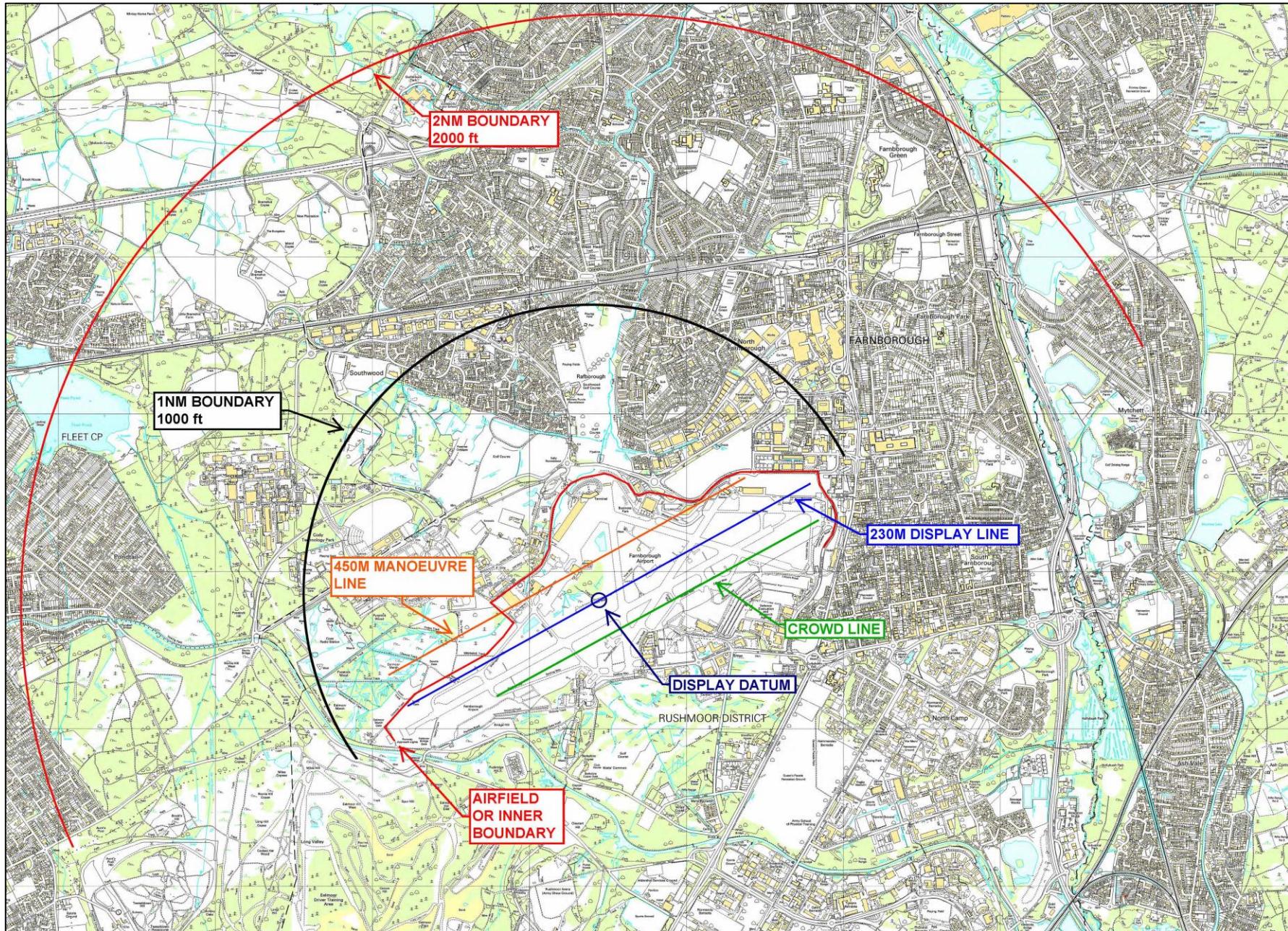
²⁰ Unless FDD has agreed specific validation criteria for different sequences in advance

²¹ Electronic surveillance tracking data will normally be used to illustrate any positional or height errors.

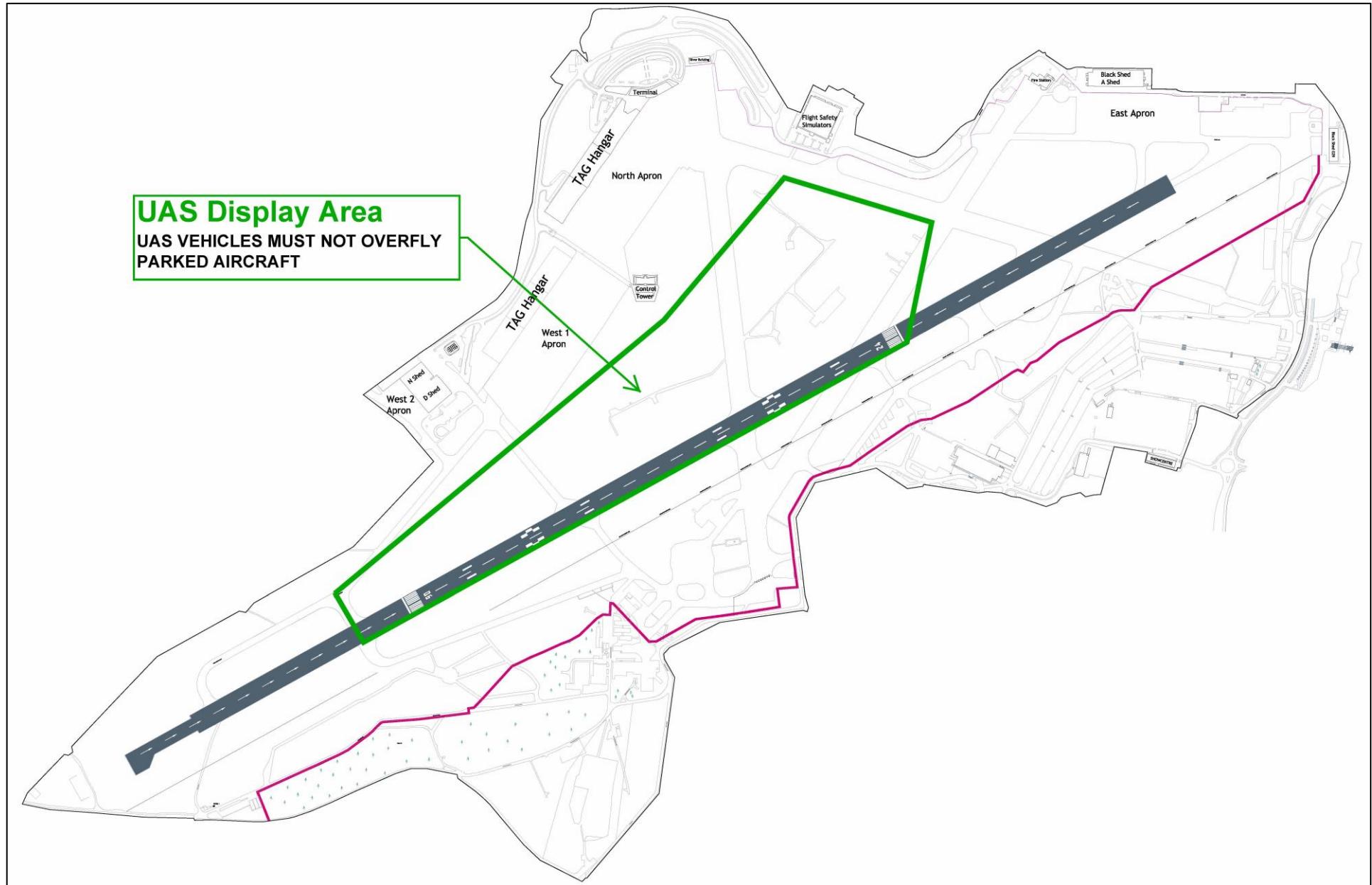
F4.3 AIRFIELD LAYOUT



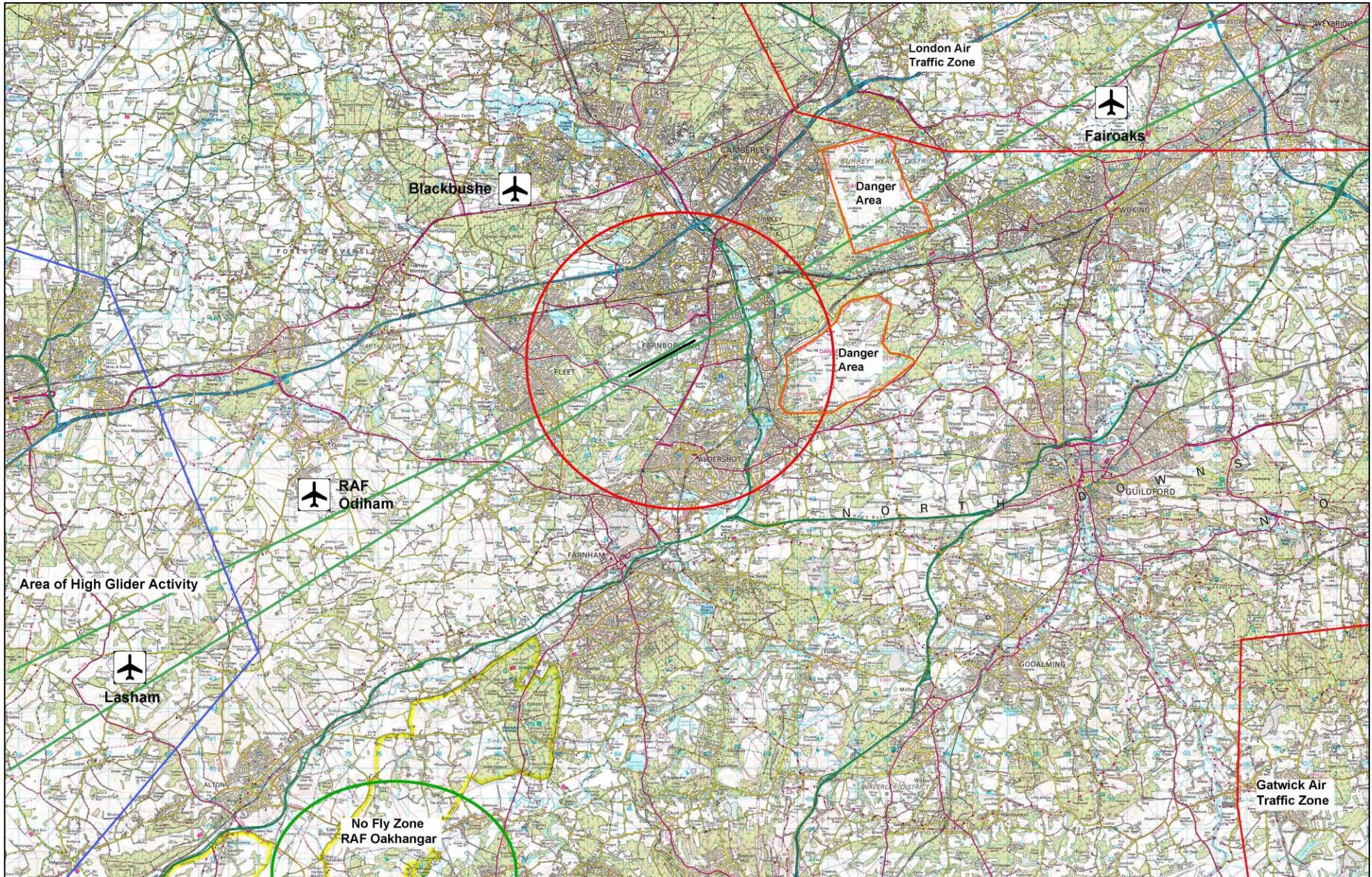
F4.4 DISPLAY BOUNDARY LINES



F4.5 UAS FLYING AREA

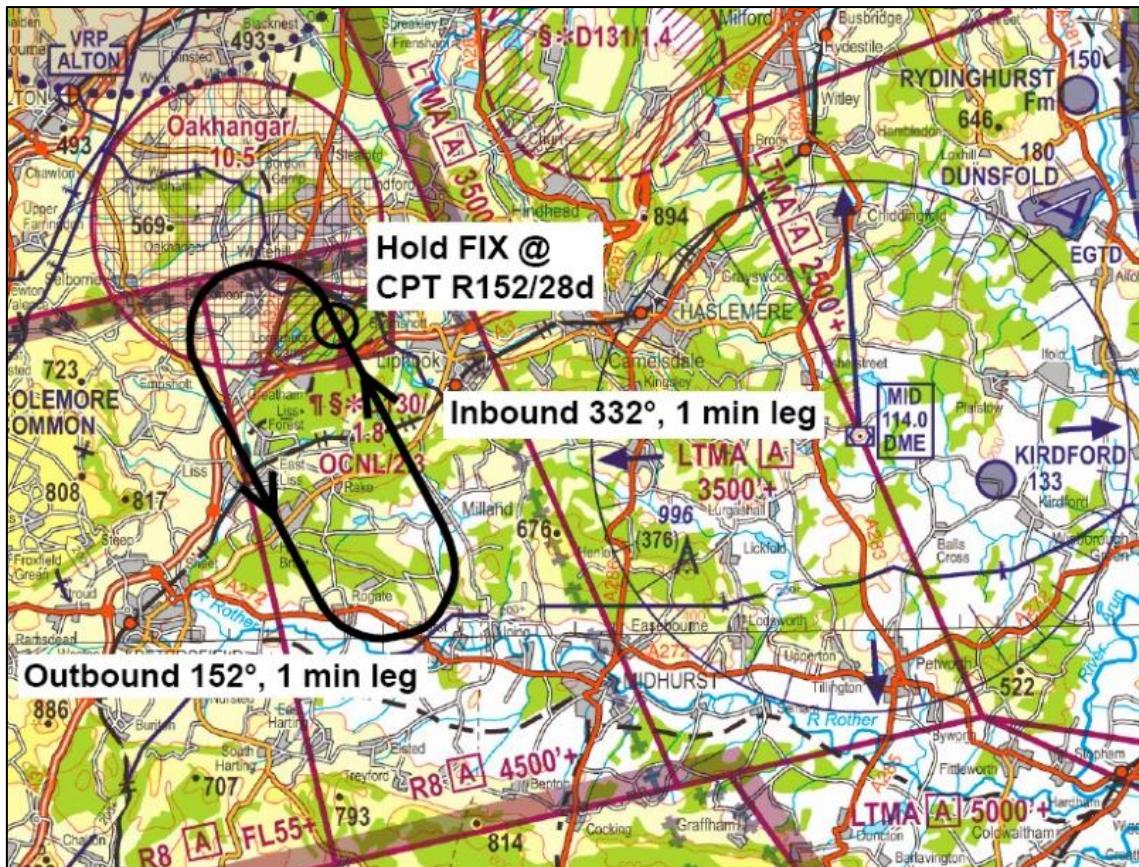


F4.6 FARNBOROUGH DISTRICT AND LANDMARKS

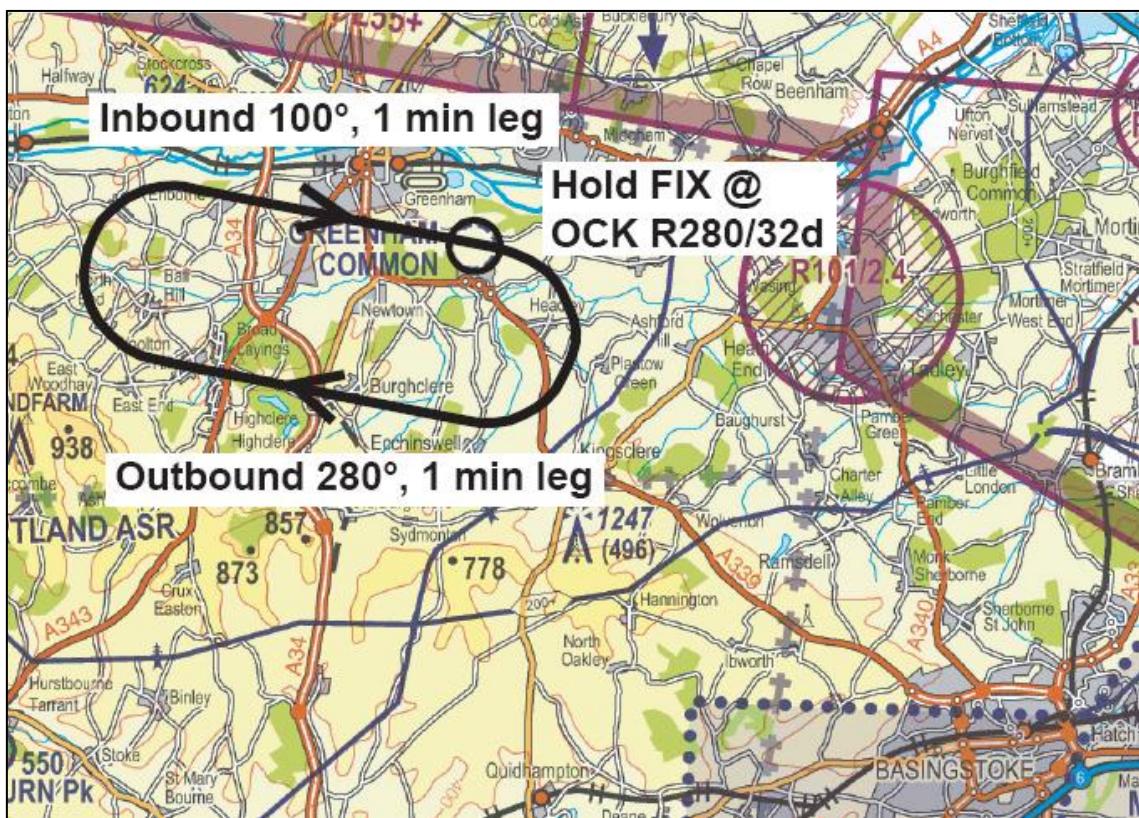


F4.7 DISPLAY HOLD PATTERNS

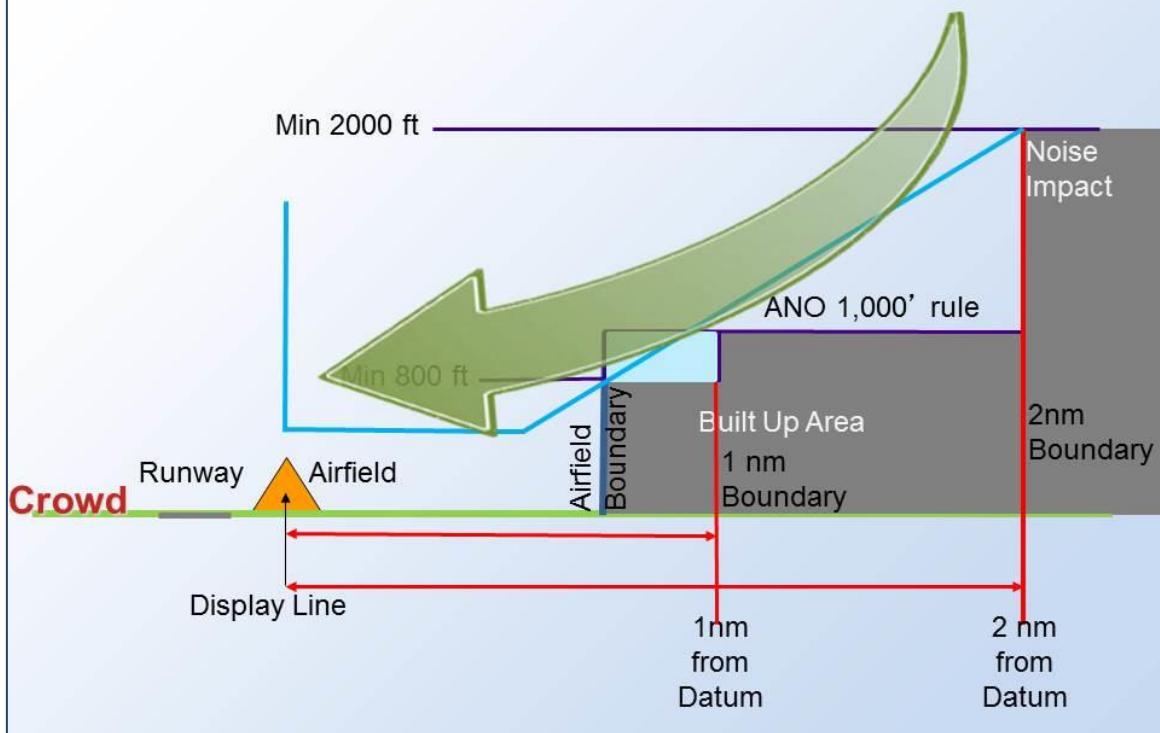
PRIMARY HOLD



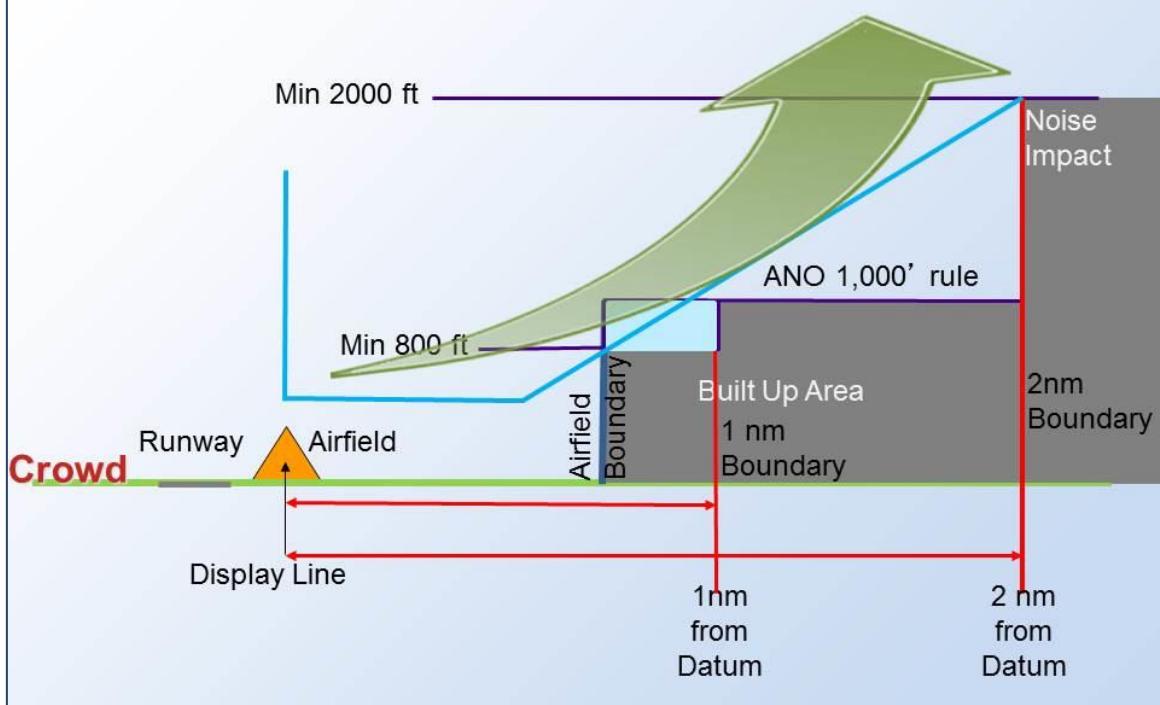
SECONDARY HOLD



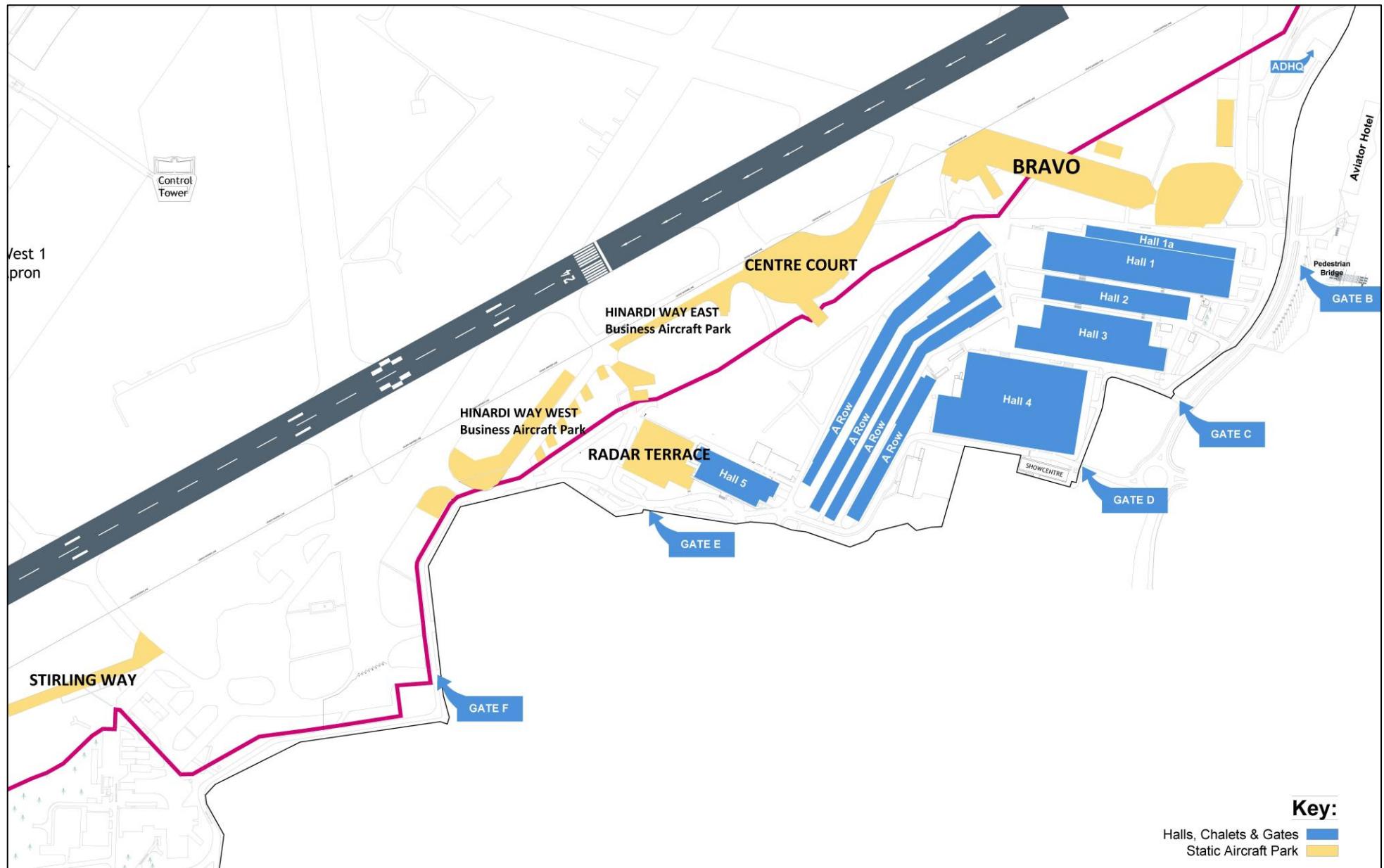
IN-DOWN



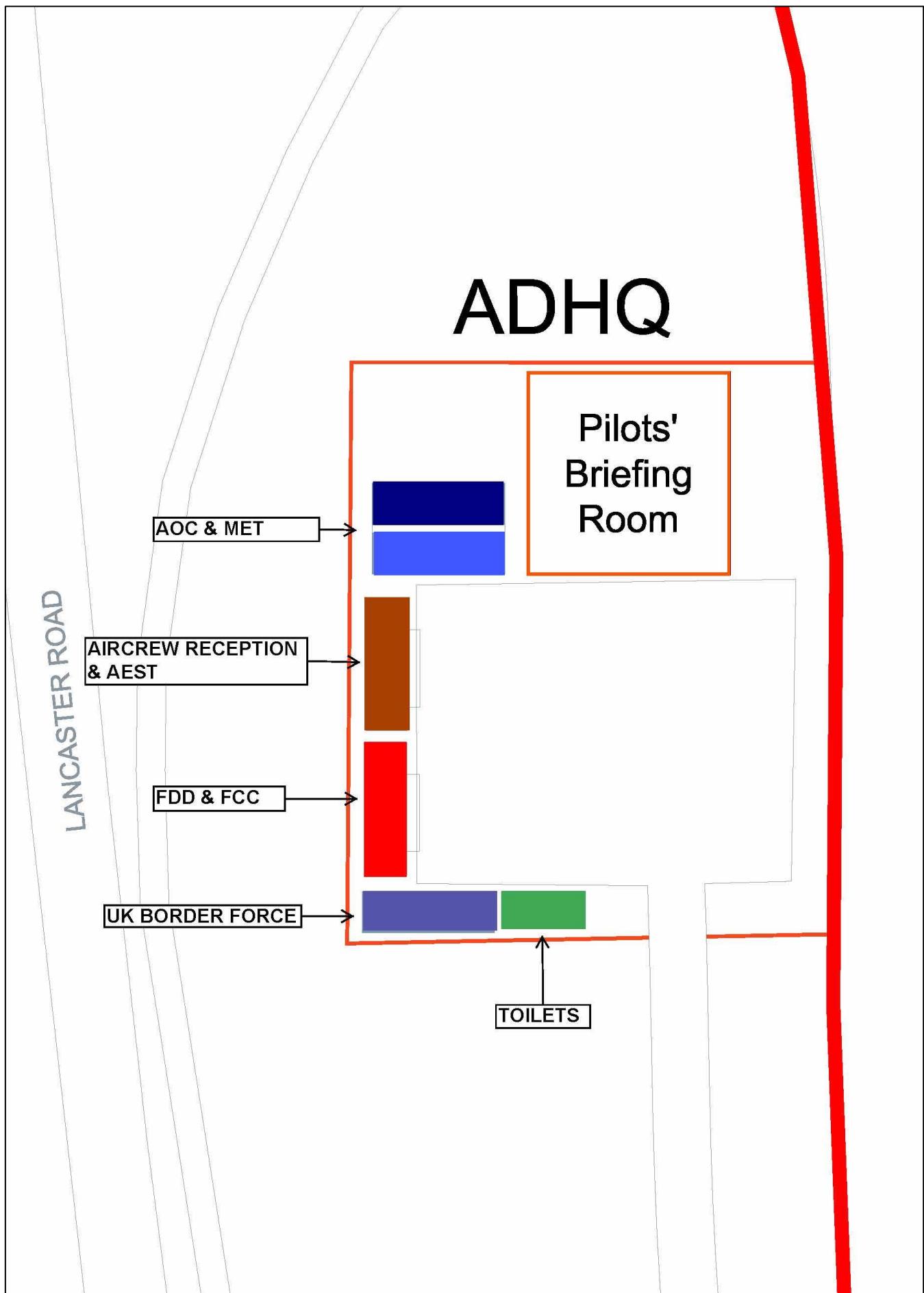
OUT-UP



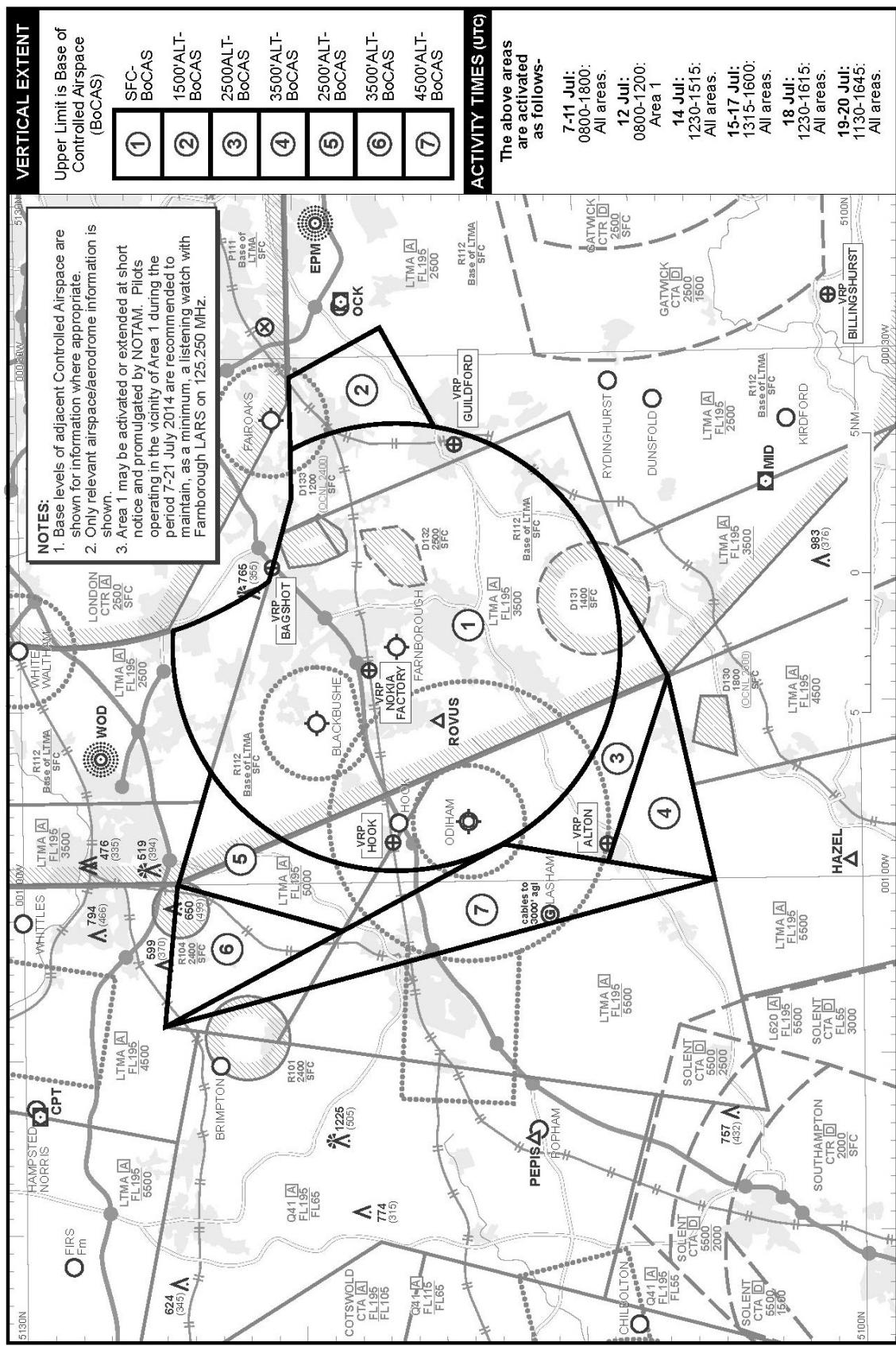
F4.9 STATIC AIRCRAFT PARK



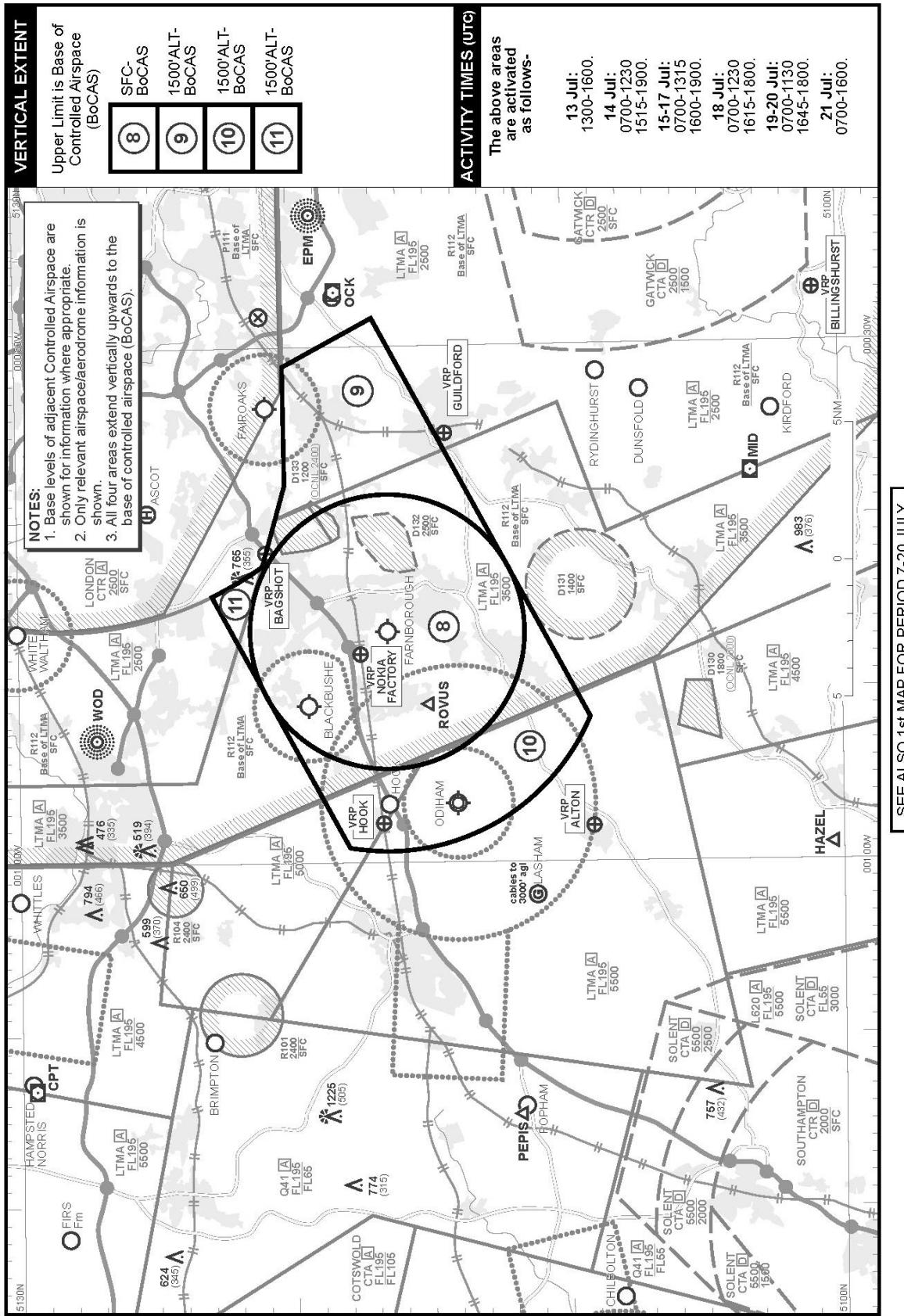
F4.10 AIR DISPLAY HEADQUARTERS



RESTRICTION OF FLYING REGULATIONS
FARNBOROUGH INTERNATIONAL 7 - 20 JULY 2014



**RESTRICTION OF FLYING REGULATIONS
FARNBOROUGH INTERNATIONAL 13 - 21 JULY 2014**



F4.13 ESSENTIAL CONTACT DETAILS (from 16th June 2014)

	TELEPHONE NUMBER	MOBILE NUMBER	EMAIL
AEST Project Manager – James Ford	01252854790		
AEST	01252854791		
Air Crew Reception	01252854805		
AOC	01252854788/9		
AOC FAX	01252854780		
Briefing Registration	01252854809		
Deputy FDD – Colin Hague	01252854799	07546 577460	
FDD – John Turner	01252854798	07969 229506	
FCC Coordinator	01252854800		
FCC Cupola	01252854796		
Aircraft Liaison Coordinator – Vijay Odedra	01252854786		vijay.odedra@farnborough.com
Head Of Flight Operations – Sarah Harding	01252854782	07880 037282	sarah.harding@farnborough.com
NATS	01252854777		
Met Office	01252854783		
Met Office FAX	01252854785		
UK Border Force	01252854803		
UK Border Force FAX	01252854804		