

INDEMNITY APPLICATION FORM

- The following forms may only be completed by pilots and aircraft based at Gloucestershire Airport.
- ‘Operator indemnity’ refers to all operators and flying schools/clubs that will be operating more than one aircraft under indemnity and where more than one pilot may be operating the aircraft.
- ‘Pilot indemnity’ refers to air craft operating under indemnity that will be solely operated by one pilot.
- Both forms must be completed if applicable to an individual.
- Terms and Conditions for operating under the indemnity scheme are listed on pages 4-6.
- This Indemnity is valid from 1st July until 30th June of each year. A new application must be made thereafter to the Landside Operations Department.

OPERATOR INDEMNITY

OPERATOR/ FLYING CLUB/GROUP	
DESIGNATED CONTACT	
CONTACT NUMBER	
EMAIL ADDRESS	

AIRCRAFT REGISTRATION	AIRCRAFT TYPE	INSURANCE EXPIRY	REMARKS

PILOT NAME	CONTACT NUMBER	EMAIL ADDRESS	SIGNATURE

DECLARATION

I acknowledge receipt of the current rules of indemnity for Gloucestershire Airport Ltd. I will ensure that all pilots intending to operate the aircraft listed above are registered to operate under indemnity and have signed to acknowledge the terms and conditions. I acknowledge that the operator will be liable for any fees and charges levied in connection with any breach or failure to comply with the conditions specified herein.

Name:	
Signature:	
Occupation:	
Name of Airport Representative:	Position:
Signature:	
Date:	

Insurance documents checked by:	Date:
--	--------------

PILOT INDEMNITY

PILOT NAME	
CONTACT NUMBER	
EMAIL ADDRESS	

AIRCRAFT REGISTRATION	AIRCRAFT TYPE	INSURANCE EXPIRY	REMARKS

DECLARATION

I acknowledge receipt of the current rules of indemnity for Gloucestershire Airport. I will comply with the rules, procedures and conditions therein. I acknowledge that it is my responsibility to notify the aerodrome authority of all movements conducted under this indemnity and acknowledge that this indemnity may be withdrawn and I will be liable for any fees and charges levied in connection with any breach or failure to comply with the conditions specified herein.

Name:	
Signature:	
Occupation:	
Name of Airport Representative:	Position:
Signature:	
Date:	

Insurance documents checked by:	Date:
--	--------------

RULES FOR INDEMNITY APPLICATION

1. The operator and individual pilots may use Gloucestershire Airport for landing and taking off in his aircraft subject to the following conditions, and subject to the Operator indemnifying Gloucestershire Airport Ltd. as hereinafter mentioned.
2. The Operator hereby agrees to comply with the following conditions when using the Airport outside the published licensed hours of operation:
 - i. that the aircraft will not be engaged on any flight requiring the use of a Licensed aerodrome as defined and specified in CAP393 Air Navigation: The Order and the Regulations (as amended);
 - ii. that the aircraft will only be engaged on flights as defined within the Terms and Conditions of Use at Gloucestershire Airport;
 - iii. that only those aircraft and pilots listed on this application form will operate under this indemnity;
 - iv. that all flights will be conducted in accordance with standard aviation practice and without prejudice to any provision set out in any relevant legislation in force at the time of the flight, and that the Code of Practice will be followed;
 - v. that all movements will be notified in advance to Air Traffic Control or Landside Operations no later than 30 minutes before official airfield closing time on the day of, or the day preceding the flight. In accordance with SERA (as amended), the details of any movement will be submitted by telephone to ATC or Landside Operations and, when the Airport is closed, in writing, immediately prior to or immediately after the flight. Details may also be submitted by email to vcr@gloucestershireairport.co.uk or briefing@gloucestershireairport.co.uk.

FAILURE TO NOTIFY INDEMNITY MOVEMENTS WILL RESULT IN THE STANDARD EXTENSION OF HOURS FEE BEING CHARGED AND THE WITHDRAWAL OF INDEMNITY PRIVILEGES FOR THE COMMANDER OF THE AIRCRAFT.

- vi. that no movement will take place:
 - a) between sunset and sunrise;
 - b) during any phenomenally created period of darkness;
 - c) below the prescribed weather minima;
 - d) with an aircraft which is not equipped for, or is unable to maintain two way R/T radio communication;
 - e) in the case of a fixed-wing aircraft, within the 30 minutes immediately prior to the published opening time (to protect Airport staff engaged in airfield checks) unless permission has been obtained from ATC;
 - f) at such other times as specified by the Aerodrome Authority.

FAILURE TO COMPLY WITH THESE CONDITIONS WILL RESULT IN THE STANDARD EXTENSION OF HOURS FEE BEING CHARGED AND THE WITHDRAWAL OF INDEMNITY PRIVILEGES FOR THE COMMANDER OF THE AIRCRAFT

- vii. that the applicant is to insure against liability arising under Clause 4 hereof with an insurance office of repute, in accordance with minimum level of insurance specified by EC Regulation 785/2004, pertinent to the aircraft type; and to produce a current Certificate of Insurance upon signing hereof and thereafter when requested so to do by the Airport Director for the time being at Gloucestershire Airport.
3. The Operator hereby agrees to and accepts the following:
- i. that this consent may be withdrawn at any time, at the discretion of the Airport Director;
 - ii. that this consent is automatically withdrawn if;
 - a) the weather is below the prescribed minima;
 - b) there is a breach of any of the conditions as outlined in Clauses 2 and 3;
 - iii. that the weather minima are the applicable VFR minima for they type or class of aircraft including any restriction placed thereon by the type, class or rating of any Licence held by the commander;
 - iv. that outside the aerodrome operational hours, as published or otherwise, there are no licensed facilities available whatsoever and that the aerodrome is unlicensed within the meaning of the Air Navigation Order (CAP 393) (as amended);
 - v. that departures to countries within the EU (excluding Ireland, Northern Ireland, Channel Isles and Isle of Man) may take place. Not valid for destinations outside the EU and flights to the Channel Islands, Northern Ireland, Ireland and the Isle of Man, except with Special Branch or UKBF approval and in compliance with any conditions attached.
 - vi. that the Code of Practice to be followed is:
 - a) only runways 09 (left-hand circuits) and 27 (right-hand circuits) will be used;
 - b) circuit height 1000 feet (QFE)
 - c) all approaching aircraft are to join the circuit from overhead the aerodrome at a height of not less than 1500ft QFE
 - d) blind R/T transmissions are to be made on the APP frequency of 128.555 MHz, stating the pilot's intentions, (i.e. joining information, which runway or heli-pad is being used, position reports in the circuit and on the ground etc.)
 - e) aircraft will not backtrack the active runway after landing, or prior to departure, except where operationally essential for take-off performance reasons;
 - f) the following types of flights are prohibited:
 - 1. circuits;
 - 2. straight in approaches to land;
 - 3. simulated engine failures;
 - 4. glide approaches to land;
 - 5. simulated instrument approach procedures;

- g) In the case of helicopters:
1. all departures will be Standard Helicopter Departures not above 750ft QFE, until clear of the ATZ remaining clear of built up areas and the take-off and approach paths to runways 27 & 09.
 2. all approaches will be either Heli-North or Heli-South not above 750ft QFE, within the ATZ remaining clear of built up areas and the take-off and approach paths to runway 27 & 09.
- vii. that landing fees normally charged to the home-based aircraft movement will be applicable subject to any variation in writing from the Airport Director.
- viii. that his consent applies only to the stated registered aircraft and is not transferable in any way whatsoever.
4. The Airport Company (hereinafter in this Clause called 'The Company') shall not be liable for any loss, damage or injury, suffered by the Operator arising directly or indirectly from the exercise or purported exercise by the Operator of his rights under this Agreement however caused.

The Operator hereby undertakes to indemnify the Company against all actions, claims, demands and damages in respect of any loss, damage, death or injury suffered by any person, group or organisation however caused arising directly, or indirectly from the exercise or purported exercise by the Operator of his/her rights under this Agreement other than directly due to the Company's negligence. |