

INDEMNITY APPLICATION FORM (IAF 01)

INSTRUCTIONS FOR PERMIT APPLICATIONS

1. Please read carefully through the document 'AOP12 Indemnity Procedure' and this application form. Complete, sign and date the box sections of the Application Form as indicated.
2. The published admin charge inclusive of VAT is due for payment at the time of each renewal or new application made to the Company, regardless of the number of aircraft named on the Permit.
3. A copy of the valid aircraft certificate of insurance must be provided with the completed Application Form.
4. Those owners/operators who wish to apply for more than one aircraft may do so by submitting all of their aircraft details and required documentation at the same time. Should more than five aircraft be required, a schedule of aircraft details may be prepared and submitted as a paper apart.
6. Once the application has been approved and documentation has been passed for processing, an invoice/receipt will be completed by the Company and sent attached to the confirmation.
7. Applicants are advised that the normal turnaround time to process an application is 48 hours. Any usage of the airfield by the aircraft concerned, during the given interim period will incur an Out of Hours Charge in accordance with the published charges and shall be invoiced accordingly.
8. If the aircraft are flown by numerous pilots as an example part of a club or charter company then it is the responsibility of the owner/operator to ensure that all pilots are fully familiar with the requirements of the AOP12 Indemnity Procedure. Only the designated contact/operator need complete the application.

OPERATOR/ FLYING CLUB/GROUP			
DESIGNATED CONTACT			
CONTACT NUMBER			
EMAIL ADDRESS			
AIRCRAFT REGISTRATION	AIRCRAFT TYPE	INSURANCE EXPIRY	REMARKS

This is to confirm that I/we understand that when operating out-of-hours at Gloucestershire Airport there will be NO provision of any services associated with a licenced aerodrome. The following is a non-exhaustive list of the potential hazards and associated risks, each of which we acknowledge and willingly accept:

1. No provision of Air Traffic Services (“ATS”). Risk of:
 - a. Airborne conflict with unknown traffic operating in the airspace, including SAR and other Emergency flights;
 - b. Airborne or Ground conflict with operators who are non-compliant with the Permit scheme;
 - c. Instrument Approach Procedures are not available Out of Hours. Navigation aids will not be available, i.e. ILS, NDB, DME, AGL
 - d. Wake turbulence encroachment, resulting in unstable approach;
 - e. Lack of alignment references and landing aids, resulting in unstable approach;
 - f. Landing on disused runway or operational taxiway, resulting in ground collision with obstacles;
 - g. Manoeuvring incidents on the apron, due to no control of vehicles or aircraft
2. No Rescue and Fire Fighting Services (“RFFS”). Risk of:
 - a. Aircraft incident at or in the vicinity of the airport and no Airport Fire Service response or ability to initiate the Emergency Plan;
 - b. Delayed local authority response and access to airfield
3. Lack of weather notifications. High winds, following wind, crosswind, wind shear, changing wind direction. Snow, Ice, Frost, Flooding. Risk of:
 - a. Unstable approach and loss of control;
 - b. Incident due to untreated surface;
4. No airfield wildlife management. Risk of:
 - a. Bird strike;
 - b. Collision with large ground animals;
 - c. Contamination of runway surface leading to an incident.
5. Topographical hazards such as monitoring of blind spots. Risk of:
 - a. Ground conflict with objects in or emerging from blind spots;
6. Lack of manoeuvring area inspections. Risk of:
 - a. FOD leading to incident or damage;
7. Works. Risk of:
 - a. Incident due to ground works;
8. Un-notified obstacles. Risk of:
 - a. Collision with un-notified obstacles
9. Third Parties of any kind on airfield whilst closed. Risk of:
 - a. Conflict with third parties on airfield;

Indemnity does not apply to commercial operations carrying passengers and no movements are permitted when the manoeuvring area is contaminated due to adverse weather, such as, ice, snow, slush.

The Company strongly recommends that owners and operators request an extension for movements out of published hours.

ACCEPTED by or on behalf of the Owner/Operator of the aircraft shown in this Permit application:

Name:	
Signature:	
Owner/Operator:	
Name of Airport Representative:	
Signature:	Date:
Invoice raised date:	Payment received: