

Holders of valid indemnity permits or their nominated named persons may use Brighton City Airport Ltd during published closures, subject to the following terms and conditions:

- a. This Indemnity Scheme is for the use of flights taking place during the normal notified operational hours of the Aerodrome as detailed in the Aeronautical Information Publication (AIP) but when the aerodrome, for whatever reason, is NOTAMed as closed and/or unlicensed. This excludes the 25th of December as indemnity flights are not permitted on this day. For flights intending to operate outside of the normal notified hours of operation, an Out-of-Hours (OOH) scheme is established. For details of the OOH Scheme please refer to the Brighton City Airport website.
- b. You must obtain prior permission for each intended flight by registering with ATS directly to obtain PPR.
 - The filing of a Flight Plan does not constitute PPR obtained.
 - All movements must be pre-booked prior to the day of the movement and must be notified before 16:00 hrs.
 - Pre booked PPR slots are not transferable from pilot to pilot or aircraft to aircraft.
 - The information provided by NOTAM must be read and understood prior to flight.
 - No solo students permitted.
- c. When working within the indemnified hours at Brighton City Airport you will abide by Rule 17 (2) of the Rules of the Air by previously notifying ATC of:
 1. Your expected time of departure or landing
 2. Your destination or point of departure
 3. The POB.
 4. Your diversionary aerodrome
 5. The captains name
 - You will then be advised of any known restrictions to Airport use for that event.
 - It is incumbent on the pilot to brief himself/herself fully prior to the flight.
- d. All Aircraft shall make blind transmissions addressed to Shoreham Traffic on 123.15 whilst on the ground giving intentions and in the vicinity of the Aerodrome, broadcasting positions and intentions. All pilots must be aware of the following-
 - All aircraft must have a serviceable radio capable of two way communication.
 - Emergency services helicopter shall be given priority over other traffic and operations at all times.
 - No circuit training permitted
 - No formation or multiple departures or landings
 - No straight in approaches.
 - No simulated engine failures or glide approaches.
 - Helicopter training areas shall not be available for training during indemnity flights
 - Due to noise and safety considerations the runway to be used is asphalt 02/20 ONLY
- e. Helicopters should either join the fixed-wing circuit pattern or route around the ATZ to approach from the East not above 600ft to land RWY 24 remaining east of RWY 02/20.
- f. IFR Departures, if requiring to enter CAS, must arrange their own co-ordination with London Terminal Control before take-off or, once airborne, free call London Information to request an airways joining clearance and to ask that a DEP message is sent including Shoreham in the addressees.
- g. VFR Flight Plan Departures: on contact with the first Air Traffic Unit, you must request that a DEP message to be sent including Shoreham in the addressees. VFR Flight Plan Arrivals: Pilots must ensure that there is a responsible person who can request overdue action to be taken by London Centre if the flight has not landed by ETA+30min.
- h. The operator's pilot must take all necessary steps to ensure a safe operation is possible. A risk assessment of the flight and operation on the Aerodrome must be available on request from the Aerodrome Authority.
 - Particular attention should be given to wildlife activity on and in the vicinity of the movement area
 - FOD can be hazardous to operations and should be avoided

- i. In the event of an existing incident, NO aircraft is to attempt to depart or land anywhere on the Aerodrome. All taxiing aircraft must return to parking immediately (this is so the emergency services can obtain safe passage on to the Aerodrome).
 - No aircraft shall take off with an existing known fault or condition likely to affect the safety of that aircraft
 - No aircraft shall attempt to land in a faulty condition where a diversion is possible
 - All operators will have a nominated diversionary aerodrome with emergency facilities available during the time of that operation
- j. By using Brighton City Airport under indemnity, the pilot understands that Air Traffic Services will not be available. The Operational support staff will be available.
- k. All landings are monitored. Pilots will be billed as per Brighton City Airport Limited landing charges
- l. Any incident involving the operator that results in loss or damage to the property of Brighton City Airport Ltd shall be reported to the Aerodrome Authority as soon as possible on 01273 467377 and that operator shall be liable for the costs of repair or replacement directly. This includes any and all infrastructure and surfaces within its boundary.
 - In the event of not receiving notification of damage or loss, the Aerodrome Authority reserves the right to revoke the indemnity contracts of any and or ALL operators, and cease the use of the Aerodrome outside published hours.
- m. No claim will be made against Brighton City Airport Ltd or any of their servants or agents, in respect of any loss or damage to the operator's property that may be suffered during such out of hours use. No waiver of claim or indemnity is sought in respect of personal injury or death, but Brighton City Airport Ltd will seek to defend itself against any claim for personal injury or death arising from use of the Aerodrome outside published operating hours where it is advised that defence is appropriate.
- n. The Aerodrome Authority reserves the right to cancel indemnity flights without notice at any time for any reason.
 - The Aerodrome Authority shall also revoke any and if required all operator's indemnity approval and/or apply other sanction if it is found that the operator, or person acting on the operator's behalf, is not complying with the above terms and conditions.
- o. Fuel will be available. No overcrowding at the pumps is permitted. Any misuse of the fuelling facility may lead to excessive delays or withdrawal of privileges.