

# 51<sup>st</sup> INTERNATIONAL PARIS AIR SHOW

Paris • Le Bourget

From 15 to 21 June, 2015  
**PILOT GUIDE**



an event from



siae.fr

# INFORMATION

This document is intended for crews taking part in the 51<sup>st</sup> International Paris Air Show.

It is applicable to presentation and rehearsal flights of fixed-wing aircraft and helicopters, parachute jumps and presentation and rehearsal flights of unmanned aircraft conducted during this air show. It also contains information pertaining to positioning and liaison flights as well as demonstration flights.

Crews and operators should nonetheless also consult charts, NOTAMs and any official documents currently applicable, and in particular the AIP Sup of the 51<sup>st</sup> International Paris Air Show.

This Guide refers mainly to the modified decree of 30 June 2003 pertaining to the regulations governing flying displays organized as part of the International Paris Air Show and mentions certain information based on the following texts:

- French Civil Aviation Code, articles R131-1 to R131-4,
- Decree of 20 January 1948 relating to overflying Paris,
- Decree of 10 October 1957 relating to overflying built-up areas,
- Modified decree of 24 July 1991 pertaining to the conditions of use of civil aircraft in general aviation,
- Prefect's decree specific to each Air Show, yet to be published.

In this document, all times indicated are local times (UTC + 2).

**Stéphane Pichéné**

Flight Director of the 51<sup>st</sup> International Paris Air Show



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# 1 FOREWORD

## 1.1 GENERAL PROVISIONS

The International Paris Air Show has been held at PARIS LE BOURGET airport since 1953 and involves a number of specific constraints linked to the airport itself and its environment.

### THE AIRPORT

The Paris Air Show is held at an airport which remains **open to general air traffic**. This airport is not a flight test airfield and the flight demonstrations held at Le Bourget every two years constitute an activity which is exceptional.

The proximity of PARIS-CHARLES DE GAULLE airport and the density of its traffic are additional constraints on the Show.

### THE ENVIRONMENT

The Paris Air Show and all those taking part find the proximity of Paris a considerable advantage. However, there are disadvantages which have to be accepted. The airport is located in a **densely populated suburban area** and is thus surrounded by a large number of built-up areas, often very close to the runways.

Protection of the neighbouring population, which is directly and legitimately preoccupied by these matters, disturbances and accident, is **an absolute priority**.

### STRICT REGULATIONS

It is only possible to hold an air show at PARIS LE BOURGET airport on two conditions:

- o on the one hand, that the air activities associated with it remain compatible with the priority public air traffic of Le Bourget and PARIS-CHARLES DE GAULLE airports,
- o and on the other hand, that they take place in conditions that guarantee public safety and accident prevention.



### ATTENTION

The flight rules applicable to the Paris Air Show have been drawn up by the authorities and show Organizers in order to achieve this compatibility and to guarantee protection of the public. They are restrictive, but it is easy to understand why and it is in everyone's best interests to strictly adhere to these rules.

## 1.2 ORGANISATION OF THE SHOW

### SIAE - INTERNATIONAL PARIS AIR SHOW

The International Paris Air Show is organized by SIAE, a subsidiary of the Groupement des Industries Françaises Aéronautiques et Spatiales (GIFAS), the French aerospace industries association.

### MODIFIED INTERMINISTERIAL DECREE OF 30 JUNE 2003

The organisation and regulations of the Show's air activities are defined by the modified interministerial decree of 30 June 2003, signed by the French Prime Minister.

This decree is the reference document regulating all parties and which the Organizers (Commissaire Général, Organisation and Coordination Committee, Flight Director, etc.) have no power to alter.

### This decree applies only to rehearsal and presentation flights.

Positioning, liaison and demonstration flights, although dealt within this guide, are not part of the air show covered by the modified decree of 30 June 2003.

### INTERMINISTERIAL CONTROL COMMITTEE (CIC)

*(Modified interministerial decree of 30 June 2003, Art. 31, 32, 33, 34)*

The Interministerial Control Committee is responsible for personal safety and the protection of property during the Show. The committee reports to the French Prime Minister.

It is made up of a Chairman plus three members and their respective deputies, representing the French Ministers for Defence, the Interior and Civil Aviation.

The Interministerial Control Committee is permanently located at Le Bourget for the duration of the Show.

### ORGANISATION AND COORDINATION COMMITTEE (COC)

*(Modified interministerial decree of 30 June 2003, Art. 11, 12, 13)*

This committee includes representatives from the organisations involved in organizing the Show: SIAE, Aéroports de Paris, Seine-Saint-Denis Prefecture, the French Defence Procurement Agency DGA, the civil aviation authority DGAC, the Air Force, the Flight Director. The COC draws up the programme of the air show and coordinates the actions undertaken.

The COC meets daily starting on the first day of rehearsals. It reports to the CIC, throughout the duration of the Show, on any matter that, directly or indirectly, could have an impact on safety.

This committee is chaired by the Commissaire Général of the Air Show, **Mr Émeric d'Arcimoles**.

### FLIGHT DIRECTOR

*(Modified interministerial decree of 30 June 2003, Art. 14, 15)*

The air show flying display is the responsibility of a Flight Director. The Flight Director, his assistants and substitutes are appointed by the French Minister of Defence, at the suggestion of the director of the French flight test centre (DGA Essais en Vol), on the recommendation of the Commissaire Général of the Show and of the Interministerial Control Committee. They are professional test pilots with extensive aeronautical experience, chosen among test pilots from all official flight test authorities.

The Flight Director is in charge of rehearsal and presentation flights supervision, in compliance with safety regulations, and has corresponding supervisory powers at his disposal.

### The Flight Director's authority covers all civil and military crews taking part in the Show whatever their nationality.

Together with an Air Traffic Control representative and a representative of the Organizer, he supervises all flight programmes and is based at the Flying Display Office, i.e. the **Bureau des Présentations en Vol (BPV)**.

The Flight Director is **Mr Stéphane Pichené**, assisted by several deputy Flight Directors, for aircraft activities, for helicopters and for unmanned aircraft. The Flight Director's team is also strengthened by pilots from the French Air Force who will be in charge of flight supervision.



## ADVISORY BOARD

The role of the Advisory Board (known as the “Conseil des Sages” in French) is to inform the Flight Director, Organizers and authorities of any difficulties flight crews may encounter during the Show. The board is available, if need be, to help flight crews understand the underlying principles of regulations. It has an advisory role and meets before any decision is taken regarding penalties.

The Advisory Board is chaired by the Flight Director, who ensures the smooth running of its proceedings; it includes several test pilots representing various aviation sectors and one air traffic controller.



# 2 GENERAL ORGANISATION

## 2.1 Warning

Presentation flights during the Show are carried out in a densely populated area, with many air traffic, overflight, emissions and noise restrictions, which require strict compliance with normal flight rules and with the safety regulations specific to the Show, designed to protect the spectators, the neighbouring built-up areas, the crews and the aircraft.

These rules are absolute limits and it is up to the crews to give themselves sufficient margin to avoid any infringement of these limits.



### NOTE

The important environmental constraints of PARIS LE BOURGET airport do not allow any adjustment in situ considering the risks of infringement of the designed volume limits. There is no place for competitiveness at the Paris Air Show, which is a technical and professional trade Show.

Safety instructions will be strictly enforced and, in the interest of efficiency, the Flight Director alone has the authority to tailor these rules to the various types of aircraft displayed. He may also impose additional specific restrictions on certain aircraft.

Rehearsal and presentation flights must remain within the limits of a technical demonstration and not lead the crews to take dangerous risks.

ATC (Air Traffic Control) may impose specific restrictions in the interest of safety.



### IT IS FORBIDDEN

In particular, all manoeuvres which simply demonstrate the skill or audacity of the pilot, and all manoeuvres not in compliance with usage limitations of the aircraft are prohibited.

All presentation and rehearsal flights are monitored in real time using a 3D tracking system and are continuously recorded so that all manoeuvres can be reproduced (Modified interministerial decree of 30 June 2003, Art. 24).



### ATTENTION

In the event of any breach of safety regulations, penalties can include being banned from the current and future Shows. Any flight ban will not only apply to the crew concerned but also to the aircraft concerned when several crews are using the same aircraft, and potentially to the exhibitor who owns the aircraft concerned.

In addition, any infringement committed on the last day(s) of the Show when there is no time to impose an immediate penalty may be carried over to subsequent international air shows (the Paris Air Show or other air shows - Modified interministerial decree of 30 June 2003, Art. 32).





### NOTE

All crew members must have a good command of English or French.

## 2.2 Aircraft participation

All information required for aircraft participation must be entered in the **Form I “Technical Form”** and the **Form J “Flying Display Form”** completed if necessary with **Annex 1 (Airworthiness Declaration)**, **Annex 2 (Application for French permit to fly)**, **Annex 3 (ULM)** and **Annex 4 (Application for the Aircraft Fire Safety Service)** and sent to the Organizer **before April 15<sup>th</sup> 2015**.



### NOTE

Giving complete and precise information to the Organizer before the deadline allows the optimal consideration of the presentation flight file.



### ATTENTION

It is absolutely mandatory to provide original versions of all official documents upon first meeting with the Flight Director.

This includes pilot licences, aircraft airworthiness documents, and all documents of official issue demanded for participation in the Air Show (application for permit to fly, exhibitor’s certificate, airworthiness authority’s certificate, etc.)

## 2.3 Aircraft insurance

Aircraft are insured by the exhibitors. The mandatory certificate of insurance **Form F “Certificate of Insurance”** and if applicable **Form G “Application Form for Additional Insurance”** must be filled out by the exhibitor’s insurer as indicated.

## 2.4 Formalities upon arrival

The Flying Display Office (Bureau des Présentations en Vol – BPV) is open to all crews from the **morning of Tuesday 9 June**. Crews are required to report to the Flying Display Office to deal with the following formalities upon arrival:

- verification of flight files,
- verification of crew licences,
- drafting of flight data Forms,
- flight scheduling,
- individual Flight Director briefing,
- ATC briefing.

These formalities will be held **individually for each crew**. These will take place:

- **all day on Tuesday 9 June**, and
- **in the morning of** Wednesday 10, Thursday 11 and Friday 12 June.

Given that all these formalities may take up to two hours, **pilots are advised to make an appointment as soon as possible with the Flight Director** for this purpose, in order to avoid delays and potential rescheduling of rehearsal flights.



### NOTE

Crews are also reminded that they must have met the Flight Director at least 24 hours before their first rehearsal flight, accompanied, if need be, by a technician who is fully familiar with the aircraft concerned and its capabilities.

**All individual briefings will be held in French or in English.**

As from April, any crews wishing to do so can arrange an appointment with the Flight Director at:

**SIAE – 8, rue Galilée – 75116 Paris, France.**



### NOTE

Permanent telephone number for the Flying Display Office (BPV): **+33 (0)1 53 23 33 30**

Permanent E-mail address of the Flight Director: **dir.vols@siae.fr**

Various facilities are available to crews at the BPV:

- an ATC office, where all aeronautical information required can be obtained and where flight plans can be submitted,
- an apron manager in charge of coordinating all aircraft ground movements,
- a demonstration flight coordination unit,
- a meteorological office,
- a staff lounge.

In addition, shuttle buses reserved for the crews provide a regular direct service to the heliport and parking areas.

For additional specific facilities available to helicopter crews, refer to Chapter 7.

## 2.5 Crew briefings



### ATTENTION

All crew members concerned must attend the crew briefings. All collective briefings will be held in English.

Unless otherwise indicated, all briefings take place in the Flying Display Office (BPV) briefing room.

A **general briefing** is scheduled for **Saturday 13 June at 5.30pm** for all crews carrying out presentation flights during the Show.

**Daily briefings** are held **at 10.30am from Monday 15 to Sunday 21 June** for all crews involved in presentation flights on that day.

Two **special briefings** are scheduled for the combined flight that is to open the Show. The first is on the morning of **Saturday 13 June at 10.30am** for the special afternoon rehearsal, and the second is **on Monday 15 June** before the daily briefing on the opening itself. Only the crews involved in these flights need to attend these briefings.

Special briefings can be arranged to deal with specific issues, if requested by crews, the Flight Director or the Advisory Board.



## 2.6 Flight categories

There are three types of flights at the Show:

### POSITIONING AND LIAISON FLIGHTS (REFER TO CHAPTER 3)

These are flights involving the arrival or departure of aircraft displayed at the Show, as well as the arrival or departure of aircraft belonging to exhibitors.

### REHEARSAL AND PRESENTATION FLIGHTS (REFER TO CHAPTER 4)

At the request of exhibitors, rehearsal and presentation flights are included in a programme approved by the Flight Director and ATC services. They are performed in front of the public within the Presentation volumes and **after approval of the programme by the Flight Director**.

Rehearsal flights take place the week before the Show opens in order to validate each presentation flight programme and to ensure the crew is familiar with the aeronautical environment specific to the Show.

### DEMONSTRATION FLIGHTS (REFER TO CHAPTER 5)

Demonstration flights are flights during which aircraft characteristics are demonstrated to one or more guests invited on board in their capacity as a pilot, passenger or person with a technical interest in the flight. **These flights take place outside the presentation volumes.**

Although they are scheduled during the Show, these flights are not part of the flying display and take place beyond the scope of the modified interministerial decree of 30 June 2003.



#### ATTENTION

All demonstration flights have to be coordinated with the Demonstration Flight coordination unit.

## 2.7 Miscellaneous

### FLIGHT DATA RECORDER

When an aircraft is fitted with a system capable of recording the aircraft's movements, this system must function for the duration of the flights. For aircraft not holding a certificate of airworthiness and only rarely used, a system may be required for recording the main flight parameters, so that their manoeuvres can be reproduced.

### CUSTOMS

All foreign aircraft must be declared to the customs office of PARIS LE BOURGET airport on arrival.

#### Telephone:

+33(0)1 48 62 50 72 or

+33(0)1 48 62 50 73 or

+33(0)1 48 64 88 20

### FLIGHT KIT

Each aircraft coming to PARIS LE BOURGET must be equipped with its **low bar** and **non-standard handling equipment**.

### CODE NUMBER

The code number given by the Organizer must appear in box 18 of the flight plan, in the following Form: **RPB/Code number**.

### HAZARDOUS MATERIALS

The presence on board of any **hazardous material**, must be indicated on the **Form I "Technical Form"** and **confirmed to the BPV** on arrival.

Exhibitors must complete **Annex 4** describing the particular safety instructions applicable to their aircraft taking part in the Show.

### RESTRICTIONS ON MOVEMENT

Owing to the restrictions on movement on the ground during public days **on Friday 19, Saturday 20 and Sunday 21 June**, aircraft taking part in the flying displays may be towed to another manoeuvring area, according to a plan determined in advance, from the late afternoon of **Thursday 18 June**. They may remain in this area until **Monday 22 June**, which would prevent them from taking part in the static display for the final three days of the Show.

**All aircraft due to fly during the Show must have VHF radio and a mode A and C transponder.**

Equipment is admitted to the static display as outlined in the Aircraft Guide.

### AIRCRAFT OPERATIONS

To ensure that exhibitors' requirements are met, you are strongly advised to prepare aircraft following a flight rather than immediately before the next flight. **This particularly concerns refuelling.**



#### ATTENTION

Refuelling in area Q will be unavailable:

- between 12pm and 5.30pm from Wednesday 10 June till Saturday 13 June,
- between 11.30am and 4.30pm from Monday 15 June till Sunday 21 June.

We draw the attention of crews starting engines in area **GOLF** (see Annexes) to the **risk of jet blast** on the nearby hospitality chalets. **Engines must therefore be run on idle** during the start-up sequence and while leaving this area. **Should this not be possible, the Organizers must be notified.**



#### IT IS FORBIDDEN

**Engine start-up and taxi, refuelling, de-tanking and de-fuelling are prohibited for all aircraft in the static display area.**



# 3 LIAISON AND POSITIONING FLIGHTS

## 3.1 Liaison flights

Liaison flights outbound or inbound Le Bourget during the Show will be handled by Air Traffic Control, in the same way as all other general air traffic flights.

These flights must be covered by a flight plan and will be subject to quotas, timetables and applicable traffic restrictions. Users must contact the ground handling company of their choice based at Le Bourget as soon as possible, in order to obtain an arrival or departure slot.

As space is extremely limited, exhibitors are asked to use another airport if possible.

**Helicopter transit flights** may constitute an exception to these regulations, on condition that approval is obtained beforehand by telephone from the helicopter reception office as of **Wednesday 10 June**.

Tel.: +33(0)1 41 69 20 55

**Liaison flights to or from ISSY-LES-MOULINEAUX (LFPI)** are limited to certain quotas for which a movement authorization must be obtained by 6pm on the evening before, according to the procedure described in the AIP Sup of the 51<sup>st</sup> Paris Air Show.

Special security measures, to be applied by IFR and VFR flights outbound or inbound Le Bourget, will be implemented. Accreditation numbers issued by the Prefecture must be given in box 18 of the flight plan.



### NOTE

Pilots must refer to AIP Sup of 51<sup>st</sup> Paris Air Show and any additional NOTAMS for the air traffic control and security rules in force during this period.

## 3.2 Positioning flights



### ATTENTION

Considering the problems of integration in PARIS LE BOURGET air traffic, it is strongly advised to bring in microlights/ultralights by road.

In order to facilitate planning of the arrival at PARIS LE BOURGET airport of the aircraft to be involved in the flying and static displays, exhibitors are requested to ferry their aircraft several days before the Show opening date, as indicated on an **Arrival Form** sent to them as soon as their application is complete.

Aircraft may land at PARIS LE BOURGET from **Tuesday 9 June**.

The exhibitor's preferred dates and times of arrival must be approved by the Organizers for each aircraft (**Arrival Form**). Slots are granted based on the constraints involved in setting up the static displays and the necessary rehearsal flights.

Any failure to comply with this schedule or any unannounced changes will lead to a whole range of problems and inconveniences including delays, diversions, late ground handling, etc.



### NOTE

Taxi operations for aircraft are restricted to specified routings according to wingspan limits of 42m, 52m and 65m, as mentioned in PARIS LE BOURGET AIP.

All aircraft on arrival will be sent to parking G prior to their towing to the static display.

If a direct arrival to the static display is requested by the BPV, then the aircraft concerned will be mandatorily led by a follow-me car. The taxi process will stop before entering the static display, the engine(s) will be turned off and the Organizer will take care of the aircraft.



### NOTE

To allow rehearsal and presentation flights, PARIS LE BOURGET airport will be closed every day from Wednesday 10 to Sunday 21 June during time slots to be specified in a NOTAM.

(These slots should be a priori 1.30pm – 4.30pm from Wednesday 10 to Thursday 18 June and 11.30am to 6pm from Friday 19 to Sunday 21 June).

Prior approval by the Organizer is required for early arrivals scheduled before Tuesday 9 June.

## 3.3 Departures after the Show

Departures of aircraft which took part in the 51<sup>st</sup> Paris Air Show must be scheduled. The corresponding flight plans may be filed with the Flying Display Office (BPV).



### NOTE

Pilots must check with ATC if a slot is necessary.

Aircraft, scheduled for a presentation flight on **Sunday 21 June**, are authorized to leave PARIS LE BOURGET directly after their presentation, on previous request.

Towing of aircraft from the static display will not begin before **7pm on Sunday 21 June**.

All aircraft must have left the Show site by the **evening of Monday 22 June**.





## 4 PRESENTATION FLIGHTS

Presentation flights take place in front of the public in one of the reserved presentation volumes (refer to section 4.5). Only one aircraft is displayed during the allocated presentation slot. The sequential presentation of several aircraft may however be granted to an exhibitor in the specific case of a **combined flight**.

If the aircraft is not already in flight, the display begins at take-off and ends at landing (refer to section 4.7 Timing).

### 4.1 Combined flights

(Modified interministerial decree of 30 June 2003, Art. 26)

**Combined flights** may be authorized in certain circumstances defined by the Flight Director. In this case a maximum of two aircraft may fly simultaneously in the presentation volume when individual presentations follow one another, the simultaneous flight phase being limited to the take-off of one aircraft and the landing pattern of the other one.



#### NOTE

A combined flight may only take place with the explicit approval of the Flight Director and following a special briefing with ATC.

### 4.2 Rehearsal flights

Rehearsal flights are subject to the same procedures as presentation flights.

Rehearsal flights take place **on Wednesday 10 June, Thursday 11 June and Friday 12 June** to ensure crew familiarization with the Paris Air Show environment and to obtain presentation programme approval from the Flight Director.

The whole of **Saturday 13 June** is devoted exclusively to the rehearsal of the inaugural combined flight and to the general briefing. However, if validation cannot be completed on the Friday **due to adverse weather conditions**, another rehearsal flight may be scheduled on **Saturday 13 June**.



#### ATTENTION

No flights will take place on Sunday 14 June.

### 4.3 Flight approval

(Modified interministerial decree of 30 June 2003, Art. 16, 21, 22)

**No rehearsal or presentation flight may take place without the Organizer's authorization.**

To obtain such authorization, the crew must:

- testify to hold the ratings, licences, certificates or permits required by the regulations of their country, authorizing them to use the aircraft for the type of flight planned,
- be able to satisfy the Flight Director that they have adequate aeronautical experience,
- submit a written undertaking to recognize the authority of the Flight Director and adhere to the general and specific safety regulations of the Show.



#### IT IS FORBIDDEN

No one is allowed on board an aircraft making a rehearsal and presentation flight other than the crew technically needed for performance of the presentation flight.

The purpose of the first rehearsal(s) is to obtain approval of the flying display by the Flight Direction. During these rehearsals, **the crew must also demonstrate that the entire display takes place within the volume allocated to the flight** (refer to section 4.5 below). Once approved, the display cannot be modified without the express agreement of the Flight Director.

As the number of rehearsal flights is **extremely limited**, exhibitors must ensure that the **crews are fully trained before they arrive at PARIS LE BOURGET airport**, so that they can hope to have the display approved by the end of the first rehearsal flight.

**The presentation flight crew is the same as that of the rehearsal flights.** Consequently, if two pilots are to present the same type of aircraft, they must both have their displays approved. Similarly, if there are two types of presentation per pilot (good and bad weather displays), both presentations must be approved separately. Finally, because a runway change can affect the sequence of a display programme, crews must take this possibility into account and build the possible effects of such a change into the manoeuvres, duration of the slot allocated for the flight, taxiing times, etc. and if necessary plan a rehearsal of the modified flight profile.

### 4.4 Flight programming

Exhibitors and the Show Organizers draft a daily programme for presentation flights, beginning **on Wednesday 10 June**. This programme is amended on the day of the opening (**Monday 15 June**) as well as for the public days (**Friday 19, Saturday 20 and Sunday 21 June**).

Registration of an aircraft for this programme means that the crews do not need to file a flight plan.

**Reminder: all crews** due to fly must attend the daily briefing at **10.30am** on the day of the flight. They must check the time slot allocated and confirm the crew members for the day and for the following day.

### 4.5 Presentation volumes

The proximity of PARIS-CHARLES DE GAULLE airport and the continuing general air traffic at PARIS LE BOURGET, combined with the densely populated areas in the immediate vicinity of the airport, require strict boundaries to be established for flight presentation volumes: namely A, B1, B, C, and D1.

All volumes are bounded to the east by **the western edge** of runway 03/21. Other limits, characteristic of each volume, are defined in the following paragraphs and in the Annexes.

A **display line**, located 100 metres to the west of the western edge of runway 03/21 and parallel to the latter, represents on the ground **the display axis** (see Annexes). The **midpoint** of presentation flights is located halfway between taxiways C and C1. It is marked on the display line.



The use of a reduced volume (A or B1) allows more flexible programming and better timetabling. Volume B is subject to strict daily activation limits. The use of volume C is limited to exceptional situations and must be defined in advance depending on very specific needs.

Plans of volumes A, B1, B and D1 are provided in the Annexes.

**Heights are referenced to the displaced threshold 03 QFE.**



#### NOTE

During the flying displays, helicopter activity at PARIS LE BOURGET heliport is maintained.

#### VOLUME A

Volume A is used by light aircraft, airships and helicopters. It can be activated from 12.30pm to 5.30pm.

This volume is bounded to the north by the extension of taxiway 10D marked on the ground with a line.

The flight ceiling of 3,000ft QNH (2,850ft QFE) may be extended to 5,000ft QNH (4,850ft QFE) subject to the Flight Director's approval.

**Using this reduced volume means that runway 07/25 can be kept in service at PARIS LE BOURGET.**



#### ATTENTION

Considering the proximity of the runway 07/25 traffic during the activation of volume A, a special attention is required from the crews to avoid absolutely the overshooting of the northern limits. Refer to section 4.9 RADIO PROCEDURES.

#### VOLUME B1

Volume B1 is used by transport and combat aircraft performing manoeuvres that are compatible with the geographical limits of this volume. It can be activated from 1.30pm to 4.30pm.

This volume is bounded to the north by radial 266 of the runway 21 threshold.

The flight ceiling is 5,000ft QNH (4,850ft QFE) south of runway 09/27 and 3,000ft QNH (2,850ft QFE) north of runway 09/27.

While this volume is in use, traffic is halted on runways 07/25 and 09/27 at PARIS LE BOURGET, **but continues at PARIS-CHARLES DE GAULLE, subject to special procedures** described in AIP Sup of the 51<sup>st</sup> Paris Air Show.



#### ATTENTION

Considering the proximity of the PARIS-CHARLES DE GAULLE traffic during the activation of volume B1, a special attention is required from the crews to avoid absolutely the overshooting of the northern limits. Refer to section 4.9 RADIO PROCEDURES.

#### VOLUME B

Volume B is used by aircraft which cannot keep to the limits of volume B1. It can be activated on special request. Its activation must be limited as much as possible and not exceed 30 minutes every day from 3.30pm to 4pm. This slot may be adjusted daily according to PARIS-CHARLES DE GAULLE traffic peaks.

This volume is bounded to the north by the "Roissy Wall", i.e. the extension of runway 08L/26R at PARIS-CHARLES DE GAULLE (the northern runway of the south parallel runways).

The flight ceiling is 5,000ft QNH (4,850ft QFE).

While this volume is in use, **traffic is halted** both on runways 07/25 and 09/27 at PARIS LE BOURGET, and in the west funnel of the southern runways at Paris CDG (no take-offs on runways 26R and 26L, or landings on runways 08R and 08L).



#### ATTENTION

Considering the proximity of the PARIS-CHARLES DE GAULLE traffic during the activation of volume B, a special attention is required from the crews to avoid absolutely the overshooting of the northern limits. Refer to section 4.9 RADIO PROCEDURES.

#### VOLUME C

The geographical limits of volume C are defined according to specific needs and its use should remain limited to **exceptional situations**.

It is subject to prior coordination between the Flight Director and Air Traffic Control, owing to the considerable restrictions imposed to the traffic at PARIS-CHARLES DE GAULLE.

#### VOLUME D1

Volume D1 is reserved exclusively for unmanned aircraft due to perform presentation flights.

It is bounded to the south and west by taxiways U1-U2, and to the north by the extension of the taxiway 10D. It includes a safety volume which on the ground corresponds to presentation area D1 extending to the east as far as taxiways V1-V2-V3.

The flight ceiling of volume D1 is set at 750ft QNH (600ft QFE).

While volume D1 is in use, **traffic is maintained** in **PARIS LE BOURGET** under the same conditions as during the activation of volume A.

## 4.6 Minimum weather conditions

Special minimum weather conditions for each presentation volume are defined by the Flight Director on the recommendation of the civil aviation authority (DGAC) in charge of air operations and of the Interministerial Control Committee (*Modified interministerial decree of 30 June 2003, Art. 23*).

The following values are the lowest acceptable requirements for each volume, below which the corresponding flights will be suspended.

The Flight Director can halt flights if he feels that the weather conditions are unacceptable, even if the control tower's weather observation data is above the minimum values, in order to:

- protect the crews, as there is no point in flying in difficult conditions when the public can barely see the aircraft,
- ensure sufficient visual separation between Air Show traffic and traffic at PARIS LE BOURGET and PARIS-CHARLES DE GAULLE.

Furthermore, a crew may cancel or curtail its flight, depending on its own particular minimum requirements.



## AIRCRAFT FLYING IN VOLUME A AND D1

### o Fixed-wing aircraft

- Horizontal visibility: 3,500m.
- Ceiling: 1,500ft (450m).

### o Rotary-wing aircraft

- Horizontal visibility: 3,500m.
- Ceiling: 700ft (210m) \*.

\* Ceiling raised to 1,300ft, if the aircraft uses the section of volume A where the lower limit is 1,000ft.

## AIRCRAFT FLYING IN VOLUME B1, B, C

- Horizontal visibility: 5,000m.
- Ceiling: 1,500ft (450m) \*\*.

\*\* Ceiling raised to 1,800ft, if the aircraft uses the section of volumes B1 or B where the lower limit is 1,500ft.

## 4.7 Timing

**Timing is an overriding parameter for safety and must be strictly followed.** It is up to each pilot to plan a programme leaving sufficient margin to deal with contingencies. In other words, if take-off is on time, then runway 03/21 should therefore also naturally be vacated on time.

The slot duration is defined as the time from **take-off clearance** given by the tower (or when entering the presentation volume if the aircraft is already in flight), up to **runway vacated** (or clearing the volume for aircraft remaining in flight after the presentation).

In the case of a combined flight, the slot runs from clearance for take-off (or entering the volume) for the first aircraft up to runway vacated (or clearing the volume) by the last aircraft.



### ATTENTION

The slot duration is normally:

- 5 minutes for all aircraft flying in volumes A or D1,
- 6 minutes for all aircraft flying in volumes B1, B or C.

It is the responsibility of the crew to adhere to the timing and they must prepare their aircraft in good time. Any failure to do so can lead to cancellation of the slot or the aircraft being diverted to one of the airfields designated by the Flight Director. **If the exhibitor himself cancels the slot, he must inform the Flying Display Office (BPV) immediately, tel.: +33(0)1 53 23 33 30.**



### NOTE

Any delay attributable to the crew will be deducted from the presentation time. If the delay is caused by the Organizers, the display will take place later but will not be shortened.

## 4.8 Safety rules and restrictions

### EXHIBITOR'S RESPONSIBILITY

**The names of the crew members must be known to the Flight Director before any presentation or rehearsal flight.** The exhibitor is responsible for the qualification and prior training of the crews for the planned display.



### NOTE

Throughout the duration of any rehearsal or presentation flight, it must be possible to contact someone responsible for the aircraft in a technical capacity, at a telephone number which must be given on the Flight Data Form.

### SPECIFIC RESPONSIBILITY OF THE CREWS

Any pilot experiencing any kind of problem during a flying display and which may entail a safety risk, **must immediately notify air traffic control.** If the nature of the problem so demands, then safety measures will be implemented to facilitate landing by the aircraft in difficulty.

Any pilot who accidentally finds himself in IMC or who is in any doubt as to its position must report this situation immediately. He will receive directions, if necessary with instructions to contact PARIS LE BOURGET and PARIS-CHARLES DE GAULLE control services.

Crews must scrupulously comply with any instructions issued by ATC in the interest of safety.

In the event of an incident on the ground, the crews must attempt to vacate runways and taxiways to avoid delaying the rest of the display programme.

### USE OF RUNWAYS

#### o Fixed-wing aircraft

##### - Take-off:

Take-off is normally from runway 03. Aircraft not able to take off from runway 03 due to their performance, or pilot preference, may take off from runways 21 or 07/25, subject to the approval of the Flight Director and ATC.

If runway 21 is used, line up will take place normally via strip C4 (TORA = TODA = ASDA = 2,390m).

If requested by crews and approved by the Flight Director, taxiway C3 (1,725m) or C2 (~1,200m) may be used for take-off.

Depending on which runway is used, the flight path to enter the presentation volume following take-off is particularly significant: all specific flight paths must be described in detail in the Flight Data Form.

##### - Landing:

Landing normally takes place on runway 03. The approach trajectory may take place out of the presentation volume and must be conducted with a 4 degrees slope, in accordance with the PAPI system set up at the 03 displaced threshold.

Without formal Flight Director authorization, **landing on runway 21 is prohibited.** If weather conditions are unfavourable to the use of runway 03 for landing, or at the request of the crews, landing must take place on runway 07/25. When landing on runway 25, an aircraft will be considered to have come to the end of its presentation slot as soon as it leaves the presentation volume.



### ATTENTION

We draw the attention of crews to the potential delays to take-off clearance that may occur when another aircraft is landing on runway 07/25.

As for take-off, the flight path to enter the landing pattern after leaving the presentation volume is particularly significant, depending on which runway is used: all specific flight paths must be described in detail in the Flight Data Form.

Runway 09/27 at PARIS LE BOURGET is closed during flight presentation slots.



### - Special note about landing on runway 25:

Aircraft landing on runway 25 must make a final left turn to avoid flying over the public once they have exited the presentation volume. There are two possible routes on exiting the presentation volume: one passing through threshold 03 and by-passing the public area via the south, the other passing over the middle of the runway (intersection of 03/21 and taxiway C2) and avoiding the public area via the north.

The northern route will be preferred for aircraft exiting presentation volume A.

ATC will specify the path of final runway 25 so as not to interfere with the paths of PARIS-CHARLES DE GAULLE southern runways.



### ATTENTION

Runways 07/25 for landing must be used in accordance with the coordinated QFU in use at PARIS LE BOURGET and PARIS-CHARLES DE GAULLE.

### - Go-around:

If a go-around is initiated by ATC or the pilot, the control tower's instructions will aim to immediately bring the aircraft back into the allocated presentation volume.

In the case of a **combined flight**, when aircraft no. 1 has finished its display and aircraft no. 2 is about to start, the take-off signal for aircraft no. 2 must be given on the display frequency by aircraft no. 1, **using a specific phraseology**. If aircraft no. 2 has not started to take off thirty seconds at the latest after the signal has been given, ATC shall instruct aircraft no. 1 to go around. In this case, the aircraft must obey ATC's instructions to avoid **any flight path conflict in the presentation volume**.

Take-off clearance for no. 2 aircraft may be suspended depending on the circumstances.

### o Helicopters

#### - Take-off:

A helicopter which is to make a solo flight display must hold, **either on the ground** on runway 27, **or in flight** in a triangle bounded by the D317 main road, the A1 motorway and the centreline of runway 27 (refer to Annexes).

Helicopters taking part in a combined display must hold in flight in the triangle described above.

#### - Landing:

At the end of the presentation, the helicopter must leave the runway via taxiway C3.

## SPECIFIC RESTRICTIONS AND OVERFLIGHT RULES

(Modified interministerial decree of 30 June 2003, Art. 25, 28)

### o Public



### IT IS FORBIDDEN

Overflying the public area and stabilized flight in the direction of the public area are prohibited.

#### - Minimum flying height:

Minimum flying heights are referenced to **QFE displaced threshold 03**.

At PARIS LE BOURGET airport, **the minimum height for flying displays**, apart from normal take-off and landing procedures, is **100m (330ft)**.

For some aircraft with a special flight envelope, demonstrating their normal use (agricultural aircraft, VTOL aircraft, helicopters or unmanned aircraft), the minimum flying height may be reduced subject to the approval of the Flight Director. The height reduction based on the characteristics of the aircraft only applies within precise geographical limits, outside which the general rule remains applicable.

For aerobatic manoeuvres and wide body aircraft, the minimum presentation height is increased to **150m (500ft)**. However, aerobatic light aircraft flown by professional pilots may be authorized by the Flight Director, with the approval of the Interministerial Control Committee, to fly at a minimum height of **100 meters (330ft)**.

For the application of this measure, "aerobatic light aircraft" are taken to be gliders and aerobatic aircraft certified CS 22 or CS 23 respectively, or an equivalent standard, in the acrobatic category or in use with the armed forces in the acrobatic category.

High angle of attack manoeuvres shall not be performed at a height less than **300 meters (1,000ft)**.

In all cases, the Flight Director may impose minimum heights higher than those given in the present guide.

### o Flying over built-up areas

In the presentation volume, **the minimum height for flying over built-up areas is 450 meters (1,500ft)**. However, this minimum height is reduced to 300 meters (1,000ft) for flying over built-up areas located less than 2,000m from runway 03/21.

The lower limits set for volumes A, B1 and B ensure compliance with this rule.

### o Special manoeuvres

Crews of single-engine aircraft may not intentionally stop the engine during flight, unless doing so constitutes normal procedure for the aircraft concerned.



### IT IS FORBIDDEN

For multi-engine aircraft, intentional in-flight shutdown of one or more engines is prohibited.

All multi-engine aircraft are **strictly limited to flying above VMCA** (minimum control airspeed), except if a "recuperation" procedure has been approved by the Flight Director.

Combat aircraft performing high-AOA or high-dynamics figures such as low-speed, "bell", "cobra", or figures in which the engine is highly stressed, must fly at a height **above 300m (1,000ft)**.

### o Take-off and landing



### IT IS FORBIDDEN

Manoeuvres involving exaggerated attitude or roll acquisition, such as barrel roll with landing gear extended at take-off, wing rocking during approach or, for heavy aircraft, wing-over at a high bank angle and nose-up, are prohibited during the take-off and landing phases.



## 4.9 Radio procedures

For presentation and rehearsal flights, crews must use only the call sign they chose and entered on the Flight Data Form (see section 2.4) approved by the Flight Director. This call sign must enable the aircraft to be easily identified. In its entirety, it comprises the **name of the aircraft** and its **code number**; for example: "Atlantic 197" or "Dauphin H 132" to the exclusion of any other operational or GAT call sign. However, if there is no ambiguity, the simplified call sign comprising just the name of the aircraft will be used: "Atlantic" or "Dauphin" in the above example.

All useful frequencies will be given during the briefings with the Flight Director and the ATC.

### FIXED-WING AIRCRAFT

**The first contact is made on the ground frequency.** The aim of this contact is to give the tower confirmation that the aircraft is ready to make its flight and to receive notification of any timetable change.

Engine start will be at the **discretion of the crews**, in order to ensure that the timetable is followed.

The pilot requests taxi clearance on the **ground frequency**, using his Air Show call sign. He switches to the **presentation frequency** only when instructed to do so by ATC, in principle just before lining up. The control tower will give the "**30 seconds**" and "**10 seconds**" calls, thirty and ten seconds respectively before the planned take-off time.



#### ATTENTION

In all cases, take off is forbidden without explicit clearance from the ATC ("cleared for take-off").

This is the **take-off clearance**, or the beginning of the presentation for aircraft already in the air, which **marks the beginning of the presentation slot**.

During the presentation, control simply calls "**2 minutes**" then "**1 minute**", two and then one minute before the end of the slot (runway vacated or axis cleared). Once the runway is vacated, the crew switches without specific instruction to ground frequency, which it monitors until it reaches its parking space.

### HELICOPTERS

**The first contact is made on the "Le Bourget helico" frequency.** The aim of this contact is to give the tower confirmation that the helicopter is ready to make its flight and, if necessary, to receive notification of any timetable change.

Engine start-up is at the **discretion of the crews**, in order to ensure that the allocated time slot is respected.

The pilot requests taxi clearance, takes off and holds on the "**Le Bourget helico**" frequency using his Air Show call sign. He switches to the **presentation frequency** only when instructed to do so by ATC. The control tower will give him the "**30 seconds**" and "**10 seconds**" calls, thirty and ten seconds respectively before the scheduled display start time. **Clearance to begin the presentation constitutes the beginning of the flying display.**

During the presentation, the control tower simply calls "**2 minutes**" then "**1 minute**", two then one minute before the end of the display. Once the volume is cleared, the crew switches to the frequency assigned to it by the control tower.

### RADIO INTERVENTION

To avoid overshooting the limits of volumes B and B1 which may lead, in the north, to a conflict with PARIS-CHARLES DE GAULLE traffic, the Flight Director may intervene on the presentation frequency to inform the pilot of the proximity of the volume limit.

The same procedure will be used in Volume A regarding the local traffic of runway 07/25.



#### ATTENTION

To comply with the northern limits of the volumes is a mandatory and priority objective.

### HALT TO PRESENTATIONS

The Flight Director (radio call sign "**Jupiter**") permanently monitors the ground and presentation frequencies. For safety reasons, he can at any moment intervene directly or indirectly (via ATC) to **order a halt to the presentation**. An instruction to stand by inside the presentation volume, land at PARIS LE BOURGET or divert will then be issued.

ATC may also, in the interest of safety, order a halt to a presentation that is underway.

### RADIO FAILURE

**Before take-off**, the flight is cancelled and, if the aircraft has already left the parking area, a follow-me car will guide it back to the parking area.

**During the presentation**, the pilot continues his scheduled display programme and then lands.

If necessary fly heading 240 during 30 seconds maximum without leaving the presentation volume, squawk 7,600 then join final leg for the planned runway.

After landing, a follow-me car then guides the aircraft to the parking area.

**Note:** There is neither flashing lights nor flare available at the control tower.



#### ATTENTION

Either way, the runway and taxiways must be immediately vacated to avoid delaying or obstructing the following aircraft.



# 5 DEMONSTRATION FLIGHTS

A demonstration flight is a flight during which aircraft characteristics are demonstrated to one or more guests in their capacity as pilot, passenger or person with a technical interest in the flight.

## 5.1 Regulations

Demonstration flights taking place during the Paris Air Show are not part of the air show governed by the modified interministerial decree of 30 June 2003. They are governed by the modified decree of 24 July 1991, Annex VI, extracts of which are given in Annexes. However, in order to make the performance of these flights easier, the Organizers suggest procedures and put in place some specific facilities.



### ATTENTION

Refer to AIP Sup of the 51<sup>st</sup> Paris Air Show and any additional NOTAMs for the air traffic control and security rules in force during this period.

## 5.2 Organisation

When they register, exhibitors wishing to perform demonstration flights must indicate this fact on the Technical Form (Form I), describe the manoeuvres they would like to perform during the flight and specify in which type of air traffic it will take place (general air traffic or military air traffic).

A demonstration flight coordination unit is set up at the Flying Display Office (BPV). It welcomes crews and helps them to programme and prepare flights. It briefs crews on the context of PARIS LE BOURGET airport general airspace as well as on arrival, departure and access procedures to operating areas.

As for presentation flights, a specific Flight Data Form must be completed.

For fixed-wing aircraft, scheduled take-off and landing times must be adhered to, so that these can be smoothly integrated into PARIS LE BOURGET general air traffic.

Demonstration flights must abide by the security measures set by the AIP Sup of the 51<sup>st</sup> Paris Air Show.



### NOTE

Either way, the pilot contacts the BPV demonstration flight coordination unit to verify that the flight profile conforms to the aircraft declaration of use provided by the exhibitor and validated by the competent national authority of the applicant country.

Demonstration flights unknown by the Organizer and by the demonstration flight coordination unit will be systematically rejected.

## DEMONSTRATION FLIGHTS FOR FIXED-WINGS AIRCRAFT

The pilot contacts the BPV demonstration flight coordination unit and files a flight plan describing the planned flight profile.

If the Creil military zone is needed, the authorization of the CREIL-PARIS-CHARLES DE GAULLE joint approach is required, **notice: one day.**

If another military zone is needed, **notice: 2 days.**

## DEMONSTRATION FLIGHTS FOR HELICOPTERS

Helicopter demonstration flights can be performed at MEAUX-ESBLY (LFPE) aerodrome or in a CREIL zone (CREIL CTR or CTA).

### MEAUX-ESBLY aerodrome:

MEAUX-ESBLY aerodrome is integrated in the ZRT (temporarily restricted area) drawn around PARIS LE BOURGET (see Sup AIP). Aircraft manoeuvres over MEAUX ESBLY aerodrome will have to strictly conform to manoeuvres usually authorized on that airfield. **Aerobatics are excluded.**

Transit and operating procedures at MEAUX ESBLY are defined in the AIP Sup of the 51<sup>st</sup> Paris Air Show.

A flight intention must be filed, describing the planned flight profile which should conform to the normal use of the aircraft and the aerodrome. The helicopter ATC office will allocate, whenever possible, a timeslot limited to 20 minutes, **notice: one day.**

### Use of a CREIL military zone:

If the flight profile is not meeting criteria of use for MEAUX-ESBLY aerodrome, this type of flight will take place in a CREIL military zone. It requires filing a flight intention with a description of the planned flight profile, **notice: one day.**

## 5.3 Familiarization

Because of the high density of air activity in the Paris area, and complexity of rules and regulations, we advise pilots-in-command who are not familiar with this environment to perform a preliminary demonstration flight (except for GAT/IFR journeys) with a French pilot on board, who is appointed by the BPV to help you follow operating procedures and manage associated airspaces.



## 6 DIVERSION AIRPORTS

(Modified interministerial decree of 30 June 2003, Art. 27)

An aircraft performing a **presentation flight** (or rehearsal flight) may at any moment be instructed by the Flight Director or Air Traffic Control to divert to an alternate airfield.

The endurance of the aircraft must therefore allow it to:

- perform the planned presentation or rehearsal flight or variants thereof,
- divert to the appropriate alternate fields and, for unmanned aircraft, the appropriate recovery points,
- hold there for ten minutes prior to landing.



### NOTE

In the particular case of helicopters and convertibles, an emergency landing area is defined between runway 09/27, runway 03/21 and taxiway R (refer to the airfield map in Annexes). This emergency landing zone may be considered as an alternate airfield.

Should an aircraft be ordered to divert, it will be directed primarily to one of the following alternate airfields:

- BEAUVAIS TILLÉ (LFOB)** or **PONTOISE CORMEILLES EN VEXIN (LFPT)** for light aircraft,
- BEAUVAIS TILLÉ (LFOB)** or **PARIS-CHARLES DE GAULLE (LFPG)** for commercial type aircraft,
- CREIL (LFPC)** for all other aircraft categories.

**Simplified data cards for these airfields will be given to the crews by ATC.**

For unmanned aircraft, the safety volume provided in volume D1 must be strictly observed in the event of an emergency landing.



## 7 HELIPORT SPECIFICS

**From 10am on Wednesday 10 June to 12am on Monday 22 June,** a heliport is located in the north-east part of PARIS LE BOURGET airfield in order to handle the specific needs of helicopter traffic. During that period, its use is mandatory.

It comprises:

- a FATO (Final Approach and Take-Off area),
- parking areas,
- vehicle lanes,
- ATC structures,
- reception and information offices.

Diagrams of the FATO, parking areas, vehicle taxiways, reception and ATC facilities will be published in the Sup AIP of the 51<sup>st</sup> Paris Air Show.

### 7.1 Use of the heliport

The normal local arrival and departure patterns depend on the wind direction and aircraft destination. The characteristics of these flight patterns will be included in the AIP Sup of the 51<sup>st</sup> Paris Air Show. The crews should exercise extreme caution as traffic is particularly dense and the surrounding areas contain numerous obstacles.

On arrival, helicopters approach the landing area (H), stop there and slowly taxi to their parking space.

On departure, they slowly taxi from their parking space to the take-off area, before entering the departure pattern.



### IT IS FORBIDDEN

Overflying another aircraft on the ground or a fragile inhabited structure (chalet, tent, etc.) at low altitude is strictly prohibited.

### 7.2 Heliport reception office

The heliport reception office is operational from **Tuesday 9 to Monday 22 June.**

The heliport has a common reception room for the passengers of the various categories of users, and an ATC office which provides aeronautical information and ensures application of air traffic rules concerning the heliport.

There are three user categories; their helicopters are differentiated by codes with different prefixes and are subject to specific handling:

- helicopters accredited by Defence Coordination: **HMxx code** allocated by the military coordination unit. Reserved parking area,
- exhibitor helicopters: **Hxxx code** allocated by SIAE. Reserved parking area, free ground handling assistance from SIAE on request, 51<sup>st</sup> Paris Air Show registration fee applicable,
- other helicopters: **HLxx code** allocated by the heliport reception office. Parking allocated through operational frequency, ground handling assistance mandatory with payment of fee to approved company.



### **7.3 Defence coordination**

The Defence Coordination unit is an agency located in the heliport reception office. Its main role is to handle arriving and departing "Defence" crews and passengers, directing them to or from the Air Show.

### **7.4 Ground handling for civilian transport flights**

An approved company will provide the compulsory ground handling assistance to be paid for by the operator for the following flights:

- helicopters leased by exhibitors from civilian transport companies (including helicopter exhibitors),
- military helicopters not handled by the Defence Coordination unit,
- helicopters carrying out general commercial flights.

### **7.5 Ground traffic**

Except for embarking and disembarking passengers, pedestrians are not allowed on the movement area or parking aprons.

Crews are asked to exercise the greatest vigilance with respect to passengers moving about in the vicinity of helicopters.

Vehicle traffic is restricted.

All passenger movements between the reception office and aircraft will exclusively take place under watchful escort.

## **8 UNMANNED AIRCRAFT SPECIFICS**

### **8.1 Approval conditions**

*(Modified interministerial decree of 30 June 2003, Art. 18)*

The exhibitor must have met all other technical or operational conditions deemed necessary by the authority that authorized the flight, for safety or environmental reasons.

In particular, the exhibitor must have successfully completed a validation test at an airfield other than PARIS LE BOURGET, during which he must demonstrate the technical procedures involved in the control and recovery of the aircraft and its ability to operate within the constraints associated with the limits of volume D1.

This preliminary validation test must also cover frequency and interference issues.

Furthermore, specific measures will be in place to ensure that presentation flights of unmanned aircraft can be conducted in the aeronautical environment specific to the Show.





# 9 PARACHUTING SPECIFICS

(Modified interministerial decree of 30 June 2003, Art. 16, 17, 18, 19, 29)

## 9.1 Jump approval

**No one may perform a parachute jump during the Air Show unless authorized to do so by the Organizer.**

To obtain such authorization, applicants must:

- hold the ratings, licences, certificates or permits required by the regulations of his country, authorizing him to use the parachutes to be displayed for the type of jump planned,
- be able to satisfy the Flight Director that they have adequate aeronautical experience,
- submit a written undertaking to recognize the authority of the Flight Director and adhere to the general and particular safety regulations of the Air Show.

## 9.2 Safety rules and restrictions

### CHARACTERISTICS

Regardless of the type of jump to be performed, a parachutist may only use parachutes with exactly the same characteristics as parachutes used in their home country, particularly in terms of design, maintenance and conditions of use.

However, jumps using parachutes with different characteristics, in particular prototype or special parachutes, may be authorized in special cases as defined in the above-mentioned decree.

Parachute drops are covered by general air traffic regulations. They must be scheduled with the ATC office, which may consult the Flight Director.

### LIMITATIONS OF USE



#### IT IS FORBIDDEN

Parachute jumps are prohibited if the wind speed on the ground is greater than the maximum speed authorized for wing-type emergency canopy or greater than 9 meters per second.

Parachutes must be opened at an altitude no lower than:

- 400 meters for automatic opening parachutes,
- 900 meters for delayed opening, in which case the drop must be made from a minimum height of 1,000 meters.

Landings will only be made in recovery areas defined for that purpose by the airport manager and defined during the parachutists briefing.



# 10 ANNEXES

## 10.1 Agenda

	MORNING	AFTERNOON
Tuesday 9 June	Individual crew briefings by the Flight Director and ATC	
Wednesday 10 June Thursday 11 June Friday 12 June	Individual crew briefings by the Flight Director and ATC	12.30pm – 5.30pm: Rehearsal and approval flights
Saturday 13 June	10.30am: Inaugural flight briefing (for crews concerned)	Rehearsal of inaugural flight (+ spare slots for approval flights postponed due to weather conditions) <b>17.30: General briefing for all crews</b>
Sunday 14 June	No flight will take place on Sunday June 14 <sup>th</sup>	
Monday 15 June Tuesday 16 June Wednesday 17 June Thursday 18 June	<b>Trade days</b>	
	<b>10.30am:</b> daily briefing	12.30pm – 5.30pm: flying displays
Friday 19 June Saturday 20 June Sunday 21 June	<b>Public days</b>	
	<b>10.30am:</b> daily briefing	12.30pm – 5.30pm: flying displays



## 10.2 Extracts from the modified decree of 24 July 1991

*(Decree related to the conditions of use of civil aircraft in general aviation and regulating demonstration flights)*

NOR: EQUA9101162A (consolidated version on February 15<sup>th</sup> 2014)

**Demonstration flight:** flight during which aircraft characteristics are demonstrated to one or more guests in their capacity as pilot, passenger or person with a technical interest in the flight.

### Degrees and expertise required from crew members

Only demonstration flights carried out with a guest pilot are subject to the special requirements given below:

- a) contrary to paragraph 4.2.1, the flight crew during a demonstration flight includes, in addition to the guest pilot, a pilot-in-command with up-to-date piloting skills and the required pilot status and qualifications enabling him to perform his role on the aircraft concerned and meet the criteria pertaining to recent experience given in paragraph 4.4, and who has an instructor's licence appropriate to the aircraft being used or the status of test or acceptance pilot in the case of a flight carried out by a flight test authority; and, for multiple pilot aircraft, a co-pilot with up-to-date piloting skills, qualified for the aircraft type or with the status of test or acceptance pilot in the case of a flight carried out by a flight test authority,
- b) at times when the guest pilot is involved in flying the aircraft, he is presumed to have the pilot status required for the flight being carried out,
- c) the guest pilot communicates with the flight crew in a language they all understand.

### Recent experience conditions

A pilot may not act as captain or co-pilot of a passenger carrying aerodyne unless he or she has, within the previous three months, carried out at least three take-offs and landings on an aerodyne of the same class or type or on a flight simulation training device qualified for this purpose. [...]

### Limitations: miscellaneous operation rules

Only an operator holding an accreditation provided for in article R.133-1-1 of the (French) Civil Aviation code or an accreditation serving the same purpose provided for by the aforementioned (EC) regulation no. 1592/2002 may apply to perform demonstration flights, provided they observe the requirements set out in Annex VI or special requirements set by the minister responsible for civil aviation.

## ANNEX SECTION VI – DEMONSTRATION FLIGHT

The organisation holding permission to perform a demonstration flight is subject to the conditions and obligations described below:

### 1. Aircraft

A demonstration flight is carried out on an aircraft for which an individual certificate of airworthiness has been issued and the aircraft type has been certified. However, an operator may be authorized to carry out a demonstration flight on an aircraft for which the certificate of airworthiness has not yet been issued if they can provide proof of a satisfactory level of safety.

Moreover, a flight test authority may carry out a demonstration flight on an aircraft with only a pass or flight clearance.

### 2. Demonstration flight planning

- a) All guest pilots attend a briefing, the object of which is to present in detail the aircraft to be used and familiarize them with the various systems and procedures specific to demonstration flights.
- b) All guest pilots are given one or more sessions in a suitable flight simulator to familiarize them with the aircraft, or a full technical briefing in the cockpit itself. This preparation will provide an opportunity to explain the procedures associated with the flight and the demonstration exercise.

### 3. Distribution of tasks between crew members

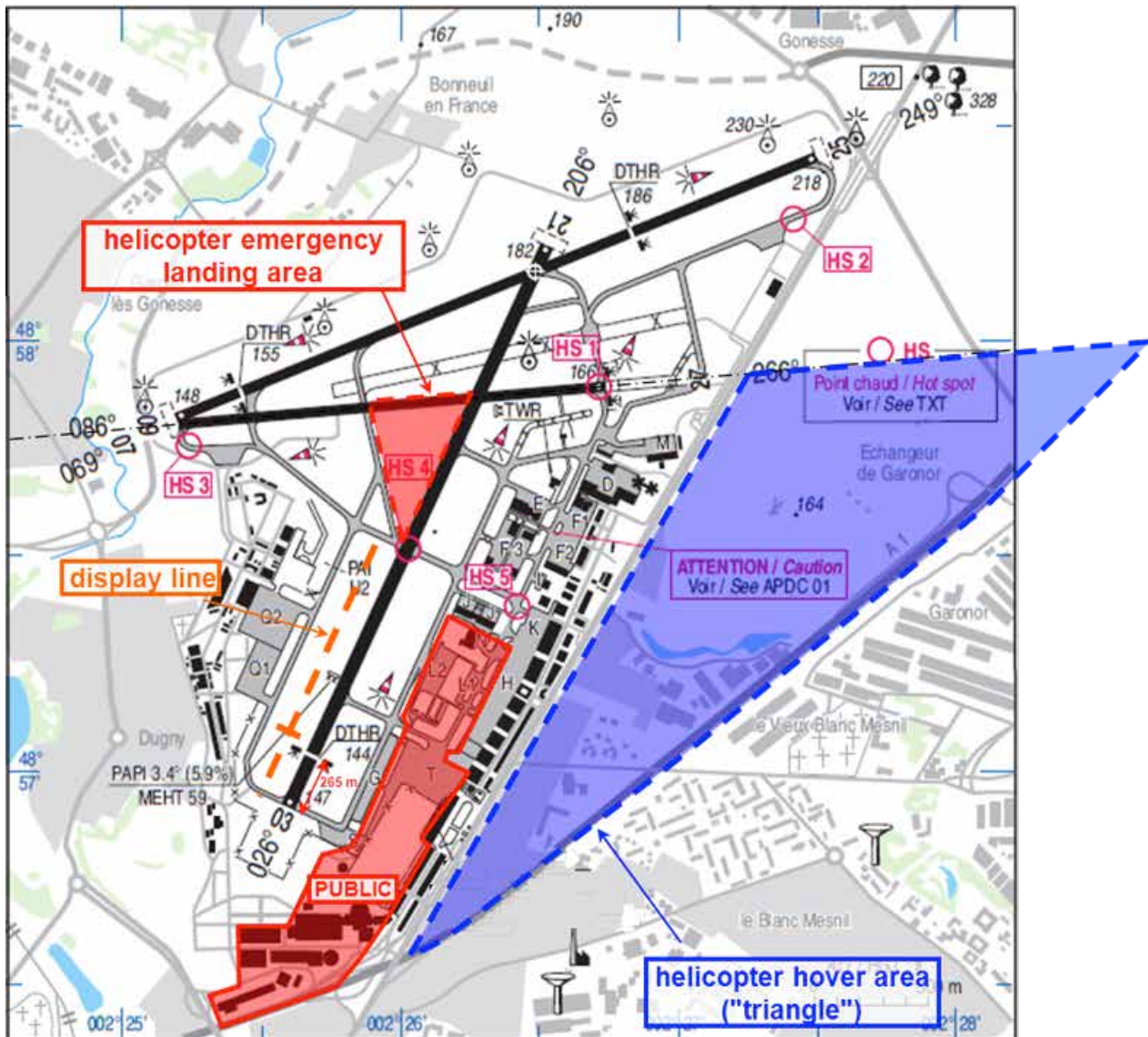
The distribution of tasks between the pilot flying (PF) and pilot not flying (PNF) is as specified in the flight operations manual of the company concerned.

In any case, the following conditions must be observed:

- a) The Captain:
  - is responsible for flight safety and, in that capacity, for preparing and carrying out the demonstration exercise,
  - takes on the role of PNF if the guest pilot takes the controls.
- b) In the case of a flight requiring a multi-pilot crew, the Captain and co-pilot are responsible for:
  - external surveillance,
  - managing radio communications,
  - managing en-route navigation,
  - gathering meteorological information,
  - monitoring the operation of the aircraft systems,
  - applying the procedures set out in the flight manual in the event of an actual system failure.
- c) the guest pilot may occupy one of the pilot seats during all or part of the flight, in which case he assumes the role of pilot flying (PF), apart from the tasks entrusted to the Captain and co-pilot described in b) above.



## 10.3 Aerodrome maps



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
07 25	069 249	2991 x 45	Revêtue Paved	58 R/CW/U	3051 3051	2991 2991	2692 2100
03 21	026 206	2665 x 60	Revêtue Paved	47 F/C/W/U	2715 2665	2665 2665	2400 2665
09 09 TWY A1 27	086 086 266	1853 x 45	Revêtue Paved	47 F/C/W/T	RWY 09/27 closed		

### Aides lumineuses :

RWY 07 : ligne APCH HI  
 RWY 25 : ligne de prise de terrain, feux à allumages séquentiels directionnels orientés au 094° magnétique.  
 RWY 27 : ligne APCH HI

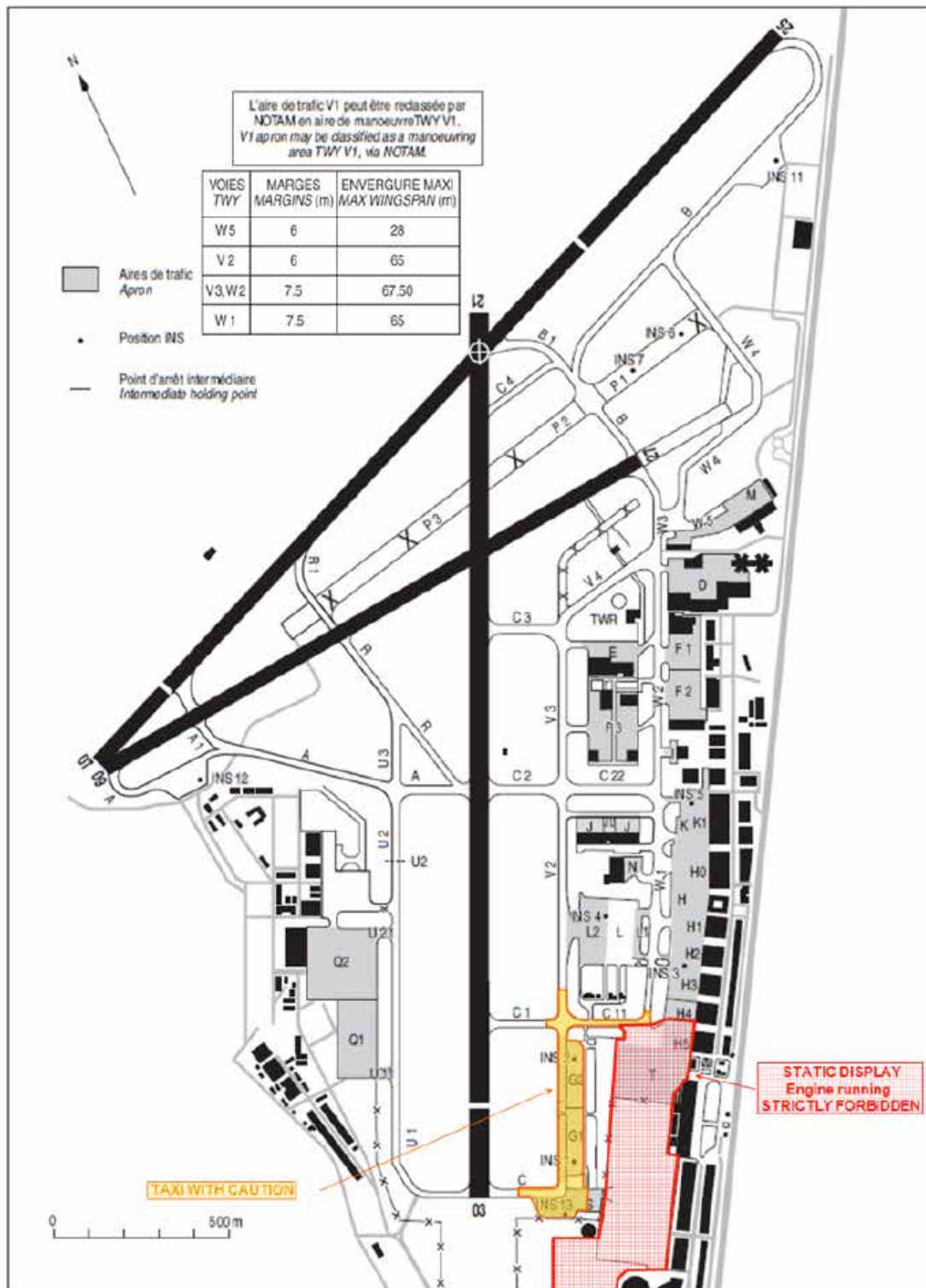
### Lighting aids :

RWY 07 : LIH APCH line  
 RWY 25 : lead-in line, directional sequenced flashers heading MAG 094°.  
 RWY 27 : LIH APCH line

**AIRE DE STATIONNEMENT**  
Parking areas

**MOUVEMENTS A LA SURFACE**  
Ground movements

**PARIS LE BOURGET**

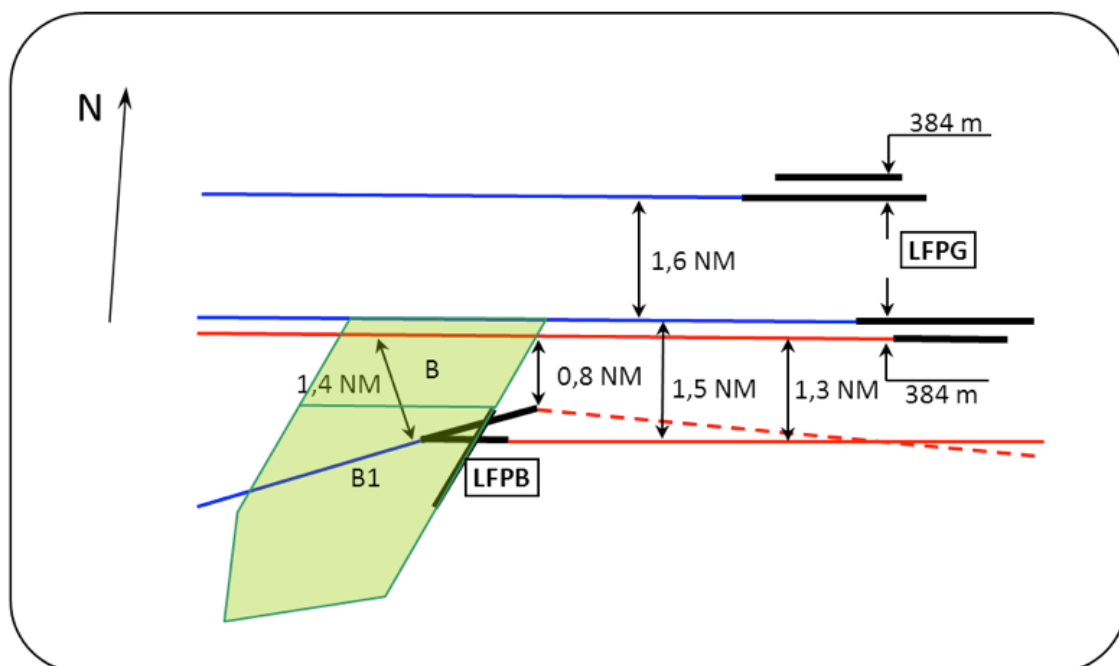


## 10.4 Presentation volumes

Coordinates of the volumes' reference points:

Ref	Latitude	Longitude
V1	N 48°55'41.0"	E 002°24'43.4"
V2	N 48°56'17.1"	E 002°25'08.7"
V4	N 48°57'52.5"	E 002°26'15.4"
V5	N 48°58'14.9"	E 002°26'31.2"
V6	N 48°58'46.8"	E 002°26'53.5"
V7	N 48°59'28.2"	E 002°27'22.5"
V8	N 48°59'14.7"	E 002°23'36.4"
V9	N 48°58'03.0"	E 002°22'45.8"
V10	N 48°57'40.3"	E 002°22'29.7"
V11	N 48°56'37.1"	E 002°21'45.0"
V12	N 48°55'13.0"	E 002°21'44.9"
V13	N 48°55'58.1"	E 002°23'06.2"
V14	N 48°56'51.3"	E 002°23'43.8"
V15	N 48°56'53.9"	E 002°25'18.0"
V16	N 48°57'01.6"	E 002°25'23.5"
V17	N 48°58'10.4"	E 002°25'04.5"
V18	N 48°58'40.6"	E 002°25'00.2"
V19	N 48°57'36.0"	E 002°24'57.8"
V20	N 48°57'46.6"	E 002°26'11.3"

Relative positions of PARIS-CHARLES DE GAULLE and PARIS LE BOURGET runways:



# Volume A

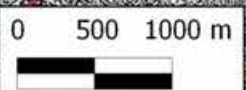
3000 ft QNH maxi  
(2850 ft QFE)

1000 ft QFE mini

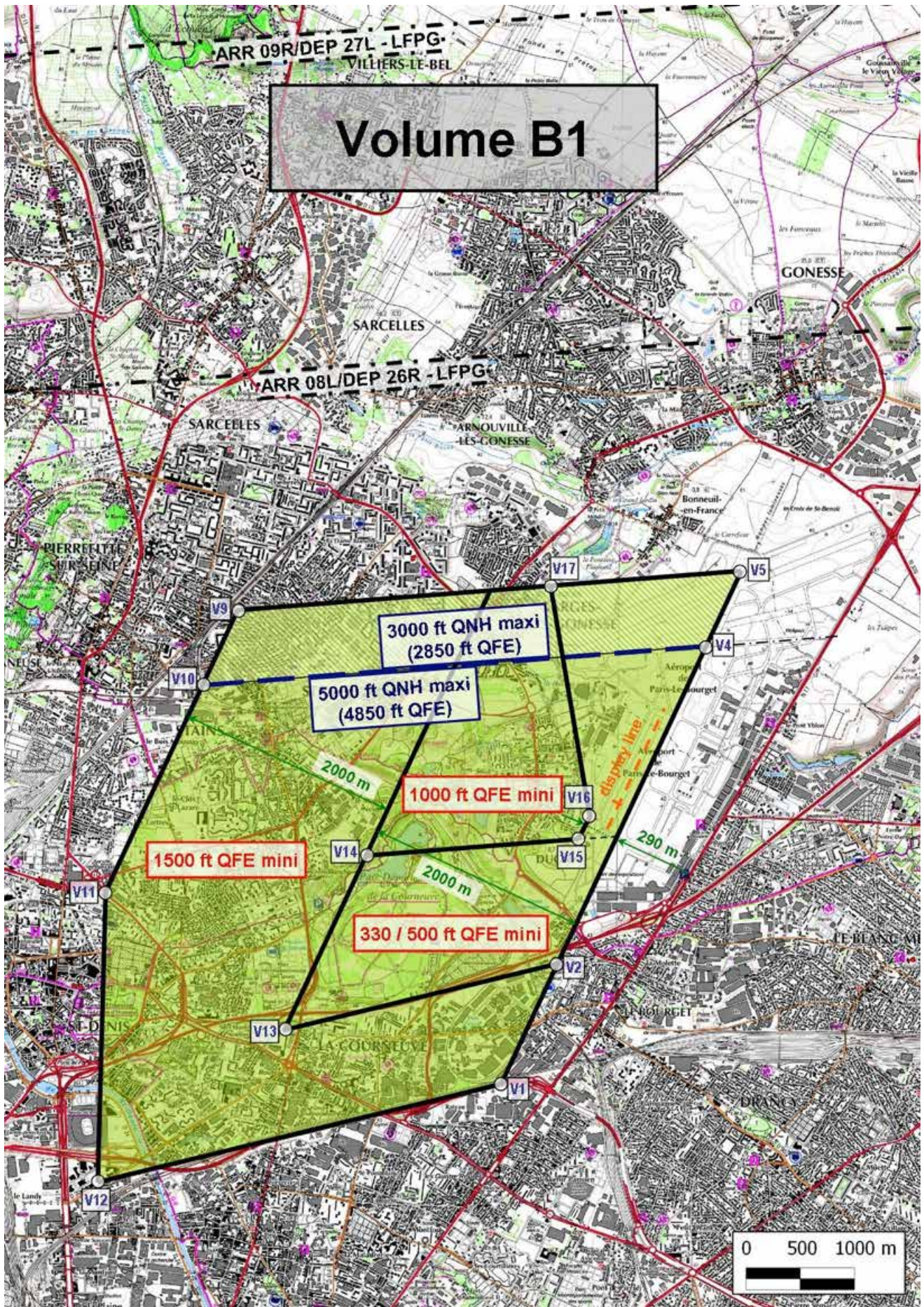
330 / 500 ft QFE mini

dispositif ligne

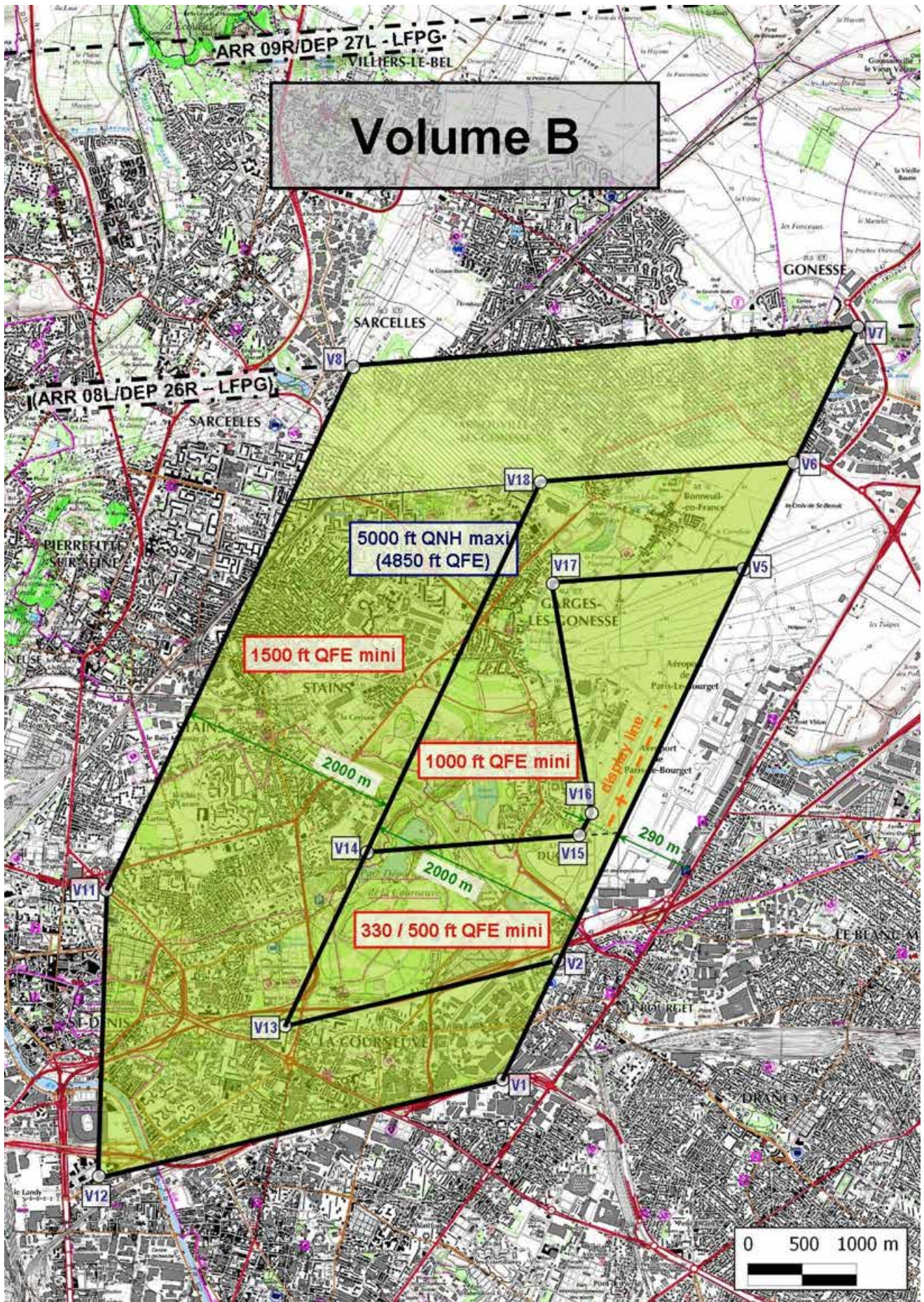
290 m



# Volume B1









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