

# **VERTICON**

FORMERLY HAI HELI-EXPO

**Dallas 2025** | POWERED BY **VAI**

# **Flight Operations Guidelines & Pilot Safety Handbook**

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# Important Dates & Deadlines

## **VERTICON 2025 Pilot Safety Briefing & Aircraft Fly-In**

Friday, March 7 & Saturday, March 8, 2025

## **VERTICON 2025 Show Dates**

Monday, March 10 – Thursday, March 13, 2025

*Exhibit Floor Opens Tuesday, March 11, 2025*

## **VERTICON 2025 Aircraft Fly-Out**

Thursday, March 13, 2025

*Immediately following show conclusion*

Friday, March 14, 2025

*Beginning at 7am*

# Aircraft Exhibitor & Flight Crew Checklist

- Submit [VERTICON 2025 Intent to Display Form](#)
  - **Due Monday, February 3, 2025**
- Submit Insurance Certificates (Appendix A)
  - **Due Monday, February 3, 2025**
- Arrange for FBO/flight-line services as early as possible.
- Plan for minimum fuel in tanks upon arrival.
- Review current arrival/departure procedures and charts.
- Arrange for tow bars/ground-handling and, if required, rotor blade removal tools, equipment, and personnel.
- Have aircraft booth/static location in KBHCCD

# Important Contacts

VAI Staff	
Zac Noble Director, Flight Operations & Maintenance	+1 540-809-0181 <a href="mailto:zacn@verticalavi.org">zacn@verticalavi.org</a>
Chris Martino Senior Director, Operations & International Affairs	+1 540-907-9688 <a href="mailto:chrism@verticalavi.org">chrism@verticalavi.org</a>
Chris Hill Senior Director, Safety	+1 703-401-1661 <a href="mailto:chrish@verticalavi.org">chrish@verticalavi.org</a>
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Chuck Street VAI Flight Line Coordinator for KRBD	+1 714-322-9402
Ashten Brown Manager, Aircraft Operations	+1 703-302-8463 <a href="mailto:ashtenb@verticalavi.org">ashtenb@verticalavi.org</a>
Insurance Issues	<a href="mailto:verticon@assuredpartners.com">verticon@assuredpartners.com</a>
Ground-Handling Personnel, Towing, and Maintenance Equipment	
Don Reeves SOM – GES	+1 469-278-3027 <a href="mailto:doreeves@ges.com">doreeves@ges.com</a>
Eric Birdsell SOM – GES	+1 770-294-2506 <a href="mailto:ebirdsell@ges.com">ebirdsell@ges.com</a>
Tyler Harper AEM Logistics - On site Towing Operations	+1 317-850-6564 <a href="mailto:tharper@aemlogistics.com">tharper@aemlogistics.com</a>
FSDO/FBO	
Rafael Garza KRBD Airport Manager	+1 214-671-1296
North Texas FSDO	<a href="mailto:9-avs-ntx-fsdo-19-public@faa.gov">9-avs-ntx-fsdo-19-public@faa.gov</a>
Dena Ellis Corporate Sales - Ambassador Jet Center	+1 214-623-8800 ext. 452
David Lutrick Ops Manager - Ambassador Jet Center FBO	+1 214-623-8800, ext. 440
Jet Access	+1 817-532-5080

# Aircraft Display

## Required Documentation for Aircraft Display

The following documentation is required for permission to land at or enter the KBHCCD:

- Completed [Intent to Display Aircraft Form](#).
- Proper proof of insurance, including valid certificate(s) of insurance and copies of the necessary endorsements and waivers, in accordance with the requirements.
- Pilot Safety Briefing confirmed attendance.
  - VERTICON 2025 Acknowledgement, Waiver and Release Form
  - Entering/Exiting KBHCCD Checklists
    - Entering checklist will be completed via online form that will be sent to all who attend the Pilot Briefing.
    - Exiting checklist will be hand delivered during the fly-out. Please complete and give to a VAI staff member.

Confirmation of attendance and signed forms will be maintained by the VAI Flight Operations staff.

## KBHCCD Aircraft Access

The KBHCCD entrance measurements:

- Hall A, B, C: 18'-6" W x 19'-5" H
- Hall D (largest entrance): 23'-2" W x 19'-9"
- Rear Hall E: 19'-0" H x 25'-0" W
- Rear Hall F: 23'-10" x 29'-10" W

## Ground-Handling Personnel, Towing, and Maintenance Equipment

### Aircraft Blade Removal

Certain helicopters may require the removal of one or more blades to maneuver through the KBHCCD access doors. If you believe your aircraft may need to be de-bladed, please advise VAI's Flight Operations staff:

- **Chris Martino**  
Senior Director, Operations & International Affairs  
+1 540-907-9688
- **Zac Noble**  
Director, Flight Operations & Maintenance  
+1 540-809-0181

It is the responsibility of the exhibitor and/or aircraft owner to ensure that all necessary tools, blade slings, other blade lifting/folding devices, and qualified personnel are available to conduct any maintenance on their aircraft.

### **Global Experience Specialists (GES)**

GES provides additional labor assistance and/or equipment (forklift, crane, additional tools, etc.) needed to move your aircraft into the KBHCCD. Exhibitors are responsible for scheduling and any payments acquired with needed services.

### **AEM Logistics (AEM)**

AEM Logistics is the official provider for towing and ground-handling support services for VERTICON 2025.

- **Only** AEM Logistics is authorized to move aircraft into, out of, or within the KBHCCD.
- Exhibitors are required to provide ground-handling wheels, tow bars, or any special towing equipment, as well as any personnel required to assist in the ground movement of aircraft into and out of the exhibit halls.
- No hand repositioning of aircraft is permitted.

**Note: No landings to or takeoffs from mobile helicopter dollies or platforms will be permitted at VERTICON 2025.**

# Pilot Safety Briefing and Fly-In Schedule

In order to fly an aircraft to and from KBHCCD, ALL pilots must attend the VERTICON Pilot Safety Briefing.

Friday, March 7 and Saturday, March 8, 2025 KBHCCD Room A-201	
8:00 am	Welcome
8:05 am	Pilot safety and flight operations briefing and Tour of landing area <b>(mandatory for all pilots)</b>
9:30 am	Pilots proceed to aircraft at Dallas Executive Airport (KRBD)
10:00 am	KBHCCD landing area opens
6:10 pm	Last aircraft departs Dallas Executive Airport (KRBD)
6:25 pm	KBHCCD landing area secured

## Aircraft Fly-In: Scheduling

VAI Flight Operations staff, in coordination with exhibiting companies, will preassign fly-in time slots for all helicopters flying to the KBHCCD based on factors such as exhibit floor location, blade removal, and additional equipment needed for maneuvering.

## Aircraft Display: Exhibit Booth

VAI Flight Operations staff will develop a fly in schedule based on booth location and size of aircraft. We will try to get as many aircraft in on Friday, March 7<sup>th</sup> as possible. Some aircraft will have to be moved in on Saturday, March 8<sup>th</sup>. Due to this schedule and unexpected changes that we may face, we recommend all crews attend the Friday morning Pilot Safety Briefing. This will give us and you the most flexibility as conditions could change. If you are scheduled to fly in on Saturday, March 8<sup>th</sup> and elect to attend that morning's briefing, that is fine, but it could prevent you from getting a slot of opportunity on Friday if one exists. In general, VAI Flight Operations staff will attempt to schedule aircraft that will be displayed in exhibit booths to fly to the KBHCC on Friday March 7<sup>th</sup>. However, it may not be possible to initially schedule all exhibit booth aircraft to arrive the first day. It may be necessary to schedule some for Saturday March 8<sup>th</sup>. Regardless of day assigned, all aircrews flying exhibit booth aircraft are required to attend the Pilot Safety Briefing on Friday, March 7<sup>th</sup>. Often it is necessary to modify the flight schedule due to unanticipated issues with aircraft, and having all exhibit booth aircrews trained and ready to fly in on Friday March 7<sup>th</sup> enables the greatest flexibility to get all exhibit aircraft into the KBHCC as efficiently as possible.

## Aircraft Display: Static Area

Pilots of aircraft being displayed in static areas should plan on being scheduled to fly to the KBHCC on Saturday, March 8<sup>th</sup>. However, these aircrews can attend either Pilot Safety Briefing, as the requirement is that they attend the briefing prior to their arrival at the KBHCC.



## **Aircraft Fly-In: Delays**

In the event there are delays with your aircraft (maintenance issue, flight crew not present, etc.) into or out of KBHCCD, please inform VAI Flight Operations Staff.

## **Aircraft Fly-In Notes:**

- At VAI's sole discretion, VAI may arrange access to the landing area on Sunday, March 9, 2025, in the event of extraordinary circumstances that prevent the completion of VERTICON 2025 scheduled flight operations by sunset on Saturday, March 8, 2025. There will be no prescheduled aircraft arrivals on Sunday, March 9, 2025.
- All pilot changes/substitutions must be coordinated with, and approved by, VAI Flight Operations staff.
- **ONLY** pilots who have recorded attendance of a pilot safety briefing may fly an aircraft during the fly-out. It is preferable that the same pilot who flew the aircraft to KBHCCD also fly it out.
  - There are no exceptions, even if an aircraft is sold or changes ownership during VAI VERTICON 2025.
- No hand repositioning of aircraft is permitted.

**Only day/VFR operations are permitted. No aircraft will be permitted to arrive/depart after sunset.**

# Aircraft Staging and FBO Services

## Dallas Executive Airport (KRBD)

All aircraft participating in VERTICON 2025 must be pre-staged from KRBD. The parking area is located near the airport terminal, which is approximately midfield on the east side of the airport. All parking arrangements must be made through the airport management office, located in the terminal building.

KRBD is approximately 8.5 statute miles southwest of downtown Dallas, Texas and the KBHCCD.

<b>Dallas Executive Airport</b> <b>FAA Identifier: RBD</b> <b>Address:</b> 5303 Challenger Drive Dallas, Texas 75237	<b>Lat/Long:</b> 32-40-51.1000N/096-52-05.5000W 32-40.851667N/096-52.091667W 32.6808611/ -96.8681944 (estimated)
<b>Airport Manager:</b> Rafael Garza Phone: +1 214-671-1296	<b>Elevation:</b> 660 ft. / 201.2 m (surveyed) <b>Variation:</b> 06E (1990) <b>From city:</b> 6 miles SW of DALLAS, TX
<b>Sectional Chart:</b> DALLAS-FT WORTH	<b>Time zone:</b> UTC – 6
<b>RBD FAA Air Traffic Control Tower</b> <b>Hours:</b> 7:00 AM to 9:00 PM, Daily <b>Phone:</b> +1 214-330-2201	<b>Frequencies:</b> <b>ATIS:</b> 126.35 <b>Ground:</b> 119.475 <b>Approach Control:</b> 125.2 <b>Tower:</b> 127.25

**Note: The above contact data is provided for informational purposes only. Always refer to the appropriate FAA-approved publications for additional and current information, including frequencies and airport information.**

## FBO

Pilots and essential crew can take advantage of Dallas Executive Airport’s multiple FBOs and their services. Available services include fuel sales, aircraft maintenance, aircraft storage, flight instruction, passenger/pilot facilities, charters, restrooms, restaurant, and vending machines.

<a href="#"><u>Ambassador Jet Center</u></a> Dena Ellis Corporate Sales +1 214-623-8800, Ext 452  Brian Myler General Manager +1 214-623-8800, Ext 445  David Lutrick Operations Manager 214- 623-8800, ext 440	<a href="#"><u>Jet Access</u></a> +1 817-532-5080  Oscar Villarreal FBO Manager 817-938-1235
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# Aircraft Fuel Requirements

## **Flown-In Aircraft: MINIMUM FUEL**

The Dallas Fire Marshal's Office requires aircraft participating at VERTICON 2025 arrive at the KBHCCD with minimum fuel. For the purpose of this requirement "**minimum fuel**" means:

- An amount of fuel that enables the safe flight of the aircraft at the completion of the show from the KBHCCD to KRBD, where the aircraft can be refueled;
- An amount of fuel adequate for unplanned events, including extended ground runs after unplanned maintenance; and
- An amount of fuel in compliance with applicable FAA regulations for fuel reserves.

**Aircraft fuel quantity may be checked prior to movement into the KBHCCD.  
No fueling or defueling will be permitted at the KBHCCD or its facilities.**

## **Trucked-In Aircraft: NO FUEL**

# Arrival and Departure Procedures

## **Flight Routes**

The VERTICON 2025 flight route and procedure for aircraft arrival have been developed by the North Texas FSDO.

We have been approved to use a single route for all aircraft flying between the Dallas Executive Airport and the Convention Center. Flights should be made over the highway to minimize aircraft sound. Upon Verticon closure on Thursday, March 13, this route will be a departure route for aircraft returning to Dallas Executive Airport.

The procedure to return to KRBD from KBHCCD upon conclusion of VERTICON 2025 will be the reverse of the arrival route.

## Air to Ground Communications

All departure, enroute, and arrival procedures, frequencies, and appropriate transponder codes will be briefed in detail by FAA ATC personnel at the Pilot Safety Briefings. Pilots are expected to comply with appropriate federal aviation regulations and any directions received from ATC.

Aircraft departing KRBD must establish communications with the airport tower prior to departing. If you lose communications while departing the airport, return for landing, look for light gun signals, and squawk 7600.

An ATC clearance of “Departure/Arrival Approved” implies all the following and need not be stated by the controller:

- All operations will be conducted at pilots own risk.
- Clearance does not include or ensure traffic separation or right-of-way. Pilots are responsible for separation from other aircraft and must be vigilant in their see-and-avoid responsibilities.
- Pilots should avoid overflight of taxiing or running aircraft at the departure and arrival locations.
- KBHCCD arrival and departure routes will be followed to the maximum extent possible. However, pilots retain the authority to deviate when it is deemed to be in the best interest of flight safety.

## Fly Neighborly

KRBD and the City of Dallas have sound-sensitive areas. Pilots are requested to fly neighborly and reduce the sound impact of their flight where it is safe to do so.

## Precautions

- **Do not** attempt to land or take off from KBHCCD landing area until
  - it is properly secured
  - and you have been advised to “**proceed at your discretion**” by the VAI on-site flight-line control coordinator.
- Each pilot is responsible for visually determining the landing site is clear and that it is safe to proceed. Always use caution, as obstructions or other hazards not under the control of VAI may be present. VAI will make every effort to secure the area and remove known hazards.
- **Under no circumstances will any person be allowed to approach or depart an aircraft during rotor run-up or coast-down without prior approval of the VAI Landing Signal Officer.**

## Participant Routes

Routes for aircraft with standard category airworthiness certificates and aircraft with experimental or restricted-category airworthiness certificates are depicted in Figure 2. Figure 3 provides an aerial view of the KBHCCD and the landing area for VERTICON 2025.







Figure 3. Aerial View of KBHCCD and the Landing Area for VERTICON 2025



# KBHCCD Aircraft Arrival & Departure Preparation

## Aircraft Preparation: Move-In

Upon landing at KBHCCD, the aircraft must be prepared as follows:

- Cool down the aircraft in accordance with manufacturer recommendations.
- Check and verify that the appropriate amount of fuel is in all tanks.
- Shut off the aircraft fuel systems and verify that there is no leakage or seepage.
- Pull circuit breakers for fuel and starting systems to prevent inadvertent activation. Exhibitor personnel shall verify this has been accomplished once the aircraft has entered the exhibition facility.
- Disconnect battery(ies).
- Lock or tape over aircraft fuel caps (locking fuel caps are preferred), and tape closed all fuel vents, as appropriate.
  - **Be sure to bring the necessary supply of tape and tie-wraps for preparing the aircraft for entry into the KBHCCD.**
- If main rotor blades will be folded or removed, advise VAI's Flight Operations Staff on-site before commencing operations, as rotor downwash from other aircraft could damage loose cowlings and/or hinder blade removal.
- After GES and AEM approval and completion of preparations, move aircraft to designated exhibit booth and/or static areas, as instructed.
- Use ground personnel (wing-walkers) to avoid possible damage to your aircraft or other exhibits.
  - All companies moving into the KBHCCD are responsible for providing their own ground personnel.
- **No hand pushing or repositioning of aircraft is allowed.**
- Do not leave aircraft ground-handling equipment outside overnight at the KBHCCD before, during, or after the show.

## Aircraft Preparation: Move-Out

The following procedures shall be followed to guarantee safe and efficient departure from KBHCCD:

- **Do not attempt to move or reposition your** aircraft from its assigned exhibit or static area until clearance to do so is obtained from GES, AEM and VAI's Flight Operations staff.
- All aircraft movement within the KBHCCD will be performed by AEM, the official provider of towing and ground-handling support services for VERTICON 2025. AEM staff will be available to provide tug services.
  - To avoid damage to the aircraft or other exhibits, ground personnel (wing-walkers) must be used when moving aircraft from inside the KBHCCD to the flight operations area.
    - All exhibitors are responsible for providing their own ground personnel.
- **No hand pushing or repositioning of aircraft is allowed.**
- Once aircraft have been moved to the flight operations area for final preparation for departure, **do not** leave the aircraft unattended.
- Complete any required reassembly of the aircraft, such as reinstallation of main rotor blades. Remove any tape over the gas cap and vents. Remove any tie-wraps installed on circuit breakers, including those for fuel and starting systems, and reactivate as appropriate. Reconnect battery(ies) as appropriate for towing and/or departure checks.
- Ensure that any other precautionary steps taken to prepare the aircraft for display have been evaluated and appropriately addressed.
- **ENSURE THE AIRCRAFT HAS BEEN RETURNED TO A FULLY AIRWORTHY CONDITION AND THAT ALL APPROPRIATE AND REQUIRED LOGBOOK ENTRIES ARE MADE.**
- Verify that your aircraft has the appropriate amount of fuel aboard to safely complete the flight to your next destination and to comply with FAA regulations.
- Complete a thorough preflight inspection in accordance with maintenance and operational procedures.
- Establish two-way radio communication **before** start-up.
  - **Do not** start aircraft engine(s) until advised to do so by VAI Flight-Line Control Personnel.
- **UPON LIFTOFF, YOU MUST PERFORM A STABILIZED HOVER CHECK BEFORE COMMENCING YOUR DEPARTURE. REFERENCE: FAA SAFETY ALERT FOR OPERATORS (SAFO) 16016 DATED 11/15/16 (SEE PAGE 23 OF THIS GUIDE).**
- Pilots are reminded to be alert for possible conflicting traffic.



## **Aircraft Preparation: Delays**

In the event there are delays with moving your aircraft (maintenance issue, flight crew not present, etc.) into or out of KBHCCD, please inform VAI Flight Operations Staff.

**Exhibitors are responsible for arranging for the security of their aircraft outside the exhibit hall or static areas when departures are delayed.**

# **KBHCCD Fly-Out Schedule**

## **Departures: Thursday, March 13, 2025**

Weather conditions permitting, limited departures will be permitted on Thursday, March 13, 2025, between show closure at 4:00 pm and sunset. Due to the short departure window, VAI's Flight Operations Staff will predetermine the after-show departures.

Only those aircraft designated for a Thursday departure will be contacted and towed to the flight line area for departure. To the extent possible, priority for Thursday afternoon departures may be given to exhibitors that have indicated a special need or have reasonable access to the exit doors.

### **Departure Notes:**

- Exhibitors and/or flight crews are not permitted to move any aircraft from their booths or static display areas **UNTIL AFTER THE SHOW CLOSSES AT 4:00 PM. There are no exceptions to this policy.**
- Aircraft will not be permitted to move to the departure area after sunset.

## **Departures: Friday, March 14, 2025**

Aircraft departures will begin on Friday, March 14, 2025, at 7:00 am and will continue until completed or until 30 minutes prior to sunset.

Unless delayed by local weather, all aircraft must be removed from the KBHCCD by sunset on Friday, March 14, 2025. Any aircraft remaining at the KBHCCD after this deadline, unless delayed by local weather, may be subject to removal by ground transport at the owner's expense to the nearest FBO.



**U.S. Department  
of Transportation  
Federal Aviation  
Administration**

# SAFO

Safety Alert for Operators

SAFO 16016  
DATE: 11/15/16

Flight Standards Service  
Washington, DC

**[http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/safo](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo)**

*A SAFO contains important safety information and may include recommended action. SAFO content should be especially valuable to air carriers in meeting their statutory duty to provide service with the highest possible degree of safety in the public interest. Besides the specific action recommended in a SAFO, an alternative action may be as effective in addressing the safety issue named in the SAFO.*

**Subject:** Helicopter Stabilized Hover Checks Before Departure

**Purpose:** This SAFO emphasizes the importance of utilizing checklists and specifically performing stabilized hover checks before departure.

**Background:** A review of helicopter incidents and accidents over the past five years has identified several accidents where a loss-of-control (LOC) was encountered immediately after liftoff while light on the skids/gear, or from other issues caused by missed checklist items.

**Discussion:** Helicopters have the unique ability to takeoff and land nearly anywhere. While this is among the helicopter's greatest attributes, it also can create scenarios leaving little room for error. Several recent helicopter accidents have occurred as a result of pilots not bringing the helicopter to a stabilized hover before initiating takeoff. Rather, pilots elected to immediately and rapidly takeoff from the ground. In some cases, this has led to a LOC where the result was either an incident, or an accident resulting in significant damage to the helicopter and/or fatalities to those onboard.

Post-accident analysis indicated that the accident sequence began with indications that were evident when the helicopter was light on the skids, yet the pilot elected not to abort the takeoff by reducing collective. Instead, the pilot continued pulling in collective (or continued manipulating the controls) resulting in a complete LOC. In many of these accidents, the helicopter was not properly configured for flight, either because a checklist item was missed, or because a checklist was not used at all by the pilot.

In other instances, pilots have attempted to perform either maximum performance or confined area takeoffs without completing a hover power and systems check. One accident resulted from a pilot attempting a takeoff from the surface without completing a hover power check. As the aircraft lifted from a roof top helipad and over the edge of the rooftop, the aircraft lost altitude and crashed into a parking lot below. It was discovered that one of the two engines was in the "fly" position but the other engine was still in the idle position. If a hover check was performed before takeoff, this accident could have been prevented.

**Recommended Action:** It is recommended that pilots perform the following during the takeoff sequence:

1. Always ensure the area you are taking off from is sufficient for the conditions and the capabilities of the aircraft, as well as free and clear of debris that could pose a hazard to an aircraft.
2. Using strict discipline and without compromise, pilots should ALWAYS USE an APPROPRIATE CHECKLIST to ensure the helicopter is properly configured for takeoff.
3. Unless prohibited by environmental conditions such as the possibility of whiteout, brownout, etc., always perform a hover check prior to takeoff. If a takeoff from the surface is required, perform the hover check, land, and then depart from the surface, taking the aircraft's performance into consideration.
4. When performing a vertical takeoff, raise the helicopter vertically from the surface to a normal hovering altitude (2 to 3 feet) with minimal lateral or longitudinal movement maintaining a constant heading. If at any time during initial collective pull the helicopter does not appear to be stabilized, ABORT the takeoff by smoothly reducing the collective.
5. Review the FAA Helicopter Flying Handbook, Chapter 9, Vertical Takeoff to a Hover and Chapter 10, Advanced Flight Maneuvers.  
[https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/helicopter\\_flying\\_handbook/media/helicopter\\_flying\\_handbook.pdf](https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/helicopter_flying_handbook/media/helicopter_flying_handbook.pdf)

**Contact:** Questions or comments regarding this SAFO should be directed to Matthew Rigsby, Office of Accident Investigation (AVP-100) at [matthew.rigsby@faa.gov](mailto:matthew.rigsby@faa.gov).

# Licensing & Aircraft Liability Insurance Requirements

All Exhibitors/Individuals displaying and/or operating aircraft in conjunction with VERTICON 2025, whether landing/taking-off or trailered/trucked-in, shall be responsible for:

- Obtaining and maintaining, at their/his/her sole expense, any and all licenses as may be required under federal, state, and local laws or regulations;
- Complying with all policies and procedures of the Kay Bailey Hutchison Convention Center Dallas (KBHCCD);
- Obtaining and maintaining, at their/his/her sole expense, any and all necessary insurance coverages for Exhibitor/Individual and any other individual or entity retained to assist Exhibitor/Individual in activities related to VERTICON 2025 for the entire duration of VERTICON 2025
  - move-in: 3/7/2025 through 3/15/2025.

In addition to meeting the minimum insurance requirements outlined in the [VERTICON 2025 Rules & Regulations](#), all applicable insurance coverages shall satisfy the minimum amounts listed in the table below.

Coverage	Limits (\$USD)
Aircraft Liability (including non-owned aircraft)	\$3,000,000 if flown in \$3,000,000 if trailered/trucked-in
Hull Coverage	Full Replacement Cost
Aircraft Passenger Liability (including non-owned aircraft)	\$3,000,000 if flown in/trucked-in
Airport/Premises Liability	\$3,000,000
General Liability (including Bodily Injury & Property Damage)	\$3,000,000
Fire Legal Liability	\$1,000,000
Non-owned & Hired Auto (on airport premises only)	\$1,000,000
Workers' Compensation	Statutory Requirements
Employers' Liability	\$1,000,000/\$1,000,000/\$1,000,000

All coverage shall be on a primary and noncontributory basis. All carriers providing such coverage shall be authorized to transact business in the state of Texas and have an AM Best Co. rating of A:VII or better.

The following entities and their officials, officers, directors, affiliates, subsidiaries, agents, employees, assigns, representatives, contractors, subcontractors, and consultants shall be named as additional insureds on all policies:

- Vertical Aviation International (“VAI”)
- Global Experience Specialists (“GES”)
- The city of Dallas, the Kay Bailey Hutchison Convention Center Dallas Exhibition Hall Authority (“Authority”), the Dallas Public Facility Management Inc,
- And any other necessary party/parties required by VAI Show Management.

Such policies shall also provide for a waiver of subrogation in favor of the aforementioned parties and their officials, officers, directors, affiliates, subsidiaries, agents, employees, assigns, representatives, contractors, subcontractors, and consultants.

The exhibitor/individual shall promptly provide VAI with:

- Certificate(s) of insurance
- Copies of the endorsements adding the specified parties as additional insureds
- Providing waivers of subrogation and stating said insurance is primary and noncontributory.
- Each aircraft shall be identified, individually, by serial number and registration identification, stating the make, model, and owner of the aircraft.

**NOTE:** Additional insured coverage shall also include the exhibiting company, the aircraft owner, and, if different, the aircraft operator. Documents should be emailed to [aviationinsurance@verticalavi.org](mailto:aviationinsurance@verticalavi.org).

In the event of cancellation or nonrenewal of insurance, the exhibitor/individual shall provide VAI with at least 30 days prior written notice, and 10 days prior written notice of cancellation if cancellation is for nonpayment of premium. VAI reserves the right to review and/or modify these requirements at any time.

Unique circumstances may arise in which hull/physical damage insurance coverage is **NOT** carried on a specific aircraft, or the aircraft is self-insured for any physical damage by the owner. In these cases, owners/exhibitors may request a waiver of the hull coverage requirement from VAI. To apply for a waiver, please contact:

- Zac Noble  
Director, Flight Operations & Maintenance  
540-809-0181  
[zacn@verticalavi.org](mailto:zacn@verticalavi.org)

**Take the Time for a Safe  
and Neighborly Flight**

**We Look Forward to Seeing  
You in Atlanta, Georgia for  
VERTICON 2026**