

FAROES AIRPORT PLAN FOR ECLIPSE MORNING

For eclipse morning 2015 March 20 Friday at Vágar, the Faroe Islands airport (FAE), we anticipate arriving in our BMI Regional 49-passenger Embraer ERJ-145 jet aircraft from Aberdeen (ABZ) at about 0600 (local time = UT) and parking for the next 2-3/4 hours. Then at 0845 we expect to begin taxiing for planned takeoff 0855 for airborne observation of the eclipse 0940-0943 northwest of Vágar, approx. 3m30s of totality at altitude 35,000+ feet.

Upon arrival at FAE about 0600...all plans subject to modification of course...we'll proceed immediately to our designated parking spot and, by prior appointment, have the fuel truck come refuel us there as soon as possible.

Then we'll stay there without moving until 0845. See below eight possible parking positions shown in red, depending on what the airport authorities allocate to us according to how their own planning comes together which is still in progress as of 2014 March. We're requesting a position where, as soon as the fuel truck has departed, our participants may step off and on our aircraft at their leisure until 0840 just after first contact at 0839, staying at all times close by, not walking away to any other areas or going into the terminal.

The plan is that by 0840 all our participants will embark back onto the aircraft in preparation to begin taxiing at 0845 for planned takeoff at 0855. However, in case weather is fairly good, any of our participants who prefer to skip this flight leg and stay on the ground for the eclipse will refrain from re-entering the aircraft and instead, will walk around the periphery to exit to the airport automobile parking lot, where totality will be 2m17s. Most likely if good weather happens there will still be *some* cloudiness, so groundstayers should access pre-arranged vehicles for mobility on the good Faroese roads of Vágar island where totality will range between about 2m13s and 2m19s.

Even if weather is perfect, aircraft will still fly for totality. After airborne observation we'll return to Vágar arriving about 1010 to pick up those who stayed earthbound, then depart again about 1200, back to ABZ by about 1300.

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z |



Airport automobile parking lot is at **J-M/11-12**. Tower is at **D/17** and tower parking lot is at **C-D/16-17**. Hangar is at **U-V/21** and hangar parking lot is at **V-W/20**. Old passenger terminal is at **I-K/13**. New passenger terminal is at **P-R/16**, of which construction now is much further along than shown in this 2011? 2012? Google Maps image, and is projected to be complete by or before 2015 March. By that time construction materials seen here at **M-O/13-14**, **Q-S/15** etc. should be cleared. Currently there's a gravelly area at **Q-R/19-20**...any chance that will be paved by 2015 March = more aircraft parking spaces?

GROUND MOBILITY

Good weather at Vágar is unlikely but it *could* happen – like El Calafate 2010 and Cape Lopez 2013!

For instance here's what the three Vágar airport webcams showed at 9:41am, mid-totality time, on 2014 February 18...



...evidencing considerable sunshine yet also, you-know-whats lurking nearby. So it will be *most* advisable, if remaining on terra firma, not to commit to one single stationary position such as in the airport parking lot but rather, to have transportation lined up even if only comprising simple taxis such as the ones which ordinarily attend Vágar airport.

Then if indeed pressing wheels into service, you'll have access to 20+ kilometers of roads extending from Bour to the Streymoy tunnel entrance...



...offering limb-corrected totality of 2m19.2s at Bour, 2m17.6s at the village of Sørvágur, 2m17.0s at the airport, 2m13.4s at the villages of Miðvágur and Sandavágur, and 2m14.5s at the tunnel entrance...with the sun at 19+ degrees elevation to the southeast at azimuth 132+ degrees.

© John R. Beattie last update 2014 March 18