



GENERAL ARRIVAL BRIEFING  
SAFECON 2017  
KOSU

**NOTE: A COPY OF THIS GUIDE MUST BE KEPT IN EACH AIRCRAFT AND COMPETITORS MAY BE ASKED QUESTIONS BY THE SAFETY JUDGES AT ANY TIME DURING SAFECON. ALL COMPETITORS AND COACHES ARE STRONGLY ADVISED TO BECOME FAMILIAR WITH THIS DOCUMENT.**

# SAFECON 2017 GENERAL ARRIVAL/SAFETY BRIEFING

Welcome to SAFECON 2017 hosted by The Ohio State University. The following will provide our expectations of each school and essential information for SAFECON to include:

- Contact Information
- Communication
- Arrival / Departure Procedures
- Airport Diagram
- Tie-down and Parking Requirements
- General Staging Procedures
- SAFECON Pattern Altitude
- Safety Items

## **Contact Information:**

Chief Judge: **Ryan Perrin** (763) 258-7071

ryan.perrin@nifa.aero

Assoc. Chief Judge: **Jared Testa** (928) 710-5570

jared.testa@nifa.aero

Senior Chief Judge: **Erich Hess** (360) 901-5450

erich.hess@nifa.aero

NIFA President: **Andrew Langen** (214) 578-3344

langen.14@osu.edu

Chief Judge Website:

<https://safecon.nifa.aero>

Host School Website:

<https://aviation.osu.edu/safecon-2017>

**We are here to ensure that everyone has a safe and enjoyable competition. If there is anything we can do, please do not hesitate to contact us. We will do our best to assist or put you in contact with someone who can. Frequently check [safecon.nifa.aero](https://safecon.nifa.aero) for updates and other information.**

## **Communications/Announcements**

The Chief Judge page (safecon.nifa.aero) will be the primary means of disseminating information and updates leading up to the contest. During SAFECON 2017 all communication will come from nifa.aero and will be simultaneously pushed to [Facebook](#) and [Twitter](#).

## **Arrival / Departure Procedures**

**ALERT:** ABSOLUTELY NO FORMATION FLYING (INTENTIONAL FLIGHT WITH LESS THAN 500FT SEPARATION) IS PERMITTED AT ANY TIME ENROUTE TO, DURING, OR DEPARTING FROM SAFECON 2017. IN THE INTEREST OF SAFETY, ANY TEAM VIOLATING THIS ALERT WILL BE SUBJECT TO IMMEDIATE DISQUALIFICATION. DO NOT FLY IN FORMATION!

KOSU will be using standard arrival and departure procedures for all SAFECON aircraft. All arriving aircraft are strongly encouraged to utilize radar services from Port Columbus (CMH) until operating on OSU tower frequency.

Advise OSU tower on initial contact you are a SAFECON aircraft. Please don't make initial contact until 10 NM away (they won't be able to see you further out than 10 NM). The first arriving aircraft for each school should identify how many subsequent aircraft will be immediately following in to KOSU. This will aid the tower in sequencing arrivals from each school to their designated parking area.

After landing contact ground control and advise them you are "NIFA Competition" or a "NIFA Support" aircraft. Competition aircraft and Support aircraft will be parked in separate locations to ease ramp congestion during flying events.

Other information from OSU tower:

- Please receive the ATIS on 121.35
- If you plan to arrive as a "flight" be sure you understand the associated rules and how you will be handled
- OSU Tower can offer flight following when departing (coordinates with CMH)
- Do not fly in between parallel runways. All departure turns must be made beyond **both** runway ends.

Arriving schools need to make prior contact with Andrew Langen (langen.14@osu.edu) as soon as practical with the following information:

- Approximate arrival date and time
- Number of aircraft arriving

This information will allow the host school to better plan the ramp configuration prior to your arrival at KOSU.

**ALL** team members planning to fly must first attend a tower briefing. The briefings will be given in the block house. Check <https://aviation.osu.edu/safecon-2017> for the briefing schedule and sign-up sheet. After completing the briefing each student will be given a sticker to put on their ID badge. Students will not be allowed to fly without this sticker on their ID badge. For additional information please contact Andrew Langen.

**NOTE:** The following procedure may be used. If so, it will be communicated in the tower briefing. In the event of a second go-around during a landing event OSU tower may offer the parallel runway, if available, as an option to avoid disrupting the next heat. They will communicate this while the aircraft is on upwind. Follow their instructions for entering the new traffic pattern.

## **Airport Diagram**

Ensure that you have a current airport diagram along with the most current NOTAMS, and check the Chart Supplement for updated information before departing to KOSU. Use the Host School website for reference: <https://aviation.osu.edu/safecon-2017>

## **Tie-down & Parking Requirements**

Only NIFA competition aircraft will be allowed to park on the NIFA ramp. Other support aircraft must be removed no later than May 6<sup>th</sup>. This will ensure that our host school will have sufficient room to accommodate all competition aircraft upon arrival. Support aircraft may need to park off the apron in the grass in order for each school to have enough room. Please be considerate of this matter so that every school has access to parking space on the pavement.

Aircraft on the NIFA ramp should be parked tail to tail as tightly as possible. All aircraft must bring appropriate tie-down & anchor equipment for both grass and paved surfaces.

## **General Staging Procedures**

- Every aircraft must have its own tow bar and **IN THE AIRCRAFT** ready for use.
- All aircraft must be towed from the NIFA ramp to the HOT BOX.
- Please utilize only 4-5 people to safely stage an aircraft.
- All non-essential personnel must stay off the NIFA ramp to avoid congestion.
- Upon staging in the HOT BOX, all non-essential personnel must leave the area.
- Starting May 5<sup>th</sup>, all aircraft will require a staging judge for clearance to start engines which includes off-airport practices.
- Fuel aircraft before leaving the airport in the evening or permit sufficient time in the morning to refuel in order to meet practice times and any competition briefings.
- Aircraft pilot and keys should be ready in the HOT BOX no later than 20 minutes prior to scheduled departure time. Staging Judges will generally have you started and taxing 5-10 min before your slot time.
- If you will not be flying during your practice slot, please notify a Staging Judge as soon as practical so that other schools can utilize the limited practice slots.
- If you choose to depart KOSU and operate at another airport or practice a VFR Navigation Route, see a staging judge for instructions.
- Each school is required to have adequate support personnel ready to recover aircraft in the Shut Down area.
- All personnel must remain clear of the Shut Down area until all of the aircraft from a heat have turned off their engines and a Staging Judge has given clearance to approach the aircraft.
- Cell Phones must be **OFF** on the NIFA Ramp during the Navigation Event!
- Please limit cell phone usage at all other times on the ramp and remain vigilant of towing aircraft and airport vehicles.

## **Pattern Altitude**

The traffic pattern altitude for SAFECON 2017 is 800' AGL.

## **Safety Items of Emphasis**

The following list of safety criteria will be monitored throughout SAFECON 2017. Though not all inclusive, the items listed below are specific areas that will be examined by our Safety Judges and Judging Staff. The cumulative results contribute towards the safety awards presented at the conclusion of competition.

### **Ground Operations:**

- PIC has pilot certificate, medical certificate and photo ID available to inspect upon request.
- Aircraft contains all required documents. The PIC should be able to locate and identify those documents upon request.
- Aircraft contains only equipment necessary for operations and be kept in a neat and orderly condition. The glare shield area should be kept clear of loose items during flight. Small boxes or Totes for supplies are acceptable. (Make sure the box or tote is secured).
- Proper weight & balance documents and evidence that weight & balance has been calculated for all crew configurations. This only has to be done once.
- PIC does proper preflight planning. (Takeoff distance, weather, reserve fuel, charts, NOTAMS, TFR vigilance, and diversion)
- Contingency Planning. (Knowledge of lost/recovery procedures, intercept procedures, diversion planning, etc.)
- Missed preflight items. (Low tires, missing screws, low fuel)
- Attitude. (Is the PIC serious about his/her task)
- Awareness of environment during engine start. (Chocks, ramp vehicles, fuel trucks, other aircraft, personnel)
- Ramp safety practices of non-flying team members. No unnecessary team members on the ramp and around the aircraft.
- The number of persons moving the aircraft shall be no more than is necessary to move the aircraft safely.
- Awareness of the prop arc (even when not turning) and staying clear at all times. Demonstrate proper tow bar attachment to avoid prop arc.
- As soon as the conditions exist, a sign or other indication that the:
  - ✓ Magnetos are off
  - ✓ Mixture is full lean
- Once aircraft is positioned in hot box, all other airplane movers remain clear.
- Secure aircraft when being moved towards hot box (chocks) or fully secure aircraft when not being attended to (tie downs).

### **Taxi Operations:**

- Proper power setting, braking and aircraft separation (approx. 2 plane lengths) while taxiing.
- Proper run-up area alignment, separation and position. (10ft. minimum separation between wing tips)

### **Flight Operations:**

- Landing pattern spacing as not to create a hazard to an aircraft in front or following in a non-landing event. Judges will examine landing cards for disqualifications.
- In non-landing event, landings will be watched for safety related performance.
- At tower controlled airports, compliance with ATC procedures will be monitored.
- Go-Around Procedures. If a go-around was because of close interval spacing, clear view of runway or airplane ahead in sight.
- Any flight event disqualification for safety item.
- Compliance with ATC arrival and departure procedures for the host airport
- Team member understanding and compliance with the safety briefing.

### **Conclusion**

As professional pilots we can never plan for every possible situation or scenario we may face while operating our aircraft. The policies and procedures listed above provide only a guide for safe and practical operation before, during, and after SAFECON 2017. Use good aeronautical decision-making at all times.

We wish you all a safe and enjoyable SAFECON 2017!