

2015 Region VII SAFECON Communications Procedures - KEWB

ATIS – 126.85 New Bedford Ground - 121.9 New Bedford Tower/ CTAF - 118.1

NON-EVENT ARRIVAL/DEPARTURE

Arrivals and departures that are not a part of a NIFA event (landings, message drop, nav) should be made according to normal operating practices. Ramp designations are addressed in the Pre-Arrival Briefing document. Aircraft should use their normal tail number or other FAA-approved call sign.

NAVIGATION EVENT

Aircraft competing in the navigation event should operate utilizing normal radio and transponder procedures. The event is conducted VFR and as such aircraft should squawk 1200 unless otherwise instructed by an air traffic facility. Contestants should use their normal tail number or other FAA-approved call sign.

LANDING EVENTS & MESSAGE DROP

Aircraft competing in the landing events will operate as a flight of four (or three). ALL AIRCRAFT should use a transponder code of 1200 and squawk ALT while operating in the traffic pattern.

In order to facilitate the event flow, only the LEAD AIRCRAFT in each heat will communicate with Ground and Tower utilizing the following phraseology:

Taxi Out	<i>New Bedford Ground, NIFA Heat (heat number), flight of (number of aircraft in heat), at the NIFA ramp, ready for taxi with information (ATIS)</i>
Takeoff	<i>New Bedford Tower, NIFA Heat (heat number), flight of (number of aircraft in heat), ready for departure, requesting closed traffic.</i>
Mid-field Downwind	<i>New Bedford Tower, NIFA Heat (heat number), flight of (number of aircraft in heat), mid-field downwind, requesting the option.</i>

By requesting the option, each contestant will have the choice to make a touch-and-go, a full-stop landing, low approach, or a go-around. This should serve to minimize the chatter on the radio and allow the contestants the most flexibility during the event. The lead aircraft will simply make the mid-field downwind call on each of their three patterns.

If an aircraft should have to go around on their final landing attempt, they will need to make their own downwind call and request a full stop. That aircraft should utilize the callsign "*NIFA Heat (heat number), Aircraft (position number)*". This also means that if multiple aircraft go around on their final attempts, they will individually have to call the Tower to request landing clearance.

Therefore, it is imperative that even if you are not communicating that you know your heat and position numbers.

Please review and get familiar with these procedures prior to arrival at SAFECON. We will review them during the General Contestant Briefing and answer any questions that you may have.