

**GENERAL ARRIVAL/SAFETY BRIEFING (Rev. 9-24-19)**  
2019 NIFA Region VII SAFECON (Oct. 24-28)

Welcome to the 2019 Region VII SAFECON hosted by Bridgewater State University. This document will serve as a pre-briefing for the formal General Contestant Briefing. Qualifying teams from Region VII will receive invitations to the National SAFECON to be held at Wittman Regional Airport (KOSH), beginning May 18, 2020.

**Contact Information**

Chief Judge	Matthew Elia
Associate Chief/Safety Judge	Larry Cutler
NIFA Council Rep	Sean Breen
Host School Contact	Michael Farley

**Rules**

Please review the general NIFA rules as many rules apply from the time you leave your home school until return. The current rulebook may be found at <https://nifa.aero/schools/rules/>

**Paperwork**

**ALL PAPERWORK AND ANSWER SHEETS MUST BE CLEARLY AND PROPERLY FILLED OUT WITH NAME, SCHOOL AND CONTESTANT ID AS INDICATED.**

Paper answer sheets will all be scanned and if we don't know who you are we cannot give you points. Please ensure your team has pencils for the bubble sheet fill-ins and that all information is recorded properly or your team will lose points; we don't want that to happen.

**ALL WRITTEN FORMS AND EXAM ANSWER SHEETS MUST BE COMPLETED IN PENCIL. THIS INCLUDES SCAN, MANUAL FLIGHT COMPUTER (E6B), AIRCRAFT RECOGNITION and ANY OTHER FORMS. ANSWERS OR FORMS COMPLETED IN PEN WILL NOT BE SCORED REGARDLESS OF CIRCUMSTANCES.**

**Schedule**

Registration is scheduled for 1630-1800 on Thursday, October 24th in the large (tan colored) Sandpiper Air hangar at New Bedford Regional Airport. Immediately following registration on Thursday evening is the General Contestant Briefing. Accompanying this briefing you have also received a draft schedule. The schedule is likely to change for a variety of reasons; those changes will be communicated to you as soon as we have them.

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**Welcome / General Contestant Briefing**

The General Contestant Briefing (GCB) will be held from 1830-2000 on Thursday, October 24th in Sandpiper Air hangar at New Bedford Regional Airport. All competitors must be in attendance for the entirety of the GCB. For additional emphasize, the General Contestant Briefing WILL begin at 1830 on Thursday, October 24th. Barring an emergency (EWB airport closure, etc.) or natural disaster (earthquake, hurricane, etc.), the GCB will not be delayed. Thank you for your proper planning to ensure we don't have any issues.

Unfortunately, team members that miss the General Contestant Briefing will not be eligible to compete in any events, flight or ground during the 2019 Region VII SAFECON. Alternate briefings will only be provided in extraordinary circumstances at the discretion of the Chief Judge.

**Information Dissemination During the Region VII SAFECON**

Each morning we will hold a briefing for the events of the day (flight and ground) as planned on the schedule, in the Sandpiper Air hangar at New Bedford Regional Airport. Updates will also be provided during lunchtime in the Sandpiper Air hangar. We will do our best to provide near real time information and updates on the Region VII website event page for "[Region VII 2019 @ EWB](#)". We will also utilize the Region VII Twitter account ([@nifa\\_region\\_vii](#)), so please have at least one team member monitor the account.

The judges' room will be located on the second floor of the airport terminal building; this is a secure area and cannot be accessed without an escort. The "buzzer" for entry is not active during weekends; as a result, if you would like to speak with the judges, use the contact information from the top of the first page.

**Safety Award**

Safety is the root word in SAFECON (Safety and Flight Evaluation Conference) and is our highest priority. We will continue to emphasize the need to develop and nurture a formal safety culture during our event. The formalization of a risk-mitigation strategy is now an expectation in aviation and it is something we have incorporated here in Region VII. Each team will participate in the Safety Award competition, which will be based on a variety of metrics designed to accurately evaluate the safety culture and practices of each flight team. We have made some tweaks and improvements to the safety award outline score sheet from last year. The new and improved outline is attached as "*R7 2019 Competition Safety Award Rev4*". Please review it and if you have any questions, prior to the SAFECON is the time to ask, please feel free to send them along.

As participants from the 2018 NIFA Region VII SAFECON likely recall we observed a "safety stand-down" during the event and the Safety Award was not awarded. It is our hope that teams used the experience from 2018 as a catalyst to further develop their safety program and foster a safety culture amongst their team. We look forward to learning about the new developments and safety initiatives of each Region VII team.

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**Fitness for Competition**

Each year, NIFA has areas that the Council feels require additional emphasis in order to maintain the highest levels of safety while we conduct our SAFECON events. While teams need to be familiar with the entirety of the NIFA Rulebook, advisors and competitors should pay particular attention to Section I.A *Fitness for Competition Policy*. When competitors sign their Competitor Certifications, they are attesting to their proficiency to compete in whatever events they are entered into. More importantly, they attest that they will notify a judge or advisor if they believe the conditions exceed their personal limits – **putting safety before competition**. Advisors and coaches, for their part, are expected to exercise control over their team, and to allow only those team members who have demonstrated, to their satisfaction, an appropriate level of proficiency and capability to compete as pilots. You will hear us say this a lot – **safe, sound flying must come before competition**. Competitors must know how to operate the aircraft safely, they must be well versed in SAFECON rules and event guidelines, and then they must go out and be able to combine those two in a safe, professional manner. Anything less will be cause for action by the judges, including prohibition from competing in the flying events.

**Host School Items**

Teams should keep in mind that a continental breakfast and light lunch will be provided. Monday will include breakfast and the awards banquet dinner. Also, teams should ensure they bring drinks/snacks with them during the day of events, drinks will be limited at lunchtime.

Schools that have not sent along information on how many individuals will be attending to Mike Farley at BSU should do so ASAP so that he can ensure there is food for everyone – a critical component! Lastly, please be prompt with payment, while this is outside of NIFA's purview, teams should be paid in full by the general contestant briefing and most certainly by the end of the first day of competition. Payment details were outlined by Mike previously.

**Fuel**

Fuel and maintenance, if necessary, can be coordinated with Sandpiper Air. Contact Melissa (owner) or Jessica (manager) at 508-991-7660 to set up a fuel account. While there are multiple FBOs on the field, Sandpiper Air has graciously donated the use of their hangar to us. We will be using Sandpiper Air's fuel truck for the Navigation event, and their fuel is always the least expensive on the field. So, please reach out to Sandpiper to coordinate your fuel.

**Supplies**

Schools will be required to provide tie-down ropes and chocks, in addition to the usual safety vests and other items. Each Nav contestant will require their own, current New York Sectional chart or electronic flight bag device with CURRENT navigational data. *Note: Contestants must be able to demonstrate currency of data upon the request of event judges.* Please remember plotters and flight computers for the Navigation and SCAN events. **Contestants are also responsible for providing their own pencils for all ground, written events. As stated previously, forms or answers in pen will not be accepted regardless of circumstances.** Additionally, a flight computer is highly recommended for use in the Computer Accuracy event (manual only, of course).

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**Documents**

All competitors will have their pilot and medical certificates checked prior to competition. All documentation and items required by FAR must be present with the pilot and aircraft at all times. Pilots who will be carrying passengers (Nav and Message Drop) will need to present proof in the form of logbook entries of being current under Part 61.57. Schools are encouraged to scan the pilot and medical certificates and logbook entries prior to arrival and email them to the Chief Judge.

**Landing Events Traffic Pattern**

As in years past, we provide schools with “limit” diagrams for each of the runways at the host airport. These are **not** ideal patterns; they are the basic limits beyond which penalties will be assessed for improper patterns. The pattern has a downwind width of 0.75 nm and the maximum final is 1.25 nm. These patterns will be covered during the General Contestant Briefing. The patterns are available at: <https://reviewbeforeflight.com/region-vii-2019-ewb/>

**About New Bedford Regional Airport**

New Bedford Region Airport (EWB) is a towered airport (Class D); the tower operates daily from 0630 through 2200. The traffic pattern elevation is 1100 feet MSL, with left traffic for all runways, unless instructed otherwise by the tower.

**Tower/CTAF - 118.1**

**Ground Control - 121.9**

**ATIS - 126.85 (508-994-6277)**

EWB is a commercial service primary airport, with Cape Air service to Martha's Vineyard and Nantucket. We ask that teams make every effort to not interfere with the Cape Air operations on landside or airside.

The airport terminal building is a 7 day-a-week operation with a very busy rental car operation and a new airport restaurant. Again, unless you or a team member is doing business with one of the terminal tenants, we ask that NIFA participants avoid being inside the airport terminal, as the tenant businesses will be open for business.

Teams are encouraged to visit the observation deck at the terminal. When facing the front glass doors to the terminal the stair case (outside) is to the right. The observation deck wraps around the second-floor offices of the terminal and provides an excellent view of the entire airfield. There are some benches, but not many, so it is recommended that spectators bring fold-up chairs (chairs should not be removed from the hangar for this purpose).

**Communications / Transponder Operations**

Communications and transponder operations are outlined in the document which will be distributed as “19R7 Comm Procedures KEWB - Rev 4 091019” All competition aircraft will be required to have an operational Mode C transponder due to the proximity to the Class C and B airspaces of Providence and Boston, respectively.

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**Arriving / Parking / Practice Flying**

The tower/ground controllers have always been good to us and we look forward to working with them again this year. Practice flying is allowed anytime until Thursday evening. Pilots should exercise extreme vigilance and keep radio traffic to an essential minimum as the pattern tends to be very busy during practice. Remember that success at NIFA means **incorporating the competition into your safe flying habits, and not the other way around.**

As indicated in Mike Farley's email, when you arrive, please park on the Sandpiper ramp. Tie-down locations and taxi operations for event staging will be covered in greater detail at the GCB. Aircraft that need to reposition should exercise extreme care when starting and moving in proximity to other aircraft and personnel.

***Beginning with the commencement of the General Contestant Briefing, no flying, other than for competition, will be allowed without the permission of the Chief Judge.***

**Paperwork – Take Two**

**PLEASE** be thorough when filling out all answer sheets, message drop forms, etc. You should fill out all required information, as required for each event. It is in each contestant's best interest for the information to be both **complete** and **correct**. If you noticed that we mentioned this twice, you'll know how important we think it is. One more time, all forms and exam answer sheets **MUST** be completed in pencil, answers in ink will not be scored, regardless of the circumstances.

**Heat Sheets**

We will be distributing heat sheets to everyone at the General Contestant Briefing this year. As we are continuing to utilize the new scoring and registration system this year, we are still working out some logistical items behind the scenes. Schools who plan to have the maximum number of entrants in each of the flying events will need a minimum of two aircraft. Consecutive contestants from a school may not use the same aircraft unless there are a minimum of two heats in between the heats in which they are competing; otherwise they must use different aircraft. This is necessary to ensure a timely event flow. Extraordinary exceptions may only be made, subject to approval by the Chief Judge.

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**General Staging Procedures**

What follows in this section are a list of time-honored guidelines that allow for the safe, efficient event flow during a SAFECON. They may seem repetitive to seasoned competitors, but being thoroughly familiar with them will set your team up for success; failure to follow them will have predictably poor results.

- Contestants must review and be familiar with the ramp-flow and airport diagrams.
- NO KEY...NO FLY! Be prepared before you get to the start box or lose your turn.
- Timeliness is essential. Teams must have aircraft staged at proper time.
- As always, all aircraft are to be towed from the NIFA parking areas to the start box. **Please** use no more than 5 people to stage an aircraft. Once the aircraft is in the start box, all nonessential personnel shall leave the area. ONLY required crew can be near the aircraft once the airplane is staged for an event.
- Please make certain your aircraft are fueled the night before. If you decide to have your aircraft fueled in the morning, allow ample time to accomplish this prior to the morning briefing on the days of competition.
- Fueling will be in a designated spot during the Navigation event and by truck in parking spot otherwise. Fueling arrangements can be made as specified above.
- After the General Contestant/Welcome Briefing and until the awards banquet is concluded there will be no aircraft operations without the express permission of the Chief Judge, with the exception of taxi operations required for parking as outlined above.
- Once the SAFECON begins, all aircraft will need to be cleared to start engines by the Chief Judge or Staging Judge.
- During an event, engines may ONLY be run when aircraft are in the start box.
- Staging Judge will give you a start-signal by spinning arm and finger above head.
- Last aircraft must give thumbs up to his/her right leading back through each aircraft to lead aircraft when ready for taxi.
- Have adequate ground personnel available to recover aircraft after shutting down in the designated area. The burden of being prepared falls on the entire team.
- For the "Unlimited" style Nav event, ensure that all contestants can demonstrate the currency of the chart data associated with their electronic flight bag or app of choice.

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**Electronic Devices**

Cell phones, tablets and other portable electronic devices are not to be utilized on the ramp or during any competition event, except where specifically allowed by the rules, such as in the “unlimited” Nav event. If you are on the ramp and have an absolute need to use a device, please stand against the building or go in the hangar. A safe rule of thumb is, if you go onto the ramp, shut your phone off.

**Failure to follow this guidance may result in disciplinary action up to, and including, disqualification.** Please demonstrate your commitment to safety by being alert to ramp operations and avoiding distractions.

Anyone using a camera in proximity to the ramp or flight operations should use the buddy system – if one person is focused on operating the camera, have another person looking out for nearby hazards. We understand that people will want to capture these events, but please make sure that **safety comes before getting a good photo.**

**Number of Competitors**

Power Off Landings .....	Maximum five (5) per team
Short Field (Power On) Landings.....	Maximum five (5) per team
Navigation .....	Maximum three (3) per team
Message Drop.....	Maximum five (5) per team
Aircraft Preflight Inspection.....	Maximum three (3) per team
Ground Trainer .....	Maximum three (3) per team
Aircraft Recognition.....	Maximum five (5) per team
SCAN .....	Maximum five (5) per team
Computer Accuracy (E6B).....	Maximum five (5) per team

**Event Notes**

**Landings**

Heats will consist of no more than 4 aircraft (heat sheets to be provided). The number of heats completed will ultimately be determined by total number of registered competitors, weather, amount of daylight, etc.

We continue to strive for a reduction of DQs during the landing events and we will be highlighting some lessons we have garnered from ours and other regions during the briefing(s).

From a technique and safety standpoint, we expect to see students **FLY FIRST** and **COMPETE SECOND**. It is in the competitors’ best interest to add the necessary power to make the runway or to go around early if a situation develops that will cause them to make a dangerously low turn to final or causes them to get too low/slow before going around. We will be looking out for these situations. **Remember, a safety of flight DQ will have a strong bearing on your standing for the Safety Award.**

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***Preflight***

The preflight aircraft is a Piper Arrow PA-28R-200. There may be scenario based preflight. Example: You are flying at night or IFR, so be prepared for that. Competitors will know the scenario during the event briefing ahead of time. **It is each competitor's responsibility to have a flashlight, with fresh batteries, and a stopwatch.** A sample score sheet is attached to this email for your review. In order to facilitate the flow of the event, it is imperative that contestants arrive at the preflight location at their appointed time. Lastly, there will be no penalty for competing the inspection in less than 13 minutes as is indicated on the score sheet.

***SCAN, Manual Flight Computer, Aircraft Recognition***

Answer sheets must be filled out in pencil. Answers in ink will not be scored, there will be NO exceptions regardless of the circumstances, plan accordingly.

***Ground Trainer***

The ground trainer will be configured as a light piston single. Teams will each be given 20 minutes to practice in advance of the event to get comfortable in the ground trainer. The pattern will be distributed to each team when their practice session is complete. Competitors may mark up and make notes on this copy, but will be given a clean sheet when they return for the competition. Competitors may mark up the copy they are given for the event once they arrive in the simulator. **It is each competitor's responsibility to have a method to keep track of elapsed time.** We suggest a kitchen timer or similar, with a way to mount it in an easily visible location in the ground trainer. Smart phones that lock themselves or dim the screen automatically are not recommended for obvious reasons.

***Navigation***

A current New York sectional is required for each pilot, if electronic charts are to be used the data must be current. Each contestant will be required to demonstrate a data currency confirmation for their electronic flight bag data. This is a real flight, period. Plan, equip and fly it as such. Calculators, plotters etc. are competitors' responsibility.

***Message Drop***

We encourage very creative messages and containers with school spirit. There will be an award for the most-witty message. Containers will be checked both before and after the event to ensure compliance with the published specifications. **Each team must have enough message drop containers so that none of them need to be recycled** -- if you have 5 contestants you will need 10 containers. If we can't get your message out of the container, you will not get credit for the drop.

***Questions***

Please address any questions to either the Chief Judge or the host school contact, as appropriate. Any questions that can be addressed prior to the event means less that has to be done by our volunteer judges during the SAFECON.