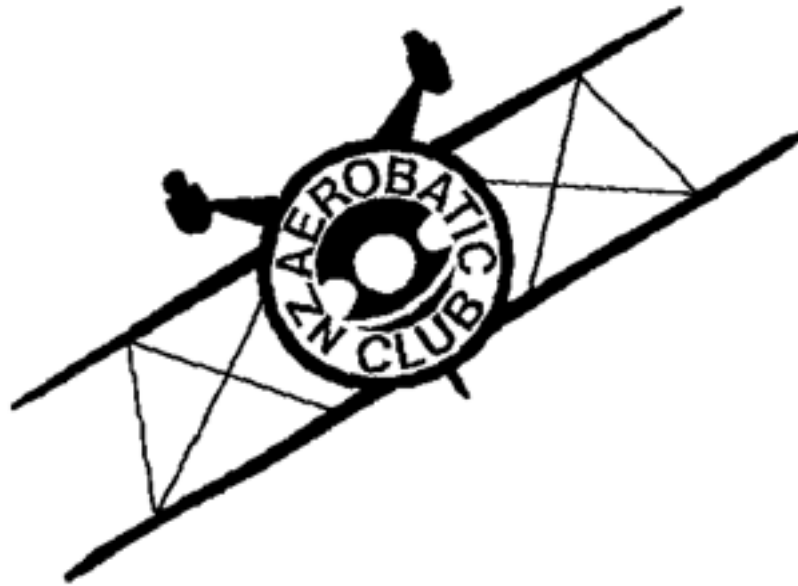


New Zealand Aerobatic Championships Procedures

# New Zealand Aerobatic Club Inc



NZ National Championships  
Procedures Manual  
2017

**NOTHING IN THIS MANUAL ABSOLVES ANY INDIVIDUAL FROM  
THEIR RESPONSIBILITIES AS PROVIDED IN THE CIVIL AVIATION  
ACT AND CIVIL AVIATION RULES**

# New Zealand Aerobatic Championships Procedures

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## Introduction

This document outlines the operational procedures used before and during the New Zealand Aerobatic Championships, to ensure a safe and expeditious flow of competition.

The New Zealand Aerobatic Club is an incorporated society committed to the safe undertaking of aerobatics for fun and competition.

The Championships cover the six categories for aerobatic competition; Primary, Recreational, Sports, Intermediate, Advanced, and Unlimited. The NZ Aerobatic Club Rules are used and are available at [www.aerobatics.co.nz](http://www.aerobatics.co.nz). All Known sequences are published on [www.aerobatics.co.nz](http://www.aerobatics.co.nz) at least three months prior to the Competitions commencing.

The National Championships for 2017 will be held from Tuesday 21st of February to Saturday 25th of February.

These Procedures cover 'In-Box' Unofficial and Official practice prior to the commencement of the competition.

## Competition Event Responsibility and Personnel

This event has been sanctioned by the NZAC President and Committee, and complies with the NZAC Rules.

This event has Aviation Event Approval per CAA Rule 91.703, issued by NZ Warbirds Inc., a Part 149 organisation. The letter of approval is attached as an appendix.

Key event personnel and responsibilities follow. Additional secondary roles, and an expansion of all competition personnel responsibilities, may be found in the NZAC Rules.

# New Zealand Aerobatic Championships Procedures

## **Event Organiser - Grant Bennis**

Responsible for co-ordinating the planning, site evaluation, community consultation, risk assessment, CAA and local approvals, NZAC sanctioning and selection of a suitably experienced Contest Director and Chief Judge. Local operators shall be notified and a NOTAM and/or SUPP be promulgated.

## **Contest Director - Mike Slack**

Management of the aerobatic competition and on-the-day responsibility for safety rests with the Contest Director.

## **Chief Judge - Jeffery Miller**

After safety, the Chief Judge's primary concern should be the accurate and fair judging of the competition flights in a category. There may be more than one Chief Judge across the entire competition.

## **Spotters - Selected at event**

The Spotter's duties are to keep a lookout for any aircraft that may create a conflict with competition aircraft, particularly in the aerobatic box and to keep the Chief Judge informed of any conflicts or threats.

## **Starters - Selected at event**

Supervision of competitors preparing for flight is the responsibility of the Starter - safety shall be the prime consideration at all times.

## **Technical Inspectors - Brent Griffin / Morris Tull / Grant Bennis**

The Technical Inspector/s shall have a background in aircraft engineering, and will be responsible for carrying out an inspection of the competition aircraft.

## **Parking Monitors - Selected at event**

The Parking Monitor shall be responsible for ensuring competition aircraft are correctly parked in a safe or orderly manner throughout the event, to minimise risk to spectators and non-competing aircraft.

# New Zealand Aerobatic Championships Procedures

## **Pilots - Entrant list**

In exercising the privileges of their license, Pilots have ultimate responsibility for the safety of their flight and for compliance with CAA rules. Pilots seen to be breaking CAA and/or NZAC rules can be disqualified from further and future competition and may be subject to CAA enforcement actions.

All pilots participating in the New Zealand National Aerobatic Championships agree to a declaration binding them to these Procedures and Civil Aviation Rules. This is part of the Entry Form which is attached to these Procedures.

## **Masterton Airport Safety Officer - Jeffery Sayer**

The Airport Safety Officer is appointed by the airport operator to supervise and ensure the safe operation of all aerodrome activities.

## **Masterton Airport Operations Manager - David Hayes**

The Airport Operations Manager is appointed by the airport operator to oversee and manage various activities at the aerodrome.

# New Zealand Aerobatic Championships Procedures

## Venue

The New Zealand Aerobatic Club National Championships are based at Masterton Aerodrome. The clubrooms and facilities of the Wairarapa and Ruahine Aero Club are used as the base of operations.

The airfield is not closed for the competition; however, for the duration of the event all circuits shall be to the north of the aerodrome and clear of the Aerobatic Box. A SUPP shall be raised, with an accompanying amended aerodrome chart, as per the Appendix. All competition pilots shall avoid flying through the aerobatic box, e.g. for circuit re-joins, unless the Aerobatic Box is vacant. Pilots operating in the Aerobatic Box should be particularly vigilant for itinerant and/or NORDO aircraft. The use of ground Spotters is mandatory for pilots using the Aerobatic Box from the commencement of the event.

Competition aircraft using the Aerobatic Box during the event shall use 128.95 for communications with ground personnel. Competition aircraft in the local area, or the Masterton Aerodrome traffic pattern, shall use 119.10. Standard non-attended radio procedures shall be used throughout.

The Aerobatic Box is located immediately south of the field, over farmland between the Waingawa River and Manaia Road.



# New Zealand Aerobatic Championships Procedures

The actual box location is described by the following link:

<http://serega.aero/boxCalc/acrobox.html?hdg=223&la=-40.981369954022476&lo=175.638743201044&zo=16#>

The axis of flight is perpendicular to both the River and Manaia Road. Permission of landowners has been sort for the placement of box markers, which shall be positioned to indicate the corners and centre of the Aerobatic Box.

## Event Preparations

### Planning Phase - Prior to three months before the Championships

The Event Organiser shall:

- Obtain approval from the airfield owner/operator
- Consult with any affected airfield operators
- Obtain approval from the hosting organisation (Wairarapa and Ruahine Aero Club) for the use of facilities. Discussions should include a review of any issues from previous events and confirmation that fire extinguishers are available and serviceable
- Obtain an Aviation Event approval from the NZ Warbirds Association
- Advise affected land-owners over whose property the competitions are conducted of the upcoming competition and, where necessary, seek permission for access for box marker placement
- Provide to the Civil Aviation Authority material for notification of the event in the NZAIP.

### Preparation Phase - Three Months to One Month before the Championships

Members are invited through a Club newsletter to compete.

The Contest Director shall confirm the membership status of competitors - only financial members of the NZAC may compete.

Pilots are solely responsible to ensure their license, BFR, medical and aerobatic bi-annual competency check is current. If pilots will be flying aerobatics below 1500' AGL, a current LLDA must be held.

The only exception to the above is if the competing pilot has permission from the Contest Director to use a safety pilot, per NZAC rules.

## New Zealand Aerobatic Championships Procedures

The Contest Director is required to visually confirm the currency of all documents prior to accepting an entrant to compete and recording this on the Pilot Information Form (Appendix). This may be done at the event, or prior by way of scanned copies.

Competitors are reminded that the competition will use the NZ Aerobatic Club Rules and this Procedures manual, available on the club website. A checklist is provided by the Contest Director outlining competition requirements and necessary documentation to be presented.

The Competition Entry Form is in the appendix and also available on [www.aerobatics.co.nz](http://www.aerobatics.co.nz).

Attention is drawn to the following paragraph, against which each competitor signs:

I agree to abide by the Rules of the New Zealand Aerobatic Club and accept the decisions of the Contest Director and Chief Judge as final. I understand failure to comply with the Civil Aviation Rules, Rules of the Club, failure to pay the annual subscriptions or contest entry fee or any unnecessary endangerment, may result in my expulsion from the competition and may result in my expulsion from the club.

Competitors in the Recreational, Sports, Intermediate, Advanced and Unlimited categories submit their "Free" sequence to the Contest Director (or suitable delegated person). Sequences must be created using OpenAero software to ensure they comply with NZ Aerobatic Club criteria. The Contest Director (or suitable delegated person) identifies any safety issues that must be corrected before the sequence will be accepted.

Competitors in the Sportsman, Intermediate, Advanced and Unlimited categories will prepare figures for contributing to the "Free Unknown" sequence/s. The Free Unknown sequences are compiled by competitors using OpenAero and submitted to the Contest Director during the event for checking and approval against the flight criteria for each category.

The Contest Director will acknowledge acceptance of the competitor's entry and Free sequence. Any changes required will be notified to the competitor, who will be given a short period to rectify and resubmit.

In the weeks immediately prior to the event, the Event Organiser will arrange for promotional and educational material to be provided to local newspapers and radio stations informing the public of the championships.

### **Setup Phase - Immediately Prior to the Championships**

Many competitors will arrive on the Monday or Tuesday prior the commencement of the competition. This is encouraged to ensure familiarity with the Aerobatic Box and the field environs.

The local flying community shall be made aware of the event by personal notification and/or communication. A NOTAM shall be published for the duration of the event.



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ATC will be advised (and permission sought) if the use of controlled airspace will be required or potentially infringed.

Local Fire, police and ambulance shall be advised of the Aerobatic Competition commencement by the Event Organiser or Contest Director, including the location of the Aerobatic Box and contact names and numbers for key personnel.

The Aerobatic Box markers shall be placed in the correct locations.

A fire extinguisher shall be placed near the aircraft starting area.

## Ground Procedures

### Spectator safety

Areas where public spectators may congregate must be sufficiently clear of the display line (min 220m) to ensure their safety. The main designated spectator area is in the immediate vicinity of the Wairarapa and Ruahine Aero Club, which is located approximately 800m from the display line. The closest point on the airfield spectators may access - the access road behind the eastern hangars - is 500m from the display line.

In order to allow spectators to safely observe the competition aircraft when not being used, a parking area for competition aircraft shall be established sufficiently clear of the starting/taxi area and fuel pumps in front of the Aero Club car park. This shall be separated from the spectator area by a high-visibility tape barrier.

As a guide, a suggested layout for competition aircraft parking and the starting and stopping lines follows. Spectators shall be kept separated from parked competition aircraft by the spectator barrier as indicated.



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Spectators must be kept outside of the competition aircraft parking area unless by invitation AND under the direct supervision of a competitor, aircraft owner/operator, or competition official.

Hazard Warning Signs shall be erected at the earliest opportunity in suitable locations adjacent the competition aircraft parking area to warn all attendees and spectators of the associated hazards.

### **Parking**

Extreme care shall be taken during the starting and ground operations of aerobatic aircraft, particularly tail-dragger aircraft with poor ground visibility. In this regard, the following flight-line procedures shall be followed at all times:

- Aircraft are pushed or pulled by hand (or towed) from the parking area, and turned at right angles to the flight-line prior to starting;
- The assistance of another pilot or competition official should be sort to supervise and provide a watch over the starting aircraft
- Aircraft arriving at the parking area must be shut down at right angles to the flight-line and pushed or pulled by hand (or towed) into the parking area. There shall be no taxiing under power into the flight line parking position.
- At all times, pilots should be cognisant of prop-blast when moving in proximity to parked aircraft.

### **Complaints**

Any public complaints received during the event shall be directed to the Event Organiser or Contest Director, and only answered by them.

All complaints shall be noted in the daily de-brief and/or following day briefing.

Complaints that relate to perceived safety issues shall be discussed with the affected pilot. All pertinent information shall be recorded ASAP for possible occurrence reporting. The Event Organiser and Contest Director shall determine the need for a CAA Occurrence report and be responsible for submitting this to CAA if deemed necessary.

Complaints that relate to noise or nuisance shall be dealt with in a compassionate manner. The nature of the event, the safety rules in place, and the short-term nature of the event shall be explained to any complainants as required. An invitation to observe the event from the Aero Club should be extended.

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## **Media**

All requests for media interviews or comment during the event shall be directed to the Event Organiser and Contest Director in the first instance, who shall together consider requests and brief competition participants on a response.

Any media response following an emergency shall be solely handled by the Event Organiser or Contest Director, unless delegated, per the Emergency Plan.

# Event Commencement

### Box Status

At any time from when the competition is notified (per the SUPP) as commencing, the Contest Director or Event Organiser will notify the Aerobatic Box Status as follows:

- A prominent sign visible to pilots in the vicinity of the parking area shall notify the Box Status throughout the duration of the competition.
- When the sign reads 'Box Active' full NZAC Box procedures are to be used
- When the status is 'Box NOT Active' normal local aerodrome procedures apply and the pilot is solely responsible for their actions

### Practice

The Contest Organiser shall ensure that CAA / Event Approvals and/or NOTAMs (as required) cover a period prior to the commencement of competition flying to allow for In-Box practice, either Casual or Official as below.

All practice in the Aerobatic Box area prior to the notified commencement time of competition and/or when Aerobatic Box Status in 'Not Active' is outside the auspices of the competition event and is deemed to be private and not the responsibility of the NZAC or Contest Officials. Members are to be aware, however, that their behaviour and airmanship will be associated with the Club and any shortcomings in these areas may be detrimental to the reputation of the Club.

Practice during the competition event can be one of three types:

- Away from Box
- In-Box/ Casual
- In-Box/ Official

### Away from Box

Until the publication of the Unknown Sequences, competitors may practice at any time away from the Aerobatic Box, subject to the following:

- The Starter is advised of intentions prior to the flight
- The flight must be conducted well clear of the Aerobatic Box, designated Holding Area and aerodrome traffic circuit
- Regular radio calls advising location, altitude and intentions are made on the local traffic frequency
- A competitor may practice Away from Box at the conclusion of a competition sequence, subject to notification to the Starter or Chief Judge. No manoeuvres except the approved safety manoeuvres shall be flown prior to a competition sequence.

# New Zealand Aerobatic Championships Procedures

## In-Box/ Casual

Prior to judged Competition flights commencing, or after daily competition flying has been completed, In-Box/Casual practice may take place in the Aerobatic Box, subject to the following:

- Box markers are in place (if used)
- A pilot cannot fly in the active Aerobatic Box until the signed Competitor Entry Form/Declaration has been submitted, and the pilot has received a briefing on box procedures from the Event Organiser or Contest Director. The briefing may be in a group or one-on-one.
- At no time shall there be more than one aircraft in the Aerobatic Box, or the area immediately adjacent to it.
- Competition pilots can use the Aerobatic Box for practice with or without a Critique Coach but must **always** have a Spotter.
- A Spotter with operable radios **must** be assigned and briefed. The Spotter shall monitor the local traffic frequency (119.10) and be able to contact the pilot either directly or through the Critique Coach (if used). The Spotter shall look out for local traffic and offer advice of competition aircraft location, possible conflicts and runway in use. Under no circumstances is any implied clearance to be given to any visiting or transiting aircraft. In the event of potential conflict, the aircraft in the Aerobatic Box shall be advised directly or through the critique coach to cease aerobatics and maintain separation;
- A Critique Coach may be used, utilising a radio on the Aerobatic Box frequency (128.95) to offer advice as required. If a Critique Coach is unavailable or not required, the pilot in the Aerobatic Box shall remain on local traffic frequency (119.10). The Critique Coach must remain close enough to the Spotter to be quickly and easily notified by the Spotter of potential conflicts.
- The Spotter and Critique Coach **cannot** be the same person.
- An Order of Flight list should be maintained in order to manage fair and reasonable use of limited available box-time.
- Pilots must manage their own entry and exit from the Aerobatic Box, but listen out for any traffic information coming from the Spotter

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## **In-Box / Official**

In-Box/Official Practice is for the purpose of the Chief Judge to ensure standardisation of judging, and for all participants in the event to become familiar with the competition procedures.

Competitors will fly their Programme 1 / Known sequence as though it is a full competition flight, and Judges will score the sequence in the same manner. Scores will be recorded on judging sheets, but only for the purposes of discussion between CJ and Judges - the scores will not be entered into the Scoring System, and the CJ shall not distribute the scoring sheets until after the completion of the competition.

Due to time constraints, Official Practice may be totally omitted.

In-Box/Official Practice can only take place after the initial full Competition Briefing and will therefore operate with full Judge-line, starter and box entry procedures.

## **Noise**

In order to minimise noise for the surrounding community, a voluntary curfew shall be observed from the commencement of the event. Aerobatic flight in the Aerobatic Box, or in the close vicinity of the airport shall be restricted to the hours of 8am to 6pm, unless weather conditions require an extension of flying hours to ensure the competition is completed. This can only be approved by the Event Organiser or Contest Director.

## Competition Operations

Prior to the commencement of Competition flying, the Event Organiser shall initiate a briefing, welcome all pilots and competition personnel and reassert the prime aim of safety of operations.

The Event Organiser shall then introduce the Contest Director who is responsible for the over-all management of the event. This commences with a mandatory Contest Director briefing for all pilots and competition personnel; this shall also be undertaken at the start of every competition day.

### Daily Briefing

The briefing includes, but is not limited to:

- Roll call - pilots must answer the roll call in person. Anyone missing the roll call will require a special and individual briefing following the regular briefing and may incur a penalty of \$20;
- Appointment/Introduction of Judges, Starters, Contest Jury, and other contest officials;
- Introduction of any CAA officials in attendance;
- Description of the Aerobatic Box and Deadline;
- Weather forecast and winds aloft;
- Official wind direction for the flights. If the official wind direction subsequently needs to be changed, the Chief Judge will suspend flying and another briefing will be called;
- Aircraft parking procedures;
- Starting procedures;
- Taxi, take-off, and holding procedures. Competitors are reminded to set altimeters to Zero feet (QFE) prior to each flight;
- Noise abatement procedures and location of any noise sensitive areas;
- Traffic pattern for competitors;
- Aborts by competitors on the ground and in the air;
- Radio procedures and frequencies. The championships use two frequencies - the Masterton Aerodrome frequency (119.10) and a discreet frequency (128.95) for the Aerobatic Box. This enables the Chief Judge to not only monitor safe entry and exit into the box, but also guarantees a link to the competition pilot in the event of an emergency or intrusion by a visiting or transiting aircraft. Any radio failure, transmit or receive, prior to box entry requires an immediate return to landing. It must be remembered, that the Masterton frequency is shared by other unattended aerodromes and transmis-

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sions in the circuits for those airfields can be heard by pilots in the “box”. The discreet frequency prevents confusion as to what airfield is being addressed, means the competition pilot knows they must act on any transmission they hear, and prevents any transmission over-rides at critical moments;

- Recall signals. Briefing of the recall signal shall include the phrasing that will be used in the event of a recall (Break Break Break), and the instructions that will be given in the event of a traffic conflict;
- Optional safety check manoeuvre;
- Official contest hours and curfews;
- Scheduling flying of low altitude lines and warm-up figures; and
- Personnel permitted on the judging line.
- Order of flight - flight programmes and pilot draw.

### **Flight Order**

For all categories the order of competition flights for Programme 1 will be determined by lot. Each competitor will draw his or her own lot. Subsequent Programmes will use the official combined standings, in reverse order, to determine the order of flight.

The order for Programme 5 (the 4 Minute Freestyle) will also be determined by lot. Each competitor will draw his or her own lot.

The sequence of flights may be altered by the organisers if circumstances require, e.g. when two closely-drawn pilots are to fly the same aircraft. There should be a minimum of two other flights between flights of the shared aircraft. Organisers shall rectify the sequence of flights as soon as is practicable and ensure the altered sequence is communicated to pilots and judges.

### **Starters**

The Starters are appointed by the Contest Director. They are responsible for ensuring the expeditious flow of competition aircraft, overall safe operation of the flight line and are the final check as to the safety of the aircraft and the pilot. The Starters shall use a Check List (Appendix) for all starts, and shall always have a radio tuned to the Chief Judge frequency - 128.95. Co-ordination between the Chief Judge and Starter is essential, as is timely reminders to pilots of up-coming flights, to ensure the most efficient use of time.

### **Technical Inspection**

A technical inspection shall be conducted on participating aircraft prior to the commencement of competition flying, by an appropriately experienced Technical Inspector/s appointed by the Event Organiser or Contest Director. The Technical Inspector shall record the checking of aircraft on the Pilot Information Form (Appendix), held by the Contest Director.



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This check will include an inspection of the aircraft's paperwork showing a valid re-release to service, and confirmation from a thorough walk-around inspection that there are no obvious defects with the aircraft.

The Technical Inspector cannot check his/her own aircraft.

### **Judge Line**

Only those personnel required for Judging (Judges, Scribes, Spotter, Data Entry person) shall be present on the Judge Line.

No visitors are allowed to the Judge Line during the flying periods of the competition without the Chief Judge's permission.

During competition flights judge line etiquette shall be maintained - no loud talking or other distractions that may inhibit the communication or concentration of the judge line personnel.

### **Weather Minima**

The minimum prevailing flight visibility must be 5 kilometres.

The maximum surface wind limits are as follows:

- Average surface wind speed - 25kts
- Box Crosswind components - 15 kts
- Box Tailwind in relation to the main/ x- axis 10kts

The Contest Director may relax the wind limitations stated above in the interests of completing the competition in the time available, in consultation with the Chief Judge.

Standard VFR cloud separation minima shall apply. It is the PIC's responsibility to ensure VMC is maintained during the flight.

An optional weather break will be made available to competitors should cloud encroach into the Aerobatic Box.

### **Display Line and Deadline**

The Display Line is 50m beyond the Aerobatic Box boundary.

The Deadline is 200m beyond the Display Line, co-incident with the placement of the Judge Line. An aircraft seen to be carrying out any part of an aerobatic manoeuvre that will infringe the Deadline (i.e. behind the Judge Line) will be notified on the Box radio frequency "Break Break Break" and must immediately cease the manoeuvre

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and return to level flight. Infringing the Deadline will result in a score of zero being attributed to that figure.

The nominal Spectator Line represents the closest point public may come to the Aerobatic Box Buffer Zone, being 500m. The main spectator area located at the Aero Club is greater than 800m from the Display Line.

### Box Vertical Limits

Category	Upper Limit	Lower Limit	Disqualification Limit
Primary	3500 ft	1500 ft	1200 ft
Recreational	3500 ft	1500 ft	1200 ft
Sportsman	3500 ft	1500 ft	1200 ft
Intermediate	3500 ft	660 ft	330 ft
Advanced	3500 ft	660ft	330 ft
Unlimited	3500 ft	330ft	165 ft

### Sequence Time Limits

The only time limits that shall apply for the 2015 National Championships shall be for the 4-Minute Freestyle.

### Communications

Competition pilots and officials are to use good radio etiquette when communicating, including appropriate use of language, knowing that the frequencies in use are public and able to be listened to by others.

The Contest Director will nominate the radio frequencies in use. These are the Masterton aerodrome/traffic frequency of 119.10 MHz and the Aerobatic Box frequency of 128.95 MHz.

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The following competition personnel shall have VHF radios operating during Competition flying:

- Chief Judge
- Contest Director
- Spotter

The Spotter shall always be monitoring the local aerodrome/traffic frequency 119.10.

The Chief Judge shall always be monitoring the Aerobatic Box frequency on 128.95.

The Contest shall keep an over-view of operations on the appropriate frequency.

The Starter and Chief Judge shall maintain contact through VHF or other means (UHF/Cellphone etc)

Standard Aerobatic Box Communications shall be as per the following chart:

	Location	Freq.	Call	Response	Action
Pilot shall climb into the holding area and hold / Carry out HASSELL checks / NO aerobatics. On reaching the holding area...					
1	Holding Area	119.10	Pilot "XYZ holding at..."	None	Monitor frequency to hear previous pilot report "Clear of the Box"
2	Holding Area	119.10	Pilot "XYZ [position report] transiting to the Aerobatic Box, changing to Box Frequency"	None	Transit to Aerobatic Box
3	Box	128.95	Pilot "Judges, XYZ entering the Box"	Judges "XYZ, Roger, do not commence"	Pilot readback "XYZ Do Not Commence", Enter the box and carry out safety manoeuvres
Pilot positions aircraft to the Box and carries out the approved safety manoeuvres, then positions to a start position outside the Box and waits for Chief Judge's call to commence. When Chief Judge is ready for commencement...					
4	Box	128.95	Chief Judge "XYZ, Commence when ready"	Pilot "XYZ commencing"	Pilot commences sequence (wing-wag)
If, for any reason, the Chief Judge wishes to cease the flight...					
5	Box	128.95	Chief Judge "BREAK BREAK BREAK – (nature of break)"	Pilot "Copy break"	Pilot stops aerobatic flight and receives information

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If, for any reason, the Pilot wishes to break – wing-waggle if possible, and...					
6	Box	128.95	Pilot "XYZ Weather / Tech Break"	Chief Judge "Copy weather / Tech break"	Pilot advises/receives information
At completion of competition sequence, carry out a wing-waggle, and...					
7	Box	128.95	Pilot "XYZ Complete and clearing the Box"	Chief Judge "Roger"	Pilot changes to local frequency
Pilot enters local circuit area...					
8	Circuit	119.10	Pilot "XYZ Clear of the Aerobatic Box, [report intentions]...."	-	Pilots enters circuit with standard calls

*Note - After take-off, a pilot may omit Item 1 and proceed directly to the Aerobatic Box (and Item 2) if it is clear the Aerobatic Box is vacant.*

### Daily Completion and De-brief

At the conclusion of every competition day, the Event Organiser or Contest Director shall change the Box Status notification as required.

A daily debriefing will be carried out by the Contest Director – attendance by all pilots is compulsory.

- A roll call will be carried out.
- The days flying will be reviewed, with a particular emphasis on safety issues and lessons-learnt.
- The plan for next day's flying, including a review of weather predictions, will be discussed.

### Wrap Up

At the conclusion of the competitions, a team is sent to recover the markers and to ensure they are washed and dried as required.

Any borrowed equipment is returned.

Landowners are visited and thanked.

Sometime after the event, the Event Organiser shall convene a de-brief of the event, to determine the effectiveness of event procedures and future changes required.

## New Zealand Aerobatic Championships Procedures

### **Emergency Plan**

This Emergency Plan will be used in the event of an incident or emergency before or during the New Zealand Aerobatic Championships.

There are two principal incidents or emergencies that must be considered:

1. In the air (where a pilot experiences a problem such as control lock or disorientation, or aircraft intrusion into the competition area); and
2. Post impact.

These require two responses - Preventative and Post-Impact Emergency.

#### **Preventative:**

1. The person in radio contact with the pilot (Chief Judge, Critique Coach or Spotter) shall establish from the pilot the nature of the problem and assist with problem solving and suggesting options. This may be enough;
2. Technical or technique assistance may be sort and offered;
3. If required, emergency services on 111 shall be contacted;
4. If required, the Starters and Spotters will take the fire extinguishers from the flight line and prepare to proceed to the incident or emergency site to provide immediate assistance;
5. If required, at the conclusion of a reportable incident the Contest Director will contact the Civil Aviation Authority on (04) 5609 400.

#### **Post-Impact Emergency:**

1. The Starters and Spotters will take fire extinguishers from the flight line and proceed to the incident or emergency site to provide immediate assistance;
2. Emergency services shall be immediately contacted on 111;
3. The Contest Director or Contest Organiser will contact the Civil Aviation Authority on (04) 5609 400.

#### **Other considerations**

1. No aircraft involved in an accident will be moved without the express consent of the Civil Aviation Authority.

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2. Any incident or accident that occurs during the National Championships that relates to the event, including near misses or airspace infringements, will be reported to the Civil Aviation Authority whether or not club member aircraft are involved.
3. Apart from initial notification, and unless otherwise expressly deputised by the Event Organiser, only the Event Organiser or Contest Director is authorised to liaise with the emergency services, CAA or the media.

# New Zealand Aerobatic Championships Procedures

## Appendix

### NZAIP Supp

The Civil Aviation Authority is informed in the preceding October of the New Zealand Aerobatic Championships. An example of the format for the notification for inclusion in the NZAIP is shown below:

#### ***Masterton – New Zealand Aerobatic Championships***

##### ***Effective: 21 to 25 FEB 2017***

Considerable aerobatic aircraft activity can be expected in the local Masterton area, and particularly in the Aerobatic Competition Box positioned immediately adjacent to the southern edge of Masterton Aerodrome, between Waingawa River and Manaia Road, between the hours of 0800 and 1800 NZDT daily, from 21 to 25 FEB 17.

Unofficial aerobatic practice is likely in the area, in the days prior to the competition. Visiting aircraft are welcome, but should remain well clear of the Aerobatic Competition Box. Joining aircraft call aerodrome traffic on 119.1 MHz and anticipate advice from the contest personnel on the level and type of activity.

Circuit directions have been changed to avoid the Competition Aerobatic Box during the hours of operation. All pilots operating in the Masterton traffic pattern during the period of the event shall make circuits to the northern side of the aerodrome (see attached Aerodrome Chart). NOTE: Departures from Grass 10 and arrivals to Grass28 will conflict with the aerobatic area.

NORDO aircraft should contact the Contest Director for a briefing prior to operating during this period.

Telephone during the event: Wairarapa & Ruahine Aeroclub (06) 378 7309

Contest Director: Mike Slack (021) 648 486

# New Zealand Aerobatic Championships Procedures

ELEV 364

NZMS

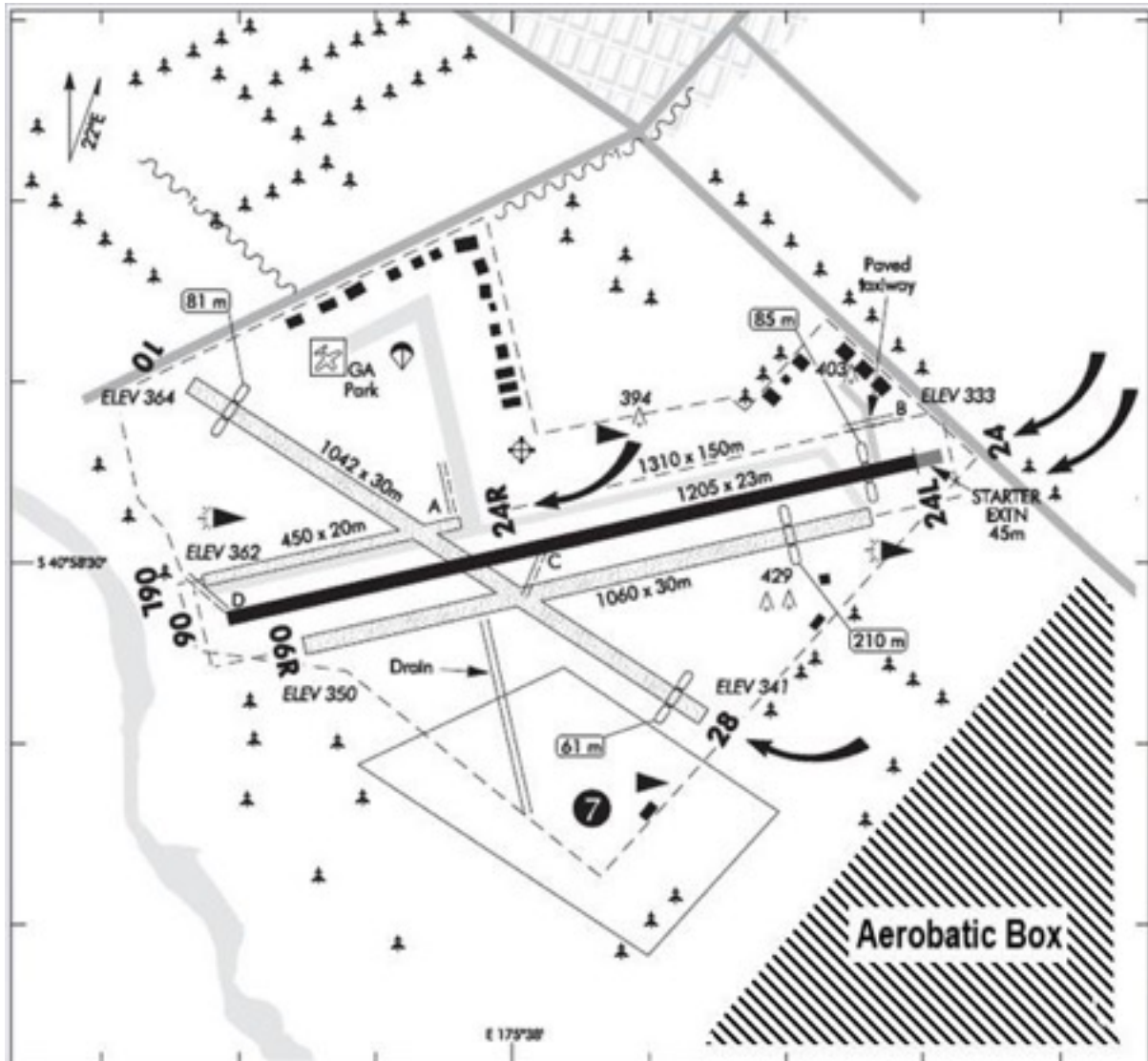
CHRISTCHURCH INFORMATION: 124.2 AWIB: 132.8

NON-CERTIFICATED

MASTERTON

AERODROME (1)

UNATTENDED: 119.1



1. Circuit:

Sealed RWY06 — Left hand  
24 — Right hand

Grass RWY 10 and Southern grass RWY 06R — Left hand  
Grass RWY 28 and Southern grass RWY 24L — Right hand  
Northern grass vector      06L — Right hand  
24R — Left hand

2. Simultaneous operations on parallel paved and grass runways prohibited.

3. Grass areas very soft when wet in winter.

4. Northern parallel grass vector 06L/24R restricted to locally based operators only.

5. CAUTION: (a) All aircraft over 5700 kg MCTOW are advised to remain on main runway or mown taxiways.  
(b) Extensive NORDO movements can take place on any day.



New Zealand Aerobatic Championships Procedures

NEW ZEALAND AEROBATIC CLUB ENTRY FORM

**NEW ZEALAND AEROBATIC CHAMPIONSHIPS  
MASTERTON**

Name:.....

Address: .....

.....

Phone Home:.....Phone work:.....

Mobile:.....Email: .....

I wish to enter in: Basic/Recreational/Sports/Intermediate/Advanced/Unlimited.

I wish to participate as: a judge\*/assistant judge/scribe/helper.

Aircraft registration:..... Aircraft type:.....

Total time:.....Aerobatics time:.....Time on type.....

Time last three months:.....Aerobatics time last three months:.....

**Entries close at 8pm sharp on January 28th, 2017. Known Free sequences may be submitted no later than 6th February 2016.**

I agree to abide by the Rules of the New Zealand Aerobatic Club and accept the decisions of the Contest Director and Chief Judge as final. I understand failure to comply with the Civil Aviation Rules, Rules of the club, failure to pay the annual subscriptions, or contest entry fee, or any unnecessary endangerment, may result in my expulsion from the competition and may result in my expulsion from the club.

Signed.....

Date.....

Online Entries are available at <http://www.aerobatics.co.nz>

\* Qualified personnel only

# New Zealand Aerobatic Championships Procedures

## **STARTER CHECKLIST**

This checklist is to assist the Starter to safely and expeditiously start a contestant. It bears in mind the stress on pilots, and includes the "little but easily forgotten" items.

Conversation and intrusion by the Starter is kept to a minimum, so as to affect as little as possible the contestant's mental preparation.

The Starter shall ensure each competitor is physically and mentally prepared ten minutes before the estimated start time, in the correct or amended order of flight in consultation with the Chief Judge.

### 10-15 minutes prior to start

1. Is the contestant making preparations for flight?
2. Safety pilot needed and ready?
3. Has the pre-flight inspection been completed?

### 5 minutes prior to start

1. Contestant strapped in, ready for engine start?
2. Safe place to start?
3. Is there anything about the pilot (stress, sickness), or the aircraft, or the weather, that warrants stopping the flight?

### START

1. Is there anything overly wrong with the aircraft? (tied down/ failing to start/ obvious problems/ fuel caps left off/ radio issues)
2. Any loose objects?
3. Is the contestant strapped in correctly?
4. Altimeter set to 0?
5. Does the contestant have the correct radio frequencies?
6. Radio on?
7. Headset on?
8. Does the contestant know the direction of competition flight?
9. Does the contestant know the holding points and sequence commencement system?
10. Pilot stressed? Last check of pilot and aircraft.

