



NATIONAL INTERCOLLEGIATE
FLYING ASSOCIATION

Competition Information

A copy of this guide must be kept in each competition aircraft and competitors may be asked questions about the contents by the safety judges. A digital copy is acceptable if it is downloaded and immediately accessible to the Pilot in Command.

*Revision 1: Corrected price of additional banquet tickets to \$50



Contact Information.....	3
Introduction.....	4
Registration & Financial Information.....	4
Registration.....	4
Insurance Information.....	4
Additional Banquet Tickets.....	4
SAFECON Arrival & Operations.....	5
Initial Arrival.....	5
Fueling.....	5
Staging.....	5
JVL Tower.....	6
Ramp Flow.....	6
Traffic Pattern.....	6
Call Signs.....	6
Area Cautions.....	6
Maintenance Information.....	7
Communications Strategy.....	7
Individual Events & Awards Information.....	8
Safety Items of Emphasis.....	8
Appendix.....	10
Airport Overview.....	10
Hanger Layout and Check-in Locations.....	11
CRM and Preflight Locations.....	12
Ramp Layout and Flow.....	13
Aircraft Parking.....	14
Car Parking Locations.....	15
Taxi Flow 4.....	16
Taxi Flow 22.....	16
Taxi Flow 14.....	17
Taxi Flow 22.....	18
Taxi Flow 32.....	19

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SAFECON website: safecon.nifa.aero

Introduction

Welcome to SAFECON 2024 hosted by the Janesville Airport! This packet contains essential information including contact information, ramp and flight operations standards, event information, and location diagrams. In addition to this packet, please reference the Rules for Intercollegiate SAFECONS and NIFA Code of Conduct for the standards and expectations of the event. Your Chief Judge team and all our volunteers are here to ensure that everyone has a safe, fair, and enjoyable competition. If you have any questions or need anything from us, please do not hesitate to contact us. The safeconchief@nifa.aero email is the best method of contact for pre-competition and non-urgent matters. Once we are on site, phone contact will be best for time sensitive issues. We wish everyone success in your final preparations for competition and your travel to Janesville.

Best Regards,

Cameron Laramée-Gonzalez
Chief Judge

Registration & Financial Information

Registration

All teams must be registered prior to arriving at competition. The registration and payment method was included in an email as well as posted on safecon.nifa.aero. If you have any questions about how to pay or register, please contact Taylor Newman.

Insurance Information

NIFA requires every team to provide proof of insurance prior to starting competition. The deductible minimum must be at least \$5 million, and NIFA and its board must be named as “additional insured.” Your insurance must show the following:

National Intercollegiate Flying Association and its board and directors
P.O. Box 21347
Chattanooga, TN 37424

Additional Banquet Tickets

Additional banquet tickets may be purchased through Taylor Newman. The cost for these will be \$50 per person.

SAFECON Arrival & Operations

Initial Arrival

If you are arriving before the senior judging staff is on site, coordinate parking and fuel with the staff at the airport. Parking will be on a first-come, first-served basis. Please bring your own tie downs. The hangar will not be set up for competition use until Wednesday evening, and until that point it will be a working hangar. General use space at the airport is very limited. As such, please be mindful of those businesses and fellow pilots who will be there prior to competition.

NIFA ramp parking opens on Wednesday afternoon. Reference the appendix for parking locations. The parking space is limited, so close adherence to the planned locations is necessary. Taxiway D will be closed by NOTAM between taxiway E and A. Taxiway E will be restricted by NOTAM to aircraft with a wingspan of 50' or less, allowing NIFA aircraft to park right up to the edge of the pavement. The Runway Safety Area for runway 18/36 is 30' from the runway edge, so NIFA aircraft may park up to the 30' boundary. If you are arriving later in the week and are unable to find parking space, please coordinate with the chief judge team. **ALL teams must bring grass tie-down capabilities.**

Starting Thursday, May 9, all contestants will be required to receive a safety briefing in the Meisner hanger prior to flying. These will happen at 1700 on Wednesday, and at 0800 and 1300 on Thursday, Friday, Saturday and Sunday. An additional briefing will be held Sunday evening if necessary. Please see the chief judging staff if you will have an issue attending one of these meetings.

For practices at KJVL prior to Thursday, please use caution and courtesy for the airport and operations in the local area. Work among your fellow teams to ensure coherent practice times to limit the amount of new traffic for the JVL tower to absorb. No more than 4 NIFA aircraft will be allowed in the pattern at any time.

Fueling

All fueling on the field is handled by Revv Janesville. They have requested that each school contact them to set up payment and for specific instructions. The FBO fuel truck will not be able to enter the grass for any reason. As a result, all aircraft will need to be moved to the taxiway for fueling and must be accompanied by a team representative.

Staging

Beginning on Thursday, May 9, NIFA staging procedures will be in effect, and staging judge permission is required for all engine starts.

For practice, aircraft should be staged and ready at least 20 minutes prior to the scheduled slot time; the staging judge will start engines approximately 10-15 minutes before the scheduled slot time.

No non essential personnel, preflight inspections, or cell phone use in the hot box. Cell phone use on the ramp should be limited to critical tasks, and any distracting tasks should be handled away from the staging area and hot box.

Tow bars must remain in the aircraft to ensure availability at shutdown. Please ensure an adequate crew is present to meet the aircraft in the shutdown box.

JVL Tower

Janesville Tower has been briefed on all planned operations. Their preferred runway for landings and message drop will be 4/22. Runway 18/36 will be used as a “taxi only” runway during our competition. The preferred taxi routes in the appendix are subject to change by ATC. Due to the airport layout, taxi routes will be complex and include multiple runway crossings. Close adherence to ATC instructions is required to avoid traffic conflicts with other participating aircraft. Planned turnoff locations in the preferred taxi routes are designed to leave space to collect the heat and/or avoid conflict with outbound aircraft; do not turn off early unless instructed by ATC.

While taxiway A is depicted as a 2-way taxiway in some configurations, it is too narrow for simultaneous 2-way operations, so outbound aircraft can expect possible delays to allow inbound aircraft to pass.

We strongly recommend that all pilots review the preferred taxi route for the expected runway prior to every flying event.

Ramp Flow

Reference the Ramp Layout and Flow Appendix. Please follow the flow arrows to avoid ramp congestion. There may be a lot of walking involved this week due to the limited ramp space. Please plan accordingly. Again, *all* engines may *only be* started inside of the hotbox and stopped inside the shutdown box between May 9th and 19th. For any aircraft operation outside of the competition, please contact the chief judge.

A note of caution: The airport will not be closed to transient traffic that week. As such, vigilance must be maintained for tenants and transient traffic that are not familiar with NIFA operations.

Traffic Pattern

The traffic pattern altitude will be 800’ AGL for competition. Standard patterns are expected, however, Tower may adjust the direction as necessary for operations.

Call Signs

Prior to formal practice and competition, use your aircraft or school call-sign.

During scheduled landing practice, landing events, and message drop, aircraft will use “NIFA Heat ##” callsigns. All heats will be cleared as flights. Only the first aircraft in a heat will communicate with air traffic control, and all clearances apply to the entire heat.

On Navigation day, each aircraft will use their “NIFA Nav ##” callsign.

When operating as a heat, aircraft are responsible for their own separation within the heat, and two aircraft may be on the runway at the same time. Due to runway lengths and planned turnoff locations, it is likely that an aircraft will still be on the runway in the rollout when the next aircraft lands, and this is allowed as long as the PIC determines that a safe distance exists.

Area Cautions

The KJVL airport is in a busy corridor. Please study the sectional and Chart Supplement (or whatever FAA-approved method you wish) prior to arrival to make yourself aware of the threats in the area. Along with glider traffic to the south, there are also jumper zones to the south over Beloit. Please keep an eye out and use flight following when able.

Maintenance Information

Things break! The local maintenance contact on the field is:

Blackhawk Aircraft Maintenance

Joe Quint, 608-755-1941

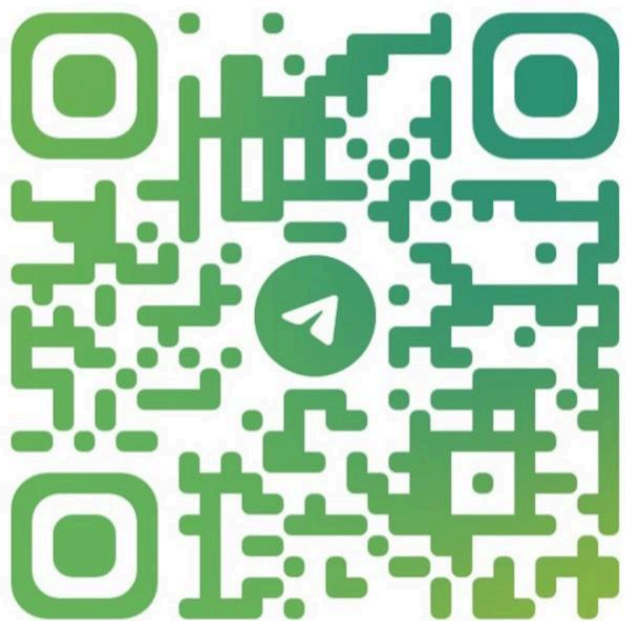
Communications Strategy

This year we will be utilizing an app called Telegram as our primary source of information. We encourage all participants to be on the channel for the most up to date information. This channel is updated by the Senior, Chief, and Assistant Chief Judges. This may, at times, be accompanied by a voice announcement in the competition hangar, especially for time and/or safety-sensitive information. Detailed information or documents will be distributed via email to the coaches and advisors as necessary.

Information will be posted as much as possible on the SAFECON website, but the website should not be relied on for timely updates.

The QR below will direct you to download the app as well as invite you to a *monitor only* channel.

You can also join the channel by navigating to t.me/safecon2024 on your mobile device.



@SAFECON2024

Individual Events & Awards Information

Several individual events and awards are given at SAFECON. Several events have applications or forms on the NIFA website that must be completed by the following dates:

- Achievement Awards Application – Due: May 6th
- CFI Event - See website for details and schedule
- Coach of the Year Nomination - Due: May 17th
- Loening Trophy - See website to schedule an interview
- Outstanding Team Member Nomination - Due: May 17th
- Red Baron Team Sportsmanship Award Nomination - Due: May 17th

To apply/submit for an event, for judging criteria, and for more information:

<https://safecon.nifa.aero/events/individual-awards/>

Safety Items of Emphasis

Safety is our first priority throughout SAFECON. Any safety issue shall be immediately brought up to a NIFA representative or judge.

The following is a list of safety criteria that will be monitored throughout SAFECON. Though not all-inclusive, the items listed below are specific areas that will be examined by the Safety Judge. The cumulative results contribute towards the scoring criteria for the Competition Safety Award.

Item #1: At least, one (1) team safety officer wears a safety vest. Teams may have their own SOP for safe ground handling of airplanes, but at a minimum must abide by NIFA Rules and SAFECON SOP.

Item #2: A sign or other indication that the magnetos are off and mixture is full lean is displayed

Item #3: Appropriate tie down equipment is used.

Item #4: The number of persons moving the airplane should be no more than necessary to move the airplane safely. The person steering the airplane should be using an appropriate tow bar, not pull on the prop, and not pull excessively on the tow bar where a trip could cause injury.

Item #5: Once the airplane is moved into the Start Box, all airplane movers shall immediately vacate the marked area. The only person(s) left in the hot-box area shall be the pilot and safety observer or drop master.

Item #6: No one is to be standing in the Shutdown Box when any engine is running. The airplane occupants shall not get in or out of an airplane with the engine running.

Item #7: The safe handling of aircraft shall be observed at all times.

Item #8: Team demonstrates general safety knowledge of aircraft and the aviation safety system

Item #9: Team has knowledge of and complies with the safety items in the Pre-Arrival Briefing

Ground Operations:

- PIC has pilot certificate, medical certificate and photo ID available to inspect upon request.
- Aircraft contains all required documents. PIC should locate and identify those documents upon request.

- Aircraft contains only equipment and supplies necessary for operations and should be kept in a clean and orderly condition. Box or tote for supplies is acceptable.
- 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, and diversion)
- Contingency Planning. (knowledge of lost/recovery, diversion planning, etc.)
- Missed preflight items. (low tires, missing screws, low fuel)
- Attitude. (Is PIC serious about his/her task)
- Awareness of environment during engine start-up. (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 should 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.
- A sign or other indication that the magnetos are off and the mixture is full lean as soon as those conditions exist.
- Once an aircraft is positioned in a hot box, all airplane movers must remain clear.
- Secure aircraft when being moved towards hot box (chocks) or fully secure aircraft when not being attended to (tie-downs).

Taxi Operations:

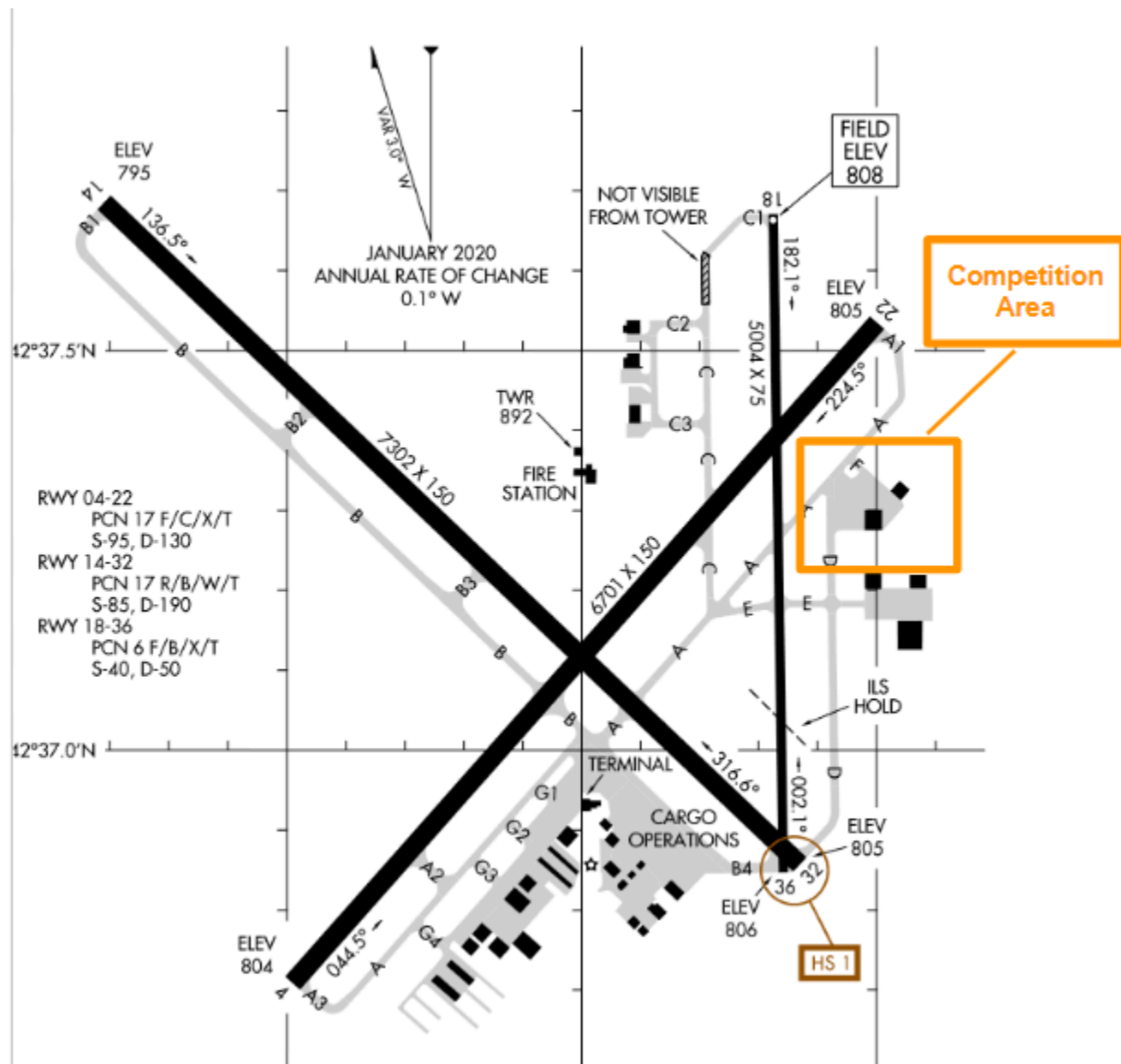
- Proper power setting, braking and aircraft separation (approx. 2 plane lengths) while taxiing.
- Proper run-up area alignment, separation and position. (10 ft. minimum separation between wingtips)

Flight Operations:

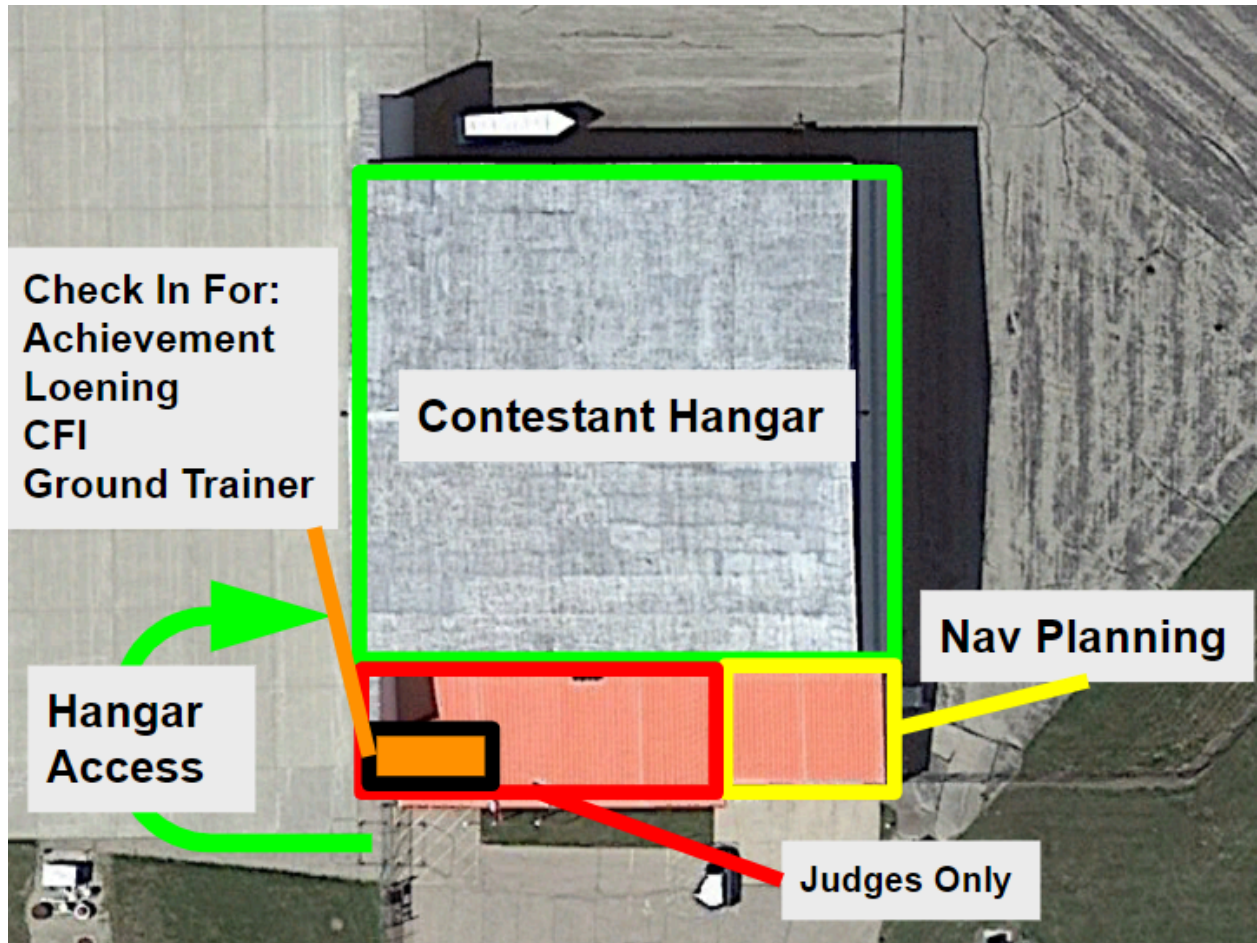
- Landing pattern spacing as not to create a hazard to an aircraft in front or following in a non-landing event. Judges will examine landing cards for disqualifications.
- In Navigation and Message Drop Events, landings will be watched for safety related performance.
- Compliance with ATC procedures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

Appendix

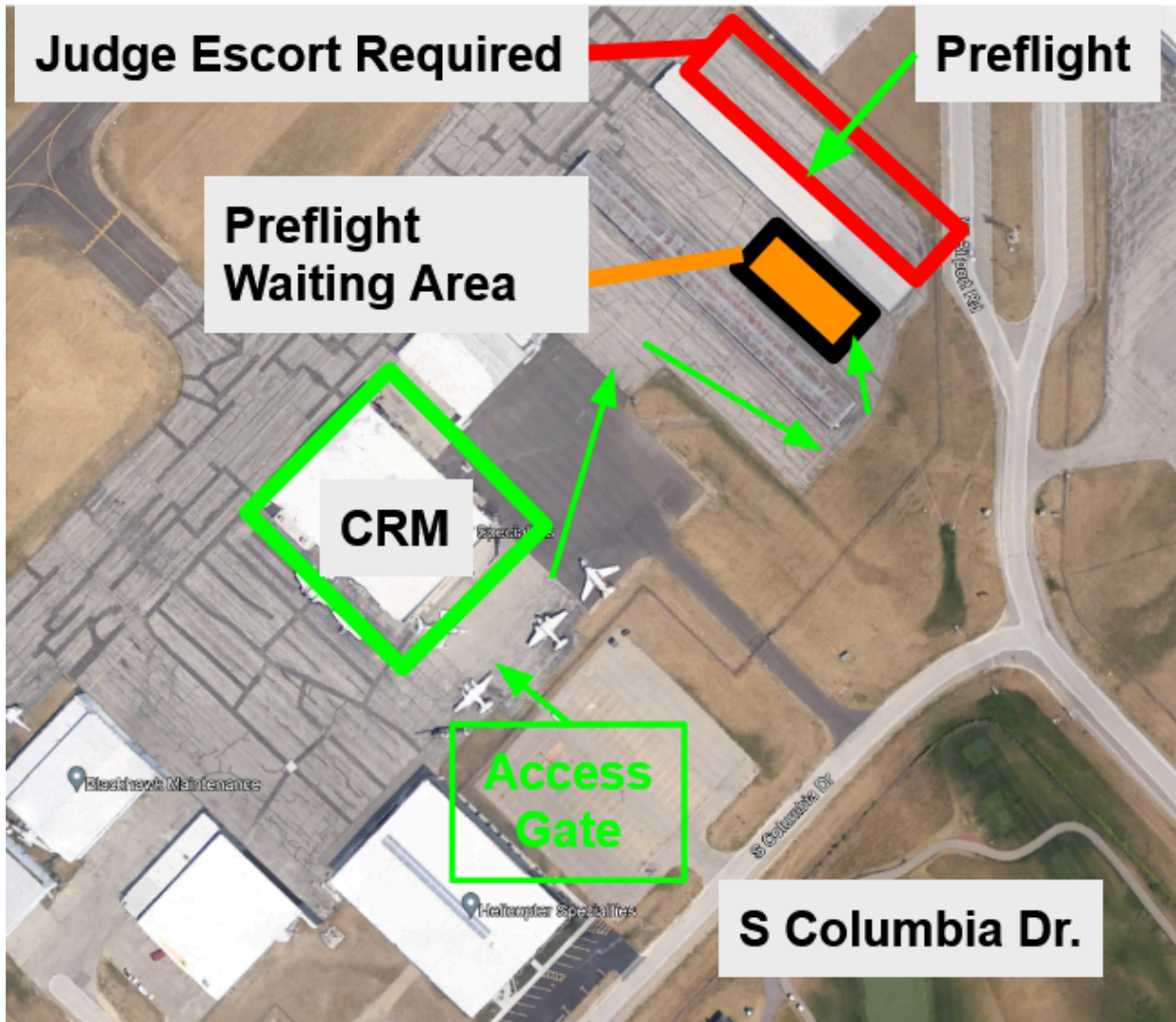
Airport Overview



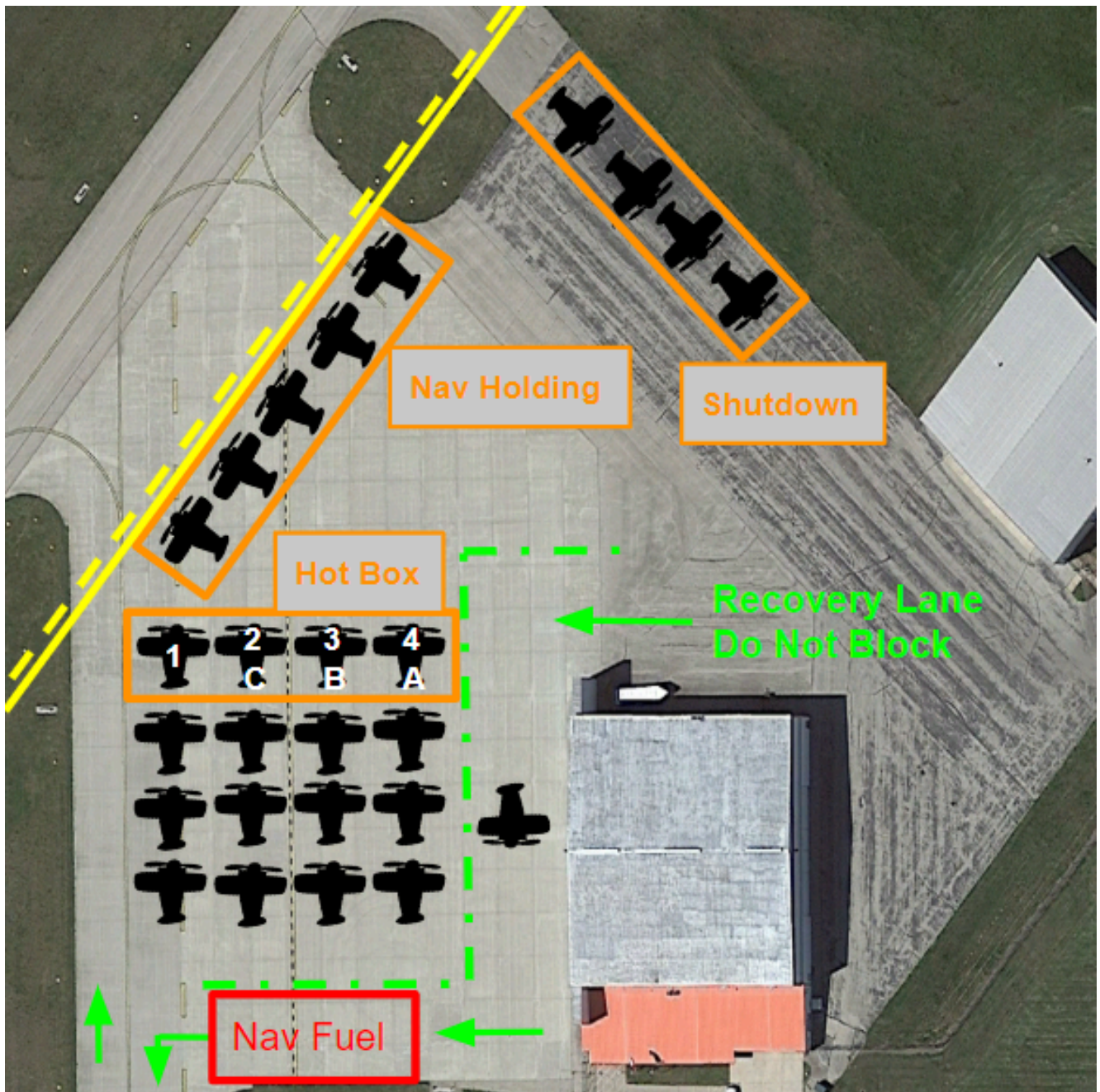
Hangar Layout and Check-in Locations



CRM and Preflight Locations



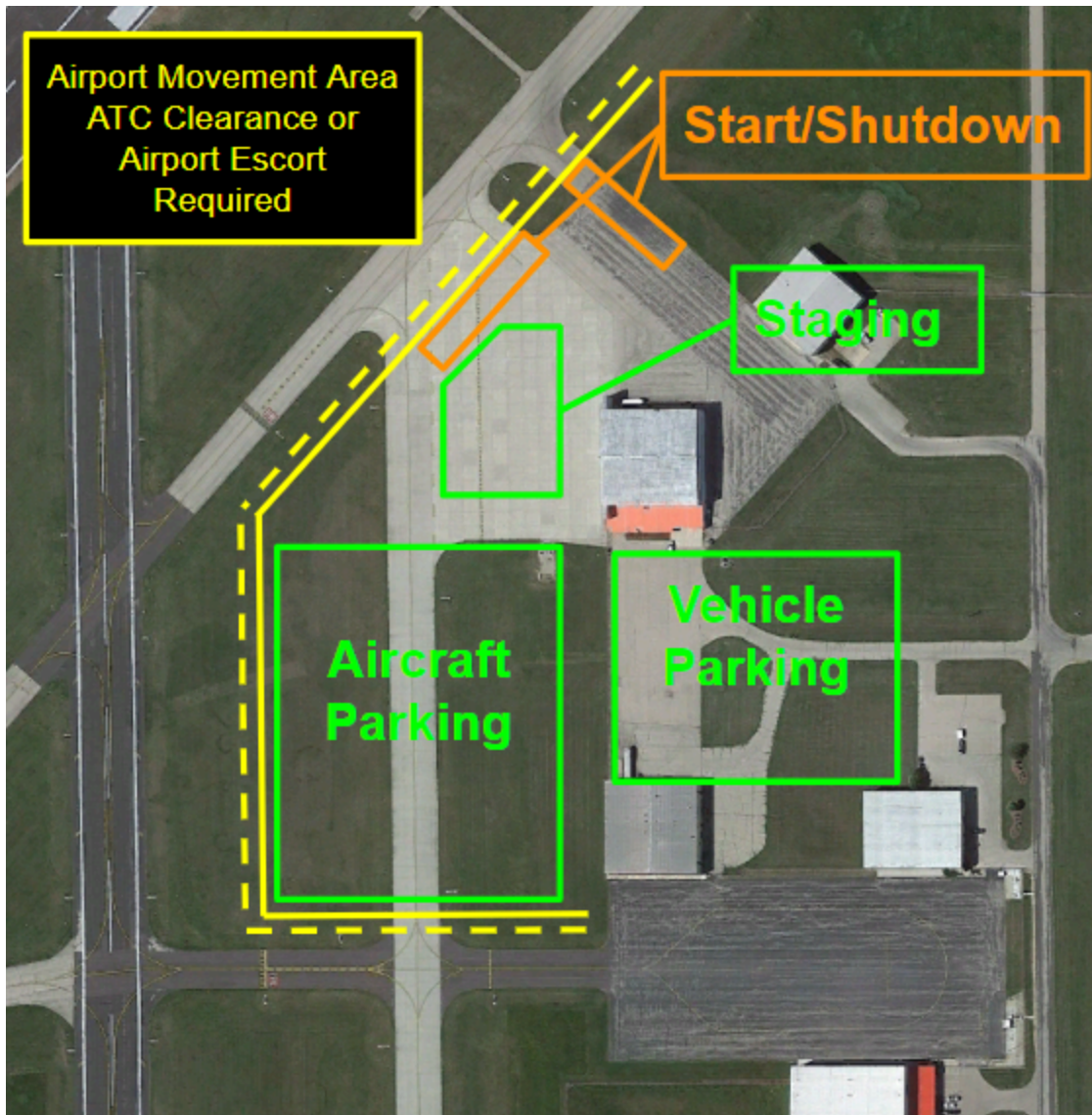
Ramp Layout and Flow



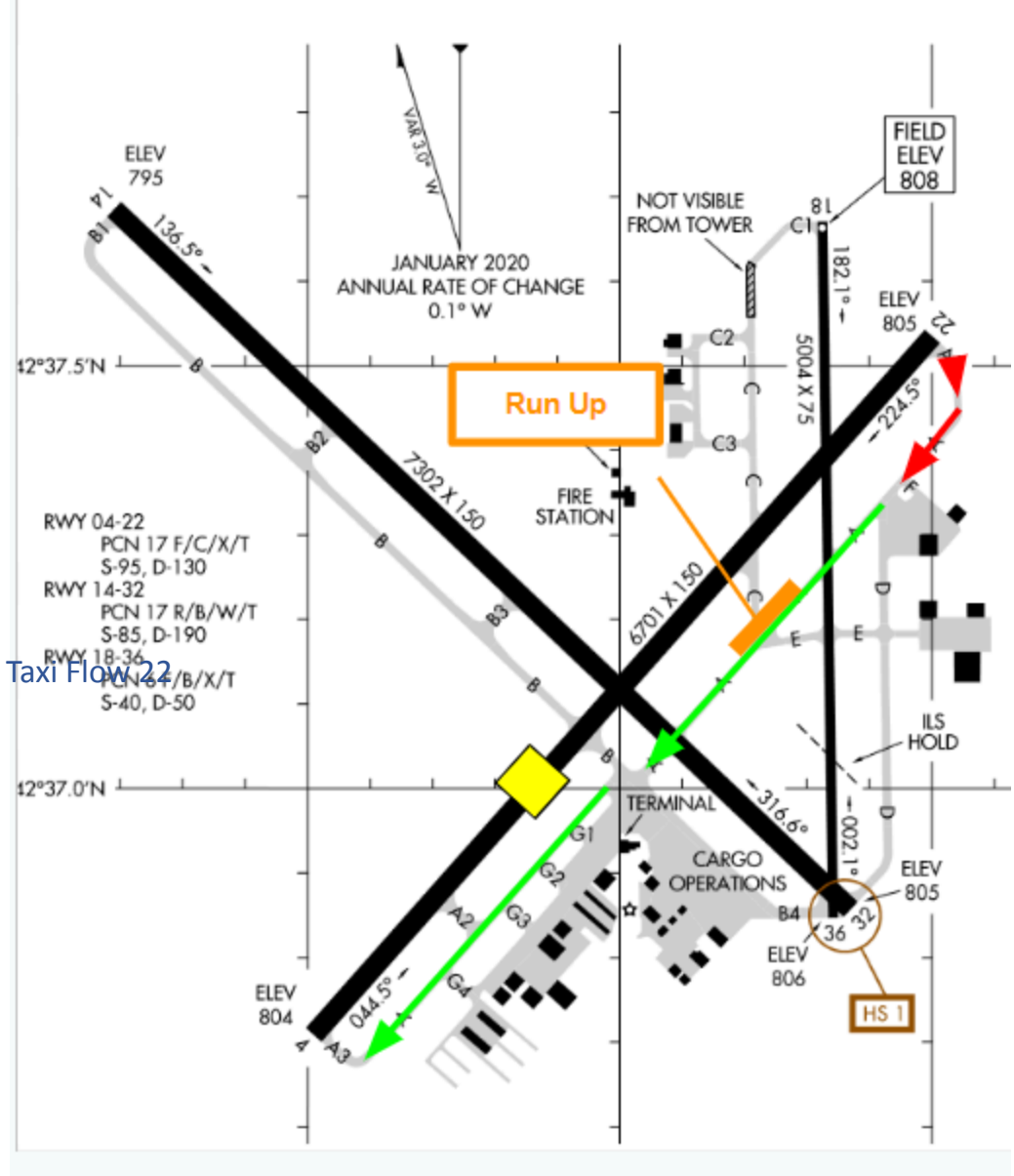
Aircraft Parking



Car Parking Locations

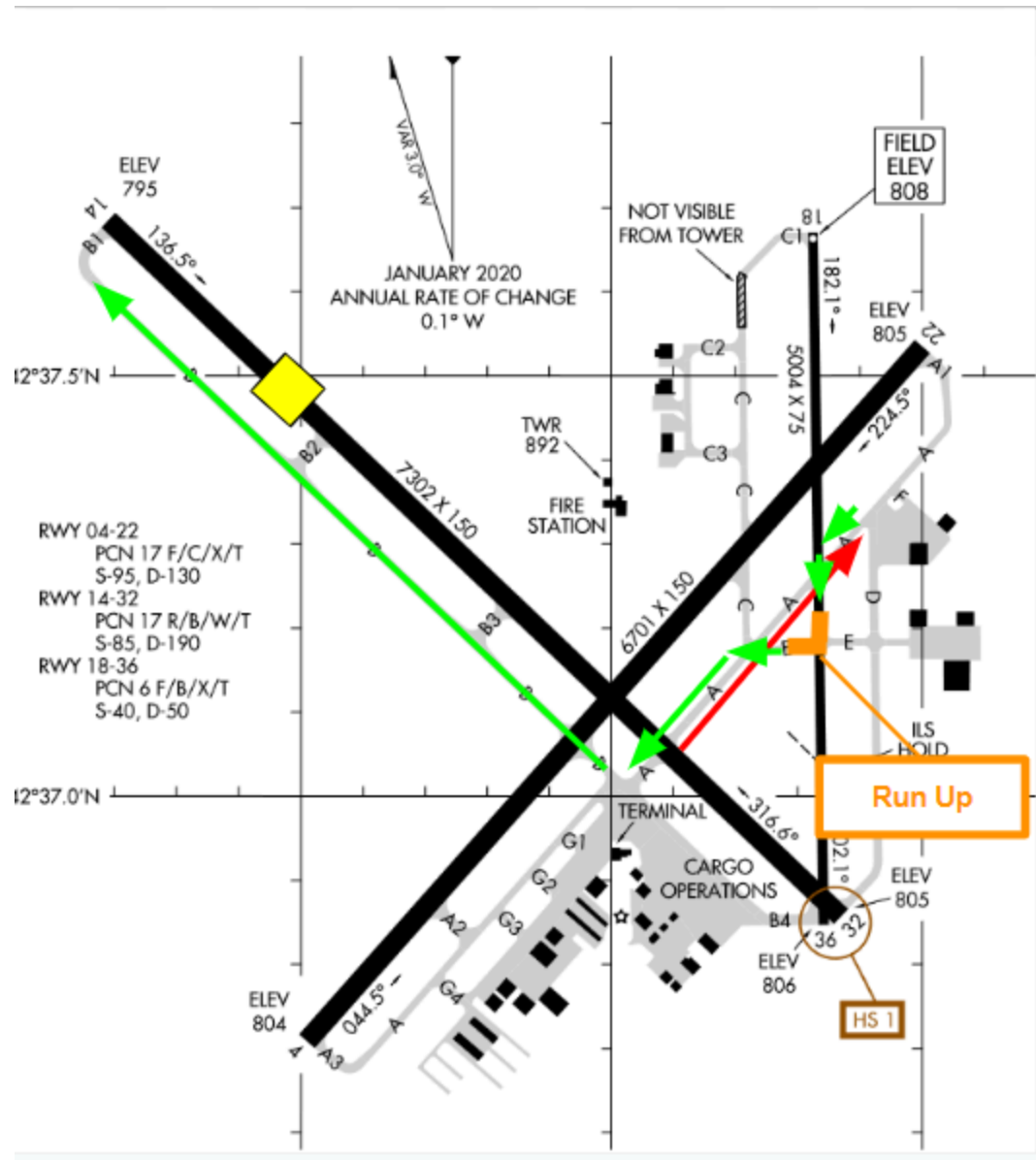


Taxi Flow 4

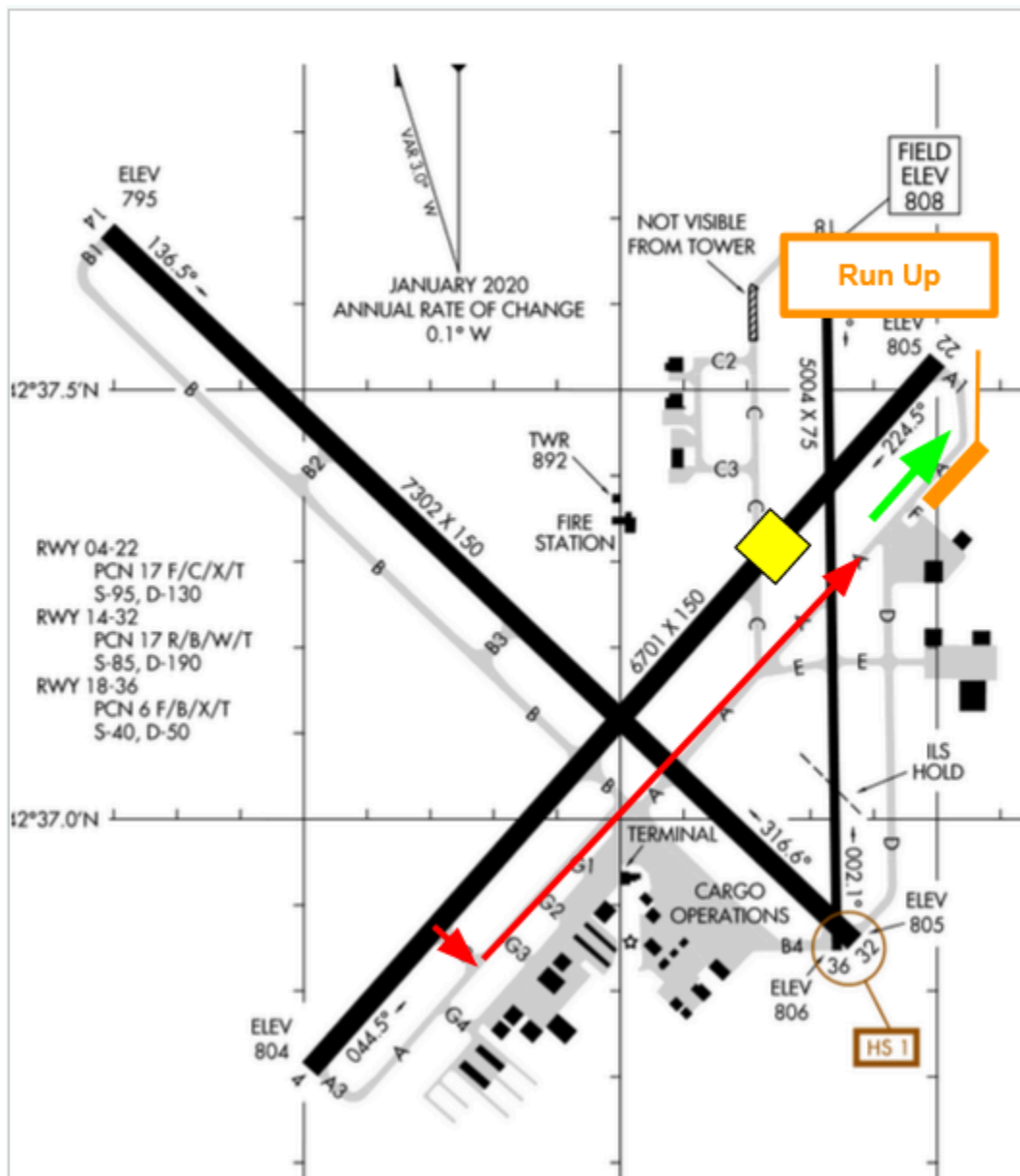


Taxi Flow 22

Taxi Flow 14



Taxi Flow 22



Taxi Flow 32

