



Contest Briefing Notes

Contest Details

Airfield	EGSF, Peterborough Business Airport, Pingle Bank, Holme, Peterborough, PE7 3PX
Contest	SPO & INT British National Championships, 2022
Date	Friday 2 nd September – Sunday 4 th September 2022

Contest Officials

<u>Role</u>	<u>Name</u>	<u>Telephone</u>	<u>Email</u>
Contest Director	Chris sills	07966612434	BAeA@ar-bu.co.uk
Chief Judge	Rod Herve	07868732794	
Scorer/Registrar	Jen Buckenham		membership@aerobatics.org.uk

Airfield

<u>Detail</u>	<u>Info</u>	<u>Contact/Details</u>
Location	/// bracing.appraised.saved 52°28'08"N , 000°14'35"W	PPR is required
Airfield Manager	Julie Churchill	01487 834161
Frequency	129.725	Conington Radio
Runways	28/10	
Fuel	AVGAS 100LL (also JETA1)	
Cafe		
Pilot facilities	Briefing room	Registration and kit storage
Hangarage	Limited - Request in advance	As airfield contact
Airfield fee	£25	Includes landings
Nearest diversion		
Accommodation	Redwings Lodge (A1 5m south) The Bell Inn (Stilton)	01487 830100 01733 241066

Documents required

<u>Document Type</u>	
Aircraft Insurance	Evidence of min. SDR as notified by CAA. Policy wording must explicitly include aerobatic competitions. Flying displays is not sufficient.
Pilot's Licence	Evidence of a current UK PPL (or equivalent)/CPL/ATPL (with appropriate ratings); Overseas licence must be recognised by UK CAA for flight in UK airspace
Medical	Evidence of a current Class 1 or Class 2 medical certificate; if pilot self-declaration, evidence of the declaration reference and confirmation that pilot is not aware of any change in circumstances that would prohibit the exercise of these medical rights.
Proficiency Card	Must be endorsed by a listed Flight Evaluator (https://www.aerobatics.org.uk/contest/pilot-proficiency) , with current membership of British Aerobatics, not longer than 24 months prior to the contest start date.

Briefings

Attendance at ALL briefings is mandatory for ALL competitors and will be confirmed by a roll call at the start of each briefing. This is for everyone's safety. If you realise that you will be unable to attend the briefing, for example due to poor weather at your home base, please contact the Contest Director before the scheduled briefing time. He will advise on the course of action required.

Briefing	Date/Time	Type	Where?
Registration	Fri 2 nd Sep 09:00	In person	Outside briefing room
Main Briefing	Fri 2 nd Sep 10:00	In person	Outside briefing room
Safety Briefing	Sat 3 rd Sep 08:00	In person	Outside briefing Room
Safety Briefing	Sun 4 th Sep 08:00	In person	Outside briefing Room

Provisional Schedule

<u>Date</u>	<u>Level</u>	<u>Programme</u>	<u>Notes</u>
Fri 2 nd Sep 10:00	Sports Intermediate	Spo Known Int Free Known Spo Unknown #1 Int Unknown #1	Figure selection for Int free unknown
Sat 3 rd Sep 09:00	Sports Intermediate	Spo Unknown #2 Int Unknown #2 Spo Unknown #3 Int free Unknown	
Sun 4 th Sep 09.00	Sports Intermediate	Any remaining sequences	

Regulations:

Contest will be run according to BAeA rules

The need for all to strictly to observe the BAeA Rules, the Code of Conduct and the Air Navigation Order; that includes observing the appropriate height minima,

Safety:

You as pilots are responsible for safeguarding both yourself and your aircraft.

Please be aware of your surroundings both on the ground and in the air and display good airmanship at all times.

Please ensure you are physically and mentally fit, and that your aircraft is airworthy.

Please confine aerobatic flying and sequences to the performance zone, Brian will provide more info on what happens if you stray from the performance zone and we need to recover you from the next county!

On the ground, if you notice members of the public wandering into the live side please find me and let me know. I will spend most of the competition on the live side cajoling you into your aircraft.

The BAeA have a fantastic track records in terms of safety so let's all ensure that continues

Notam is in place for the duration of the event

09:00-20:30 local

Incursions Due to several box incursions throughout the last year which obviously have safety concerns. We are trialling the use of the conspicuity code 7004 on the squawk for any aerobatic flights in aircraft that can support this.

This isn't mandatory and I need to inform you that you won't be getting a service from a controller but it will assist in traffic separation for any aircraft carrying suitable FLARM or equivalent equipment and any radar station that is controlling aircraft in the vicinity will see the squawk.

Now for local airfield and operating procedures: Over to Airfield representative

Airfield facilities and operating regulations, including local airspace restrictions, and any facility fee payable per aircraft to the host airfield operator £25;

There are no emergency drills planned this weekend so in the event of hearing anything or any other emergency please return here as soon as possible.

Brian will take up position as Deputy CD and I will liaise directly with the airfield operations team.

Please gather back here ASAP and take no calls from media or other external agencies. We will manage any outbound comms as necessary.

Diversion airfields:

Sibson – 7.5nm North West

Keyston – 10nm South West

Chatteris Microlight site – 13nm East

Sywell – 20nm west south west

Leicester – 30nm West north west

However, Sibson regularly operate parachute dropping and Sywell are often closed.

Over to Chief Judge Rod.

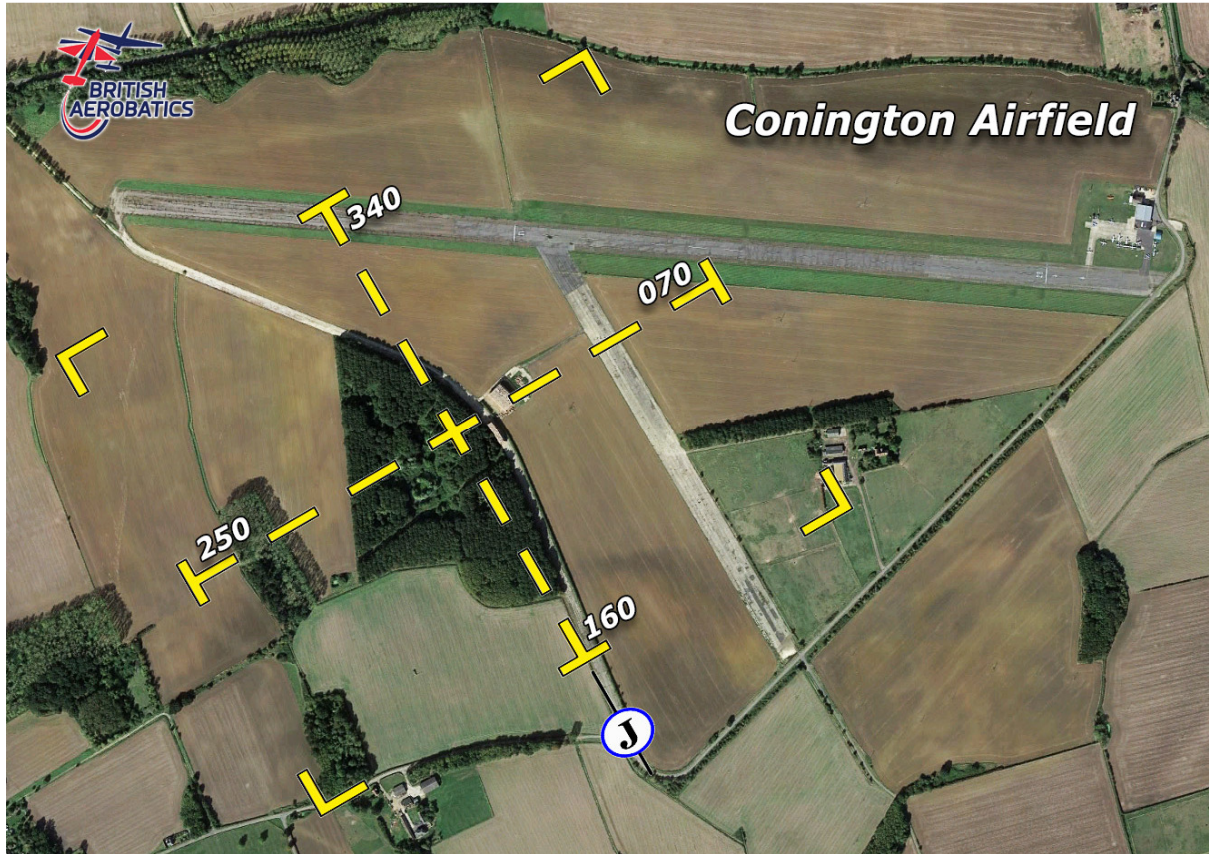
5.2.8. Start-up, taxi, take-off and airborne holding procedures.

5.2.9. Use of the safety frequency;

Safety frequency 122.380

Conington 129.725

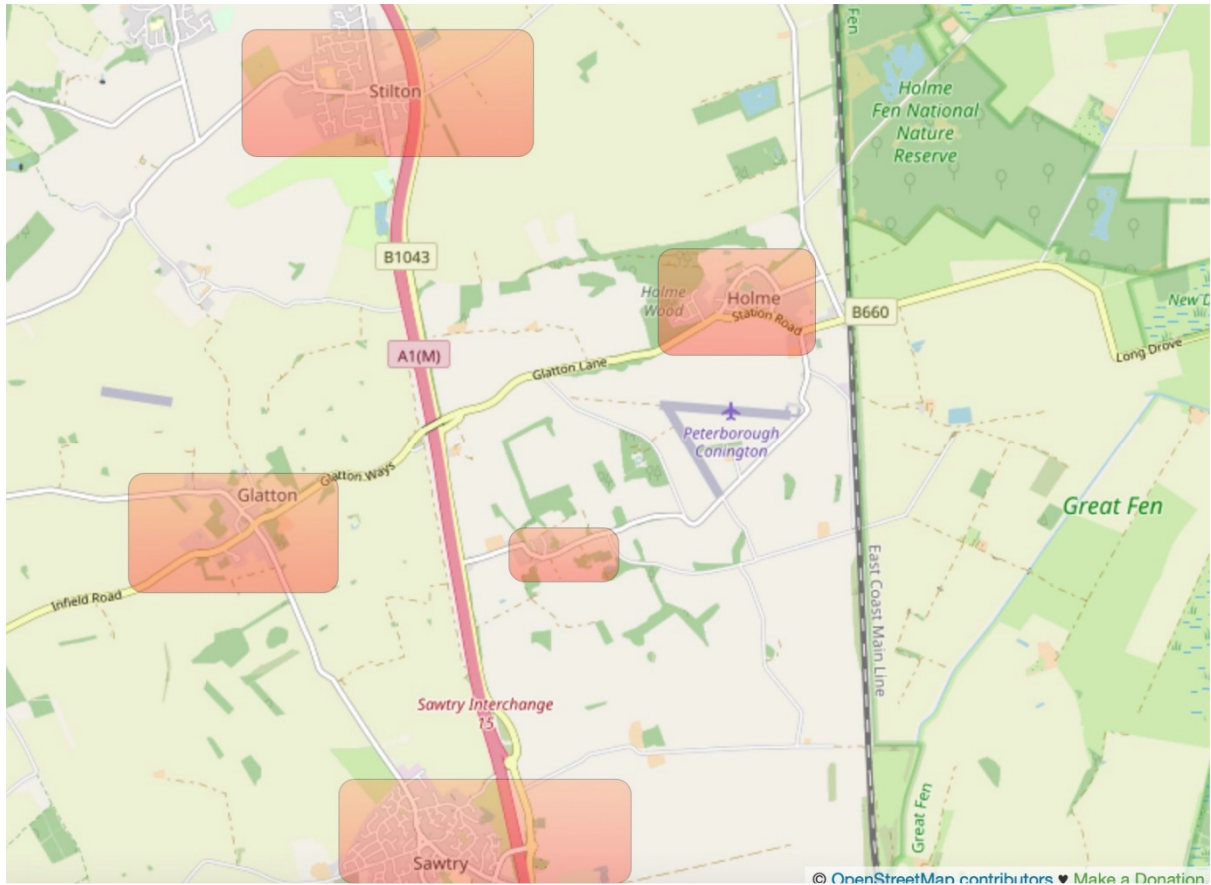
Box



The judges will be placed to the north of the tower building.

Noise sensitive/avoid areas

The box is clear of any built-up areas, buildings and public roadways. If you note unusual activity below you when entering the box, please advise the Chief Judge by radio and await further instruction.



Noise Abatement - please respect our neighbours and ensure that you do not overfly the local villages - Holme and Stilton to the North, Glatton to the West, Conington and Sawtry to the South - see diagram for details

Safety Frequency

Contact on this frequency should be initiated by the Chief Judge. Please listen out on the frequency once airborne and remain clear of the box until positive contact is established. If no contact is established, please land and report to the Contest Director for further instruction.

122.380	Callsign: Judges
7004	Please Squawk Mode 'S' where possible

Safety radio Calls

*If the officials call **Box,Box,Box** you must immediately reposition to remain within the marked confines of the box above.*

*If the officials call **Break,Break,Break** you must immediately stop your sequence, return to straight and level erect flight and lookout for conflicting traffic. Relevant information may be passed to you by the officials.*

If the officials call **Land, Land, Land** you must immediately stop your sequence and prepare to land at the earliest safe opportunity. Relevant information may be passed to you by the officials.

Rules

<u>Category</u>	<u>Minimum Height</u>	<u>Disqualification</u>	<u>Notes/Source</u>
Club	1500'	Flight below 984' (CJ/CD discretion)	General Rules
Sports	1000'	Flight below 656' (CJ/CD discretion)	General Rules
Intermediate	1000'	Flight below 656' (CJ/CD discretion)	General Rules

Weather

Minimum Cloud Base	3400' aal (flying may take place with cloud base above 2800' aal at the CD's discretion)	Advise CJ by radio if below
Minimum Visibility	8km (4.3nm) at 3400'	Advise CJ by radio if below
Maximum Wind	TBA in briefing	

Rules

Compliance with the General Rules of British Aerobatics and our Code of Conduct is a prerequisite for participating in a contest at any level. Where CIVA Regulations are to be used to manage a category, this will be notified.

When you sign the declaration at the contest you are declaring that you are fit to participate and that your aircraft has been checked to be in a satisfactory condition. If at any time this changes you MUST notify the Contest Director and await clarification BEFORE any further contest flight.

Links to Rules

British Aerobatics General Rules	https://cdn.aerobatics.org.uk/uploads/dff60bb2-1949-403d-8da9-0e7b06ab056b/British%20Aerobatics%20General%20Rules%202022%20Issue30%20Revised%20Apr%202022.pdf
Code of Conduct	https://www.aerobatics.org.uk/contest/code-of-conduct
CIVA	Power: https://www.civanews.com/wp-content/uploads/Section6_Part1_v2022_1.pdf Glider: https://www.civanews.com/wp-content/uploads/Section6_Part2_v2022_1.pdf

Actions in the Event of an Emergency. If there is an emergency or accident, please return as soon as practicable to:

Briefing Room

The Contest Director will hand over responsibility to the Chief Judge to concentrate on assisting the airfield management and the CJ will keep you informed of developments and ongoing plans.

Please **DO NOT** make any contact with third parties relating to the incident. Refer any enquiries to the CD or CJ. A public relations officer will be appointed by the CD.

If requested, please be prepared to provide written details of any event you may have witnessed.

Disclaimer:

The Directors of British Aerobatic Association Limited and its appointed British Aerobatics officials reserve the right to vary or cancel any of the contest arrangements at any time without incurring any liability to any entrant or competitor.

Contest Officials will conduct the business of the contest to their best ability and with the safety interests of all participants as their priority. Please always cooperate with the officials and the airfield management.

Brian McCartney
Head of Contests
British Aerobatics

Prepared by:

Name	Role	Date
C Sills	Contest Director	11 th August 2022