



2023 AAC NSW AEROBATIC CHAMPIONSHIPS INFORMATION

The Australian Aerobatic Club (NSW Chapter) invites all AAC members, family and friends to the 2023 NSW aerobatic championships. Please contact any of the organisers listed below to assist with questions at any time.

Contacts / Contest Organisers:

Grant Piper	President	02 6377 4556 0438 890 242	grant.piper@skymesh.com.au
Ray Pearson	Secretary/Treasurer	0417448748	aacnswchap@gmail.com

Contest Officials

Grant Piper	Contest Director	02 6377 4556 0438 890 242 grant.piper@skymesh.com.au
John Newby	A/Contest Director	0409964268 inverell.aviation@bigpond.com
Cass Moller	Chief Judge	0409031874 cassmoeller@gmail.com
Moray Clowes	Contest Secretary/Scorer	0419557798 morayclowes@gmail.com
Michelle O'Hare	A/Contest Secretary/Scorer	0414490210 miche@fanden.com
Ray Pearson	Contest Logistics	0417 448 748 aacnswchap@gmail.com

General Information:

Venue	Narromine Aerodrome
Date	Thursday 18 th – Sunday 21 st May 2023
Rules	The competition will be held in accordance with the AAC regulations: http://www.aerobaticaustralia.com.au/ACC_WP/pilot-briefing/acc-rules-regulations/
Membership	You must be a member of the NSW chapter or the National AAC to compete. Renewal for current members and Registration for new members is made via the website below: https://aacnswchap.wixsite.com/website/renew-membership
Sequences	Known programs: http://www.aerobaticaustralia.com.au/ACC_WP/competitions/sequences/ Sequence drawing software: http://openaero.net/



<p>Practise</p>	<p>Practise outside the time of the competition must be in accordance with CASA EX39/19 and CASA EX22/22 – Amendment of CASA EX39/19 (Aerobatics) – Instrument 2022 (See attached Annex A). Pilots MUST adhere to the requirements of the Instrument, which includes notifying CASA of the practise and appointing a Competition Coordinator.</p> <p>The NSW Chapter will notify CASA of the practise and competition taking place between 18th and 21st May along with gaining permission from the Narromine Council for use of the aerodrome. The NSW Chapter will provide a Competition Coordinator for the period of the competition, 18th – 21st May.</p> <p>Pilots wishing to conduct practise MUST ensure that the Coordinator is in location and they have completed the requirements of the Instrument OR the pilot wishing to conduct practise has arranged an alternate Coordinator and their name has been notified to CASA. The NSW Chapter will assist with this provided the pilots notify the Contest Officials well in advance of the practise.</p> <p>No practise is permitted at Narromine before Monday 15th May</p>
<p>Fly Neighbourly</p>	<p>Narromine Council have issued a Fly Neighbourly Policy. This MUST be adhered to by all pilots – See Annex B</p>

Entry:

The entry form can be found at: <https://aacnswchap.wixsite.com/website/comp-info>

Entry fees are payable by the early bird date; 1700 Monday 1st May. Any entries / fees received after this time will incur a \$50 late fee.

**** Entry fees are refundable at any time for any reason so please submit your entry early to assist with administration****

CIVA Categories	\$220
Non-CIVA Categories	\$180
Four Minute Freestyle	Free

Payment to be made via the PayPal button below or direct deposit to the below bank account.

CIVA CATEGORIES - \$220



NON- CIVA CATEGORIES - \$180





BANK ACCOUNT

Account name: Australian Aerobatic Club (New South Wales Chapter) Inc.

BSB: 032 653

Account: 218492

Payment reference: Your surname

Documents Required for Entry:

A list of required data/documents is found on the Entry Form. Competitors are to either bring hard copies of the data/documents OR have access to soft copies (scanned or photographs acceptable). Note: The competition committee may request evidence of the relevant documentation prior to commencement of the competition.

Judging Forms:

CIVA categories are required to either email the SEQ file for Program 1 (Free Known) to the Comp Secretary aacnswchap@gmail.com or have it in their possession on a thumb drive and provided to the Secretary prior to 1500 on Wednesday 17th May.

Program:

The comp program is:

- o Wed 17th set-up day
- o Thurs 18th Comp flight 1
- o Fri 19th Comp flight 2
- o Sat 20th Comp flight 3
- o Sun 21st Wx day, pack up and depart

NOTE: Weather and Pilot numbers permitting, a 4th Program will be scheduled

- Briefing will be held at 0800 on Thursday, Friday and Saturday.
- CIVA categories will fly three flights, the first program (Free Known) on Thursday, Unknown 2 on Friday and 3 on Saturday.
- Graduate to fly 3 Known programs.
- Sportsman to Fly a Known, Free and Unknown.
- INT first Unknown (Program 2) will be pre-planned by the Contest Committee and provided to the competitors, second Unknown (Program 3) will be a Free Unknown as per CIVA process.
- Free Unknown process for INT, ADV and UNL will take place Wed 17th at 1800hrs.
- Sunday will be used as a weather / interruption day for any flights not completed.
- Actual program will be announced at briefing each day.



Administration

Each competitor must also send an email to the contest aacnswchap@gmail.com with the following information:

1. Intention to arrive early and practise between Monday 15th and Wednesday 17th May
2. Hangarage requirements (days)
3. Intention to attend the presentation dinner (including friends and family)
4. Friends or family who may be interested in volunteering

Presentation Dinner

The presentation dinner will be held on Saturday 20th May at the Narromine Aero Club. Time TBA. Cost to be advised and paid prior to the dinner.

Registration and Briefing:

- Competitors must register in person before the contest briefing at 0800 Thursday 18th May and present the maintenance release for inspection (for the aircraft they will compete in).
- All competitors are required to attend the first briefing (and all subsequent briefings each day of competition) unless a dispensation has been granted (contact the organisers above in writing for this request).
- Those arriving late to briefings will be penalised in accordance with AAC regulations.

Supplementary Rules:

The following are variations to the AAC Regulations 2023 that will be in force throughout the competition.

2.10.3 DELETE

2.10.4 DELETE

2.10.5 Judges will be selected by the Chief Judge.

2.13 There will be no boundary judges.

2.14.2 The AACNSW committee will determine any appropriate expenses to be reimbursed to contest officials.

2.14.3 The AACNSW committee will determine any appropriate expenses to be reimbursed to judges.

2.15.3 DELETE

2.15.5 Add the following:



- pilots who hold a pilot license from a foreign country may be permitted subject to meeting rule 2.15.1 and having a safety pilot per rule 2.15.6. (Refer also rule 2.25.2.)
- other pilots who do not fully satisfy pilot eligibility requirements may be permitted subject to meeting rule 2.15.1 and having a safety pilot per rule 2.15.6. (The existing rule includes design feature endorsements however this supplementary rule provides for more general considerations.)

NB 2.15.6 c) States "In all cases the Safety Pilot and the use of same is subject to the approval of the Contest Jury." It is expected that the pilot and/or safety pilot will provide information with the request to the contest jury regarding any applicable regulatory and safety considerations.

2.15.6 e) DELETE

2.15.6 f) DELETE

2.15.6 g) DELETE

2.16.1 CASA EX35/13 has expired refer to [CASA EX39/19](#) and amendment [CASA.EX22/22](#) (see attached Annexes).

2.18.3 DELETE

2.21.2 Replace with: It is the responsibility of the contestant to have correct Free Program documentation (including pilot flow chart) so recommend an independent check by a Judge. The competitor must sign the forms A, B and C (or Form L & R).

2.23.2 Add: Contestants arriving later due force majeure may be permitted, by the Contest Jury, to fly in the contest.

2.29.1 b) Protests must be accompanied by a fee of \$50.00 per protest, which will be refunded if the protest is upheld.

2.34.1 Replace with: Each contestant will be responsible for the conduct of his or her flight line crew and any misconduct may result in their expulsion from the flight line.

2.56.1 CIVA Intermediate will be flown in this contest to a lower limit of 1000ft AGL.

Aircraft:

- Bowser fuel is available using credit card – refer ERSA.
- Hangarage is available – email the organisers with your requirements.
- Oil, LAME and other maintenance requirements may not be available.

Pilot:

- Accommodation is available on the airfield and in town – use internet search.
- Dinner will be held at the aero club, gliding club and local pub / RSL – details will be announced at briefing each day.
- Presentation dinner will be held at the Narromine Aero Club on Saturday night



Annex A



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX39/19

I, WARREN CRAIG MARTIN, Acting Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under regulations 11.160, 11.205 and 11.245 of the *Civil Aviation Safety Regulations 1998*.

[Signed C. Martin]

Craig Martin
Acting Executive Manager, Regulatory Services & Surveillance

22 May 2019

CASA EX39/19 — Broadcast and Listening Watch (Australian Aerobatic Club Ltd) Instrument 2019

1 Name

This instrument is *CASA EX39/19 — Broadcast and Listening Watch (Australian Aerobatic Club Ltd) Instrument 2019*.

2 Duration

This instrument:

- (a) commences on the day after it is registered; and
- (b) is repealed at the end of 30 April 2022.

Note For regulation 11.250 of CASR, the directions in section 6 and Schedule 2 cease to be in force on the day that the instrument is repealed.

3 Definitions

Note In this instrument, certain terms and expressions have the same meaning as they have in the Act and the Regulations. These include: *aerobatic manoeuvres*, *aerodrome reference point*, *ARN*, *non-controlled aerodrome*, *NOTAM* and *regular public transport operations*.

In this instrument:

aerobatic activity means:

- (a) participation in a competition involving the conduct of aerobatic manoeuvres; or
- (b) practice for a competition involving the conduct of aerobatic manoeuvres; or
- (c) training in aerobatic manoeuvres.

aerobatic box means the volume of airspace that may be used by the pilot in command of an aircraft while conducting an aerobatic activity.

arrival, of an aircraft at an aerodrome, means entry of the aircraft into the airspace in the vicinity of the aerodrome for the purpose of landing at the aerodrome.



Club, in relation to an aerobatic activity, means Australian Aerobatic Club Ltd, ARN 802745, and each of the following persons that organises the aerobatic activity:

- (a) Australian Aerobatic Club (Queensland Chapter) Limited, ACN 010 322 353;
- (b) Australian Aerobatic Club Adelaide Chapter Incorporated, registration number SA A5798;
- (c) Australian Aerobatic Club – Victorian Chapter (INC)., registration number VIC A0042562P;
- (d) Australian Aerobatic Club (New South Wales Chapter) Incorporated, registration number NSW INC9889911;
- (e) Aerobatics Association of WA Incorporated, registration number A1011312P.

in the vicinity of has the meaning as defined in regulation 166 of CAR.

RPT aircraft means an aircraft employed in a regular public transport operation.

RPT operation means a regular public transport operation.

4 Application

This instrument applies to:

- (a) the Club in relation to an aerobatic activity that is organised by the Club in the vicinity of a non-controlled aerodrome; and
- (b) the pilot in command of an aircraft participating in an aerobatic activity mentioned in paragraph (a).

5 Exemption

- (1) The pilot in command of an aircraft participating in an aerobatic activity organised by the Club is exempt from compliance with the following provisions when flying the aircraft in an aerobatic box nominated by the Club:
 - (a) regulation 166C and subregulation 243 (1) of CAR;
 - (b) from the commencement of regulations 91.630 and 91.640 of CASR — regulations 91.630 and 91.640 of CASR.

Note Regulations 91.630 and 91.640 of CASR are scheduled to commence on 25 March 2021.

- (2) The exemption is subject to the conditions mentioned in Schedule 1.

6 Directions

For regulation 11.245 of CASR, the Club must comply with the directions mentioned in Schedule 2.

Schedule 1 Conditions — pilot in command

- 1 The pilot in command must comply with the procedures published in any internal documents or operating procedure published by the Club, as they exist from time to time.
- 2 If the pilot in command believes that the Club is failing to comply with any of the requirements imposed on the Club by this instrument, the pilot must comply with the following provisions:
 - (a) regulation 166C and subregulation 243 (1) of CAR;



- (b) from the commencement of regulations 91.630 and 91.640 of CASR — regulations 91.630 and 91.640 of CASR.

Note 1 The requirements imposed on the Club by this instrument are set out in Schedule 2.

Note 2 The pilot is not required to comply with regulations 91.630 and 91.640 of CASR until those provisions commence. They are scheduled to commence on 25 March 2021.

Schedule 2 Directions — the Club

- 1 The Club must appoint, in writing, a Competition Coordinator for all aerobatic activities.
- 2 The Club, acting through its Competition Coordinator, must ensure that a ground communications station (the *station*) is established at the non-controlled aerodrome.
- 3 The Club, acting through its Competition Coordinator, must ensure that the station:
 - (a) operates on each day that an aerobatic activity takes place in order to advise other aircraft that are operating in the vicinity of the aerodrome of the activities, location and direction of the participants in the aerobatic activity; and
 - (b) has a radio operator, to conduct any radio communications, who is authorised under Part 61 or 64 of CASR to transmit on a radio frequency of a kind used for the purpose of ensuring the safety of air navigation; and
 - (c) is active on the VHF frequency nominated by the Club and on the common traffic advisory frequency (*CTAF*); and
 - (d) commences operations at least 10 minutes before aerobatic activity begins and continues throughout the duration of the aerobatic activity.
- 4 The Club, acting through its Competition Coordinator, must ensure that only aircraft carrying serviceable VHF radio transceivers are allowed to participate in the aerobatic activity.
- 5 The Club, acting through its Competition Coordinator, must ensure that aerobatic activities stop 10 minutes before the expected arrival time at the aerodrome of any RPT aircraft.
- 6 The Club, acting through its Competition Coordinator, must ensure that aerobatic activities are not started or resumed until:
 - (a) a period of 10 minutes has elapsed after the departure of any RPT operation; or
 - (b) the RPT aircraft is more than 10 nautical miles away from the aerodrome reference point of the aerodrome.
- 7 The Club, acting through its Competition Coordinator, must ensure that radio operations on the VHF frequency nominated by the Club:
 - (a) cease before the arrival at the aerodrome of any RPT operation; and
 - (b) do not resume until:
 - (i) a period of 10 minutes has elapsed after the departure of any RPT operation; or
 - (ii) the RPT aircraft is more than 10 nautical miles away from the aerodrome reference point of the aerodrome.



- 8 The Club, acting through its Competition Coordinator, must ensure that radio operations are returned to the CTAF while radio operations on the VHF frequency nominated by the Club have ceased.
 - 9 The Club, acting through its Competition Coordinator, must ensure that the pilot in command of any aircraft taking part in an aerobatic activity:
 - (a) monitors the CTAF at times other than when flying in the aerobatic box; and
 - (b) returns to the CTAF if so advised by the radio operator at the station.
 - 10 The Club, acting through its Competition Coordinator, must ensure that participants in an aerobatic activity are briefed on each day that the aerobatic activity takes place on the following:
 - (a) the location and dimensions of the aerobatic box for the activity;
 - (b) when a frequency change is permitted to a frequency other than the CTAF;
 - (c) information on procedures to comply with this instrument;
 - (d) any requirements for operating in the aerobatic box;
 - (e) procedures if a radio communication with the station fails.
 - 11 Not later than 5 working days before the commencement of an aerobatic activity under this instrument, the Club must give CASA notice of its intention to organise the activity, including:
 - (a) the name, ARN and mobile telephone number of the person appointed by the Club as the Competition Coordinator for the aerobatic activity; and
 - (b) the location of the non-controlled aerodrome and any operating procedures, including the CTAF, to be used; and
 - (c) details to be published in a NOTAM, including the operating times of the activity and the location and boundaries of the aerobatic box.
 - 12 The Club must:
 - (a) include details of this instrument in the internal documents published by the Club; and
 - (b) give CASA a copy of an internal document published by the Club when a change is made to that document.
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Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX22/22

I, CHRISTOPHER PAUL MONAHAN, Executive Manager, National Operations & Standards, a delegate of CASA, make this instrument under regulations 11.160, 11.205 and 11.245 of the *Civil Aviation Safety Regulations 1998*.

[Signed Christopher P. Monahan]

Christopher P. Monahan
Executive Manager, National Operations & Standards

11 April 2022

**CASA EX22/22 – Amendment of CASA EX39/19 (Aerobatics) –
Instrument 2022**

1 Name

This instrument is *CASA EX22/22 – Amendment of CASA EX39/19 (Aerobatics) – Instrument 2022*.

2 Commencement

This instrument commences on 11 April 2022.

3 Amendment of CASA EX39/19

Schedule 1 amends *CASA EX39/19 – Broadcast and Listening Watch (Australian Aerobatic Club Ltd) Instrument 2019*.

Schedule 1 Amendments

[1] Paragraph 2 (b)

repeal and substitute

(b) is repealed at the end of 23 May 2022.

[2] Section 3, Definitions, “in the vicinity of”, “RPT aircraft”, “RPT operation”

repeal

[3] Paragraphs 5 (1) (a) and (b), including the Note

repeal and substitute

- (a) subsection 91.375 (1) and (3) of CASR, but only to the extent of paragraph 91.375 (2) (a) and (c);
- (ab) paragraph 91.375 (2) (a) and (c) of CASR;
- (b) regulations 91.630 and 91.640 of CASR.



[4] Schedule 1, paragraphs 2 (a) and (b), including the Notes

repeal and substitute

- (a) paragraph 91.375 (2) (c) of CASR;
- (b) regulations 91.630 and 91.640 of CASR.

Note The requirements imposed on the Club by this instrument are set out in Schedule 2.

[5] Schedule 2, clause 5

omit

RPT aircraft

insert

scheduled air transport operation

[6] Schedule 2, paragraph 6 (a)

omit

RPT operation

insert

scheduled air transport operation

[7] Schedule 2, paragraph 6 (b)

omit

RPT aircraft

insert

scheduled air transport operation

[8] Schedule 2, clause 7

omit

RPT operation (wherever occurring)

insert

scheduled air transport operation

[9] Schedule 2, subparagraph 7 (b) ii)

omit

RPT aircraft

insert

scheduled air transport operation



Annex B



Fly Neighbourly Policy

Created By	Version No	Date Adopted by Council	Review Period
Director Community and Economic Development	1.0	9/10/2019	4 Years



FLY NEIGHBOURLY

Fly Neighbourly Advice (formerly "Fly Neighbourly Agreement") (FNA) are described by Australia's Civil Aviation Safety Authority (CASA) in the Airspace Risk and Safety Management Manual (2017)⁵ as "a voluntary code of practice established between aircraft operators and communities or authorities that have an interest in reducing the disturbance caused by aircraft within a particular area".

STAKEHOLDERS

Narromine Shire Council recognises that there are many stakeholders on the aerodrome, adjacent to the aerodrome and with businesses that rely on visitation as a result of the aerodrome. The aerodrome is an important economic driver for the Narromine community and will be important to its future growth. This is balanced of course by the development of the residential area particularly to the east of the main runways and in future to the industrial area established to the south of the main runway.

This Fly Neighbourly policy attempts to provide a more formal balance between the needs of the many stakeholders during formal events. This policy relates to the operation of powered planes. Elements of this policy **may** be utilised in approving other events if required such as fly ins and other competitions.

EVENTS

Application for use of Narromine Aerodrome for an event is required when there is a reasonable expectation of increased usage from the activity proposed.

The application will include:

- Name of person responsible
- Name of Organisation
- Description of event
- Date of event
- Insurance details
- Risk Management documentation

All applications must be received by Council at least 2 months prior to the event.

All applications for events will be posted on Council's website at the earliest opportunity and members of the public will be able to subscribe to receive electronic advice when there are new postings.



As aviation events are inherently dependant on weather conditions the Aerodrome Manager may make variations to the timing of approved events without the need for further notification.

AEROBATIC EVENTS

The aerodrome will be available for practice of participants during the 5 days prior to the event between the hours of 8.00am and 5.00pm (Winter) or to 6.00pm (Summer, Daylight savings).

Pilots will be required to avoid flying over populated areas where possible and if they must fly over them to do so in a way that reduces noise impact (ie. at lower power settings consistent with safe aircraft operation) and with no aerobatic activity to occur above populated areas. (Marked on enclosed map). Aerobatic events may include State and National championships, Aerobatic schools/ master classes, competitions.

AEROBATIC PRACTICE

Other than for training associated with events being run on the aerodrome aerobatic practice sessions are to be limited to a maximum of four consecutive days per week and generally on non-consecutive weekends between the hours of 8.00am and 5.00pm (Winter) or to 6.00pm (Summer, daylight savings).

Pilots will be required to avoid flying over populated areas where possible and if they must fly over them to do so in a way that reduces noise impact (ie. at lower power settings consistent with safe aircraft operation) and with no aerobatic activity to occur above populated areas. (Marked on enclosed map). Note that normal circuit height is 1000 feet above ground level and no turns to be performed below 1000 feet over built up areas. (except suitably equipped aircraft certified for Instrument flight conducting a circling approach in accordance with the current RNAV-Z (GNSS) RWY 11 published procedure and operated by a pilot with the required rating for that approach).

To co-ordinate aerobatic practice outside events use of the aerodrome by aerobatic aircraft is to be booked with the Aerodrome Manager at least 7 days prior to such use. All bookings for aerobatic operations will be posted on Council's website at the earliest opportunity and members of the public will be able to subscribe to receive electronic advice when there are new postings.

The Aerodrome Manager is able to vary booked use to cater for prevailing weather conditions and other extenuating circumstances. Only one aircraft is permitted to be practising aerobatics over Narromine airfield at any time.



IMPORTANT: Conduct all aircraft operations in accordance with ERSA and CASA regulations. Yellow square marks the approximate Aerobatic Box location. Nearest noise sensitive residence is 250m east of box edge.

Practicing aerobatic aircraft are required to monitor the Narromine CTAF frequency (126.7) at all times for arriving/departing/overflying aircraft and arrange separation with those aircraft to facilitate their operation.

TIMES

Generally 8-00am to 5-00pm weekdays (Winter) and 8-00am to 6.00pm (Summer, daylight savings).

TAKE OFF

Suggested direction to the west on runway 11/29 if prevailing weather conditions permit. Where possible avoid flying into competition area from the south east.

PERSON RESPONSIBLE

The person responsible for the event should be nominated. Including best contact details and email. Note that any complaints and correspondence will be sent to person responsible.

COMPLIANCE

Compliance will be monitored by the Aerodrome Manager. Depending on the nature of non compliance an event can be cancelled, conditions modified or future bookings put in jeopardy.

Note that from time to time reasonable variations to the Policy may need to be put in place. For example to finalise an event or to take into account future known weather. These may be considered and allowed by the Aerodrome Manager on request from the event organiser.

CASA

5.1 CIVIL AVIATION REGULATION (CAR) 1555.1.1 CAR 155 specifies rules limiting the conduct of aerobatic flight. Aerobatics pilots should be familiar with all the provisions of CAR 155 and the following provides a summary of the main elements of the regulation:

- Aerobatics must only be conducted in visual meteorological conditions (VMC) by day.
- A pilot must not perform aerobatics in aircraft unless the Certificate of Airworthiness (COA) or flight manual for the aircraft specifies that the aircraft can perform aerobatics.
- Straight and steady stalls or turns with not more than 60 degree bank, are not classified as aerobatics.



- Aerobatics must not be conducted below 3000' above terrain or objects on the ground without the written permission of CASA.
- Aerobatics are not permitted over populous areas or public gatherings without the written permission of CASA.
- Before conducting aerobatics, pilots must ensure that:
 - There are no loose articles in the aircraft
 - All locker and compartment doors are fastened
 - Safety harnesses on vacant seats are secured so as not to foul controls
 - Dual controls are removed or passengers are briefed not to interfere with the controls and there is adequate communication with the pilot. (See Civil Aviation Regulation (CAR) 226 and Civil Aviation Order (CAO) Section 20.16.3)
- All occupants are secured with correctly adjusted safety harnesses.

COMPLAINT REGISTER

A complaints register will be kept with forms available on line. The register will include:

Time	
Receiving person/department	
Name and details of complainant	
Address; Phone Number	
Nature/description of complaint (with as much detail as possible)	
Identify if further contact required – if yes, forward to Event Representative	
Action taken and response overview	
Event representative completed	
Method of advice/feedback; <ul style="list-style-type: none"> • Indication of whether complaint has, or will be, forwarded to CASA; • Date complaint actioned (if required) 	
Timing for follow up (if required)	
Outlining how complaint was finalised.	



MAP

The below map highlights the approximate location of the Aerobatic Box and the Location of Skypark residential area. The Box provided is typical of that used in recent times for aerobatic use. It is recognised that it is important that those practising for competitions do so over the competition area.

Note that if practice is unobserved and is for example for body conditioning then this should occur further to the west over vacant farm land.



