CRM / LOFT (Crew Resource Management / Line Oriented Flight Training Event Rules

[As of 07/01/08]

Current year rule changes are in **red bold print!**

II. Flying Event Rules

G. CRM / LOFT (Crew Resource Management / Line Oriented Flight Training)

1. The purpose of this event is to test the contestant's problem solving ability in a team environment. They will be tested during a "real time" simulated flight.
2. All contestants must hold an instrument rating. A multi-engine rating is preferred.
3. Each competing school may enter one team of two pilots.
4. The event will be flown in an IFR capable simulator with two crew positions. Dual controls are preferred, but not required.
5. All contestants will fly the same line oriented flight training (LOFT) scenario during the during of the SAFECON. Differences may occur if the contestants alter the intended path of the LOFT through their decisions. All resultant paths must be identical. For example, all teams who make decision A will get result B.
6. Each LOFT scenario will be scripted form the crew's first contact with the other crewmembers to the final landing, or other resolution point. The LOFT will be designed with contingencies for any deviations the contestants make from the proposed plan. Once started, the LOFT will be in "real time." Some cruise segments may be shortened for the sake of time. The contestants will be notified of any such deviation both before the LOFT scenario starts and again while the deviation is being made.
7. The LOFT scenario will be planned with an even and realistic mix of simple problems (i.e. one navigational radio failing) and complex situations (i.e. one of three landing gear not extending). Specific simulator or aircraft knowledge will not be tested. The event is designed to test the contestant's ability to work together to solve problems, not to diagnose complex aircraft systems problems.
8. The judge(s) will act as all outside parties (air traffic control, company maintenance, passengers or flight attendant, etc.). The contestants must address these third parties the way they would in a real aircraft. For example, they must tune in the correct radio frequency to talk to air traffic control.
9. Scoring
   a. Points will be deducted based on the severity of the error. For example, an altitude deviation will be a larger penalty than not setting the correct transponder code.
   b. The penalty points will be totaled. The absolute value of the contestant's score will determine the ranking of the teams. The lowest score wins.
   c. Contestants may terminate a flight at any time and accept disqualification.
   d. Rough and abusive handling of the equipment will result in disqualification and termination of the flight.
   e. Actual scoring parameters and penalties for a contest will be determined by the event judge(s) with the consent of the chief judge.
10. Simulator malfunctions will be appropriately handled by the event judge(s). The event judge(s) and the chief judge will determine contestant recourse to equipment malfunction.
11. The route of flight and other pertinent information will be given to the contestants prior to the actual flight.

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05/19/02 - Date of last change to this section