

General Briefing Notes – British Nationals 2024

Air Law

We expect some scrutiny of our event from both the CAA and Bristol locals. Competitors are reminded of their responsibility under air law as set out in II.9 of the event specific rules. Competitors are also reminded that the Director may penalise infringement of air law which provide a competitive advantage; cause damage; cause disturbance; or cause reasonable complaint from persons not connected with the Event.

Blue PZs

The boundary lines of the Blue PZs have been included in the electronic files and a printout has also been provided in the General Briefing papers. The Blue PZ limits are AMSL and a small margin of between 100' and 200' has been allowed below the actual airspace. For reference, the aerodrome level for Bristol is 622'.

Useful radio frequencies

Bristol Radar 125.650

Bristol Tower 133.850

Keevil 130.290

Nympsfield Radio 129.980

Aston Down 118.665

Kemble Information 118.430

Oaksey Radio 132.230

Special airspace relaxations

Blue PZ areas 4, 5 and 6 represent relaxations of standard airspace restrictions as set out in a letter of agreement between BBAC Western Region and NATS Bristol. Areas 4 and 5 operate from surface and area 6 operates from 2,122' AMSL. The published procedure is to contact Bristol Radar on 125.650 for entry, remain on frequency whilst in the areas and call again when exiting. This is normally relaxed during the Fiesta to reduce radio traffic with Bristol Radar, but the first balloon may still be required to call. The procedure will be confirmed with the Fiesta for flights in those areas.

Safety

Further to the recent AAIB report, the Comps Club committee have instructed the director to limit the maximum climb rate noted in II.11 of the event specific rules to 6 metres per second (roughly 1,200 feet per minute) in atmospheric conditions where windshear may occur.

Know your balloon. Be aware of your manufacturers published maximum climb and descent rates and do not exceed them. Be aware of your manufacturers published maximum and minimum loading weights for both take off and landing. If no minimum loading is published, you should assume this is 50% of the maximum takeoff mass (MTOM). If you are flying your balloon 'light' you should be aware that the risk of a parachute stall is increased and you should actively limit the amount of time you keep the parachute open.

BBAC guidance on avoiding a parachute stall.

'The manufacturer's manuals put the maximum opening time of a parachute vent at 3 seconds, after which it must be allowed to re-seal before being used again. Vigorous venting is still possible by a rapid succession of short pulls with complete closure between each operation. Each pull should be no more than 1.5 metres of line, and in practice the procedure may be quite energetic.

If the parachute vent is used repeatedly to produce a steep descent, then the pilot should take care to observe the amount of deflation that this is producing upon the envelope. In very lightly loaded conditions, it may happen that the parachute does not close automatically, because the balloon has cooled too much to support the weight of the parachute. A short blast of heat is usually sufficient to push the parachute back up into place, but this is a matter of judgement at the time.'

Landowner issues

From the LRO presentation, we were warned that locals around Chipping Sodbury common (ST 7354 8384) may be difficult.

Black PZs

There are exceptionally sensitive PZs, they are indicated in the PZ list with severity 3 (severity is the 4th column). **Infringements will incur double penalty points.** In the event of a serious infringement, the Fiesta reserve the right to exclude the offending pilot from flying at the event. A printed list of the PZ numbers and their associated national index numbers has been provided on a separate sheet.

Helpful entries in the PZ files

The published PZ list includes areas with severity 0. These are balloon friendly although they might charge a small landing fee. Sometimes there are conditions such as 'ok if no cattle'. These areas are included in the electronic files, but for the avoidance of doubt, no penalties will be given for landing there unless you breach a condition such as 'ok if no cattle'.

The published PZ list includes areas with severity 4, these are the Dyson fields discussed during the LRO presentation. It is quite likely that these will be good places to land, but you will be briefed flight by flight on which can be landed on.

II.22 2D/3D SORING METHODS

The separation altitude between 2D and 3D in this event is 700ft AMSL, unless otherwise stated on the TDS. TDS always prevail.

R9.3.1, 9.3.2 LAUNCH PROCEDURES

We will not use any launchmasters during take-off. Officials (in Hi-Viz jackets) may be present and will give you some guidelines when necessary to avoid any collision or dangerous situation.

Quick-release tie-off is mandatory for all launches. (CLP and ILP).

Other restrictions can be applied when for a specific flight (e.g. take-off from BBF CLA). When so, this will be noted on the TDS of that specific flight.

R12.1.2 GOALS

The target will normally be displayed within 100m of the given goal coordinates, as close as possible to the coordinates.

If, for certain reasons, the target-teams have not been able to lay-out a target, the specified coordinates of this target on the TDS will be used, and scoring must therefore be done digitally by logger only.

R12.6 MARKER

Pilots will receive all their markers during General Briefing. It is the responsibility of each pilot to bring their markers for the next flight.

In case of lost marker, a spare marker will be given for the next flight only when the pilot pays 10 GPB for the lost marker.

Event Director: Jonas Maes - 0032 4 77 16 02 73

Safety Officer: Dave Morgan – 0044 7 90 63 56 629