

23rd Coupe d'Europe de Montgolfières
28th Ladies World Cup Trophée Masashi Kakuda
Mainfonds-Aubeville 31st July to 4th August 2024

GENERAL BRIEFING

1. GENERAL INFORMATION

REFUELLING and PROPANE SAFETY. NO SMOKING even in the waiting area.

Refuelling is located in Blanzac alongside the competition centre.

Access to the refuelling area is off the road to Barbezieux. Follow the signs, and the safety officer's instructions.

MAXIMUM 2 persons per team within the refuelling area. Mobile phones must be turned off (or left in vehicles).

Wear gloves and clothing made of natural fibres covering arms and legs. Cylinders may only be vented whilst refuelling. No metallic tools at the refuelling point.

SAFETY PHONE NUMBER

In case of urgent need you may call the Event Director, Kevin Allemand on: +33 (0)6 81 84 26 70, or the director of the fiesta, Philippe De HOUX: +33 (0)6 80 63 32 30. Mobile phone coverage is quite often weak in the area, including around Chez Charron. If you specifically require help in either French or English, please call: Rose Anne Achard (for French) on: +33 (0)6 11 22 1237; Alison Odell (for English): +44 7711 181812

RADIO COMMUNICATION

For safety reasons, competitors must listen out on VHF frequency 122.250 for safety matters during the whole flight. Competitors may also use this frequency to ask their ground crew or other competitors for a clearance before climbing on 122.250.

VEHICLE PARKING

There is a strict **no parking zone** alongside the Vieux Chais on the roadside which goes to Barbezieux (D5).

Parking is however permitted at any time in the Vieux Chais car park for competition balloons, and on the grassed area at the cross-roads of the roads from Mainfonds and from Barbezieux for the fiesta balloons.

2. REMINDER ABOUT THE RULES

II.10 RECALL PROCEDURE (10.15)

This will be defined when/if necessary at the task briefing. The system to be used, will be stated and/or a reminder given at the task briefing if likely to be used.

II.11 VERTICAL SPEED

Competitors exceeding the following vertical speed limits will be penalised up to 1000 competition points according to the severity of the rule transgression.

	Distance 3D.		Absolute vertical speed
Limit 1.		Not in use	
Limit 2.	Up to 75m.		3m/s
Limit 3.		Not in use	
Limit 4.		Vertical speed when climbing.	6m/s
Limit 4.		Vertical speed when descending	8m/s

Penalties will be applied as per the following table :

Vertical speed [m/s]	Limit 1 Penalty	Limit 2 Penalty	Limit 3 Penalty
$0 \leq v < -2$			
$-2 \leq v < -3$	100/WRN		
$-3 \leq v < -4$	200	50/WRN	
$-4 \leq v < -5$	400	100/WRN	
$-5 \leq v < -6$	600	200	100/WRN
$-6 \leq v < -7$	800	400	200
$-7 \leq v < -8$	1000	600	400
-8 and more	1000	800	600

Limit 4 will be penalized by 250 CP per 1 m/s, or part of, exceeding.

Reminders:

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Rule 10.1.2. Competitors shall not initiate or maintain a vertical speed exceeding 1.5m/s (300 ft/minute) unless they are certain that no balloon is in their flight path. **Rule II.11 still applies.**

Competitors shall at all times and in all cases respect the operational limitations set out in the operations manual for their balloon.

II.13 & 5.10 OFFICIAL NOTICE BOARD

The Official Noticeboard is situated facing outwards (for external viewing through the window) opposite the entrance to the briefing room at the Coteaux de Blanzacais building, called le Vieux Chais.

An electronic noticeboard will be available via Watch Me Fly; a second board, in paper version, will be placed at the competition centre. A WhatsApp group will be used to communicate general information to pilots.

II.16 FLIGHT CREW / LADIES WORLD CUP

This competition is dedicated to women pilots. The presence of men on board their balloons is not permitted except by individual written request to the Event Director before the start of the task briefing where the pilot testifies that her male passenger(s) never achieved a balloon pilot license. Such declaration must be handed to the Director before the start of task briefing. Infringement of this rule will incur a penalty of 100 task points.

II.18 HANDLING /USE of the BLS (Balloon Live Sensor)

For management of the BLS, please refer to Rule II.18 (English version).

Each competitor is responsible for the BLS which has been given to him until the end of the competition.

Declarations must be made in 5/4 format unless otherwise stated in the TDS.

6.4 Note : In the event that the BLS is proven faulty or fails, the pilot's own GPS may be used under the following conditions:

1. If the equipment has been approved by the director before the flight
2. If the GPS is regulated to register at 1 second interval.
3. If the pilot can supply the connection cable for his/her GPS.
4. If the Competition Director/his staff are able to recover the flight data.

7.1 CONTEST AREA

Horizontal Limits Limits of the 4 maps: La Genétouze, Mainfonds, Cognac, Jonzac.

Max Vertical limit FL060.

7.3 P.Z.

All Airspace over FL 060 is **Blue PZ**.

#	Type.	Coordinates	Location	Radius	Altitude	Information
1	Red.	27047/3552	Ventenot	1500m	1500ft	Cattle
2	Red	26675/4080	Les Perrucauds	500m	1000ft	Farmer
3	Red	73270/4220	Aubeville	500m	1000ft	Horses
4	Red	26710 /5045	Les Mongeries	1000m	1000ft	Equestrian centre
5	Red	72340/2120	Buissonet	1500m	1500ft	Zoo
6	Yellow	27875/4900	Les Naulets-Les Fayards	1500m	-	
7	Yellow	27130/4400	Chez Guignée	500m	-	
9	Red	72650/1150	Chez Seynat, Fouilloux	600m	1000ft	Ducks
10	Yellow	27000/4900	Claix	1000m	-	
11	Red	27930/5322	Chez Peltier	300m	1000ft	Horses
12	Red	See sketch	BA 709	Polygon	1300ft	**Military air base
13	Blue	All the maps	Ceiling	-	6000ft	

** At this location, you may NOT take photos/video. The Gendarmerie de l'Air will be vigilant, and the penalty for doing so will be serious under French law.

Controlled airspaces (see assembly map) are PZs:

These controlled airspaces *are not active* during 06.30 -10.30, and 19.30 - 22.00.

TMA 5 Limoges E class 4300 / FL115 Blue PZ Angoulême 118.075

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TMA 4	Limoges	E class	2300 / 4300	Blue PZ	Angoulême	118.075
CTR	Cognac	D class	Ground Level / 1500	Red PZ	Jonzac Nord	122.550
CTA	Cognac	D class	1500 / FL065	Blue PZ	Jonzac Nord	122.550
TMA 6	Aquitaine	E class	4500 / FL065	Blue PZ	Royan	120.575
TMA 5	Aquitaine	D class	FL065 / FL145	Blue PZ	Jonzac Nord	120.575
TMA 3.1	Aquitaine	E class	4500 / FL065	Blue PZ	Jonzac	120.575
TMA 3.3	Aquitaine	C class	FL065 / FL145	Blue PZ	Jonzac Sud	120.575
TMA 2.2	Aquitaine	C class	2500 / FL145	Blue PZ	Jonzac Sud	120.575

8.1 COMPETITIONS / TASK PROGRAMME

The last competition flight (separate from the Coupe d'Europe and Coupe du Monde des Dames which runs 31 July – 4 August (morning only), 2024) will be set on Sunday August 4th in the evening.

The **Closing Ceremony** will take place at 16.30 on Sunday, 4 August at the l'Armee de l'air mobile podium.

RETURN of the following items (BLS, Basket Banners, markers): these items **MUST** be returned on Sunday evening to the VIP Tent at Mainfonds during 21.00 and 23.00.

9.1 Common launch points (CLP)

Chez Charron	30T	73428 / 4440	223 ft
La Genétouze (near Martron)	30T	72805 / 1390	322 ft
Cognac	30T	70710 / 6320	16 ft
Jonzac	30T	70140 / 3986	112 ft

10.5, 10.8, 10.1.3 & 10.2 BEHAVIOUR, COLLISION, MID AIR COLLISION and DANGEROUS FLYING

If a balloon touches any built structure (wall, roof, lines, etc) or trees, then the pilot must record it on his flight report form. Every failure to declare will earn a penalty by up to 1000 competition points.(Rule 10.5). Balloons in competition multiply the risk of collision through their increased capacity for vertical speed of movement. In the event of a collision in flight, the upper balloon will, a priori, be considered responsible until such time as it is possible to prove otherwise through analysis of the flight logger track points. Any pilot thereby proven responsible for a collision in flight or on the ground, no matter what the material or human consequences, will be penalised up to 1000 competition points in the first instance. He/she may also be banned from flying any further in the competition, and referred to the civil aeronautical disciplinary commission if his/her behaviour as a pilot is considered particularly dangerous. (10.1.3).

There will be an explanation/discussion of the Respectful/Responsible Flying Score during the General briefing as it will apply during these events.

10.5, 10.10 & 10.11 BEHAVIOUR & ground crew & driving

- No parking at less than 100m from a crossroad.
- Never stop on the road. Park vehicles on soft verges.
- Comply with speed limitations on the roads. Beware of automatic speed cameras.
 - 110 kph on dual carriage way road (N10 or D910)
 - 80 kph or 90kph on other roads
 - 30 or 50 kph in villages and towns..

12.4 TARGET

White cross, 10m x 1m.

12.11 SEARCH PERIOD. FLIGHT REPORT FORM (FRF)

For this new edition, the Flight Report Form to be used will be the version on Watchmeffy. This flight report form must be declared by pilots before the end of the search period. Penalty for infringement is 100 task points in first instance, 200 task points in second instance and 500 competition points on the third occasion.

Advice for completing the FRF:

Pilots are reminded to take a note of (a) their launch point grid reference and (b) precise time of take-off, and the same applies to the landing (grid reference and time).

12.12 LOST MARKER

All Markers for the competition will have been given out at the general briefing. If a marker is lost by the pilot, a substitute marker will be given for 1 flight. It is the responsibility of the pilot to check that officials have retrieved the marker.

Competitors have to find their markers when dropped outside the marker measuring area (MMA), or when fallen in crops inside the MMA. Any marker dropped in an MMA will normally be measured by the measuring team.

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Valid markers dropped inside the MMA will be searched for by crew only in the presence of an Official. Competitors must ask for assistance from the measuring team if they want to make sure their marker has been seen and measured. Any marker not dropped, and any marker dropped outside the MMA must be brought back by the competitor to the competition centre after the task within this rule's time limits. In case of lost marker, a spare marker will be given for the next flight only when the pilot pays 20 euros for the lost marker.

14 RESULTS

Two rankings will be set: One for all pilots entered in the Coupe d'Europe,
One for female pilots entered in the Ladies World Cup.

3. DROUGHT AND HIGHTEMPERATURES

When the ambient air temperature rises, for example from 15 C to 35 C, the upward lift allowed for a balloon of 3,000 cu m is reduced by more than 200kg. This represents at least two passengers, and this 4-person balloon becomes a 2-person balloon.

Moreover, at around 30 C, the overheated air becomes unstable, even if it seems dry, and the atmospheric convection phenomena often persist until nightfall making control of a hot air balloon fairly uncertain. In many countries further South, flying only takes place in the mornings.

The temperatures likely to be experienced in Nouvelle Aquitaine during the week of the Coupe d'Europe will ensure that we pay particular attention, to the atmospheric conditions during evening flights, especially for the fiesta flights during which the passengers can be adversely affected by the temperature in the basket, in which the heat of the ambient air is combined with the radiated heat of the burner.

The comfort as for the safety of passengers and the support teams can be brought into question when the outdoor temperature is around 30 C at the time of take-off.

A second consequence of raised temperatures which affects all regions is the drought and therefore tinder-dry vegetation. This has multiplied the risk of fire associated with any balloon inflation as well as the landing if the burners and even the pilot lights have not been fully extinguished when the basket touches the ground.

The prevention of accidental risk from dry grass, even cut grass, calls for additional measures.

During inflation, ensure the scoop is attached in the position for flight in order to limit the risk of setting fire to grass anywhere near the burner flame when the basket is still lying on the ground.

Use the burner in shorter, sharp bursts because the external temperature increases the pressure in the tanks and therefore the power of the flame as much as the heat. The mouth of the balloon and the scoop and the inner panels will therefore be less sensitive to the overheating of material.

Once the balloon is standing upright, these precautions are less necessary, even if the length of the flame-burst of the burner is reduced.

At the Landing: turn off the burner pilot lights well before basket impact with the ground.

The rule noted below will be applied throughout the duration of the Coupe d'Europe 2024 and the Ladies World Cup 2024:-

“Every balloon pilot touching down on the ground with pilot lights still lit, or with burner on, will be penalized with a fine of 200 euros for each certified occasion on which this happens. Moreover, and in addition, any **competition pilots** so certified will also be penalized by the application of 200 competition points.