



Official and General Rules of the Festival: **MONDIAL AIR BALLONS 2017**

I - Description of the Event

I.1 Name

The 15th edition of the MONDIAL AIR BALLONS is called **MONDIAL AIR BALLONS 2017**.

I.2 Objectives

The objectives of the event are:

- Honor Jean-François Pilâtre de Rozier and promote the Lorraine region,
- Stimulate the development of ballooning and aerial sports
- Encourage the strengthening of friendship between the aeronauts of all nations.

I.3 Organization

The event is organized by the association "Les Portes du Ciel".

I.4 Correspondence

All entries and other correspondence shall be addressed to:

Mondial Air Ballons 2017
Chambley Aerodrome
11, Boulevard Antoine de Saint-Exupéry
F-54470 Hagéville - France

I.5 Authorities

Throughout the duration of MONDIAL AIR BALLONS 2017, officials with any authority are the Event Director, the Flight Director and the Head of Security.

I.6 Location

The site of the event is Chambley Aerodrome between Metz and Nancy (France).

I.7 Dates

The event runs from Friday July 21st to Sunday, 30th, 2017.

I.8 Languages

The official languages of the event will be French and English. The French will prevail in all interpretations.

I.9 Documents

Pilots must present the following valid documents:

- a. Pilot's license and medical certificate.
- b. Logbook.
- c. Certificate of airworthiness of the balloon.
- d. Insurance certificate.

II - Admission Conditions

II.1 Accession

The event is open by invitation to all national aero clubs and pilots around the world.

Out of hot-air balloons, other air sports disciplines are invited: helicopter, airplane, micro light, glider, paragliding, paramotor, kite, model aircraft, and gyroplane.



Pilâtre de Rozier Organisation
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www.pilatre-de-rozier.com

Retrouvez-nous sur :



II.2 Qualification

Each pilot must demonstrate a minimum experience to comply with regulations relating to air shows.

School flight is prohibited during the event.

Each participant must hold a valid pilot's license.

Each participant must speak fluent English or French to communicate clearly with the Flights Direction.

II.3.1 Commitment

The completed registration form and fees must be given to the organizers before the closing date of entries.

II.3.2 Engagement Deadline

The closing date for entries is June 15th, 2017.

II.4 Regulations Knowledge and Acceptance

Every pilot is expected to know, understand and comply unreservedly with the rules of the event.

All pilots must be aware of the general environment of the event (aviation regulations, traffic plan, and program) upon arrival at the site.

Participation in the briefing before each flight is required to take part in a flight during the event.

The Regulation provides for the absolute prohibition of making maiden flights for pilots not accredited by the organization to perform this activity.

II.5.1 Image Rights

The organizers reserve all the rights concerning the media reports, pictures, and all other utilizations of event's images.

II.5.2 Risk

The aircraft and other equipment, the pilot and his crew remain at all times under his own responsibility.

By registering, the pilot waives all claims against the organizers and owners of off sites and their respective members (employees and others) for any loss or damage suffered by him or his crew from actions or neglect of these or other participants.

II.5.3 Responsibility vis-à-vis third parties

By registering, the pilot is fully liable to third parties for any injury, loss or damage they may suffer as a result of his conduct or that of his crew.

II.5.4 Insurance

Every participant must provide and submit a valid certificate of insurance for himself and aircraft(s) for the entire duration of the event.

The minimum amount of the guarantee liability vis-à-vis third parties and not transported occupants shall comply with the provisions of Regulation EC 785/2004.

It will include participation in public events and / or competitions and aerial coverage will be extended to France and neighboring countries.

II.6.1 Safety

Bulletins and weather forecasts, as well as information relating to the safety or air navigation are provided in good faith, for guidance, for all participants. The official mission will be to regulate aircraft engaged in the exhibitions. However, nothing can diminish the

responsibility of pilots in this area.

II.6.2 Responsibility

The captain is responsible for the operation of the aircraft at any time of the implementation, take-off, flight and landing.

He must ensure that his equipment, crew and himself (skills and experience) are able to cope with the encountered conditions.

II.6.3 Driving

Pilots and their crew are required to adopt a sporting attitude and follow the guidelines of the members of the organization. All inconsiderate behavior will be penalized by the Director

II.6.4 Parking

Parking lots are reserved for crews. Access is strictly regulated. It is essential to adhere to these privileged areas, and to provide a car park pass (issued at registration) to park there.

III: Balloons Qualification

III.1 Definition of a balloon

An aircraft lighter than air without any means of propulsion of any kind, which draws its buoyancy by warming the air.

The envelope may contain no other gases than air and the normal products of combustion.

III.2 Fuel

Pilots embark sufficient fuel to complete their flight with a suitable subject. Lack of fuel to complete a test cannot be pattern of complaint.

III.3 Designated Balloon

Each pilot shall designate balloon(s) he will fly during the event.

Any balloon change must obtain approval by the Flights Director.

III.4 Airworthiness

Involved Airships must have a registration certificate and a certificate of airworthiness or, an equivalent document issued by the legal authorities of the country concerned.

The organizers may refuse to admit any balloon which, in their opinion, does not present sufficient guarantees of airworthiness.

III.5 Damage

If a balloon is damaged during the event, it can be repaired.

Damaged parts of a balloon may be replaced or repaired, except for the replacement of a full package, which is at the discretion of the Flight Director.

Damage affecting the airworthiness of the balloon must be reported to the Flights Director before engaging in a balloon in the next test.

The balloon in question may fly again after repair validation.

III.6 Autopilot

Any autopilot device is prohibited regardless of its characteristics.

III.7 Instruments / Equipment

Each balloon must be at least equipped with:

- An altimeter digital or analog. The analog altimeters have a scale of 1,000 m or 1,000 ft per revolution and a dial pressure. Any other altimeter must be approved by the Flight Director. .
- A VHF radio (air)
- A quick width

IV: Officials

IV.1 The Event Director

The Event Director assumes full responsibility for the event. He is responsible for the proper conduct of operations, harmony and security of its development. He may penalize or disqualify a pilot for misconduct or breach of the rules.

He will take all operational decisions he deems appropriate, in accordance with the regulations.

IV.2 The Flight Director

The Flight Director is responsible for ensuring the implementation of the aeronautical program. Its authority extends to all French and foreign crews, civilian or military, participating in the event. The Flight Director ensures compliance with aeronautical program and ensures that the event is taking place in accordance with the general safety rules and those specific to the event. He will be assisted by Flight Director Assistants and Executives dedicated to each other aviation disciplines.

Regarding the management of balloons flights, he will be assisted by a team of starters responsible for ensuring the safety of takeoffs and relay the instructions transmitted from its position at the lookout (control tower).

IV.3 Security Officer

The Security Officer will work independently of the sponsors and will report to the competent authorities any incident or offense occurring during the event. He may require changes in procedures that, in his opinion, compromise the safety of the event.

V: Maps

V.1 Specific Air Area

Specific air area has been defined for the event. A map at 1/100 000 of reference (which will be materialized on the TRA dedicated to the event) will be displayed near the briefing room.

Pilots comply with the Prefectural Order and Flight Directors indications of each briefing.

V.2.1 Prohibited Areas

Prohibited areas and power lines are highlighted on the map.

V.2.2 Active Prohibited Areas

At each briefing, prohibited areas will be notified as active or not for the purpose of mass ascent and competition.

This does not mean the description of their operational use or status for other uses aviation.

V.2.3 Penetration of a forbidden zone

Penetration of a prohibited area will be penalized in proportion to the seriousness of the offense.

V.3 Maps

The pilot will carry the map at least 1/100 000 (provided by the organization) needed to complete the flight.

VI Program and Briefing

VI.1.1 General Guidelines

All participants (pilots and crews) will be required to read the sports rules, instructions and key aspects of the event which will be presented on their arrival on site.

VI.1.2 Briefings

Participation in the briefing is mandatory to take part in a flight during the event.

For safety reasons, the presence at the briefing is mandatory.

Each pilot must validate its presence at the briefing by a "ticket of presence" to place in the urn at the bottom of the official table.

The Flight Director will announce and publish flight briefings on the Official Table. The following information will be communicated orally and display during briefings:

- a. - Weather information
- b. - Information on air traffic and safety
- c. - Prohibited activity areas
- d. - Information on flight rules
- e. - Site and off period
- f. - Appropriate description of the event or special flight
- g. - Place and time of the next briefing
- h. - Time signal

VI.1.3 Briefing complementary

A PINK flag is hoisted at the "signals mast" to announce additional information or changes of the data of the briefing. All pilots are expected to have read the information provided during the briefing complementary, as they have been verbally or in writing.

VI.2 Late Commitment

Officials will not disseminate information briefing individually, except for information relating to air traffic safety and to restricted areas in force.

VI.3. Intended flight period subject to weather conditions

• Balloons

Given the concentration, no other activity shall be permitted on Aviation Area (except "press helipad" see first flight prohibited activity, the helicopter will be solely dedicated to shooting and will ensure compliance with prescribed safety distances) in dedicated slots.

In other words, changing schedules balloons are strictly separated from other activities.

From 4.00am to 8.00am

From 4.30pm to 8.00pm

Off Night glow / swelling at night.

Depending on weather conditions these niches may be amended to ensure full security developments.

• Other flying machines

Between flights of balloons (morning and evening), all other aviation disciplines have the area to promote aviation demonstration and / or under air first flights.

The device proposed management advocates the separation of time and / or space.

After the end of the flight period of the balloon (morning flight), there is provided a phase of 30 'minutes free of all air traffic to allow the evacuation of vehicles balloons and aircraft in the area and the passage of a vehicle track perfectly identified to verify the perfect condition of the track, and in particular remove any debris and objects that might remain.

In the evening, on the same principle, 30 minutes before the period scheduled flight balloons, air traffic will be interrupted to allow the removal of participants from other disciplines aviation area and the passage of the vehicle track.

VII: Take off Procedures

VII.1.1 General Area of Flight

In accordance with French regulations, access to the launch area is strictly limited to persons duly authorized by the organizer (access control).

The launch area is divided into four (4) zones. A color is assigned to each zone (blue / green / yellow / red). Pilots will be informed of the take-off area to which they are assigned. Pilots are required, under penalty of exclusion, to respect their flight zone.

VII.1.2 Particular Area of Flight

According to data from the test, take off fields designated by the organization will be chosen by the participants. The launch site limit is a circle of 100 m radius centered on the middle of the launch area generally within the confines of the aircraft hold.

VII.2 Vehicles

For safety reasons, a single vehicle is allowed on the balloon launch area. Crews who violate this rule will be excluded from the event.

VII.3.1 Preparation of balloons

Starters oversee the preparation process, in particular by ensuring compliance areas off in the implementation of balloons. They have the authority to direct the operations of balloons and vehicles in case of non-compliance.

All balloons must be held by a quick release mooring.

VII.3.2 Balloons Specific Instructions

Pilots can test their burner and bring a bit of cold air into the enclosure to allow the assembly and the usual checks. But before authorization is given to heat, fans and burners are not used and no part of the envelope will be more than two meters above the ground. The fans can be tested and used before the flight period until a flag of any color will be raised.

VII.4.1 Signalling Point

The two (2) signals masts where the flag will be hoisted are located on the lookout (control tower) and on G hangar (pilots reception & briefing)

Pilots must carefully observe the signals. Poor visibility in the area of signaling cannot be subject to complaint.

VII.4.2 Take off Signals

Meaning of different flags hoisted to the signals masts:

RED: Takeoff prohibited; previous authorizations are canceled.

YELLOW: Information or signal to come within five minutes.

PINK: Information or briefing data modification.

BLACK: Canceled flight.

GREEN: Implementation allowed.

A tone may accompany the changes of signals.





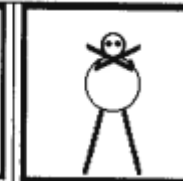
VII.5 Flying Period

No flight will take place outside of the flight period.

Only the authorization of a starter can accompany the take off process.

VII.6.1 Ready to takeoff

When a pilot is quite ready to take off, and it has positive buoyancy, it signals the assigned starter of its take-off area. The starter will do his best to make the balloons take off as soon as possible subject to the security constraints.

				
Drapeau blanc bien vu.	Restez au sol. Suivez les instructions de ma main droite.	Autorisation de décoller imminente.	Clair au décollage.	Toutes instructions précédentes annulées. Attendez.

VII.6.2 Obstruction

Once the balloon up, the pilot will not remain unnecessarily in a position where it can interfere with another pilot.

VII.7.1 Takeoff

The takeoff clearance does not relieve the pilot full responsibility for takeoff, namely ensuring retains sufficient buoyancy to avoid obstacles and other balloons and fly safe. If the balloon did not take off within one minute, the starter can cancel the takeoff clearance.

VII.7.2 Loss of Control

A pilot losing control of the balloon will deflate immediately. Taking off without authorization or by loss of control or for any other reason will lead to exclusion.

VII.8.1 Missed Takeoff

A balloon is considered having taken off and contributing to the flight when it exceeded the limits of the launch area. A pilot can abort takeoff for safety reasons, but then avoid disturbing other balloons. It may attempt a new off within hours of the flight period, but must do so to obtain a new authorization for takeoff.

VII.8.2 Leaving the launch area

For security reasons, after takeoff, pilots must have reached the height of 150 m / ground (492 ft) on the launch area as soon as possible, respecting a climb speed not exceeding 3m / s (591 ft / minute). Any pilot who deliberately violates this rule will be disqualified.

VII.9 Definition of flight

The place and/or time at which any part of the balloon or passengers ceases to be in contact with the ground.

VIII: Flight Rules

VIII.1.1 Ascent Speed

No pilot shall start or continue a rapid ascent, unless he is certain that no balloon is above his in the ascent path.

VIII.1.2 Priority Right

The pilot must be careful to avoid any collision between the elements other than the balloon envelope and the envelope of another balloon. When two balloons converge, the pilot of the highest balloon yields passage by taking the

necessary altitude to avoid the collision.

In case of collision, both pilots can be penalized, but not necessarily for the same amount.

VIII.1.3 Release object

No object will be dropped the balloon, except for official markers or scraps of paper or other equivalent objects, used for navigation.

VIII.2.1 Behavior in flight

Pilots have the greatest respect for people, livestock and property on the ground. The criteria are those of civility and common sense. Irresponsible behavior of the pilot or his teammates causes exclusion from the event.

VIII.2.2 Livestock and crops

Balloons should not fly within 150 m (492 ft) of buildings containing livestock and livestock. Pilots and their crew take care not to damage crops, and where appropriate, ensure to inform the landowner or the person responsible for the harvest. In case of conflict, pilots and farmers will refer to the protocol signed between organizations and federations of farmers. The protocol clearly defines the amount of compensation to be paid (at the expense of the crew) in case of crop loss due to a balloon landing.

VIII.3.1 Ground Crew

Each pilot will ensure that he has a sufficient amount of accredited crew (wearing badge or wristband required) to maneuver the balloon and vehicle reunion. He answers his crew and ensures it has the necessary competence to ensure safe operations. The pilot is responsible for all the acts of his crew, the flight time.

VIII.3.2 Behavior on the ground – Chase Vehicle

One vehicle is allowed on the balloon launch area. The Security Officer and the Chief Starter of this area may prohibit all vehicles considered hazardous. Chase vehicles will behave in a very cautious way on the launch area and on the roads during the recovery phase. All inconsiderate behavior will be penalized by the Director.

VIII.4.1 Airlines Regulation

Pilots are expected to know, understand and comply with the rules of the air, especially with regard to:

- The settlements, highways and railway lines: minimum altitude of 300 m (984 ft).
- The high-voltage lines and other buildings: minimum altitude of 150 m (492 ft).
- The crowds of people or animals: minimum altitude 150 m (492 ft)

VIII.4.2 Communication

Frequency to be used in the TRA during the event by all aircraft will be communicated during the initial briefing. Frequency granted by the DGAC. Outside this area, this frequency is strictly reserved for emergency calls (between the pilots and the Flights Director). The use of this frequency by the crew reunion is prohibited. We remind you that the frequency of the control towers of different airports:

- Chambley [LFJY]: 119.55
- Metz-Nancy-Lorraine [LFJL]: 118.2
- Nancy-Essey [LFSN]: 119.6

In case of last minute changes, these numbers will be provided during the briefings.

VIII.4.3 First Flights

Participating pilots undertake not to perform first flight (free and / or paid) or any other

commercial operation without prior written permission from the organization. Violators will be immediately excluded from the event. They face possible prosecution and penalties.

IX: Landing

IX.1 Definition

The landing point is where the platform is finally immobilized after deflation of the envelope. The ground handling of the balloon can be made by anyone, including teammates present in the car, in order to achieve a space more conducive to deflation. Any incident or accident must imperatively be reported, under penalty of exclusion, to the Flight Director, at the latest before the next flight. The pilot will report the exact place and time of landing, the description of the damage and the identity of any witnesses.

IX.2 Contact with the ground

After passing the physical limits of the take off area, or any part of the balloon in contact with the ground.

X: Complaints

Complaints, any subject whatsoever, shall be communicated to the Director of MONDIAL AIR BALLONS 2017 (organizer). They must be made in writing, in French or English, and receive a written response.

X.1. Time

The deadline for filing a complaint is no later than one day after launch.

X.2. Publication

All complaints will be published on the official notice board. Any response to a complaint will be published on the official notice board.