

FEDERATION AERONAUTIQUE INTERNATIONALE

COMMISSION D'AEROSTATION DE LA FAI

FAI BALLOONING COMMISSION

CIA



RULES FOR THE

54th COUPE AÉRONAUTIQUE GORDON BENNETT

24th September to 2nd October 2010

Bristol, United Kingdom



Secretariat of FAI

Avenue Mon-Repos 24, CH-1005 Lausanne, Switzerland

Tel: +41-21-345 1070 Fax: +41-21-345 1077 e-mail: sec@fai.org

INTRODUCTION

The rules and regulations for the Coupe Aéronautique Gordon Bennett consist of:

These competition rules
Rules laid down in the April 1980 meeting of the CIA
FAI Sporting Code

CHAPTER 1 COUPE AÉRONAUTIQUE GORDON BENNETT DETAILS

1.1 TITLE

This event shall be known as the 54th Coupe Aéronautique Gordon Bennett.

1.2 OBJECTIVES

The objectives of the Coupe Aéronautique Gordon Bennett are:

- a. to determine the team covering the greatest distance;
- b. to promote the development of the sport of gas ballooning by an international comparison of pilots' performance and balloon materials;
- c. to promote international relations and friendships among all ballooning nations and pilots.

1.3 DEFINITION OF THE WINNER

The winner shall be the team covering the greatest distance.

1.4 ORGANISERS

The Coupe Aéronautique Gordon Bennett is organised by Gordon Bennett 2010 Ltd, a wholly owned subsidiary of the British Balloon and Airship Club, which is the member organisation for ballooning of the Royal Aero Club of the United Kingdom.

1.5 CORRESPONDENCE

All entries and official correspondence should be addressed to:
Gordon Bennett 2010 Ltd
3 The Knoll, Portishead, Bristol, BS20 7NU, England

1.6 PERSONNEL

Event Director Don Cameron
Deputy Director Phil Dunnington
Jury: Jean Claude Weber (president), Moniek Vande Velde, Derry Moore
Safety Officers Jonathan Harris, Stefan Handl

1.7 DATE AND PLACE OF COUPE

The Coupe Aéronautique Gordon Bennett will be held in Bristol.

The Coupe Aéronautique Gordon Bennett will be held on 24th September to 2nd October 2010.

1.8 TIME

All times before launch in Local Time. Launch Time and all times after that given in UTC.

1.9 LANGUAGE

The official language of the Coupe Aéronautique Gordon Bennett shall be English.

1.10 DOCUMENTS

The following documents may be inspected when pilots register on arrival at the Coupe Aéronautique Gordon Bennett:

- a. Pilot Certificate
- b. Pilot Log Book
- c. Balloon Registration Document
- d. Balloon Airworthiness Document
- e. Certificate of Insurance
- f. FAI Sporting License with current stamp
- g. Passport or other Identity Document

CHAPTER 2 ENTRY CONDITIONS

2.1 PARTICIPATION

The Coupe Aéronautique Gordon Bennett is open to all NACs which have met their obligations to the FAI. Each NAC may nominate up to three balloon teams, each consisting of two pilots who must have the nationality of the NAC having entered them. The NAC must nominate the pilot in command for each aerostat entered, and this person will be responsible during the whole flight. He or she will be mentioned first in the official reports.

2.2 PILOT LICENCES AND EXPERIENCE

Both pilots must hold a valid LTA licence (free balloon) and a FAI Sporting Licence issued by their NAC. Pilots must either hold a passport or an identity card from **the nominating NAC's country, or they must have held a resident's permit from the nominating NAC's country for the preceding 5 years.** The pilot in command must have been authorised to be pilot in command of a gas balloon for at least twelve months prior to the start of the Coupe and must have had at least 50 hours experience as pilot in command and must be authorised to fly at night.

At least one of the two pilots must be able to communicate with Air Traffic Control in English and have sufficient experience in operating the navigation aids

2.3 ENTRY FEE

The entry fee for all participants is GBP500. A refund of GBP250 will be paid to those who fly in the race, return their Recording Tracker in a working condition. The fee and the completed entry form must reach the organiser by the closing entry date (2.4).

The entry fee includes:

- Hydrogen Lifting gas
- Ballast sand

2.4 CLOSING ENTRY DATE

The closing entry date for NACs acceptance of the invitation to take part in the Coupe Aéronautique Gordon Bennett is 15th March 2010. The closing date for the entry and payment for individual teams is 26th April 2010.

2.5 ACCEPTANCE OF RULES AND REGULATIONS

Pilots and their crews are required to know, understand, accept and abide by the Sporting Code and the rules and regulations for the Coupe Aéronautique Gordon Bennett.

2.6 WAIVER

By entering the Coupe Aéronautique Gordon Bennett the pilots waive any right of action against the organiser, the owner of any site and their respective members, employees or personnel for any loss or damage sustained by him in consequence of any act or omission on their part or on the part of other pilots.

2.7 INSURANCE

Pilots must provide proof that their balloons are insured for at least the amounts required by EU law for third party liability during the Coupe Aéronautique Gordon Bennett. [MTOM less than 1000kg – SDR 1,500,000; MTOM above 1000kg – SDR 3,000,000; passenger liability SDR 100,000 per passenger. A 1000 cu.m. balloon will typically be just over 1000 kg MTOM.]

Insurance can not be purchased from the organiser.

CHAPTER 3 BALLOON QUALIFICATIONS

3.1 DEFINITION OF A BALLOON

For the Coupe Aéronautique Gordon Bennett a gas balloon is defined as an aircraft lighter than air, supported statically in the air, with no means of propulsion by any power source and which obtains the buoyancy solely as a result of the difference in weight of the lifting gas and the surrounding air.

In modification of the 1980 Rules, Article 6, only gas balloons with a maximum capacity of 1000 cubic meters may participate in the Coupe. A tolerance of 5% is allowed. Organisers are empowered to inspect any aerostat that they suspect is in violation to this rule.

3.2 AIRWORTHINESS

Aerostats flown in the Coupe Aéronautique Gordon Bennett must have current certificates of registration and airworthiness, or in place of the latter, an equivalent document from the recognised authority of the nation concerned. The organisers are empowered to reject any aerostat which in their opinion is not of a reasonable standard of airworthiness.

3.3 HIRED BALLOON

Pilots may enter balloons hired in another country.

3.4 FLAGS

Each balloon must bear the national flag of the pilot's country, not less than one sq. meter.

3.5 BALLAST

Only water or fine sand may be used as ballast. Jettison of anything other than sand or water should only be done in case of an emergency and in no case if there is the possibility of harm to people or animals. Violation of this rule should be penalised according to rule 6.4.

3.6 No envelope may be jettisoned at landing.

3.7 TRANSPORT

Transport of the balloon to the starting field in Bristol and after landing to the home city of the balloon is at the expense and responsibility of the pilots. Balloons should be at the starting field by midday on 24th September 2010.

3.8 LIFTING GAS

Hydrogen gas will be provided by the organisers.

CHAPTER 4 INSTRUMENTS, EQUIPMENT AND OTHER

4.1 FLIGHT INSTRUMENTS

Each balloon must carry at least;

- Altimeter
- Variometer
- Barograph or other altitude recording device
- 720 channel VHF radio, minimum 5 watt radio plus back up radio
- Strobe light with minimum brightness required for aircraft
- Beam light for night landing
- Electronic Navigational Aid or GPS
- Transponder Mode S
- Emergency Locator Transmitter: EPERB

Additionally, each balloon will carry a GPS logger/tracking device provided by the organiser.

Organisers will publish information regarding balloon altitudes during the flight.

There is no restriction in the use of navigation aids and flight control instruments. Every balloon should be equipped with sufficient oxygen and appropriate distribution system to be used at altitudes greater than 12,500 feet MSL. Faulty barographs or altitude recording device may be penalised under rule 6.4. In case of suspected altitude violations, barographs or backup altitude recording device (GPS) may be checked. Each balloon should carry a backup GPS that would constitute a back-up tracking log in case of tracker failure.

4.2 TRACKER SIGNAL

If it can be proved that the signal from a balloon Tracker has been modified, or interfered with, then the Competition Director has authority to penalize the balloon pilot's final result.

4.3 OTHER EQUIPMENT

Every balloon must be equipped with a filling hose 20 meters long with the necessary amount of sand bags for inflation and flight. At launch each balloon must carry at least 20 liters of water for ballast over airports, highways or other sensitive areas.

4.4 SAFETY EQUIPMENT

Every balloon must be equipped with the following items for both crew members:

- survival suits
- life jackets
- dinghies or life rafts

4.5 MAPS

The official competition map will be the appropriate Aviation Maps for navigation in airspace below FL200 throughout the competition area.

4.6 BALLOON MEISTER

The competitors are responsible for making their own arrangements for balloon meisters.

CHAPTER 5 RACE AND PRIZES

5.1 TYPE AND PURPOSE OF RACE

The race is a First Category Event of the FAI and consists of a distance flight. The final classification will be based on the greatest distance covered. The distance will be measured by determination of the arc of the great circle in accordance with the Sporting Code, Section one Aerostats.

5.2 HOLDER OF COUPE AÉRONAUTIQUE GORDON BENNETT TROPHY

The nationality of the team who wins the Coupe Aéronautique Gordon Bennett trophy determines the NAC which will hold the Coupe Aéronautique Gordon Bennett two years later.

5.3 PUBLICATION OF RESULTS

The preliminary race results will be published within 24 hours after the command centre has been notified of the landing of the last balloon.

CHAPTER 6 FLIGHT RULES

6.1 FLIGHT CONDITIONS

All flights will be carried out under Visual Flight Rules.

6.2 LAUNCH

Weather permitting, the balloons will launch on Saturday, 25th September 2010 after 18.00 hours. A delay to Wednesday, 29th September 2010 may be used, if necessary to assure a safe and successful race. The order of departure will be decided by two separate draws according to Article 8 of the General Rules (1980). In clarification of the 1980 Rules, Article 8 All balloons will launch within a time window fixed by the Director. As a guide, balloons will be launched at intervals between three and five minutes as long as it is safe to do so. Launch masters will give each crew permission to launch.

Permission to launch does not relieve the pilots of complete responsibility for his take-off, including adequate lift to clear all obstacles and other balloons and to continue safely in flight. If a pilot is not ready for take-off at the appointed time, he shall move to the end of the launch order.

6.3 AIRSPACE

Pilots must be familiar with and abide by the applicable aviation regulations of the countries. Pilots may be required to log all ATC clearances given enroute; this flight log must be returned to the Event Director (who will return it later) in a sealed envelope for investigation in case of suspected violations.

Infringements of Aviation regulations are in the first instance a matter between the pilot and the Aviation Authorities. If the Director receives information from an Aviation Authority that air law may have been violated, he should investigate and take action as appropriate. Pilots who are not able to comply with ATC instructions will be penalised under 5.2.2.2 of the FAI Sporting Code, General Section.

6.4 PENALTIES

Penalties will be based on the FAI Sporting Code, General Section. In a case where a technical infringement of the rules or failure to comply with requirements caused by mistake or inadvertence has occurred and no advantage has been attained, the competitor concerned will, as a guide, be penalised by a reduction of not less than 2% of the best distance. Serious infringement, such as dangerous or hazardous actions or repetitions of lesser infringements will be penalised by a reduction of not less than 5% of the best distance. Unsportsmanlike, behavior (GS 5.2.2.3); which includes, deliberate attempts to deceive or mislead officials, intentional airspace violations, falsification of documents or repeated serious infringements of rules should, as a guide, result in disqualification.

CHAPTER 7 LANDING

7.1 LANDING

The precise point at which any part of the aerostat's basket, car or gondola comes to rest on the ground or makes more than brief contact with any water surface, or anything attached to, or resting on, the ground or water is the landing point. Momentary contact with the ground or water does not constitute a landing, nor does contact between a trail rope and the ground, unless the aerostat is moored. Pilots landing on water such as lakes, seas, or rivers will not receive a result.

7.2 CALCULATION OF LANDING POSITION

The point of landing will be defined by the geographic co-ordinates in degrees and minutes longitude and latitude. Other evidence is to be considered if necessary.

7.3 REPORTING

Landing position shall be telephoned to the Command Centre within four (4) hours of landing. The Event Director should grant an extension in case of extenuating circumstances.

CHAPTER 8 OBSERVERS

8.1 OBSERVERS

No observers will be used.

CHAPTER 9 COMPLAINTS AND PROTESTS

9.1 COMPLAINT

Complaints concerning any matter should be made to the Competition Director at the Competition Centre. Complaints should be in writing in English and will receive a written reply.

9.2 PROTEST

If dissatisfied with the Competition Director's reply to a complaint, a competitor has the right to make a protest to the International Jury. Protests should be handed in at the Competition Centre to an official who will record the time of receipt. Protests shall be accompanied by a deposit of €100. A competitor presenting a protest may make a verbal presentation of his case in addition to his written statement. The verbal presentation may not exceed fifteen minutes, except by leave of the Jury. A competitor not fluent in English may be assisted by an interpreter.

The deposit will be returned only when the protest is upheld.

9.3 TIME LIMIT

The time limit for protest is 10:00 hours on October, 2nd or four hours after publication of the official results whichever is later. Protests must be handed in within two hours of reply to a complaint.

CHAPTER 10 LIABILITY AND SAFETY

- 10.1** The balloon and other property of a competitor shall be at the risk of the competitor at all times. By entering the Coupe a competitor agrees to waive all claims for injury to himself or loss or damage to his property.
- 10.2** By entering the Coupe a competitor assumes all liability for injury, loss or damage to third parties or their property and agrees to indemnify the organisers in respect thereof.
- 10.3** A competitor remains completely responsible for the safe operation of his balloon at all stages of inflation, launch, flight and landing. He must ensure that his equipment, his crew and his own level of skill and experience are suitable for the conditions in his own judgment.
- 10.4** All meteorological reports and forecasts and other safety or navigational information is provided in good faith for the guidance of competitors. Officials will be appointed to regulate the inflation and launching of balloons.
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**MINUTES OF THE CIA MEETING, 10 & 11 APRIL, 1980
REGARDING
COUPE AÉRONAUTIQUE GORDON BENNETT,
amended at the CIA Meeting March 2008
amended at the CIA Meeting March 2010**

I. ORIGIN AND GENERAL PRINCIPLES

ARTICLE 1:

With a view to maintaining the tradition of the free balloon race entrusted in 1905 by Mr. James Gordon Bennett to the Federation Aéronautique Internationale, it is agreed that the challenge will continue to be run under the name of “**Coupe Aéronautique Gordon Bennett**”.

ARTICLE 2:

The Coupe Aéronautique Gordon Bennett, which will be a distance flight competition, shall be organised once every year and conform to the FAI Sporting Code and the provisions of the present rules.

ARTICLE 3:

Originally only the General Conference of the FAI, on a recommendation from FAI’s Commission Aéronautique Sportive Internationale (CASI), had the right to amend the present rules. The right to change these rules was transferred to the CIA in 1984 (see CIA Minutes 1984, item VIII). In 1987 the CIA changed the Sporting Code Section One to reflect, under 6.2, that the CIA has full control of the Coupe Aéronautique Gordon Bennett rules.

ARTICLE 4:

It is the responsibility of the NAC holding the Coupe Aéronautique Gordon Bennett to organise the competition in its country two years after winning the Coupe. However, if for any reason this NAC renounces its prerogative, or it fails to meet any of the event requirements of deadlines published by the CIA, the CIA may entrust the organization of the event to another NAC. If the holder renounces the organization of the race, it should inform the FAI Secretariat within two months following the competition in which it was the winner.

The NAC organizing the Coupe Aéronautique Gordon Bennett shall be responsible for all costs of the event.

ARTICLE 5: PARTICIPATION

Only NAC members of the FAI shall be able to participate in the race for the Coupe Aéronautique Gordon Bennett. They may not enter more than three balloons each.

ARTICLE 5.2: PROCEDURES for hosting the GORDON BENNETT

After the competition results have been declared final by the event jury, the CIA President shall immediately send a letter to the winning NAC specifying the requirements and deadlines that shall be met. The winning NAC must have their intention to bid –to organize the concerned Coupe Aéronautique Gordon Bennett event – submitted to the FAI Secretariat within 60 days of the Jury declaring the event finished.

In the case that the winning NAC positively intends to bid, this NAC has a deadline of June 30th of the following year – about 14 month before the concerned event – to submit the bid.

If the winning NAC shows no intention to bid for the concerned Gordon Bennett, they will loose their opportunity to automatically host the Coupe Aéronautique Gordon Bennett that was earned by

their winning the Coupe. In this case the CIA will immediately notify all eligible NAC that bids will be accepted for the concerned Coupe Aéronautique Gordon Bennett –with June 30th as the (same) deadline to submit the bid.

Ensuing/resulting bids, supported by the completed bid files and the FAI/CIA Organizers Agreement signed by the organizing NAC and event Organizer shall be received by June 30th of the intermediate bidding year unless these time limits are changed by the CIA under special circumstances.

The bids will be reviewed by the appropriate CIA WGs to determine the best venue for the Coupe Aéronautique Gordon Bennett, The concerned CIA WGs shall then send their recommendations to the CIA Bureau for the official CIA sanction to be granted approximately 13 months before the concerned event. The CIA is empowered to accept or reject such bids.

Fallback Option: Second round of bidding.

If the original bid (of the winning NAC) fails up to the deadline of June 30th, a second round of bidding is established with the same procedure as above. This second round has a shortened 90 days deadline – which would still leave a minimum of 11 months preparation time for the bidding organization.

In addition to the Sporting Code requirements, the bids must contain at least the following information:

- Budget for the event and proposed funding guarantees
- Proposed location and venue
- Proposed Event Director and operation team
- Guarantee for the availability of gas for the entire flight window listed in the bid application
- Letter from the relevant ATC authorities declaring cooperation for the entire event
- Guarantee that night VFR will be allowed
- Detailed information on Entry fee and specifically what it encompasses

II. GENERAL RULES

ARTICLE 6: BALLOON CATEGORIES

Only gas balloons with a maximum capacity of 1 000 cubic meters may participate in the Coupe Aéronautique Gordon Bennett. A tolerance of 5% is allowed. All balloons – whatever their capacity – shall be filled with gas having the same specific weight and the same chemical composition. Pressurization of the balloon to maintain a constant density altitude shall not be permitted. In 2005 the CIA accepted the use of both, Helium and Hydrogen as lifting gases during the same Coupe Aéronautique Gordon Bennett competition.

ARTICLE 7: THE CREW

During the entire duration of the Coupe Aéronautique Gordon Bennett, the crew for each balloon shall be composed of no less than two persons. The pilots shall be of the nationality of the NAC having entered them. Pilots who have been a resident for the preceding five years in the same country as the NAC entering them shall be eligible to be nominated by that NAC.

ARTICLE 8: DEPARTURE

The order of departure will be decided by two separate draws. The first will fix the order of departure of the NACs. The second will fix the order of departure of the different balloons of each NAC. The balloons will depart in the following order:

- The first balloon of the first NAC;
- The first balloon of the second NAC;
- The first balloon of the third NAC; etc.

The second balloon of the first NAC;
The second balloon of the second NAC;
The second balloon of the third NAC etc.
until all balloons have taken off.

All balloons shall fly on the same day in the time bracket set by the organiser.

ARTICLE 9: CLASSIFICATION

The final classification will be based on the greater distance covered. The distance shall be measured by the determination of the arc of the great circle, in accordance with the General Section of the FAI Sporting Code.

III. SPECIAL RULES

ARTICLE 10:

The organizing NAC shall publish the special rules at least six months before the date of the Coupe Aéronautique Gordon Bennett.

ARTICLE 11:

The special rules shall indicate:

- a) the place and date of the race;
- b) the amount of the cash prizes;
- c) the date of entry and the registration fee;
- d) the compulsory equipment required;
- e) the facilities offered to competitors;
- f) any other important information.

IV. AWARDING OF THE COUPE AÉRONAUTIQUE GORDON BENNETT TROPHY

ARTICLE 12:

The organizing NAC shall decide on the awarding of the Coupe Aéronautique Gordon Bennett. The results shall in principle be circulated within 15 days after departure. The prize shall be given to the winner in the month following the publication of the results.

ARTICLE 13:

The NAC whose team wins the race will be the holder of the Coupe Aéronautique Gordon Bennett for one year. An NAC shall become the final holder of the cup after winning three consecutive races.

ARTICLE 14:

For the Coupe Aéronautique Gordon Bennett to be considered as valid a minimum of three countries shall be entered.

ARTICLE 15:

If an NAC holder of the Coupe Aéronautique Gordon Bennett disappears or ceases to be a member of the FAI, the Coupe Aéronautique Gordon Bennett shall be handed over to the FAI Headquarters.

V. THE OFFER OF A NEW COUPE AÉRONAUTIQUE GORDON BENNETT

ARTICLE 16:

The NAC which becomes the final holder of the Coupe Aéronautique Gordon Bennett has the right to offer a new Coupe. If within one month this NAC has not informed the FAI of its intention to use this right, the FAI may accept a new Coupe from another NAC or another source.