



**Civil Aviation
Advisory Publication
October 1996**

This publication is only advisory. It gives the preferred method for complying with the Civil Aviation Regulations.

It is not the only method, but experience has shown that if you follow this method you will comply with the Civil Aviation Regulations.

Always read this advice in conjunction with the appropriate regulations.

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Guidelines for manned balloon launching and landing areas

References

- Civil Aviation Regulations (CARs) 92, 215, 259 and 260
- Civil Aviation Orders (CAOs) sections 95.53 and 95.54
- Aeronautical Information Publication (AIP) page SPEC-6 & 7

Who this CAAP applies to

- private and commercial balloon pilots
- manned balloon operators

Why this publication was written

Private balloon pilots are required to comply with CAR 92 (1). Additionally, commercial balloon operators are required to specify in their Operations Manual the characteristics of launch and landing sites they will use.

These guidelines set out factors that **may** be used to determine the suitability of a place for the launching and landing of balloons. Experience has shown that, in most cases, application of these guidelines will enable a launch or landing to be completed safely, provided that the pilot in command:

- has sound piloting skills; and
- displays sound airmanship.

Status of this CAAP

This is the second issue of the CAAP. The previous issue, CAAP 92-3(0), should be removed and destroyed.

For further information

Contact the CASA District Office closest to you.

Physical specifications

Any launching area should be so located, and of such dimensions that under the weather conditions prevailing at the time of launch:

- there is no structure, building or tree within one balloon envelope-diameter upwind or crosswind of the balloon basket or, where there is no ground wind, within one balloon envelope diameter in any direction;
- other than fences or soft vegetation there is no structure, building or tree located downwind of the balloon which cannot be avoided during the launch by at least 30 feet vertically;
- there is no electricity powerline within two balloon envelope diameters upwind or crosswind of the balloon or, where there is no ground wind, within two balloon envelope diameters in any direction.
- there is no electricity powerline located downwind of the balloon which cannot be avoided after launch by at least 100 feet vertically.

NOTE: This does not imply that the balloon must be flown so as to avoid downwind obstacles by the margins stated.

Any landing area (including its approach path) should be so located and of such dimensions that the balloon can be landed and, where applicable, deflated without risk of injury to the occupants of the balloon or members of the public on the ground and without risk of damage to livestock or property. In particular:

- No electricity transmission cable should exist on the approach (upwind) side of the landing area, which cannot be crossed in level or climbing flight at a safe height having regard to the conditions prevailing at the time and the voltage carried by the cable.
- No electricity transmission cable should be located within 2 envelope diameters of the point at which the pilot intends the balloon to be landed.
- Ground handling lines should not be used within 1 envelope diameter of electricity transmission cables.
- No obstacle other than fences, small trees or soft vegetation should be located on the approach (upwind) side of the balloon landing site within 1 balloon envelope diameter of the point at which the pilot intends the balloon to be landed.

General conditions

A launching or landing area should not be situated within any area designated by CASA, wherein the density of aircraft movements makes it undesirable in the interests of safety to use that area as a manned balloon launching or landing area.

The pilot in command should not launch or land unless persons, animals, vehicles or other objects which could constitute a hazard, except those persons and vehicles essential for the ground handling of the balloon, are clear of the launching or landing area.

NOTE: Spectators at a ballooning event at which launch marshals are appointed, are not considered to pose a hazard.

The pilot in command, before using a manned balloon launching or landing area, should take all reasonable steps to ensure that the physical specifications are met in full.

The pilot should also take reasonable steps to ensure that:

- the surface of the launching or landing area is suitable prior to each launch and landing;
- a suitable means of determining the wind velocity is available; and
- the balloon can be safely manoeuvred clear of any obstacles.

In the event of almost nil wind, the assistance of a competent ground crew making use of the balloon's handling line may be necessary in the final stages to guide the balloon to a suitable place for touch down.

At aerodromes where operations by other kinds of aircraft are conducted, the manned balloon launching or landing area should be sited clear of take off and landing areas, runways, taxiways, aprons and obstacle limitation surfaces.

Holders of air operator's certificates to specify launching and landing area requirements in operations manual

The holders of Air Operator's Certificates (AOCs) are reminded that, under Civil Aviation Regulation 215, CASA requires an operator to include in his operations manual specific requirements for the launching and landing areas to be used for aerial work and charter operations.

Notes

NOTE 1: *The fact that a place complies with the general specifications set out above does not confer on an operator any rights to land on or launch from that area as against the owner of the land from which the operations may be conducted or prejudice in any way the rights and remedies which any person may have at common law in respect of injury to persons or damage to property caused directly or indirectly by the operator.*

All Commonwealth and State laws must be complied with by a balloon launching from or landing on a manned balloon launching and landing area.

NOTE 2: *CASA is developing guidance material about the application of CAR 157(4) (e) regarding the flying of manned balloons taking-off or landing at a site located within a populous area.*