

24th FAI European Hot Air Balloon Championship

Venue Krosno, POLAND

Date of Assessment January, 2025

Document Reference 24th FAI EHABC Risk Assessment

Scope of Assessment The free flight of balloons on Europeans in 2027, with static display and nightglow on opening, closing and other ceremonies of the event.

This assessment does only cover the balloon specific and associated activities and does exclude the following:

Exclusions

1. It is also assumed that EUROPEANS organiser will be contacting and informing the relevant authorities such as Fire, Police and Ambulance of the event.
2. It is assumed that EUROPEANS organisation has Public Liability Cover for the event and have ultimate responsibility for the holding of the event and indemnify anyone involved in the organisation, the balloonists or their crew from any such responsibilities.
3. The balloonists will be covered by a general 3rd party liability insurance for the event. The action of their crew (onboard or on the ground) on the launch field and any subsequent flights will be covered by the same insurance.

Event Organiser EUROPEANS organiser

Participating Balloonists Pilots and Balloons by invitation only and attendance by formal acceptance only, all Pilots will have appropriate licenses, as presented to the aviation authorities for approval.

General Safety Guidelines

BALLOON AND FLIGHT OPERATION (ref. Rules 2.11 & 2.12)

It is each pilot's responsibility to ensure that the balloon is properly rigged, in accordance with the manufacturer's flight manual in terms of good safety practices.

Make sure that there are no sharp edges on the basket. Banners and competition numbers shall be attached with any sharp ends of the fasteners on the inside of the basket.

The fuel system and fittings should be checked to ensure that they meet the manufacturer's requirements.

GUIDELINES (ref. Rule 2.11)

1. Check for damaged or burnt envelope fabric and ensure it does not exceed the allowable damage requirements of the balloon manufacturer's manual.
2. Check that all karabiners are properly attached and properly closed.
3. Check that all fuel hoses meet the manufacturer's specifications and are properly secured within the basket.
4. Check that fuel hoses from the burners are correctly routed and cannot get trapped by persons or equipment on board.
5. Check that there are no objects, which compromise safety, on top of tanks. Ensure that equipment on board is properly stowed.
6. Check that nothing is attached to the fuel hoses.
7. For any incident or accident, a report should be made and a copy given to the Event Director.
8. Pilots who have concerns about the airworthiness of any balloon should contact: Safety Officer Jerzy Czerniawski (phone TBA), or the Event Director Eugenijus Komars (phone TBA).
9. When approaching a goal or making a landing, a competitor shall make a controlled descent, based on his experience and the balloon performance. Ref. Rule 10.1, 10.2 & 10.8.

SAFETY ON GROUND

1. Whenever an Official is working to measure, etc. at the roadside or in an intersection, the Crew MUST help the Official by watching the traffic and warning the Official to move to avoid traffic accidents or incidents. It is especially important to be careful during the morning rush hour when there are many cars and during evening task flight when darkness comes quickly.
2. Officials are reminded to wear their colored SAFETY VEST when they are on duty. This is for safety. The bright VEST helps drivers to see you when you are working on the road.
3. Stopping on the road - traffic jams. Please take care and keep people and vehicles on the roadside while you are waiting. Do not park your car in front of private houses or entrances anytime. Take special care when working on the road to measure, etc.
4. Marker drops: DO NOT drop your marker in front of a moving car. Competitors have full responsibility when dropping markers or anything else from the balloon.
5. When making a final landing, you have to pay attention to the public. If you land on private land, you are requested to get permission to drive on to it. If you use a public road, you MUST pay attention to others using the road. Do not interfere with others using the road.
6. Recall phone: Cell phones used for recall must be carried and switched on at all times.
7. No Smoking at any launch site.
8. Helium cylinders and other heavy items, transported in the car must be properly secured.
9. Inflation Harness (Rule 9.6.2)
A quick-release tie-off must be used in common launch areas and recommended in individual launch areas. The rope of the tie-off shall be tied to a secure point of the vehicle.

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10. The road A5 (E67), which goes from south to north and marked as PZ4, is EXTREMELY DANGEROUS! Be careful while driving on it and keep distance from it during the flight.

PROPANE REFUELING INFORMATION & WARNINGS

SITE:	Toruń Airfield (EPTO)
SCHEDULE:	estimated details TBA After each competition flight.
AREA:	SAFETY PERIMETER around the tanker is OFF LIMITS for everybody except operators and safety officer. Pilots and experienced crew members under the responsibility of the pilot are allowed within the manifold-refueling area and only for refueling purposes.
ACCESS & EXIT:	Details TBA.
UNLOADING & LOADING:	Cylinders must be removed from baskets and carried to the refueling. No loitering in refueling area. Vehicle lights and engine must be switched off during refueling operations.
SAFETY:	Within the REFUELING PERIMETER <ul style="list-style-type: none">• PROPANE CAN BE EXPLOSIVE! All possible sources of ignition must be kept away from the refueling area.• No nylon clothing, banners, flags, etc., allowed in the refueling area.• No loose strikers in the basket. They must be properly stored and disarmed.• Only two persons per vehicle in the refueling area.• Baskets and/or propane cylinders must if possible be removed from enclosed trailers or vehicles.• Only experienced persons (pilot or crew) will be allowed to refuel.• No consumption of alcoholic drinks in the refueling area.• Persons who appear to be intoxicated will not be allowed access to refueling.• No dogs or other pets in vehicles during refueling.• No radios, cellular phones, pagers, camera or other electronic items in use.• The vehicle lights and engine must be turned off during refueling.• No loitering in the refueling area after refueling.• Always wear gloves in the refueling area• Follow the instructions of the refueling personnel• ABSOLUTELY NO SMOKING!
FUEL DUMPING:	Fuel dumping after the event is not permitted. Please ask the Propane operator for instructions if you wish to empty your cylinders after the event.
AUTHORITY:	Safety Officer, Event Director, Propane Operator and Fire Fighting Personnel.

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All PROPANE HANDLING SAFETY PRECAUTIONS permanently apply everywhere. This includes FUEL VENTING on any CLP. In addition to a competition points penalty for the concerned competitor, any crew member contravening any safety precaution or instruction will be permanently banned from the refueling area.

The long tradition of organizing balloon competitions has allowed us to work out our own standard. A qualified medical rescuer is present during the take-offs. Joint take-offs take CLP, which provides large space for balloons. Security is a priority of our day to day activities.

Hazard	Persons who may be harmed & How	Precautions	Risk	Proposed Actions
Fire	<p>Persons</p> <ol style="list-style-type: none"> Balloonists, their Crew (on board or on the ground) The Public <p>Harm</p> <ul style="list-style-type: none"> Burns Smoke inhalation Asphyxiation 	<ul style="list-style-type: none"> No smoking will be permitted close to each balloon basket Balloon propane re-fuelling will be carried out off site more than 100 m from spectators Each balloon basket will carry its own fire extinguisher The balloons will be inflated within a cordoned off area to minimise public access during inflation Pilot are to brief their crew on actions in an emergency All balloons entering the event will have a current CoFA Balloonists and crew will not be permitted to vent off unused propane in the main event / public area's Refuelling of inflation fans must be carried out when engines are cold, or if already at temperature with fire extinguishers available at hand The Meadow will be of short grass to mitigate risk of fire during inflation Balloonist will be reminded of need to have reasonable separation during inflation 	Medium	<ul style="list-style-type: none"> Officials and commentators will be briefed by the safety officer on the contingency plan to be followed in the event of a fire or other emergency on the launch field Pilots will be reminded of safe operations of balloon and refuelling as well as their personal responsibilities for briefing of crew, within pilot's pack's handed out at first official briefing All pilots to have radios tuned to common frequency or communication tool to be advised with briefing packs WAG organisers will be told of responsibility to inform the relevant fire authorities that event is taking place and balloons will be present Adequate fire-fighting equipment will be available on site to deal with minor incidents. Prior consultations with outside services should be made by WAG organiser and communications established with them on the day of events, so as to facilitate their rapid help in the case of emergency. The WAG event team operating any other event activities will be responsible for the safe operation of their display and will be reminded of

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		<ul style="list-style-type: none"> During the main inflation, take off and special events, the balloon organisers will be linked with the balloonists via radio and other communication links, who will advise of general actions in the event of a fire during these times. 		their responsibilities for the safe operation of this event and separation required from the balloons.
Vehicular and Pedestrian movements	<p>Persons</p> <ol style="list-style-type: none"> Balloonists, their Crew (on board or on the ground) The Public <p>Harm</p> <ul style="list-style-type: none"> Crushing Minor injuries 	<ul style="list-style-type: none"> Balloon retrieve vehicles will be required to observe a 5 mph speed limit within the cordoned off area Balloon pilots will be advised of responsibility to have competent crew and need to observe safe ingress and egress speeds to and from the main event arena Balloons and their vehicles will operate within a cordoned off area where the public will be restricted from access unless specifically invited to enter the area by balloon crew or pilots, who will then be responsible for their supervision Vehicle lights will be on if moving on the launch field after dusk and during the packing away of equipment during night times During any special event activity at night, when vehicles lights will be off, spectators will not be permitted within the cordoned off area 	Low	<ul style="list-style-type: none"> Pilots will be reminded of safe operations of balloon and refuelling as well as their personal responsibilities for briefing of crew, within pilot's pack's handed out at first official briefing The cordoned off area during and after the balloon operation times must be maintained by WAG organiser representatives

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Balloon collision during take off with other balloons, during tethering and ground hazards in the flight path	<p>Persons</p> <ol style="list-style-type: none"> 1. Balloonists, their Crew (on board or on the ground) 2. The Public <p>Harm</p> <ul style="list-style-type: none"> ▪ Damage to property ▪ Injury to the public 	<ul style="list-style-type: none"> ▪ Mass take offs will only take place in wind speeds of less than 8 knots on the surface. ▪ In winds exceeding 8 knots, take offs may be staged in 'waves' so as to maximise the separation of balloons distances and minimum heights for over flight of spectators. ▪ Prior to take off, pilots, with the use of their crew, must ensure that they are clear above and behind. ▪ If the wind speed exceeds 5 knots the crowd should be separated from the balloons in such a way that in the event of a change of wind direction prior to launching no part of a balloon will come into contact with the crowd. ▪ All free and tethered flights will be made within the criteria contained in the manufacturers' flight manuals for the specific balloon. 	Low	<ul style="list-style-type: none"> ▪ A check for balloons overhead must be made immediately before take off, either by a member of the crew or by a marshal appointed by the safety officer. ▪ Weather conditions will be observed by the safety officer who will have experience of organising ballooning activities at public events ▪ The safety officer will be involved in the planning stages of the event and will be present on site during all planned launch and inflation times, except that he may delegate specific duties but retain overall responsibility for the event, including the right to cancel a planned flight due to meteorological or any other reasons bearing on safety. Except where the safety officer has banned flying, the decision to take off or not remains with the pilot.
Electricity	<p>Persons</p> <ol style="list-style-type: none"> 1. The Public 2. Balloonists and their crews (on board or on the ground) <p>Harm</p> <ul style="list-style-type: none"> ▪ Electrocution 	<ul style="list-style-type: none"> ▪ Temporary power supplied will be sourced from competent third parties 	Low	<ul style="list-style-type: none"> ▪ The use of competent third parties for the hire/loan of equipment ▪ All facilities outside the scope of the balloon event organisers shall be covered by risk assessments by others at the responsibility of WAG organiser

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Crowd Control (Crushing, affray, access to event area)	<p>Persons</p> <ol style="list-style-type: none"> 1. The Public 2. Balloonists and their crews (on board or on the ground) <p>Harm</p> <ol style="list-style-type: none"> 1. Crushing 2. Personal physical injury 	<ol style="list-style-type: none"> 1. Entry to the balloon launch area will be controlled by access badges handed out to all pilots, crew and officials. Persons from The Public will only be admitted by invitation only from a pilot, crew or official. 2. The balloon event area will be taped off and clearly marked 3. If uncontrolled public entry to the event area occurs the safety officer will restrict/discontinue ongoing events until such time as safe operations can be resumed 	Medium	<ul style="list-style-type: none"> WAG organiser will be made aware of need to tape off area before and during all events by the balloons The safety officer will be in radio or other communication contact with all pilots to cease operations if the situation demands
Slips Trips and Falls from Guide ropes, Entering & Exiting the basket & Tethering Activities	<p>Persons</p> <ol style="list-style-type: none"> 1. The Public 2. Balloonists and their Crew (on board or on the ground) <p>Harm</p> <ul style="list-style-type: none"> Sprains & Minor injuries associated with trips/falls 	<ul style="list-style-type: none"> Safety briefings given by the pilots advising crew of hazards, before, during and prior to the end of flights and tethering Tethering will be carried out observing the manufacturers balloon flight manual tethering instructions. The pilots will be responsible for monitoring ongoing weather conditions during tethering activities and will advise crew of safe permissible distances for spectators to approach their balloon 	Low	<ul style="list-style-type: none"> Pilots will be reminded of personal responsibilities for briefing of crew within pilot's pack's handed out at first official briefing