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Manned Hot Air Balloon Operations

1. PURPOSE

This Advisory Circular (AC) provides approval for multi-operators of seasonal balloon at the same balloon flying area and general guidance on the operations of manned hot air balloon on commercial basis within Yangon FIR operated by certificate air operators.

2. REFERENCES

- 2.1 Myanmar Civil Aviation Requirements Part 15, Part M, Part 47
- 2.2 Airworthiness Notices A-9, A-60

3. GUIDANCE AND REGULAR PROCEDURES

3.1 Coordination Meeting

- 3.1.1 Coordination Meetings should normally be made on regular basis by balloon operators operating in the same balloon flying area defined by the aviation authority.
- 3.1.2 Any matters in minute should not be reported to the authority unless a satisfactory outcome is not possible from any issues raised at the meetings and deems to pass the matter to authority.
- 3.1.3 Schedule of the meeting should be set up at discretion of operators concerned.

3.2 Marking of balloons

- 3.2.1 Marking of balloons should be made as required by relevant Myanmar Civil Aviation Requirements.
- 3.2.2 In order to get easier for those pilots to identify the lower flying balloons underneath themselves, additional prominent registration for east and every balloon certificate by relevant requirement should be marked.

- 3.2.3 Additional marking should be put on the top of the envelope close to parachute edge and composed by the last two letters of the registration mark.

3.3 The Landings

- 3.3.1 Landing sites should not be reserved by one operator.
- 3.3.2 Balloons should be kept inflated after landing so as to make space for the Succeeding by moving around if needed.
- 3.3.3 In order to increase the safe landings, on occasion, assistance may be required from all crews regardless of operators.
- 3.3.4 Additional task should be carried out when the landings from different operators are made at the same landing site, to fly long in order to allow some space behind him.
- 3.3.5 As the pressurized envelope will function as a buffer, balloons should have being left hot air inflated after landing so as to allow the others land closed enough and safe.

3.4 Pre-flight Coordination and Duty Pilot

- 3.4.1 There should be needed to assign a Duty Pilot who is responsible for coordinating the morning's flight with a unique mobile phone number designated for each pilot on duty and know by others as to discuss operational matters before a flight if necessary.
- 3.4.2 Care should be taken to follow strictly the instructions from relevant ATS unit for the operation on daily basis prior to the flight plan.
- 3.4.3 Cancellation of flight planned operations should be made if the relevant ATS unit may think unfit to operate for the day.

3.5 The Take-off and Overfly

- 3.5.1 No operator should normally overfly other operator's launch site which is in progress.
- 3.5.2 When overflying another active launch site, pilot must ensure that sufficient vertical spacing is allowed to enable other balloons to launch safely.

3.6 Other Provisions

Communication with ATC should be established by Duty Pilot (s) only.

- a) Pilots should maintain a listening watch at all times.
- b) Each altimeter should be set to local aerodrome QNH.
- c) Pilots should be briefed by ATC as needed.

- d) Pilots should immediately initiated descend below 500 feet upon receiving the ATC instruction to do so.
- e) Last balloon up or duty pilots, for each operator, should sign off with ATC.
- f) Pilot to Pilot communication should refer to respective operations manuals.
- g) Care should be taken to maintain extra vigilance to reduce the safety risk.

4. BALLOON FLYING AREA

4.1 Bagan

- 4.1.1 A specific balloon flying area has been defined as bounded by the coordinates:
211400.0No945500.0E,211000.0No944800.0E,210400.0No944800.0E,210400.0 No 945500 .0E,211400.0No945500.0E.
- 4.1.2 Lower Limit/Upper Limit: 300 ft/2000 ft above ground level.
- 4.1.3 Capacity of accommodation : Maximum (31) numbers at one time event.
- 4.1.4 All balloons shall be landed at or before 0130(UTC).
- 4.1.5 Horizontal Distance: 300ft Pagoda, Structure, Historical Building.

4.2 Mandalay City

- 4.2.1 Over Mandalay City.
- 4.2.2 Lower Limit/ Upper Limit:300ft/3000 ft above ground level.
- 4.2.3 Flying over restricted area should be kept a height specified by the relevant authority.

4.3 Inlay Lake and Pindaya

- 4.3.1 Over Inlay Lake and Pindaya area
- 4.3.2 Lower Limit/Upper Limit: 300ft/2000 ft above ground/surface level.
- 4.3.3 Life Jackets shall be put on at all times aboard over Inlay Area.

4.4 Thandwe/ Ngapali Area

4.4.1 Area bounded by straight lines joining 182626.0N0941811.0E, 183000.0N0942100.0E, 183000.0N0942500.0E, 182100.0N0942700.0E, 182100.0N0942400.0E, then the straight line direct to 182626.0N0941811.0E.

4.4.2 Lower Limit/ Upper Limit: 300ft/ 2000ft above ground/ surface level.

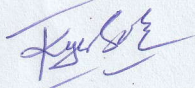
4.4.3 Life Jackets shall be put on at all times aboard.

5. CONCLUSION

5.1 This Advisory Circular comes into at 0001 UTC, 1 October 2023 and until 2359 UTC, 12 April 2024.

5.2 Operators are advised to amend the Certificate of Approvals (COAs) accordingly to meet the requirements.

5.3 Any kind of occurrence will then be affected to the termination of all operations.



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