

GENERAL BRIEFING NOTES with amendments made at the GB

I.5 Personnel - Jury The President of the International Jury is Jerzy Czerniawski. We will elect the members of Jury from pilots not interested if any case will arise.

I.9 Language All printed information will be given in English and may be verbally interpreted to Polish if needed. Amended information will also be verbally interpreted to Polish or other languages.
Pilot shall file a complaint (and protest) in English if any case arises.

II.1 CTA The CTA in the North is bounded to the South boundary of Rzeszow TMA. The coordinates are given in the rules. The bounds of the CTA are published on the official Notice Board as PLT and KML files, you can superimposed these boundaries on the newer map in any map application.

II.3 PZ The precise coordinates (format 5/5) of the centre points of red PZ are as follows:
 PZ1 58507-11841 PZ2 47916-06659 PZ3 49164-95674 PZ4 52868-06214
 PZ5 61546-04331 PZ6 62080-95000 PZ7 65318-91753

II.10 RECALL PROCEDURE (R10.15)

Recall procedure will be made via WhatsApp group @KRO23 before the first task briefing. The phone given at check-in shall be turned on throughout the event.

II.12 GOALS SELECTED BY A COMPETITOR (R12.2)

Competitors will not be required to declare goals by reference to land and map features (intersections etc.). When declaring a goal, competitors will be scored to the declared altitude. If no altitude is declared when required, pilot will be scored to 2D/3D separation altitude (II.22). The goal selected by competitor must not be:

- within 200 meters of a red PZ in force;
- within a blue PZ in force.

If goal selected by competitor is below 1200 ft MSL, the goal must not be within 200 meters of:
 1. a railway, motorway or a road designated to be of motorway status (distance to be measured from the outer edge as shown on the map);
 2. a power line shown on the competition map.
 Pilot who declares a goal to a wrong slot will be penalized by 50 task points (II.17)

1. Briefings, TDSs

Morning briefings are planned at 5:00, evening briefings at 17:30.

2. Vertical speed

Competitors shall not initiate or maintain a vertical speed exceeding 1,5 m/s (300 ft/min) unless they are certain that no balloon is in their flight path (R10.1.2).
 We will monitor your vertical speed any single moment of all flights.

The following limitations will be checked by scoring software after each flight.

The limits apply to a certain **difference** in vertical speed at a 3D-distance between balloons:

Limit 1 - more than 3 m/s at less than 25m

Limit 2 - more than 5 m/s at less than 50m

Limit 3 - more than 8 m/s at less than 75m

Limit 4 - 8 or more m/s ascend speed for more than consecutive 5 s

Scoring policy for excessive vertical speed

After analysis of the evidence the following penalties may be applied proportionally to the offence:

lower balloon				upper balloon			
Vertical speed [m/s]	Limit 1 Penalty	Limit 2 Penalty	Limit 3 Penalty	Vertical speed [m/s]	Limit 1 Penalty	Limit 2 Penalty	Limit 3 Penalty
				$0 \leq v < -2$	50 (WRN)		
$2 \leq v < 3$	50 (WRN)			$-2 \leq v < -3$	100 (WRN)		
$3 \leq v < 4$	100 (WRN)	50 (WRN)		$-3 \leq v < -4$	200	50 (WRN)	
$4 \leq v < 5$	300	100 (WRN)	50 (WRN)	$-4 \leq v < -5$	400	100 (WRN)	50 (WRN)
$5 \leq v < 6$	500	300	100 (WRN)	$-5 \leq v < -6$	600	200	100 (WRN)
$6 \leq v < 7$	700	500	300	$-6 \leq v < -7$	800	400	200
$7 \leq v < 8$	900	700	500	$-7 \leq v < -8$	1000	600	400
8 and more	1000	900	700	-8 and more	1000	800	600

Limit 4 will be penalized by 250 points per 1 m/s, or part of it, exceeding the Limit 4.

In case multiple limits are infringed, the highest penalty will be applied.

- In case where both pilots were “playing” close to each other within 1 - 2 balloon heights for a while (up and downs) the penalty may be lowered.
- Prolonged ascents/descents are more unpredictable, so penalties shall be maintained as per table.

- 3. Weather** Latest wind reading results will be available at WhatsApp group @KRO23.
Wind reading will be given in 3 columns
altitude FT AGL , direction DEGREES TRUE FROM, speed KT.
- 4. After flight procedures** Pilot shall send the track by electronic means (via Balloon Live application or shared with scorers if requested)
Flight report form shall be filled-in online @WatchMeFly.net
Traditional 4/4 digit coordinates are accepted in FRF. Indicate coordinates of your ILP and LND.
If you are being late uploading the track, FRF or returning markers after the flight, phone and inform scorers about the reason.
- 5. Competition numbers** Competition numbers from previous competitions on vehicles shall be removed or crossed with black or dark blue adhesive tape.
- 6. Results** Provisional results may be published before all the evidence have been analyzed by scorers. You are welcome to ask for assistance (5.1) after provisional results are published.
- 7. Responsibility** Permanently lost markers cost to the competitor 10 EUR (50 PLN) each. Markers for following flight will be provided to the competitor after the fine is paid to the Markers official.
Lost (or damaged) rented equipment will cost to the competitor as follows:
Balloon Live Sensor 630 EUR, damaged liquid crystal display of logger 100 EUR, broken logger housing 50 EUR, SD memory card 10 EUR
- 8. Refueling** Obey refueling rules and instructions given by Refueling Chief. He has the authority to stop refueling and deny refueling if good order and safe practices are ignored.
Only qualified crew members are allowed at refueling site.
Coordinates of refueling site are 5393/0286.
Possible changes of refueling times may be announced on WhatsApp @KRO23.
- 9. Drones flights** **Drone flights are forbidden for pilots and crews.** The individual permission to fly drones may be granted by ED, especially at CLAs and TGTs vicinity
- 10. Krosno airfield** The bounds of Krosno airfield are fenced. If you landed in the airfield, communicate with Krosno tower by radio 119.55 MHz or telephone +48 577 119 606. Vehicles and crew within airfield must move following the directions the Tower.
- 11. Emergency control** **In case of emergency or incident:**
1. Try to avoid damage for crew and third persons.
 2. Stabilize damage (rescue crew and third persons).
 3. Phone emergency 112 if needed.
 4. Phone the Safety Officer without delay.
 5. Report what happened, how many persons were affected, give coordinates where the incident happened, inform what is done to stabilize damage.
 6. Follow instructions of the Official. Rescue tangible properties.
- SPEAKING WITH MEDIA:**
- A. Say only the facts you have seen (know) exactly.
 - B. Never guess or speculate about what happened to another pilot.
 - C. Politely ask press representative(s) to address their questions to the event Organiser and Press officer Zygmunt Jerzyk +48 887 888 668