



## **EVENT DETAILS**

TITLE/NAME: **23<sup>rd</sup> FAI European Hot Air Balloon Championship**

DATE: **19<sup>th</sup> to 23<sup>rd</sup> of August 2025** LOCATION: **Wieselburg, Austria**

ORGANIZING NAC: **Österreichischer Aero Club, Austria**

NUMBER OF FLIGHTS:  NUMBER OF TASKS:  NUMBER OF COMPETITORS:

DISQUALIFICATIONS: **YES / NO**

## **EVENT PERSONNEL**

EVENT DIRECTOR: **Martin WEGNER**

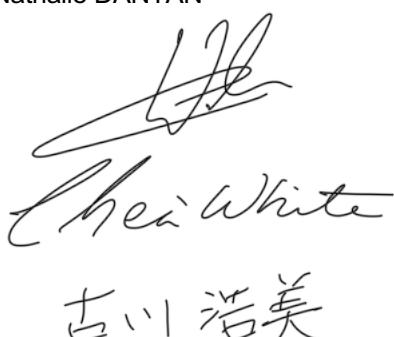
DEPUTY EVENT DIRECTOR: **Christoph FRAISL**

CHIEF SCORER: **Mike MEINL, Christian DRESSEN.** SAFETY OFFICER: **Goran Grgic**

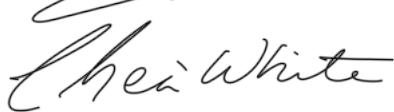
STEWARDS: 1. **Stephanie VON GUILLAUME** 2: **Nathalie DANTAN**

## **FAI JURY**

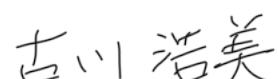
Jury President: **Claude WEBER**



Jury Member: **Cheri WHITE**



Jury Member: **Hiromi FURUKAWA**



## **COMPLAINTS AND PROTESTS**

NUMBER OF COMPLAINTS: **2** TOTAL NUMBER OF PROTESTS ADMITTED: **2**

NUMBER WITHDRAWN: **0** NUMBER UPHELD: **0** NUMBER FAILED: **2**

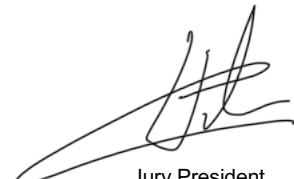
AMOUNT OF PROTEST FEES RETAINED: **200 €**

A signed copy of the Event result is included with this report.

Also included you will find the Jury decisions (reports as transmitted to the Event Director) pertaining to the above protests, and all other documents regarding above protests.

A performance Bond release report has been sent to the CIA president ([cia-president@fai.org](mailto:cia-president@fai.org)) within 8 days of the conclusion of the event. Ref: JHB Appendix G, Jury presidents checklist D.2.5. and Organiser Agreement 14.2

DATE & PLACE: **23<sup>rd</sup> August 2025, Wieselburg, Austria.**



Jury President



## **Recommendations:**

- 1 – AXMER: To adjust FON and PDG task definition to better define the validity of goals and the additional conditions (to be scored under 13.3 (Distance infringements))
- 2 – AXMER: To add time infringements as under 13.3 (Distance infringements)
- 3 – AXMER: Penalty for taking off outside a CLA (rule 9.1.1) to be relative to the offense. No result is to harsh if very small offence.

## **General Comments:** (

The Jury agreed that the event was well run and organised.

All FAI and CIA rules and protocols were followed.

Two participants could not attend. They sent their apologies a few weeks before the even. The reasons given were acceptable for the Jury and Event Director. They were NOT declared no-shows.

The General Briefing, all task briefing and the competition were conducted according to the rules and sporting code.

The event debriefing was held just before the prize-giving and approx. 100 persons from 30 teams attended.

The following is an AI-generated summary of the discussions and comments:

## **Successes:**

### **Competition Management**

- The timing between briefings and launch periods was appreciated, allowing teams to prepare adequately.
- The weather team received commendations for their performance during the event.
- The scoring team was recognized for their efficiency in providing quick results, which was beneficial for participants and their supporters.
- The flying area was praised for its ample landing spots and overall suitability for the competition.
- The repair station was commended for its quick and efficient service, allowing pilots to be back flying quickly.
- It was appreciated that crews could also attend the task briefings.

### **Social & Community**

- The opportunity for social interaction at the gas station was well-received, providing a chance for participants to connect while waiting.
- Positive feedback was received regarding the food and drinks provided during the event.
- The excitement generated among participants and spectators was noted as a significant success, with effective information dissemination contributing to the event's atmosphere.
- The FAI/CIA and organizer social networks, with the help of participants, worked well; more interaction with pilots' accounts was suggested.
- The organizer provided excellent information for the local community, resulting in strong attendance at event sites and public social activities.

## **Areas for Improvement:**

### **Briefings & Information**

- The acoustics in the briefing venue were poor, making it difficult for participants to hear important information.
- The visibility of screens and task sheets was inadequate, particularly for those seated at the back of the room.
- Pilots requested that questions raised in briefings be repeated by the chair to ensure clarity.
- Improve the advance distribution of event programs, maps, and rules to allow for better preparation.
- The Rules and map published on ENB one month before the event were considered late.

### **Costs**

- There were concerns about the costs associated with participation, particularly regarding travel, accommodation and gas. The gas costs were estimated at €1,500 per pilot on average.

### **Task Setting & Maps**

- Task settings sometimes resulted in overcrowding at specific goals, raising safety concerns.
- Pilots expressed a preference for targets placed in open areas rather than hidden behind trees.
- The need for clearer and more detailed maps was emphasized, particularly regarding power lines and agricultural areas.
- Suggestions were made to simplify task settings to enhance pilot awareness of their surroundings during flights.



- Implement clearer guidelines for task setting to ensure tasks can be completed within a reasonable time frame, ideally under three hours.

#### **Social & Community**

- Pilots asked for more social events in future championships.

#### **Technology (WMF & Balloon Live App)**

- Pilots made suggestions for improvements to the FRF: Landing information fields to be added.
- Sometimes logger marks were recorded in the app with a few seconds' delay; a sound notification confirming the mark would be appreciated.
- The app screen was considered small and difficult to read. A customizable text and button size would help.

#### **Safety & Rules**

- Safety concerns were raised about the speed control in competition car parks and the need for better management of vehicle entry and exit.
- Questions were raised about how penalty points and "respectful flying score" would be calculated if a collision occurs due to an inevitable situation.
- Pilots also suggested that collisions at higher altitudes should be penalized stronger than around targets.

#### **Competition Management**

- Consider providing a wind information service to assist teams that do not have their own resources.
- Explore the possibility of integrating provisional results in the totals during the event to keep participants and their supporters informed.

Date: 23. August 2025

Place: Wieselburg, Austria