

14.1 Volume CIAM General Rules, Section B

a) B.1.2.7 Category F9 - Drone Sport

CIAM Bureau

This category includes the following classes (provisional classes):

F9A - ~~RC~~ Drone Soccer

F9U - ~~RC Multi-rotor~~ Drone Racing

Reason: Change the names of these categories.

14.2 Volume **CIAM General Rules, Section C**

a) C.2.1.1 World Championships

CIAM Bureau

c) Each World Championships is normally held every other year (2-year cycle). Each CIAM Sub Committee may decide to propose to increase the cycle period for World Championship from two (2) years, to four (4). A proper justification for this proposal shall be submitted for consideration by the CIAM Plenary Meeting.

Reason: It might be a case that in some classes the World Championship are not well attended and this proposal may assist the class to keep the championship status.

b) C.4 Sanction Fees

CIAM Bureau

a) A sanction fee is required for listing any type of event in the FAI Sporting Calendar. **The sanction fee consists of a standard amount defined by CIAM Bureau and a variable amount depending on the number of participants.**

b) The **standard** sanctions fees are as follows:

First category events:

World Championship = ~~500 Euro~~ **350 Euro**

Continental Championship = ~~300 Euro~~ **250 Euro**

Second category events:

Open International (World Cup or non World Cup) = ~~70 Euro~~ **80 Euro**

International Series contest = ~~70 Euro~~ **80 Euro**

The variable amount is applicable only for World or Continental Championships and is ten (10) Euro per participant.

The standard amount shall be paid by the organizer according to the terms described in the Organizer Agreement (OA). The variable amount shall be paid for each Team Manager and/or Competitor together with the entry fees. The payment of this part of the sanction fees must be transferred to the FAI at least fifteen (15) days before the published start date of the competition. The FAI Jury President will not approve the competition results and declare the event to be valid without evidence of this payment. In case there are more than one class in the championship, each participant as described above shall pay once this fee. Also, this fee will be paid once, if the Team Manager is also participating as competitor.

.....

d) The sanction fee of cancelled events (no matter at what date the cancellation occurred) is not refundable, nor can it be used for sanctioning future events, **unless there is a Force Majeure situation, previously declared by CIAM Bureau.**

If the above proposal is accepted then an additional modification will be required.

C.15.5 Entry and additional fees

C.15.5.1 Entry fees

d) For World or Continental Championship, the maximum entry fee shall be 300 € for up to seven nights except for the following classes:

F3A/P: 450 € F3B: 400 € F3C-F3N: 400 € F3D-F3E: 420 €

F4: 400 € F5B-F5J: 400 €

In these fees the amount of 10 Euro described in C.4 (Sanction Fees) is not included and it will be added.

Reason: A new method for sanction fees is introduced. This will lower the cost for the organizer. In addition, the number of participants will be a factor for the sanction fee. A similar system is followed by other Airport Commissions.

c) C.5. Competitors, Team Managers and National Team

F1 Subcommittee

Section: C.5.3 National team for World and Continental Championships

Modify items C.5.3(d) and (e)

d) The reigning Junior World or Junior Continental Champion has the right (subject to the approval of his National Airsports Control) to participate in the next **Junior** World or Continental Championships in that category regardless of whether he qualifies for the national team or not, and provided that he will still be a junior pilot when the next **Junior** World or Continental Championships are held. If he is not a member of the national team, his score will not be considered in the team results.

e) Any Junior World or Continental Champion who will be too old to defend his title at the next Junior World or Continental Championships is entitled **(subject to the approval of his National Airsports Control)** to fly in the next appropriate World or Continental Championship for the concerned class in that category following his becoming Junior World or Continental Champion

Reason: There has been some misunderstanding of which Championships are covered in (d). This clarifies that (d) refers to juniors defending their titles in junior championships. The case of flying in other "senior" championships is covered in (e) for competitors who are too old to defend their title in junior championships. The change to (e) is simply to add the need for approval by his NAC in the same way that this is required in (c) and (d).

F1 S/C

Prior vote by F1 Subcommittee unanimous in favour
Voting by F1TM: unanimous in favour.
The meeting agreed this proposal.

- a) For those categories that do not have separate Junior World and Continental Championships, a national team may consist of a maximum of 5 individual competitors or 5 pairs of competitors for each category, providing that at least one competitor (or pair) is Female and at least one is Junior; and a Team Manager. All Females and Juniors will compete for the overall individual classification. Additionally, there is a **separate** Female classification and a **separate** Junior classification, both with FAI medals and diplomas, **depending on the provisions as described in C.15.6.**
- b) For those categories that have separate Junior World and Continental Championships, the national team may consist of a maximum of 4 competitors (or pairs), providing at least one competitor (or pair) is Female; and a Team Manager. All Females will compete for the overall individual classification. Additionally, there is a Female classification with FAI medals and diplomas, **depending on the provisions as described in C.15.6.**
-
- f) **Each CIAM Sub Committee taking into account, the financial viability of an event, the expected number of participants based on statistical information from previous events, may consider, working together with the organizer to propose to CIAM Bureau an alternative way to allow more competitors to participate, so to make the event happened, instead of cancellation due to limited number of participants.**
For this the S/C has to consider:
- the maximum total number of competitors, which will allow the event to happen withing the defined period
 - the minimum number of competitors under which the event is no longer financially viable.

COMPETITOR INVITATION PROCEDURE PHASES

Phase 1

When the Bulletin 1 is published there is a deadline when the NACs may submit the PEF. After this, the organizer will evaluate the situation and if the number of expected participants is below the minimum number which makes the event financially viable, they can ask CIAM to consider cancelling the event as per the provisions of the rules or may consider to initiate a second phase for accepting more participants by sending this time, invitations.

Phase 2

In such a case and with the approval of CIAM Bureau the organizer may send out invitations to the NACs which already had expressed with the PEF, their intention to participate. At the same time, even the relevant CIAM S/C may also send invitations considering the World Cup ranking or similar criteria, which will ensure that the invited participants in Phase 2 are competent to participate in an FAI First Category event.

Invitations for Phase 2 shall not exceed the maximum number of participants allowed for the event.

The participants who will be invited by the S/C must also have the approval of their NAC in order to participate.

The invited participants in Phase 2 can only be part of the individual classification.

Registration from participants invited of Phase 2, will not be accepted later than 90 days for World Championships or 60 days for Continental Championships

before the start of the event. This deadline is set so to allow the organizer and CIAM Bureau to decide for the event.

Reason: There are classes not well attended and due to limited number of participants the event is cancelled. With this new proposal additional participants may participate and so the event will happen.

Amendment prepared after the F3 Helicopters TM

If there is the intention to use this alternative registration method, the organizer and the S/C chairman have to schedule the publication of the Bulletin 1, the deadline to submit the PEF and the rest of actions described for Phase 2, in such a way, so to allow enough time to the organizers, the Subcommittee and the NACs, to send the invitations for Phase 2 and receive the Final Entry Form well before the deadline (90 or 60 days) for registration.

- a) All international contests included in the FAI Contest Calendar shall have an FAI Jury of three members at least two of whom shall be chosen for their competence in the category being flown in the event. It is the responsibility of the Jury to see that the event is conducted in accordance with the relevant provisions of the FAI Sporting Code Section 4, and it is empowered to make all decisions dictated by any circumstances which may arise and to rule on disputes. Before the start of the contest, the FAI Jury must make sure that the organiser has satisfied the requirements of C.16.

If the expected number of participants after the PEF's are returned to the organizer, then the CIAM Bureau only after a proposal from both the S/C Chairman and the organizer, may decide to use one remote juror in order to reduce the cost. In such an exceptional case the residency of this Juror has to be in a time zone at a maximum two (2) hours of the venue. This alternative option, in order to be implemented, has to be announced together with the Bulletin 1. CIAM Bureau will consider this, only after a detailed cost analysis will be submitted from the organizer to the S/C Chairman.

Reason: Another proposal to reduce the cost in championships with limited number of participants.

f) **C.10. 2 Number of Models eligible for entry**

Italy and Slovakia

Add the following text in par.C.10.2 as follows:

For classes S1, S2, S3, S4, S6, S8 and S9 one (1) additional model may be processed and flown by the competitor on there being a tie for first place at the end of the third round. **A single (1) model may be processed only in the case that after the first fly-off the winner is not decided and none of the competitors has retrieved his model or if there is no official flight in the second fly-off.**

Reason: The intention is to clarify when another model may be issued to the competitor in case of a F-O, and in case of a unsuccessful second F-O, to avoid any issues which happened in the past. Concrete cases happened during the World Championships both in 2014 in S3A and in 2018 in S9A. In 2014 it was the subject of long discussions and agreements between jury and Team managers. Since then, it has become a custom that needs to be regulated.

g) C.10.2 **Class S- Space Models**.1 General Rules for International Contest
Slovakia

C2.2.3

Add the specified text in paragraph C.2.2.3 as shown in text.

C.2.2.3 World Cup

This is a classification of the results of specific Open Internationals during a year. A World Cup may be organised by the relevant CIAM Subcommittee for any of its classes.

*There must be at least five valid contests held in any class of World Cup for medals and diplomas to be awarded. Classification for any particular category is contained in the World Cup regulations in the appropriate Volume of the FAI Sporting Code. **If not specified differently in the appropriate Volume of the FAI SC, the minimum number of competitors for a World Cup competition is four (4).***

Reason: World Cup contests need to have a certain level of competition, thus, to be eligibly considered as international, there needs to be a specified minimal number of attendees in general. Every Subcommittee has the possibility to adjust the number by itself if it feels a different number of attendees is more appropriate.

F1 S/C

Prior vote by F1 Subcommittee 5 in favour, 7 against

Voting by F1TM: unanimous in favour.

The meeting considered this proposal and it was supported with an amendment.
*Proposed amendment to add a sentence at the end: **This does not apply to the number of juniors competing in an event for which there is a Junior World Cup***

h) C.11.1 Class F – Model Aircraft

CIAM Bureau

- a) Model aircraft, except for Indoor Free Flight, **F3P – Radio Control Indoor Aerobatic Aircraft** and Scale, shall carry:

Reason: F3P class models have a very delicate covering material and a sticker can't be removed since this will damage the material

i) C.11.1 Class F – Model Aircraft

The Netherlands

Modify C11.1 as follows

i) The national identification mark followed by the FAI Unique ID number. The letters and numbers must be at least 25 mm high and appear ~~at least~~ once on each model (on the upper surface of a wing for Free Flight models).

Reason: *One national identification mark per model is common practice.*

F1 S/C

Prior vote by F1 Subcommittee 11 in favour, 2 against

Voting by F1TM: unanimous in favour.

The meeting considered this proposal and it was supported with an amendment. Instead of delete “*at least*” delete “~~*at least once*~~”,

j) **C.13. Requirements for Organisation of International Events**

F1 Subcommittee

Section: C.13.7 Results of international events

Add new item (h)

(h) The published results must be presented in the order of the final classification (winner at the top)

Reason: The final classification order is necessary for immediate recognition of the successful competitors. Although an obvious requirement, it was not followed at one championship in 2022.

F1 S/C

Prior vote by F1 Subcommittee	unanimous in favour
Voting by F1TM:	unanimous in favour.
The meeting agreed this proposal.	

k) C.13. Requirements for Organisation of International Events

F1 Subcommittee

Section: C.13.8 Fuel

Add new item (d)

(d) Fuel supplied to competitors must be clearly labelled including warnings of flammability and danger if swallowed.

Reason: The labels should include internationally recognised danger symbols and wording according to international guidelines (such as EC guide)

F1 S/C

Prior vote by F1 Subcommittee unanimous in favour

Voting by F1TM: unanimous in favour.

The meeting agreed this proposal.

I) C.15.1 CIAM championship naming policy

CIAM Bureau

All Elements of the main title are mandatory						
YEAR	FAI	CIAM CLASS CODE	DESIGNATION (where appropriate)	REGION	TYPE	CATEGORY
2019	FAI	F1ABC	Junior	World European Asian- Oceanic	Championship Championships	for Free Flight Model Aircraft
		F1ABP				for Indoor Model Aircraft
		F1D				for Free Flight Slope Soaring Gliders
		F1E				for Control Line Model Aircraft
		F2				for Aerobatic Model Aircraft
		F3A				for Model Gliders
		F3B				for Model Helicopters
		F3CN				for Pylon Racing Model Aircraft
		F3D/F3E				for Model Gliders
		F3F				for Model Gliders
		F3J				for Model Gliders
		F3K				for Model Gliders
		F3P				for Indoor Aerobatic Model Aircraft
		F4				for Scale Model Aircraft
		F5B				for Electric Model Gliders
		F5J				for Electric Powered Thermal Duration Gliders
F9U	for Multi-rotor Drone Racing					
S	for Space Models					
Optional sub-titles (only for Bulletins)						
(Class Name/s & Description/s) (For Seniors and Juniors) (For Seniors and/or Juniors)						
Mandatory sub-title (only for Bulletins)						
From - To			Year	Venue	Country	

Reason: F9U class is still a provisional class. S for Space Models makes no sense in the title.

m) C.15.2 Current World Championships

F1 Subcommittee

C.15.2.1 Class F (Model Aircraft)

Accept the class F1Q as a World Championship class.

First entry under Odd years F1ABCQ (Senior)

Reason: The class has been increasing participation and is considered to meet the requirements of C.14.1:

2022: 4 of the World Cup competitions had at least 6 nations competing. There was a total of 279 competitors in 2022, with 2 competitions in December not included in this figure.

2019: 3 of the World Cup competitions had at least 6 nations competing. There was a total 185 competitors in 2019

Note that these statistics are based on the last two complete years of World Cup. No World Cup was held in 2020 and in 2021 there was a limited programme with many people prevented from competing because of covid19 limits on international travel.

It is possible that F1Q could be flown on the same day as F1C, which has the smallest entry of F1A F1B and F1C, which would avoid extending the championships by an extra day. This will have to be determined by indications of the potential participation.

F1 S/C

Prior vote by F1 Subcommittee unanimous in favour
Voting by F1TM: unanimous in favour.
The meeting agreed this proposal.

n) **C.15.2 Current World Championships**

F1 Subcommittee

Section: C.15.2.1 Class F (Model Aircraft)

Replace the class F1P in Junior Championships by F1Q

First entry under Even years F1AB~~P~~Q (Senior)

Reason: The class F1P has had a constant and rather small entry at recent championships. Partly this results from the class differing from the power class F1C flown at senior championships and at more World Cup events.

This is reflected by the small number of competitors in the F1P Junior World Cup, while there have been more competitors in the F1Q Junior World Cup in its first year of operation.

It is anticipated that there will be greater participation in F1Q at junior championships, with the easy operation of the models, and the modern appeal of electric operation. Furthermore, there are a considerable number of F1Q World Cup events in which the juniors can fly their F1Q and continue doing so after than exceed the junior age limit to become seniors.

F1 S/C

Prior vote by F1 Subcommittee 9 in favour, 3 against

The proposal was discussed and the fact that the free flight community had suggested other paths to change Junior Championships, including a change of power class, the addition of an electric class to a power class, if adding an electric call whether to use F1S or F1Q. **The proposal was withdrawn for further consideration by the Subcommittee.**

This action was agreed by the meeting.

C.15.6.1 Individual classification

a) For any World or a Continental Championship:

- FAI medals and diplomas will be awarded to the competitors in the first, second and third places in the class.
- For F2D, an FAI diploma shall be awarded to the designated mechanics of the first, second and third placed pilots.
- The Championship winner earns the title of World Champion or Continental Champion in the class.

b) For any class where a junior may participate in a World or Continental Championship as a fourth team member under C.5.3 a), all juniors are considered for the following awards:

- FAI medals and diplomas will be awarded to the first, second and third placed juniors **only if six (6) or more juniors are competing. If the number of juniors participants is less than this number (six), then only FAI diplomas will be awarded** ~~If only one or two juniors compete in the class, they shall be awarded an FAI medal and diploma.~~
- The best junior earns the title of Junior World or Continental Champion if juniors from at least four different nations participate in that class **and the total number of juniors are six (6) or more.**

c) For any World or a Continental Championship, all females are considered for the following awards:

- FAI medals and diplomas will be awarded to the first, second and third placed females **only if six (6) or more females are competing. If the number of females participants is less than this number (six), then only FAI diplomas will be awarded.** ~~If only one or two females compete in the class, they shall be awarded an FAI medal and diploma.~~
- The best female earns the title of Female World or Continental Champion if females from at least four different nations participate in that class **and the total number of females are six (6) or more.**

d) For any World or Continental Championship, where there are juniors or females participants, if they are awarded a medal for the first, second or third place in the individual classification, they will not be entitled for additional medals as juniors or females.

Reason: There were a lot of problems with the medals for juniors and/or females in events where even only one junior or female were participating. It happened that such a competitor was ending in the last place and he/she was awarded with a medal which of course is minimizing the value of the medal.

F1 S/C

Prior vote by F1 Subcommittee unanimous in favour

Voting by F1TM: unanimous in favour.

For Free Flight this affects only the medals for females. The meeting agreed the limitation on medals for females and there was some discussion of part (d) that females with an individual place medal are denied the female medal which they would have been awarded.

p) **C.15.10 Multiple Classes (combined Championships – Cancellation of a class
CIAM Bureau**

In multiple class (combined) championships, if it turns out to be that after the end of the deadline to submit the Preliminary Entry Form (PEF), the number of entries in a class or classes is low, it is up to the organizer, in consultation with the CIAM Bureau, to cancel the competition for the class or classes concerned.

This can happen especially in classes where there is an extra cost for the organizers (additional judges, additional flight line etc), which cannot be covered from the entry fees. Such decision has to be taken after the end of the deadline for the PEF and before the deadline for the Final Entry Form (FEF) submission. This shall be announced together with the Bulletin 2.

Reason: There are cases where combined championships are cancelled due to high cost. It might be a case that by cancelling one class the event can be organized.

q) C.16.1 General requirements

France

In paragraph C.16.1 insert a new sub-paragraph a) as follows and re-number the existing sub-paragraphs a), b), c), j), to b), c) d), k):

a) Mention a deadline for the competitors to register and pay the entry fee and publish after the deadline the list of the registered competitors in order to permit reserve competitors to register where applicable.

Reason: Regularly pilots register and wait to be on the competition's site to pay the entry fee and sometimes even do not come.

The result is that too often, the number of pilots participating in the competition is lower than the maximum number set by the organizer while there are pilots on the waiting list who have not been able to register.

14.9 Section 12 Volume U – Unmanned

U – Section 12 Unmanned Aerial Vehicles

a) 2.1.1.1.1 – 2.1.1.1.3

USA

The classifications listed below (from page 4) should more directly correspond with the chart on page 5. The following renumbering and re-wording is proposed:

2.1.1.1.1 Type 1	Fixed wing aerodyne
2.1.1.1.2 Type 2	Rotary wing aerodyne – Helicopter (1-2 rotors)
2.1.1.1.3 Type 3	Rotary wing aerodyne – Multirotor (≥ 3 rotors)
2.1.1.1.4 Type 4	Aerostat

Page 5 chart, first column:

Classification-Types [delete term “subclass”]

U - Absolute
U-1 - Fixed wing
U-2 - Helicopter
U-3 - Multirotor
U-4 - Aerostat

to

2.1.1.1.1 Type 1	Fixed wing aerodyne
2.1.1.1.2 Type 2	Rotary wing aerodyne – Helicopter (1-2 rotors)
2.1.1.1.2.1	Variable pitch (helicopter)
2.1.1.1.2.2	Fixed pitch (multirotor ≥ 3 rotors)
2.1.1.1.3 Type 3	Aerostat Rotary wing aerodyne – Multirotor (≥ 3 rotors)
2.1.1.1.4 Type 4	Aerostat

Subclass Classification-Types

U - Absolute
U-1 - Fixed wing
U-2 - Helicopter
U-3 - Multirotor
U-4 - Aerostat

Reason: For clarification—should be considered after proposed changes to paragraphs 2.1.1.1.2.1 and 2.1.1.1.2.2.

b) 2.1.1.1.1 and 2.1.1.1.2

USA

Why are the terms “variable pitch” and “fixed pitch” used in paragraphs 2.1.1.1.2.1 and 2.1.1.1.2.2?

Would a helicopter with fixed-pitch blades be excluded from Class U-2? Would a variable-pitch rotorcraft with 3 or more rotors be excluded from Class U-3?

2.1.1.1.2.1 ~~Variable pitch (helicopter)~~ **Helicopter (1-2 rotors)**

2.1.1.1.2.2 ~~Fixed pitch (multirotor \geq 3 rotors)~~ **Multirotor (\geq 3 rotors)**

Reason: Only the number of rotors should determine the difference between U-2 and U-3. I.e., U-2 = one or two rotors; U-3 = three or more rotors

c) 2.1.1.2.11

USA

Modify Section as detailed below:

2.1.1.2.11 ~~10 000 kg~~ **10 000 kg** – less than 50 000 kg

Reason: Typographical error

d) 5.3.1.2 Duration Records

USA

5.3.1.2 The time achieved shall be true time measured by data logging.

We understand this to mean that stopwatches are not allowed here (please inform us if our understanding is incorrect). In addition to time, what other parameters must be included in the data log (e.g., altitude, lat/long, etc.)? Further, is there a list of approved “data logging” devices for Class U records?

Request for Clarification

e) **6.2.1 Certification**

USA

Modify Section 6.2.1 as detailed below:

6.2.1 Each record file shall contain all flight certificates and information necessary to establish full details of the record. The official form: Record Claim Statement for UAV shall be used and can be downloaded from the ~~Documents~~ **Sporting Code** section of the CIAM website <http://www.fai.org/ciam-documents>
https://www.fai.org/page/ciam-code

Reason: Correction