Fédération Aéronautique Internationale

Minutes

Issue 1

of the Plenary Meeting of the FAI Aeromodelling Commission

held in Lausanne, Switzerland on 24 & 25 April 2015

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Version 2.0
(Including amendment in paragraph 14.9)

MINUTES
CIAM PLENARY MEETING 2015

held in the Mövenpick Hotel - Lausanne (Switzerland)
on Friday 24 April and Saturday 25 April 2015, at 09:15

Present:

In the chair:	**Mr Antonis Papadopoulos (Greece)**	**President of CIAM**
	Mr Bruno Delor (France)	1st Vice-President / Delegate
	Mr Narve Jensen (Norway)	2nd Vice-President / Delegate
	Mr Andras Ree (Hungary)	3rd Vice-President / Treasurer / Delegate
	Mr Massimo Semoli (Switzerland)	Secretary
	Mr Kevin Dodd (Australia)	Technical Secretary / Delegate
	Mr Ian Kaynes (United Kingdom)	F1 Sub-Committee Chairman
	Mr Peter Halman (United Kingdom)	F2 Sub-Committee Chairman / Delegate
	Mr Michael Ramel (Germany)	F3 Aerobatics Sub-Committee Chairman/ Alternate Delegate
	Mr Tomas Bartovsky (Czech Republic)	F3 Soaring Sub-Committee Chairman / Delegate
	Mr Dag Eckhoff (Norway)	F3 Helicopters Sub-Committee Chairman
	Mr Rob Metkemeijer (Netherlands)	F3 Pylon Sub-Committee Chairman / Alternate Delegate
	Mr Graham Kennedy (United Kingdom)	F4 Sub-Committee Chairman
	Mr Emil Giezendanner (Switzerland)	F5 Sub-Committee Chairman / Alternate Delegate
	Mr Johannes Eissing (Germany)	F7 Sub-Committee Chairman
	Mr Srdjan Pelagic (Serbia)	Space Models Sub-Committee Chairman / Delegate
	Mr Gerhard Wöbbeking (Germany)	Education Sub-Committee Chairman

AUSTRIA	Mr Wilhelm KAMP	Delegate
BELGIUM	Mr Robert HERZOG	Delegate
	Mr Cenny BREEMAN	Alternate Delegate
BULGARIA	Mr Sotir LAZARKOV	Delegate
CANADA	Mr Dave LOVEDAY	National Representative
CYPRUS		Proxy to Greece
CZECH REPUBLIC	Mr Navratil MIROSLAV	Alternate Delegate
DENMARK	Mr Karsten KONGSTAD	Delegate
FINLAND	Mr Sandy PIMENOFF	President of Honour
	Mr Jari VALO	Delegate
FORMER YUGOSLAV REP OF MACEDONIA	Mr Zdravko TODOROSKI	Alternate Delegate

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FRANCE	Mr Jean-Paul PERRET	Alternate Delegate
GERMANY	Mr Peter UHLIG	Delegate
	Mr Michael RAMEL	Alternate Delegate
	Mr Bernhard SCHWENDEMANN	Sub-Committee Member
	Mr Stefan WOLF	Sub-Committee Member
GREECE	Mr Constantinos IOANNIDIS	Delegate
ITALY	Mr Gianni CESARE	Delegate
	Mr Piermario CAVAGGIONI	Observer
JAPAN	Mr Harunobu HIROSE	Delegate
LIECHTENSTEIN		Proxy to Greece
LUXEMBOURG	Mr Ernest MATTIUSSI	Delegate
NETHERLANDS	Mr Peter KEIM	Delegate
	Mr Wout HEIJNE	Sub-Committee Member
	Mr Frits VAN LAAR	Sub-Committee Member
	Mr Henny VAN LOON	Observer
	Mr Allard VAN WALLENE	Sub-Committee Member
NEW ZEALAND	Mr Hans VISSER	Delegate
PHILIPPINES		Proxy to Japan
POLAND	Mr Marek DOMINIAK	Delegate
	Mr Tadeusz KASPZYCKI	Alternate delegate
PORTUGAL	Mr Emanuel FERNADES	Alternate delegate
ROMANIA	Mr Cringu Alexandru POPA	Delegate
	Mr Marius CONU	Alternate Delegate
RUSSIA	Mr Igor SHILOV	Delegate
SLOVAKIA	Mr Pavol BARBARIC	Delegate
SOUTH AFRICA (Republic of)	Mr Johan EHLERS	Delegate
SPAIN	Mr Carles AYMAT	Delegate
SWEDEN	Mr Bengt LINDGREN	Alternate Delegate
	Mr Per FINDHAL	Sub-Committee Member
SWITZERLAND	Mr Peter GERMANN	Delegate
	Mr Peter OBERLI	Sub-Committee Member
	Mr Walter HELLER	Observer
TURKEY	Mr Serdar SUALP	Alternate Delegate
	Mr Mehmet ARSLAN	Sub-Committee Member
UKRAINE	Mrs Olesya GARENKO	Observer
UNITED KINGDOM	Mr Robert AILLES	Sub-Committee Member
	Mr Mike COLLING	Sub-Committee Member
	Mr Clive NEEDHAM	Sub-Committee Member

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USA	Mr Bob BROWN	Delegate
	Mrs Joanne BROWN	Observer
	Mr Chuck ETHERINGTON	Sub-Committee member
	Mr Derek KOOPOWITZ	Sub-Committee member
	Dr John LANGFORD	Sub-Committee member
FAI	Mr Visa-Matti LEINIKKI	IT Manager
	Mrs Annick HAUSER p.t.	Assistant Sport Manager

The FAI IT Manager conducted a roll call of Delegates and Proxies, with the use of the new electronic system and established that there were 36 Delegates including three proxy votes, giving a total voting number of 39.

The proxies were:

- Cyprus proxy to Greece
- Liechtenstein proxy to Switzerland
- Philippines proxy to Japan

For a proposal to be approved, a simple majority of the voting Delegates was used according to FAI and CIAM rules.

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

The President opened the meeting at 09.15.

The CIAM Secretary explained the duties and information issued to the Delegates.

Forms and information had been distributed for the following purposes:

- For identifying which World Cup winners were in attendance for the World Cup Awards Ceremony.
- For providing the information, as listed in ANNEX A.1a of the FAI Sporting Code, Section 4, Volume ABR, of those countries intending to participate in bids for World and Continental Championships.
- For confirming or notifying which countries intended to bid for World or Continental Championships.
- For organisers to provide the relevant actual or final dates for the 2015 Championships as required by rule B.6.1 Section 4, Volume ABR, Section 4B.

The CIAM Bureau Nomination forms were collected.

The following Technical Meetings were held: F1, F3A, F3BK, F3CN, F3D, and Education. A meeting of the UAV WG was held. The written reports are attached at Annex 9 (a-f).

The Technical Meetings took place in the meeting rooms and in the auditorium of the Mövenpick Hotel.

The Plenary meeting re-convened at 14.00.

2. DECLARATION OF CONFLICTS OF INTEREST

No Delegates declared any potential conflicts of interest to the FAI.

3. PRESENTATION IN MEMORIAM

A minute's silence was observed in honour of three distinguished aeromodellers who passed away recently: Mr Tony AARTS (NED), Mr Andrè LOZACH (FRA), Mr Graham LYNN (GBR).

4. MINUTES OF THE APRIL 2043 BUREAU AND PLENARY MEETINGS, AND OF THE DECEMBER 2014 BUREAU MEETING

4.1. 2014 April Bureau Meeting

4.1.1. There were no corrections.

4.1.2. The Minutes of the 2014 April Bureau meeting were approved unanimously.

4.1.3. There were no Matters Arising.

4.2. 2014 Plenary Meeting

4.2.1. There were no corrections.

4.2.2. The Minutes of the 2014 Plenary meeting were approved unanimously.

4.2.3. There were no Matters Arising.

4.3. 2014 December Bureau Meeting

4.3.1. There were no corrections

4.3.2. The Minutes of the 2014 December Bureau meeting were approved unanimously.

4.3.3. There were no Matters Arising.

5. MAIN DECISIONS OF THE APRIL 2015 BUREAU MEETING

The Main Decisions of the previous day's Bureau meeting were distributed (Annex 11). There were no comments. The Minutes of the Bureau meeting will be published after the Plenary Meeting.

6. NOMINATION OF SUBCOMMITTEE CHAIRMEN

The nominations took place on the first day, and since there was just one candidate for each category the voting on the second day of the Plenary Meeting was not necessary.

The results of the elections were (the Subcommittee Chairmen elected are shown in bold text):

6.1. Subcommittee Chairmen to be elected

F1 Free Flight	**Mr Ian Kaynes**
F3 RC Aerobatics	**Mr Michael Ramel,**
	Mr Bob Skinner (declined)
F3 RC Soaring	**Mr Tomas Bartovsky**
F3 RC Helicopter	**Mr Dag Eckoff,**
	Mr Stefan Wolf (declined)
F3 RC Pylon Racing	**Mr Rob Metkemeijer**

6.2. Subcommittee Chairmen to be confirmed

F2	Control Line	**Mr Peter Halman,** confirmed in post
F4	RC Scale	**Mr Graham Kennedy,** confirmed in post
F5	RC Electric	**Mr Emil Giezendanner,** confirmed in post
F7	RC Aerostat	**Mr Johannes EISSING,** confirmed in post
S	Space Models	**Mr Srdjan Pelagic,** confirmed in post
Education		**Mr Gerhard Wöbbeking,** confirmed in post

7. REPORTS

7.1. 2014 FAI General Conference, by the FAI IT Manager, Visa-Matti LEINIKKI.

- FAI General Conference 2014 : The Minutes were available for consultation on the website at http://www.fai.org/fai-documents

A PowerPoint presentation of the report is at Annex 12.

Mr Leinikki introduced Mr Eric Bertin who is the Sports and Events Manager for the FAI World Air Games Dubai 2015.

Mr Bertin informed that the Dubai WAG Aeromodelling process, for the preparation of F2D, F3T, F3P, F3N classes, is almost complete.

7.2. CIAM Bureau report on its activity since the last Plenary, by CIAM President, Antonis Papadopoulos

- ASC Presidents meetings May and October 2014
- CASI meeting October 2014
- Bureau activities

CIAM President, Antonis Papadopoulos, briefly informed the Plenary about the various activities that took place after the 2014 Plenary Meeting.

A PowerPoint presentation of the report is at Annex 13.

7.3. FAI World Air Games Dubai 2015, by the FAI

- General information
- CIAM participation

CIAM President, Antonis Papadopoulos, briefly informed the Plenary about the FAI World Air Games Dubai 2015.

A PowerPoint presentation of the report is at Annex 13.

There was some discussion as delegates wanted more explanation regarding the selection procedures. It was explained that CIAM was planning to organise trial events for the classes F3T and F2D later on this year, but suddenly the deadline from the organizers to get the lists with the appointed competitors moved to end of February.

This information was not clearly explained to all NACs from the beginning and this is why there are so many questions not only for aeromodelling but for the rest of the Airsports. It is now clear that ASCs will appoint the competitors and then the NACs should approve them.

Mr Bertin justified the applied selection process with the time constraints between the WAG awarded date (late last year) and the selection deadline (February 2015).

7.4. 2014 FAI World Championships, FAI Jury Chairmen (ANNEX 2)

7.4.1. 2014 FAI Juniors World Championships for Free Flight Model Aircraft.

Romania. Ian Kaynes
Written report at Annex 2a.

7.4.2. 2014 FAI World Championships for Indoor Model Aircraft. Romania. Srdjan Pelagic
Written report at Annex 2b.

7.4.3. 2014 FAI World Championships for Control Line Model Aircraft. Poland. Jo Halman
Written report at Annex 2c.

7.4.4. 2014 FAI World Championships for Radio Control Slope Soaring Gliders. Slovakia. Tomas Bartovsky
Written report at Annex 2d.

7.4.5. 2014 FAI World Championships for Radio Control Duration Gliders. Slovakia. Tomas Bartovsky
Written report at Annex 2e.

7.4.6. 2014 FAI World Championships for Scale and Large Scale Model Aircraft. France. Narve Jensen
Written report at Annex 2f.

7.4.7. 2014 FAI World Championships for Electric Model Aircraft. Austria. Andras Ree
Written report at Annex 2g.

7.4.8. 2014 FAI World Championships for Space Models. Bulgaria. Srdjan Pelagic
Written report at Annex 2h.

7.5. **2014 Sporting Code Section 4: CIAM Technical Secretary, Mr Kevin Dodd (ANNEX 3)**

Written report at Annex 3l.

The Technical Secretary asked that when countries join together to plan proposals, they decide which one of the countries will submit the proposal. When one or more countries send identical proposals, it does not give the proposal more chance of success, it just creates more work and takes up more space in the agenda.

7.6. **2014 Subcommittee Chairmen (ANNEX 3)**

7.6.1. Free Flight: Ian Kaynes;
Written report at Annex 3a.

7.6.2. Control Line: Peter Halman;
Written report at Annex 3b.

7.6.3. R/C Aerobatics: Michael Ramel;
Written report at Annex 3c.

7.6.4. R/C Soaring: Tomas Bartovsky;
Written report at Annex 3d.

7.6.5. R/C Helicopters: Dag Eckhoff;
Written report at Annex 3e.

7.6.6. R/C Pylon: Rob Metkemeijer;
Written report at Annex 3f.

7.6.7. Scale: Graham Kennedy;

Written report at Annex 3g.

7.6.8. R/C Electric: Emil Giezendanner;
Written report at Annex 3h.

7.6.9. Aerostats: Johannes Eissing.
Written report at Annex 3i.

7.6.10. Space Models: Srdjan Pelagic;
Written report at Annex 3j.

7.6.11. Education: Gerhard Woebbeking.
Written report at Annex 3k.

7.7. **2014 FAI World Cups, by World Cup Coordinators (ANNEX 4)**

7.7.1. Free Flight World Cup: Ian Kaynes
Written report at Annex 4a.

7.7.2. Control Line World Cup: Jo Halman
Written report at Annex 4b.

7.7.3. R/C Aerobatics World Cup: Rob Romijn
Written report at Annex 4c.

7.7.4. R/C Thermal Soaring and Duration Gliders World Cup: Ralf Decker
Written report at Annex 4d.

7.7.5. R/C Slope Soaring World Cup: Franz Demmler
Written report at Annex 4e.

7.7.6. R/C Thermal Duration Gliders World Cup: Sotir Lazarkov
Written report at Annex 4f.

7.7.7. R/C Hand Launch Gliders World Cup: Friedman Richter
Written report at Annex 4g.

7.7.8. R/C Electric Motor Glider – Thermal Duration World Cup: Emil Giezendanner
Written report at Annex 4h.

7.7.9. Space Models World Cup: Srdjan Pelagic
Written report at Annex 4i.

7.8. **2014 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)**

Written report at Annex 5. The CIAM Secretary reminded the meeting that the new procedure was in place for managing the transfer of each trophy in an easier and reliable way. This procedure must be followed by the championship organisers with the support of the FAI jury.

He presented the status of new trophies:

- <u>New Trophies for 2015 championships</u>
  Two trophies have been donated:
  - FAI F5J World Cup Electric Motor Glider – Senior Individual Trophy “FAI Trophy” donated by CONTEST Modellsport
  - FAI F2D World Cup For Combat Model Aircraft - Senior Individual Trophy “FAI Challenge Trophy” donated by Russia

The Plenary unanimously approved the donations.

7.9. **Aeromodelling Fund- Budget 2015, by the Treasurer, Andras Ree (ANNEX 3)**

There is an updated written report at Annex 3m. The Treasurer explained his report with the aid of a PowerPoint presentation.

The Plenary unanimously approved the 2015 Budget.

7.10. **CIAM Flyer, by the Editor, Emil Giezendanner (ANNEX 3n)**

Hard copies of the 2014 Annual Compilation of the CIAM Flyer were made available during the meeting for the Delegates to take away with them. The CIAM President, on behalf of the Bureau and all Delegates, thanked Mr Emil Giezendanner for his contribution.

7.11. **EDIC WG report, by Chairman, Paul Newell (ANNEX 3)**

There is a written report at Annex 3o.

7.12. **UAV WG report, by Chairman, Bruno Delor (ANNEX 3)**

There is a written report at Annex 3p. Mr Delor explained his report with the aid of a PowerPoint presentation at Annex 14a .

8. PRESENTATION OF 2014 WORLD CHAMPIONSHIPS MEDALS COUNT PER NATION

The CIAM Secretary presented the status of the 2014 World Championships medals per nation with the aid of a PowerPoint presentation in Annex 10a of these Minutes.

DEMONSTRATION OF THE FAI LICENSE DATABASE

The FAI IT Manager Mr. Leinikki after requests from the present delegates, demonstrated with the aid of a presentation, to the Delegates how to use the FAI License database and the relevant person identification codes.

Each person will be identified by three numbers: the NAC number, the FAI licence number that changes every year and the FAI ID that is a unique number and never changes. A data search can be performed on any of the numbers.

The software for managing the database has various features including the possibility of importing data from MS Excel charts or exporting data in MS Excel format. Additional functions allow the use of the database for competition results and reports; for identification of national teams; for identification of juniors; for providing access rights for locking or unlocking information and data; etc.

9. PRESENTATION OF 2014 WORLD CUP AWARDS CEREMONY

A successful presentation ceremony was held for the 2014 World Cup winners in classes F1A, F1A junior, F1B, F1B junior, F1C, F1E, F1E junior, F1P junior, F1Q, F2A, F2B, F2C, F2D, F3A, F3B, F3F, F3K, F3J, F5B, S4A, S6A, S7, S8E/P and S9A.

There were 3 winners who were awarded in person. The list of recipients is in Annex 10b of these Minutes.

10. PLENARY MEETING VOTING PROCEDURE

The CIAM President reminded the meeting about the voting procedure: a simple majority of “in favour” or “against” is sufficient.

The nominations & championship bid voting was electronically conducted.

11. SCHOLARSHIP APPROVAL

11.1. Scholarship report, by Gerhard Woebbeking (ANNEX 3)

The Scholarship Report is attached at Annex 3p and the presentation at Annex 10c. Mr Woebbeking explained his report with the aid of a PowerPoint presentation.

11.2. Nominations (ANNEX 8)

Four candidates submitted applications for the third CIAM scholarship which is worth €2,000. The nomination forms are attached at Annex 8,

Nominees: Bernhard FLIXEDER (Austria)
Miograd CIPCIC (Serbia)
Ivailo ZAHARIEV (Bulgaria)
Konrad ZUROWSKI (Poland)

The Selection Committee voted to award the fifth CIAM Scholarship to Bernhard FLIXEDER (Austria). The Bureau recommended Bernhard FLIXEDER (Austria) for the Scholarship and the Delegates at the Plenary meeting approved.

Awarded to: Bernhard FLIXEDER (Austria)

12. NOMINATIONS FOR FAI-CIAM MEDALS AND DIPLOMAS (ANNEXES 6 & 10d)

The total voting number was 33, as the proxy vote was not eligible in this process.

The voting was electronically acquired.

Alphonse Penaud Diploma

Nominees: Benito BERTOLANI (Italia)
Zoran KATANIC (Serbia)
Zdenek MALINA (Czech Republic)
Alain ROUX (France)
Ivan TREGER (Slovakia)

The meeting was in agreement that this diploma should be awarded, and after one rounds of voting, the diploma was

Awarded to: Alain ROUX (France)

Andrei Tupolev Diploma

No Candidates.

Antonov Diploma

The meeting was in agreement that this diploma should be awarded, and voted in favour of the diploma to be

Awarded to: Miodrag PELAGIC (Slovakia)

Frank Ehling Diploma

Nominees: Nikola BOROVAC (Serbia)
Tatsuo YAMASHINA (Japan)

The meeting was in agreement that this diploma should be awarded, and voted in favour of the diploma to be

Awarded to: Tatsuo YAMASHINA (Japan)

Andrei Tupolev Medal

Nominees:	Igor BURGER (Slovakia)
	Carl DODGE (USA)
	Milos MALINA (Czech Republic)
	Leszek MALMYGA (Poland)

The meeting was in agreement that this diploma should be awarded, and voted in favour of the diploma to be

Awarded to: Carl DODGE (USA)

FAI Aeromodelling Gold Medal

Nominees:	Pedro HENRIQUE e Figueiredo Quaresma DE ALMEIDA (Portugal)
	Joan MC INTYRE (Australia)
	Bengt-Olof SAMUELSSON (Sweden)
	Miroslav SULC (Slovakia)

The meeting was in agreement that this medal should be awarded, and after three rounds of voting, the medal was

Awarded to: Bengt-Olof SAMUELSSON (Sweden)

13. OPEN FORUM

After the success of OPEN FORUM session, the CIAM Bureau decided to continue this initiative.

As required by many delegates, for this year, the topic of the discussion was about the UAVs, the multi-copters, the drones and their use in various countries.

The UAV WG report was the base of the discussion and the 1st Vice-President, Mr Bruno Delor, led it with the aid of a Powerpoint presentation.

After the presentation the Delegates were invited to ask.

The PowerPoint presentations are in Annex 14b.

It is clear from the CIAM Bureau and also from the delegates who addressed the Plenary that it is essential for CIAM to take care of this activity on behalf of FAI, otherwise another organization will take the lead and after couple of years we can refer to another missed opportunity.

The presentation and the discussions ended about 19:45 and the general feeling was in favour of continuing this project.

The Plenary expressed gratitude to the members of the WG for the splendid work they did, and also considered that the task was completed so instructed the WG to terminate its business. This proposal was unanimously accepted.

The following day prior to the discussion of the Sporting Code proposals, the CIAM President presented the idea of establishing an Organizing Committee which will evaluate the draft rules which were presented by the WG, and furthermore proceed to organize the first International Drone Event under the auspices of FAI/CIAM.

For this Committee the President proposed the following persons.

Bruno Delor (France)

Bob Brown (USA)

Dr. John Langford (USA)
Benght Lindgren (Sweden)
Robert Herzog (Belgium).

The Plenary Meeting accepted the proposal by acclamation.

14. SPORTING CODE PROPOSALS

These begin overleaf.

14. SPORTING CODE PROPOSALS

Additions in proposals are shown as **bold, underlined**, deletions as ~~strikethrough~~ and instructions as *italic*.

Note that the additional Bureau proposals that were generated at the Bureau meeting appear at the relevant points in these Minutes, and are shown with "n/a" at the beginning of each proposal.

Each section begins on a new page.

14.1 Special Proposals to Plenary

a) Volume ABR **Bureau**

Amendments as shown in Agenda Annex 7o.

Section 4A

Section 4A amendments are on page 5 (Introduction), and at paragraphs A.9.1., A.9.3., A.10.

Section 4B

Section 4B amendments are at paragraphs B.1., B.2.3., B.2.4., B.2.5., B.2.8., B.3.2. b) & d), B.4.2. e), B.4.5., B.5.5., B.5.6., B.6., B.16.4. and B.19.8.

Section 4C

In Section 4C, the changes are merely to references at paragraphs 2.1.5. and 2.4.2. e).

See the Minutes Annex 7o – ABR Edition 2015 Revised.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

b) ANNEX A.1c CIAM Championship Naming Policy **Bureau**

Amendments as shown in Agenda Annex 7o.

See the Minutes Annex 7o – ABR Edition 2015 Revised.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

General Section

a) 3.1 Classification of Event **Germany**

Delete paragraph 3.1.4 as follows:

3.1 CLASSIFICATION OF EVENTS. A Sporting Event is any air sport event or other defined contest organized by or on behalf of either an NAC or FAI in compliance with the Sporting Code. For classification purposes, the definitions in 3.1.1 to 3.1.7 apply. Other definitions and classifications may be contained in the specialised sections of the Sporting Code.

3.1.1 NATIONAL SPORTING EVENT. A sporting event open to participants of the organising NAC.

3.1.2 NATIONAL CHAMPIONSHIP. A national sporting event in which the winner is awarded the title of National Champion

3.1.3 INTERNATIONAL SPORTING EVENT. A sporting event in which entry is open to participants from more than one NAC.

~~3.1.4 OPEN NATIONAL CHAMPIONSHIP. A national championship open for participation by other NACs, at the invitation of the organising NAC.~~

Withdrawn by Germany.

14.2 Volume ABR, Section 4A
CIAM Internal Regulations

a) A.4.3 Sub-Committees **Poland**

Amend the paragraph as follows:

Each Sub-committee shall consist of a minimum of six members including the Chairman, all of different nationality, regardless of the number of members. The Sub-committee Chairmen shall ~~on their own initiative~~ invite the members **(one minimum)**~~, but they must be from~~ approved by their National Airsports Controls. ~~The NACs may suggest but not appoints alternative members~~. The Sub-committee Chairman must publish on the official FAI website, a list of the members of his Committee by 1 May of every year.

Referred back to the Bureau.

b) A.6.1 Each proposal must conform to the following requirements **F1 Subcommittee**

Add new paragraph A.6.1 i), amend paragraph A.7.1 c), delete A.7.1 d) and amend A.13 c) as follows:

A6.1. (i)Proposals which are accepted by Plenary will usually become effective from January of the year after the Plenary meeting (A.13). If a later effective date is required, this must be stated and justified in the proposal. The effective date must adhere to the dates defined in A.13.

A7.1 c) Any proposals received out of sequence with the appropriate two-year cycle (see A.13) **and without justification of a later effective date (A.6.1.i),** will need to be re-submitted by the proposer in the correct year.

~~d) Note: Neither the CIAM nor the FAI Secretariat has the resources to retain such proposals on file until the next Plenary meeting.~~

A.13 c) Rules can be amended in the years as follows:

Championship Classes in the year of a World Championship. Official classes in the second year of the two-year cycle.

Any change will become effective the following January unless a different date is specified and approved at the Plenary meeting. **If a later date is specified then the rule amendment shall be listed in the introduction of the relevant Sporting Code volume published before that date.**

Withdrawn by the F1 Subcommittee.

cont/…

c) A.9.1 Contest Calendar **Germany**

Amend paragraphs A.9.1 d) and e) as follows:

d) Open International applications received by the FAI office later than 15 November will not be eligible for inclusion in a World Cup for the following year. **This applies also for competitions of an "International Series".**

Reason: If this is effective for World Cup competitions than it must be effective also for competitions of an "International Series". The FAI-World Cup competitions represent also an "International Series"; therefore the rules must be also valid for competitions of another "International Series".

e) Sanction fees and documents for World and Continental Championships, ~~and~~ World Cup competitions **and competitions of an "International Series"** must be received by the FAI by 15 November of the year preceding the Championships, ~~or~~ World Cup competition**s and competitions of an "International Series".**

Referred back to the Bureau.

d) A.10 Sanction Fees **Germany**

Amend paragraph A.10 b) as follows:

b) The sanctions fees are as follows:

~~Limited international contests:~~	
First category events	
World Championship	= € 500 ~~Euro~~
Continental Championship	= € 300 ~~Euro~~
~~Other Limited International Contest~~	~~= 70 Euro~~
~~Other contests:~~	
World Air Games (even years only)	**= € 70**
Second Category Events	
Open International ~~Contest~~	= € 70
~~(including World Cup and International Series contests)~~	~~= 70 Euro.~~
World Cup	**= € 70 ~~Euro~~**
World Cup combined with another International Series	**= € 70** ~~Euro~~
International Series no World Cup	**= € 70 ~~Euro~~**
~~Open National Contest~~	~~= 40 Euro~~

Referred back to the Bureau.

e) ANNEX A.1a Bid Application Document **Bureau**

Delete this annex and refer to the website.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

f) ANNEX A.1b Guide for Submitting Bulletin 0s **Bureau**

The guide has been rewritten as shown in Agenda Annex 7p.

Amended as a consequence of proposals approved by the Plenary Meeting. See the Minutes Annex 7p – Annex A.1b fully revised.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

g) ANNEX A.1b Guide for Submitting Bulletin 0s **Bureau**

Delete this annex and refer to the website.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

h) ANNEX A.2a Registration in the FAI Sporting Calendar **Bureau**

Amendments as shown in Agenda Annex 7o.

See the Minutes Annex 7o – ABR Edition 2015 Revised.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

Note: "Other Limited International Contest" will also be deleted from A.10.

i) ANNEX A.2a Registration in the FAI Sporting Calendar **Bureau**

Delete this annex and refer to the website.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

j) ANNEX A.2b Explanation of the Proposal for Submission **Bureau**

Delete this annex and refer to the website.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

k) ANNEXES A.2f – A.2m FAI Nomination Forms **Bureau**

Delete these annexes and refer to the website.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

Note: All selected forms and documents for deletion will require consequential notes in the relevant paragraph/s and in the Annex section to the effect that the forms are downloadable from the "Other Documents" section of the CIAM Website http://www.fai.org/ciam-documents and hence they have been deleted from the Annex.

Volume ABR Section 4B continues overleaf.

14.3 Volume ABR, Section 4B

General Rules for International Contests

a) B.2 TYPES OF INTERNATIONAL CONTESTS **Germany**

Amend paragraphs B.2.1, B.2.2, B.2.3 as shown in Agenda Annex 7a.

Referred back to the Bureau.

b) B.4.2. FAI Jury at World and Continental Championships & WAG **Bureau**

Amend paragraph a) as follows:

a) The Jury, including ~~three~~ **two** suitable reserves **who shall also fulfil the criteria below,** should be nominated by the relevant Subcommittee Chairman after consultation with the organisers. This jury composition shall be proposed in Bulletin 0 and ~~considered by the CIAM Bureau. The Jury~~ must be approved by the CIAM Bureau.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

c) B.4.4 Contest Officials **Bureau**

Amend paragraph c) as follows:

c) The relevant Subcommittee Chairman, after consultation with the organisers, ~~The NAC responsible for organising a WCh or CCh~~ shall submit to the ~~CIAM or~~ CIAM Bureau, for approval, the names of the persons who shall act as judges **or reserve judges.** International judges must have had recent practical judging and/or flying experience of the category for which they are selected.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

d) B.5.4. Entry Forms **Bureau**

Amend paragraph a) as follows:

a) Entry forms must include sections for:

Name - First name - Date of Birth (Juniors only) - Postal address - Nationality - FAI Licence Number **and/or FAI Unique ID Number** - Class(es) entered.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

e) B.5.5. Results **Bureau**

Amend paragraph c) as follows:

c) The results must include each entrant's ~~FAI sporting licence number and/or~~ **FAI Unique ID number**, the full name and nationality (or "FAI" in the case of entrants who have entered with sporting licence issued direct by the FAI) and for Scale events must also include the name of the prototype air-or spacecraft subject flown by the competitor.

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

f) B.5.6 Fuel **France**

Amend paragraph c) i) as follows:

c) i) The organisers shall make available for cost, up to 20 litres of fuel per competitor for practice flying and for use in competitions. The fuel, or constituents, must be requested in advance (at the time of entry) and the organiser shall supply at least the following:

Methanol
Castor oil
Nitromethane
Synthetic oil (compatible with methanol)
Ether
Kerosene Jet-A1
Unleaded gasoline (89 to 98 octane rating)

Amended as shown by the Plenary Meeting and approved by the Plenary Meeting: For 24; Against 3. Effective 01/01/16.

g) B.7.2. Entry Fees **Bureau**

Amend paragraph c), add a new paragraph d) and add a new paragraph e) from text re-located from B.7.4 and added to, as follows:

c) The organiser may specify a closing date for the receipt of fees. Entries received after this date may be subject to a penalty fee or may be refused by the organiser. **A closing date shall be no earlier than 90 days before the official starting date of the contest. A penalty fee shall not exceed 20% of the obligatory entry fee. If a penalty fee is to be imposed for late entries, this must be stated no later than in Bulletin 1. A discount bonus for early payments may also be considered by the organisers.**

Approved by the Plenary Meeting: For: 26; Against: 2. Effective 01/01/16.

d) Except for events which require more than five judges, the maximum possible entry fee is 300 € for seven nights except for the following classes, F3A: 450 €; F3B: 400 €; F3C: 400 €; F3N: 400 €; F3D: 420 €; F4: 400 €; F5: 360 €

e) ~~d)~~ For World Championship and Continental Championships that require more than five international judges, a separate additional fee may be charged to each contestant to cover the actual cost of travel, lodging and meals for those judges in excess of five. The additional fee is limited to a maximum of 165 Euro per contestant **and will be calculated as follows:- additional fee = (travel cost of extra officials + ((cost of food & accommodation for seven nights) / 7 * number of nights)) / number of competitors.**

Referred back to the Bureau.

h) B.7.2. Entry Fees **Bureau**

Amend paragraph a) as follows:

f) Items contributing to the calculation of the ~~Basic~~ Entry Fee are (applicable depending on local circumstances):

Referred back to the Bureau.

i) B.7.2. Entry Fees **Bureau**

Add a new paragraph h) as follows:

j) At multi class Championships when a competitor competes in more than one class, ~~organisers may charge a full entry fee for each class entered. It is recommended that where possible~~ a 50% discount ~~is~~ shall be offered on the second entry fee.

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

j) B.7.4. ~~Additional~~ Optional Fees **Bureau**

Amend the title and paragraphs and re-number sub-paragraphs as follows:

a) Separate ~~additional~~ **optional** fees ~~will~~ **may** be offered ~~at choice~~ for: lodging (hotel and camping) and food (excluding banquet) and other possible additional events). The banquet may be included in the entry fee or it may be a separate ~~additional~~ **optional** fee.

~~b) Maximum fee = basic fee + lodging (hotel) + food + banquet.~~

~~c) With the exceptions listed below, the maximum possible fee is 600 Euro for seven nights, except for events which require more than five judges or more than seven nights.~~

~~F3A: 750; F3B: 660; F3C: 700; F3N: 700; F3D: 720; F4: 700; F5: 660~~

b) ~~c) The cost of hotel accommodation must be kept reasonable. Keep in mind that hotel accommodation is often the only possibility for overseas participants. Using the international standard of stars accommodation to two stars (**) or equivalent is sufficient. To keep travel expenses of the team reasonable, organisers must not use the event to force teams to pay higher than the street price for accommodation. It is up to the teams whether they wish to book their own board and lodging.~~ **Using the international standard of stars the cost of two stars (**) or equivalent accommodation and typical cost of food must be included in the Championship bid documentation.**

~~d) For World Championship and Continental Championships that require more than five international judges, a separate additional fee may be charged to each contestant to cover the actual cost of travel, lodging and meals for those judges in excess of five. The additional fee is limited to a maximum of 165 Euro per contestant.~~

Technical Secretary's Note: The paragraph above has been re-located to B.7.2; see Agenda item g).

c) ~~f)~~ Details of an awarded offer must be submitted in Bulletin 0, via the FAI office, by November 15th (or March 15th, for Championships scheduled from January to April) to the relevant Sub-committee Chairman and the CIAM Secretary for review of the fee structure prior to consideration at the following Bureau Meeting.

d) ~~g)~~ Bulletin 0 must contain ~~a~~ clear ~~explanation of the hotel, food &~~ **information about** banquet costs for CIAM Bureau approval **and information about accommodation and food cost** per person per day in Euros. After approval, Bulletin 0 will be issued as Bulletin 1 as specified in B.7.1.

Referred back to the Bureau.

cont/…

k) B.7.2. Entry Fees **Bureau**

Amend paragraph a) as follows:

a) The entry fee ~~will consist of an~~ **is the** obligatory fee to be paid by all competitors and team managers ~~and an optional fee that covers accommodation and food~~.

Referred back to the Bureau.

l) B.7.4. Additional Fees **Bureau**

Amend paragraph a) as follows:

a) Separate additional fees will be offered at choice for: lodging (hotel and camping) and food (excluding banquet) and other possible additional events). The banquet **shall not exceed the amount of 50 Euros and** may be included in the entry fee or it may be a separate additional fee.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

m) B.7.4. Additional Fees **F3 Helicopter Subcommittee**

Amend the paragraphs a), b) and c) as follows:

a) Separate additional fees will be offered at choice for: lodging (hotel and camping) and food (excluding banquet) and other possible additional events). The banquet may be included in the entry fee or it may be a separate additional fee.

b) Maximum fee = basic fee + lodging (hotel) + food + banquet.

c) ~~With the exceptions listed below,~~ **T**he maximum possible fee **for Free Flight (F1) and Control-line (F2)** is 600 Euro for seven nights, ~~except for events which require more than five judges or more than seven nights.~~

~~F3A: 750; F3B: 660; F3C: 700; F3N: 700; F3D: 720; F4: 700; F5: 660~~

For the radio controlled classes the maximum entry fee for seven nights is 500 € excluding the banquet, food & lodging. For Championship requiring more than seven nights the formula is 500€ / 7 X number of nights (to cover the expenses for hosting the jury and judges for more days).

Referred back to the Bureau.

n) B.7.4. Additional Fees **Norway**

Amend the paragraph as follows:

a) Separate additional fees will be offered at choice for: lodging (hotel and camping) and food (excluding banquet) and other possible additional events). The banquet may be included in the entry fee or it may be a separate additional fee.

b) Maximum fee = basic fee + lodging (hotel) + food + banquet.

c) ~~With the exceptions listed below,~~**T**he maximum possible fee **for Free Flight (F1) and Control-line (F2)** is 600 Euro for seven nights, ~~except for events which require more than five judges or more than seven nights.~~

~~F3A: 750; F3B: 660; F3C: 700; F3N: 700; F3D: 720; F4: 700; F5: 660~~

For the radio controlled classes the maximum entry fee for seven nights is € 500,- excluding the banquet, food & lodging only if a proper budget is presented showing expected income and expenses.

For Championship requiring more than seven nights the formula is € 500,- ÷ 7 X number of nights (to cover the expenses for hosting the jury and judges for more days).

If no budget is shown the old € 700,- all inclusive still stands.

For World Championship and Continental Championships that require more than five international judges, a separate additional fee may be charged to each contestant to cover the actual cost of travel, lodging and meals for those judges in excess of five. The additional fee is limited to a maximum of 165 Euro per contestant……..

Withdrawn by Norway.

o) B.7.4. Additional Fees **United Kingdom**

Amend paragraphs a) & e); replace paragraph b) entirely; delete paragraph c); re-number paragraphs d) to h) as follows:

a) ~~Separate additional fees will be offered at choice for: lodging (hotel and camping) and food (excluding banquet) and other possible additional events).~~ The banquet **cost** may be included in the entry fee or it may be a separate additional fee.

~~b) Maximum fee = basic fee + lodging (hotel) + food + banquet.~~

cont/…

~~c) With the exceptions listed below, the maximum possible fee is 600 Euro for seven nights, except for events which require more than five judges or more than seven nights. F3A: 750; F3B: 660; F3C: 700; F3N: 700; F3D: 720; F4: 700; F5: 660.~~

b) Except for events which require more than five judges the maximum possible fee is 300 Euro for seven nights except for the following classes, F3A: 450; F3B: 360; F3C: 400; F3N: 400; F3D: 420; F4: 400; F5: 360

c) ~~d)~~ For World Championship and Continental Championships that require more than five international judges, a separate additional fee may be charged to each contestant to cover the actual cost of travel, lodging and meals for those judges in excess of five. The additional fee is limited to a maximum of 165 Euro per contestant.

d ~~e)~~ The cost of hotel accommodation must be kept reasonable. Keep in mind that hotel accommodation is often the only possibility for overseas participants. Using the international standard of stars accommodation to two stars (**) or equivalent is sufficient. To keep travel expenses of the team reasonable, organisers must not use the event to force teams to pay higher than the street price for accommodation. It is up to the teams whether they wish to book their own board and lodging. **Using the international standard of stars the cost of two stars (**) or equivalent accommodation and typical cost of food must be included in the Championship bid documentation.**

e) ~~f)~~ Details of an awarded offer must be submitted in Bulletin 0, via the FAI office, by November 15th (or March 15th, for Championships scheduled from January to April) to the relevant Sub-committee Chairman and the CIAM Secretary for review of the fee structure prior to consideration at the following Bureau Meeting.

f) ~~g)~~ Bulletin 0 must contain a clear explanation of the hotel, food & banquet costs per person per day in Euros.

g) ~~h)~~ Bulletin 0, after approval and including any corrections required by the Bureau meeting, shall be issued as Bulletin 1 by the organiser to the appropriate NACS as specified in B.7.1, or earlier if possible.

Withdrawn by United Kingdom.

p) B.8.4 and Annex A.1.b Special Contest Organisation Requirements — Bureau

Amend the paragraphs as follows:

Provide at least one practice day prior to the competition, to be announced in the invitation along with a flying schedule for the competition.

The organiser will provide a schedule for the official practice giving all competitors equal practice time. The practice day must not be extended so as to delay the start of official competition. **Depending on the type of the event or the class a** ~~A~~ reserve day ~~must~~ **may** be scheduled after the competition to allow for the completion of official flying in the event of weather or other delays preventing completion as scheduled.

Approved by the Plenary Meeting: For: 22; Against: 7. Effective 01/01/16.

q) B.15.1 — France

Amend the sub-paragraph v) as follows:

v) For F3A, **F3M,** F5A, F3C, F4C, F3D and F5D contests when the sun is in the manoeuvring area.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

r) B.16.1 Individual Classification — South Africa

Amend the paragraph as follows:

e) For those categories where ~~juniors~~ **junior and woman competitors** may participate in a Continental or World Championship National Team under B.3.5. (b), individual awards for junior **and woman** competitors will be awarded to the first, second and third place juniors **and women**.

f) Where at least four juniors **or women**, from at least four different nations participate under B.3.5.(b), the winner shall earn the title of Junior **or Woman** World or Continental Champion in the category.

Rejected by the Plenary Meeting: For 8; Against 22.

s) B.17.6. Identification Marks — Bureau

Amend paragraph a) i) as follows:

a) Model aircraft, except for Indoor Free Flight and Scale, shall carry:

i) the national identification mark (as listed in Annex B.2) followed by the **National** FAI licence number ~~and/~~ **or 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). See Annex B.1 for examples and Annex B.2 for the list of national identification marks;

cont/…

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

Note: This change will have a consequential effect on those disciplines which also specify in their Volumes how to carry a national identification mark e.g. Space Models.

t) B.18 PROTESTS **Bureau**

Amend the title as follows:

COMPLAINTS AND PROTESTS

Approved by the Plenary Meeting. For: 28; Against: 2. Effective 01/01/16.

u) B.18.1 **Bureau**

Amend paragraph a) as follows

a) All protests must be presented in writing **in English** to the Contest Director of the competition, or the appropriate Contest Director for competitions with multiple classes and must be accompanied by the deposit of a fee. The amount of this fee shall be the equivalent of ~~35~~ **50** Euros. The deposit is returned only if the protest is upheld.

Amended as shown by the Plenary Meeting and approved by the Plenary Meeting. For: 20; Against: 12. Effective 01/01/16.

Note (i): This paragraph will be re-numbered from a) to b).

Note (ii): This change will have consequential effect on those disciplines which require a 35 Euro fee to accompany a protest in a World Cup event, according to their World Cup rules in individual volumes (F1, F2 and Space Models …).

v) B.18.1 **Bureau**

Make a new paragraph a) as follows and delete the Note at the end of paragraph B.18.2.

a) The purpose of a complaint is to obtain a correction without the need to make a formal protest. **It is recommended that a complaint is filed before submitting a protest**. See Sporting Code - General Section, ~~5.1~~ **6.1**

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

w) B.18.2. Time limit for lodging protests **Bureau**

Amend the Note at the end of B.18.2 as follows:

Note: ~~A complaint may also be filed~~. The purpose of a complaint is to obtain a correction without the need to make a formal protest. **It is recommended that a complaint is filed before submitting a protest**.. See Sporting Code - General Section, ~~5.1~~ **6.1**

Withdrawn by the Bureau.

x) B.18.2 Time limit for lodging protests **Bureau**

Amend paragraph b) as follows:

b) During the contest: a protest against a decision of the judges or other contest officials or against an error or irregularity committed during an event by another competitor or team manager must be lodged ~~immediately~~ **as soon as the competition situation requires but not later than 60 minutes after the incident. ~~If the Team Manager's involvement in the Championship prevents an immediate protest, either the competitor or the Team Manager must straight away announce to the Contest Director a notice of intention to protest. They shall have up to 30 minutes to submit a formal protest.~~**

Amended as shown by the Plenary Meeting and approved by the Plenary Meeting. For: 28; Against: 3. Effective 01/01/16.

y) B.19.4 Required (B.19 Safety Precautions & Instructions) F2 Subcommittee

Add a new paragraph c) as follows:

c) B.19.4 b) does not apply to F2 model aircraft.

Approved by the Plenary Meeting: For: 17; Against: 6. Effective 01/01/16.

z) B.21.6.1 Championship Trophies Bureau

Amend and transpose both paragraphs as follows:

~~b)~~ **a) Prior to the contest,** the Championship organiser ~~may~~ **shall** ask the FAI office for a copy of the previous year's trophy form which contains the contact data of the current trophy holder. **The organiser shall inform the Jury President of the status of trophy delivery.**

~~a)~~ **b)** At the Championship, ~~the Championship organiser, or~~ **the Jury President** or a member of the FAI Jury **appointed by him**, will use the trophy form to verify the status of the trophy and note the details, including identification data, of the new holder.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

aa) ANNEX B.4. FAI Perpetual Aeromodelling Trophies Bureau

Delete this annex and refer to the website.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

Volume ABR Section 4C begins overleaf.

14.4 Volume ABR, Section 4C, Part One
General Regulations for Model Aircraft

a) 1.1. General Definition of Model Aircraft **Bureau**

Amend the paragraphs as follows:

a) A model aircraft is an aircraft of limited dimensions, with or without a propulsion device, not able to carry a human being and to be used for competition, sport or recreational purposes

b) For the whole flight, a radio-controlled model aircraft ~~shall be in the direct control of the flier, via a transmitter, and in the flier's sight other than for momentary periods~~ **must be within visual line of sight (VLOS) of the ~~flier~~ person who directly assumes its control or who is in a situation to take the direct control at any moment, including if the model is being flown automatically to a selected location**.

c) For control line model aircraft, the flier must physically hold the control line handle and control the model aircraft himself.

d) Free flight model aircraft must be launched by the flier**,** and must not be **equipped with any device that allows them to be flown automatically to a selected location or** controlled remotely during the flight other than to stop the motor and/or to terminate the flight

~~e) A model aircraft shall not be equipped with any device that allows it to be flown automatically to a selected location.~~

~~f)~~**e)** In the case of record attempts conducted under Part 2, claimant(s) shall confirm that the submitted record claim is for a model aircraft record as noted in Table III.

f) Regulations applicable to air law, air traffic and control in the respective countries take precedence over 1.1. (see Volume ABR page 2).

Amended as shown by both the Bureau and the Plenary Meetings and unanimously approved by the Plenary Meeting. Effective 01/01/16.

b) 1.3 Classification Of Model Aircraft **Bureau**

Delete 1.3.6 Category F6 with a consequential amendment to the Introduction on page 5 and delete Volume F6.

~~**1.3.6. Category F6 - Airsports Promotion**~~
~~This category is divided into the following classes:~~

~~Class: F6A - ARTISTIC AEROBATICS~~

~~F6D HAND THROWN GLIDERS~~

~~F6E - AEROBATIC REGATTA~~

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

cont/…

c) ANNEX - 1.1 World Championship Events for Model Aircraft **South Africa**

Add a new paragraph 8 as follows

8. RC Category for Women:

a) F3K Radio Controlled Hand Launch Gliders

Withdrawn by South Africa.

14.5 Volume ABR, Section 4C, Part Two
Records

a) 2.2.2. Motive Power **Bureau**

Add a new paragraph b) and re-number the subsequent paragraphs as shown:

a) The total swept volume of the piston(s) of the motor(s) shall not exceed 10 cm^3. Pulse-jet reaction motor(s) are not permitted except for circular flight (record No. 135).

b) The maximum no load voltage for electric motors shall be 72 volts, except for competition records.

~~b)~~ **c)** Power sources for electro model aircraft:

~~c)~~ **d)** There will be three different possibilities of power sources:

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

b) Records Table II A, Table II B and Table III **Bureau**

Delete these tables and refer to the website

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

14.6 Section 4C Volume F1 - Free Flight

F1A

a) 3.1.1 Definition **Germany**

Amend the paragraph as follows:

Model aircraft which is not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight except for changes of ~~camber or~~ incidence. ~~Model aircraft with variable geometry or area must comply with the specifications when the surfaces are in minimum and maximum extended mode~~. **Variable geometry or area is not allowed.**

Requested later implementation date of 01/01/2018

Withdrawn by Germany.

cont/…

b) 3.1.2 Characteristics of Gliders F1A **Poland**

Amend the paragraph as follows:

Maximum length of launching cable loaded by 5 kg ..... ~~50~~ **40** m

Consequential change if adopted: rule 3.1.11.

Withdrawn by Poland.

c) 3.1.3 Number of Flights **F1 Subcommittee**

Amend sub-paragraph a) as follows:

a) Each competitor is entitled to ~~seven~~ **five** official flights in World and Continental Championships. For other international events the number of official flights is ~~seven~~ **five** unless a different number has been announced in advance and approved by CIAM.

b) Each competitor is entitled to one official flight in each round of the event. The duration of rounds must be announced in advance and may not be less than 30 minutes or greater than 90 minutes. The competitor must tow and release his model during the round for the official flight, including attempts and repeated attempts

Approved by the Plenary Meeting: For: 22; Against: 3. Amended as shown post meeting as requested by the F1 Subcommittee and approved by the President. Effective 01/01/16. Consequential change to 3.2.7 and 3.3.7.

d) 3.1.7 Duration of flights **F1 Subcommittee**

Amend the 1st paragraph as follows:

The maximum duration to be taken for the official flights in world and continental championships is ~~three minutes thirty seconds~~ **four minutes** for the first round and three minutes for subsequent rounds. In other international events a maximum of three minutes will be used for all rounds unless different durations (not exceeding four minutes) have been announced in advance in the contest bulletin for specific rounds.

Approved by the Plenary Meeting: For: 25; Against: 2. Effective 01/01/16. Consequential changes: change F1B 3.2.7 and F1C 3.3.7 to read “see 3.1.7”.

e) 3.1.7 Duration of flights **F1 Subcommittee**

Amend the1st paragraph as follows:

The maximum duration to be taken for the official flights ~~in world and continental championships~~ is four minutes for the first round **and, if conditions allow, for the last round** and three minutes for the other rounds. In ~~other~~ **open** international events different durations (not exceeding four minutes) may be used provided this has been announced in advance in the contest bulletin.

In the event of model recovery problems or to suit meteorological conditions the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round.

Maximum durations greater than three minutes should only be used for rounds at times when wind and thermal activity are expected to be at a minimum.

Approved by the Plenary Meeting: For: 22; Against: 3. Effective 01/01/16.

f) 3.1.7 Duration of flights **Poland**

Amend the paragraph as follows:

The maximum duration to be taken for the official flights in world and continental championships is ~~three minutes thirty seconds~~ **four minutes** for the first round and three minutes for subsequent rounds. In other international events a maximum of three minutes will be used for all rounds unless different durations (not exceeding four minutes) have been announced in advance in the contest bulletin for specific rounds.

Withdrawn by Poland.

g) 3.1.8 Classification **F1 Subcommittee**

Amend paragraph b) as follows:

b) In order to decide the individual placings when there is a tie, additional flights shall be made after the last flight of the event has been completed. The maximum time of flight for the first of the deciding flights shall be ~~five~~ **six** minutes and the maximum time of flight shall be increased by two minutes for each subsequent flight. The time of the additional flights shall not be included in the final figures of the classification for teams; they are for the purpose of determining the individual placing.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

h) 3.18, 3.28, 3.38 Classification **F1 Subcommittee**

Add a new sub-paragraph as follows:

f) If the number of competitors in a flyoff is 12 or more and is greater than 25% of the number of competitors in the competition, then the flyoff ~~shall~~ may be split into two groups

1) The number of competitors in each group will be as closely as possible equal

2) Competitors are allocated a group and starting position by a single draw

3) A flyoff is flown for each group according to the other regulations of 3.1.8

4) The second group flyoff must be flown as soon as possible after the first group.

5) From both groups all flyers who achieve the maximum duration proceed to the next round

6) An equal number of flyers from each group may proceed to the next round by including competitors from one group those with the best flights below the maximum time, providing the flight times are at least 75% of the maximum.

7) If the selections (5) and (6) result in fewer than 4 competitors proceeding to the next round, then the two competitors with the highest flight times in each of the groups will proceed to the next round.

8) Competitors eliminated in group flyoffs will be classified with final placing according to time achieved in the group flyoff

Add a new sub-paragraph at 3.2.8 F1B and 3.3.8 F1C as follows:

f) See 3.1.8.f

f) See 3.1.8.f

Amended as shown at the F1 Technical Meeting and approved by the Plenary Meeting: For: 19; Against: 2. Effective 01/01/16.

i) 3.1.11. Launching devices **Austria**

Amend paragraph a) as follows:

a) …… shall not exceed ~~50~~ **35** metres …..

Consequential change if adopted: 3.1.2.

Withdrawn by Austria.

j) 3.1.11. Launching devices **United Kingdom**

Amend paragraphs a) and b) as follows:

a) The glider must be launched by means of a single cable **with a minimum diameter of 1.75mm**, and its length including release equipment and launching device shall not exceed 50metres, when subjected to a tensile load of 5kg. This tensile load shall be applied by means of an appropriate apparatus available to the competitors before and during the competition and also to officials during the competition when checking at least 20% of the gliders. Metal cables are prohibited.

~~b) Launching of the glider by means of this cable may be carried out with the help of various devices such as winches, single of multiple pulley trains, or by running etc. These devices (except the launching cable) must not be thrown by the competitor, under penalty of cancelation of the flight. The competitor may release the launching cable and a lightweight marker (such as a ring, pennant or small rubber ball) at its end.~~

b) Launching of the glider by means of this cable may be carried out by running etc. The cable may be stored on a winding device but this must be removed before the launching process begins. A lightweight marker (such as a ring, pennant or small rubber ball) may be attached at its end. The cable and its marker must not be released by the competitor until after the model has been launched from the cable, under penalty of cancellation of the flight.

Withdrawn by United Kingdom.

F1B

k) 3.2.1 Definition **Germany**

Amend the paragraph as follows:

Model aircraft which is powered by an extensible motor and in which lift is generated by the aerodynamic forces acting on surfaces remaining fixed in flight, except for changes of ~~camber or~~ incidence. ~~Model aircraft with variable geometry or area must comply with the specifications when the surfaces are in minimum and maximum extended mode~~ **Variable geometry or area is not allowed.**

Withdrawn by Germany.

l) 3.2.2 Characteristics of Model Aircraft with Extensible Motors F1B — Poland

Amend the 3rd paragraph as follows:

Maximum weight of motor(s) lubricated ..... ~~30~~ **25 g**

Withdrawn by Poland.

m) 3.2.11 Launching — United Kingdom

Add a new paragraph at e) as follows:

e) The propeller must have been released and be rotating under power before the model leaves the competitor's hands.

Withdrawn by United Kingdom.

F1C

n) 3.3.1 Definition — Germany

Amend the paragraph as follows:

Model aircraft which is not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight except for changes of ~~camber or~~ incidence. ~~Model aircraft with variable geometry or area must comply with the specifications when the surfaces are in minimum and maximum extended mode~~. **Variable geometry or area is not allowed.**

Requested later implementation date of 01/01/2018

Withdrawn by Germany.

o) 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C — Austria

Amend two paragraphs.

Amend the 7th paragraph as follows:

The composition shall be as follows: 80% ~~methanol~~ **ethanol**, 10% castor or synthetic oil.

Withdrawn by Austria.

Amend the last paragraph as follows:

F1C models ~~may~~ **must** ~~use~~ **be fitted with functional** radio control only for irreversible actions to control dethermalisation of the model.

Amended as shown at the F1 Technical Meeting and approved by the Plenary Meeting: For: 24; Against: 2. Effective 01/01/16.

p) 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C — Denmark

Amend the 7th paragraph as follows:

Fuel to a standard formula for glow plug and spark ignition motors will be supplied by the organisers, and must be used for every official flight. The composition shall be as follows: 80% methanol, 20% ~~castor or~~ synthetic oil.

Withdrawn by Denmark.

q) 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C — Germany

Amend the 7th paragraph as follows:

Fuel to a standard formula for glow plug and spark ignition motors will be supplied by the organisers, and must be used for every official flight. The composition shall be as follows: 80% ~~methanol~~ **ethanol**, 20% castor or synthetic oil.

Withdrawn by Germany.

r) 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C — Poland

Amend the 5th paragraph as follows:

Maximum duration of motor run: ... ~~5~~ **4** seconds from release of model

Approved by the Plenary Meeting: For: 20; Against: 2. Effective 01/01/16.

s) 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C — United Kingdom

Amend the 5th paragraph as follows:

Maximum duration of motor run: ... ~~5~~ 4 seconds from release of model

Withdrawn by United Kingdom.

t) Annex 1 – Rules for Free Flight World Cup — F1 Subcommittee

Amend the paragraph as follows:

8. Communications

The ~~Free Flight Subcommittee~~ **World Cup Coordinator** ~~should~~ **must** receive the results from each contest in the World Cup and then calculate and publish the current World Cup positions. These should be **made available via the FAI web site.** ~~distributed to the news agencies and should also be available by payment of a subscription to any interested bodies or individuals. Latest results will also be sent to the organiser of each competition in the World Cup for display at the competition. Final results of the World Cup are to be sent also to the FAI, National Airsports Controls and the Aeromodelling press.~~

Amended as shown at the F1 Technical Meeting and approved by the Plenary Meeting: For: 27; Against: 1. Effective 01/01/16.

u) 3.5.1, 3.6.1, 3.G.1, 3.H.1, 3.J.1, 3.K.1 Definition — F1 Subcommittee

Amend paragraphs 3.5.1, 3.6.1, 3.G.1, 3.H.1, 3.J.1, 3.K.1 as follows:

Model aircraft not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces that remain fixed in flight, except for changes of ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

Amended as shown at the F1 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

v) 3.6.1 Definition — Germany

Amend the paragraph as follows:

A model aircraft in which the energy is provided by a piston type motor and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes in ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

Withdrawn by Germany.

w) 3.G.1 Definition **Germany**

Amend the paragraph as follows:

A model aircraft in which the energy is provided by a piston type motor and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes in ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

Withdrawn by Germany.

x) 3.H.1 Definition **Germany**

Amend the paragraph as follows:

A model aircraft in which the energy is provided by a piston type motor and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes in ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

Withdrawn by Germany.

y) 3.J.1 Definition **Germany**

Amend the paragraph as follows:

A model aircraft in which the energy is provided by a piston type motor and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes in ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

Withdrawn by Germany.

z) 3.K.1 Definition **Germany**

Amend the paragraph as follows:

A model aircraft in which the energy is provided by a piston type motor and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes in ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

Withdrawn by Germany.

aa) F1S USA

New class as shown in Agenda Annex 7b.

See the Minutes Annex 7b – F1S New Class

Amended as shown (S.9.c) at the F1 Technical Meeting and approved by the Plenary Meeting: For: 24; Against: 1. Effective 01/01/16.

14.7 Section 4C Volume F2 - Control Line

F2B

a) 4.2.15.17 Landing Manoeuvre **F2 Subcommittee**

Add a new paragraph as follows:

d.) At the end of the ground roll, electric powered model aircraft must be restrained by an assistant until the power system is secured against accidental motor start. The pilot must remain in the centre of the circle and he must not release the control handle until the model aircraft has been restrained. Failure to comply will result in the loss of all landing points.

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

F2C

n/a 4.3.4 Characteristics of a Team Racing Model Aircraft

Amend paragraph 4.3.4 as follows:

d) There shall be no supplementary air induction except for sub piston induction to a maximum height of 0.6 mm at the exhaust port. **A single round supplementary fuel jet with a maximum diameter of 0.4mm may be used between the venturi and the induction port of the engine.**

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

b) ANNEX - 4C Team Race Judges Guide **F2 Subcommittee**

Amend paragraph 4.C.1.3 as follows:

4.C.1.3. Judges should allocate the specific tasks of warnings operation, microphone use and note taking prior to commencement of the contest. They should also practice working together by observing the official practice flights and by viewing videos from recent championships. It is recommended that ~~a video camera system~~ **video recording equipment to monitor the pilots and the pilot circle is** situated in the judges' tower; this should not be used by the judges before decisions are made nor will it be made available to teams before the end of the round but will be useful for: ……..

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

F2D

c) 4.4.10 Scoring **F2 Subcommittee**

Amend paragraph b) as follows:

4.4.10. b) 100 points shall be awarded for each distinct cut of the opponent's streamer. There is a cut each time the model aircraft, propeller or lines **etc** fly

through the opponent's streamer resulting in particle(s) becoming detached from the streamer. A cut that contains only string does not count.

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

d) 4.4.12 Penalties and Disqualifications **F2 Subcommittee**

Amend paragraph C. i) as follows:

4.4.12.C. i) If he ~~intentionally~~ ~~leaves~~ **steps out of** the pilot circle **with both feet**, while his model aircraft is flying.

Approved by the Plenary Meeting. For: 23; Against: 1. Effective 01/05/15. A Technical Notice will be placed on the website.

e) ANNEX 4D – Combat Judges Guide **F2 Subcommittee**

Rule 4.4.9 The Heat from Start to Finish

Add a 2nd sub-paragraph as follows:

o) The landings shall be supervised and directed by the Circle Marshal to avoid dangerous situations.

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

f) ANNEX 4D – Combat Judges Guide **F2 Subcommittee**

Rule 4.4.10 Scoring

Add a new sub- paragraph at the beginning as follows:

b) No matter what part of the pilot's equipment (model, propeller, lines, streamer etc) makes the cut it should be counted.

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

g) ANNEX 4D – Combat Judges Guide **F2 Subcommittee**

Rule 4.4.12 Penalties and Disqualifications

Amend paragraph A. c) as follows:

A.c) Be observant that all line tangles must be cleared before the model is serviced or the streamer is moved to the spare model. (Except for the case where both pilots have the permission of the Circle Marshal to continue). This rule is also valid if the model is outside the ~~flying~~ **flight** circle, for example because of a fly-away. **When a model is withdrawn from the flight circle it must be placed within the pitting area. It must remain outside the flight circle and inside the pitting area otherwise the pilot will receive a penalty of 40 points. A fly-away model may be left where it has landed but lines crossing the pitting area must be cleared so as not to cause interference with the opponent.**

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

14.8 Section 4C Volume F3 - RC Aerobatics

F3A

a) 5.1.1. Definition of a Radio Controlled Aerobatic Power Model Aircraft — **F3 Aero Subcommittee**

Add a 2nd paragraph

General Characteristics of Radio Controlled Aerobatic Model Aircraft shall be verified in processing procedures as per FAI Sporting Code, Section 4, Volume ABR, for each participating model aircraft prior to a competition. Not permitted equipment must not be installed.

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

b) 5.1.2. General Characteristics of Radio Controlled Aerobatic Power Models — **F3 Aero Subcommittee**

Amend paragraph g), delete paragraph h) amend paragraph i) as follows and re-number existing paragraphs i) and j):

g) … The sound/noise measurement shall be made ~~immediately prior to each flight~~ **as a part of model processing. Electric powered model aircraft must have installed the same batteries for all model processing procedures.** The sound test area must be located in a position that does not create a safety hazard to ~~officials and other competitors~~ **any person around.**

~~h) No time will be taken while the sound/noise test at the flying site is being made. The competitor shall not be delayed more than 30 seconds for this sound test.~~

i) In the event of a model aircraft failing the sound/noise test, ~~no~~ indication of the result or the reading shall be given to the competitor~~, or~~ **and** his team **manager~~, or the judges,~~** and both the transmitter and the model aircraft shall be impounded by ~~the~~ **a** flight line official immediately following the ~~flight.~~ **sound test**. ~~No modification or adjustment to the model aircraft shall be permitted (other than refuelling or battery recharging).~~ The competitor and his equipment shall remain under supervision of the flight line ~~director~~ **official, while modifications or adjustments may be made and** the propulsion battery is fully recharged. The model aircraft shall be re-tested under regular operational conditions within 90 minutes by a second noise steward using a second Sound Level Meter, and in the event that the model aircraft fails the re-test, ~~the score for the preceding flight shall be zero. The score for the flight may be tabulated but not made public until the result of the re-test is communicated to the tabulators.~~ **its entire model processing has failed.**

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

c) 5.1.8. Marking — **F3 Aero Subcommittee**

Amend paragraph e) as follows:

e) … The centre line is positioned on the ground perpendicular to the safety line on the ground which is parallel to the runway. **Two starting circles of 3m diameter**

are marked on the runway, one left and one right at minimum 15 m off the centre line, also serving for sound/noise measurement, if required. The upper limit of the manoeuvring zone is defined by the virtual plane stretching up 60 degrees from the ground at the intersection of all ground lines.

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

d) 5.1.8. Marking **F3 Aero Subcommittee**

Amend paragraph h) as follows:

h) … Also, manoeuvres should be primarily performed approximately 150 m in front of the ~~security~~ **safety** line. Infractions …..

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

e) 5.1.8. Marking **F3 Aero Subcommittee**

Amend paragraph k) as follows:

k) … If, during a flight, the sound level of the model aircraft increases perceptibly as a result of an equipment malfunction, or of a condition initiated by the competitor, the flight line director may request a sound re-test **and in the event that the model aircraft fails the re-test, the score for the preceding flight shall be zero. For this re-test, both, the transmitter and the model aircraft shall be impounded by a flight line official immediately following the flight. No modification or adjustment to the model aircraft shall be permitted (other than refuelling or battery recharging).** ~~.~~**The competitor and his equipment shall remain under supervision of the flight line official. The model aircraft shall be re-tested under regular operational conditions within 90 minutes.** If an equipment malfunction during the flight…

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

f) 5.1.8. Marking **F3 Aero Subcommittee**

Amend paragraph m) as follows:

m) The team manager must be afforded the opportunity to check that the scores on each judge's score ~~sheet~~ **document** correspond to the tabulated scores (to avoid data capture errors). The score board/**monitor** must be located in a prominent…

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

g) 5.1.8. Marking **F3 Aero Subcommittee**

Delete paragraph n) as shown:

~~n) All flight results before the completion of a round must be ranked alphabetically, or by country, or by contestant number, but not in order of performance or placing.~~

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

h) 5.1.9 Classification **F3 Aero Subcommittee**

Amend paragraph d) as follows:

d) … Only computer tabulation systems containing the TBL algorithm and judge analysis programs that have been **Subcommittee** approved ~~by the CIAM Bureau~~ can be used at World and Continental Championships. ~~**Approved scoring systems are: F3A GNAMI V06.14, MFGL-TBL-F3A-V2.0, SMV Competition 1.0b.**~~

Amended as shown by the Plenary Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/16. A document listing the approved scoring systems will be added to the F3 – Aerobatic section of the website.

i) 5.1.9 Classification **F3 Aero Subcommittee**

Amend the Note 2 after paragraph f) as follows:

The TBL score tabulation system can only be applied for events with at least 5 competitors and 5 judges. ~~For those smaller events that are not scored with the TBL system, the highest and lowest marks for each manoeuvre will be discarded if four or more judges are used.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

j) 5.1.10 Judging **F3 Aero Subcommittee**

Amend paragraph a) as follows:

a) … The judges must be of different nationalities ~~and must be selected from a current list of FAI International Judges.~~ Those selected must reflect the approximate geographical distribution of teams participating in the previous World Championship with the final list approved by the CIAM Bureau. At least one third, but not more than two thirds of the judges must not have judged at the previous World Championship~~s~~. …

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

k) 5.1.10 Judging **F3 Aero Subcommittee**

Amend the paragraph as follows:

b) The invited judges for a World or Continental Championship, must be selected from ~~the current~~ **the applicable** list of **current or upcoming approved** FAI International Judges…

Amended as shown at the F3 - Aerobatics Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

l) 5.1.10 Judging **F3 Aero Subcommittee**

Amend the paragraph as follows:

h) For open international events **or other smaller events,** where the TBL statistical averaging scoring system is not used, …

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

m) 5.1.11 Judging **F3 Aero Subcommittee**

Amend the paragraph as follows:

~~g) During the flight the competitor must stay in the proximity of the judges and under the supervision of the Flight Line Director.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

n) 5.1.11 Organisation for Radio Controlled Aerobatic Contests **F3 Aero Subcommittee**

Amend the paragraph as follows:

m) A competitor is allowed two (2) minutes of starting time and eight (8) minutes of flying time for each flight. The timing of an attempt starts when the contest director, or timekeeper, gives an instruction to the competitor to start and the **2-min** starting time begins. The openly displayed timing device/clock will be ~~stopped~~ **re-started to count the 8-min flying time when the model aircraft has been placed in the take-off circle.** ~~when the competitor is ready to take the sound measurement. The helpers who place the model aircraft, must ensure that the model aircraft is positioned as per paragraph 5.1.2~~. If the model aircraft is not placed ~~correctly for the sound test~~ **with its wheels in the starting circle** before/at **the expiration of the** 2-minute **starting time** ~~mark,~~ the contest director/time keeper will advise the competitor and helper that the flight may not proceed. The flight shall score zero points.
~~When the contest director/sound steward is satisfied that he has obtained a reading from the SLM, he will indicate this to the competitor, and the timing device will be re-activated to start the 8-minute flying time. If the propulsion fails during the sound test and before the test is finished, the flying time of eight (8) min may have started. If so it will be interrupted to enable the sound test to be completed after the propulsion is restarted~~ …

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

o) 5.1.13. Schedule of Manoeuvres **F3 Aero Subcommittee**

Amend the paragraph and manoeuvres as shown in Agenda Annex 7c.

See the Minutes Annex 7c – F3A 5.1.13 Schedule of Manoeuvres

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

p) ANNEX 5A - Description of F3A Manoeuvres **F3 Aero Subcommittee**

Delete the existing schedules A-14, P-15, and F-15 and replace with those in Agenda Annex 7d.

See the Minutes Annex 7d – F3A Annex 5 Description of Manoeuvres

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

q) ANNEX 5B- F3A Manoeuvre Execution Guide **F3 Aero Subcommittee**

Add a new paragraph at 5B.8.8 as follows and re-number the subsequent paragraphs:

5B.8.8. TORQUE-ROLLS

A torque-roll is a roll, which is executed while the model aircraft is hovering in a vertical attitude and in a fixed position at no flying speed. If the ~~duration of a~~ torque-roll is ~~less than 3 seconds~~ not performed stationary and/or the fixed position is not maintained in all directions, it must be downgraded by 1 point or more, depending on the severity of the defect(s). Absence of a hover must be zeroed. Otherwise torque-rolls are judged the same way as axial rolls as far as the roll rates, the start and stop of the rotation and the roll direction is concerned.

Amended as shown at the F3 - Aerobatics Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

r) ANNEX 5G - F3A Unknown Manoeuvre Schedules F3 Aero Subcommittee

Add a new paragraph 5G.2.5, re-number the subsequent paragraphs and amend existing paragraphs 2.6 and 2.8 as follows:

2.5 Minimum one manoeuvre of group 19. or G, and 20. or H, and 22, and 23.

2.6 ~~Four~~ **Five** manoeuvres of each schedule must have K = 5.

2.8 The summary of K-factors must be at least ~~70~~ **72**

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

s) ANNEX 5G- F3A Unknown Manoeuvre Schedules F3 Aero Subcommittee

At paragraph 8.2, amend the list of F3A Turnaround Manoeuvres as shown in Agenda Annex 7e.

See the Minutes Annex 7e – F3A Annex 5G.8.2. Turnaround Manoeuvres.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

t) ANNEX 5G France

At paragraph 8.2, add the list *of F3A Turnaround manoeuvres as shown in Agenda Annex 7f.*

See the Minutes Annex 7f – F3A Annex 5G.8.2 Description of Turnaround Manoeuvres.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

u) ANNEX 5G - F3A Unknown Manoeuvre Schedules USA

At paragraph 8.2, add the list of F3A Turnaround manoeuvres as shown in Agenda Annex 7g.

See the Minutes Annex 7g – F3A Annex 5G.8.2. Turnaround Manoeuvres.

Withdrawn by the USA.

v-1) ANNEX 5H - F3A Explanation of the Tarasov-Baur-Long (TBL) scoring system France

Insert a new Annex 5H to explain the Tarasov-Baur-Long (TBL) scoring system. See Agenda Annex 7n.

See the Minutes Annex 7n – F3A Annex 5H TBL Information.

The F3 – Aerobatic Subcommittee requested that the article be posted on the CIAM website rather than be published as an annex. Approval by the article's author has been obtained for that purpose. Approved unanimously by the Plenary Meeting.

v-2) ANNEX 5N - F3A Aerobatic World Cup **France**

Amend the title and 1st paragraph as follows:

F3A**, F3P & F3M** AEROBATIC WORLD CUP

5N.1 The F3A**, F3P and F3M** class**es** ~~is~~ **are** recognised for World Cup competition.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

w) ANNEX 5N - F3A Aerobatic World Cup **F3 Aero Subcommittee**

Amend the 1st paragraph as follows:

5N.4. **Points Allocation**. The points to be allocated to competitors will depend on the number (N) of competitors who have completed at least one flight in the event **with a normalised result of minimum 750.00 points** . ~~A competitor has completed a flight if he registers a score greater than zero (0).~~

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

x) ANNEX 5N - F3A Aerobatic World Cup **France**

Re-structure 5N.4; add a title to the existing tables a) & b) and add a new sub-paragraph and tables as follows:

5N.4. **Points Allocation**. Points are allocated to the competitors who have completed at least one flight in the event, according to their placing in the results, as given in the following tables:

5N.4.1.Class F3A

[existing tables & three paragraphs]]

In the event of a tie between competitors .....(round up to the score to the nearest whole number of point).

5N.4.2.Classes F3M and F3P

a) N>15

Placing	**1**	**2**	**3**	**4**	**5**	**6**	**.....**	**15**	**16 and after**
Points	**15**	**14**	**13**	**12**	**11**	**10**	**.....**	**1**	**0**

A bonus of 8 points is given to the first placed competitor; 5 points to the second placed and 3 points to the third placed.

b) N=<15

Placing	**1**	**2**	**3**	**4**	**5**	**6**	**.....**	**N-1**	**N**
Points	**N**	**N-1**	**N-2**	**N-3**	**N-4**	**N-5**	**.....**	**2**	**1**

The bonus is defined as follows:

- For first place: N/3 rounded up to the nearest whole number of points, with a

maximum of 7 points;

- For second place: N/5 rounded up to the nearest whole number of points, with a maximum of 4 points;

- For third place: N/7 rounded up to the nearest whole number of points, with a maximum of 3 points.

In the event of a tie between competitors for any placing, the competitors will share the points which would have been awarded to the places covered had the tie been resolved (round up the score to the nearest whole number of points).

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

F3M

y) 5.10 Class F3M LARGE RADIO CONTROLLED AEROBATIC POWER MODEL AIRCRAFT **France**

Replace the whole of 5.10 (page 50) with the rules and a Judges Guides as shown in Agenda Annex 7h. *See Agenda Annex 7i for the comprehensive explanations.*

See the Minutes Annex 7h – F3M New Rules and Judges Guide.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

Immediately after the voting Mr. Henny van Loon (observer from the Netherlands) raised the issue that many parts of the new approved F3M rules were copied directly from the IMAC rule book. IMAC is a US organization (Special Interested Group) affiliated with AMA. The issue is about Intellectual Property of the just approved rules. US Delegate and AMA President Mr. Bob Brown, asked the French delegate if there was any kind of discussion between IMAC and France regarding obtaining permission to submit those rules. The French delegate replied that Mr. Pascal Rousseau who prepared the whole set of rules is not present today but and he would be asked about the permission.

At this point the CIAM President made a statement that CIAM Bureau is not going to publish the rules, before discussing the case with IMAC and AMA. CIAM and FAI are having similar problems with other international or national organizations which are using our rules without even discussing the case with us. CIAM is not going to act the same way for this or any other similar case in the future. He said that he will contact the IMAC President and discuss the case with him. This statement was well accepted by the Plenary with acclamation.

F3P

z) F3P Indoor R/C Aerobatic Power Model Aircraft **Poland**

Re-locate rules as requested below:

Please to remove the subclass F3P-AFM from the class F3P and to confer a new provisional status eg marked F3E or F3N with the name Indoor Aerobatic Model Aircraft Freestyle. We propose these solutions corresponding to situation in the class F3C (Aerobatic) and F3N (Freestyle) for model helicopters. Many potential competitors are very interested in Indoor Freestyle and Music and so in future this standalone “new class” can get the first one status. The provisions enclosed in

existing Sporting Code are not optimal. **Attending in the F3P-AFM subclass do not effect with the results at all**. **This subclass seems to be "sports dead" if it stays a part of the F3P class.**

Withdrawn by Poland.

aa) 5.9.10 c) Judging **F3 Aero Subcommittee**

Amend the paragraph as follows:

For World or Continental Championships the organiser must appoint one or more panels of five judges each. The judges must be of different nationalities ~~and must be selected from a current list of international Judges.~~ Those selected must reflect the approximate geographical distribution of teams having participated in the previous World Championship~~s~~ ~~(if applicable)~~ and the final list must be approved by the CIAM Bureau. **At least one third, but not more than two thirds of the judges must not have judged at the previous World Championship. Judge assignment to the panels will be by random draw.**

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

ab) 5.9.10 d) Judging **F3 Aero Subcommittee**

Amend the paragraph as follows:

The invited judges for World or Continental Championships must be selected from ~~a current~~ the **applicable** list of **current or upcoming approved** FAI international judges and must have had **a reasonable amount of** F3P **or F3A** judging experience ~~within the previous twelve months~~ and must submit a resume of his judging experience to the organiser when accepting the invitation to judge at a World or Continental Championship. The organiser must in turn submit the resumes to the CIAM Bureau for approval.

Amended as shown at the F3 - Aerobatics Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

ac) 5.9.13 Schedule of Manoeuvres **F3 Aero Subcommittee**

Add a new 1st paragraph as follows, delete obsolete schedules AP-15, AF-15 and add new schedules AA-17, AP-17, AF-17

The schedule F3P-AA is recommended to be flown in local competitions, so as to offer advanced pilots a suitable way to achieve skills to step-up to schedules F3P-AP.

ADVANCED SCHEDULE AA-17 (2016-2017)	
AA-17.01 Tilted Humpty-Bump with ½ roll, ½ roll	**K3**
AA-17.02 Stall Turn	**K3**
AA-17.03 Horizontal Circle 8	**K6**
AA-17.04 Half Horizontal Square Circle	**K2**
AA-17.05 Roll Combination with consecutive ½ roll, ½ roll, ½ roll	**K4**
AA-17.06 Knife-Edge Humpty-Bump with ½ roll	**K3**
AA-17.07 Cobra Roll with ½ roll, ½ roll	**K5**
AA-17.08 ½ Horizontal Circle	**K3**

AA-17.09 Vertical Upline with consecutive two ½ rolls (Option: Vertical Upline with torque-roll)	**K5**
AA-17.10 ½ Square Loop	**K3**
AA-17.11 Loop with ½ roll	**K5**
	Total K = 42

PRELIMINARY SCHEDULE AP-17 (2016-2017)	
AP-17.01 Double Immelman with roll, roll	**K3**
AP-17.02 Figure M with ¼ roll, ¼ roll	**K3**
AP-17.03 Horizontal Circle 8 with two rolls	**K6**
AP-17.04 ½ Horizontal Square Circle with ~~½ roll~~ two consecutive ¼ rolls	**K2**
AP-17.05 Roll Combination with consecutive 1 ¼ roll, 1 ¼ roll	**K4**
AP-17.06 Knife-Edge Humpty-Bump with ~~½ roll~~ two consecutive ½ rolls, ½ roll	**K3**
AP-17.07 Knife-Edge Cobra Roll with ¼ roll, ¼ roll, ¾ roll, ¾ roll	**K3**
AP-17.08 ½ Horizontal Circle with four consecutive ¼ rolls	**K5**
AP-17.09 Vertical Upline with consecutive two ½ torque rolls	**K5**
AP-17.10 ½ Square Loop with consecutive two ¼ rolls	**K3**
AP-17.11 Knife-Edge Loop with ¼ roll, ½ roll, ¼ roll	**K5**
	Total K = 42

FINAL SCHEDULE AF-17 (2016-2017)	
AF-17.01 Knife-Edge Humpty-Bump with ¾ roll, ¾ roll	**K3**
AF-17.02 Figure 9 with roll	**K3**
AF-17.03 Vertical 8 with roll integrated	**K5**
AF-17.04 ½ Horizontal Circle with consecutive eight 1/8 rolls	**K4**
AF-17.05 Horizontal Double Immelmann Circle with ¼ roll, ½ roll integrated, 1 ½ roll, ½ roll integrated, 1 ½ roll, ¼ roll	**K6**
AF-17.06 Knife-Edge Top Hat with two consecutive ½ rolls, two consecutive ¼ rolls	**K3**
AF-17.07 Double Fighter Turn with ¾ roll, ¾ roll	**K6**
AF-17.08 ½ Horizontal Square Circle with ¼ roll, two consecutive ½ rolls, ¼ roll	**K4**
AF-17.09 Barrel Roll	**K5**
AF-17.10 ½ Square Loop with roll	**K2**
AF-17.11 Clover Leaf with ½ torque roll, ¾ torque roll, ¾ torque roll	**K6**

Amended as shown at the F3 - Aerobatics Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

ad) F3 Aero Subcommittee

Replace obsolete schedules AP-15, AF-15, with AP-17, AF-17 and add a new schedule AA-17 as shown in Agenda Annex 7j.

See the Minutes Annex 7j – F3P Annex 5M Description of Manoeuvres.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

F3S

ae) 5.12.13) Judging **F3 Aero Subcommittee**

Amend the paragraph as follows:

Schedule S-15 (2011-2015 2016 -2017)	K Factor
~~S15.01: Triangle with roll~~	~~3~~
Loop with roll integrated over top 90 degrees	**4**
~~S15.13: Loop with roll integrated over top 90 degrees~~	~~4~~
Triangle with roll	**3**

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

Volume F3 Soaring begins overleaf

14.9 Section 4C Volume F3 - RC Soaring

F3B

a) 5.3.1.5. Definition of an Attempt **Germany**

Amend sub-paragraphs b) and c) as follows:

b) The competitor is entitled to a new working time period if any of the following conditions occur and are duly witnessed by an official of the contest **or another person (other persons)**:

~~..i)~~ **1)** his model aircraft in flight collides with another model aircraft in flight, or another model aircraft in the process of launch (released for flight by the competitor or his helper) or, with a launch cable during the process of launching. ~~Should the flight continue in a normal manner, the competitor may demand that the flight in progress be accepted as official, even if the demand is made at the end of the original working time.~~

~~ii)~~ **2)** his model aircraft or launch cable in the process of launch collides with another model aircraft or launch cable also in the process of launch (released for flight by the competitor or his helper), or with another model aircraft in flight. ~~Should the flight continue in a normal manner, the competitor may demand that the flight in progress be accepted as official, even if the demand is made at the end of the original working time~~

~~iii)~~ **3)** his launch cable is crossed or fouled by that of another competitor ~~at the point of launch of his model aircraft~~ **before he could launch his model aircraft** (released for flight by the competitor or his helper) ~~Note is made that in the event~~ **If the competitor continues to launch or does a re-launch after clearing of the hindering condition(s) he is deemed to waive his right to a new working time.**

~~iv)~~ **4)** the flight has not been judged by the fault of the judges or **official** timekeepers.

~~v)~~ **5)** in the case of an unexpected event, outside the competitor's control, the flight has been hindered or aborted.

~~c) For all cases described above the competitor may demand that the flight in progress in which the event occurred will be accepted as official. Note is made that in the event the competitor continues to launch or does a re-launch after clearing of the hindering condition(s) he is deemed to waive his right to a new working time.~~

c) **For the cases 1) and 2) described above the competitor must decide before finishing the attempt that he will get a reflight. His decision must be signalized by interrupting his flight and landing his model. If the competitor finishes his attempt he waives his right to a new working time.**

Withdrawn by Germany.

b) 5.3.1.5. Definition of an Attempt **Germany**

Replace paragraph d) in its entirety as follows:

d) ~~When a competitor obtains a new working time period and his model aircraft has been damaged beyond repair during the attempt where he obtained this new working time, he is entitled to continue flying the current round with his second model aircraft and this notwithstanding rule 5.3.2.1. This rule applies only when the~~

~~damage inflicted to the model aircraft is directly linked to the incident that gave the right to the re-flight.~~

d) The competitor has the right to change his model during a current round and this is not withstanding rule 5.3.2.1. if:

1. **his model collides with another model in flight; he has the right for a reflight, but his model is not reparable in time.**
2. **his model has landed (final or intermediate landing) and is damaged by a landing model of another competitor and the model is not reparable in time.**
3. **in the case of 1) or 2) above, once the competitor has exercised his right to change his damaged model aircraft, that model must not be used in any subsequent task(s) in the current round, with the exception stated in paragraph 5.3.1.3 f).**

Amended as shown at the F3 - Soaring Technical Meeting. A further amendment was made and unanimously approved by the Plenary Meeting. This amendment was clarified post-meeting and circulated to Bureau. Effective 01/05/15. A Technical Notice will be placed on the website.

c) 5.3.1.8 Organisation of Starts — F3 Soaring Subcommittee

Amend paragraph a) as follows:

a) The competitors shall be combined in groups with a draw, in accordance with the radio frequencies used, to permit as many flights simultaneously as possible. **Incomplete teams may be to their request combined into a working team. T**he draw is organised in such a way that ~~as far as possible~~ there are no competitors of the same **working** team in the same group. **At World and Continental Championship the reigning champion, if participating outside the national team, may join his national team to form a working team.**

Amended as shown at the F3 - Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

d) 5.3.1.10. Safety rules — Germany

Amend paragraph a) as follows:

5.3.2.1. Definition

a) The organiser must clearly mark the boundary between the landing area**s** and the safety area**s** assigned for other activities. **(See sketch "F3B flying field layout" page 18.)**

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

e) 5.3.2.1 Definition — Germany

Amend paragraph b) as follows:

b) The combination of task A, B and C constitutes a round. A minimum of two rounds must be flown. Except at World and Continental Championships the last round may be incomplete, i.e. only one task or any combination of two tasks. In the

case of a World Championships each competitor is entitled a minimum of five rounds subject to the provision of rule B.13, Section 4B.

At the discretion of the organiser any task may be flown first in a scheduled round. ~~**Due to insecure weather conditions it is possible to pre-draw a task of the following round, further changes are not allowed.**~~

In the case of unstable weather conditions, lack of time or technical issues, it is possible to fly task A or B of the following round before the task C of the current round. No other change of the schedule is allowed. The scheduled task must be completed. If the model is damaged during the predrawn task (A or B) the competitor is entitled to change the model for task C of the previous round.

Amended as shown at the F3 - Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

f) 5.3.2.2. Launching **Germany**

Amend paragraph b) as follows:

Upwind turnaround devices, which must be used, shall be no more than ~~**200**~~ **150** metres from the winch. The height of the ……..

Withdrawn by Germany.

g) 5.3.2.2 Launching **Belgium**

Amend paragraph f) as follows:

The battery must not be charged ~~on the launching line~~ **in the winches area**. The motor must not …

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

h) 5.3.2.2 Launching **F3 Soaring Subcommittee**

Amend paragraph s) as follows:

In the case of Continental and World Championships, a maximum of six (6) winches and six (6) batteries may be used ~~during the competition~~ **at any time on the winches line(s)** by any ~~complete~~ **working** team (~~3 pilots~~). Interchanging among winches and batteries while keeping compliance with the minimum resistance rule is totally under the responsibility of the ~~team~~ **competitor**.

Amended as shown at the F3 - Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

i) 5.3.2.2 Launching **Belgium**

Amend paragraph s) as follows:

In the case of a Continental and World championship, a maximum of six winches and six batteries may be used ~~during the competition~~ **at any time on the winches line(s)** by any ~~complete~~ **working** team ~~(3 pilots).~~

Withdrawn by Belgium.

j) 5.3.2.2 Launching **Germany**

Amend paragraph s) as follows:

In the case of Continental and World Championships, ~~a maximum of six winches and six batteries may be used during the competition by any complete team (3 pilots).~~ **the number of winches and batteries per National Team consisting of not more than three (3) senior pilots and one (1) Junior pilot is limited to a maximum of six (6) winches and six (6) batteries. If the reigning World Champion is participating outside the National Team the working team can use six (6) additional winches and six (6) additional batteries.** ~~Interchanging among winches and batteries while~~ **K**eeping compliance with the "minimum resistance rule" while interchanging among winches and batteries, is totally under the responsibility of the ~~team~~ **competitor**.

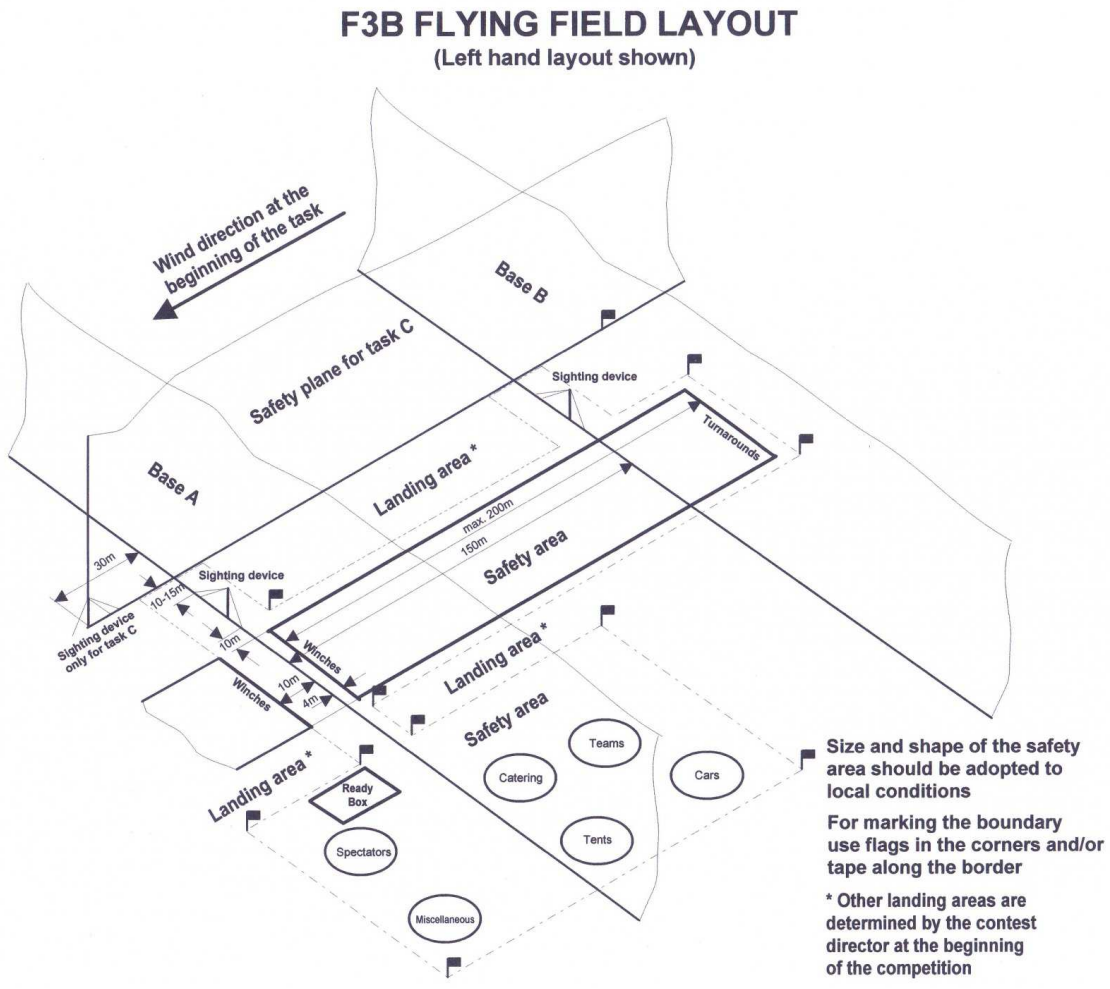
Withdrawn by Germany.

k) 5.3.2.9 Site **F3 Soaring Subcommittee**

Replace the existing diagram with the one shown below:

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

Note: The diagram will be amended to show the flags indicating the given wind direction.



F3K

l) 5.7.1.3 Transmitter Pound **USA**

Amend the paragraph as follows:

~~The organiser should provide a transmitter pound where all transmitters and/or antennas are kept in custody while not in use during a flight or the corresponding preparation time.~~ **~~Radios on 2.4g band do not have to be impounded.~~** **The organiser should consider the need for a transmitter pound with reference to Volume ABR Section 4B, B.11.2. – B.11.6.**

Amended as shown at the F3 - Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

m) 5.7.2 Definition of Model Glider **USA**

Amend the last paragraph as follows:

The model glider may be equipped with holes, pegs or reinforcements, which allow a better grip of the model glider by hand. The pegs must be ~~stiff and~~ **stiff and** an integral part of the model glider ~~within the half-span of the wing~~, and be neither extendable nor retractable. Devices, which do not remain a part of the model glider during and after the launch, are not allowed.

Amended as shown at the F3 - Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

n) 5.7.2.5 Radio Frequencies **USA**

Amend the paragraph as follows:

Each competitor ~~**using a non-2.4g band radio**~~ **not using a spread Spectrum Technology Transmitter** must provide at least two frequencies on which his model glider may be operated, and the organiser may assign any of these frequencies for the duration of the complete contest.

The organiser is not allowed to change the frequency assigned to a competitor during the event. The organiser may re-assign frequencies to competitors only if a separate fly-off is flown and only for the duration of the complete fly-off.

Amended as shown at the F3 - Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

o) 5.7.4.3 Safety Area **Germany**

Amend the 1st paragraph and change the type of sub-paragraph numbers as follows:

The organiser must **may** define safety areas. ~~The organiser must ensure that the safety areas are permanently controlled by well-trained personnel~~. **When applied, those safety areas have to be permanently monitored.**

Contact of the model glider:

~~i)~~ **1)** with an object, including the ground, within the defined safety area will be penalised by deduction of 100 points from the competitor's final score.

~~ii)~~ **2)** while airborne with a person (except its pilot or his helper) within the defined safety area will be penalised by deduction of 300 points from the competitor's final

score.

~~iii)~~ **3)** while airborne with a person (except its pilot or his helper) anywhere outside the defined safety area will be penalised by deduction of 100 points from the competitor's final score.

The start and landing field is considered to be outside the safety area.

Withdrawn by Germany.

p) 5.7.4.3 Safety Area **USA**

Amend the 1st paragraph and add further paragraphs at the end as follows:

The organiser ~~must~~ **may** define safety areas **outside of the start and landing field, for protecting people and objects**. The organiser must ensure that the safety areas are **well defined, clearly marked,** and permanently ~~controlled by well-trained personnel~~ **monitored.**

Contact of the model glider:

i) with an object, including the ground, within the defined safety area will be penalised by deduction of 100 points from the competitor's final score.

ii) while airborne with a person (except its pilot ~~or his helper~~) within the defined safety area will be penalised by deduction of 300 points from the competitor's final score.

iii) while airborne with a person (except its pilot ~~or his helper~~) anywhere outside the defined safety area will be penalised by deduction of 100 points from the competitor's final score. ~~The start and landing field is considered to be outside the safety area.~~

Each **flight** attempt may only incur a single penalty. **If multiple safety infractions happened during the same flight attempt only the highest penalty will be applied. For example, if during the same flight attempt a competitor's model contacted a person and an object inside the safety area,** ~~If contact is made with a person and at the same attempt, an object,~~ the 300 points penalty will be applied.

In all of the above cases, if the infractions occurred as a result of a mid-air collision, no penalties will be levied, according to 5.7.4.2.

Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred.

Amended as shown at the F3 - Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

q) 5.7.4.4 Forbidden Airspace **Sweden**

Amend the paragraph as follows:

The organiser may define forbidden airspace, flying inside of which is strictly forbidden at any altitude. If a competitor flies his model glider inside such a forbidden airspace, a ~~first warning~~ **notification** is announced to the competitor. The competitor has to fly his model glider out of the forbidden airspace immediately and by the shortest route. ~~If during the same flight the model glider enters the restricted airspace again, the competitor will receive 100 penalty points.~~ **If not following this way ~~T~~the flight shall be scored zero. For major events, the declaration of safety areas should only be used as a last resort if a field cannot be found that will allow the contest site to be set out free of such constraints.**

Amended as shown at the F3 - Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

r) 5.7.5 Weather Conditions **Sweden**

Amend the paragraph as follows:

The maximum wind speed for F3K contests is 8 m/s. The contest has to be interrupted or the start delayed by the contest director or the jury if the **average** wind speed exceeds 8 m/s measured for at least ~~one minute~~ **30 seconds** at two meters above the ground at the start and landing field. In the case of rain, the contest director must immediately pause the contest. When the rain stops, the contest starts again with the group that was flying, which receives a re-flight.

Withdrawn by Sweden.

s) 5.7.9.1 Groups **Denmark**

Add a new sentence to the end of the 2nd paragraph as follows:

The normalised score for each contestant shall be recorded with no decimals.

Withdrawn by Denmark.

t) 5.7.9.1 Groups **USA**

Amend the title and paragraphs as follows:

5.7.9.1. Groups **and round scores**

The contest is organised in rounds. In each round the competitors are arranged in as few groups as possible. A group must consist of at least 5 competitors. The composition of groups has to be different in each round.

The results are normalised within each group, 1000 points being the basis for the best score of the winner of the group. The result of a task is measured in seconds **and truncated down to the whole seconds according to 5.7.7.** The normalised scores within a group are calculated by using the following formula: normalised ~~points~~ **score** = competitor's score / best competitor's score x 1000. **The normalised scores are rounded to whole numbers. ~~e.g., a score of 771.429 is rounded to 771, a score of 799.523 is rounded to 800.~~**

Amended as shown at the F3 - Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

u) 5.7.9.3 Landing Window **USA**

Amend the 1st paragraph and add a new 2nd paragraphs as follows:

No points are deducted for flying over the maximum flight time or past the end of the working time.

For all Tasks except Task C **(All up)**, a 30 seconds landing window will begin at the end of the working time. ~~For Task C (All up, last down, seconds) the landing window will end 3:33 after the start signal.~~ Any model gliders still airborne must land before the end of the landing window. If a model glider lands later, then that flight will score zero **~~and the competitor will receive a penalty of 100 points according to 5.7.9.4.~~**

cont/…

For Task C (All up), the landing window for each flight attempt will begin at

3:03 and end at 3:33 after the start of the acoustic signal indicating the 3 second launch window. If a model glider lands after the end of the landing window, then that flight will score zero. If this happens between any two flight attempts of Task C, and the model glider is airborne during the special 60 second preparation time before the next flight attempt, the next flight attempt will also score zero according to 5.7.11.3. If this happens after the last flight attempt of Task C, the competitor will receive a 100 point penalty according to 5.7.9.4.

The organiser should announce the last ten seconds of the landing window by counting down.

Amended as shown at the F3 - Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

v) 5.7.9.4 Preparation Time **USA**

Amend the 1st paragraph and add a 3rd paragraph as follows:

For each round, the competitors receive at least 5 minutes **of** preparation time. This preparation time should ideally start 3 minutes before the end of the working time of the previous group (or at the beginning of the last **flight** attempt in ~~the task "all-up-last-down"~~ **Task C, All up**, of the previous group), in order to save time.

At the beginning of a preparation time, the organisers must call the names and/or starting numbers of the competitors flying in the next group.

Before each flight attempt of Task C (All up) there must be an additional preparation time period of 60 seconds when flying is not allowed (see Task C description in 5.7.11.3)

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

w) 5.7.9.5 Flight Testing Time **F3 Soaring Subcommittee**

Amend the 1st paragraph as follows:

After all the model gliders of the previous group have landed, the competitors flying in the next group receive at least 1 minute of flight testing time, which is part of the preparation time. During this flight testing time the competitors are allowed to perform ~~as many~~ test flights ~~inside~~ **from** the start and landing field. ~~as necessary for checking their radio and the neutral setting of their model gliders~~.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

x) 5.7.9.5 Flight Testing Time **Denmark**

Amend the 1st paragraph as follows:

After all the model gliders of the previous group have landed, the competitors flying in the next group receive at least 1 minute of flight testing time, which is part of the preparation time. During this flight testing time the competitors are allowed to perform as many test flights inside the start and landing field as necessary for checking their radio and the ~~neutral~~ setting**s** of their model gliders.

Withdrawn by Denmark.

y) 5.7.9.5 Flight Testing Time **Denmark**

Further amend the 1st paragraph as follows:

After all the model gliders of the previous group have landed, the competitors flying in the next group receive at least 1 minute of flight testing time, which is part of the preparation time. During this flight testing time the competitors are allowed to perform as many test flights ~~inside~~ **from** the start and landing field as necessary for checking their radio and the neutral setting**s** of their model gliders.

Withdrawn by Denmark.

z) 5.7.9.5 Flight Testing Time **Germany**

Amend the 1st paragraph as follows:

After all the model gliders of the previous group have landed, the competitors flying in the next group receive at least 1 minute of flight testing time, which is part of the preparation time. During this flight testing time the competitors are allowed to perform ~~as many~~ test flights ~~inside~~ **from** the start and landing field. ~~as necessary for checking their radio and the neutral setting of their model gliders~~.

Withdrawn by Germany.

aa) 5.7.9.5 Flight Testing Time **USA**

Amend the paragraphs and add new 4th and 5th paragraphs as follows:

After ~~all the model gliders of the previous group have landed~~ **the end of the landing window of the previous group** the competitors flying in the next group receive at least 1 minute of flight testing time, which is part of the preparation time. During this flight testing time the competitors are allowed to perform as many test flights inside the start and landing field as necessary for checking their radio and the neutral setting of their model gliders.

Each competitor has to ensure that he is finished ~~in time~~ with his test flights ~~and is ready to start when the working time of the group begins~~ **before the end of the flight testing time**. The last ~~5~~ **10 seconds of the flight testing time** ~~before the start of the working time~~ have to be announced by the organiser.

A competitor will receive a penalty of 100 points if he starts or flies his model glider outside of the testing time, working time or landing window of his assigned group.

The organiser may choose to end the flight testing time up to 60 seconds prior to the start of the working time window. If a competitor's model glider is airborne during this special 60 second preparation time, there will be no penalty assigned, but the competitor's score for the round will be zero. If such special preparation time is used between the flight testing time and the working time, the last 10 seconds before the start of the working time must be announced by the organiser.

For Task C (All-up), the flight testing time must end 60 seconds before the first flight attempt of the task (see Task C definition in 5.7.11.3). The competitors are not allowed to launch or fly their model gliders during the special 60 second preparation time immediately before each flight attempt of Task C including the first flight attempt. If a competitor's model glider is airborne during that time, no penalty will be assigned, but the score for that flight attempt will be zero according to the Task C definition in 5.7.11.3. The last 10 seconds of the preparation time before each flight attempt of Task C must be

announced by the organiser.

Competitors may test fly before the transmitter impound and after the last working time of the day.

Withdrawn by USA.

ab) 5.7.10.2 Resolution of a Tie **Germany**

Amend the paragraph as follows:

~~In the case of a tie, the best dropped score defines the ranking. If the tie still exists, the next best dropped score (if enough rounds are flown) defines the ranking. If all dropped scores are used and a ranking cannot be achieved, a separate fly-off for the relevant competitors will be flown to achieve a ranking. In this case the contest jury will define one task that will be flown for the tie-break fly-off.~~ **In case of a tie the dropped scores of the relevant competitors define the ranking. If there is still a tie, when dropped scores are used, a separate fly-off for the relevant competitors will be flown to achieve a ranking.**

Withdrawn by Germany.

ac) 5.7.10.2 Resolution of a Tie **USA**

Amend the paragraph as follows:

In the case of a tie, the best dropped score defines the ranking. If the tie still exists, ~~the next best dropped score (if enough rounds are flown) defines the ranking. If all dropped scores are used and a ranking cannot be achieved,~~ a separate fly-off for the relevant competitors will be flown to achieve a ranking. In this case, **the contest ~~organiser~~ director ~~or the jury~~** will define one task that will be flown for the tie-break fly-off.

Amended by the F3 – Soaring Technical Committee and approved unanimously by the Plenary Meeting. Effective 01/01/16.

ad) 5.7.10.3 Fly-off **Germany**

Amend the 1st paragraph and delete the 2nd paragraphs as follows:

The organiser may announce a fly-off prior to the beginning of the event. For World and Continental Championships, the fly-off is mandatory for seniors. The fly-off should consist of at least three (3) rounds with a maximum of six (6) rounds. ~~If 5 or 6 are flown, the lowest score is dropped.~~ **If less than three (3) fly-off rounds can be completed, the results of the preliminary rounds determine the final ranking.**

~~The maximum number of competitors in a fly-off is limited to 12. The minimum number of competitors in a fly-off should be 10-15 % of the total number of competitors but is limited to maximum of 12 competitors.~~

A junior fly-off may be held with the maximum number of competitors being 2/3 of the seniors fly-off.

A separate junior fly-off is not mandatory.

If a fly-off is flown, the points (including penalties) of the previous rounds are not considered.

Amended as shown at the F3 - Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

ae) 5.7.10.3 Fly-off **Sweden**

Amend the last paragraph as follows:

The organiser may announce a fly-off prior to the beginning of the event. For World and Continental Championships, the fly-off is mandatory for seniors. The fly-off should consist of at least 3 rounds with a maximum of 6 rounds. If 5 or 6 rounds are flown, the lowest score is dropped.

The maximum number of competitors in a fly-off is limited to 12. The minimum number of competitors in a fly-off should be 10-15 % of the total number of competitors.

A junior fly-off may be held with the maximum number of competitors being 2/3 of the seniors flyoff. A separate junior fly-off is not mandatory.

If a fly-off is flown, the points (including penalties) of the previous rounds are not considered. **If less than 3 fly-off rounds are flown the result from preliminary rounds will count as final result.**

Withdrawn by Sweden.

af) 5.7.10.3 Fly-off **Sweden**

Amend the last paragraph as follows:

The organiser may announce a fly-off prior to the beginning of the event. For World and Continental Championships, the fly-off is mandatory for seniors. The fly-off should consist of at least 3 rounds with a maximum of 6 rounds. If 5 or 6 rounds are flown, the lowest score is dropped.

The maximum number of competitors in a fly-off is limited to 12. The minimum number of competitors in a fly-off should be 10-15 % of the total number of competitors.

A junior fly-off may be held with the maximum number of competitors being 2/3 of the seniors flyoff. A separate junior fly-off is not mandatory.

If a fly-off is flown, the points (including penalties) of the previous rounds ~~are not considered~~ shall be added to get the final competition score.

Withdrawn by Sweden.

ag) 5.7.10.3 Fly-off **USA**

Amend the 1st paragraph as follows:

The organiser may announce a fly-off prior to the beginning of the event. For World and Continental Championships, the fly-off is mandatory for seniors. The fly-off should consist of at least 3 rounds with a maximum of 6 rounds. ~~If 5 or 6 rounds are flown, the lowest score is dropped~~.

Withdrawn by USA.

ah) 5.7.11.1 Task A (Last Flight) **Germany**

Amend the 1st paragraph as follows:

Each competitor has an unlimited number of flights, but only the last flight is taken into account to determine the final result. The maximum flight time is limited to 300 seconds. Any subsequent launch of the model glider annuls the previous time.

Working time: 7 minutes ~~to~~ **or** 10 minutes

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

ai) 5.7.11.3 Task C (All up, last down ~~seconds~~) Germany

Amend the title and the 4th paragraph as follows:

5.7.11.3. Task C (All up, last down~~, seconds~~):

All competitors of a group must launch their model gliders simultaneously, within 3 seconds of the acoustic signal. The maximum measured flight time is 180 seconds.

The official timekeeper takes the individual flight time of the competitor according to 5.7.6 and 5.7.7 from the release of the model glider and not from the start of the acoustic signal. Launching a model glider before or more than 3 seconds after the start of the acoustic signal will result in a zero score for the flight.

The number of launches (3 to 5) must be announced by the organiser before the contest begins.

The preparation time between attempts is limited to 60 seconds after the end of the landing window. During this time the competitor may not perform test flights. ~~If a competitor's model glider lands outside the start and landing field, the competitor may change his model glider without retrieving and bringing back the one which has landed outside the start and landing field. This is an explicit exception to 5.7.2.3 and only valid for this particular Task C.~~

The flight times of all attempts of each competitor will be added together and will be normalised to calculate the final score for this task.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

aj) 5.7.11.3 Task C(All up, last down, seconds) USA

Amend the title and all the paragraphs as follows:

5.7.11.3. Task C (All up~~, last down, seconds~~):

All competitors of a group must launch their model gliders simultaneously, ~~within 3 seconds of the acoustic signal~~ **during the 3 second continuous acoustic signal indicating the launch window**. ~~The maximum measured flight is 180 seconds~~. **The target time for each flight attempt can be set by the contest organiser at 3 minutes (180 seconds), 4 minutes (240 seconds), or 5 minutes (300 seconds) and can be different for each flight.**

The official timekeeper takes the individual flight time of the competitor according to 5.7.6 and 5.7.7 from the release of the model glider and not from the start of the acoustic signal. Launching a model glider before or ~~more than 3 seconds after the start of the acoustic signal~~ **after the 3 second continuous acoustic signal indicating the launch window** will result in a zero score for the flight.

The number of ~~launches~~ **flight attempts** (~~3~~ **from 2** to 5) **and the target times for each flight (3, 4, or 5 minutes)** must be announced by the organiser before the contest begins.

The flight testing time for this task must end 60 seconds before the first flight attempt. The **special** preparation time ~~between attempts~~ **before each flight attempt, including the first flight attempt, must be** ~~is limited to~~ 60 seconds ~~after the end of the landing window~~. During this time the competitor may not perform test flights. **If a competitor's model glider is airborne during the special 60 second preparation time before any flight attempt, this flight attempt will get a zero score, but no penalty will be assigned to the competitor. Flying a model glider**

past the landing window of the last flight attempt will incur a 100 point penalty according to 5.7.9.5.

If a competitor's model glider lands outside the start and landing field, the competitor may change his model glider without retrieving and bringing back the one which has landed outside the start and landing field. This is an explicit exception to 5.7.2.3 ~~and only valid~~ for ~~this particular~~ Task C.

The flight times of all attempts of each competitor **up to (not exceeding) the specified target time for each flight** will be added together ~~and will be normalised to calculate~~ **as** the final score for this task.

No working time is necessary.

~~Example for 3 flights:~~

~~Competitor A: 45 s + 50 s + 35 s = 130 s = 812.50 points~~

~~Competitor B: 50 s + 50 s + 60 s = 160 s = 1000.00 points~~

~~Competitor C: 30 s + 80 s + 40 s = 150 s = 937.50 points~~

Withdrawn by USA.

ak) 5.7.11.6 Task F (3 out of 6) **Sweden**

Delete the whole paragraph as follows:

~~During the working time, the competitor may launch his model glider a maximum of 6 times. The maximum accounted single flight time is 180 s. The sum of the three longest flights up to the maximum of 180 s for each flight is taken for the final score. Working time is 10 minutes.~~

Withdrawn by Sweden.

al) 5.7.11.11 Task K (Lowest flight of two, "Deuce") **USA**

Add a new task as follows:

Each competitor must launch his/her model glider exactly two (2) times.

Only the lowest time of the two flights will be used as the final score for this task.

Working time: 7 minutes or 10 minutes.

Withdrawn by USA.

am) 5.7.11.12 Task L (Two flights, 5 minute max) **USA**

Add a new task as follows:

Each competitor must launch his/her model glider exactly two (2) times.
The maximum accounted time for each flight is 5 minutes.
The total time of both flights is the final score for the task.
Working time: 10 minutes.

Withdrawn by USA.

an) 5.7.11.13 Task M (Increasing time by 30 seconds, "Big Ladder") **USA**

Add a new task as follows:

Each competitor must launch his/her model glider exactly five (5) times to achieve five (5) target times as follows: 1:00 (60 seconds), 1:30 (90 seconds), 2:00 (120 seconds), 2:30 (150 seconds), 3:00 (180 seconds). The targets must be flown in the increasing order as specified. The actual times of each flight up to (not exceeding) the target time will be added up and used as the final score for the task. The competitors do not have to reach or exceed the target times to count each flight time.

Working time: 10 minutes.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

14.10 Section 4C Volume F3 - Helicopter

F3C

a) 5.4.11 Classification **F3 Heli Subcommittee**

Amend the final paragraph as follows:

The team classification for World and Continental Championships is established at the end of the competition (after the fly-off flights) by adding the numerical final placing of the three team members of each nation. Teams are ranked from the lowest numerical scores to the highest, with complete three-competitor teams ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. **Not counting pilots in the team classification shall not influence on other teams result.** In case of a tie, the best individual placing decides the team ranking.

Rejected by the Plenary Meeting: For 6; Against 13.

b) 5.4.11 Classification **F3 Heli Subcommittee**

Amend the 3rd paragraph as follows:

For example:

$Points_{(X)}$ = $Score_{(X)}$ divided by $Score_{(W)}$ multiplied by 1000

Where $Points_{(X)}$ = Points awarded to competitor X

$Score_{(X)}$ = Score of competitor X

$Score_{(W)}$ = Score of winner of the round

Points (x) should be calculated to at least two decimal places and recorded (truncated) to two places after decimal point.

Ties for any of the first three places will be broken by counting the highest throwaway score. If the tie still stands a "sudden death" fly-off must take place within one hour of the end of the scheduled fly-off rounds.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

c) ANNEX 5D F3C Manoeuvre Descriptions and Diagrams **F3 Heli Subcommittee**

Replace the Schedule P and Schedule F lists as shown in Agenda Annex 7l.

See the Minutes Annex 7l – F3C Annex 5D Manoeuvre Descriptions. Amended at the F3 – Helicopter Technical Meeting. See the Minutes Annex 7q – F3C & F3N Manoeuvre Diagrams which was supplied at the Plenary Meeting. Approved unanimously by the Plenary Meeting. Effective 01/01/16.

d) ANNEX 5H World Cup for F3C and F3N **France**

Create a new ANNEX 5H as shown in Agenda Annex 7k

See the Minutes Annex 7k – F3C & F3N Annex 5H World Cup.
Approved by the Plenary Meeting: For 19; Against 1. Effective 01/01/16.

F3N

e) 5.11.3 Contest Area Layout **F3 Heli Subcommittee**

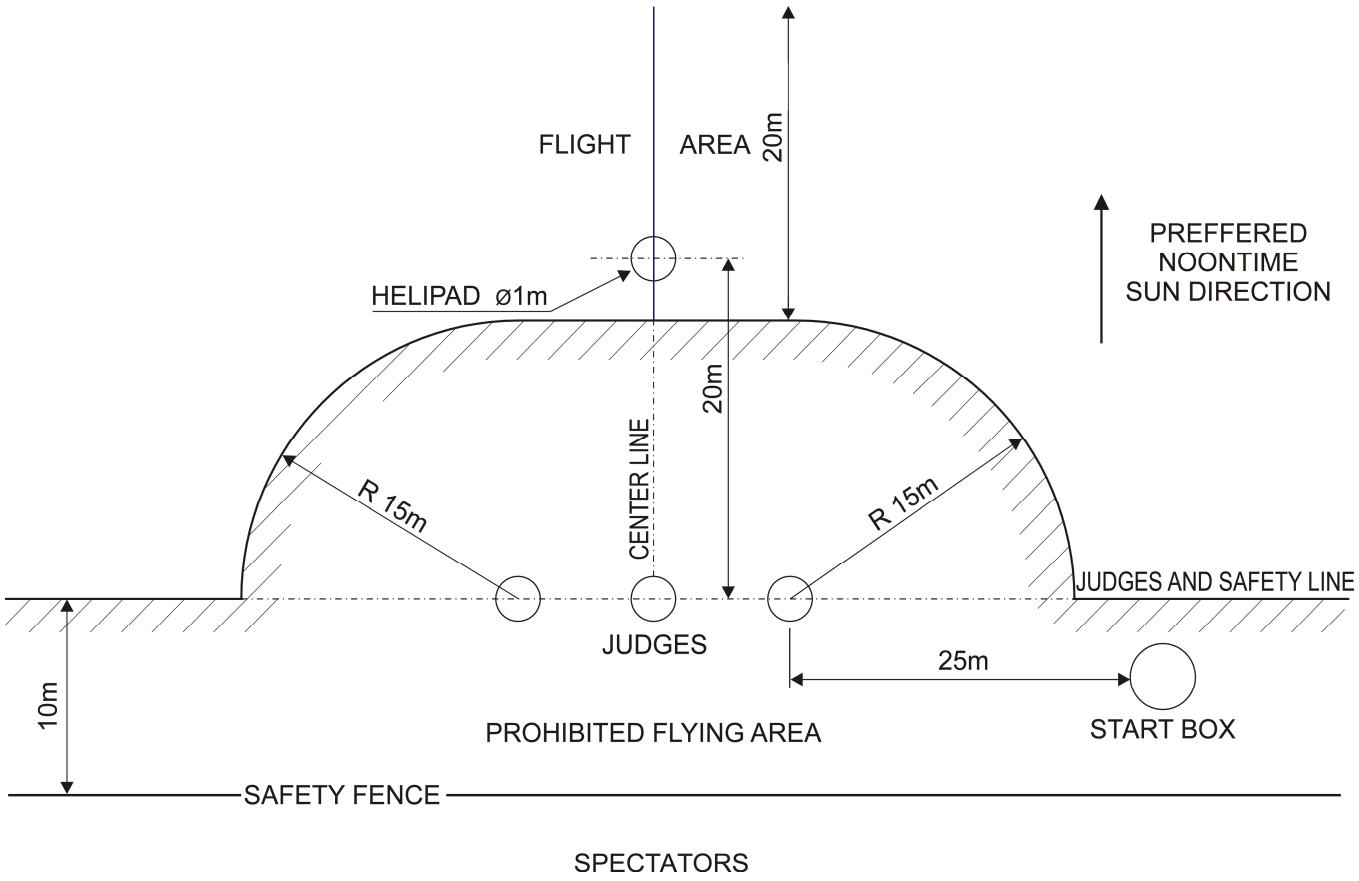
Amend the paragraph and replace the Figure 5.11.A as follows:

Refer to Figure 5.11.A. The drawing shows the recommended layout, the shape and distances of which should be kept for safety reasons. The centreline must be clearly

indicated 20m out from the helipad.

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

Figure 5.11.A



f) 5.11.7 Scoring **F3 Heli Subcommittee**

Amend the 4th paragraph as follows:

The number of judges is at least three, and no more than five. At least 20% but not more than 40% of the judges must not have judged at the previous World Championships.

In the Set Manoeuvre flight each manoeuvre is given a score between 0 and 20 points by each judge. A manoeuvre that is not completed or not flown according to the description shall be scored zero (0) points. If a manoeuvre is scored zero points all judges must agree. In the freestyle or music freestyle flights the scoring is done after the flight according to the scoring criteria.

In the Set Manoeuvre flights, only manoeuvres that are completed in the flight time of 8 minutes will receive a score. If the flight time for the Freestyle or Music Freestyle program is less than three or more than four minutes, there shall be a downgrade of 5% for the flight. A flight shorter than two or longer than five minutes shall be scored zero points.

Manoeuvres must be performed where they can be seen clearly by the judges. If a judge, for some reason beyond the control of the competitor, is not able to follow the model aircraft through the entire manoeuvre, he may put a “Not Observed” (N.O.) mark. In this case, his score will, for that particular manoeuvre, be set to the average score given by the other judges, rounded to the nearest ~~half~~ **whole** point.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

g) 5.11.8 Classification **F3 Heli Subcommittee**

Add a new paragraph at the end as follows:

The team classification for World and Continental Championships is established at the end of the competition (after the fly-off flights) by adding the numerical final placing of the three team members of each nation.

Therefore a ranking list is prepared which contains only the three best members of each team, i.e. without the defending champion (if he is not member of a team) or possible fourth pilots. ~~Not counting pilots shall not have influence on other teams results.~~

Teams then are ranked from the lowest numerical order to the highest, with complete three-competitor teams ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. In case of a tie, the best individual placing decides the team ranking.

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/16.

h) 5.11.8 Classification **F3 Heli Subcommittee**

Amend the 1st paragraph as follows:

After the completion of every round, all scores will be normalised by awarding 1000 points to the highest scoring flight. The remaining scores are then normalised to a percentage in the ratio of actual score over the highest score of the round. **The scores should be calculated to at least two decimal places and recorded (truncated) to two places after decimal point.**

There shall be two rounds of Set Manoeuvre flights and one round each for Freestyle and Music Freestyle. However, the lowest score of each competitor will be the throwaway score. The other scores are added together and then divided by the number of counting preliminary rounds. The result is the preliminary score. If only one round is possible then the classification will be based on that round.

After completion of the preliminary flights, the top 10 competitors are entitled to three fly-off flights, one Set Manoeuvre flight, one Freestyle and one Music Freestyle flight. The normalised results of the preliminary rounds for the top 10 pilots plus the three fly-off scores provide four normalised scores with the best three to count for the final individual classification.

At national and open international competitions the preliminary/fly-off system is not mandatory.

Ties will be broken by counting the throwaway score. If the tie still stands, a “sudden death“ freestyle fly-off must take place until a decision is made.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

i) 5.11.8 Classification **F3 Heli Subcommittee**

Amend the paragraphs as follows:

After the completion of every round, all scores will be normalised by awarding 1000 points to the highest scoring flight. The remaining scores are then normalised to a percentage in the ratio of actual score over the highest score of the round**. The scores should be calculated to at least two decimal places and recorded (truncated) to two places after decimal point.**

There shall be two rounds of Set Manoeuvre flights and one round each for Freestyle and Music Freestyle. However, the lowest score of each competitor will be the throwaway score. The other scores are added together and then divided by the number of counting preliminary rounds. The result is the preliminary score. If only one round is possible then the classification will be based on that round.

After completion of the preliminary flights, the top 10 competitors are entitled to three fly-off flights, one Set Manoeuvre flight, one Freestyle and one Music Freestyle flight. The normalised results of the preliminary rounds for the top 10 pilots plus the three fly-off scores provide four normalised scores with the best three to count for the final individual classification.

At national and open international competitions the preliminary/fly-off system is not mandatory. Ties will be broken by counting the throwaway score. If the tie still stands, a "sudden death" freestyle fly-off must take place until a decision is made.

The team classification for World and Continental Championships is established at the end of the competition (after the fly-off flights) by adding the numerical final placing of the three-team members of each nation. Teams are ranked from the lowest numerical order to the highest, with complete three competitor teams ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. Not counting pilots in team classification shall not influence on other teams result.

Withdrawn by the F3 – Helicopter Subcommittee

cont/…

j) 5.11.10 Flight Program **F3 Heli Subcommittee**

Safety During Flights

Amend the last paragraph as follows:

The prohibited flying area (see figure 5.11.A) is observed by the judges. If the safety line is crossed the flight shall be scored zero points.

The competitor may choose his position during the flight with the following constraints:

(a) The MA must not be flown between the pilot and judges.
(b) The pilot must stand in front of the judges.

The non-observance of these constraints will be penalised by a zero score in the safety criterion for the manoeuvre or the flight in Freestyle.

If, during a flight in any of the schedules, a part of the helicopter except the landing gear or tail fin touches the ground the flight is terminated and scored zero points. ~~This does not apply to the MA tilting over after a landing or autorotation.~~ **This also applies to the MA tilting over after a landing or autorotation.**

Approved unanimously by the Plenary Meeting. Effective 01/05/15. A Technical Notice will be placed on the website.

k) ANNEX 5F - F3N Manoeuvre Descriptions and Diagrams **F3 Heli Subcommittee**

Amend paragraph 1.2 as follows:

1.2 Inverted pirouette ~~4.0~~ **5,0**
MA hovers in inverted flight and performs a slow (at least 4 seconds) 360°-pirouette, maintaining its lateral position.

See Minutes Annex 7q – F3C & F3N Manoeuvre Diagrams supplied at the Plenary Meeting. Approved unanimously by the Plenary Meeting. Effective 01/01/16.

l) ANNEX 5F - F3N Manoeuvre Descriptions and Diagrams **F3 Heli Subcommittee**

Amend paragraph 1.3 as follows:

1.8 Inverted horizontal eight 5.0
MA enters in inverted forward flight parallel to the judges' line, performs a 90°-turn to a straight
flight above the centre line and then performs a horizontal eight, consisting of two 360° circles.
The manoeuvre is not intended as a hover manoeuvre. In case of low flying speed and banking angle less than 45deg, a maximum of 15 points can be given.

See Minutes Annex 7q – F3C & F3N Manoeuvre Diagrams supplied at the Plenary Meeting. Approved unanimously by the Plenary Meeting. Effective 01/01/16.

m) ANNEX 5F - F3N Manoeuvre Descriptions and Diagrams **F3 Heli Subcommittee**

Amend the paragraph as follows:

1.25 Double 4-point Tic-toc ~~9.0~~ **8,0**

~~MA hovers and then is rotated (Nose up) about 135°.~~ It then starts r~~otating alternately~~
~~about the lateral axis for about 45° in each direction. Both 45°-positions have to be~~
~~reached one time (ie one tic-toc) and then the MA performs a quarter pirouette. It performs another complete tic-toc in this position, then again performs another quarter pirouette and~~
~~so on, until it performed two complete pirouettes while executing tic-tocs.~~

MA hovers and then is rotated (Nose up) 135°. It then starts rotating alternately about the lateral axis for about 45° in each direction. Both 45°-positions have to be reached one time (ie one tic-toc) and then the MA performs a quarter pirouette. It performs another tic-toc in this position, then again performs another quarter pirouette and so on, until it performed two complete pirouettes while executing tic-tocs. The quarter pirouette can either be performed just when the model reaches one of the 2 end position, or integrated in the movement back, before the next tic-toc is performed.

See Minutes Annex 7q – F3C & F3N Manoeuvre Diagrams supplied at the Plenary Meeting. Approved unanimously by the Plenary Meeting. Effective 01/01/16.

n) ANNEX 5F - F3N Manoeuvre Descriptions and Diagrams **F3 Heli Subcommittee**

Replace the whole manoeuvre as follows:

1.28 ~~Square of rainbows 9.0~~

~~MA hovers and enters the manoeuvre with a rainbow, ie a not stationary flip that follows a semi-circular flight path of at least 10 metres diameter. On top of the rainbow the MA performs a half flip about the axis that is vertical at this point (e.g. on a pulled rainbow the MA performs a flip about the longitudinal axis (like a half roll); on a rainbow flown sidewards it performs a half (pushed or pulled) flip). MA then hovers and enters another rainbow, alternately about the longitudinal and the lateral axis, until it reaches the starting position after the fourth rainbow. The four hovering positions between the rainbows are situated on the edges of a square of at least 10 metres.~~

Duus Igglo 9,5

MA is hovering upright tail in on centre line. Model then performs half rainbow, while also doing fully integrated half pirouette. At top of rainbow model makes sharp quarter right aileron roll, and completes second half of the rainbow parallel with flight line while making another half pirouette. MA hovers upright shortly, now with boom parallel to flightline. Same sequence is then repeated another 3 times, until MA is back at starting point. Viewed from above the top of the half rainbows, the manoeuvre will look like a +.

See Minutes Annex 7q – F3C & F3N Manoeuvre Diagrams supplied at the Plenary Meeting. Approved unanimously by the Plenary Meeting. Effective 01/01/16.

o) ANNEX 5F - F3N Manoeuvre Descriptions and Diagrams **F3 Heli Subcommittee**

Replace the whole manoeuvre as follows:

1.29 Four-way pirouetting tic-toc 10.0

~~MA hovers and starts pirouetting. It then is rotated about 135° and continues rotating alternately about the lateral or the longitudinal axis for about 45° in each direction while it performs pirouettes of a constant rate. Both 45° positions have to be reached two times (i.e. two tic-tocs). After two tic-tocs MA changes the direction of the tic-tocs about 90° (viewed from above), performs two more tic-tocs, changes the direction again about 90° and continues until 2 pirouetting tic-tocs in all 4 directions are performed.~~

~~There has to be at least one complete pirouette on each tic-toc~~

Pirorainbow X reversal 11.5

MA hovers over the centre line with an angle of 45°, then enters the manoeuvre with a rainbow, a not stationary flip that follows an arched flight path of at least 10 metres length. During the rainbow the MA performs one pirouette in each direction, with the reverse on the top of the rainbow. Then another rainbow (with pirouette reversal) leads back to the starting point. MA then continues with these rainbows alternately about the longitudinal and the lateral axis, until the four outer points of an X (viewed from above) are reached and MA hovers where it started the manoeuvre. MA does not perform any part of pirouettes, when hovering in the centre. During the stops at the four outer points, rotor disk must be horizontal but there should be no hovering.

See Minutes Annex 7q – F3C & F3N Manoeuvre Diagrams supplied at the Plenary Meeting. Approved unanimously by the Plenary Meeting. Effective 01/01/16.

p) ANNEX 5G – F3N Judges Guide **F3 Heli Subcommittee**

Amend the title, replace the 1st paragraph and add new paragraphs as follows:

~~5G.8 CRITERIA FOR JUDGING FREESTYLE FLIGHT~~

~~For freestyle or music freestyle flights the entire flights will be judged according to the following spreadsheet:~~

5G.8 CRITERIA FOR JUDGING FREESTYLE FLIGHT AND MUSIC FREESTYLE

For Freestyle and Music Freestyle flights, the entire flight~~s~~ will be judged according to the table below.

Criterion	Max Points Freestyle	Max Points Music Freestyle
Difficulty	80	40
Harmony	20	~~40~~ **60**
Creativity	20	40
Precision	20	20
Safe presentation	20	20

For both the Freestyle and Music Freestyle flights the judges can give up to the maximum points (80 for difficulty and 20 for the other criteria).

For Music Freestyle only, the points for Difficulty are multiplied by a K-factor of 0,5 and the points for Harmony are each multiplied by a K-factor of 3. Creativity are multiplied by a K-factor of 2.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

q) ANNEX 5G – F3N Judges Guide **F3 Heli Subcommittee**

Add a final paragraph as follows:

5G.8.2 HARMONY

The combination of the manoeuvres, smooth or flowing transitions between them are the main factors for this criterion. Also the manoeuvres size and dynamic in relation to the model aircrafts performance is of influence. The pace is not of influence here, harmony can be as well demonstrated in dynamic as in gentle sequences.

In Music flights also the harmony between the music and the presentation comes to influence here.

If there is musical accompaniment, the flying and the manoeuvres should be in complete harmony with the music, and the music must not be used only as background.

The competitor must avoid repetitive use of the same manoeuvres, and only in exceptional circumstances will repeat manoeuvres be tolerated to emphasise a particular passage in the music.

The entire flight must retain the interest of judges, with a natural flow from start to finish, with coherent matching of manoeuvres.

Referred to the F3 – Helicopter Technical Subcommittee.

14.11 Section 4C Volume F3 – Pylon Racing

F3D

a) 5.2.6 Lifting Surfaces **F3 Pylon Subcommittee**

Amend paragraph 5.2.6.1 as follows:

5.2.6.1. Area of Surfaces
Total projected area of the lifting surfaces (wing and horizontal tail combined) shall be a minimum of 34 dm^2. **The wing and tailplane areas in the fuselage will be calculated as a straight connecting line between the points where the wing and tailplane intersect the fuselage.** With a biplane, the smaller of the two wings shall have at least 2/3 of the area of the larger wing. ~~No delta or flying wing type aircraft are permitted.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

b) 5.2.7 Engine(s) **F3 Pylon Subcommittee**

Amend the paragraph as follows:

Engine(s) must be of the reciprocating piston type, with a maximum total swept volume of 6.6 cm^3. **Engine(s) must be naturally aspirated.** Propellers must rotate at the speed of the crankshaft. Total engine air intake cross sectional area is limited to a total of 114 mm^2.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

c) 5.2.8 Propellers and spinners **F3 Pylon Subcommittee**

Amend the paragraph as follows:

Only fixed propellers may be used. Two-bladed wooden or two or more bladed composite resin continuous fibre construction propellers may be used. **A propeller blade is considered to be a propeller blade when it differs less than 10 mm in length from the other blade(s).** A rounded nose spinner with a diameter of at least 25 mm and a nose radius of not less than 5 mm (ABR B.19.4) must be fitted.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

F3T (Annex 5X)

d) 5X.12 Fuel **F3 Pylon Subcommittee**

Replace the paragraph as follows:

~~The fuel will consist of 60-80% methanol, a minimum of 18% oil, (wherein a minimum of 3% is castor oil) and will contain not more than 15% nitromethane. All percentages by volume.~~

The ~~composition (or commercially available type of the fuel) shall be announced in the invitation of the competition and will be supplied and dispensed by the organizer.~~

~~In case an organiser supplies fuel without nitromethane, see 5.W.6 for air intake diameter.~~

The fuel composition (or commercially available type of the fuel) shall be

announced in the invitation of the competition and will be supplied and dispensed by the organiser.

The fuel will consist of :

methanol

a minimum of 18% and a maximum of 23% oil

a maximum of 15% nitro methane

All percentages by volume.

Oil may be:

castor oil

synthetic oil*

a mix of castor oil and a synthetic oil*

Note: Synthetic oils must have a sufficient high temperature resistance and have to be of a type with a flash point >200 degrees C and a flame point >270 Degrees C.

Reference products: Ucon MA 731, Aerosynth 3, Klotz types 100, 104 (R50), 200.

Adding 3-5% of Castor oil is recommended for maintaining lubrication at very high temperatures (during lean runs) and also to make it possible to "read" the setting of the engine from the colour of the glow plug after a run.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

cont/…

e) 5.X.21 Scoring and Classification F3 Pylon Subcommittee

Add additional rules as shown in Agenda Annex 7m and number the paragraphs accordingly.

See the Minutes Annex 7m – F3T Alternate Scoring System.

Approved unanimously by the Plenary Meeting. Effective 01/01/16.

Item 15 - Election of Bureau Officers and Subcommittee Chairmen begins overleaf

15. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

15.1. **Subcommittee Chairmen**

See items 6.1 & 6.2.

16. FAI WORLD AND CONTINENTAL CHAMPIONSHIPS 2015 - 2018

The voting for the bids was electronically conducted.

FAI WORLD CHAMPIONSHIPS

2015 FAI World Championships for	Awarded To	Location and Actual Dates
F1A, F1B, F1C Seniors	**MONGOLIA**	Ulaanbaatar 27 July – 3 August
F1E (Seniors and/or Juniors)	**SERBIA**	Slatibor 23 - 29 August
F3A (Seniors and Juniors)	**SWITZERLAND**	Dubendorf 6 – 16 August
F3B (Seniors and Juniors)	**NETHERLANDS**	Arnhem/Deelen 27 July – 1 August
F3CN (Seniors and Juniors)	**AUSTRIA**	Klopeinersee 2 – 12 July
F3D (Seniors and Juniors)	**CZECH REPUBLIC**	Olomouc 7 – 11 July
F3K (Seniors and/or Juniors)	**CROATIA**	Ludbreg 19 – 26 July
F3P (Seniors and Juniors)	**POLAND**	Proszkow 14 – 21 March

cont/…

2016 FAI World Championships for…	Bids From	Awarded to Location and Actual Dates
F1A, F1B, F1P Juniors	awarded in 2014	**FYR OF MACEDONIA** Prilep,1 – 7 August
F1D (Seniors and/or Juniors)	awarded in 2014	**ROMANIA** Slanic Prahova, April
F2A, F2B, F2C, F2D (Seniors and Juniors)	awarded in 2013	**AUSTRALIA** Perth, 7-13 May
F3F (Seniors and Juniors)	Denmark (firm)	**DENMARK** Location and Dates not notified
F3J (Seniors and/or Juniors)	awarded in 2014	**SLOVENIA** Vipava Dates not notified
F4CH (Seniors and Juniors)	awarded in 2014	**ROMANIA** Ploiesti, August
F5B, F5D (Seniors and Juniors)	Italy (tentative)	**ITALY** Lugo di Romagna (RA) 12 – 20 August
SPACE MODELS (Seniors and Juniors)	awarded in 2014	**UKRAINE** Dniepropetrovsk 23 – 29 August

2017 FAI World Championships for…	Bids From	Awarded to
F1A, F1B, F1C Seniors	FYR of Macedonia (withdrawn) Hungary (firm)	**HUNGARY**
F1E (Seniors and/or Juniors)	Romania (firm)	**ROMANIA**
F3A (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	Poland (firm)	**POLAND**
F3M (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	awarded in 2014	**FRANCE**

cont/…

2018 FAI World Championships for…	Bids From	To be Awarded in 2016
F1A, F1B, F1P Juniors	Offers invited	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Poland (firm)	
F3F (Seniors and Juniors)	United Kingdom (firm)	
F3J (Seniors and/or Juniors)	Poland (firm)	
F4CH (Seniors and Juniors)	Canada (tentative)	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Poland (firm)	

2019 FAI World Championships for…	Bids From	To be Awarded in 2017
F1A, F1B, F1C Seniors	Offers invited	
F1E (Seniors and/or Juniors)	Offers invited	
F3A (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	Offers invited	
F3M (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Australia (tentative)	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	

cont/

FAI CONTINENTAL CHAMPIONSHIPS

2015 FAI Continental Championships for…	Awarded To	Location and Actual Dates
F1A, F1B, F1P Juniors	**ROMANIA**	Salonta 10 -16 August
F1D (Seniors and/or Juniors)	**ROMANIA**	Slanic 28 March – 2 April
F2A, F2B, F2C, F2D (Seniors and Juniors)	**BULGARIA**	Pazardzhik 22 - 29 August
F3J (Seniors and/or Juniors)	**BULGARIA**	Dupnitsa 26 July – 2 August
F4CH (Seniors and Juniors)	No Offers	
F5B, F5D (Seniors and Juniors)	No Offers	
SPACE MODELS (Seniors and Juniors)	**UKRAINE**	Lviv 21 – 28 August

2016 FAI Continental Championships for…	Bids from	Awarded to Location and Actual Dates
F1A, F1B, F1C Seniors	awarded in 2014	**SERBIA** Zrenjanin, 13 - 20 August
F1A, F1B, F1C Seniors Asian-Oceanic	Australia (withdrawn) Offers invited	
F1E (Seniors and/or Juniors)	awarded in 2014	**ROMANIA** Turda Rupea, August
F3A (Seniors and Juniors)	awarded in 2014	**GERMANY** Untermünkheim, 29 July – 6 August
F3A Asian-Oceanic (Seniors and Juniors)	awarded in 2014	**CHINESE TAIPEI** Dougshi, 4 – 11 October To be confirmed
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	Poland (firm)	**POLAND** Wloclawek 30 July – 6 August
F3M (Seniors and/or Juniors)	Offers invited	
F3CN Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	

cont/…

2017 FAI Continental Championships for…	Bids from	Awarded to
F1A, F1B, F1P Juniors	FYR of Macedonia (firm) Romania (withdrawn)	**FYR OF MACEDONIA**
F1D (Seniors and/or Juniors)	Romania (firm)	**ROMANIA**
F2A, F2B, F2C, F2D (Seniors and Juniors)	Hungary (firm) Poland (withdrawn)	**HUNGARY**
F3F (Seniors and/or Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Poland (firm) Romania (firm)	**POLAND**

2018 FAI Continental Championships for…	Bids from	To be Awarded in 2016
F1A, F1B, F1C Seniors	Offers invited	
F1E (Seniors and/or Juniors)	Offers invited	
F3A (Seniors and Juniors)	Offers invited	
F3A Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	Offers invited	
F3CN Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3M (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	

cont/…

2019 FAI Continental Championships for…	Bids from	To be Awarded in 2017
F1A, F1B, F1P Juniors	Offers invited	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3F (Seniors and/or Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Offers invited	

17. ANY OTHER BUSINESS

None

18. NEXT CIAM MEETINGS

Bureau Meeting: The December Bureau meeting will take place at Dubai, after consultation with the organizers. Exact days will be announced later on this year.

Bureau Meeting: Thursday 21st April 2016

Plenary Meeting: Friday and Saturday 22nd & 23nd April 2016

NOTE! After the plenary meeting the date of the next meeting was changed to :

Bureau Meeting: Thursday 7th April 2016

Plenary Meeting: Friday and Saturday 8th and 9th April 2016

The President closed the meeting at 17.45

The list of Minutes Annexes appears overleaf

ANNEXES TO THE MINUTES OF THE 2015 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 2 (a-h)	2014 Championship Reports
ANNEX 3 (a-p)	2014 Subcommittee Chairmen Reports, Technical Secretary, Treasurer, CIAM Flyer, EDIC WG, UAV WG, Scholarship
ANNEX 4 (a-i)	2014 World Cup Reports
ANNEX 5 (a-d)	2014 Trophy Reports
ANNEX 6 (a-e)	FAI-CIAM Awards: Nominee Forms
ANNEX 7a	B.2 Types of International Contests
ANNEX 7b	F1S New Class
ANNEX 7c	F3A 5.1.13 Schedule of Manoeuvres
ANNEX 7d	F3A Annex 5 Description of Manoeuvres
ANNEX 7e	F3A Annex 5G.8.2 Turnaround Manoeuvres
ANNEX 7f	F3A Annex 5G.8.2 Description of Turnaround Manoeuvres
ANNEX 7g	F3A Annex 5G.8.2 Turnaround Manoeuvres
ANNEX 7h	F3M New Rules & Judges Guide
ANNEX 7i	F3M Comprehensive Reasons for New Rules
ANNEX 7j	F3P ANNEX 5M Description of Manoeuvres
ANNEX 7k	F3C & F3N Annex H World Cup
ANNEX 7l	F3C Annex 5D Manoeuvre Descriptions
ANNEX 7m	F3T Alternative Scoring System
ANNEX 7n	F3A Annex 5H TBL Information
ANNEX 7o	ABR Edition 2015 Revised
ANNEX 7p	ANNEX A.1b fully revised
ANNEX 7q	F3C & F3N Manoeuvre Diagrams
ANNEX 8 (a-d)	Scholarship Candidates
ANNEX 9 (a-f)	Technical Meetings & Meeting Reports
ANNEX 10 (a)	World Championships Medals Count
ANNEX 10 (b-d)	Awards Recipients
ANNEX 11	Main Decisions of the April 2014 Bureau Meeting
ANNEX 12	2014 FAI General Conference Report
ANNEX 13	CIAM President report 2014
ANNEX 14 (a-b)	UAV WG Group presentation, UAV presentation for the OPEN FORUM

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