14.1 Volume CIAM General Rules

a) A.7 SUBCOMMITTEES — Bureau Proposal

The CIAM may set up Subcommittees, which are consulted for advice on sporting and technical matters in the special category concerned.
Note: The current permanent Subcommittees are:

F1 Free Flight	F4 Scale
F2 Control Line	F5 Electric
F3 Aerobatics	F7 Aerostats
F3 Helicopters	F9 Drone ~~Sport~~ **Sports**
F3 Pylon Racing	S Space Modelling
F3 Soaring	Education

Reason: Now the Drone Sports are more than one.

Unanimously recommended by the CGR session

b) A9. CLASSIFICATION OF CLASSES — Bureau Proposal

A Provisional class that does not meet the requirements to move to Official **after 4 years from the year it was introduced**, will ~~now~~ become Unofficial. Unofficial classes will either remain as such, or the Subcommittee Chairman can delete them from the Sporting Code. **Under Force Majeure situations the Bureau may extend the 4 years to 6. An Unofficial class can be practiced only at National Level events.**

The existing Provisional classes (by April 2024), will be provided with a period of two (2) years starting from January 1st 2025, to meet the existing requirements to become officials.

Reason: Without such a time limit, we have many classes without any chance to be officials.

As amended, Unanimously recommended by the CGR session

c) B.1.2.7 Category F9 - Drone Sports — Bureau Proposal

This category includes the following classes: (~~provisional classes):~~

F9U -Drone Racing **(official class)**

F9A - Drone Soccer (provisional class)

Unanimously recommended by the CGR session

d) C.7.2 FAI JURY AT WORLD AND CONTINENTAL CHAMPIONSHIPS & WAG

Bureau Proposal

b) The Jury must include at least one member of the Bureau (which includes Subcommittee Chairmen) or one who, over the last 5 years, has served on the Bureau. **Only a person with such qualifications may act as the Jury President. Under exceptional circumstances, a person who has served in the past at least two times as a Jury Member in the same class, in an FAI First Category event may also be selected by the Organizer and approved by the Bureau.**

Reason: The existing wording in this paragraph is not as clear as it should be that it refers to the Jury President. (Clarification)

As amended, Unanimously recommended by the CGR session

e) C.11.1 Class F – Model Aircraft

ITALY

Rule Change:
Change Text C.11.1

- Model aircraft, except for Indoor Free Flight and Scale~~, shall carry~~ **could present**:
  - The national identification mark **(e.g. FRA- GER - ITA – etc)** followed by the FAI Unique ID number. The letters and numbers must be at least 25 mm high and appear at least once on each model ~~(~~on the upper surface of a wing ~~for Free Flight models).~~
    Note: The list of the national identification marks (3 letters per country) is downloadable from "Documents" section of the CIAM website http://www.fai.org/ciam-documents.
    Note: The mandatory carrying of the FAI ID number shall commence in 2022.
  - A model identification code (letters and/or numbers). This code has to be different for each nominated model aircraft of the competitor. The model identification code is to appear on each main part of the model (wing(s), tail, front and rear fuselage if detachable) so that the individual parts of a competitor's different models may be separately identified. The letters and/or numbers must be at least 10 mm high and clearly visible. The identification code of the nominated models shall be recorded on the score card. For World or Continental Championships this must be recorded on the Model Aircraft Specification Certificate.
- ~~A model aircraft must not carry a national identification mark, an FAI Unique ID number or an FAI sticker which relates to any person other than the competitor. At the processing of the model aircraft, the organiser must mark each FAI sticker (if required).~~

Reason: It has been experienced that both para-a) and b) are not completely applied by competitors and even not sanctioned at the Model Processing,
From 2022 it is common to see painted on the wing FAI ID xxxxx instead of NATIONAL ID plus ID as required by the rules. In other cases, the FAI ID is not present or the FAI National Number is different from the Competitor.
The spirit of the rule is to identify the model owner and avoid exchange of models during competitions. This rule in para a) and b) needs to be respected at model processing, but in extensive mode: the model need to have the marks of the competitor, and the model id, and this must be recorded in Model Aircraft Specification Certificate and on Sticker to put on the model. Eventual other numbers/id etc. has no relevance.
Moreover, we need to take into consideration the fact that new competitors are more Pilot of Aeromodels than Model Builders, in other hand especially for Junior Pilot, they can use already used model airplane that were realized by old champions, without destroying the paint scheme and -not less important- the consequently deletion of the model and model builder/pilot history and memories.
This is also to avoid useless protest during Class # 1 and # 2 competition.

During the CGR session, 6 (six) were in favor and 9 against.

f) *C.15.1* CIAM championships naming policy **Bureau proposal**

Introduce F9U Drone Racing on the table, with the name World Drone Racing Championship (WDRC).

Unanimously recommended by the CGR session

g) C.15 Organisation of World and Continental Championships
F1 Subcommittee

Rule Change:
Modify C.15.2.1

Change first item under even years heading:
F1ABP**Q** (Junior)

Reason: It is desirable to allow juniors an electric powered class, particularly in view of the small number flying F1P, The choice of F1Q follows its acceptance for World Championship status in 2023. The adoption of the same class for juniors gives an easy progression to flying the same class at senior level when they are too old for the junior category. F1Q models are easier to trim than the smaller F1S models. The F1P event usually has a small number of competitors and so it is possible that F1Q could be flown on the same day and thus the championship would not be extended to a longer duration.

Note that while this addition is to the list of World Championship classes, it is understood that the same events apply for Continental Championships.

Unanimously recommended by the CGR session

h) C.15 Organisation of World and Continental Championships Bureau Proposal

For the class F9U the even years is proposed by the F9 S/C.

Unanimously recommended by the CGR session

i) C.15.5 Entry and additional fees — Bureau Proposal

C.15.5.1 Entry fees

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

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

F4: 400 EUR F5B-F5J: 400 EUR

The exact amount of the entry fee will be derived from the basic amount by taking account of the Cost-of-Living Index in the hosting country. A formula will be used and every year by the end of October, a table including the entry fee per country will be published to inform the organizers of the next year's entry fee.

In these entry fees, the amount of 10 CHF (or the equivalent) as described in C.4 (Sanction Fees) is not included and it will be added.

e) For World or Continental Championship if more than the minimum number of judges required by the relevant rules is allowed, then an additional fee may be charged to each contestant. The additional fee shall be calculated as follows up to a maximum of 165 Euro:

Additional fee = (Travel cost of extra officials + ((Cost of food & accommodation for seven nights) / (7 * Number of nights)) / Number of competitors

f) If an obligatory fee is required for official helpers and supporters, it must not exceed 20 % of the obligatory fee for competitors up to a maximum of 80 €.

Reason: A new method to calculate the entry fees is proposed by the Bureau. With this new system the entry fees will not be the same for every country since the cost of leaving varies from country to country. This way more countries will be able to bid to host a World or Continental Championship without financial risks. The concept of the new system will be presented during the CIAM General Rules session and the Bureau taking into account the recommendations from the members will prepare the final version of the proposal. The basic amounts (marked with yellow) will also be discussed.

This proposal will be further discussed during the Plenary meeting.

j) C.16.1 General Requirements — Bureau Proposal

The organiser must:
j) For World and Continental Championships and Open Internationals on the FAI Sporting Calendar, provide, at no cost to the competitor, third-party liability insurance to the standard required for competitors participating in the contest including flying at **officially described** off-site practice facilities. **For First Category events, the Insurance Policy, its Terms & Conditions, and the Sum Insured shall be disclosed by the organizer to CIAM Bureau along with the Bulletin-0.**

Reason: With this proposal, the insurance policy and the details will be known in advance.

As amended, Unanimously recommended by the CGR session

14.2 Volume F1

a) F1.2.7 F1SC Require EDIC altimeters and resolve flight time before next flight

Subcommittee vote: 14 in favour, 2 against

The meeting accepted this proposal with one correction and a modification shown in brown and underlined to read:

F1.2.7 Electronic evidence of flight time
In Fly-offs, **altimeters approved by EDIC** may be mounted in or on a model **and used** to produce a time- altitude graph of the recorded flight. The responsibility of the use and correct functioning of such devices rests with the competitor.
The use of an altimeter is voluntary.
The altimeter must be shown to the timekeeper before the flight for the timekeeper to record the serial number marked on the altimeter and to confirm that it shows the empty memory indication
Any dispute must be marked on the competitor's scorecard for that fly off round. **N**o later than 30 minutes from the end of the fly off **round**, the jury will ask the competitor who filed the dispute to read out the altimeter data and present the altitude versus time graph. **In the event of a delay In presenting the altimeter data the competitor should contact the Jury.** The jury determine the flown time for the fly off round for which a dispute has been filed. If the moment of launch, landing and flight time can be clearly established the flight time will be recorded for the final result. If any one of these conditions is not met, the timekeeper's time of the disputed fly off round will be used as the score for that fly off round. In case of a protest related to the altimeter generated flight time, the altitude graphs must be made available to the jury. Failure to do so will result in the time keeper's recorded flight time being the official score.

As amended, Unanimously recommended by the F1 Technical Meeting

d) F1.2.7 USA Require EDIC altimeters

Withdrawn by USA

e) F1.2.7 USA Apply rules to regular rounds as well as flyoffs

Withdrawn by USA

f) F1.2.7 USA Apply to regular rounds and resolve flight time before next flight

Subcommittee vote: 11 in favour, 3 against.

The meeting considered this proposals and raised objections including:

a) A distraction and time consuming for the organiser and jury
b) The ability to include time when the model is out of sight, which is against the requirements for model flying in many countries
c) The need to have an altimeter to be able to compete fairly in the rounds as well as the flyoffs

Voting on the proposal was 7 in favour, 8 against.

The proposal will be referred to the subcommittee.

g) 3.4.2 F1SC Check motor weight after flight

Subcommittee vote: 7 in favour, non against

The meeting agreed the proposal with no opposition.

h) F1.4.2 F1SC Clarification of junior functions

Subcommittee vote: 7 in favour, none against

The meeting agreed the proposal without opposition, but it was noted that the already existing possibility of single flights counting for two championships should be considered by the subcommittee.

i) F1.3.2 F1SC Allow processing of models before or after flight and motors after flight

Subcommittee vote: 6 in favour, I against

One view was that processing before or after the flight should be a choice for the competitor, as the weight of the model might be reduced during the flight time by drying out. **The meeting agreed the proposal with an amendment to the wording:**

> Indoor free flight duration models must be processed before **or after** each flight **by the competitor's choice** to confirm that the model meets the dimensional and weight requirements of the class and to confirm the FAI unique number of the competitor is marked on the model. Rubber motors are to be weighed **before or** after the flight to confirm that these are within the specification.

j) F1.1.2 F1SC Allow timekeeper pools for indoor

Subcommittee vote: 10 in favour 1 against

Some doubt was expressed about potential delays for teams, but **the meeting approved the proposal without any vote against.**

k) 3.A3.5 F1SC Clarification of model checking

Subcommittee vote: 7 in favour, one against.

It was noted that the proposal was not consistent with the characteristics defined in F1D.2. **The meeting agreed to the proposal with the following amendment:**

> Modify item (3) of 3.A3.5
> 3) The third phase of checking requires that during the competition the organiser should measure the relevant characteristics of each model when it is used for an official flight. For F1D this means checking model weight, ~~**wing**~~ **chord of the lifting surfaces, tail span** and wingspan before **or afte**r the flight and the weight of the rubber motor **before or** after the flight (F1.3.2).

l) Annex4 F1SC Add F1Q to ranking

Subcommittee vote: 15 in favour, non against

The meeting unanimously agreed the proposal.

m) 3.8.7 F1SC F1Q maximum

Subcommittee vote: 15 in favour, none against

The meeting unanimously agreed the proposal.

n) 3.8.2 F1SC Allow organisers to choose to use 2J in some rounds

Subcommittee vote: 12 in favour, 1 against

The meeting unanimously agreed the proposal.

o) 3.8.8 F1SC F1Q flyoff force use of 2J with option to reduce below this

Subcommittee vote: 13 in favour, none against

The meeting unanimously agreed the proposal.

p) 3.8.2 F1SC F1Q require energy limiters to be EDIC approved

Subcommittee vote: 12 in favour, none against

This was accepted the proposal as a necessary and desirable change, but with one view against the dependence on commercial devices.

q) 3.8.2 Hungary Replace current flexible rules for precise 500g minimum weight and standard 1000J energy

Subcommittee vote: 5 in favour, 9 against

There was general opposition to the proposal limiting the design freedom available under the current F1Q rules, it would penalize smaller or larger existing models, and was an undesirable fundamental change just before the first F1Q world championship. **The meeting voted on the proposal and it was defeated 5 in favour, 14 against.**

r) Annex 5 Serbia International Series for F1N

Subcommittee vote: 9 in favour, 1 against

The proposal included points being awarded to all competitors and interest was expressed in applying this to all events in the World Cup and this was referred to the subcommittee.
The proposal and its position relative to the World Cup was discussed. Serbia was not present but had expressed a willingness to consider the World Cup as an alternative to the proposal.
The meeting voted on the proposal from Serbia 8 in favour 6 against. The meeting also voted on inclusion of F1N and F1N Junior in the World Cup and this was supported unanimously.
Post meeting note: Serbia have now agreed to taking the World Cup option and so the proposal is revised to:

Annex 1 World Cup
A1.1 Classes
Add F1N and F1N Junior to the World Cup:
The following separate classes are recognised for World Cup competition: F1A, F1B, F1C, F1D, F1E, **F1N,** F1Q, F1A Junior, F1B Junior, F1D Junior, F1E Junior, **F1N Junior**, and F1Q Junior

q) (agenda page 23) Annex 1 F1SC World Cup minimum of 3 flights

Subcommittee vote: 15 in favour, none against

The meeting noted the situation of F1D in which only two scoring flights are taken for the results and also noted the need to consider the three flights excluding flyoffs. **The meeting unanimously agreed the proposal with amendment for F1D:**

b) Points are awarded only to competitors **who have completed at least three official flights excluding flyoffs (two flights for F1D) and** are in the top half of the results list (if N is the number of competitors, then points are awarded only for places 1 to N/2, rounding up when necessary in calculating the N/2 place, denote this number by H).

14.3 F2 Volume

#	Page 24	F2D		
a)	**4.4 F2D Combat + Annex 4D F2D Judges Guide**		**Submitted by**	**F2 Subcommitte**
	Amended at the Technical Meeting?		**YES**	
	(delete as appropriate) (*if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red*):			
	Judges Guide 4.4.15.d and f / Add text			
	A round that includes a non-flying competitor from a previous round shall be drawn in one phase with the non-flying competitor from the previous round flying as first pilot in heat 1 and also first pilot in the last heat (if the number of competitors permit it and he is still in the contest). If he cannot fly in the last heat due to the number of competitors, he will fly first and last in the next round and so on until he has caught up. Reason: *To clarify how to make draws with odd number of pilots*			
		In favour:	Against:	Abstain:
	S-C Voting *(prior to the Technical Meeting)*:	9	0	1
	Technical Meeting Voting:	23	0	0
	Comments *(if necessary)*:			
	Unanimously recommended by the technical meeting			

#	Page 24	F2D		
b)	**4.4 Combat**		**Submitted by**	**Austria**
	Amended at the Technical Meeting?		**YES**	
	(delete as appropriate) (*if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red*):			
	4.4.5 b) Mechanics for Category 1 Competitions / Rules Change – add text			
	If no such person can be found, the pilot is entitled to use mechanics of other incomplete team(s), or any person holding a valid FAI License. However, F2D pilots competing at the respective event may not be chosen. To encourage F2D mechanics to register into the "mechanics pool" some incentives may be provided to them by the organizers. *Reason: During the 2022 World Championships we have had such a situation of a single pilot's team without mechanics at all. The only solution that allowed these pilots to participate at the Championships was the use of pilot/mechanic(s) from another active teams and a pilot of different NAC participating in another class. At the initial Team Manager's meeting, this solution was offered by two different Team Managers and accepted unanimously as well as supported by the FAI officials.*			
		In favour:	Against:	Abstain:
	S-C Voting *(prior to the Technical Meeting)*:	8	2	0
	Technical Meeting Voting:	23	0	0
	Comments *(if necessary)*:			
	Unanimously recommended by the technical meeting			

#	Page 25	F2B		
	Annex 4B - Class F2B Judges' Guide		**Submitted by**	**Italy**
	Amended at the Technical Meeting?		**NO**	
	(delete as appropriate) (*if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red*):			
	4.B.12. Results Awareness / Rules change: Delete			
	~~In order to prevent influence of any kind, no judge should look at tabulated results scores and/or at contestants' "placing" until after the completion of a contest. Neither should judges discuss individual official flights, nor the execution of manoeuvres; nor the marks awarded, nor the tabulated results (placing) or scores, with anyone at all during the whole contest. This includes discussions with the other judges, with any contestant, with any Team Manager, and with all spectators. The Head Judge should ensure that all members of the judging panel are aware of this requirement and that they all observe these requirements throughout the contest.~~ *Reason:* *This recommendation is useless, now it is common that the result and even the score sheet detailed are available by Organization or on personal Social Network pages (e.g. Internet, Facebook, Twitter, Instagram, Whatsapp, etc.) where everybody can have access to the result in real time.* *At the last Euro Championship in Poland some people observed that a Judge after every manoeuvre looked to his smartphone before to write vote... No evidence that he can verify the votes of other judges and adapt his vote... but also if he waits for a message for working or family needs, this behaviour is unacceptable: judges must pay the utmost attention to carrying out their duties.* *Considering that the prohibition of smartphones cannot be applied, we have to trust on the Judge professionalism and give a strong reminder of their fairness... and fair behaviour can be controlled through analysis of the score sheets*			
		In favour:	Against:	Abstain:
	S-C Voting *(prior to the Technical Meeting)*:	9	0	1
	Technical Meeting Voting:	0	23	0
	Comments (if necessary):			
	Referred back for further consideration			

#	Page 25	F2D		
d)	**Annex 4D F2D Judges Guide**		**Submitted by**	**F2 Subcommitte**
	Amended at the Technical Meeting?		**YES**	
	(delete as appropriate) (*if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red*):			
	4.3 Combat Site / Clarification – To make the circles more visible / Add and delete text			
	4.4.3 Combat Site a) Circles should be made in white color using ~~are best marked using white~~ paint, ~~or~~ chalk, or ~~but~~ plastic strip. can be used except for the pilots' circle. If plastic strip is used, the organizer must make sure it is laid out and fastened in such a way that it will not cause a trip hazard to pilots or mechanics. To improve the visibility of the marking, a second line of a different colour can be added to the circles. To help red/green colour-blind pilots, mechanics and officials, red lines should never be used on grass. Reason: Clarification to make circles more visible			
		In favour:	Against:	Abstain:
	S-C Voting *(prior to the Technical Meeting)*:	8	1	1

Technical Meeting Voting:	23	0	0
Comments (if necessary):			
Unanimously recommended by the technical meeting			

#	**Page 26**	**F2D**		
e)	**Annex 4D F2D Judges Guide - Clarification**		**Submitted by**	
	Amended at the Technical Meeting?		**YES**	
	(delete as appropriate) (*if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red*):			
	a) Judges Guide 4.4.13.A a) - Pilot's foot/feet position on/outside pilot circle line b) Judges Guide 4.4.13.C p) – Mechanic's foot/feet position on/inside the flying circle			
		In favour:	Against:	Abstain:
	S-C Voting *(prior to the Technical Meeting)*:	9	0	1
	Technical Meeting Voting:	23	0	0
	Comments (if necessary): ***Photographs attached as separate files:*** *4.4.13.A.a01.jpg & 4.4.13.A.a02.jpg* 4.4.13.C.p01.jpg & 4.4.13.C.p02.jpg			
	Unanimously recommended by the technical meeting			

#	**Page 26-27**	**F2B**		
f)	**Annex 4F Control Line Organiser Guide / Add new parag.**		**Submitted by**	**F2 Subcommittee**
	Amended at the Technical Meeting?		**NO**	
	(delete as appropriate) (*if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red*):			
	6.2. Layout 6.2.2 In order to assess the quality of the flying circles when evaluating an application for a first category event, the chairman of the F2 subcommittee shall inquire with F2 flyers from the organizer's nation and/or international competitors knowing the projected site in the country of the applicant. Upon a request and to assist in the design of the circles for practice and contest use, the Chairman of the CIAM F2 Subcommittee shall provide the organizer of an F2 first category event with a list of knowledgeable experts. 6.2.2.1 No later than 90 days prior to the start of an F2 first category event, the organizer must submit a written and documented report to the Chairman of the F2 Subcommittee on the design of the circles for all categories in accordance with the rules. 6.2.2.2 The Subcommittee F2 is, at its discretion, entitled to verify compliance with the rules on the layout of the circles by sending, prior to the event, its own advisor to the location of the event. The dispatch of the advisor must take place in consultation with the organizer. The costs for travel and accommodation of the advisor must be borne by the organizer and must be reimbursed to the advisor before the start of the event. 6.2.2.3 The F2 Subcommittee may, at its discretion, waive the requirement of a pre-contest sites condition report and/or to send an advisor to the venue of the event. The chairman of the subcommittee will inform the organizer accordingly. Reason: *Since 2009 repeated failure of several F2 first category event organisers to provide competitors with rules-compliant flight circles for practice and contest flying*			

	In favour:	Against:	Abstain:
S-C Voting *(prior to the Technical Meeting)*:	10	0	0
Technical Meeting Voting:	0	23	0
Comments (if necessary):			
Referred back for further consideration			

#	**Page 27**	**F2B**		
g)	**6.5.2. Aerobatics**		**Submitted by**	**F2 Subcommittee**
	Amended at the Technical Meeting?		**YES**	
	(delete as appropriate) (*if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red*):			
	Rule Change: Modify the first sentence in 6.5.2.3			
	The diagram at Appendix II shows the ~~recommended~~ dimensions for contest **and practice** flight circles and the ~~recommended~~ markers to be erected **at first category events** every 1/8th of a lap interval indicating the height of the horizontal base which lies 1.5 m above the centre of the circle. As a minimum standard, all contest flight circle/s shall have the centre (pilot's) circle and outer diameter circle clearly marked with lines of 10 cm width. The erection of a safety fence (or other suitable barrier) around the outside of all contest flight circles as shown below is also ~~highly~~ recommended. Reason: *The installation of 45° marker boards, which has so far only been recommended, has proven to be very effective and their installation is appreciated by pilots and judges. The F2 Subcommittee, therefore, supports the mandatory installation of 45° marker boards at first category events.*			
		In favour:	Against:	Abstain:
	S-C Voting *(prior to the Technical Meeting)*:	8	2	0
	Technical Meeting Voting:	23	0	0
	Comments (if necessary): ***separately attached PDF document*** *"Annex 4F F2B Circle Dimensions.pdf"*			
	Unanimously recommended by the technical meeting			

#	**Page 27-28**	**F2B**		
h)	**Annex 4F Control Line Organiser Guide**		**Submitted by**	**F2 Subcommittee**
	Amended at the Technical Meeting?		**YES**	
	(delete as appropriate) (*if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red*):			
	APPENDIX II Aerobatics Circle Dimensions Rule Change/Clarification			
	Annex F2B Circle Dimensions.pdf following: Reason: Markers plates no longer recommended but compulsory at first category events.			
		In favour:	Against:	Abstain:
	S-C Voting *(prior to the Technical Meeting)*:	9	1	0
	Technical Meeting Voting:	23	0	0
	Comments (if necessary): ***Drawing enclosed to the Minutes***			
	Unanimously recommended by the technical meeting			

#	Page 29-31	F2G		
i)	**Annex 4K**		**Submitted by**	**F2 Subcommittee**
	Amended at the Technical Meeting?		**YES**	
	(delete as appropriate) (*if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red*):			
	Rule Change – The purpose of this proposal is to reduce speed on a safe level while maintaining structural regulations of the class. Modify 4.2.K to reduce in flight power available.			
	~~a) Maximum of load of power supply 42V~~ a) The power source shall consist of any kind of rechargeable batteries (or secondary cells), the maximum no load voltage must not exceed 26 Volts (max. tolerance +0.2 Volts). In case the voltage is measured, this shall be done at the moment the preparation time for the pilot starts. After the measurement has been taken, the pilot is allowed 10 minutes preparation time before he is called to the start. If the model aircraft carries more than the allowed number of cells as power source for the motor or the voltage exceeds this voltage, the competitor is disqualified from that flight. ~~b) Maximum weight of battery (or batteries) 200 g (incl. battery cables and connectors)~~ b) Battery type: any type of battery with a maximum of 6 cells in series. Cells in parallel are not permitted. The maximum weight of the battery pack is 200 g. The weight of the battery pack includes soldering, insulation, cables and connectors. Mechanical or chemical modification of the individual cells, e.g. to reduce their weight, is not allowed except that insulation sleeves of individual cells may be changed. *Reason: Under the 2023 rules of the F2G class and in summer 2023, speeds in excess of 310 km/h were reached several times by Swiss F2G pilots. In one case, a recorded speed of 327 km/h may possibly have reached the limits of both the physical strain on the pilot and of the technical safety.* *The Swiss Control Line Commission therefore feels compelled, with this proposal, to demand a limitation of the maximum battery voltage for F2G from the current 42 volts to 26 volts for safety reasons. This with a maximum number of cells of 6. The proposed value of 26 volts, with otherwise unchanged rules, allows speeds in the order of 290 Km/h. The change is to come into force on 1 July 2024.*			
		In favour:	Against:	Abstain:
	S-C Voting *(prior to the Technical Meeting)*:	9	0	1
	Technical Meeting Voting:	23	0	0
	Comments (if necessary):			
	Unanimously recommended by the technical meeting **Early implementation by June 15**			

#	Page 31	F2G		
j)	**Annex 4K**		**Submitted by**	**Switzerland**
	Amended at the Technical Meeting?		**YES**	
	(delete as appropriate) (*if "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red*):			
	Change of class from provisional to official			
	After the introduction as a provisional FAI class, the F2G participants have managed to achieve very remarkable results in an astonishingly short time. The speed of 327 Km/h flown in Landres in July 2023 clearly demonstrates the extraordinary potential of electric propulsion for control line speed models and the successful demonstration at the World Cup competition in Poland on August 23rd 2023 also underlines the future sustainability of the F2G class.			

At this point in time we now find that the current FAI rules for upgrading a very high-tech class to "official" are both unrealistic and in this case prohibiting the worldwide spread of a promising new electric flight class in aeromodelling.
This situation is possibly discriminatory against successful pilots. The F2 Subcommittee hereby proposes to upgrade the F2G class from "provisional" to "official" by 1 January 2025.
Reason: None provided

	In favour:	Against:	Abstain:
S-C Voting *(prior to the Technical Meeting)*:	9	0	1
Technical Meeting Voting:	23	0	0

Comments (if necessary):

Unanimously recommended by the technical meeting

14.4 Volume F3 Pylon Racing

a) F3E **F3 Pylon Subcommittee**

5.3.2. Technical Specifications of Pylon Racing Aeroplanes

Rule Change: Add the following (bold underlined) text, delete the strike through sentence

5.3.2.3. Each competitor may process and use a maximum of three models in a contest. The competitor may combine the parts of the model aircraft during the contest, provided the resulting model aircraft conforms to the rules and that the parts have been checked before the start of the contest. There is no limit to the number of used motors**, propellors,** batteries **and RC equipment**.

Reason: *Propellor adjustment are an essential part of F3E racing, to adapt the plane to the environmental condition. Propellors can get damaged during landing and must be replaced for safety in that case.*

Repair of failing RC equipment has so far been allowed during competitions, it is good to confirm this in the regulations

Recommended by the Technical Meeting by majority 13 in favour – 1 Against

b) F3E **F3 Pylon Subcommittee**

5.3.2.5. Weight of model

Rule Change: Add the following (bold underlined) text, delete the strike through sentence

5.3.2.5. Weight of model

Minimum weight ready to fly: 1,000 g

Maximum surface loading 65 g/dm2

In case of the use of stickers the maximum weight **and surface loading** of the models ~~including stickers will be increased by 6 grams~~. **will be calculated after subtracting the weight of the stickers. In case the sticker are applied asymmetric, the competitor may use counterweights to correct the model center of gravity and these counterweights will also be subtracted from the total weight.**

Reason: *Organiser supplied ID stickers maybe required in some events, these have a discernible weight impact on the F3E model. This rule takes account of this and allows for transverse balance to be maintained.*

Recommended by the Technical Meeting by majority 13 in favour – 1 Against

c) F3E **F3 Pylon Subcommittee**

5.3.2.7. Augmented stability systems and similar.

Rule Change:

The radio equipment shall be of the open loop type (i.e. no automated electronic feedback to the control surfaces either internally or from the model aircraft to the ground).
Systems or components which can move control surfaces of the aircraft or which can move masses in the aircraft based on input other than pilot input from their transmitter are not allowed to be installed in the aircraft.
Permitted:
1. Control rate devices that are manually switched by the pilot.
2. Any type of transmitter button or lever, switch, or dial control that is initiated or activated and terminated by the competitor.
3. Manually operated switches or programmable options to couple and mix control functions.
4. Devices for position tracking solely for the purpose of an automated tracking and scoring system for the competition event.
5. Sound or vibration alarms or signals generated by an external device, operated by the caller. The volume of the device sound should not exceed normal caller voice.
6. Sound or vibration alarms and signals generated by the transmitter, audible or feelable by the pilot, not controlling the model directly. The volume of the device sound should not exceed normal caller voice.
7. Motor RPM control at the start of the motor, programmed in Tx or ESC.

Reason:
These rule amendments clarify current practise.

Unanimously Recommended by the Technical Meeting

d) F3E **F3 Pylon Subcommittee**

5.3.5.1. General

Rule Change:

a) Limitation of energy will be by an electronic limiter that stops the **energy supply to** the motor: max 1000 Wattmin.

Reason:
A wind milling motor is allowed under limiter activation according to EDIC regulations.

Unanimously Recommended by the Technical Meeting

e) F3E **F3 Pylon Subcommittee**

5.3.5. 3. Use of limiters in competition

Rule Change:

The organiser can use two systems of use of limiters. Only one of these two systems can be used in one contest.

The organiser must decide which of these systems he will use and indicate this clearly in the invitation:
1: Every competitor uses his own limiter
2: The organiser provides for every competitor two (2) limiters, these will be drawn by competitors ~~either~~ every day ~~or before every round~~.

Reason:
There is not enough time to change a limiter every round, they can be built into the model in a place not so easy to reach and reconnect.

Unanimously Recommended by the Technical Meeting

f) F3E — F3 Pylon Subcommittee

5.3.11 Race from Start to Finish

Rule Change:

5.3.11 Race from Start to Finish

j) An early start up to 2 seconds (the model passing the start line before the starting signal) or a start in a wrong direction will be penalized as an infringement. **At a start more than 2 seconds early, the team will be disqualified from that heat and rule g) is not valid.**

Reason:
With current rules it is advantageous to start 9 seconds early and have the 10% infringement.

Unanimously Recommended by the Technical Meeting

g) F3T — F3 Pylon Subcommittee

5.5.18 Race from Start to Finish

Rule Change:

5.5.18 Race from Start to Finish

~~v) In case not all competitors use 2.4 GHz radio systems: For FM/AM radio systems each transmitting frequency appears in only one column. When making the draw, there must be appropriate FM/AM radio frequency separation. (20 kHz, see 1 A.5T.3~~)

Reason:
This rule is redundant due to the exclusive use of spread spectrum RC systems

Unanimously Recommended by the Technical Meeting

h) F3D — F3 Pylon Subcommittee

A.5R.15 Transmitter Impound Supervisor

Rule Change:

~~A.5R.15 Transmitter Impound Supervisor (1)~~
~~a) This person should be provided with a large rack or folding table, protected from the sun and rain, on which to collect and safeguard the contestants' transmitters.~~
~~b) Transmitters should only be handed back to those pilots who are on their way to the Ready Area. When returned to the Impound after each heat, the transmitters should be checked to ensure that they are switched off.~~
~~c) The Transmitter Impound supervisor shall operate a spectrum analyser or other adequate radio monitoring equipment for the purpose of detecting radio interference.~~
~~d) He must be equipped with a walkie-talkie or headset to enable him to communicate with the Starter and the Pit Boss…~~
~~e) In the case of detection of potential interference he shall immediately notify (by walkie-talkie or head set) both the Pit Boss and the Starter.~~
~~f) The Transmitter Impound Supervisor may also be one of the people who helped with registration, inspection, or setting up the matrix.~~

Reason:
This rule is redundant due to the exclusive use of spread spectrum RC systems

Unanimously Recommended by the Technical Meeting

i) F3T — F3 Pylon Subcommittee

5.5 Class F3T – RC Semi-scale pylon racing with controlled technology aeroplanes.

Rule Change:

Intention: This class is defined for semi scale pylon racing at a controlled level of technology in aircraft aerodynamic design, aircraft construction, propeller and power plant, with maximum safety. **Using where applicable, approved commercially available equipment.**

Rules strategy: The technical rules have the intention that speeds will not increase substantially over the years in order to maintain safety and controllability of model pylon racing aircraft. This is achieved by a limitation to approved models of a semi scale type, approved and unmodified engines plus exhaust systems. ~~and approved , propeller dimensions and materials.~~

Commercial availability: An approved power unit or component/part is considered commercially available if the conditions below are meet (components go to make up an assembly such as a power unit, parts are single items, for example a propeller is a part).

a. An identical power unit or component/part can be obtained within 45 days by any consumer at a price that is independent of who the consumer is. The source or supplier of power units or component/parts must be in the public domain i.e. has some some kind of visibility in printed media that is publicly sold, has a website presence or is on open social media sources, and can accept payments from and ship to International customers.

b. If a power unit or component/part was once legal it is always legal, with two exceptions.

1.) The first exception is if this power unit or component/part is specifically made illegal by another rule.

2.) Commercial availability compliance issues will be brought to the attention of the F3 Pylon Approvals Chairman, at which time the Chairman will setup an investigation as to the availability. This process will be completed within 30 days of being raised to the F3 Pylon Approvals Chairman.

If commercial availability is not proven then the F3 Pylon sub committee will refer the case to the CIAM Bureau for judgement on legality of the power unit or component/part.

The class is controlled by a special CIAM F3T Approvals Committee (F3T ApsCom) with a minimum of 5 experts from different countries, nominated by their NACs, which will advise on:

• Approval of F3T models
• Approval of F3T engines
~~• Approval of F3T propellers~~

~~The names of the members of the F3T ApsCom will be published on the F3 Pylon Racing page of the CIAM web site.~~

The F3T ApsCom works under the responsibility of the CIAM F3 Pylon Racing Subcommittee.

Approved models~~,~~ **and** ~~engines and propellers~~ **power units** will be published on the F3 Pylon Racing page of the CIAM web site.

The F3T rules and Annexes are similar to the F3D rules and Annexes (FAI Sporting Code section 4 – Aeromodelling Volume F3 Radio Controlled Pylon Racing) except for the technical specification of the models

Reason:
In the F3T Pylon class there is a requirement for commercial availability of power units and components/parts. Currently there is no definition of what is commercially available, this rule defines commercial availability and sets out a procedure for compliance with the rule.

In other rule changes the approval process for propellers is removed, therefore we remove mention of propeller approval.

The names of the F3T approval committee for models and engines has never been published to prevent commercial lobbying by designers and manufacturers to obtain favourable decisions, therefore the removal of the 'The names of the members' requirement aligns with current practise.

Unanimously Recommended as amended by the Technical Meeting

j) F3T **F3 Pylon Subcommittee**

5.5.6 Engine

Rule Change:

The engine must be of the single cylinder reciprocating piston type, with a maximum total swept volume of 6.60 cm3 . Propellers must rotate at the speed of the crankshaft. The engine shall have only one front air intake and one side exhaust.

Only engines approved by the F3T ApsCom are allowed. See Annex 5X for engine approval procedures and criteria.

Engine air intake shall be circular with a maximum diameter of 9 mm.

No modifications to the following parts of the engine are allowed other than as specified in A.5X.3.
• crankshaft
• crankcase;
• cylinder,
• piston, conrod, piston pin
• cylinder head,
• technology of the bearings. (Only standard size, single row, full steel ball bearings allowed for the crankshaft and only plain bearings allowed in the con rod).
• crankcase back plate.

It is not allowed to have a system on board of the aircraft to supply power to the glow-plug of the engine. All electrical connections to the engine's glow plug from a power supply must be removed prior to takeoff

Changing combinations of cylinder jacking shims and head shims is permitted.

External maintainence repairs to an engines crankcase and exhaust are permitted so long as these repairs do not alter the design or enhance the engines performance.

Reason: It is accepted that changes to the cylinder and head shim setups are part of the event but this was not specifically mentioned in the rules.

Engines get damaged in crashes and through extended use, so external repairs are permitted so long as they offer no performance increase to the engine.

Unanimously Recommended as amended by the Technical Meeting

k) F3T **F3 Pylon Subcommittee**

5.5.9 Propellers and spinners

Rule Change:

5.5.9.1 ~~Propellers must be two-bladed with fixed blades.~~

~~The blades must be of equal length, area, and shape.~~

~~Composite resin continuous fibre construction propellers and metal propellers are not allowed.~~

~~Material:~~

~~Either wood or a chopped carbon fibre filled injection-moulded compound. The material of injection moulded propellers needs approval of the F3T ApsCom, Wood propellers may be modified from a commercial product or may be home made. A wood propeller shall be made from a single piece of wood and may be finished with a clear coating for the purposes of waterproofing or balancing only.~~

~~Dimensions:~~

~~Wooden propellers: no limits.~~

~~Injection moulded propellers: only commercially available stock carbon filled injection moulded propellers are permitted. The propeller shall have a minimum diameter of 7.4" (188 mm).~~

~~Only propellers approved by the F3T ApsCom may be used. A propeller once approved shall be eligible for competition so long as it remains commercially available. When the production of an approved propeller type is terminated, this will be marked on the web site by adding the date of production termination. Such propeller type can be used for two more years after this date. Only propellers that carry the manufacturer's type and dimension are permitted. The recommended rpm limit for this type as given by the manufacturer must not be exceeded during flights. See Annex 5X for propeller approval procedures and criteria. Note: The approval of a propeller refers only to the manufacturer and type.~~

The only permitted propellers are the following commercially available products.

APC 7.4x7.5C part no. LP07475C
APC 7.4x7.6C part no. LP07476C
APC 7.4x7.7C part no. LP07477C

Under no circumstances can ~~the F3T ApsCom~~ **CIAM** be held responsible for the safety of an individual propeller. In all cases, it is the competitor's responsibility to ensure that any propeller he uses is safe. Damaged propellers must not be used.

Changes to the propeller blades are not permitted, except for:

a. One blade may be sanded on the top (front) side only for balancing.
b. One side of the hub may be sanded for balancing.
c. The shaft hole may be enlarged, but only as much as necessary to fit the engine crankshaft. The enlarged hole shall be concentric with the original hole.
d. Edges and tips may be sanded, but only as much as necessary to remove sharp moulding flash.

Reason: *The APC propellers mentioned in the rule change are the defacto standard for the F3T class, however the old rule did allow wooden propellers and for other propellers to be approved.*

The wood propellers might have created a combination of engine and prop that was disruptive to the stability of the class.

There is no need to approve propellers now, should the APC company cease production of these propellers (very unlikely) then the rule can be revised in another rule cycle.

The APC company are aware of the rule change proposal and are supportive of it.

Unanimously Recommended by the Technical Meeting

l) Entire Volume — F3 Pylon Subcommittee

The F3 Pylon rules volume will be consolidated to remove 'copy and paste' common references in the rules for all four classes, to just call up the common rules at the start of the volume.

"The rules will remain the same and only the changes approved by the 2024 CIAM Plenary meeting will be applied. The new volume will be ready by January 1st, 2025. For this, we are asking the Plenary to authorize the F3 Pylon Racing S/C Chairman to work together with the CIAM Technical Secretary to carry out this task."

Unanimously Recommended by the Technical Meeting.

This is not a proposal but advanced information.

14.5 Volume RC Helicopter

Note : For all F3 – RC Helicopter proposals an early implementation day is requested by the S/C Chairman

a) Section 4 Volume F3 Radio Control Model Helicopter

F3 Heli Subcommittee

F3C

5.4.11 Classification

Clarification: Revise this paragraph.

Part of Competition	# of Competitors	# of Rounds	Classification	Ranking
Preliminary	All registered and qualified pilots	4	Sum of normalized points of each of the four rounds. Dropping the lowest result, only if there are at least 3 completed rounds	Determines the ranking of pilots classified 29… n
Semi-Final	Top 28 pilots of preliminary part of competition	2	Sum of normalized points of each of the two rounds plus the normalized result of the preliminary part of the competition. Dropping the lowest of any of these 3 results, only if there were 2 semi-final rounds completed.	Determines the ranking of pilots classified 15..28
Final	Top 14 pilots of semi-final part of competition	2	Sum of normalized points of each of the two rounds plus the normalized result of the semi-final part of the competition. Dropping the lowest of any of these 3 results, only if there were 2 final rounds completed.	Determines the ranking of pilots classified 1..14

The finals to determine the individual classification are only required for World and Continental Championships.

If the competition is interrupted, the final individual classification will be determined by counting all completed rounds and by calculating according to the table above.
All scores for each round will be normalised by awarding 1000 points to the highest scoring flight. The remaining scores are then normalised to a percentage of the 1000 points in the ratio of actual score over the score of the winner of the round. If only one round is possible then the classification will be based on that one round.

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" final must take place within one hour of the end of the scheduled final rounds.
The team classification for World and Continental Championships is established at the end of the competition (after the final flights) by adding together the numerical final placings of the three team members using the full list of competitors unless there is a fourth **or a fifth** member of the team (who must always be a junior **and/or a woman**) in which case it will be the three best placed members. 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. In case of a tie, the best individual placing decides the team ranking. (Ref: *CIAM General Rules*, C.15.6.2 i))

Reason: The clarification is necessary because due to the women's classification there is the possibility of nominating a fifth team member.

Clarification. Unanimously Recommended by the S/C

b) Section 4 Volume F3 Radio Control Model Helicopter

F3 Heli Subcommittee

F3C

5E.6.11 Autorotations

Clarification: Revise this paragraph.

The manoeuvre begins and ends as announced by the caller. The end must be after the landing. Because the autorotation can contain several flying manoeuvres, the announced beginning can be before the engine is powered off or set to idle. The manoeuvre description must clearly state, when the engine has to be powered off or set to idle position. In order to obtain the maximum score, the MA must have executed the flying manoeuvres exactly as described in the manoeuvre description, and after the smooth landing the MA tailboom must be parallel to the judges' line. **If the start of the manoeuvre which includes the 10m straight level entry is too late, there is a downgrade of 2 points.** If the flight path is stretched, shortened or deviated from, in order to reach the landing circle, the manoeuvre must be downgraded. The required flight path gives maximum score, but there will be downgrades of 1 or 2 points depending of the severity of the path deviation. For example: If the flight path clearly points to a landing close to one of the flags, but the path is stretched to reach the circle, the score can only be a maximum of 6 (corresponding to outside the circles), and there will be an additional downgrade of 2 points for the stretch. This means the score can only be a maximum of 4. If the model lands without stretching, the maximum score would have been a 6.

Scoring criteria for Autorotation landings:
Rotor shaft points inside the 1m circle = Maximum 10 points.
Rotor shaft points on the 1m circle = Maximum 9 points.
Rotor shaft points inside of 3m circle = Maximum 8 points.
Rotor shaft points on the 3m circle = Maximum 7 points.
Rotor shaft points outside of 3m circle = Maximum 6 points.

Note: If a flying manoeuvre is missed out or if the engine is not powered off (or not set to idle position), the score for the complete figure shall be zero.

Reason: The clarification is necessary to make it clear how large the downgrade is, if the autorotation starts too late.

Clarification. Unanimously Recommended by the S/C

c) Section 4 Volume F3 Radio Control Model Helicopter

F3 Heli Subcommittee

F3C

ANNEX 5D 5D.3 SCHEDULE F – F7: Inverted Umbrella with half rolls

Clarification: Complete manoeuvre F7.

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F7: Inverted Umbrella with half Rolls (UU) **K=1.0**

MA flies straight and level for a minimum of 10 m and pulls up into a vertical ascent on center line. After a nose up stop MA performs immediately in a backward vertically flight a half roll in any direction followed by a half backward loop. After MA stops it performs a centered 'U'. After a nose up stop MA performs a half backward loop followed by a backwards vertically ascent. After a nose down stop MA performs immediately in a forward vertically flight a half roll in any direction followed by a vertical descent. MA pulls with a quarter looping into horizontal straight and level flight for a minimum of 10 m at the same altitude as when entering the figure.

Note 1: The quarter loops at the entrance and the exit of the figure and the half loop of the centered 'U' must have the same radius.
Note 2: The two half backward loops must be of equal size and must have half radius than the half loop of the centered 'U'.
Note 3: The bottom of the 'U' must be at the same altitude as when entering the figure.
Note 4: The two rolls must be performed at the same altitude.
Note 5: The 2 half rolls must be higher than the 2 outer stall positions.

Reason: Because of misunderstandings in the manoeuvre description a clarification is necessary.

Clarification. Unanimously Recommended by the S/C

d) Section 4 Volume F3 Radio Control Model Helicopter

F3 Heli Subcommittee

F3N

5.11.8 Classification

Clarification: Revise this paragraph.

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. **If only one fly-off could be flown the final individual classification will be calculated by using the normalised results of the preliminary rounds for the top 10 pilots plus the normalised scores of this fly-off. If not more than two fly-off flights are possible the final individual classification will be calculated by using the normalised results of the preliminary rounds for the top 10 pilots plus the two fly-off scores provide three normalised scores with the best two to count.**
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 together the numerical final placings of the three team members using the full list of competitors unless there is a fourth **or a fifth** member of the team (who must always be a junior **and/or a woman**) in which case it will be the three best placed members. 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. In case of a tie, the best individual placing decides the team ranking. (Ref: *CIAM General Rules*, C.15.6.2 i))

Reason: The clarification is necessary because it has to be described what happen if not all fly-offs are possible to fly and due to the women's classification there is the possibility of nominating a fifth team member.

Clarification. Unanimously Recommended by the S/C

e) Section 4 Volume F3 Radio Control Model Helicopter

F3 Heli Subcommittee

F3N

5G.6.6 Autorotation

Clarification: Revise this paragraph.

AUTOROTATION
During this manoeuvre the model should follow an almost straight flight path from the start to the landing on the ~~helipad~~ **20m centerline**. This path may be interrupted by a flip or roll but should be resumed after this. If the landing point is not ~~in the circle~~ **on the 20m centerline**, a downgrade of 1 point per 1m distance **of the rotor shaft** should be made.

Reason: The clarification was necessary because no landing point after the autorotation was defined which makes an evaluation of the manoeuvre impossible.

Clarification. Unanimously Recommended by the S/C

f) Section 4 Volume F3 Radio Control Model Helicopter

F3 Heli Subcommittee

F3N

5G.8.3 Creativity

Clarification: Revise this paragraph.

CREATIVITY
New combinations or new manoeuvres at all will lead to high scores here. Also dynamic and diversified sequences are positive.
There also should be a variety of different tempi in the presentation. Sequences without manoeuvres or **with** repetitions will lead to downgrades.
An excessive use of same pirouetting rate will also lead to downgrades. Flights should include diversity in pirouetting rates for different parts of the flight.

~~In Music flights the transformation of musical accents into the performance is of great importance here.~~

Reason: There is a need for a more precise description of the evaluation criterion.

Clarification. Unanimously Recommended by the S/C

g) Section 4 Volume F3 Radio Control Model Helicopter

F3 Heli Subcommittee

F3N

5G.8.2 Harmony

Clarification: Revise this paragraph.

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. **The transformation of musical accents into the performance is of great importance here.**

Reason: There is a need for a more precise description of the evaluation criterion.

Clarification. Unanimously Recommended by the S/C

h) Section 4 Volume F3 Radio Control Model Helicopter

F3 Heli Subcommittee

F3N

5G.8.1 Difficulty

Clarification: Revise this paragraph.

DIFFICULTY
This criterion evaluates the level of difficulty of the freestyle flight and music freestyle flight. It is important, that the entire flight is to be judged, not only some highlights. So the score reflects the average level of difficulty. The K-factors of the set manoeuvres may give some reference values for the difficulty, but during the calibration flights and by watching practice flights the judge should get a clear impression of the range of difficulties of possible manoeuvres. ~~Risky manoeuvres should never be mistaken as difficult manoeuvres. Risky manoeuvres must not lead to higher scores for difficulty, but result in a downgrade for safety.~~

Reason: There is a need for a more precise description of the evaluation criterion.

Clarification. Unanimously Recommended by the S/C

i) Section 4 Volume F3 Radio Control Model Helicopter

F3 Heli Subcommittee

F3N

5G.8.5 Safe Presentation

Clarification: Revise this paragraph.

SAFE PRESENTATION
In addition to the safety rules during the flight(s) (5.11.10), the impression of the presentation related to safety is the guide here. If a pilot does not exceed the limit of his skills or flies unsafe in any way (eg too close to himself) a high score can be given here. Flying low (within the rules) by itself is not a reason for downgrade. Risky manoeuvres should never be mistaken as difficult manoeuvres. **Risky manoeuvres must not lead to higher scores for difficulty, but result in a downgrade for safety.**

Reason: There is a need for a more precise description of the evaluation criterion.

Clarification. Unanimously Recommended by the S/C

j) Section 4 Volume F3 Radio Control Model Helicopter

F3 Heli Subcommittee

F3N
5.11.10 Flight Program

Clarification: Revise this paragraph.

Safety During the Flights

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.~~

must stand in the 3m circle (labelled H in Figure 5.11.A - F3N Contest Area Layout) located 15m in front of the centre judge. The MA must not be flown between the pilot and 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 also applies to the MA tilting over after a landing or autorotation. **If main blades touches the ground before the caller finishes the manoeuvre or the freestyle flight this also leads to zero points for the manoeuvre or the freestyle flight.**

Set Manoeuvre Flight

Every pilot makes his choice of seven different manoeuvres from the list of manoeuvres (refer to paragraph 5.11.11). He may choose different manoeuvres for each round. The list with the manoeuvres chosen for a round must be delivered to the Contest Director or an official before the beginning of the round. The flight time of the Set Manoeuvre rounds is eight minutes.

Freestyle Flight

Each competitor is given a flight timeframe of at least 3:20 minutes, and no more than 3:40 minutes. During this time there are no restrictions for the flight or the performed manoeuvres except those regarding safety. The play-back of music is not allowed. The flight time begins when the helper gives a distinctive hand signal and finishes only with another distinctive helper hand signal.

Music Freestyle Flight

The same criteria as in Freestyle, but the play-back of music during the flight is prescribed. The flight time begins when the helper gives a distinctive hand signal and finishes only with another distinctive helper hand signal. If the music starts before the flight, the flight time starts not later then 15 seconds after the start of the music.

Reason: There was a need to clarify where the pilots position is during the flight. And it has to be clarified what happens if the blades touch the ground before the flight has finished.

Clarification. Unanimously Recommended by the S/C

14.6 Volume RC Soaring

F3J

Page 18	Class: F3J

a)	5.6.2.2.b The Flying Site	Submitted by:	SUI
	Amended at the Technical Meeting? ~~yes~~ **Landing ~~sites~~ spots may also be located between the ~~take-off lines~~ towlines, a minimum of 30 metres from the launch corridor~~,~~ the ~~exact location will be determined by the competition director based on the terrain~~ contest director will determine the exact location based on the terrain. This provision does not apply for World or Continental Championships.**		
	S-C Voting *(prior to the Technical Meeting)*: For: 6 Against: 3		
	Technical Meeting Voting: For: 100% Against: 0%		
	Comments : **Unanimously recommended as amended by the Technical Meeting**		

Page 20	Class: F3J

b)	5.6.8.2.b Launching	Submitted by:	SUI
	Amended at the Technical Meeting? ~~yes~~ b) Upwind turnaround devices, which must be used, shall be no more than ~~150~~ **130** metres ~~or less than 100 metres~~ from the winch…		
	S-C Voting *(prior to the Technical Meeting)*: For: 9 Against: 1		
	Technical Meeting Voting: For: 100% Against: 0%		
	Comments : The same change of towline length (130 m) must applie for hand towline in paragraph 5.6.8.7.c. **Unanimously recommended as amended by the Technical Meeting**		

F3F

Page 34, 36	Class: F3F

c)	5.8.2 Characteristics…, 5.8.13.Classification	Submitted by:	RC Soaring S/C
	Amended at the Technical Meeting? ~~no~~		
	S-C Voting *(prior to the Technical Meeting)*: For: 10 Against: 0		
	Technical Meeting Voting: For: 100% Against: 0%		
	Comments : **Unanimously recommended by the Technical Meeting** **Early Implementation request June 15**		

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d)	5.8.5 Number of attempts	Submitted by:	RC Soaring S/C
	Amended at the Technical Meeting? ~~no~~		
	S-C Voting *(prior to the Technical Meeting)*: For: 10 Against: 0		

	Technical Meeting Voting:	For: 100% Against: 0%
	Comments : **Unanimously recommended by the Technical Meeting** **Early Implementation request June 15**	

Page 35	**Class: F3F**

e)	**5.8.7 Organisation of starts, 5.8.17.Weather conditions**	**Submitted by:**	**RC Soaring S/C**
	Amended at the Technical Meeting? ~~no~~		
	S-C Voting *(prior to the Technical Meeting)*:	For: 10	Against: 0
	Technical Meeting Voting:	For: 100% Against: 0%	
	Comments : **Unanimously recommended by the Technical Meeting** **Early Implementation request June 15**		

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f)	**5.8.8 Task 5.8.9 The Speed course**	**Submitted by:**	**RC Soaring S/C**
	Amended at the Technical Meeting? ~~no~~		
	S-C Voting *(prior to the Technical Meeting)*:	For: 10	Against: 0
	Technical Meeting Voting:	For: 100% Against: 0%	
	Comments : **Unanimously recommended by the Technical Meeting** **Early Implementation request June 15**		

Page 36	**Class: F3F**

g)	**5.8.11 Judging**	**Submitted by:**	**RC Soaring S/C**
	Amended at the Technical Meeting? ~~yes~~ ~~The flights are judged by two judges who do not have to be the same for all competitors.~~ The ~~judges'~~ **personel serving as the starter** ~~task is~~ **has** to ~~control~~ **ensure** that the flights are performed according to the rules ~~and to be time keepers the timekeeper. and to ensure that the right distance is flown. If an automatic system performs the timing, he supervises it.~~		
	S-C Voting *(prior to the Technical Meeting)*:	For: 10	Against: 0
	Technical Meeting Voting:	For: 100% Against: 0%	
	Comments : **Unanimously recommended as amended by the Technical Meeting** **Early Implementation request June 15**		

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h)	**5.8.17 Weather conditions and interruptions**	**Submitted by:**	**RC Soaring S/C**
	Amended at the Technical Meeting? ~~.~~		
	S-C Voting *(prior to the Technical Meeting)*:	For: 8	Against: 2
	Technical Meeting Voting:	For: 86% Against: 14%	
	Comments : **Unanimously recommended by the Technical Meeting** **Early Implementation request June 15**		

F3G

Page 40	Class: F3G

i)	5.G. Provisional class	Submitted by:	GER
	Amended at the Technical Meeting? ~~Yes~~ *With promotion to official status*, t*he World Cup also has to be organised. This option implies the inclusion of F3G in the list in Annex 3A Rules for World Cup Events (page 38).* **1. Classes:** The following separate classes are recognised for World Cup competition: F3B, F3F, **F3G,** F3K and F3J. **3. Contests**: … For the results to be counted as part of the World Cup the following number of rounds must be completed: F3B and **F3G** — 1 round and 1 task, F3F — 4 rounds, F3J — 4 preliminary rounds, F3K — 5 rounds all of different tasks.		
	S-C Voting *(prior to the Technical Meeting)*: For: 10 Against: 0		
	Technical Meeting Voting: For: 100% Against: 0%		
	Comments : **Unanimously recommended by the Technical Meeting**		

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j)	5.G.2.4 Task B Distance	Submitted by:	GER
	Amended at the Technical Meeting? ~~no~~		
	S-C Voting *(prior to the Technical Meeting)*: For: 10 Against: 0		
	Technical Meeting Voting: For: 100% Against: 0%		
	Comments : **Unanimously recommended by the Technical Meeting**		

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k)	5.G.2.5 Task C Speed	Submitted by:	GER
	Amended at the Technical Meeting? ~~no~~		
	S-C Voting *(prior to the Technical Meeting)*: For: 10 Against: 0		
	Technical Meeting Voting: For: 100% Against: 0%		
	Comments : **Unanimously recommended by the Technical Meeting**		

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l)	5.G.2.5 Task C Speed	Submitted by:	GER
	Amended at the Technical Meeting? ~~no~~		
	S-C Voting *(prior to the Technical Meeting)*: For: 9 Against: 0		
	Technical Meeting Voting: For: 100% Against: 0%		
	Comments : **Unanimously recommended by the Technical Meeting**		

Note: Some participants in the discussion drew attention to the problem with the height and poor visibility of the high-flying F3G model. The subcommittee and experts should seek measures to reduce the launch height and improve the model's visibility. Not only does the

poorly visible model make judging difficult, but in some countries, flying above 300 meters is forbidden.

14.7 Volume F4 Scale

a) 6.3.1 Annex C – F4C Static Judging Summary 6.3.1C.3.5 Assessing Colour Complexity

Rule Change: *Change the second paragraph*

Submitted by :GERMANY

Votes in the SC: Unanimous
Votes in TM: Unanimous

b) 36.3.1 Annex C – F4C Static Judging Summary 6.3.1C.3.8 Assessing Craftsmanship – Quality

Rule Change: *Change the third paragraph*

Submited by:GERMANY

TM voted: Refer back to SC

c) 6.3 Class F4C – Radio Controlled Scale Aeroplanes 6.3.2.1 General Characteristics

Rule Change: *Change the third paragraph*

Submited by: GERMANY

Withdrawn from the German Delegate

d) 6.3ClassF4C–RadioControlledScaleAeroplanes 6.3.2.5 Official Flights

Rule Change: *Change the last paragraph*

Submited by: GERMANY

Withdrawn from the German Delegate

e) 6.3.1 Annex A – Radio Controlled Flight Manoeuvres 6.3.2A.2 Take-Off

Rule Change: *Change the first paragraph*

Submited by:GERMANY

Vote in SC: Unanimous
Vote TM: Unanimous

14.8 Volume F5 Electric

a) F5 – RC Electric Powered Thermal Motor Gliders *Bulgaria*

General

5.5.2.1 Definition of an Official Flight

Clarification: Remove from F5 general section rule for F5B/F class only

~~a) During a two (2) minute starting period, the competitor is allowed an attempt which starts when the model aircraft is released by the competitor or his helper. After two minutes, no further launching or take-off is allowed and the flight is scored with 0 points. The pilot may repeat a second two minute starting period only if:~~

a) The official flight starts when the model aircraft is released by the competitor or his helper. The pilot may repeat flight only if:

Reason: *This definition was written for F5B/F class and must be moved to F5B section of the rules*

Prior vote by F5 Subcommittee **For 9 / Against 0 / Abstain 1**

F5 Technical Meeting vote **Unanimous**

b) F5 – RC Electric Powered Thermal Motor Gliders Bulgaria

Section 5.5.4.4 Launching

Clarification: Move to F5B definition of the starting procedure

5.5.4.4 Launching

a) ~~Before launching, the competitor has to show to his timekeeper how he controls his motor(s) on his transmitter (on, off, reversing);~~

a) During a two (2) minute starting period, the competitor is allowed an attempt which starts when the model aircraft is released by the competitor or his helper. After two minutes, no further launching or take-off is allowed and the flight is scored with 0 points.

Reason: Remove an old instruction for motor on/off procedure not used from many years and add definition of F5B starting procedure form general section

Prior vote by F5 Subcommittee **For 8 / Against 0 / Abstain 2**

F5 Technical Meeting vote **Unanimous**

c) F5 – RC Electric Powered Thermal Motor Gliders FRANCE

F5J

5.5.11.5.1 Contest Flights

Clarification: Specify the minimum number of rounds during a competition, in order to validate this competition

(a) ~~The competitor will be allowed a minimum of four (4) flights in the qualifying rounds.~~ **A minimum of four qualification rounds must be flown for the competition to be valid.**

Reason: The current wording does not have a comprehensible meaning. The proposed wording clearly fixes the minimum number of rounds in a competition, for it to be validated

Prior vote by F5 Subcommittee **For 9 / Against 0 / Abstain 1**

F5 Technical Meeting vote **Unanimous**

d) F5 – Radio Control Electric Powered Motor Gliders RES Austria

F5L

5.5.12.8 b

b) The competitor is entitled to unlimited attempts during the working time.

~~Before restarting, the flight battery must be briefly disconnected from the controller to reset the AMRT.~~

Before restarting, a reset of the AMRT must be done manually. A reset via transmitter is not allowed.

Reason: The new wording is also used in other (similar) classes

Prior vote by F5 Subcommittee **For 10 / Against 0 / Abstain 0**

F5 Technical Meeting vote **Unanimous**

14.9 Volume F9 Drone Sports

a) B.2.2 Padding of the cage *(new provision)*

All hard surfaces (if there are any) of the cage must be covered by padding to protect the material of the drone balls.

The F9 S/C Chairman mentions that this had been already introduced as follows in the 2024 edition:

B.2.2 Flying zone - Protection cage

Hard parts of the protection cage must be covered with a shock absorbing material to protect the drone balls.

CIAM Delegate for Germany accepted to withdraw the proposal.

a) B.9.2 Warning

Add the following cause for a warning:

- The enemy model is attacked when it is on the ground

The F9 S/C Chairman mentions that this had been already introduced as follows in the 2024 edition:

B.9.2 Warning

- Unintentional contact during a set of a flying drone ball on a drone ball which is on ground.

B.9.3 Yellow card

- Intentional contact during a set of a flying drone ball on a drone ball which is on ground.

Based on a comment of the F9 C/C member from France, the Technical meeting to modify as follows the last part of both sentences: "… on **an opponent** drone ball which is on ground".

CIAM Delegate for Germany accepted to withdraw the proposal.

14.10 Volume Space Models

a) ~~2.4.1 General~~ Annex 5 FAI SPACE MODEL SAFETY CODE Slovakia/Space S/C Chair

Safety: Add the following text to ~~paragraph 2.4.1.~~ **Annex 5**

In classes S1, S5, and S7, the minimal recovery device dimensions are: 25x400mm for streamer and 4dm^2 for parachute recovery for parts under or equal to 20 grams of mass. Streamer recovery might be used to a maximum weight of 50 grams, where the minimal streamer area is 3dm^2 for parts heavier than 20 grams. For parachute recovery, the minimal area is 7dm^2 for every 50 grams the part weighs (e.g. 150g part has to have a minimal parachute area of 21dm^2). An area tolerance of maximum 10% is allowed. The RSO, Judges and Jury may request to have the recovery device area re-measured if there is a doubt. If the recovery device is not matching the minimal allowed size, the flight is considered DQ.

For selected masses, the minimal parachute (with approximate diameter) and streamer areas are:

Part mass (g)	Minimal streamer area (dm2)	Minimal parachute area(dm2)	Minimal diameter for area - round parachute (dm)	Minimal side for area - square parachute (dm)
0 - 20	1	4	2.26	2.00
21 – 50	3	7	2.99	2.65
51 – 100	-	14	4.22	3.74
101 – 150	-	21	5.17	4.58
151 – 200	-	28	5.97	5.29
451 – 500	-	70	9.44	8.37
951 – 1000	-	140	13.35	11.83
1451 – 1500	-	210	16.35	14.49

S-C Voting *(prior to the Technical Meeting)*:	**For: 11**	Against: 0	Abstain: 0
Technical Meeting Voting:	**Not held**		

Reason:

It is shown that there is a missing line for the minimal area of recovery devices in the sporting code. At the last WSMCh (Austin, Texas) it was observed that evidently heavy parts descended on recovery devices that were too small to safely descend them, thus this is a large safety risk and hazard to people and property. In the classes mentioned above it is sometimes very hard for the RSO and/or his assistant to estimate quickly if all parts are safely descending. The introduction of minimal sizes and areas gives a guideline for safe descent of all parts, as this factor is easily checkable by all involved – the competitors and the Jury/judges. This Idea was supported by the RSO's and at the 2023 Space S/C meeting.

Clarification. Unanimously Recommended by the S/C