14.1 Volume CIAM General Rules

a) A.5.1 Agenda **Bureau**

The Agenda for the Plenary Meeting is prepared by the Secretary in agreement with the President, **and the Technical Secretary** and distributed by the FAI Office.

The Agenda shall include proposals drawn up in the manner required in A.10.

The Agenda shall be dispatched to the NACs and the officers of the Bureau with the notice convening the

Meeting not later than 30 days before the Meeting **or the first Technical Meeting, whichever occurs first.**

If the Agenda is not sent out in proper time, the Plenary Meeting may be postponed by the President.
The President may add to the Agenda any matter considered to be urgent.

Reason
The last few years the TMs are happening earlier that the Plenary meeting, and it is important that all the interested parties are informed properly for the agenda and the proposals included.

Early Implementation requested

Plenary decision - Unanimous

b) A.13 CIAM AWARDS **Bureau**

The current CIAM awards are:

- ……..
- Andrei Tupolev Medal
- ……

Reason
The Plenary will decide for the future of this award. The current status is that NAC of Russia is suspended after an FAI GC decision, and we don't have medals in stock. The mould is with NAC of Russia.

CIAM Bureau is authorized to act accordingly.

c) Class: F3L B.1.2.3 **GERMANY**

B.1.2.3 Category F3 - Radio Controlled Flight
…
i) Official classes
…
F3L - RC Thermal Gliders RES
…
ii) Provisional classes
…
~~F3L - RC Thermal Gliders RES~~
…

Reason

Since the introduction of the F3L class, the popularity of this class has risen sharply. Furthermore, many international F3L competitions have been organized in recent years in various countries in Europe and

America. In Europe: Austria, Great Britain, France, Germany, Czech Republic, Slovakia, Italy, Switzerland, Slovenia and Turkey. Some of these competitions have been registered with the FAI as international competitions.

Early Implementation requested

Plenary decision - Unanimous

d) C.5.1 Competitor **Bureau**

A competitor is considered to be a junior up to and including the calendar year in which he attains the age of 18, or 21 in the case of F2 **or F4**. See the table below. All other competitors are classed as seniors.

S/C	**AGE**
F4 Scale	**21**

Reason

The class is quite demanding and the age of 18 is not possible to attract junior competitors.

Early Implementation requested

Plenary decision - Unanimous

e) C.5.2 Team manager **Bureau**

b) For Free Flight, Control Line, RC Soaring, Scale **Drone Sports** **(for the class F9A only)** and Space Model contests, the team manager may have an assistant, registered with the organiser, who will have the same duties as the team manager except that the assistant will ~~not~~ **only** be allowed to deal with the Jury or the Organiser ~~as long as~~ **if** he is duly authorized to do so by the Team Manager.

Reason

With the introduction of Drone Soccer when a NAC is participating in both subclasses, the presence of an assistant team manager is required.

Plenary decision – Unanimous as ammended

f) C.5.4 Competitor Invitation Procedure Phases **Bureau**

Phase 2

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

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

Invitations for Phase 2 shall not exceed the number of two (2) additional competitors per NAC for a single class event and the number of four (4) competitors in total per NAC for a multiple classes event.

……

Reason

After implementation of this rule, CIAM Bureau is of the opinion that this clarification is required.

Early Implementation requested

Plenary decision – Unanimous

g) C.15.6.1 Individual classification Bureau

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

- FAI medals and diplomas will be awarded to the first, second and third placed juniors only if ~~six (6)~~ **four (4)** or more juniors are competing from **at least four different nations**. If the number of juniors participants is less than this number (**four**), then only FAI diplomas will be awarded
- The best junior earns the title of Junior World or Continental Champion if juniors from at least four different nations participate in that class and the total number of juniors are ~~**six (6**~~) **four (4)** or more.

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

- FAI medals and diplomas will be awarded to the first, second and third placed females only if ~~six (6)~~ **four (4)** or more females are competing from **at least four different nations**. If the number of females participants is less than this number (**four**), then only FAI diplomas will be awarded.
- The best female earns the title of Female World or Continental Champion if females from at least four different nations participate in that class and the total number of females are ~~**six (6**~~) **four (4)** or more.

Reason

Lot of Team Managers during the last few years have recommended this change.

Early Implementation requested

Plenary decision – Carried forward by majority

14.2 Section 4 Volume F1 - Free Flight

a) F1.2.7 - Electronic evidence of flight time — F1 Subcommittee

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 **or the corresponding app with a wireless connection to 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 **or is of a type which identifies the absolute time at which the flight was made.**

Any dispute must be marked on the competitor's scorecard for that fly off round. **The Contest Director may also declare a dispute against a recorded time. In case of a dispute, before the next flight or no** ~~No~~ later than ~~30~~ **60** minutes from the end of the fly off round~~, the jury will ask~~ the competitor **must show the contest director in the presence of the jury** ~~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 contest director ~~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 **then**

a) **when the competitor filed the dispute,** the timekeeper's time of the disputed fly off round will be used as the score for that round.

b) **When the contest director filed the dispute then the recorded time for the dispute flight will be zero.**

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 ~~timekeeper's recorded~~ flight time **according to (a) or (b)** being the official score.

Reason

The proposal allows the contest director to file dispute. It also allows remote access to the altimeter which is mounted within the model. The time to return the altimeter is increased from 30 to 60 minutes, to be more realistic and compatible with F1.1.4.

Plenary decision - Unanimous

b) F1.2.7 – Electronic evidence of flight time — F1 Subcommittee

~~In Fly-offs~~, a**A**ltimeters 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 device's 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. No 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 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 timekeeper's recorded flight time being the official score.

Reason

The proposal was considered by the F1 Subcommittee after reference by the 2025 Plenary and submit a revised proposal which expands altimeter use to rounds flights
If the other proposal for F1.2.7 has been accepted then those changes will be applied to the text shown in this proposal.

Plenary decision - Unanimous

c) F1.2.10 – Use of altimeters in competitions — F1 Subcommittee

For any flight on which an altimeter is used under F1.1.4, F1.2.7 or F1.2.8 and which may be required to provide evidence of altitude or flight time the competitor must:

a) Show the altimeter or the corresponding app with a wireless connection to the altimeter to the timekeeper before the flight for the timekeeper to record the serial number marked on the altimeter. Additionally, the timekeeper must confirm that the altimeter shows the empty memory indication or is of a type which identifies the absolute time at which the flight was made.

b) After the flight present the altitude versus time display to the contest director for review in the presence of the jury. This should take place within 60 minutes of the flight. In the event of a delay in presenting the altimeter data the competitor should contact the contest director and agree a time by which the review must take place. The display is accepted as valid if the altitude and moment of launch and the required altitude (F1.1.4) or landing time (for flight time for F1.2.7, F1.2.8) can be established. In the event of a protest the display must be shown to the jury. The Jury decision on the altitude or flight time is final.

c) The proper operation of the altimeter is the responsibility of the competitor.

Plenary decision - Unanimous

Consequential changes:

F1.1.4 Additional Flights in Open Internationals

In the specification of each outdoor free flight class a procedure is defined for additional flights to decide the individual placings when there is a tie. The maximum flight time is increased for each additional flight subject to conditions. This procedure must be followed at Championships and should be followed at Open Internationals.

At Open Internationals the organisers sometimes have a problem completing this regular procedure. For exceptional Reason of strong winds, poor visibility, inadequate field space, or unavailability of the field for continuation on the following day, Open Internationals may use a non-standard additional flight procedure for all outdoor F1 classes except F1E with the following conditions:

a) A non-standard procedure must be used ONLY for these exceptional Reason of strong winds, poor visibility, inadequate field space, or unavailability of the field for continuation on the following day.

b) An "altitude flyoff" may be specified when F1 altimeters have been approved by CIAM EDIC and at least one of the following conditions are met:

1. Altimeters are available for competitors to purchase from at least one supplier.

2. All competitors in the fly-off have their model equipped with an approved altimeter.

i) The procedures for a regular additional flight for the class are followed.

ii) A maximum flight time is defined which should be at least two minutes.

iii) ~~Before the flight the competitors shows his altimeter to the timekeeper for the timekeepers to record the serial number marked on the altimeter and to confirm that is shows the empty memory indication~~ **The use of the altimeter before and after the flight use must follow the procedures defined in F1.2.10**

iv) The flight is timed up to the maximum time.

v~~i~~) For all competitors attaining the maximum flight time, the altitude of the model at the maximum flight time is read from the altimeter referenced to a zero-altitude defined by the altitude during the 10 seconds before launch of the model (for F1A before the helper releases the model from the ground and for F1C before starting the motor). For scoring purposes, the altitude is rounded to the nearest meter.

vi~~i~~) The individual placings are determined by the highest altitudes for all flights attaining the maximum, followed by time order. Competitors with a recorded altitude are placed before competitors not returning an altitude, even if the recorded altitude is negative.

viii) Equal altitudes are considered to be a tie, which may be resolved by another additional flight.

~~ix) The proper operation of the altimeter is the responsibility of the competitor.~~

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 **and if used the procedures defined in F1.2.10 must followed before and after the flight**.

~~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. ~~No 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 a valid flight time can be determined from the altimeter, then this will be used as the time for the flight. If a valid time cannot be determined from the altimeter, then ~~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.~~

F1.2.8 Evidence of flyoff times

An EDIC-approved altimeter must be used for flyoffs at **FAI** Championships in F1A, F1B, F1C, F1P, F1Q. **The procedures of F1.2.10 must be followed before and after the flight** ~~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 or is of a type which identifies the absolute time at which the flight was made.~~ After the flyoff and if no more than five competitors have achieved the maximum flight time, the top five competitors must produce their altimeter traces for inspection. ~~In the presence of the jury the contest director will examine the trace and if the launch, landing and flight time can be determined then that will be taken as the time for the flight.~~ If the flight time cannot be determined from an altimeter trace, then the flight time will be zero.

Reason

Currently the use of altimeters is involved in the 3 paragraphs F1.2.4, F1.2.7 and F1.2.8. The wording related to the use of altimeters are similar but not identical. In particular a different time limit is involved in different paragraphs which can cause confusion for organisers and competitors. The proposed change to reference a standard procedure will address these differences and simplify each of the paragraphs involving the use of altimeters. The additional word FAI is added in the first line of F1.2.8 as a clarification that it does not apply to national championships.
Note that F1.2.7 is subject to 2 separate proposals and if either or bpth are passed the above consequential changes would be applied after any change accepted from the F1.2.7 proposals.

d) F1C.2 – Characteristics of model aircraft with Piston Motor(s) F1C UK

Maximum swept volume of motor(s) 2,5 cm^3
No exhaust extensions whatsoever are allowed to the exhaust opening(s) of the motor

Minimum total weight	300 g/cm^3 swept volume of motor(s)
Minimum loading	20 g/dm^2
Maximum duration of motor run:	4 seconds from release of model.

The competitor should demonstrate to the time keeper before each contest flight that their engine run is set to a time of XXXX to achieve a 4 second run or less by either: -
(a) Reading the settings from the electronic timer in front of the time keeper showing what the engine run is set to.
or
(b) Request the timekeeper to time from the timer start to release of the flood off / brake lever.
If the observed time is more than XXXX it would be an overrun and counted as an attempt for that flight. The competitor could make another attempt at the demonstration. If the second demonstration is also greater than XXXX then a zero time is recorded for the flight.

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% oil. Oil can be castor oil or synthetic oil. There is a free choice for the competitor.

Note: Fuel for compression ignition motors is not restricted.

Before each attempt for an official flight the fuel tank must be washed out with standard formula fuel.

F1C models must be fitted with functional radio control only for irreversible actions to control dethermalisation of the model. This must include stopping the motor if it is still running. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

The full functionality of radio control must be available from the moment the model aircraft is ready to be refueled and must be available till the activation of DT by the timer or by radio control.

Reason

The F1C engine run is very short and difficult to accurately time in the air especially for inexperienced time keepers at a champs. Consequently at some major contests the engine run does not appear to be timed. It is proposed that the required time xxxx should be set less than 4 seconds (for example 3.5 seconds) to maintain the current performance in which the time is measured including the speed of sound from the model at the top of the climb..
To cover for conditions such a timer failures the timekeeper should monitor the motor run in flight but only note if it is very clearly an over-run. This should be covered by a consequential change to F1C.9 Timing:
F1C.9.(c) The motor run **demonstration** must be timed by two timekeepers with quartz controlled electronic stopwatches with digital readout, recording to at least 1/100 of a second. The motor run is determined as the average of the two registered times, and this

average is reduced to the nearest 1/10th of a second below. **The motor run during a flight is monitored but only recorded as an overrun if it is very clearly more 4 seconds.**

Withdrawn and Referred back to the S/C for further consideration

e) F1C.2 – Characteristics of model aircraft with Piston Motor(s) F1C USA

The full functionality of radio control must be available from the moment the model aircraft is ready to be refuelled and must be available till the activation of DT by the timer or by radio control. The timekeeper should verify that the flyer is carrying the radio control device, usually attached to their arm or hanging from their neck before starting the engine. The flyer can delegate the operation of the device to an assistant

Reason

Safety issue: The rules are silent on verification. No one is required to verify that the flier or a helper is carrying the radio control device before each flight. The helper is often in a better position to push the button quickly should the model stray immediately.

Plenary decision – Unanimous as amended

g) New Provisional Class F1T INDOOR CATAPULT LAUNCH GLIDERS F1N-150
F1 Subcommittee

F1T.1 Definition

Model aircraft which is flown in an enclosed space and which is not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight.

F1T.2 Characteristics

Maximum projected wingspan 150 mm

Models with variable area (e.g. folding wings) are not permitted. The number of models eligible for entry by each competitor is three.

The competitor must be the builder of the models entered.

The model shall carry the FAI ID number of the competitor on the upper surface of the wing.

F1T.3 Number of Flights

The competitor shall be allowed 9 flights.

F1T.4 Definition of an Official Flight

a) The duration achieved on the first attempt unless this attempt is unsuccessful under the definition of F1T.5.

b) The duration achieved on the second attempt. If the second attempt is also unsuccessful under the definition of F1T.5, then a zero time is recorded for the flight.

F1T.5 Definition of an Unsuccessful Attempt

An attempt is classed as unsuccessful if the model is launched and at least one of the following events occurs: If this happens on the first attempt then the competitor is entitled to a second attempt.

a) The model collides with a person or an object held by a person (the competitor excluded);

b) The model collides with another model in flight;

c) It is apparent to the timekeepers that a part of the model becomes detached during the launch or during the official flight time.

F1T.6 Timing of Flights

The flights must be timed by two timekeepers with electronic stopwatches with digital readouts. The time recorded is the mean of the times registered by the timekeepers, but reduced to the nearest one tenth of a second below the resulting mean time, unless the difference between the times registered shows evidence of an error in the timing, in which case the organiser should determine, with the Jury, which time should be registered as the official time or what other action should be taken.

From F1.2, only F1.2.1 and F1.2.2 apply to class F1T.

The timing of each flight shall commence when the model is launched. Timing will terminate when:

a) The model comes to rest on the floor of the building.

b) The model comes into contact with any part of the building or its contents other than the floor, and translational movement ceases.

F1T.7 Classification

The total of the three best flights of each competitor shall be taken for the final classification. In the case of a tie, the fourth best flight decides and so on in the case of a further tie.

F1T.8 Catapult Launching

The model is launched by stretching elastic band(s), with one end(s) firmly attached to a rigid launching handle or held by the competitor. The length of the launching handle shall not exceed 150mm, measured along the longest dimension. There is no limit to the length or sizes of the elastic bands.

F1T.9 Ceiling Height Categories

The following ceiling height categories are recognised for contests and records:

I- less than 8 metres

II- between 8 and 15 metres

III- between 15 and 30 metres

IV- higher than 30 meters

The height of the ceiling is defined as the vertical distance from the floor to the highest point at which a circle of 15 metres in diameter can be inscribed, below the primary structure of the building.

Reason

F1N-150 has proven popular when flown alongside the F1N World Cup events. It is particularly suitable for juniors. It is proposed to apply the FAI designation F1T to the class but for ready recognition to include the name F1N-150 within the name of the class.

Early Implementation requested

Plenary decision - Unanimous

14.3 Section 4 Volume F2 – Control Line

a) 3.1 Time Schedule **The Netherlands**

Delete the complete current text in 3.1 from rule book and replace it with the text below

3.1 Time Schedule for Cat1 F2 events

The organiser indicates in his bid the period (1.e. the week) in which the event will take place.

The finals for all classes A, B, C and D will be at the last day of that period, with an exception for class A when the event takes place at an area where just one hard circle is available for A and C categories. (see 6.2).

The time schedules for the individual categories will be calculated back to the starting day of the competition based upon the number of pre -entries received in a category and the number of competition rounds can be fitted in a competition day for that category. Based upon these calculations the starting date for each individual class will be determined. It can be that the classes A, B, C and D will have different competition flight starting dates, based on their number of competitors.

In case of one hard circle available for both classes A and C, the calculated necessary number of competition days for class A will be placed before the starting day of class C. In that case class A will be finished before class C starts, this includes the prize and awards giving for this class.

The organiser formulates a proposal for the definite time schedule for the event based upon the above and send it to Bureau no later than eight months before the start of the event. The Bureau approves the schedule after consulting the F2 subcommittee about the schedule and eventual adaptions are worked out and accepted by all parties (organiser, subcommittee and Bureau). The Bureau will approve the definite time schedule for the event. This definite time schedule will then be published no later than six months before the start of the event.

Reason

There are less and less offers from organisers to organise a WCh/CCh event. We did not receive any offers for the planned European Championships last year and have no firm bids for the foreseeable future.

The Reason for this are that in these events numbers of competitors are going down drastically, and the cost for the current contest days are rising, causing an ever-greater disbalance between cost and income.

Also the current set up of Cat1 contests prevents potential contest sites that have enough area/circles for F2B and F2D, but have just one fully equipped circle for F2A and F2C from sending in a bid.

The organisers we questioned indicated the following problems:

Finding enough staff for the event over the current period of seven days of flying all classes simultaneously.

If we can reduce the number of competition days to the real number required to bring the contest to a finish, it will reduce the number of days the organiser has to cover the staff for board and lodging by huge margins. It will also reduce the cost for competitors since they have to cover less days for these board and lodging costs.

For both categories, staff and competitors, this also means that they have to take less days off from their paid professional jobs, making it easier for the organisers to find staff for fewer days.

Spending a lot of time with processing all equipment that the competitor brings to the contest, without that lead to any added value for this equipment that the competitor uses in the contest. Since the competitor remains solely responsible for the gear he uses. So, skip this and replace it by on site checks at the competition circle.

The current six days schedule leads to very few competition flights on a contest day. Often no more than two till four hours a day in classes F2A and F2C, and also F2D has not very much hours a day in the current situation.

This is not for promoting our sport to spectators who often come from far, and media who come and want to see action. So; let us squeeze the waste out of the current set up and generate competition days filled with action.
The one circle event for A and C requires some more info. There are not too many flying sites in the world that have the current three suggested circles available. There are a lot of flying sites that have one fully equipped circle (PA system, complete fencing, electronic scoreboards, jury tower, etc) for both A and C, and also have a simple training circle, often a car park, etc in the direct vicinity that only requires simple fencing to shield the public from the flying models.
By allowing the proposed set up, a lot more potential organisers will be tempted to make a bid. Flying A and C in the same circle after each other also reduce the total of people necessary for these events. When you fly these classes simultaneously you need two event directors, two sets of line checkers two sets of general helpers administrators, technician for the electronics systems, etc. In case of A and C after each other, just one set of these staff people will do. This will reduce the costs for the organiser seriously.
Also, a lot of organisers will organise a World Cup event directly before the start of the Cat1 event. In this new set up they can use the days in the Cat1 week that are not necessary for the Cat1 event for this competition but for one spare day between the World Cup in a class and the start of the Cat1 event. In this way the organiser can fill each day of the Cat1 week with interesting competition, a win for spectators and media and the general promoting of our sport.
So, reduce staff, reduce time, reduce costs and improve the filling out of contest days with our beautiful sport!

Early Implementation requested

Plenary decision - Unanimous

b) Annex 4F Organizers Guide 6.2.1 — The Netherlands

Replace First part of the text " "The area should preferably contain three hard circles and," by the text below:

The area shall at least contain one hard circle, fully equipped as required for F2A and F2C ,

Reason

This proposal is to be seen in combination with our proposal for rule 3.1, the Time Schedule

The reason for this proposal is that there are not to many potential organisers that have more than one hard circle for both F2A and C classes, but quite a lot more that have one good circle. This opens the option for potential organisers that only own one hard circle that is suitable for official contest in class F2A and C to enter a bid for Class 1 contests.

The consequence for this option is that the organiser schedules the class A and C contest days as follows. First completely fly and finish the class F2A contest, and then start and complete the class F2C contest.

If this proposal is accepted it enlarges the number of potential organisers to opt for organising a CAT 1 event considerably.

Early Implementation requested

Plenary decision - Unanimous

14.4 Section 4 Volume F3 - Soaring

a) F3B.2.2 Launching **F3 Soaring Subcommittee**

h) The complete winch-equipment (battery, cables, switch and motor) must have a total resistance of at least 23.0 milliohms. The allowed resistance may be obtained by adding a fixed resistor or resistors between the motor and battery. **The material of the additional resistor must not show a negative temperature coefficient of resistance, so it must be pure metal or alloy where a prevalent component must be copper, iron, aluminium, chrome, mangan, cobalt, zinc or nickel.** The design must not allow an easy change of the total resistance at the launch line (e.g. by shorting the resistor, or resistors) except opening and closing the circuit.

Reason

CLARIFICATION - Recently, some competitors used materials in the winch circuits that showed decreasing resistance with temperature. Due to the self-heating of such materials at high currents during the launch, the total resistance of the winch circuit may fall below the allowed 23 milliOhms. Therefore, it is necessary to forbid the use of such materials.
In the power electro-industry, resistors with a negative temperature coefficient of resistance (NTC) are often used to limit the current shortly after the electricity is switched on, allowing the current and power to increase later. On the other hand, the authors of the test procedure for F3B winches assumed that all parts of the winch circuit would show constant or increasing resistance during the launch.
A high current (~500A) flowing through the stopped winch may lead to motor damage after a few seconds; therefore, the test must be short. According to the rules, the circuit resistance is measured 300 ms after the current is switched on. Because the launch duration is about 50 times longer and the test cannot last so long, the NTC materials are not acceptable.
Regarding the specification of resistors' material, it is not possible to specify suitable materials as all metal alloys, because some alloys of uncommon metals may show NTC properties. Therefore, the enumeration of commonly used metals is employed.

Plenary decision - Unanimous

b) F3J.8.2 Launching **F3 Soaring Subcommittee**

h) The complete winch-equipment (battery, cables, switch and motor) must have a total resistance of at least 23.0 milliohms. The allowed resistance may be obtained by adding a fixed resistor or resistors between the motor and battery. **The material of the additional resistor must not show a negative temperature coefficient of resistance, so it must be pure metal or alloy where a prevalent component must be copper, iron, aluminium, chrome, mangan, cobalt, zinc or nickel.** The design must not allow an easy change of the total resistance at the launch line (e.g. by shorting the resistor, or resistors) except opening and closing the circuit.

Reason

CLARIFICATION - Recently, some competitors used materials in the winch circuits that showed decreasing resistance with temperature. Due to the self-heating of such materials at high currents during the launch, the total resistance of the winch circuit may fall below the allowed 23 milliOhms. Therefore, it is necessary to forbid the use of such materials.
In the power electro-industry, resistors with a negative temperature coefficient of resistance (NTC) are often used to limit the current shortly after the electricity is switched on, allowing the current and power to increase later. On the other hand, the authors of the test procedure for F3B winches assumed that all parts of the winch circuit would show constant or increasing resistance during the launch.
A high current (~500A) flowing through the stopped winch may lead to motor damage after a few seconds; therefore, the test must be short. According to the rules, the circuit resistance is measured 300 ms after the current is switched on. Because the launch duration is about 50 times longer and the test cannot last so long, the NTC materials are not acceptable.
Regarding the specification of resistors' material, it is not possible to specify suitable materials as all metal alloys, because some alloys of uncommon metals may show NTC properties. Therefore, the enumeration of commonly used metals is employed.

Early Implementation requested

Plenary decision - Unanimous

c) F3K.6.2. Valid Landing — Austria - Switzerland

Landing is considered valid, if:

……

2) ~~The competitor touches the airborne model glider for the first time, while standing on the ground with both feet inside the starting and landing field~~.

2) The competitor catches or touches the model glider for the first time while both feet are within the start and landing field and with no part of their body touching the ground outside of the start and landing field. Whilst the flight time stops when the glider is first touched, to count as a valid landing, the competitor must either catch and bring the model glider into the start and landing field or the model glider must come to rest in the start and landing field, as described in point 1), before any part of the competitors body touches the ground outside of the start and landing field.

Reason

CLARIFICATION -The previous definition of the rule is a bit ambiguous and allowed competitors to be falling to the ground outside the landing field as they are reaching for their glider. This creates a situation that is very difficult for officials to judge as it can be hard to tell if a competitor touched their model or the ground first. The understanding is that touching the ground first would mean the landing is not valid, but the rule as currently written is unclear about this. The proposed amendment clarifies that the competitor can't touch the outside of the landing field until the landing is deemed valid. This makes it easier to judge from the official's perspective. The proposal does mean that a competitor cannot just touch the glider and let it land outside of the landing field, which was in theory possible under the previous definition of the rule. This situation also presents a problem for competitors and officials as a touch on the glider could be very light and may be hard to see for an official. This proposal eliminates this issue by requiring that the glider come to rest in the box, either on the ground or in the competitor's hands.

Plenary decision - Unanimous

14.5 Section 4 Volume F3 – Pylon Racing Subcommittee

ALL THIS SECTION IS OUT OF SEQUENCE (RULE FREEZE)

14.6 Section 4 Volume F4 – Scale Models

a) F4 6.1.4 Judges — F4 Subcommittee

Add new paragraph

All judges—whether evaluating static display or flight performance—have the authority to speak with the competitor and question any aspect of the declaration form.

The judges that are evaluating the Static display, may request explanations or additional clarification regarding the construction and details of the model. The judges that are evaluating the flight performance may ask the competitor, before the flight, to confirm and justify the suitability of the selected manoeuvres.

Early Implementation requested

Plenary decision – Unanimous as amended

b) F4 6.1.7 Number of Model Aircraft — F4 Subcommittee

Add new paragraph

At any F4 World or Continental Championship in which Classes F4C and F4H are conducted concurrently, a single model is permitted to be entered in only one class

Early Implementation requested

Plenary decision - Unanimous

c) F4 6.2.7 Optional Demonstration — F4 Subcommittee

…….

The FOUR optional demonstrations must be selected from the following list:

A ~~Multi-engine option~~
B Retract and extend landing gear
C Retract and extend flaps
D Slow flight
E Demonstrate asymmetric flight
F Droppable ordnance
G High flight over 30° line-angle
H One inside loop
I Three inverted laps
J Wingover
K Figure eight
L Touch and go
M Lazy Eight
N Parachute drop
O Overshoot/go round
P Non-listed manoeuvre or Flight function
Q Taxi demonstration

Note: In order to qualify for full multi-engine points, all engines must run for the complete flight. ~~Should any engine cut prematurely, then the marks will be reduced accordingly.~~

~~Note: The K factor of 12 applies to any multi-engine subject. No points are awarded for each individual engine.~~

Reason
The use of electric engines makes this rule obsolete

Early Implementation requested

Plenary decision - Unanimous

d) F4 6.3.2.2 Radio Control Equipment — F4 Subcommittee

……

Not Permitted:

a) The use **or activation** of GPS devices/data or any other satellite based system **or heading hold positioning system**

b) ~~The use of any~~ Navigational positioning sensors that provide altitude or ~~heading hold positioning~~ **control the speed** must not be **installed** in the model.

c) Pre-programmable devices for flight manoeuvres.

IMPORTANT NOTE: Apart from the Tx, any device which can be used for programming, e.g laptop, tablet and any dedicated input device is not permitted at the flight line at any time.

Reason
adjusting the rule

Early Implementation requested

Plenary decision – Unanimous as amended

14.7 Section 4 Volume F5 – Electrics

a) 5.5.11.7 Scoring – Cancellation of a flight and/or disqualification — France

Specify that a flight is cancelled and recorded as zero if the competitor has not flown in the correct group or has not launched his model from the correct starting point.

The Flight is cancelled and recorded as a zero score if:

a) the competitor used a model aircraft not conforming to any item of rule 5.5.11.1;

…..

…..

f) The competitor did not fly in the correct group or the model aircraft was not launched from the correct starting point.

g) The propeller continued turning after the 30-second motor run period

Reason

In F5J, the penalty commonly applied to a pilot who didn't fly in the correct Group or didn't launch is model aircraft from the correct starting point is to record the flight as zero. This type of measure has been applied during the last World Championships in Argentina.

It would be clearer for everyone to officially incorporate this penalty into the rules, in order to harmonise the decision across all competitions.

Early Implementation requested

Plenary decision – Unanimous as amended

14.7 Section 4 Volume F9 – Drone Sports

a) F9A B.3 Goal Rings — France

The following dimensions are recommended:
– Subclass F9A-A: External diameter (D1) 100 cm – Internal diameter (D2) 60 cm – 20 cm maximum thickness (T).
– Subclass F9A-B: External diameter (D1) 70 cm – Internal diameter (D2) 40 cm – 10 cm maximum thickness (T).
– Subclass F9A-B: **External diameter ~~(D1) 70 cm~~ (D1) between 50 cm and 70 cm – Internal diameter ~~(D2) 40 cm~~ (D2) between 30 cm and 40 cm – 10 cm maximum thickness (T).**

Reason

The current fixed 70 cm goal diameter for subclass F9A-B reduces the pilot's visibility when defending and makes goal protection less realistic in smaller indoor arenas (6 m × 3 m × 3 m). Allowing a range between 50 cm and 70 cm increases flexibility, improves fairness between events, and maintains game balance while preserving the official spirit of the sport.

A smaller internal diameter (30–40 cm) limits the number of goals scored and increases the technical challenge for the attacker, helping balance the game between offensive and defensive roles.
This adjustment improves fairness, visibility, and overall match dynamics while maintaining the Drone Soccer spirit.

Referred back to the S/C for further consideration

b) F9A B.3.2 Position — France

The goal ring will be positioned at 1.5 m inside the baseline (shorter sides of the flying zone) for subclass F9A-A, and 1 m for subclass F9A-B.
~~For subclass F9A-B, the centre of the goal ring shall be located at a height of 2.0 m from the floor.~~ at a height of 2 m from the ground to the bottom of the inner diameter of the goal ring.

Reason

The current rules do not define the height of the goal ring, leading to inconsistent setups between events.
A standard 2 m height for subclass F9A-B ensures uniform playing conditions and aligns with typical 3 m-high protective cages used internationally.

Measured performance and visibility studies during training and competitions (French championship) confirm that a 2 m goal-centre height offers optimal balance between attack angles and defense visibility in 6 m × 3 m × 3 m arenas.

Early Implementation requested

Plenary decision - Unanimous

c) F9A B.7.2 Format with successive rounds — France

~~B.7.2. Format with successive roundsThis format may be run with direct elimination or with double elimination.Note: In this format, a lower total of matches is played compared to the other format, which means less time is necessary to run the event for a given total number of teams.A blind draw will be done for each round. Wherever possible, it is recommended to avoid a same pair of teams in two different rounds.In a situation of an odd number of teams in a round, the last team which has been drawn will not play in the round. This team will play twice in the following round: in the first match, and then in the last match if the number of teams permits it and if the team is not eliminated after the first match.For each match, the winning team is selected for the next round.For the direct~~

~~elimination option, each team losing its match in the first round is eliminated, and so on for the following rounds.For the double elimination option, a team will be eliminated after losing two matches.Only the "group stage followed by knockout and final stages" format (B.7.1) shall be used for Drone Soccer events, to ensure equal play opportunity for all teams and fair ranking.~~

Reason
The "successive rounds" format (direct or double elimination) is too restrictive for international Drone Soccer tournaments, where teams may travel from distant countries.
During the **Aalen International event in Germany**, teams eliminated after two matches had no further play opportunities, leading to reduced engagement and unsatisfactory sporting experience.
A group stage followed by knockout rounds ensures more balanced participation, fairer ranking, and greater value for teams travelling internationally.

Feedback from international teams during the Aalen Drone Soccer International Meeting (Germany, 2025) confirmed the disadvantages of the successive-rounds system.
Teams travelling from abroad (e.g., USA) only played two matches before elimination, making the event less rewarding and not aligned with FAI's objective of promoting fair and inclusive competition formats.

Referred back to the S/C for further consideration

d) F9A B.7.2 Recommended event formats based on the number of teams France

~~B.7.2. Format with successive rounds~~
B.7.2. Recommended event formats based on the number of registered teams
To ensure consistent and fair competition structures, the following table provides recommended formats to be used depending on the total number of teams registered in the event.
These formats aim to balance play opportunities and event duration.
Number of teams → Recommended structure
4 → 1 group of 4 → overall ranking
5 → 1 group of 5 → top 4 → semi-finals → final + 3rd place match
6 → 2 groups of 3 → top 4 → semi-finals → final + 3rd place match
7 → 2 groups (4+3) → top 4 → semi-finals → final + 3rd place match
8 → 2 groups of 4 → top 8 → 1/4 → 1/2 → final + 3rd place match
9 → 3 groups of 3 → top 8 → 1/4 → 1/2 → final + 3rd place match
10 → 2 groups of 5 → top 4 of each group → 1/4 → 1/2 → final + 3rd place match
11 → 3 groups (4+4+3) → top 2 of each group + 2 best 3rd → 1/4 → 1/2 → final + 3rd place match
12 → 3 groups of 4 → top 8 → 1/4 → 1/2 → final + 3rd place match
13 → 4 groups (3-3-3-4) → top 2 of each group → 1/4 → 1/2 → final + 3rd place match
14 → 4 groups (3-3-4-4) → top 2 of each group → 1/4 → 1/2 → final + 3rd place match
15 → 5 groups of 3 → top 8 → 1/4 → 1/2 → final + 3rd place match
16 → 4 groups of 4 → top 2 of each group → 1/4 → 1/2 → final + 3rd place match
17 → 4 groups (5-4-4-4) → top 2 of each group → 1/4 → 1/2 → final + 3rd place match
18 → 3 groups of 6 → top 2 of each group + 2 best 3rd → 1/4 → 1/2 → final + 3rd place match
19 → 4 groups (5-5-5-4) → top 2 of each group → 1/4 → 1/2 → final + 3rd place match
20 → 5 groups of 4 → top 16 (including best 3rd) → 1/8 → 1/4 → 1/2 → final + 3rd place match
21 → 6 groups (4-4-4-3-3-3) → top 2 of each group + 4 best 3rd → 1/8 → 1/4 → 1/2 → final + 3rd place match
22 → 6 groups (4-4-4-4-3-3) → top 2 of each group + 4 best 3rd → 1/8 → 1/4 → 1/2 → final + 3rd place match
23 → 6 groups (4-4-4-4-4-3) → top 2 of each group + 4 best 3rd → 1/8 → 1/4 → 1/2 → final + 3rd place match
24 → 8 groups of 3 → top 2 of each group → 1/8 → 1/4 → 1/2 → final + 3rd place match
Reason

The previous “successive rounds” format was too eliminatory and unsuitable for international Drone Soccer events where teams travel long distances.
This new structured table offers a fair and scalable system adaptable to any number of teams (from 4 to 24), ensuring that each team plays several matches before elimination and promoting balanced competition.
It also simplifies organisation by providing clear references and reduces misunderstandings between organisers, referees, and teams.
This proposal is based on tested formats used successfully in several major Drone Soccer competitions:
– **French Championship (France)**
Each of these events adopted a variation of this structure, proving its efficiency and fairness.
It ensures minimum play time, audience engagement, and transparent ranking while remaining manageable for organisers.

Referred back to the S/C for further consideration

e) F9U Class - C. F9U (OFFICIAL CLASS) Bureau (on behalf of F9 S/C)

……
The FPV pilot is assisted during the race by one and only one helper who stays next to him/her during the whole flight. The helper is mandatory. He/she may be another competitor.
The main task of the helper is to ~~keep the model in visual line of sight. He/she~~ **perform the ‘competent observer’ role and comply with all applicable FPV regulations, which include:**

- **keeping the model in direct unaided visual contact**
- **having a full view of the surrounding airspace**

Direct unaided visual contact means without the use of additional optical or electronic equipment (spectacles/eye-glasses are permitted).
Where the laws of the hosting nation require additional/more relaxed obligations, the organiser will provide a summary of those differences so that helpers can continue to perform this role.
The helper must inform the FPV pilot of anything occurring that can affect his/her piloting, especially about safety. If the helper requests the FPV pilot to land or to cut off the motors, he/she must do it immediately. In case of emergency, the helper is authorised to shut off the transmitter in order to trigger the fail-safe device.
Reason
Clarification regarding the helper

Early Implementation requested

Plenary decision - Unanimous

f) F9U Class - C.1.4 Radio Control Equipment Bureau (on behalf of F9 S/C)

Any 2.4 GHz spread spectrum technology RC equipment **with a recommended maximum output power of 25mW and “Race Telemetry”** may be used.

~~Frequencies and emission power must comply with the relevant regulations in the organiser country.~~

~~The organiser may define a list of authorised RC equipment, for example 868 MHz / 915 MHz modules.~~ ~~The output power of 868 MHz / 915 MHz RC modules~~

Where 868 MHz / 915 MHz equipment is permitted, it must be set to the lower of 100mW or the limit as defined by relevant regulations in the organiser country **(25mW “Race Mode” or similar mode is recommended).**

All frequencies and emission power must comply with the relevant regulations in the organiser country.

The organiser may also define a list of authorised equipment **and/or further limit the maximum output power of RC equipment depending on the Race Circuit conditions** in order to **comply with local regulations and** minimise risk of radio control problems. This information must be available at least one month before the event.

In order to limit risk of potential problems during the races with unwanted interference, the organiser may define restrictions for use of RC systems equipment outside the racing circuit.

In case of use of non-authorised RC equipment, penalty going up to disqualification from the event of the concerned competitor may arise (See C.9.2).

Reason
The maximum output limit of 2.4 ghz transmitters in mW should be included.
25mW maximum has been reported to be more than adequate although events with 100mW are run without problems (organisers can explicitly mention configurations if they have specific experience of a venue/location — e.g.: "D500 – 25mW" and "Race Telemetry" for ELRS)

25mW Race mode is good enough for 868/915 (for which, TBS Crossfire is nearly the only option – ELRS 868/915 is not widely used in race scenarios afaik).
The telemetry use is really important and is mainly what causes failsafes, if any
Bottom line, this article should be amended with addition of power limits rather than only stating hardware types.

Plenary decision - Unanimous

g) F9U Class - C.1.5 Video System — Bureau (on behalf of F9 S/C)

{insert at end of this section}
Note: When duly justified, the organiser may impose use of VTX antennas with the appropriate polarisation: Right Hand Circular Polarised (RHCP) or Left Hand Circular Polarised (LHCP). The organiser must publish this requirement via the bulletin system to give competitors the opportunity to acquire this equipment before the competition starts.

Reason
Re-introduction of provision for organiser to require CP antennas (and correct way to notify competitors)

Early Implementation requested

Plenary decision - Unanimous

h) F9U Class - C.1.6 Led Light Unit (Optional) — Bureau (on behalf of F9 S/C)

{add the following}
In the case of night flights, LEDs are mandatory. A competitor without LEDs will not be allowed to participate and will forfeit any results from rounds that are conducted under night flying conditions.

Reason
LEDs are required at night under majority of airspace jurisdictions

Early Implementation requested

Plenary decision – Unanimous

i) F9U Class - C.2 Racing Circuit **Bureau (on behalf of F9 S/C)**

……..

The track shall be a closed loop with three laps to be completed ~~or an open loop to be flown once~~.

Optionally, the track may be divided into sectors to facilitate timekeeping.

……

Early Implementation requested

Plenary decision - Unanimous

j) F9U Class - C.6.2 Start of the race **Bureau (on behalf of F9 S/C)**

……..

The Starter shall announce when each race is about to begin and call for the competitors to get ready. **C**ompetitors and helpers shall have a maximum of two minutes **from this announcement** to place their models on the start line and prepare them for the race. Any model not ready within this time must be removed from the start line.

The Starter shall announce once the two minutes has elapsed (or sooner if all competitors signal that they are ready to proceed), and all persons must directly exit the track area within 30 seconds.

Competitors and helpers must not return to the models again unless instructed by the Starter, and the start sequence shall commence as soon as the track area is clear.

Restart:

- If two or more models are involved in a mid-air collision before the first gate and the incident results in the involuntary change to the flight path of any of the participating models then the **Starter will call a restart once they are satisfied that a restart situation has occurred. The** competitors involved can ~~immediately request a restart~~ **additionally signal to the Starter to confirm that they were affected by the collision.**

If the models continue to fly through the first gate then the race will not be restarted.

Only one restart caused by such a collision will be permitted per race. ~~Competitors will be given the opportunity to swap a fresh battery pack before the restart.~~

Refer to the Restarts section below for full restarts criteria.

……..

Reason

Make Starter explicitly responsible for calling any restarts, remove duplication, signpost to Restarts section

Early Implementation requested

Plenary decision - Unanimous

k) F9U Class – C.6.3 Qualification Stage **Bureau (on behalf of F9 S/C)**

.....

Composition and ~~flight~~ **running** order of the groups for the races will be determined with a blind draw.

Note: A different draw for each qualifying round is recommended in order to avoid the same competitors fly in the same group for all qualifying rounds. In any case, the same draw cannot be applied to more than three qualifying rounds.

Optionally, the second qualifying round and the following ones can be determined by the order of the best times to the slowest times so that pilots are grouped with similarly-placed pilots in order to minimise the risks of unintended interference and mid-air collisions.

.....

Reason

Introduction of an optional way to proceed from the second qualifying round

Plenary decision - Unanimous

l) F9U Class – C.6.3 Qualification Stage **Bureau (on behalf of F9 S/C)**

……..

a) Option 1 — Fastest time to complete 3 consecutive laps

Note: It is not recommended to use this qualification method when 3 qualifying rounds or less are scheduled.

The result of each competitor in each qualification round is the registered time to complete the 3 consecutive laps. For a competitor not completing 3 laps, the number of laps completed and the corresponding registered time will be considered for the result.

A ranking will be established at the end of the qualifying stage taking into account the best result obtained by each competitor on their qualifying flights. The competitors with a time on 3 laps will be ranked ahead those with a time on 2 laps, which in turn are ranked ahead those with only 1 lap. Those who have been able to get any registered time will be ranked at the end.

In situation of a tie for ~~the last place(s) for selection to the elimination stage,~~ **a place impacting the composition of the races for the first elimination stage**, the 2nd best result will be considered to split the tie, and then if needed the 3rd result. In case the results of the qualifying flights are not sufficient, a tie-break flight will be organised between the competitors still concerned by the tie.

When the number of competitors required for the elimination stage is not reached, an additional qualifying flight will be organised for the competitors who have not been able to get a time at that stage. This will be repeated until the appropriate number of competitors for the elimination stage is reached.

b) Option 2 — Average of the 3 best times to perform a lap

The result of each competitor in a qualification round is the registered times for each valid lap completed (with a maximum of 3).

A ranking will be established at the end of the qualifying stage taking into account the average of the 3 fastest times registered to perform a valid lap in all the qualifying rounds. The competitors getting only 2 registered times to perform a valid lap are ranked after those with times taking into account the average of their 2 times, which in turn are ranked ahead those with only 1 registered time to perform a valid lap. Those who have been able to get any registered time are ranked at the end.

Note: The fastest times may be done in the same qualifying round or in different ones.

In situation of a tie for ~~the last place(s) for selection to the elimination stage,~~ **a place impacting the composition of the races for the first elimination stage** the 4th best time recorded to perform one valid circuit lap result will be considered to split the tie, and then if necessary the 5~~r~~th one, and so on. In case the times are not sufficient, a tie-break flight will be organised between the competitors still concerned by the tie.

.....

Reason

tie breaker learnings from TWG

Early Implementation requested

Plenary decision - Unanimous

m) F9U Class – C.6.4 Elimination Stage **Bureau (on behalf of F9 S/C)**

.....

~~Disqualified competitor(s) will be placed at the end after the competitors getting a registered~~

~~time or having not finished their first lap.~~
Disqualified competitor(s) will be placed after the competitors getting a registered time or having not finished their first lap. Those having not flown for any reason will be placed at the end.
.....

Reason
Learning from an event in China

Early Implementation requested

Plenary decision - Unanimous

n) F9U Class – C.6.5 Final Stage — Bureau (on behalf of F9 S/C)

.....
~~Disqualified competitor(s) will be placed at the end after the competitors getting a registered time or having not finished their first lap.~~
Disqualified competitor(s) will be placed after the competitors getting a registered time or having not finished their first lap. Those having not flown for any reason will be placed at the end.
.....

Reason
Learning from an event in China

Early Implementation requested

Plenary decision - Unanimous

o) F9U Class – C.7.4 Safety Issue — Bureau (on behalf of F9 S/C)

……..
A restart of the race will be done for the **eligible** competitors ~~who had not been disqualified and were still in the air~~ when the safety issue occurred **(refer to the Restarts section below for eligibility criteria).**

Reason
Learning from TWG, tightening up some definitions, consolidating/removing duplications

Early Implementation requested

Plenary decision - Unanimous

p) F9U Class – C.8.2 Restarts — Bureau (on behalf of F9 S/C)

A full race restart will be considered for the elimination stage, final stage and, where appropriate, additional rounds sequence, in the following situations:
- Mid-air collision occurring before the first gate. Only one restart **caused by such a collision** will be ~~allowed~~ **permitted** per race.
- Critical safety incident (such as a fire, or unauthorised person on the track) requiring the Starter to stop the race.
- External incident preventing one or more competitors from competing fairly.
- Deliberate incident by a competitor taking part in the race that is identified to have given them an unfair advantage over the other competitors in that race.

Will be excluded from restarts any competitor:
- **who** ~~caused~~ **was directly responsible for the** safety incident **(e.g.: caught fire as a result of an unforced error)**
- who **was the originating cause and therefore responsible for** the safety incident **(e.g.: the pilot who ~~committed~~ is deemed by the Starter to have committed the initial unforced error that resulted in a crash or sequence of crashes)**
- who is no longer able to fly (e.g.: unrecoverable crash) at the time of the race being stopped by the Starter

- who had already signalled they were out of the race (by removing their goggles) at the time of ~~such an incident~~ **the race being stopped by the Starter**
- found to have given themselves unfair advantage through contravening the rules.

Competitors **who were uninvolved in the situation that caused the restart (and who were still able to fly at the time of the race being stopped by the Starter) will be requested to prepare for the restart immediately. They** will be given the opportunity to swap a fresh battery pack, **propellers or even to their spare drone** before the restart, **provided this can be done entirely within the Field of Play.**

Reason

Learning from TWG, tightening up some definitions, consolidating/removing duplications

Early Implementation requested

Plenary decision – Unanimous as amended

q) F9U Class – C.9.1 Disqualification from a race — Bureau (on behalf of F9 S/C)

A competitor may be disqualified from a race in the following circumstances:

- Start before the start signal (See C.6.2).
- **Completing more than three laps (See C.6.3).**
- Collision with another model when executing a manoeuvre to correct a mistake (See C.7.2).
- …..

Reason

Clarification to mention that doing more than 3 laps in a qualification race may be cause of a disqualification.

— this would be added to the list of disqualification criteria in section C.9.1. but would be superseded by this change, so ONLY APPLY THIS IF THE ABOVE PROPOSAL IS REJECTED

Early Implementation requested

Plenary decision - Unanimous

14.9 Section 12 UAV Records

a) 5.2.3 Speed During Ascent after Take-off **New Zealand**

5.2.3 Speed During Ascent After Take-off

5.2.3.1 Definition

This record measures the maximum average speed achieved by a UAV during its ascent phase, starting from the take-off point and continuing for a pre-declared time interval. The time interval must be declared in advance and must be one or more of the following: 30 seconds, 60 seconds, 120 seconds, 150 seconds, 180 seconds or 210 seconds.

5.2.3.2 Course Declaration

The ascent profile and time interval must be declared in writing before takeoff. The flight must begin at an altitude of less than 500 meters above mean sea level. The UAV must maintain flight without external assistance.

5.2.3.3 Measurement Criteria

The UAV must ascend continuously without level flight. Level flight is defined as any period where vertical speed falls below 10% of the average vertical speed for more than 2 consecutive seconds.

Speed shall be calculated as the total 3D distance covered (horizontal and vertical) divided by the time interval:

$$Average\ Speed\left(\frac{km}{h}\right) = \frac{\sqrt{(\Delta X)^2 + (\Delta Y)^2 + (\Delta Z)^2}}{Time\ Interval}$$

The UAV must reach a minimum altitude gain of at least 20% of the total horizontal distance traveled during the interval.

5.2.3.4 Timing and Data Logging

Timing begins at the moment of take-off (defined as the point when all parts of the UAV cease contact with the ground). UAV 3D position (X, Y, Z coordinates) and speed must be recorded using GPS or telemetry systems.

The average speed shall be calculated to the nearest 1/100th of a kilometer per hour. Data sampling rate must be at least 1 Hz to ensure accurate detection of level flight.

5.2.3.5 Weight and Propulsion Classification

- The record shall be classified according to the UAV's weight and propulsion group as defined in Section 2.1.1.

- Mixed propulsion UAVs shall be classified according to the dominant propulsion source during the ascent.

5.2.3.6 Restrictions

- No intermediate landings or external propulsion assistance are allowed.

Reason

An amendment to the FAI Sporting Code Section 12 – UAV Class U, to introduce a new world record category titled “Speed During Ascent After Take-off.” This proposed category aims to recognize UAVs that achieve the highest average speed during a defined ascent interval immediately following take-off.

This record would complement existing speed records by focusing on the dynamic performance of UAVs during their initial climb phase, which is a critical metric in both competitive and operational UAV applications. The proposed rule structure aligns with existing definitions and measurement standards in Chapter 5 of the Sporting Code and includes clear criteria for timing, altitude, course declaration, and classification.

Early Implementation requested

Plenary decision - Unanimous