Fédération Aéronautique Internationale

Minutes

of the Plenary Meeting of the
FAI Aeromodelling Commission

held at Maison du Sport International in Lausanne, Switzerland
on 12th and 13th April 2024

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MINUTES
CIAM PLENARY MEETING 2024

held at Maison du Sport International in Lausanne, Switzerland
on Friday 12 April at 12.30 (CEST) and Saturday 13 April 2024, at 9.15 (CEST)

Present:

In the chair:	**Mr Antonis Papadopoulos (Greece)**	**President of CIAM**
	Mr Bruno Delor (France)	1st Vice-President / Delegate
	Mr Narve Jensen (Norway)	2nd Vice-President / Delegate
	Mr Andras Ree (Hungary)	3rd Vice-President / Treasurer / Delegate
	Mr Massimo Semoli (Germany)	Secretary
	Mr Ian Kaynes (United Kingdom)	F1 Sub-Committee Chairman
	Mr Peter Uhlig (Germany)	F3 Aerobatics Sub-Committee Chairman / Delegate
	Mr Tomas Bartovsky (Czech Republic)	F3 Soaring Sub-Committee Chairman / Delegate
	Mr Stefan Wolf (Germany)	F3 Helicopters Sub-Committee Chairman
	Mr Barrie Lever (United Kingdom)	F3 Pylon Sub-Committee Chairman / Alternate Delegate
	Mr Pal Linden Anthonisen (Norway)	F4 Sub-Committee Chairman / Alternate Delegate
	Mr Sotir Lazarkov (Bulgaria)	F5 Sub-Committee Chairman / Delegate
	Mr Zoran Pelagic (Slovakia)	Space Models Sub-Committee Chairman / Alternate Delegate
	Mr Per Findahl (Sweden)	Education Sub-Committee Chairman / Delegate
	Mr Markus Haggeney (FAI)	FAI Secretary General
	Mrs Kamila Vokoun Hajkova (FAI)	FAI Members / Commissions Manager

#	Last Name	First Name	NAC	Function
1	Lex	Manfred	Austria	Alt. Delegate
2	Uhlig	Jutta	Germany	Observer
3	Dible	Joe	Ireland	Delegate
4	Lanzoni	Luigi	Italy	Alt. Delegate
5	Kim	HangSik	Korea	Delegate
6	Park	SoonCheon	Korea	Alt. Delegate
7	Todoroski	Zdravko	North Macedonia	Delegate
8	Dominiak	Marek	Poland	Delegate
9	Scarlat	Ionut	Romania	Alt. Delegate
10	Aymat	Carles	Spain	Delegate
11	Cantoni	Marko	Switzerland	Award winner
12	Giezendanner	Emil	Switzerland	Alt. Delegate
13	Rota	Daniel	Switzerland	Award winner
14	Yeginsoy	Faruk	Switzerland	Delegate

15	Keim	Peter	The Netherlands	Delegate
16	Fisher	Julie	United Kingdom	Delegate
17	Jesky	Tim	United States	Delegate

The following proxies were also received:

Proxies	
From	**To**
AUS	NOR
BEL	NED
ISR	SWE
JPN	SUI
LUX	GER
SRB	SVK

In total 31 NACs were present or represented.

CIAM President welcomed the delegates and introduced FAI Secretary General Mr. Markus Haggeney and FAI Members and Commissions Manager. FAI Secretary General welcomed the present delegates and then he ran the Roll Call.

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

All the Technical Meetings were held via Zoom Conference Application before the CIAM Plenary session with the following schedule. One additional session was held related to the CIAM General Rules with discussion and vote.

	9:30	13:00	18:00	19.00
March 9, Saturday	F2 Control Line		F5 Electric	
March 10, Sunday			F4 Scale	
March 13, Wednesday				F1-Free Flight
March 14, Thursday				F3 Pylon Racing
March 16, Saturday	F3 Soaring	F9 Drone		
March 17, Sunday	Education	CIAM General Rules		

All times for the Technical Meetings are as of Lausanne (CET).

2. DECLARATION OF CONFLICTS OF INTEREST

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

3. PRESENTATION IN MEMORIAM

A minute's silence was kept in honour of distinguished aeromodellers and FAI Office member who passed away recently: Dave BROWN – USA, Andrija DUCAK – Slovenia, George GASSAWAY – USA, Don LOWE - USA, Cosette MAST - Switzerland, Bohumil PAZOUR – Czech Republic, Jim RICHMOND – USA, Alexandr ZAGARODNI - Russia.

4. MINUTES OF THE PLENARY MEETINGS, AND OF THE DECEMBER 2023 BUREAU MEETING

4.1. 2023 Plenary

4.1.1. No corrections.

4.1.2. The Minutes were approved unanimously.

4.1.3. There were no Matters Arising.

4.2. **2023 December Bureau Meeting**

4.2.1. No corrections.

4.2.2. The Minutes were approved unanimously.

4.2.3. There were no Matters Arising.

5. APRIL 2023 BUREAU MEETING DECISIONS

There are few CIAM Bureau Decisions which will be presented later on as part of the agenda.

6. NOMINATION AND ELECTION OF CIAM OFFICERS AND SUBCOMMITTEE CHAIRMEN

6.1. CIAM Officers and Subcommittee Chairmen to be elected

The nominations took place electronically.

The results of the elections are in bold text:

President	**Mr Antonis Papadopoulos**
1st Vice President	**Mr Bruno Delor**
2nd Vice President	**Mr Narve Jensen**
3rd Vice President	**Mr Andras Ree**
Secretary	**Mr Massimo Semoli**
Technical Secretary	**Mr Ron Miasnikov**
	Mrs Jo Halman (declined)
	Mr Barrie Lever (declined)
	Mr Marek Dominiak (declined)

The Subcommittee Chairmen elected are shown in bold text.

F2 Control Line	**Mr Pavol Barbaric,**
	Mr Vernon Hunt (declined)
	Mr Ferenc Orvos (declined)
	Mr Igemar Larsson (declined)
F4 RC Scale	**Mr Pal Linden Anthonisen,**
F5 RC Electric	**Mr Sotir Lazarkov,**
F7 RC Aerostats	**Mr Johannes Eissing,**
F9 Drone Sport	**Mr Bruno Delor,**
Education	**Mr Per Findahl,**

6.2. Subcommittee Chairmen to be confirmed

F1 Free Flight	**Mr Ian Kaynes,** confirmed in post
F3 RC Aerobatics	**Mr Peter Uhlig,** confirmed in post
F3 RC Soaring	**Mr Tomas Bartovsky,** confirmed in post
F3 RC Helicopter	**Mr Stefan Wolf,** confirmed in post
F3 RC Pylon Racing	**Mr Barrie Lever,** confirmed in post
S Space Models	**Mr Zoran Pelagic,** confirmed in post

7. REPORTS

7.1. Report of the FAI Secretary General (Annex 13)

The FAI Secretary General Mr Markus Haggeney welcomed the Plenary and presented his report, attached to the minutes, about the general FAI activity during last year.

About the FAI members, the suspension for Russia and Belarus is still in place.

Good cooperation between CIAM and the FAI office.

CIAM President was re-elected as CASI President for one more year.

Then he referred to the first in-person General Conference since 2019 which was organized at Dayton, Ohio, USA “The birthplace of Aviation”.

- In attendance:
  - 32 members plus 12 proxies (member -> member) plus 1 affiliate member
  - 9 Air Sport Commissions plus 3 Technical Commissions
  - Approx 140 attending FAI Awards Ceremony
    Approx 98 attending GC (incl. observers)
- No elections this year.
- A statistic about the number of CAT1 and CAT2 events managed by the various FAI airsports, from 2017 to 2023, has been provided.
- Another statistic has been provided about the number of records registered from 2011 to 2023.
- Anti-Doping management activity was performed with dedicated webinar and information distribution.
- FAI Communication improvement has been highlighted.
- Various FAI documents have been revised: e.g. the Code of Ethics document has been revised and published.
- 2024 GC will happen in Saudi Arabia

7.2. CIAM Bureau report on its activity since the last Plenary, by CIAM President, Antonis Papadopoulos (annex 9)

The CIAM President presented his report about the CASI and CIAM activity during last year.

He stated that many appeals were presented last year, and he proposed to see the video relevant the specific webinar organised by FAI.

CIAM was present at Commissions President group meetings, the FAI CASI Meeting and the FAI GC.

About CASI, the General Section document was revised and improved. The Airsports definitions was reviewed.

About the GC, the member status was reviewed, the consolidated budget was approved and the Code of Ethics was revised, improved and approved.

For CIAM, in 2023, the events managed were 14 CAT 1, about 300 CAT 2, WRDC in Korea, e-Drone racing cup and Drone soccer.

In addition, various meetings were held with IT and Education projects. CIAM legend medal was implemented.

He congratulated Luisa Rizzo (ITA), who was awarded the 2nd place in the annual World Air Games “Athlete of the year” poll. She managed to get more than 55.000

votes and this is the first time an FAI Athlete achieved this.

For 2024 about 14 CAT1 and 300 CAT2 events will be managed. The IT events history project will continue. About education, “Meeting with Champions” will be organised.

7.3. 2023 FAI World and Continental Championships, Jury Chairmen (ANNEX 2)

7.3.1. 2023 FAI F1 Seniors World Championship for Free Flight Model Aircraft. Ian Kaynes

7.3.2. 2023 FAI F1E World Championship for Free Flight Model Aircraft. Narve Jensen

7.3.3. 2023 FAI F3A World Championship for Aerobatic Model Aircraft. Peter Uhlig

7.3.4. 2023 FAI F3B World Championship for Model Gliders. Tomas Batovsky

7.3.5. 2023 FAI F3CN World Championship for Model Helicopter. Stefan Wolf

7.3.6. 2023 FAI F3DE World Championship for Pylon Racing. Markus Griggs

7.3.7. 2023 FAI F3K World Championship for Model Gliders. Tomas Bartovsky

7.3.8. 2023 FAI F3P World Championships for Indoor Aerobatic Model Aircraft. Peter Uhlig

7.3.9. 2023 FAI F5J World Championship for Electric Model Aircraft. Andras Ree

7.3.10. 2023 FAI World Drone Racing Championship. Bruno Delor

7.3.11. 2023 FAI World Championships for Space Models. Antonis Papadopoulos

7.3.12. 2023 FAI F1 Juniors European Championship for Free Flight Model Aircraft. Ian Kaynes

7.3.13. 2023 FAI F1D European Championship for Free Flight Indoor Model Aircraft. Andras Ree

7.3.14. 2023 FAI F2 European Championships for Control Line Model Aircraft. Massimo Semoli

No comments provided.

7.4. 2023 Sporting Code Section 4: CIAM Technical Secretary, Mr Tyson Dodd (ANNEX 3)

The CIAM Technical Secretary report is available.

No comments provided.

7.5. 2023 Subcommittee Chairmen (ANNEX 3)

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

7.5.2. Control Line: Vernon Hunt
Written report was not presented.

7.5.3. RC Aerobatics: Peter Uhlig
Written report at Annex 3c.

7.5.4. RC Gliders: Tomas Bartovsky
Written report at Annex 3d.

7.5.5. RC Helicopters: Stefan Wolf
Written report at Annex 3e.

7.5.6. RC Pylon: Barrie Lever

Written report at Annex 3f.

7.5.7. Scale: Pal Linden Anthonisen
Written report at Annex 3g.

7.5.8. RC Electric: Sotir Lazarkov
Written report at Annex 3h.

7.5.9. Aerostats: Johannes Eissing
Written report was not presented

7.5.10. Drone Sport: Bruno Delor
Written report at Annex 3ji.

7.5.11. Space Models: Zoran Pelagic
Written report at Annex 3k.

7.5.12. Education: Per Findahl
Written report at Annex 3l.

No comments provided.

7.6. 2023 World Cups, by World Cup Coordinators (ANNEX 4)

7.6.1. Free Flight World Cup: Ian Kaynes
7.6.2. Control Line World Cup: Pavol Barbaric
7.6.3. RC Aerobatics World Cup: Rob Romijn
7.6.4. RC Thermal Soaring and Duration Gliders World Cup: Martin Weberschock
7.6.5. RC Helicopter World Cup: Ian Emery
7.6.6. RC Slope Soaring World Cup: Lukas Gaubatz
7.6.7. RC Thermal Duration Gliders World Cup: Sotir Lazarkov
7.6.8. RC Hand Launch Gliders World Cup: Eric Dahl Christensen
7.6.9. RC Pylon Racing World Cup: Robbert Van Den Bosch
7.6.10. RC Drone Racing World Cup: Bruno Delor
7.6.11. RC Electric Powered Motor Gliders World Cup: Sotir Lazarkov
7.6.12. Space Models World Cup: Dragan Jevtic

No comments provided.

7.7. 2023 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)

The main issue is relevant to the trophies awarded to Russia or to Russian competitors in the previous championships which were not returned to be awarded. They are 7 for WCh and 5 for ECh.

The Bulgarian Aeromodelling Federation wants to donate to CIAM three F5J WCh perpetual trophies:

- F5J World Champion Icarus Trophy
- Emil Giezendanner F5J Junior World Champion Trophy
- Bulgaria Electric Soaring F5J Team Trophy

The Plenary approved the donation.

Germany is going to offer a trophy for the World F5J Junior team. This offer was approved by the Plenary.

The Slovenian NAC would like to award a diploma in the memory of Andrija Ducak. The plenary approved.

The trophies donated last years for the Space World Cup are now ready to be awarded. They substitute the previous lost trophies for the classes S6, S9, S8, S4 and S7.

It was pointed out the issue due to the high costs for transfer the trophies at the various championships.

7.8. **Aeromodelling Fund- Budget 2024, by the Treasurer, Andras Ree (ANNEX 3n and 11)**

The 2024 Budget as approved by the GC was presented by the FAI Secretary General.

CIAM Treasurer with his report presented some additional points. The written report at Annex 3n.

No comments received.

The Plenary took note of the 2024 Budget.

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7.9. **CIAM Flyer, by the Editor, Emil Giezendanner**

The CIAM President thanked Mr Emil Giezendanner for another year effort to prepare and publish the CIAM Flyer.

7.10. **EDIC WG report, by Chairman, Manfred Lex (ANNEX 3o)**

The CIAM President thanked Manfred Lex.

8. PRESENTATION OF 2023 FAI WORLD CHAMPIONSHIPS MEDALS COUNT PER NATION (Annex 14)

The CIAM Secretary presented the 2023 FAI World Championships Medals Count per Nation with the aid of a presentation.

9. PRESENTATION OF 2023 WORLD CUP AWARDS (Annex 15)

PRESENTATION FOR
The 2023 World Cup awards for classes F1A, F1A junior, F1B, F1B junior, F1C, F1E, F1E junior, F1Q, F1Q junior, F2A, F2B, F2C, F2D, F2A junior, F2B junior, F2C junior F2D junior, F3A, F3B, F3C, F3D, F3F, F3K, F3T, F3J, F5J, F9U, S4A, S6A, S7, S8P and S9A

The CIAM Secretary presented the 2023 World Cup with the aid of the list of awarded athletes.

The CIAM President informed that the medals and the diplomas are in the FAI office for the previous years as well.

FAI will provide information to the NACs about how to receive the World Cup Medals and Diplomas, if not collected by the present delegates.

10. SCHOLARSHIP SELECTION APPROVAL

Scholarship report, by Per Findahl (ANNEX 3 and 12)

The Scholarship Report is attached at Annex 3p and the presentation at Annex 12. Mr Findahl explained his report with the aid of a PowerPoint presentation and added his encouragement to re-nominate candidates who might be successful the second time.

10.1. Nominations (ANNEX 8)

Three candidates submitted applications for the ninth CIAM scholarship which is worth €2,500. The nomination forms are attached at Annex 8,

- Nominees: Christian Brandner (AUT)
  Aurora Koskensalo (FIN)
  Imre Czikár (HUN)
  Maros Fecek (SVK)

The Selection Committee voted to award the fourteenth CIAM Scholarship to Imre Czikár (HUN). Bureau recommended Imre Czikár (HUN) the Scholarship and the Delegates at the Plenary meeting unanimously approved.

Awarded to: Imre Czikár (HUN)

The CIAM President thanked Mr Findahl for the Rookies project as well.

11. NOMINATIONS FOR FAI-CIAM AWARDS (ANNEX 6)

Alphonse Penaud Diploma

Nominees: Hans STOLL (SUI)
Dezso ORSOVAI (HUN)
Didier BARBERIS (FRA)
Jan van VLIET (NED)
Krysztof PRZYBYTEK (POL)

The voting was initiated electronically with vote notification to the FAI office by authorized delegates for the first round. Two additional rounds during the Plenary meeting were necessary. The Dutch and Poland candidates achieved a final tie, and both were awarded by the Plenary Meeting.

Awarded to: Jan van VLIET (NED)
Krysztof PRZYBYTEK (POL)

Andrei Tupolev Diploma

Nominees: Leszek MALMYGA (POL)

The meeting was in agreement that this diploma is awarded without vote since there is a single nominee:

Awarded to: Leszek MALMYGA (POL)

Antonov Diploma

Nominees: Vladimir HORVAT (CRO)

The meeting was in agreement that this diploma is awarded without vote since there is a single nominee:

Awarded to: Vladimir HORVAT (CRO)

Frank Ehling Diploma

Nominees: Csontos ARPAD (SVK)

The meeting was in agreement that this diploma is awarded without vote since there is a single nominee:

Awarded to: Csontos ARPAD (SVK)

FAI Aeromodelling Gold Medal

No candidates

The CIAM President congratulated the winners and asked the delegates to communicate with their NACs and nominate more candidates for next years.

ITEM NUMBERS 12, 13 ARE INTENTIONALLY NOT USED

14. SPORTING CODE PROPOSALS

14. SPORTING CODE PROPOSALS

The Agenda contains all the proposals received by the FAI Office according to the manner required in rule A.10.

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

Bureau proposals appear in the appropriate rule section of item 14.

Each section begins on a new page.

The text of the submitted proposals may have been changed to correct the English grammar or to improve clarity and understanding. Technical Secretary notes should be addressed, if required, at the Technical Meetings.

After the end of each Technical Meeting, the minutes will be published and there will be an online voting like the way we voted for the last 3 years. Proposals that will be unanimously approved will not be discussed during the Plenary Meeting to save time. The rest of the proposals will be discussed during the Plenary and the present delegates will vote.

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

Unanimously approved by the Plenary

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.

As amended unanimously approved by the Plenary

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 approved by the Plenary

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.

This Jury member will act as the Jury President. Under exceptional circumstances, for the position of the Jury President, the Bureau may appoint a person who has served in the past, at least two times as a Jury Member for a similar CIAM World or Continental Championships.

As amended, unanimously approved by the Plenary

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).~~

Rejected by the Plenary

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 approved by the Plenary

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)

Unanimously approved by the Plenary

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 approved by the Plenary

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 **350 EUR**. ~~for up to seven nights except for the following classes:~~

This amount corresponds to a class where only three (3) CIAM Officials are required and the event duration is not more than 7 days.

The exact amount for the entry fee will be determined by the CIAM Bureau, which will consider the entry fee proposal that will be submitted by the organizer, together with the bid of the event, taking into account the following:

- The basic amount for the entry fee
- The submitted budget (including both the income and the expenses elements)
- The class or classes of the event and the specific requirements of it or them
- The duration of the event
- The number of CIAM officials required by the rules
- The estimated number of entries
- The cost mainly of food and lodging in the organizer's country

The CIAM Bureau will announce this amount together with the bid in the Plenary meeting Agenda.

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 €.~~

As amended, unanimously approved by the Plenary

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.**

Unanimously approved by the Plenary

14.2 Section 4 Volume F1 - Free Flight

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

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 approved by the Plenary

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

The proposal will be referred to the subcommittee.

g) 3.4.2 F1SC Check motor weight after flight

Rule Change: Modify the final paragraph of 3.4.2

For Open Internationals (not Championships) in Category 1 (less than 8m) and Category 2 (from 8 to 15 m) sites, the organiser may specify that the rubber motor (0,4g) must be replaced by a rubber motor of maximum weight 0,2g and a spacer (free length but minimum weight 0,2g). This must be announced in advance in the competition bulletin. The reduced motor and the spacer are to be checked ~~**before or**~~ after the flight as in F.1.3.2.

Unanimously approved by the Plenary

h) F1.4.2 F1SC Clarification of junior functions

Clarification: Modify F1.4.2

At F1D World and Continental Championships, when juniors and seniors fly together in the same site and at the same time, the junior competitors who are members of a national Senior

team will appear in the individual senior classification but must also be considered in the national Junior team and included in the Junior individual classification ~~as far as~~ **if** the Junior national team is not complete. **For such competitors, the junior helper and steering rules are applied.**
The names of the junior national team members must be declared before the beginning of the competition.

Unanimously approved by the Plenary

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

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.

As amended, unanimously approved by the Plenary

j) F1.1.2 F1SC Allow timekeeper pools for indoor

F1.1.2 Provision of Timekeepers

a) In **Outdoor** Free Flight events, provide each starting position with two time keepers in Championships. At Open Internationals each starting position should be provided with at least one timekeeper, but if the organisers are unable to provide official timekeepers they must announce this in advance in a bulletin. For fly-offs an additional timekeeper must be provided (i.e. three for Championships, at least two for other contests). All time keepers must have binoculars. Each starting position must be equipped with at least one tripod for supporting binoculars.

b) In F1E Championships each country and the reigning champion, if not a member of this national team, is allotted a pair of timekeepers for the first round by draw. In successive rounds all countries change timekeepers by moving one down the list of timekeepers. In other F1E competitions timekeepers are allocated to competitors in the order in which they arrive at the starting line.

c) In F1D Championships two timekeepers may be provided for each national team and each defending champion, with different timekeepers for each round. Alternatively a central pool of timekeepers may be provided and two timekeepers are allocated to competitors in the order in which they arrive to request timekeepers.

Unanimously approved by the Plenary

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

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).

Unanimously approved by the Plenary

l) Annex4 F1SC Add F1Q to ranking

1.0 Classes

F1A, F1B, F1C, F1E**, F1Q**

Unanimously approved by the Plenary

m) 3.8.7 F1SC F1Q maximum

F1Q
3.8.7 Duration of Flights

Rule Change: Modify paragraph

3.8.7. Duration of Flights

~~The maximum duration for each flight shall be three minutes.~~

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

In the event of model recovery problems or to suit meteorological conditions, the Jury may permit the maximum for a round to be changed **and to decrease the maximum energy allowance to 2 joules per gram and the maximum motor run to 20 seconds.** Such a modified maximum **or energy allowance** must be announced before the start of the round.

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

Unanimously approved by the Plenary

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

3.8.2 Characteristics

Rule Change:

Add text to paragraph 5 of 3.8.2

3.8.2. Characteristics

Nickel Metal Hydride (NiMH) and Lithium (Li) batteries can be used.

Lithium type battery packs must be in “as manufactured” condition with the covering around the cell surface. If more than one cell is used a balancer connector must be fitted.

External Battery packs are required to have a safety tether to the fuselage.

Safety locks must be used to prevent unintentional restarting of motor(s) after motor(s) have been stopped.

The motor run time will be determined by a maximum energy amount. In addition, motor runs over 30 seconds are regarded as overruns. The energy budget of each model is 3 joules per gram of the total weight. For energy calculations, weight exceeding 550 grams is to be ignored. **The contest organizer can reduce the allowed energy amount to 2 joules per gram and the motor run to 20 seconds in specific rounds or all rounds if this has been faannounced in advance in the contest bulletin.** *(remainder of 3.8.2 unchanged)*

Unanimously approved bythe Plenary

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

F1Q
3.8.8 Classification

Rule Change: Modify as shown

3.8.8. Classification

a) The total time for each competitor for each of the official flights defined in 3.8.3 is taken for the final classification.

b) In order to decide the individual placings when there is a tie, additional flights shall be made after the last flight of the event has been completed. The maximum time of flight for the first of the deciding flights shall be ~~five~~ **six** minutes and the maximum time of flight shall be increased by two minutes for each subsequent flight. **The maximum energy allowance is 2 joules per gram and the maximum duration of motor run is 20 seconds.**

c) The organiser will establish a 7 minute period during which all fly-off competitors must launch their model. Within these 7 minutes the competitors will have the right to a second attempt in the case an unsuccessful first attempt for an additional flight according to 3.8.5. Starting positions will be decided by draw for each fly-off.

d) In the event of exceptional meteorological conditions or model recovery problems, the Jury may permit the maximum for a round to be changed from that given under 3.8.8.b b and decrease the maximum energy amount ~~to 2 joules per gram~~ and the motor run time ~~to 20 seconds~~ according to conditions.

Unanimously approved by the Plenary

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

3.8.2. Characteristics

Energy limitation will be by an energy limiter **which has been approved by EDIC**. The allowed energy irreversibly.

amount starts to be calculated with the release of the start button and finishes when the ESC has stopped supplying energy to the motor. The energy limiter has to calculate the energy consumed in real time. After coming to the end of the limited energy supply, the motor(s) must stop

(remainder of 3.8.2 unchanged)

Unanimously approved by the Plenary

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

Withdrawn by the Hungarian delegate

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

As amended, unanimously approved by the Plenary

Early implementation date – June 15. Only for allowing World Cup events registration by November 15.

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

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).

As amended, unanimously approved by the Plenary

14.3 Section 4 Volume F2 – Control Line

4.4 F2D Combat + Annex 4D F2D Judges Guide — F2 Subcommittee

F2D
4.4.15 Individual and Team classification

Rule Change/Clarification – To clarify how to make draws with odd number of pilots.

F2D Rules 4.4.15.d
d) Each round shall be randomly drawn (subject to 4.4.15.e **and 4.4.15.f**)) from the competitors remaining in the competition.

Judges Guide 4.4.15.d and f
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.

Unanimously approved by the Plenary

c) F2D – CL Combat — NAC AUSTRIA

F2D
4.4.5 b

Rule Change: Improvement for incomplete teams (1 or 2 pilots) to find a mechanic,if a team does not have a mechanic of its own.

.
Incomplete Teams (1 or 2 pilots) may use a mechanic listed for the Team, or the other pilot (if any) or any other member of the National Team. They may also choose to use a mechanic from the “Mechanics Pool”.
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.

Unanimously approved by the Plenary

d) F2B - 4.B.12. Results Awareness — ITALY

Rule Change: Delete

~~4.B.12 Results Awareness:~~
~~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 maneuvers; 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.~~

Referred Back to the S/C for further consideration

e) Annex 4D F2D Judges Guide — F2 Subcommittee

F2D
4.3 Combat Site

Clarification – To make the circles more visible.

a) Circles **should be marked 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 color can be added to the circles. To help red/green color-blind pilots, mechanics, and officials, red lines should never be used on grass.

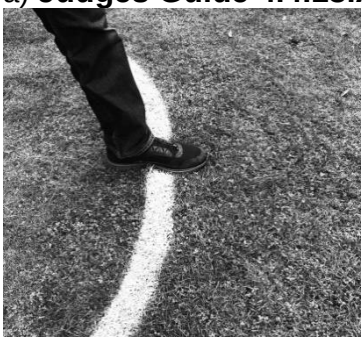
Unanimously approved by the Plenary

f) Annex 4D F2D Judges Guide — F2 Subcommittee

F2D

Clarification – To make it more clear what concerns penalties and Foot in – Foot out

a) **Judges Guide 4.4.13.A.a**



Pilot foot on pilot circle line. No penalty

Pilot foot outside pilot circle line. Penalty

Judges Guide 4.4.13.C.p

Mechanic foot on flying circle line.
No penalty

Mechanic foot inside flying circle line.
Disqualification

Unanimously approved by the Plenary

g) Annex 4F Control Line Organiser Guide — F2 Subcommittee

6.2 Layout

Rule Change:

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.

Referred Back for further consideration

h) Annex 4F Control Line Organiser Guide — F2 Subcommittee

F2B

6.5.2. Aerobatics

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.

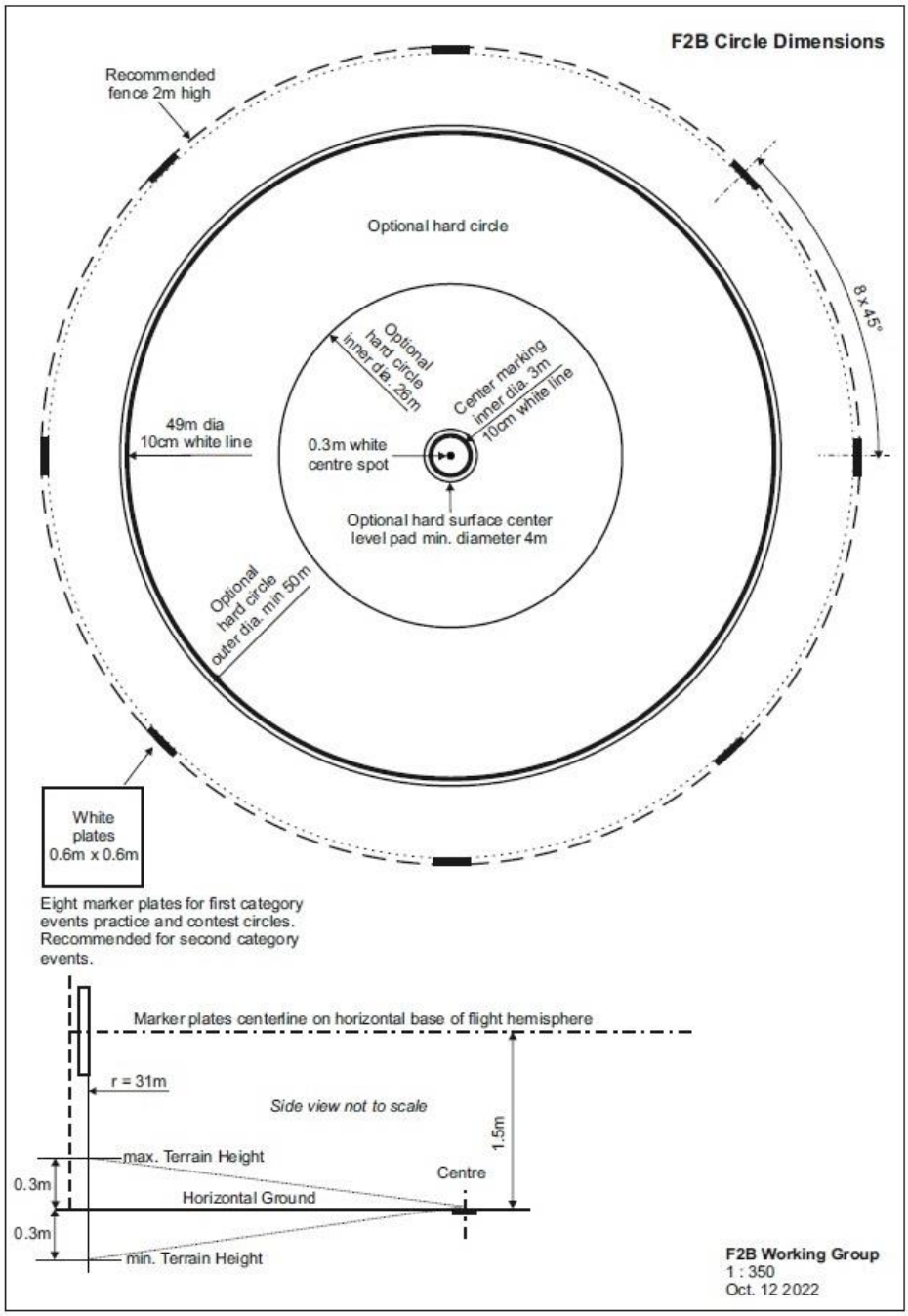
Unanimously approved by the Plenary

i) F2B - Annex 4F Control Line Organiser Guide — F2 Subcommittee

APPENDIX II Aerobatics Circle Dimensions

Rule Change/Clarification:

Annex F2B Circle Dimensions.pdf following:



Unanimously approved by the Plenary

j) Annex 4K — F2 Subcommittee

F2G

Rule Change – The purpose of this proposal is to reduce speed on a safe level while maintaining structural regulations od 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.

Unanimously approved by the Plenary

k) Annex 4K — Switzerland

F2G

Rule Change:

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.**

Unanimously approved by the Plenary
Early Implementation date – June 15th

14.4 Section 4 Volume F3 – Pylon

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**.

Unanimously approved by the Plenary

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.**

Unanimously approved by the Plenary

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.

Unanimously approved by the Plenary

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.

Unanimously approved by the Plenary

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~~.

Unanimously approved by the Plenary

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.**

Unanimously approved by the Plenary

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~~)

Unanimously approved by the Plenary

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.~~

Unanimously approved by the Plenary

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

Unanimously approved by the Plenary

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.
Unanimously approved by the Plenary

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.

Unanimously approved by the Plenary

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."

This is not a proposal but advanced information.

14.5 Section 4C Volume F3 - RC Helicopter

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))

Unanimously approved by the Plenary
Early implementation date June 15th

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.

Unanimously approved by the Plenary
Early implementation date June 15th

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.

.

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.

Unanimously approved by the Plenary
Early implementation date June 15th

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))

Unanimously approved by the Plenary
Early implementation date June 15th

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 **at the Set Manoeuvres, and a downgrade of 1 point at the criteria 'precision' should be made at Freestyle and Music Freestyle if the distance from the centerline to the rotor shaft is more than 1m**.

As amended, unanimously approved by the Plenary
Early implementation date June 15th

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.~~

Unanimously approved by the Plenary
Early implementation date June 15th

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.**

Unanimously approved by the Plenary
Early implementation date June 15th

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.~~

Unanimously approved by the Plenary
Early implementation date June 15th

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.**

Unanimously approved by the Plenary
Early implementation date June 15th

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.

Unanimously approved by the Plenary
Early implementation date June 15th

14.6 Section 4C Volume F3 – Soaring

a) 5.6.2.2.b **Switzerland**

F3J

Rule Change: ***5.6.2.*** *The Flying Site*

5.6.2.2.b) The flying site must include landing spots, one for each competitor in a group. Each landing spot will correspond to one of the launch marks and will be arranged at least 30 metres downwind of the launch corridor. **Landing spots may also be located between the towlines, minimum 30 metres from the launch corridor. The Contest Director will determine the exact location based on the terrain. This provision does not apply for World or Continental Championships.**

As amended unanimously approved by the Plenary

b) 5.6.8.2.b **Switzerland**

Rule Change: ***5.6.8.2.*** *The launch of the model aircraft will be by hand held towline or winch.*

b) Upwind turnaround devices, which must be used, shall be no more than **130** metres from the winch. ….

As amended unanimously approved by the Plenary

c) 5.8.2 Characteristics of Radio Controlled Slope Gliders
5.8.13 Classification **RC Soaring Subcommittee**

F3F

Clarification:

5.8.2 If an infringement of this rule occurs, the ~~pilot~~ **competitor** will be disqualified from the contest
5.8.13 The remaining results are added to obtain the final score which will determine the position of the ~~pilot~~ **competitor** in the final classification.

Unanimously approved by the Plenary
Early implementation date – June 15th

d) 5.8.5 Number of attempts **RC Soaring Subcommittee**

F3F

Clarification:
The repeated flight (“re-flight”) shall happen ~~as soon as possible considering the local conditions~~ **after a fixed number of pilots (e.g. 5), pre-defined and announced by the organiser before the start of the contest. If the remaining number of pilots in a round is smaller than the pre-defined number, the re-flight shall happen at the end of the round.**

If a ~~pilot~~ **Team Manager** announces a protest against the result of ~~his~~ **the** flight and this protest for a “re-flight” cannot be decided by the jury before the end of the running round, the

~~pilot~~ **competitor** will obtain a “provisional re-flight” (with all consequences regarding penalties) in order to achieve a countable score…

Unanimously approved by the Plenary
Early implementation date – June 15th

e) 5.8.7. Organisation of Starts and 5.8.17. Weather Conditions and interruptions

RC Soaring Subcommittee

F3F

Clarification:

5.8.7. Organisation of Starts: The flights are to be performed round by round. The starting order is settled by draw in accordance with the radio frequencies used. **Before the round starts, the competitors must be divided into potential groups of equal size (±1 competitor) with at least ten (10) competitors in one group. This division will be used if weather conditions require.**
The competitor…

5.8.17 Weather Conditions and interruptions:
…~~The whole group must be divided into groups of equal size (+-one (1) competitor) with a minimum number of competitors in one group of ten (10) before the round starts.~~

Unanimously approved by the Plenary
Early implementation date – June 15th

f) 5.8.8. Task and 5.8.9. The Speed Course

RC Soaring Subcommittee

F3F

Clarification: Delete the last sentence from paragraph 5.8.8 and add a new sentence at te end of paragraph 5.8.9. In paragraph 5.8.9 replace the word"Offitial" by "Judge"

5.8.8. Task: …

…~~The competitor’s model must be visible to the appropriate judge on the turns at Bases A and B~~.

5.8.9. The Speed Course: …

…Base A is the official starting plane. At Base A and Base B, ~~an Official~~ **a judge** announces the passing of any part of the intact model in flight with a sound signal when the model is flying out of the speed course. Furthermore, a signal announces the first time the model is crossing Base A in the direction of Base B.
The competitor’s model must be visible to the appropriate judge on the Bases A and B turns. If the model is not visible at crossing the Base, the judge signals if he can see the model again outside the course.

Unanimously approved by the Plenary
Early implementation date – June 15th

g) 5.8.11 Judges

RC Soaring Subcommittee

F3F

Clarification: Change the text of paragraph 5.8.11 as follows.

~~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.

As amended unanimously approved by the Plenary
Early implementation date – June 15th

h) 5.8.17 Weather conditions and Interruptions

RC Soaring Subcommittee

F3F

Clarification: Modify the last part of the paragraph 5.8.17 as follows

If these conditions arise during the flight the ~~contest director must interrupt the contest and the competitor is entitled to a re-~~ **starter will offer the competitor a re-flight due to weather conditions. The competitor must (immediately) either accept the re-flight and abort the flight, or reject the offer of the re-flight and continue with the flight..**

The competition flights will than continue after the weather conditions are within limits for at least 20 seconds.

~~The whole group must be divided into groups of equal size (+-one (1) competitor) with a minimum number of competitors in one group of ten (10) before the round starts.~~

If the weather is stable during the whole round ~~only one group is~~ **all competitors are** evaluated as one group; if the competition must be interrupted **for** more than thirty (30) minutes, then the interrupted group must start from the beginning and the ~~results are evaluated for each~~ **group scoring must be applied** (see paragraph 5.8.12).

Unanimously approved by the Plenary
Early implementation date – June 15th

i) F3G Provisional - 5.G.1

GERMANY

F3G

Clarification:

Remove the title “Provisional Rules” from the title and all sections related to F3G in SC4_Vol_F3_Soaring_23 version 1st January 2024.

~~PROVISIONAL RULES~~

Unanimously approved by the Plenary
Early implementation date – June 15th only to allow events to be register on the calendar for 2025.

j) 5.G.2.4 Task B Distance

GERMANY

F3G

Clarification:

Adding time measuring tolerance to the minimum time required between starting the motor and entering the course at Base A during task distance.

1. The model shall be launched in the direction(s) determined by the contest director. The time between when the motor is switched on and entering the course the first time at Base A in

direction to Base B shall be equal or more than forty (40) seconds **with a tolerance of minus two (2) seconds**.

Unanimously approved by the Plenary

k) 5.G.2.5 Task C Speed — GERMANY

F3G

Clarification:

Adding time measuring tolerance to the minimum time required between starting the motor and entering the course at Base A during task speed.

1. The model shall be launched in the direction(s) determined by the contest director. The time between when the motor is switched on and entering the course the first time at Base A in direction to Base B shall be equal or more than forty (40) seconds **with a tolerance of minus two (2) seconds**.

Unanimously approved by the Plenary

l) 5.G.2.5 Task C Speed — BELGIUM

F3G

Rule Change: Replace in item b) “four (4)” by “three (3)”

b) the task must be completed within **four (4) three (3) minutes**

Unanimously approved by the Plenary

14.7 Section 4 Volume F4 Scale

a) 6.3.1 Annex C – F4C Static Judging Summary

GERMANY

6.3.1C.3.5 Assessing Colour Complexity

Rule Change: *Change the second paragraph*

It is suggested that up to two complexity marks may be given for each main colour that covers a significant part of the airframe. A maximum of a single mark may be given for each minor colour, such as those for the insignia, struts, guns, bombs etc. ~~and basic colours of black and white should attract a fraction of a complexity mark~~.

Unanimously approved by the Plenary

b) 36.3.1 Annex C – F4C Static Judging Summary

GERMANY

6.3.1C.3.8 Assessing Craftsmanship – Quality

Rule Change: *Change the third paragraph*

It is the skill of the competitor which is being assessed and not the skill of a third party. Judges must consult the competitor's declaration to check for any components that have not been made by the competitor and any such items must be excluded from this assessment. ~~Judges should also be aware that the use of traditional methods i.e. handmade moulds/plugs to produce components requires a greater level of craftsmanship than when using CNC technology or 3D printing.~~

Refered back to the S/C for further consideration.

c) 6.3 Class F4C – Radio Controlled Scale Aeroplanes

GERMANY

6.3.2.1 General Characteristics

Rule Change: *Change the third paragraph*

~~Maximum weight of the complete model aircraft in flying condition including any dummy pilot but without fuel is 15 kg (≈150 Newton)~~
Maximum take of mass of 20 kg.

Withdrawn by the German Delegate

d) 6.3 Class F4C – Radio Controlled Scale Aeroplanes

GERMANY

6.3.2.5 Official Flights

Rule Change: *Change the last paragraph*

In the event the wind is continuously stronger than ~~9m/s~~ **7m/s** measured at two (2) metres above the ground at the flight line for at least one minute, the Contest Director ~~can~~ **must** interrupt, or delay the start of, the contest.

Withdrawn by the German Delegate

e) 6.3.1 Annex A – Radio Controlled Flight Manoeuvres

GERMANY

6.3.2A.2 Take-Off

Rule Change: *Change the first paragraph*

The model aircraft ~~should~~ **must** stand still on the ground with the engine/engines running without being held by the pilot or helper and then take-off into wind, or as required by the competitor to make best use of the take-off distance available.

Unanimously approved by the Plenary

14.8 Section4 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:

Unanimously approved by the Plenary
Early implementation date – June 15th

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.

Unanimously approved by the Plenary
Early implementation date – June 15th

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.**

Unanimously approved by the Plenary
Early implementation date – June 15th

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.

Unanimously approved by the Plenary
Early implementation date – June 15th

14.9 Section 4 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 Section 4 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

Unanimously approved by the Plenary
Early implementation date – June 15th

End of Agenda Item 14

15. FAI WORLD AND CONTINENTAL CHAMPIONSHIPS 2024 – 2027

The voting for the bids took place electronically with notification to the FAI office by the authorized delegates.

Note 1: in accordance with SC4 CIAM GR Rule C.15.3 d), bids for consideration at a Plenary Meeting may be submitted to the FAI office at any time in the year prior to the Plenary Meeting that is two years in advance of the Championship year and not later than 45 days before the Plenary Meeting.

In the case there were competing bids, on time and late, the priority is given to the bids which were submitted on time. When there is only one late bid, the involved subcommittee chairman and the Plenary Meeting have to approve that bid. The strikethrough bids in the following table are the bids not approved.

Note 2: The dates and locations of the Championships are the ones effective at the date of closure of the 2024 Plenary Minutes of meeting. They can vary after that date. **Therefore, always refer to the dates and locations provided by the Calendar in the FAI website which are constantly up-to-date.**

The Plenary authorized the CIAM Bureau to evaluate and award CAT 1 events for 2025 Championships, for which we don’t have received a bid before the Plenary.

In bold below the championships awarded by the Plenary during this meeting.

FAI WORLD CHAMPIONSHIPS

2024 FAI World Championships for…	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	NORTH MACEDONIA	
F1D (Seniors and/or Juniors)	ROMANIA	
F2A, F2B, F2C, F2D (Seniors and Juniors)	USA	
F3F (Seniors and Juniors)	FRANCE	
F3J (Seniors and/or Juniors)	NORWAY	
F4CH (Seniors and Juniors)	ROMANIA	
F5B (Seniors and Juniors)	USA	

2025 FAI World Championships for…	Awarded to	Location and Actual Dates
F1A, F1B, F1C Seniors	ROMANIA	
F1E (Seniors and/or Juniors)	CZECH REPUBLIC	
F3A (Seniors and Juniors)	USA	
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	ROMANIA	
F3D, F3E (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	GERMANY	
F3P (Seniors and Juniors)	SWITZERLAND	
F5J (Seniors and Juniors)	ARGENTINA	
SPACE MODELS (Seniors and Juniors)	SERBIA	

2026 FAI World Championships for…	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	NORTH MACEDONIA	
F1D (Seniors and/or Juniors)	USA	

F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3F (Seniors and Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	
F4CH (Seniors and Juniors)	**UK**	
F5B (Seniors and Juniors)	Offers invited	

2027 FAI World Championships for…	Bids From	To be Awarded in 2025
F1A, F1B, F1C, F1Q Seniors	**MONGOLIA**	**Early Awarded**
F1E (Seniors and/or Juniors)	Romania (firm)	
F3A (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	Offers invited	
F3D, F3E (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	
F5J (Seniors and Juniors)	**USA**	**Early Awarded**
SPACE MODELS (Seniors and Juniors)	Offers invited	

FAI CONTINENTAL CHAMPIONSHIPS

2024 FAI Continental Championships for…	Awarded to	Location and Actual Dates
F1A, F1B, F1C Seniors	**ROMANIA**	
F1 Asian-Oceanic (Seniors and Juniors)	**MONGOLIA**	
F1E (Seniors and/or Juniors)	**CZECH REPUBLIC**	
F3A (Seniors and Juniors)	**BELGIUM**	
F3CN (Seniors and Juniors)	**DENMARK**	
F3K (Seniors and/or Juniors)	**POLAND**	
F5J (Seniors and Juniors)	**ROMANIA**	
SPACE MODELS (Seniors and Juniors)	**SERBIA**	

2025 FAI Continental Championships for…	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	**ROMANIA**	
F1D (Seniors and/or Juniors)	**ROMANIA**	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3F (Seniors and/or Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	

2026 FAI Continental Championships for…	Awarded to	Location and Actual Dates
F1A, F1B, F1C Seniors	Bulgaria (tentative)	
F1E (Seniors and/or Juniors)	**ROMANIA**	
F3A (Seniors and Juniors)	**FRANCE**	
F3A Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	Offers invited	
F3CN Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	

F3P (Seniors and Juniors)	Offers invited	
F5J (Seniors and Juniors)	**FRANCE**	
SPACE MODELS (Seniors and Juniors)	Offers invited	

2027 FAI Continental Championships for…	Bids from	To be Awarded in 2025
F1A, F1B, F1P Juniors	Offers invited	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3F (Seniors and/or Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	

17. CIAM LEGENDS MEDAL – CIAM EVENTS HISTORY Data Base

Three new athletes managed to meet the requirements and will be awarded with the CIAM Legend Medal.

The prizegiving will be at the next FAI GC on the 20th and 21st of November in Saudi Arabia.

Those Athletes are:

Wannapong Wanraya	THA
Kang Lee Yuan	USA

The CIAM Events History database is continuously updated and much information are found in the FAI archive paper documents and folders.

18. CIAM SURVEY – Presentations (ANNEX 16)

The CIAM President presented the result of the CIAM Survey with the aid of a presentation.

He presented how many aeromodellers there are per nation, and, for each discipline and classes, how many countries are involved.

19. NEXT CIAM MEETINGS

The Bureau meeting will be held from 3rd to 5th of December 2024.

The CIAM President asked for offers for hosting the 2025 Plenary Meeting in a different location than Lausanne. No offers were given for 2025 while for 2026 an offer could be submitted by Spain.

Bureau meeting on April 2025 date to be confirmed

Plenary meeting on April 2025 dates to be confirmed.

20. AOB

Drone sports activity

In 2016 the Drone Sport activity started with FPV Racing events. A Provisional Class was established.

In 2019 there were 24 events with about 670 competitors in total.

For three years there was a pause of the activities due to the Covid restrictions. This year there are 13 events with three new nations participating: Saudia Arabia, Philippines and Turkey.

The new generation, youngsters, is increasing and more than 30% of competitors are juniors.

Public is really interested in such events even because there are showed in streaming, and with TV Broadcasting.

In 2018 and 2019 there were the first World Championships.

Now the category is an official class with 2 years cycle during even years.

Drone Racing

Each event considers 32 competitors which include 10 women, and can be held in three continents: America, Asia and Europe.

The competitors are qualified by CIAM, by the NACs and by the previous years World Cup results.

Drone Soccer

Introduced in 2019 with the first event held in Korea.

The advantage is that can be held indoor inside a cage. Two teams, composed of 3 to 5 members meet each other during each heat. It very good for education, but not many countries organise events and this year there are 4 open international events: Germany in Hannover, USA on the end of August, Korea in June and Hong Kong in July.

eDrone Racing

The youngster like it and they learn and train using the simulators. FAI and CIAM could attract more persons with the aim to bring them to the real sport. All the real drone racing competitor can freely train themselves with the simulators before competing in the Drone Racing event.

Last year e-Drone Racing FAI World Championship had 90 competitors mainly between 17 and 19 years old, A commentator in English language supported the event. The organisation task of such events is not complex. New and better simulator versions will be used with improved management system. Drone racing and e-drone racing events will be not mixed.

The meeting was adjourned at 15.30.

The table of minutes Annexes appears overleaf.

ANNEXES TO THE AGENDA AND TO THE MINUTES OF THE 2024 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 1 (a-b)	FAI Code of Ethics
ANNEX 2 (a-n)	2023 FAI Championship Reports
ANNEX 3 (a-p)	2023 Subcommittee Chairmen Reports, Technical Secretary, Treasurer Reports, EDIC WG, Scholarship, CIAM Flyer editor
ANNEX 4 (a-n)	2023 World Cup Reports
ANNEX 5 (a-d)	2023 Trophy Reports
ANNEX 6 (a-h)	FAI-CIAM Awards: Nominee Forms
ANNEX 7	Not used
ANNEX 8 (a-d)	Scholarship Candidates
ANNEX 9	CIAM President report
ANNEX 10	Technical Secretary Report
ANNEX 11	CIAM Treasurer Presentation
ANNEX 12	Scholarship Presentation
ANNEX 13	FAI General Secretary Presentation
ANNEX 14	2023 World Championships Medals Count per Nation
ANNEX 15	List of 2023 World Cup Awards
ANNEX 16	CIAM Survey

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