FAI SPORTING CODE
SECTION 4 – AEROMODELLING

CIAM GENERAL RULES

2026 Edition

Effective May 1st 2026

In this volume:

SECTION A - CIAM INTERNAL REGULATIONS

SECTION B - GENERAL SPECIFICATIONS FOR CIAM CLASSES

SECTION C - CIAM GENERAL RULES FOR INTERNATIONAL EVENTS

Ver. 2.0

Link to FAI Statutes and By Laws

INTRODUCTION TO FAI SPORTING CODE SECTION 4

FAI Sporting Code Section 4 contains the rules and regulations for FAI-recognised activities in model aircraft and space models. These regulations are the responsibility of the FAI Aeromodelling Commission (CIAM) and complement the General Section of the FAI Sporting Code, which contains the rules and regulations common to all FAI activities.

Section 4 is split into Volumes to ease downloading the regulations for specific activities.

The present Volume "CIAM General Rules" gives the general rules for CIAM activities and events.

The dedicated Volumes contain all specific information for the activity concerned: rules for official and provisional classes, World Cup rules, and guides for organisers and judges. There are also dedicated Volumes for Records and Electronic Devices used in Competitions (EDIC).

The dedicated Volumes are as below:

Model Aircraft contests

Free Flight F1

Control Line F2

RC Aerobatics..... F3 Aerobatics

RC Soaring ..... F3 Soaring

RC Helicopter ..... F3 Helicopter

RC Pylon Racing ..... F3 Pylon Racing

Scale Model Aircraft..... F4

RC Electric Powered..... F5

Aerostats F7

Drone Sports..... F9

Space Model contests ..... S

Records ..... RECORDS

Electronic devices in contest ..... EDIC

Note:

The use of “shall” and “must” implies that the aspect concerned is mandatory. The use of “should” implies a non-mandatory recommendation; “may” indicates what is permitted, and “will” indicates what is going to happen.

Words of masculine gender shall be taken as including the feminine gender unless the context indicates otherwise.

Words expressing the singular will include the plural and vice versa.

Italics are used for explanatory notes.

Revisions

Four-Year Rolling Amendments for Reference

this 2026 EDITION includes the following Amendments made to the 2025 CODE. These amendments are marked by a double line in the right margin of this edition

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
A.5.1	2026	Agenda	Ron Miasnikov CIAM Technical Secretary
B.1.2		Retired Aeromodelling Classes	
B.2.2		Retired Space Model Classes	
C.5.1		Junior Age for Scale	
C.5.2		Assistant Team Manager for F9A class	
C.5.4		Phase 2 Invitation	
C.15.6		Classification	

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
B.1.2.3	2025	F3L official class	Ron Miasnikov CIAM Technical Secretary
C.5.2 b)		Team Manager	
C.10.2		Space Model Classes	
C.11.2		Space Models	

Paragrap h	Plenary meeting approving change	Brief description of change	Change incorporated by
A.7.	2024	Drone Sports	Ron Miasnikov CIAM Technical Secretary
A.9		Classification of classes	
A.14.1		Scholarship in CHF	
B.1.27		Drone Sports	
C.7.2.b)		FAI Jury	
C.10.1		Number of models eligible for entry	
C.15.1		Naming Policy table	
C.15.2.1		Current World Championships	
C.15.5.1		New method for entry fees	
C.16.1 j)		Requirement for insurance	

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
C2 C4	2023	World Championships Sanction Fees	Tyson Dodd CIAM Technical Secretary
C.5 C7 C13 etc		Competitors, Team Managers Jury World Championships (Combined Championships, General requirement)	

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
C.11.1b	2022	Amendment to delete “any other reference” for Identification Marks on model aircraft	Tyson Dodd CIAM Technical Secretary
A.13		CIAM Awards additional of CIAM Legends Medal	

End Four-Year Rolling Amendments for Reference

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SECTION A - CIAM INTERNAL REGULATIONS

A.1 GENERAL PROVISIONS

A.1.1 Constitution

The Aeromodelling Commission of the Federation Aéronautique Internationale (FAI) named Commission Internationale d'AéroModélisme (CIAM) is a permanent FAI Air Sport Commission (see FAI Statutes 5.1.2.1), established in accordance with the FAI Statutes and By-Laws to be responsible for all matters relating to flying aeromodels and spacemodels (see FAI Statutes 5.2.3.3.7.6). This concerns the following two FAI classes:

Class F - Model Aircraft

Class S - Space Models

In addition, the CIAM is responsible for records for: Class U - Unmanned Aerial Vehicle (UAV).

The CIAM is responsible to the FAI General Conference (see FAI Statutes 5.1.2.6) and is under obligation to implement the FAI Statutes (5.2.3.3), By-Laws and Sporting Code.

A.1.2 Aims and objectives

In accordance with the FAI Statutes (1.2), CIAM shall promote FAI aims and objectives in building and flying model aircraft and space models.

A.1.3 Duties and powers

The CIAM shall exercise its duties, powers, functions and responsibilities in accordance with the FAI Statutes (1.3 & 5.2.3), By-Laws and General Section of the Sporting Code, and with its own internal regulations defined in the present Volume.

A.1.4 Duration

The CIAM is a permanent Commission of the FAI, established by the FAI General Conference for an unlimited period of time (see FAI Statutes 3.4.1.9 & 5.1.2.4).

A.2 CIAM GENERAL RULES

A.2.1 Authority

The CIAM is authorised to prepare, approve and publish general rules to cover its own procedures within the parameters of the FAI Statutes By-Laws and Sporting Code (see FAI Statutes 5.1.5).

A.2.2 Revision

The present Volume when revised, shall reflect any changes in the FAI Statutes, By-Laws and General Section of the Sporting Code.

A.3 CIAM ORGANISATION

CIAM's official elements are:

1. The Plenary Meeting, the governing body of the CIAM, which shall deal with and decide on all CIAM legislative, executive, financial and procedural matters within its responsibilities.
2. The Bureau, which, between Plenary Meetings, carries out the policy and directions of the Plenary Meeting, and may exercise certain responsibilities as defined by the Plenary Meeting and specified in the present Volume (see FAI By-Laws 3.2.1 & 3.2.2).
3. Permanent or Temporary Subcommittees established by the Plenary Meeting and responsible only to the Plenary Meeting (see FAI Statutes 5.1.2.5).
4. Permanent or Temporary Working Groups established by the Plenary Meeting or Bureau and responsible to the Plenary Meeting or the Bureau (see FAI Statutes 5.1.2.5).
   (a) EDIC (Electronic Devices used In Competitions) is a permanent CIAM Working Group which is responsible for any electronic device used in competition and described in the Sporting Code. The WG mission is:
      - To issue technical specifications for all electronic devices used for CIAM competitions, after a request from CIAM Bureau or CIAM S/C Chairmen.
      - To communicate with companies which are willing to manufacture such electronic devices.

- To define the approval procedure and the necessary steps in order to evaluate such devices.
- To test the devices according to the procedures defined.
- To issue and maintain an approval list of all such devices.
- To provide advice, to CIAM, on any matter relating to electronic devices that are used or can be used for aeromodelling or space modelling competitions.

A.4 LANGUAGE

The working language of the CIAM shall be English, and all documents, minutes, rules etc. shall be prepared and presented in English.

A.5 PLENARY MEETING

- According to FAI By-Laws 3.4.1 the Annual Plenary Meeting shall convene once a year and no later than 31st March. Under exceptional circumstances and in agreement with the FAI Executive Board, this date may be waived.
- According to FAI By-Laws 3.4.3:
- CIAM shall normally meet at, or in the vicinity of, the FAI Head Offices in Lausanne but may meet in other locations provided it has been voted by an absolute majority (> 50 %) of the Plenary Meeting;
- the host organisation shall pay all costs including suitable travel, hotel, and administrative expenses for the FAI Secretary General and/or his authorised representatives to attend.
- Another location for a CIAM Plenary Meeting will be selected by means of a vote on hosting proposals made by CIAM Delegates.

A.5.1 Agenda

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

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

The Agenda shall be despatched to the NACs and the officers of the Bureau with the notice convening the Meeting not later than 30 days before the Meeting or the first Technical Meeting, whichever occurs first.

If the Agenda is not sent out in proper time, the Plenary Meeting may be postponed by the President.

The President may add to the Agenda any matter considered to be urgent.

A.5.2 Technical Meetings

On the first day, in the case of a physical Plenary Meeting, there may be preliminary Technical Meetings held by the Chairmen of the appropriate Subcommittees. In the case that it is decided to organise Plenary via electronic means, Technical Meetings may be held over a longer period but always before the Plenary Meeting session. The CIAM Bureau may also decide to host these meetings using electronic means, even if the Plenary Meeting is going to happen physically.

These Meetings shall consider items in the Agenda for the purpose of discussion and briefing of all those present and shall, through the Subcommittee Chairman, make their recommendations thereon, together with the recommendations resulting from voting in the Subcommittee proper, to the Plenary Meeting.

Under normal circumstances, in step with the rule change procedure, a Technical Meeting may be held every two years according to the two-year cycle rule changes (see A.10.2) which means the year of the World Championship for an official class with championship status.

In case of emergency safety proposals or issues considered urgent by the Subcommittee Chairman, the Chairman is entitled to schedule an interim Meeting.

Eligible to attend are Subcommittee members, voting Delegates, Alternates and any others approved by their National Airsports Control (NAC). Among those eligible to attend, only one person per country may vote.

A.5.3 Voting procedure

The voting system for Plenary Meeting and Technical meetings is that of a simple majority.

The votes for a proposal are counted and then the votes against the proposal are counted.

The higher number of votes decides whether the proposal succeeds or fails. Abstentions do not affect the outcome and are not counted.

A.5.4 Plenary Meeting Minutes

The Minutes of the Plenary Meeting are to be drafted by the Secretary, approved by the President and distributed by the FAI Office not later than 60 days after the Meeting.

A.5.5 Extraordinary Cases

In extraordinary circumstances (Force Majeure), and after a recommendation from the CIAM President, the CIAM Bureau may decide to cancel, postpone, or host meetings by electronic means. In such cases the NACs and CIAM delegates must be informed well in advance of such meetings.

A.6 BUREAU

A.6.1 Composition

The Bureau is composed of a President, three Vice Presidents, a Secretary, a Technical Secretary, and the Chairmen of the permanent Subcommittees.

One of the Vice Presidents shall assume the duties of Treasurer. The other two, depending on the circumstances, will assist the President and the Bureau with duties such as coordinator of Subcommittee Chairmen, CIAM annual events coordinator, or any other task that is agreed in order to improve the CIAM Bureau performance and effectiveness.

If none of the Vice Presidents can act as Treasurer, then the Bureau may appoint a Treasurer who will not have any voting rights at the Bureau.

The CIAM Presidents of Honour may be invited by the President to take part in the Bureau Meetings but do not have voting rights.

The President may also invite representatives of the NACs preparing World Championships or other persons required for the business of the Bureau.

A.6.2 Term of office and election

In accordance with FAI Statute 5.1.2.8, the term of office for the entire Bureau, and any Treasurer appointed by Bureau, will be two years.

At each even-year Plenary Meeting, the CIAM shall elect a President, three Vice Presidents, a Secretary and a Technical Secretary by a secret ballot for a two-year term.

The rest of the Bureau members (Subcommittee Chairmen) shall be elected as described in A.7.1.

A.6.3 Resignation

If a Bureau member at any time submits a resignation to the Bureau, it shall be accepted with immediate effect and that Officer shall thereafter have no standing as a CIAM Officer. If the President resigns, the 1st Vice President will assume the duties of the President until the next Plenary Meeting.

If a Vice President resigns, the other Vice Presidents will assume the duties of that Vice President until the next Plenary Meeting.

If the Secretary, or the Technical Secretary or the Treasurer, or any Subcommittee Chairman resigns, the Bureau will appoint a replacement to serve until the next Plenary Meeting.

The same procedure will apply if a Bureau member is permanently incapacitated or dies.

If the election corresponding to the Bureau member's position is not scheduled to be held at the next Plenary Meeting, an election shall however be held in order to fill any Bureau vacancy caused by any resignation for the one year remaining of the two year term.

A.6.4 Suspension and Dismissal

Where the CIAM Bureau Members are of the opinion that a Bureau Member has:

(a) persistently refused or neglected to comply with a provision or provisions of the rules of the FAI/CIAM; or

(b) persistently and wilfully acted in a manner prejudicial to the interests of the FAI/CIAM; or

(c) committed a single act of sufficient seriousness to the interests of the FAI/CIAM;

Bureau, with a qualified majority (⅔) vote in favour, may suspend and/or temporarily replace the Bureau member, whichever is appropriate.

The CIAM Secretary shall without further delay, send a written notice to the Bureau Member affected, informing about the decision of the CIAM Bureau to impose a suspension and/or temporary replacement and the grounds on which it was based. The FAI Secretary General and the CASI Secretary shall be copied in on this communication.

The notice shall state that the Bureau Member may appeal the decision of the CIAM Bureau by email to the CASI Secretary not later than 90 days after service of the notice. CASI will act as the FAI Final Court of Appeal. The appeal will be treated as per the provisions of the FAI Sporting Code General Section.

On receipt of an appeal, the CASI Secretary shall acknowledge receipt of the appeal to the CIAM Bureau member concerned and notify Bureau and the FAI Secretary General.

Should no appeal be forthcoming in the due time period, the CIAM Secretary shall notify Bureau and place the matter on the agenda for the next CIAM Plenary Meeting for action.

The continued suspension, replacement, or dismissal of a Bureau member can only be decided by the Plenary Meeting with an absolute majority (50%) vote in favour.

In the case of replacement or dismissal, the election of a successor will be held at the Plenary Meeting in order to fill the vacancy for the remainder of the term of office.

A.6.5 Competence

The following matters are within the Bureau's competence:

a) The interpretation, application and control of CIAM decisions.

b) The control of organisation of World and Continental Championships.

c) The approval of World and Continental Championships Juries and Judges, including the Range Safety Officer (RSO) at Space Modelling Championships.

d) The submission of proposals to the CIAM.

e) The accomplishment of any mission conferred by the Plenary Meeting.

f) The approval of the lists of Judges and Technical Experts.

It is not in the competence of the Bureau to alter decisions taken during the Plenary Meeting regarding the maximum entry fee for participants at World and Continental Championships.

The Secretary shall keep a register of the CIAM perpetual trophies and be responsible for preparing the Minutes of each Meeting and sending them to the FAI Office and the President within 4 weeks.

The Technical Secretary shall be responsible for maintaining the current FAI Sporting Code Section 4 and Section 12 complete with amendments and additions in accordance with the decisions of the CIAM. He will also coordinate the work of the Subcommittees as necessary. The Technical Secretary will also check the record attempt dossiers.

The Bureau meets once in December, and then just before the Plenary Meeting and when convened by the President.

A.6.6 Bureau Meeting Minutes

The Minutes of the December Bureau Meeting shall be sent by the Secretary electronically to the Bureau members, Subcommittee Chairmen, and the FAI Office no later than 60 days after the meeting.

The Minutes of the other Bureau Meetings are to be drafted by the Secretary, approved by the President and distributed by the FAI Office not later than 60 days after the Meeting.

Interim decisions made by the Bureau must be included in the next Bureau Meeting Minutes.

A.7 SUBCOMMITTEES

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 Sports
F3 Pylon Racing	S Space Modelling
F3 Soaring	Education

A.7.1 Election of Subcommittee Chairmen

The CIAM elects by secret ballot the Chairman of each Subcommittee for a period of two years, with a compulsory

confirmation after one year.

The election shall occur at the Plenary Meeting during the year in which a Subcommittee may have a regularly scheduled Meeting for decision purposes and in which a World Championship for the subject category is held.

For F1, the election year is the year in which the F1ABC Senior World Championships take place; for F3 Soaring it is the year in which the F3B World Championship takes place; and for F5 Electric it is the year in which the F5B World Championship takes place.

The Chairman may be re-elected for an unlimited number of terms. He may not serve on more than one Subcommittee simultaneously.

Note: Election of the Subcommittee Chairmen are held as follows:

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

A.7.2 Composition

Each Subcommittee shall consist of a minimum of six members including the Chairman, all of different nationality, regardless of the number of members.

The Subcommittee Chairman selects the members from the approved list of technical experts. The Subcommittee Chairmen shall on their own initiative invite other persons as members, but they must be approved by their NAC. The NAC may suggest but not appoint alternative members.

The Subcommittee members serve as individual expert consultants and are not obliged to represent the views of their NAC.

The Subcommittee Chairmen must send the list of the members of their respective Subcommittee as soon as they have been established to the President and the FAI Office. The same procedure applies for any changes in the membership of the Subcommittees.

The Subcommittee Chairman must publish on the official FAI website the list of the members of his Subcommittee by 1st May of every year.

A.7.3 Subcommittee work

The Subcommittee Chairmen are free to organise the work of their Subcommittees, meetings, correspondence etc., as they consider most efficient.

The Subcommittees may in no circumstance publish recommendations, guides or rules, which have not been previously approved by the CIAM or the Bureau.

The Subcommittee Chairman will circulate the Plenary Meeting's official Agenda to the Subcommittee members and ask for a vote, this vote to be presented to the Plenary Meeting together with the result from the Technical Meeting at the Plenary Meeting.

A.8 TECHNICAL EXPERTS' NOMINATIONS

a) Nominations for persons to be placed on the database of technical experts must be submitted electronically with the use of the FAI on-line application no later than 15th November. The nomination period starts every year on 15th September.

b) The validity period is defined by the NAC concerned and it can be one (1) year or more. Subcommittee members should be chosen from the database.

c) To comply with the principle of NACs and Airsports Persons, NACs are only permitted to submit names of persons of their own NAC.

d) The Subcommittees' terms of office will be between Plenary Meetings.

e) Technical experts may be nominated for each class in the following categories:

Free Flight F1A, F1B, F1C, F1D, F1E	Control Line F2A, F2B, F2C, F2D
RC Aerobatics F3A, F3M, F3P, F3S	RC Helicopter F3C, F3N

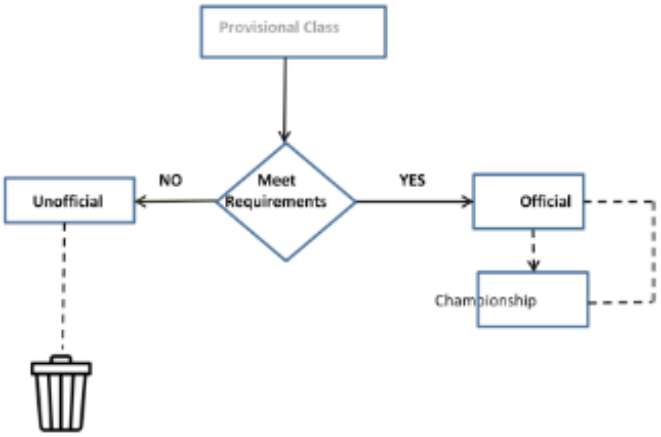
RC Soaring F3B, F3F, F3J, F3K, F3L	RC Pylon Racing F3D, F3E
Scale	Electric Flight F5B, F5J
Aerostats	Drone Sports F9A, F9U
Space Modelling	Education

Note: a person may be nominated technical expert for more than one class and even for all classes of a Subcommittee.

A.9 CLASSIFICATION OF CLASSES

Classes may be official, unofficial or provisional.

Only official classes may be considered for a World Championship status.



The diagram above shows that if we want to introduce a new class it will be Provisional.

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.

Any move from one box to another should be approved by Plenary, except for dealing with Unofficial classes, which remains at Subcommittee level.

Note: CIAM classes (official and provisional ones) are listed in Section B of the present Volume. Official classes with championship status are identified in C.15.2. The list of the CIAM classes is also downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.

A.9.1 Change of class from provisional to official

Before being considered for adoption by the CIAM as an official FAI class, rules of the provisional class must first have been used in each year of a two-year period up to the year of consideration.

The rules must have been used in at least five international contests, or three World Cup contests. All the contests must be registered on the FAI Sporting Calendar and involve a total of at least five FAI member countries with at least two countries per contest and at least 50 competitors in total per year.

A.9.2 National classes

In order to attract more participants in model aircraft competitions, each NAC is encouraged to establish further national model aircraft classes in addition to FAI classes. A NAC does not require permission from FAI to have its own classes.

A.10 SUBMISSION OF PROPOSALS TO THE CIAM

A.10.1 Requirements for proposals

Each proposal must conform to the following requirements:

a) State the Volume in the FAI Sporting Code, or its relevant approved amendments, to which the proposal refers.

b) Quote the relevant paragraph and/or heading from the FAI Sporting Code.

c) Detail exactly what the alteration or addition to the wording is to be. Deleted text should be shown as strike-through, new text as bold underlined format.

d) Give the reason(s) behind the proposed alteration in a short separate paragraph.

e) All technical amendments must be accompanied by supporting data.

f) Proposals which introduce new electronic devices for use in competition or which make amendments to the operation or specifications of existing electronic devices must be reviewed by the EDIC Working Group. The review by the EDIC WG Chairman must be sent to CIAM Bureau, S/C Chairman concerned and NAC delegates in writing prior to the Technical Meeting and Plenary Meeting.

g) Proposed amendments to the EDIC Volume are undertaken at the request of CIAM Bureau or a CIAM Subcommittee Chairman and should not be submitted for the Plenary Agenda.

h) Submit each proposal on a separate document regardless of category.

i) All rule proposals, guides and any other items accepted for the Agenda must be submitted electronically in ***Word*** or rich text format (RTF) to facilitate compilation of the Agenda.

Note: To facilitate the generation of proposals in the accepted format, a Word document containing the above layout and a help file on document naming is downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.

A.10.2 Effective date of rule changes

a) For official classes, a period of two years of no changes to model aircraft/space model specifications, manoeuvre schedules and rules will be strictly enforced.

b) The two-year cycle shall be as follows:

Official class with championship status: in step with the World Championship cycle.

Other official class: in step with the second year of the two-year anniversary cycle of the date of the Plenary Meeting at which the class was approved as official.

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

Official class with championship status: in the year of a World Championship.

Other official class: in the second year of the two-year cycle.

Any change will become effective the following January unless a different date is specified and approved at the Plenary Meeting.

d) Provisional classes are not subject to this two-year rule cycle.

e) Amendments to rule changes not yet implemented shall be as follows:

i) Not permitted for rules approved for implementation in the year following approval.

ii) Permitted for "advanced publication" rules that have been approved by Plenary Meeting with an implementation date of at least three years in the future. These rules must have been published in a special annex at the back of the appropriate Volume of the FAI Sporting Code.

This advance publication must be made in the year following approval by the Plenary Meeting.

f) The only exceptions allowed to the procedure above are genuine and urgent safety matters, indispensable rule clarifications and noise rulings.

g) All proposals are first to be carefully scrutinised by the Chairmen of the relevant Subcommittees who will check them for validity before presenting them to the Bureau. It will be the Chairman's duty to point out any ambiguities or lack of conformity with CIAM requirements in the proposal, as well as any effects it may have on other regulations. Apart from the exceptions stated above, proposals will only be accepted on Plenary Agendas in years for which Technical Meetings are entitled to be held. This shall not apply to provisional classes.

h) Proposals that seek to reverse or nullify decisions on topics that have been voted on by Plenary within the previous two years shall not be placed on a Plenary agenda.

A.10.3 Submission procedure

Proposals may be submitted to the CIAM by:

a) All NACs and/or NAC approved CIAM Delegates.

b) The Bureau.

c) The Chairmen of the Subcommittees subsequent to the agreement of the majority of the members of the Subcommittee concerned.

All proposals from Subcommittees and NACs for the Plenary Meeting must be submitted through the FAI automatic submission process in the correct format between 1st August and 15th November of the year immediately preceding the Plenary Meeting at which the proposals may be considered within the appropriate two-year rule cycle.

Note: The web address for the automatic submission process will generally be included in the reminder letter that the FAI Office sends out or it may be obtained directly from the FAI Office.

The Technical Secretary will email the proposals to the relevant Subcommittee Chairman, who must present their findings in print at the December Bureau Meeting. Proposals are to be approved at the Bureau Meeting after which the Technical Secretary sets up a draft of the proposals section of the Plenary Meeting Agenda to be approved by the President. The finalised Agenda will be sent by the Secretary to the FAI Office who will arrange to send it out to the NACs.

Any proposals received out of sequence with the appropriate two-year cycle (see A.10.2) will need to be re-submitted by the proposer in the correct year.

Note: Neither the CIAM nor the FAI Office has the resources to retain such proposals on file until the next Plenary Meeting.

A.11 EMERGENCY SAFETY RULES & NOTICES

A.11.1 Emergency safety rules

a) New or amended safety rules shall be effective one calendar month from the end of the Plenary Meeting of that year or for the next CIAM-approved contest, in the category affected, whichever is the sooner.

b) Any amended or new safety rule(s) shall appear in the Organiser Bulletins of the appropriate championship(s) being held that year.

c) All safety rules shall be the responsibility of the Technical Secretary who shall liaise with the appropriate Subcommittee Chairman regarding specific safety rule(s).

A.11.2 Emergency safety notices

a) NACs shall be informed of any safety notice by email within five days of the end of the Plenary Meeting or the agreement of a majority of the Bureau in the case of safety notices that need to be generated between Plenary Meetings.

b) Any safety notice shall appear on the CIAM homepage of the FAI website within five days of the end of the Plenary Meeting or the Bureau decision to issue such a notice taken between Plenary Meetings.

c) All safety notices shall be the responsibility of the Technical Secretary who may liaise with the appropriate Subcommittee Chairman regarding the formulation of any such notice.

d) It will be the responsibility of the Technical Secretary, or in his absence, the Secretary, to liaise with the FAI Office as necessary regarding the formal promulgation of any safety notice.

A.12 AEROMODELLING FUND

An Aeromodelling Fund shall be maintained to hold monies paid as sanction fees for listing events in the FAI Sporting Calendar. See C.4 for the sanction fees.

The fund shall be used for:

a) paying of unrecouped costs of publishing the CIAM Flyer;

b) paying the cost of FAI Medals and Diplomas for Model Aircraft and Space Modelling World Cup contests;

c) paying the cost of refurbishment of World Championship Trophies when required;

d) re-imbursement of the transport and accommodation costs incurred by the President or his alternate in attending the FAI General Conference, the Bureau and Plenary Meetings;

e) paying the costs, to the limit of available funds in any year, not properly a charge on a NAC, of attendance at Bureau Meetings;

f) the single payment for the CIAM Aeromodelling Scholarship as and when it is awarded (see A.14).

A.13 CIAM AWARDS

The current CIAM awards are:

- Aeromodelling Gold Medal
- Alphonse Penaud Diploma

- Antonov Diploma
- Andrei Tupolev Medal (temporarily paused)
- Andrei Tupolev Diploma
- Frank Ehling Diploma
- CIAM Legends Medal

The characteristics of each CIAM award are defined in FAI By-Laws (7.7).

Submissions of nominations for CIAM awards must be received on the standard forms by the FAI Office no later than 15th November.

Note: The standard forms are downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.

A.14 AEROMODELLING SCHOLARSHIP

a) The Aeromodelling Scholarship may be awarded to one appropriately qualified person from age 16 up to age 21 in the year of nomination to help with the education of the successful nominee.

b) Only one person from a country may be nominated annually by that candidate's NAC.

c) Only one Scholarship may be awarded in any one year.

d) Procedure:

i) A NAC sends to the FAI Office the nomination form duly completed, stamped and signed plus the required documentation to be received by 15th November.

Note: The nomination form is downloadable from "Documents" section of the CIAM website http://www.fai.org/ciam-documents.

ii) All forms and attached documentation, including personal statements, will be forwarded to the CIAM Scholarship Selection Group of seven world-wide Education Experts, who shall independently consider the nominations and place the candidates in descending order of merit. Any member of the Selection Group who is related to, or close friends with, any of the nominees must excuse himself from the selection procedure of that year.

iii) The Bureau shall scrutinise the recommendations and nominate one candidate to be presented to the Plenary Meeting for approval. The Plenary Meeting awards the Scholarship.

e) Payment

i) The FAI will transfer the Scholarship award of 2,500 CHF to the awarded student, or his/her parents, or his/her guardians after all valid receipts which justify the full amount of the Scholarship have been submitted.

ii) The receipts must prove the payment of the tuition fees of schools, or colleges or universities or the financial funding of educational books or other educational equipment and have to be issued to the awarded student or clearly indicate that they are for his/her benefit. The receipts are to be summarised in English using the CIAM expenses summary form.

Note: The CIAM expenses summary form is downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.

iii) The FAI office shall forward all receipts to the CIAM Treasurer for monitoring purposes.

iv) The Delegate of the NAC administering the Scholarship award shall present a report at the following Plenary Meeting (to be received by the FAI Office by the previous 15th November).

f) CIAM Scholarship cycle

15th November	Deadline for candidate submissions
Following March	Candidate approved by the Plenary Meeting
Following 15th November Delegate	Deadline for CIAM Scholar's report for next Plenary by NAC
	Deadline for next candidate submissions
Following March	Next candidate approved by Plenary Meeting

SECTION B - GENERAL SPECIFICATIONS FOR CIAM CLASSES

B.1 CLASS F - MODEL AIRCRAFT

B.1.1 General definition

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

b) For the whole flight, a radio-controlled model aircraft must be within visual line of sight (VLOS) of the person who directly assumes its control or who is in a situation to take the direct control at any moment, including if the model is being flown automatically to a selected location.

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

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

e) Unless specifically allowed in the class rules, any airborne device or function that uses sensors to actuate any control surface is prohibited and must not be installed. Receivers that transmit information back to the pilot-operated transmitter, are not considered to be prohibited devices, provided that the information that is transmitted is only for the battery, voltage or signal strength of the model aircraft, including model rocket gliders.

Regulations applicable to air law, air traffic and control in the respective countries take precedence.

Note: FAI Sporting Code General Section 2.1.1 defines an aircraft as a vehicle that can be sustained in the atmosphere by forces exerted on it by the air and states that there are two types of aircraft:

- ..... Aerodyne defined as a heavier-than-air aircraft which derives its lift in flight mainly from aerodynamic forces.
- ..... Aerostat defined as an aircraft lighter than air.

B.1.2 Classification of model aircraft

Official and provisional model aircraft classes are listed below for each category.

Note: The list of the CIAM classes is downloadable from “Documents” section of the CIAM website http://www.fai.org/ciam-documents. Official classes which have championship status are mentioned in C.15.2.

B.1.2.1 Category F1 - Free Flight

a) This is a flight during which there exists no physical connection between the model aircraft and the competitor or his helper. Radio control functions are allowed only when specifically stated in the rules for the relevant class. Closed loop control systems with active sensors and operating aerodynamic flight controls or moving mass are not allowed, unless allowed in the class rules.

b) Unless specified otherwise in the rules for a particular class, Free Flight models must be launched with at least one hand holding the fuselage of the model.

c) This category is divided into the following classes:

i) Official classes

F1A - FF Gliders
F1B - FF “Wakefield”
F1C - FF Aircraft with Piston Engines
F1D - FF Indoor Aircraft
F1E - FF Slope Soaring Gliders
F1N - FF Indoor Hand Launch Gliders
F1P - FF Introduction Aircraft with Piston Motor
F1Q - FF Electric Powered Aircraft

ii) Provisional classes

F1G - FF “Coupe d’Hiver”
F1H - FF Small Gliders
F1J - FF Small Aircraft with Piston Motor
F1L - FF Indoor Aircraft EZB
F1M - FF Indoor Beginner's Aircraft

F1R - FF Indoor Aircraft Micro 35
F1S - FF Small Electric Powered Aircraft "E36"

B.1.2.2 Category F2 - Control Line Flight

a) Control Line Flight is flight during which all flight control is accomplished via physical connection to the pilot through one or more inextensible wires or cables directly connected to the model aircraft.

The control wires or cables must be attached to a hand held device (control handle). Automatic flight path control and/or automatic manoeuvring are not permitted.

b) Powertrain control may be accomplished by the pilot via the wires or cables or by an onboard self-contained, automatic process.

c) For initial start-up of the engine(s), any device or system is permitted including the use of 2.4 GHz Spread Spectrum technology legal for use in the concerned country. The competitor will determine the suitability for use of the chosen system. Any such device or system must:

i) be operated only by the pilot or assigned mechanics/helpers, and

ii) not affect any other model.

d) For permanent shutdown of the engine(s), any device or system is permitted including the use of 2.4 GHz Spread Spectrum technology legal for use in the concerned country. The competitor will determine the suitability for use of the chosen system.

Any such device or system:

i) must be operated only by the pilot, and

ii) must not affect any other model.

e) A safety strap connecting the competitor's wrist to the control handle must be provided by the competitor and used during all flights. A pull test shall be applied separately to the safety strap. This pull test will be applied according to each class specification concerning the lines' pull test.

f) The regulations for classes must be set forth in class rules. Except for reasons of safety, class rules must not contradict or invalidate B.1.2.2.

g) This category is divided into the following classes:

i) Official classes

F2A - CL Speed
F2B - CL Aerobatics
F2C - CL Team-Racing
F2D - CL Combat
F2G - CL Electric Speed

ii) Provisional classes

F2F - CL Diesel Profile Team-Racing

B.1.2.3 Category F3 - Radio Controlled Flight

This is a flight during which the model aircraft is manoeuvred by control surface(s) in attitude, direction and altitude by the flier on the ground using radio control.

This category is divided into the following classes:

i) Official classes

F3A - RC Aerobatic Aircraft
F3B - RC Multi-Task Gliders
F3C - RC Aerobatic Helicopters
F3D - RC Pylon Racing Aeroplanes
F3E – RC Electric Powered Pylon Racing Aeroplanes
F3F - RC Slope Soaring Gliders
F3J - RC Thermal Duration Gliders
F3K - RC Hand Launch Gliders
F3L - RC Thermal Gliders RES
F3N - RC Freestyle Aerobatic Helicopters
F3P - RC Indoor Aerobatic Aircraft

ii) Provisional classes

F3G - RC Multi-Task Gliders with Electric Motor

F3R - RC Pylon Racing Limited Technology Aeroplanes

F3T - RC Semi-Scale Pylon Racing with Controlled Technology Aeroplanes

B.1.2.4 Category F4 - Scale Model Aircraft

A scale model shall be a scaled down replica of a heavier-than-air man-carrying aircraft.

This category is divided into the following classes:

i) Official classes

F4B - CL Scale Aeroplanes

F4C - RC Scale Aeroplanes

F4H - RC Stand-Off Scale Aeroplanes

ii) Provisional classes

F4A - FF Outdoor Scale Aeroplanes

F4D - FF Indoor Rubber Scale Aeroplanes

F4E - FF Indoor CO_2 or Electric Scale Aeroplanes

F4F - FF Peanut Scale Aeroplanes

F4K - RC Scale Helicopters

B.1.2.5 Category F5 - Radio Control Electric Powered Aircraft

This category is divided into the following classes:

i) Official classes

F5B - RC Electric Powered Multi Task Gliders

F5J - RC Electric Powered Thermal Duration Gliders

ii) Provisional classes

F5F - RC 6 Cell Electric Powered Motor Gliders

F5K - RC Thermal Duration Gliders for Multiple Task Competition with Electric Motor and AMRT

F5L – RC Thermal Duration Gliders RES with Electric Motor and AMRT

B.1.2.6 Category F7 - Radio Controlled Aerostats

This category is divided into the following classes (provisional classes):

F7A - RC Hot-Air Balloons

F7B - RC Airships

B.1.2.7 Category F9 - Drone Sports

This category includes the following classes (provisional classes):

F9A - Drone Soccer

F9U - Drone Racing

B.1.3 General characteristics of a model aircraft

a) Unless specified otherwise in the rules for a particular class or in the Records Volume, model aircraft shall meet the following general specifications:

Maximum flying weight with fuel ..... 25 kg
Maximum surface area ..... 500 dm^2
Maximum loading ..... 250 g/dm^2
Maximum swept volume of piston motor(s) ..... 250 cm^3
Electric Motors power source max. no load voltage ..... 72 volts
Maximum total thrust of turbines ..... 25 kg (250 Newton)

b) Noise limits shall be applied to powered model aircraft categories, with 96 dB(A) at 3 metres for any category which does not have approval for any other noise rule. Specific noise measuring procedures are to be developed by each Subcommittee for its category.

c) Noise limits do not apply to model aircraft equipped with turbines.

B.2 CLASS S - SPACE MODELS

B.2.1 General definition

a) A space model is a spacecraft or aerospacecraft of limited dimensions and limited payload-carrying capability, unable to carry a human being or commercial payloads.

b) A space model is a model rocket or rocket glider that:
- rises into the air without the use of aerodynamic lift forces to overcome the gravitational forces;
- is set in motion by the force of a thrust rocket motor(s)
- is characterised by a vertical or near vertical free ballistic flight – a cone with an angle of 60°;
- is oriented vertically on the launching device
- includes a device for returning it safely to the ground in a condition that allows its reuse;
- is constructed primarily of non-metallic materials.

c) The 'thrust rocket motor' which supplies the propulsive force for the space model is a solid propellant reaction motor in which all chemical ingredients of a combustible nature are pre-mixed and ready for use.

d) Regulations applicable to air law, air traffic and control in the respective countries take precedence.

B.2.2 Classification of space models

Note: The list of the CIAM classes is downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*. Official classes which have the championship status are mentioned in C.15.2.

Space models classes (official classes) are:

S1 - Altitude
S2 - Payload
S3 - Parachute duration
S4 - Boost Glider duration
S5 - Scale Altitude
S6 - Streamer duration
S7 - Scale
S8 - Rocket Glider duration
S9 - Gyrocopter duration

Each class, except class S7, is divided into subclasses defined as follows according to total impulse (in Newton-seconds):

A - 0.00 to 2.50 Ns
B - 2.51 to 5.00 Ns
C - 5.01 to 10.00 Ns
D - 10.01 to 20.00 Ns
E - 20.01 to 40.00 Ns
F - 40.01 to 80.00 Ns

A Subclass A/2 (0.00 to 1.25 Ns) is also defined mainly for teaching beginners and for their practice.

Note: Following classes are also defined:

Class S2/P - Precision fragile payload.

Class S8P - RC Rocket glider time duration and precision landing.

B.2.3 General characteristics of space models

a) Unless specified otherwise in the rules for a particular class or in the records rules, space models shall meet the following general specifications:
- Gross or maximum weight, including space model motor(s) ..... 1500 g
- Maximum propellant materials contained in motor(s) ..... 200 g
- Maximum total impulse of motor(s) ..... 160 Newton-seconds (Ns)
- Minimum thrust duration ..... 0,050 seconds
- Stages of operation ..... No more than three (3)
- (see Space Volume for detailed definition)

b) All propellant ingredients in a space model motor must be preloaded into the casing in such a manner that they cannot easily be removed. Delay grains and ejection charges may be pre-mixed and packaged separately if the auxiliary package is a single, preassembled unit containing all of the remaining combustible material.

c) The space model motor casing shall be made of non-metallic material of low thermal conductivity. The temperature of the external surface of the casing shall not exceed 200 degrees Centigrade during or after operation. Minimum casing diameter shall not be less than 10 millimetres.

d) A space model motor must be so designed and constructed that it will not rupture its casing in the event of internal overpressure. Any malfunction resulting in internal overpressure should dissipate its force along the longitudinal axis of the engine.

e) A space model motor must be so designed and constructed as to be incapable of spontaneous ignition in air, in water, as a result of physical shocks, jarring, impacts or motion under conditions that would reasonably be expected to occur during shipment, storage or use, or when subjected to a temperature of 80 degrees Centigrade or less.

f) A space model motor shall not be altered in any manner to change its published and established performance characteristics or dimensions.

B.3 CLASS U - UNMANNED AERIAL VEHICLE

B.3.1 General definition

An Unmanned Aerial Vehicle (UAV) is an aerodyne with means of propulsion that does not carry a human and which is designed for scientific research, commercial, governmental or military purpose.

Note: regarding its aims and objectives, CIAM is only concerned for Class U with records activities (no competition activities for this class).

B.3.2 UAV methods of control

A UAV can be remotely controlled by a person or persons, or autonomously controlled by a hardware system and/or software system onboard the UAV, or both.

B.4 DEFINITIONS OF EXPRESSIONS

B.4.1 Aeroplane

An aeroplane is a fixed wing aerodyne model aircraft with means of propulsion.

B.4.2 Airship

An airship is an aerostat model aircraft, supported statically in the air, with means of propulsion and steering by any onboard power source.

B.4.3 Autonomous control

The flight is considered as autonomously controlled when control of attitude, altitude, airspeed, flight path and navigation is only done by means of a vehicle management system which is on-board or off-board.

B.4.4 Compression ignition motor

A compression ignition motor is one in which the charge is ignited solely by the effect of compression. This may include a mechanical system specially provided to control compression when the engine is operating.

B.4.5 Extensible motor

Motor in which the energy is obtained by the torsion or extension of strands of elastic material.

B.4.6 First Person View

First-person view (FPV) is a method used to pilot the model aircraft from a first-person perspective via an onboard camera, fed wirelessly to video FPV goggles or to a video monitor on the ground.

An observer who is able to assume direct control of the aircraft must maintain VLOS with the aircraft, unless specified otherwise in the rules for a particular class.

Note: FPV is also known as remote-person view (RPV), or simply video piloting.

B.4.7 Fixed wing model aircraft

A fixed wing model aircraft is a model aircraft with mean(s) of propulsion which derives its major lift from fixed wing(s) surface(s).

B.4.8 Glider

A glider is a fixed wing aerodyne model aircraft with no means of propulsion.

B.4.9 Glow plug motor

A glow plug motor uses a continuously incandescent element to provide ignition.

B.4.10 Hand launching

The launch of the model aircraft is done by hand, the competitor or helper standing on the ground.

B.4.11 Helicopter

A helicopter is a rotary wing aerodyne model aircraft with a power driven rotor system with a maximum of two rotors. The axes of the rotors must be fixed and the axis of the main rotor substantially perpendicular to the longitudinal axis of the rotorcraft.

B.4.12 Hot-air balloon

A hot-air balloon is an aerostat model aircraft, supported statically in the air, with no means of propulsion by any power source, which obtains its lift only as a result of heated air.

B.4.13 Jet reaction motor

a) Motor in which the energy is obtained by a combustion of a solid, liquid or gaseous fuel, or by the expansion of a fluid acting on a rotating or pulsating member. In the case of model aircraft driven by reaction motors, the following supplementary characteristics are imposed:

b) Maximum outside diameter of pulse-jet combustion chamber: 80 mm.

B.4.14 Landing

The model is considered to have landed when it has first touched ground or water, or definitely terminated its forward movement.

B.4.15 Loading

When loading rules are applied the loading shall be defined as the weight in grams per square decimetre of surface area.

B.4.16 Motor glider

A motor glider is a fixed wing aerodyne model aircraft equipped with means of propulsion, capable of sustained soaring flight without thrust from the means of propulsion.

B.4.17 Multi-rotor

A multi-rotor (or multi-copter) is a rotary wing aerodyne model aircraft with a power driven rotor system with more than two rotors. The axes of the rotors must be fixed and substantially perpendicular to the longitudinal axis of the rotorcraft.

B.4.18 Pilot

The pilot is the person who flies the model and takes flight decisions based on the received information.

B.4.19 Piston motor

Motor in which the energy is obtained by the combustion or expansion of a fluid or gas acting on one or more reciprocating or rotary pistons.

B.4.20 Remote control

The flight is considered as remotely controlled when control of attitude, altitude, airspeed, flight path and navigation is done by the pilot acting by means of a communications link from a remote control station.

Note: This does not preclude the use of an autopilot for portions of the flight as long as the remote control station is not left unattended.

B.4.21 Rotary wing model aircraft

A rotary wing model aircraft is a model aircraft with mean(s) of propulsion which derives the whole or a substantial part of its lift from a rotary wing system.

B.4.22 Surface area

The surface area includes the total surface of the wings and that of the horizontal or oblique stabilising surface or surfaces. The surfaces taken for calculation are the orthogonal projection on to a horizontal plane of the surfaces in question with each surface at zero incidences.

When wings or stabilising surfaces are built into the fuselage of the model aircraft the surface taken into account shall include that area contained within the normal contours of the flight surfaces extended so as to meet at the plane of symmetry of the model.

B.4.23 Seaplane

A seaplane is a model aircraft which must take off from water, but without obligation to land on the water at the termination of the flight. Prior to the take-off, a flotation test of one minute must be imposed on each model during which it must float on the surface without external aid in normal take-off position.

B.4.24 Swept volume

a) Reciprocating engine

Swept volume is calculated as:

Swept piston area x stroke = swept volume

Swept piston area is calculated by measuring the bore of the liner at the top dead centre.

The calculation of volume shall be truncated to two decimal places (0,01 cm^3)

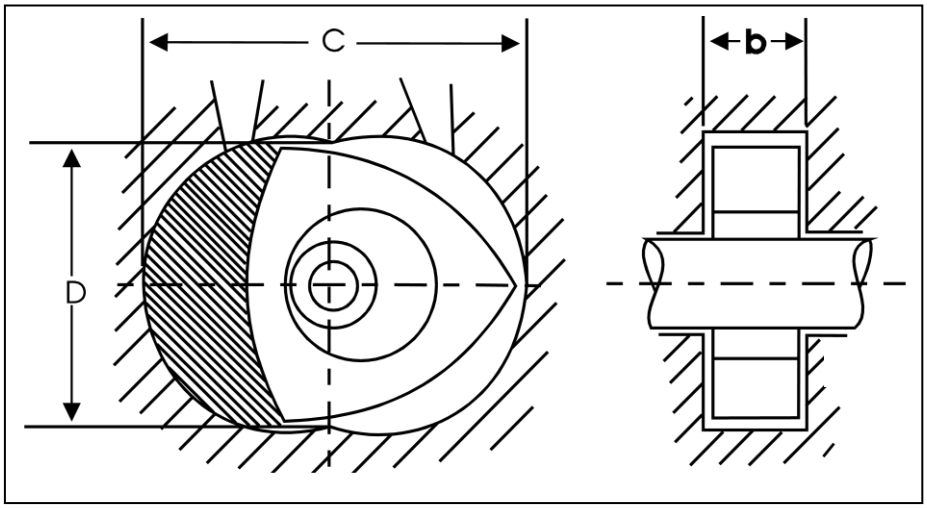
b) Rotary engine

Swept volume is calculated as:

0,325(C2 - D2).b

For the meaning of the letters see the figure below.

DISPLACEMENT CALCULATION OF A ROTARY PISTON ENGINE



B.4.25 Take-off

The model must rise from the ground or water in the correct manner and (except for Control Line, model aircraft) without any help from the flier or mechanic.

B.4.26 Weight

The weight taken to determine the wing loading and minimum or maximum weight, is that of the complete model aircraft in flying order but without fuel. The weight shall be measured in kilograms and/or grams.

B.4.27 Wingspan

Wingspan is the maximum distance between two points terminating the wing.

SECTION C - CIAM GENERAL RULES FOR INTERNATIONAL EVENTS

C.1 GENERAL DEFINITION OF INTERNATIONAL EVENTS

Any model aircraft and space models event in which entry is open to more than one NAC or to individual participants, all of whom hold a valid FAI Sporting Licence, which collectively are issued by more than one NAC. Organised by the NAC or with its permission or participation under the rules of the FAI Sporting Code Section 4, these contests must be entered in the FAI Sporting Calendar (see C.3).

C.2 TYPES OF INTERNATIONAL EVENTS

The General Section of the FAI Sporting Code states that events on the FAI sporting calendar are one of two categories:

a) First Category (CAT1) for World and Continental Championships, World Air Games and World Games. For other Multi-Sport events consult the FAI Sporting Code General Section.

b) Second Category (CAT2) for all other types of international events.

C.2.1 First Category events

C.2.1.1 World Championships

a) These are international events in which the competitors must be nominated by their NACs and there must be persons or teams from at least eight different countries. These events are for individual and national team classification.

b) The World Championships shall be planned and scheduled by the CIAM.

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

d) The number of classes in one World Championship is limited to five (5) for seniors and five (5) for juniors except for the case of space modelling, where the number of classes shall be limited to eight (8) for seniors and eight (8) for juniors.

C.2.1.2 Continental Championships

a) These are international events in which the competitors must be nominated by their NACs and must be persons or teams from at least four different nations from one Continental Region defined in the General Section of the FAI Sporting Code. For the European region, the required participation must be from at least six different countries. These events are for individual and possibly team classification and will be organised only in the years when there is no World Championship in the particular class.

b) The Continental Championships shall be planned and scheduled by the CIAM.

c) The number of classes in one Continental Championship is limited to five (5) for seniors and five (5) for juniors except for the case of space modelling, where the number of classes shall be limited to eight (8) for seniors and eight (8) for juniors.

C.2.1.3 World Air Games and World Games

These are international sporting events involving several FAI air sports at the same time in which the competitors are selected by the respective Air Sport Commission on the basis of international ranking lists and/or previous championship results.

C.2.2 Second Category events

C.2.2.1 Open International

An Open International is a contest in which all competitors who possess a valid FAI Sporting Licence may enter. These contests are for individual classification only.

C.2.2.2 International Series

An International Series is a sequence of international events for specific goal or classification such as Eurotour contests.

C.2.2.3 World Cup

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

There must be at least five valid contests held in any class of World Cup for medals and diplomas to be awarded. Classification for any particular category is contained in the World Cup regulations in the appropriate Volume of the FAI Sporting Code.

If not specified differently in the appropriate Volume of the FAI SC, the minimum number of competitors for a World Cup competition is four (4).

Note: The list of the CIAM classes with mention of the World cup classes is downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.

CIAM medals and diplomas will be awarded to the 1st, 2nd and 3rd placed competitors in the final rankings.

If a CIAM Subcommittee chooses to run a World Cup, it must:

a) define rules and points allocation; these must be published in the FAI Sporting Code;

b) nominate in advance the Open Internationals which are to be included from the FAI Sporting Calendar;

c) check the draft FAI Sporting Calendar for errors or omissions and report to the December Bureau Meeting;

d) send a reminder communication to Open International World Cup organisers at the beginning of each year. This communication is to:

   request confirmation of the contest details in the FAI Sporting Calendar;

   remind of the requirement to observe the FAI Sporting Code (C.13.1);

   remind of the requirement to check FAI licences of entrants;

   remind of the requirements for submission of results (C.13.7);

   give a valid email address to which the results should be sent;

e) collect results from each contest and allocate points to competitors (refer also to paragraphs C.13.7);

f) produce and distribute current positions in the World Cup during the year;

g) advise Bureau of any problems with any World Cup contests;

h) the Subcommittee may appoint a World Cup Coordinator to administer the World Cup. If it does so, then items c) to g) above are the direct responsibility of the World Cup Coordinator. The Subcommittee Chairman shall advise Bureau of the name of the World Cup Coordinator.

C.2.3 International ranking

a) This is a continuous classification based on the results of all Open Internationals, as well as World and Continental Championships, World Cup contests and World Air Games selection events. An international ranking may be organised by the relevant CIAM Subcommittee for any of the classes recognised as World Championship or World Air Games class.

b) If a CIAM Subcommittee chooses to run an international ranking, it must:

   i) Define rules and ranking algorithm, these must be published in the FAI Sporting Code.

   ii) Collect results from each contest and apply the ranking algorithm on them.

   iii) Produce and distribute up-dated ranking lists during the year.

C.3 FAI SPORTING CALENDAR

a) Except where stated below, registration for sporting events must be submitted electronically with the use of the FAI on-line application no later than 15th November in the year prior to the event.

b) All applications for sporting events must be accompanied by a sanction fee to CIAM. The amount of this sanction fee is determined annually by CIAM as defined in C.4. Payment may be made by credit card, bank transfer, PayPal, or any other method available from the FAI on-line application, but in any case, the remitter pays all card or bank charges.

   Sanction fees for World and Continental Championships and World Cup contests must be received by the FAI by 15th November of the year preceding the championship or World Cup contest. If the fee is not received by 15th November, the event may be deleted from the calendar.

c) Open International events for which registration has been received by the FAI Office after 15th November of the year immediately preceding the year of the contest may be considered for the FAI Sporting Calendar but will not be eligible for inclusion in a World Cup for that or the following year. However, such an Open International must be submitted electronically with the use of the FAI on-line application at least three months in advance of the contest date with the appropriate fee payment to the FAI Office.

in the FAI Sporting Calendar of any Open International submitted after 15th November will be granted only with the approval of the relevant Subcommittee Chairman. For Drone Sport Open International events, the 15th November deadline to be eligible for inclusion in a World Cup of this class is not applicable.

d) Registered sporting events taking place in a year will only be recognised if the organising NAC has fulfilled all its obligations to FAI.

C.4 SANCTION FEES

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

b) All the fees are described in a separate FAI document named FAI Schedule of Fees.

The variable amount as described also in the above-mentioned document, is applicable only for World or Continental Championships and is ten (10) CHF or the equivalent amount in the currency used by the organizer, per participant. The standard and the variable amount shall be paid by the organizer according to the terms described in the Organizer Agreement (OA). The variable amount shall be paid for each Team Manager and/or Competitor together with the entry fees to the organizer. The payment of this part of the sanction fees must be transferred by the organizer to the FAI at least fifteen (15) days before the published start date of the competition. The FAI Jury President will not approve the competition results and declare the event to be valid, without evidence of this payment. In case there are more than one class in the championship, each participant as described above shall pay once this fee. Also, this fee will be paid once, if the Team Manager is also participating as competitor,

c) The sanction fees shall be reviewed each year by the Bureau and any proposed fee changes must be approved by the Plenary Meeting.

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

C.5 COMPETITORS, TEAM MANAGER AND NATIONAL TEAM

C.5.1 Competitor

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

S/C	AGE
F1 Free Flight	18
F2 Control Line	21
F3 Aerobatics	18
F3 Soaring	18
F3 Helicopters	18
F3 Pylon Racing	18
F4 Scale	21
F5 Electric	18
F7 Aerostats	18
F9 Drone Sport	18
S Space Modelling	18

C.5.1.1 Age of participants for Junior World or Continental Championships

For a World or Continental Championship organised specifically for juniors, all competitors and all helpers, team members, mechanics and assistants must all be juniors.

The team managers and/or their duly registered assistants and organising officials are the only seniors allowed in the starting area.

For RC Soaring and F5J, the helpers, mechanics and assistants may be seniors.

C.5.1.2 Builder of the model

It is not necessary for the competitor to build his model unless the requirement to do so is specifically stated in the rules for a particular class.

C.5.1.3 Competitor's proxy and substitution of team members

Proxy flights are not permitted in any class or category of either model aircraft or space models.

Substitution of team members is permitted only up to the time of registration or prior to model processing, whichever comes first.

C.5.1.4 Anti-Doping Policy for Competitors

FAI adheres to the World Anti-Doping (WADA) Rules. All related FAI Rules and Procedures for Anti-Doping, including Therapeutic Use Exemption, can be found on the dedicated section of the FAI web site https://www.fai.org/anti-doping

C.5.2 Team manager

a) The team manager may assist the competitors. He is the only person allowed to deal with the Jury or the Organiser in the case of disputes, complaints or protests and must be obligatory for World and Continental Championships. Any member of the officially entered national team may be nominated as team manager.

b) For Free Flight, Control Line, RC Soaring, Scale Drone Sports (for the class F9A only), and Space Model contests, the team manager may have an assistant, registered with the organiser, who will have the same duties as the team manager except that the assistant will only be allowed to deal with the Jury or the Organiser if he is duly authorized to do so by the Team Manager.

C.5.3 National team for World and Continental Championships

a) For those categories that do not have separate Junior World and Continental Championships, a national team may consist of a maximum of 5 individual competitors or 5 pairs of competitors for each category, providing that at least one competitor (or pair) is Female and at least one is Junior; and a Team Manager.

All Females and Juniors will compete for the overall individual classification. Additionally, there is a separate Female classification and a separate Junior classification, both with FAI medals and diplomas, depending on the provisions as described in C.15.6.

b) For those categories that have separate Junior World and Continental Championships, the national team may consist of a maximum of 4 competitors (or pairs), providing at least one competitor (or pair) is Female; and a Team Manager.

All Females will compete for the overall individual classification. Additionally, there is a Female classification with FAI medals and diplomas, depending on the provisions as described in C.15.6.

c) The reigning World or Continental Champion has the right (subject to the approval of his National Airsports Control) to participate in the next World or Continental Championships in that category regardless of whether he qualifies for the national team or not. If he is not a member of the national team, his score will not be considered in the team results.

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

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

f) Each CIAM Sub Committee taking into account, the financial viability of an event, the expected number of participants based on statistical information from previous events, may consider, working together with the organizer to propose to CIAM Bureau an alternative way to allow more competitors to participate, so to make the event happened, instead of cancellation due to limited number of participants.

For this the S/C has to consider:

- the maximum total number of competitors, which will allow the event to happen withing the defined period
- the minimum number of competitors under which the event is no longer financially viable.

C.5.4 Competitor Invitation Procedure Phases

Phase 1

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

Phase 2

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

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

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

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

Registration from participants invited of Phase 2, will not be accepted later than 90 days for World Championships or 60 days for Continental Championships before the start of the event. This deadline is set so to allow the organizer and CIAM Bureau to decide for the event.

C.6 FAI SPORTING LICENCE

Every competitor, team manager and assistant team manager entering an FAI event must possess a valid Sporting Licence of the FAI.

When specifically stated in the rules for a particular class, other participants such as helper, mechanic, caller must also possess a valid FAI Sporting Licence. They are exempt from the FAI regulations regarding “Change of Representation - First Category Events” (FAI Sporting Code General Section 3.5).

All FAI Sporting Licence rules and procedures are maintained by CASI and can be found at the FAI Sporting Code General Section Chapter 3 https://www.fai.org/casi-documents

C.7 CONTEST OFFICIALS

C.7.1 FAI Jury

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

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

b) The FAI Jury must have at least one language in common.

c) The FAI Jury shall remain independent of the organiser(s) to enable it to enforce the rules of the FAI and act as an independent arbiter in disputes between the organiser(s) and the competitors.

d) The Jury President at each international contest must submit a report to the FAI within one month of the contest. This report must include descriptions of any deviation from the FAI Sporting Code and any exceptional circumstances that arose. In the situation where a new world record is set during a World or Continental Championship, it is the responsibility of the FAI Jury for that event to notify the FAI Secretariat within seven (7) days of the record accomplishment and remind the competitor and organisers of the need to assemble proper documentation within the prescribed time limit for homologation.

Note: Refer to FAI Sporting Code General Section.

C.7.2 FAI Jury at World and Continental Championships & WAG

a) The FAI Jury, including two suitable reserves, shall be selected by the organiser. The Subcommittee Chairman shall review the proposed jury members to check that they qualify to be on an FAI Jury. He may propose replacements with an appropriate justification. The jury composition shall be proposed in Bulletin 0 and must be approved by the Bureau.

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.

c) The second member must be another Bureau member, a CIAM Delegate, someone who in the past 5 years has served on an FAI championship or WAG Jury, or someone who in the past 5 years has served two consecutive years on a Subcommittee in the same category as the championship or WAG.

d) The remaining member may be selected from any country, provided that approval has been obtained from that person's NAC.

e) The members of the Jury shall be of different nationalities and each member must be resident in a country whose NAC is not currently suspended from FAI membership.

f) People named on the approved Jury reserve list, Bureau members, Subcommittee Chairmen, any CIAM Delegate and relevant Subcommittee members are, in an emergency, automatically approved in that order for appointment as Jury members.

C.7.3 FAI Jury at Open International

a) The Jury must include at least one person approved by his own NAC. The other two members may be assigned by the NAC of the organising country.

b) Members of the Jury must be from at least two different nations.

c) The Jury must be announced before the start of the event. When the contest has a subdivision into categories, one or two members of the Jury may compete in a category and must then be replaced by alternate Jury members (not competing in that category) for all matters involving that category. The alternate members must be chosen so that at all times the Jury meets nationality and language rules.

d) For a contest which involves a single class, one or two jury members may be nominated from the competitors. An alternate jury member must also be nominated for each competitor jury member, to serve on the jury when considering any protest involving that competitor jury member. The members must be chosen so that at all times the Jury meets the nationality and language rules.

C.7.4 World Cup Board

A Board of three persons shall be nominated by the relevant CIAM Subcommittee Chairman to rule on any issue concerning the implementation of World Cup rules during a year. Any such issue must be submitted in writing to the relevant Subcommittee Chairman and the Board. The World Cup Board is not entitled to deal with any kind of complaint or protest concerning a single competition, which must be considered by the FAI Jury for that competition.

C.7.5 Contest officials

a) To meet the CIAM requirements on nationality, the nationality of a Judge or Jury member is deemed to be that of the NAC which is permitted to issue an FAI Sporting Licence to that person.

b) The organisers may appoint timekeepers and contest officials from other countries provided that the officials are approved by their own NAC.

c) The Championship judges and reserve judges shall be selected by the organiser and the names supplied to the relevant subcommittee chairman for checking to ensure that the chosen judges are qualified in all respects to judge at the Championship. The subcommittee chairman may propose replacements for judges with an appropriate justification.

The list of judges shall be proposed in Bulletin 0 and must be approved by the Bureau. International judges must have had recent practical judging and/or flying experience of the category for which they are selected, and they must be on the approved judges list at the time of approval.

d) The organiser of an event must bear the expenses of Bureau designated jurors and judges for accommodation and meals in the course of the event, and all transportation costs to and from the contest site (air fare economy class). This does not apply to any Jury members who compete in the contest under the terms of C.7.3 c) or d).

e) With the exception of FAI Jury members under C.7.3 c) and d), organisers must reimburse Jury members and Judges' expenses, where necessary, in the currency of the individual's choice. In doing so, the organiser is not permitted to charge an exchange rate fee nor reduce the reimbursement in order to recoup any currency exchange charges that the organiser may have incurred.

C.8 FAI JURY PACK

a) The Jury Pack is a set of the FAI (FAI, CASI and CIAM) documents to be used as guidance for FAI Juries in CIAM events, where appropriate, for taking uniform action in organisation supervision, Jury administration, protest processing, preparation of reports and all other activities within the Jury's control and responsibility for these events.

b) It must be assembled by the Jury President after his appointment.

c) The Jury Pack must contain:

1. FAI Sporting Code, Section 4, Volume for the appropriate category or class:

   F1 - Free Flight ..... F2 - Control Line

   F3 - Radio Control Aerobatics ..... F3 - Radio Control Soaring

   F3 - Radio Control Helicopters ..... F3 - Radio Control Pylon Racing

   F4 - Scale Model Aircraft ..... F5 - Electric Model Aircraft

   F7 - Aerostats..... S - Space Models

   F9 - Drone Sports

2. FAI Sporting Code, Section 4, Volume "CIAM General Rules" (Section C - CIAM General Rules for international events)
3. FAI Sporting Code General Section
4. FAI CASI – FAI Jury Guidelines:

   Appendix A - Jury Final Event Report Form

   Appendix B - Report of the Jury President

   Appendix C - Report by the Jury President to the Air Sport Commission (Including a narrative report on a separate sheet/s)
5. FAI Category 1 Events - CIAM Jury President's check list

   Note: The form is downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.
6. Contest Protest Form

   Note: The use of this form is not mandatory but recommended. The form is downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.
7. Report Form for CIAM championship trophies

   Note: The form is downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.
8. Bulletins produced by the organiser for the particular event.
9. Local Rules, if any, approved by Bureau for particular championships.

   Note 1: CIAM Rules should be used first, but in the case of ambiguities, the Jury should consult CASI documents.

   Note 2: All documents listed in c) 1. to 4. must be downloaded from the FAI website: *www.fai.org/documents* or *https://fai.org/page/ciam-code* updated on 1st January of the current year.
10. FAI Code of Ethics
11. FAI Disciplinary Code

C.9 JUDGES NOMINATIONS

a) Nominations for persons to be put on the database of international judges must be submitted electronically with the use of the FAI on-line application no later than 15th November. The nomination period starts every year on 15th September. The validity period is defined by the NAC concerned and it can be one (1) year or more starting the following January and can be updated annually.

b) Any judges appointed for a championship must be on the current or upcoming database at the time of selection.

c) For Category-1 events all judges must be chosen from the database and be of different nationalities.

d) For Category-2 events:

i) Where three or four judges are to be used, a maximum of two judges may be of the same nationality; where five judges are to be used, a maximum of three judges may be of the same nationality.

ii) if using four or five judges, a minimum of three judges must be selected from the official FAI database.

iii) if using three judges, a minimum of two judges must be selected from the official FAI database.

iv) the remaining judges should be experienced and recommended by the organiser of the Category-2 event.

e) For subjective judging, a proportion of the judges chosen to judge at a championship must not have judged at the previous equivalent championship. This proportion to be as defined in the class rules.

f) To comply with the principle of NACs and Airsports Persons, NACs are only permitted to submit names of persons of their own NAC.

Note: International judges are currently listed for the following classes:

F2A F2B F2C F2D

F3A F3C F3M F3N F3P F3S

F4

F9A

S

C.10 NUMBER OF MODELS ELIGIBLE FOR ENTRY

C.10.1 Class F - Model aircraft

Scale classes.....One (1) only
F3A, F3C, F5B, F3M, F9A.....Two (2) only
F2A, F2B, F2C, F3B, F3D, F3E, F3J, F3F, F3L.....Three (3) only
F3P A, F3P AFM, F5J, F9U .....Three (3) only
F1A, F1B, F1C, F1P, F1Q.....Four (4) only
F1E, F3KFive (5) only
F1D, F2D, F3N .....Unlimited (two per heat in F2D)

C.10.2 Class S - Space models

S1 A, B, C, D, E, F.....Two (2) only
S2 C, E, F .....Two (2) only
S3 A/2, A, B, C, D .....Two (2) only
S4 A/2 A, B, C, D, E, F .....Two (2) only
S5 A, B, C, D, E, F.....One (1) only
S6 A/2, A, B, C, D.....Two (2) only
S7 .....One (1) only
S8 A, B, C, D, E, P, F .....Two (2) only
S9 A/2, A, B, C, D.....Two (2) only

For classes S1, S2, S3, S4, S6, S8 and S9 one (1) additional model may be processed and flown by the competitor on there being a tie for first place at the end of the third round.

A single (1) model may be processed only in the case that after the first fly-off the winner is not decided and none of the competitors has retrieved his model or if there is no official flight in the second fly-off.

C.10.3 General requirements

A model may only be used by one competitor during a contest.

The competitor may provide himself with spare propellers and rubber motors, piston motors, electric motors or gas turbines.

A competitor may interchange various parts as he wishes, provided the resulting model conforms to the rules of

the contest and that the parts have been checked before the start of the contest.

Repairs are permitted provided that the model still conforms to the requirements of the rules and regulations.

C.11 IDENTIFICATION MARKS

C.11.1 Class F - Model Aircraft

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

i) The national identification mark followed by the FAI 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.

ii) 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.

b) A model aircraft must not carry a national identification mark, an FAI 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).

c) At the processing of the model aircraft for classes F2A, F2C, F2D and F3D, all piston motors which might be used during the contest shall be marked with an easily visible identification mark. For World or Continental Championships these details must be recorded on the Model Aircraft Specification Certificate at the time of checking the model. Motors which have been checked and recorded in this way may not be exchanged with other competitors.

C.11.2 Class S - Space models

a) A space model shall carry, prominently displayed upon its body, fins, or other exterior part, the FAI ID number.

b) The letters and numbers must be approximately one (1) centimetre high except in classes S5 and S7 where it is 7 mm for the 1st stage and 4 mm for upper stages.

c) The name, national insignia, or national identification mark of the competitor’s nation must be displayed on the exterior of the model.

d) The organizers/jury must affix the processing mark and/or sticker on the exterior of the model except in classes S5 and S7 where the mark shall be put on interior of the model during scale judging.

Note: The mandatory carrying of the FAI ID number shall commence in 2022.

C.12 MODEL PROCESSING

a) For World or Continental Championships, each NAC shall process every model and shall issue for each model aircraft a Model Aircraft Specification Certificate, provided by the FAI (see note below). A sticker, also provided by the FAI or marking to the pattern of this sticker, shall appear on each model aircraft (except for Indoor Free Flight and Scale model aircraft).

Note:

- The Model Aircraft Specification Certificate is only available as a download from “Documents” section of the CIAM website *http://www.fai.org/ciam-documents*.
- FAI stickers are still available from the FAI Office or the design is downloadable from “Documents” section of the CIAM website *http://www.fai.org/ciam-documents*.

b) Model aircraft not properly processed by their NAC, with FAI certificates and stickers, must be processed by the organiser at a cost of 8 Euro or the equivalent in local currency for each model.

c) When, after official checking (for free flight, after registration of model specifications) a model is lost or damaged, the competitor shall have the right to present a further model and corresponding model

specification certificate for checking up to one hour before the official starting time of the contest in that class. In any event, the competitor may have only the eligible number of models entered (see C.10) at the start of the contest.

d) The organiser must appoint at least two processing officials, who will process at random the important model characteristics of at least 20% of competing models during the official contest time.

e) Results are subject to the re-checking of the characteristics of the first, second and third place winning models.

f) If a competitor or a class team (not the National Team) refuses to submit his model or engine for processing or refuses to comply with the FAI Jury's request during a processing procedure, he or the class team shall be disqualified from the competition.

C.13 REQUIREMENTS FOR ORGANISATION OF INTERNATIONAL EVENTS

C.13.1 Organisation

a) Each event of the FAI Sporting Calendar must be organised in accordance with the General Section of the FAI Sporting Code and the present Volume.

b) NACs organising such contests should ensure that those responsible for planning the event are familiar with the CIAM document “General Organisation of a World Championship", the relevant safety guides and other organisers’ and judges’ guides and that the guidance contained therein is followed.

Note: The CIAM document “General organisation of a World Championship" is downloadable from “Documents” section of the CIAM website *http://www.fai.org/ciam-documents*.

c) The organiser must make available on request, a printed or an electronic copy of the English version of the rules.

C.13.2 Local rules

Local rules in exceptional circumstances:

a) may be established at, or imposed by, the Plenary Meeting for championships in the same or the following year, or by the organisers;

b) may not change the model specification or contest rules unless agreed at the Plenary Meeting;

c) must be published in bulletins, preferably in advance of entry deadline, but no later than the latest bulletin made available to all competitors;

d) decided after this point, must be issued to competitors in writing prior to the start of the event;

e) may be established during the contest as necessary.

C.13.3 Number of entries

For any Open International (World Cup or Non World Cup), the organiser must, if necessary, limit the number of entries so that the contest can be finished within the allotted time. The maximum number of entries must be stated in the event notification.

The entries shall be accepted by the Organiser in order of receipt until the limit is reached and the entry is closed. Late entrants must be notified that their entry has not been accepted.

C.13.4 Entry forms

a) Entry forms must include sections for: Name - First name - Date of Birth (juniors only) - Postal address - Nationality - FAI ID number - Class(es) entered - Classification (junior or female).

b) The organiser must acknowledge receipt of the entry form and entry fee.

c) For an Open International an entry form must be supplied to any competitor requesting one from the organiser’s contact details published on the FAI Contest Calendar.

d) For World and Continental Championships:

i) entry forms must be supplied by the organisers;

ii) in the case of an online entry form system, the organiser must email a copy of the completed entry form to each team’s NAC within 24 hours of the submission otherwise payment of fees may be late.

C.13.5 Junior classification in an Open International

If there are three or more junior entries in an Open International, there must be a separate junior classification included in the results.

C.13.6 Female classification in an Open International

If there are three or more female entries in an Open International, there must be a separate Female classification included in the results.

C.13.7 Results of international events

a) Results are deemed to be official only when the FAI Jury has checked, validated and finally signed them. In accordance with FAI Sporting Code General Section 4.10, the official (final) results must be made public before the prize-giving.
b) The official results must be published without delay on the flight site of the event.
c) FAI Sporting Code General Section 4.10 states that results for first category events must be sent electronically to the FAI Office if possible before the prize-giving and in any case within 24 hours of the end of the event. For contests included in a World Cup, the results must be despatched to the relevant World Cup Coordinator within a month.
d) The results must include each entrant's FAI ID number, the full name and nationality (or "FAI" in the case of entrants who have entered with sporting licence issued direct by the FAI) and for scale events must also include the name of the prototype air-or spacecraft subject flown by the competitor.
e) The nationality of competitors who have entered under FAI Sporting Code General Section 4.2 shall be shown as FAI (see also C.6 c).
f) For World and Continental Championships, the individual or team results must include the appropriate trophy name for any class that has an FAI perpetual trophy.
g) Results submitted to the FAI (or to the relevant World Cup Coordinator) must be in electronic form to allow for publication on the official FAI website.
h) The published results must be presented in the order of the final classification (winner at the top)

C.13.8 Fuel

a) Fuel supplied by the organisers shall be mixed from top quality material. Methanol shall be at least commercial grade without additives. Castor oil, when used, shall be first pressing castor oil.

b) Standard Fuel

i) When a standard FAI fuel is specified, the fuel that the organisers shall supply for practice and for the contest shall be of the same constituents, mixed in a single batch.

ii) Standard fuels which are used for contest flights shall be part of the entry fee. Practice fuel supplied by the organiser to the competitors shall be charged at cost.

iii) The standard FAI fuel for practice must be requested in advance (at the time of entry).

c) Non-Standard Fuel

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

Methanol

Castor oil

Nitromethane

Synthetic oil (compatible with methanol)

Ether

Kerosene Jet-A1

Unleaded gasoline (89 to 98 octane rating)

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

C.14 CHAMPIONSHIP STATUS

C.14.1 Eligibility for World and Continental Championship

Before a class can be considered by the CIAM for a World and/or Continental Championship, there must be a minimum period of two years from the time the class becomes official.

The rules must have been used in at least five international contests, or three World Cup contests, each with a minimum of six FAI member countries participating. At least two contests must be held in each of the two years with a total of at least 60 competitors in each year. All the contests must be registered on the FAI Sporting

Calendar. Also, reports from the Jury President in each contest must be sent to the appropriate Subcommittee Chairman for the latter's recommendation to the CIAM.

C.14.2 Maintaining championship status

The status of any official class with championship status must be re-considered if, during a four-year period, it has either:

a) Had no bids for a World or Continental Championship.

or

b) Participation in a World Championship was less than 14 countries for the same period of time.

The above-mentioned limits are not applicable to any junior specific championship status class, or to a class that is permitted to hold separate junior championship.

Limits for championships with combined classes are the same as the limits described above, but as a sum of the participants over all the classes and not per individual class.

C.15 ORGANISATION OF WORLD AND CONTINENTAL CHAMPIONSHIPS

C.15.1 CIAM championships naming policy

YEAR	FAI	CIAM CLASS CODE	DESIGNATION (where appropriate)	REGION	TYPE	CATEGORY
2026	FAI	F1ABCQ F1ABPQ	Junior	World European Asian-Oceanic	Championship Championships	for Free Flight Model Aircraft
		F1D				for Indoor Model Aircraft
		F1E				for Free Flight Slope Soaring Gliders
		F2				for Control Line Model Aircraft
		F3A				for Aerobatic Model Aircraft
		F3B				for Model Gliders
		F3CN				for Model Helicopters
		F3D/F3E				for Pylon Racing Model Aircraft
		F3F				for Model Gliders
		F3J				for Model Gliders
		F3K				for Model Gliders
		F3P				for Indoor Aerobatic Model Aircraft
		F4				for Scale Model Aircraft
		F5B				for Electric Model Gliders
		F5J				for Electric Powered Thermal Duration Gliders

		F9U				WDRC (World Drone Racing Championship) for Space Models
Optional sub-titles (only for Bulletins)						
(Class Name/s & Description/s) (For Seniors and Juniors) (For Seniors and/or Juniors)						
Mandatory sub-title (only for Bulletins)						
From - To		Year		Venue		Country

The championship logo design is free to encourage creativity but it is mandatory that all the elements of the championship name are included; however, they may be in any order or layout to suit the logo shape. Such a proprietary logo must be approved in writing by FAI before use.

For internal use and communication (ie the minutes), CIAM is permitted to use a short denomination with the "F" designation along with the accepted abbreviation for World or Continental Championships (WCh, CCh).

Note:

i) The plural "Championships" is used only when the event covers multiple classes (combined championships).

ii) The dedicated F1ABPQ junior championships are the only championships to require the designation "Junior".

iii) The word "World" should be substituted with "European", "Asian", "Oceanic", etc. as appropriate.

iv) The word "FAI" may be substituted with the FAI logo in a position immediately adjacent to the championship title.

C.15.2 Current World Championships

Note: The classes with the championship status are identified on the list of the CIAM classes which is downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.

C.15.2.1 Class F (Model Aircraft)

Odd years	**Even Years**
F1ABCQ (Senior)	F1ABPQ (Junior)
F1E (Senior & Junior)	F1D (Senior & Junior)
F3A (Senior + 4th junior member)	F2ABCD (Senior + 4th junior member)
F3B (Senior + 4th junior member)	F3F (Senior + 4th junior member)
F3CN (Senior + 4th junior member)	F3J (Senior & Junior)
F3D, F3E (Senior + 4th junior member)	F4CH (Senior + 4th junior member)
F3K (Senior & Junior)	F5B (Senior + 4th junior member)
F3P (Senior + 4th junior member)	F9U (Senior + 4th junior member)
F5J (Senior & Junior)	

Note: Multiple class "F" designations refer to "combined championships".

C.15.2.2 Class S (Space Models)

The Space Models World Championships are held in odd years. The following classes (or subclasses) are recognised for the Space Models World Championships:

a) Senior

S1B S3A S4A S5C S6A S7 S8P S9A

Note: Sub-class S8P complies with sub-class S8E; the purpose of the contest in S/P is to achieve as exactly as possible the given time of 360 seconds and to precisely land the model in a specified landing circle of 10 metres radius; for the final 3 metres radius.

b) Junior

S1A S3A S4A S5B S6A S7 S8D S9A

C.15.3 Offers to host a World or Continental Championship

a) It is the CIAM's responsibility to decide and award World and Continental Championships and to decide which NAC shall be delegated with the responsibility for the organisation of the championship.

b) The awarding of a championship will normally be made by vote of the Plenary Meeting two years in advance of the year of the proposed championship.

c) In order to be eligible for selection, all bids must comply with the following procedure:

i) All bids must be submitted on the bid application with Section 1 information completed.

ii) Before any bid may be presented at the Plenary Meeting, it must be appraised by the relevant Subcommittee Chairman or by a person duly appointed by him. After that appraisal, Section 2 of the bid application document must be completed. If the recommendation status is "NO", then the "Comments" box must contain a full explanation. Both sections of the bid application shall be presented to the Plenary Meeting for consideration by the Delegates.

Note:

The bid application document is downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.

-See document "Minimum Standards for Contest Sites for World & Continental Championships" downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*

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.

e) In exceptional circumstances, the decision for awarding World and Continental Championships may be taken more than two years in advance of the year of the proposed championship, providing a request is made by 15th November and published in the Agenda of the following Plenary Meeting.

f) In the event that no acceptable bid is available two years in advance, the Plenary Meeting delegates the decision to the Bureau. Bids for consideration by the Bureau may be submitted to the FAI Office not earlier than 120 days and not later than 45 days before the December Bureau Meeting. The latest that a decision may be made is one year in advance of the proposed date of the championship. This is the latest time at which the decision can be made to proceed with a championship for the following year.

g) After the championship is awarded, any change to the information provided by the organiser in Section 1 of the bid document, must be presented no later than the Plenary Meeting in the year preceding the championship. At this time, the Organiser Agreement between FAI and the Organiser will be signed.

C.15.4 Information Bulletins

C.15.4.1 Bulletin 0

Bulletin 0 is a draft Bulletin that must be submitted by the organising NAC to the FAI Office and the Secretary (for consideration by the Bureau at one of the two Bureau Meetings) not later than:

- 15th November of the year prior to the championship for championship(s) scheduled from May to December.
- 15th March of the year prior to the championship for championship(s) scheduled from January to April

The Bulletin 0 must be presented in accordance with the template defined by CIAM and with all sections completed.

Before submitting the Bulletin 0 to the FAI Office, the organiser must discuss it with the relevant Subcommittee Chairman in order to minimise discussion time at the Bureau Meeting.

In addition, a budget covering the total cost of the event must be presented on a separate sheet for the Subcommittee Chairman and the Bureau members to confirm that the entry fees and accommodation and meal charges have been set at a reasonable level in accordance with C.15.5.1 and C.15.5.2.*Note:*

Bulletin 0 is a draft bulletin only for the benefit of Bureau and so that should not be issued, published or publicised outside the Bureau. This template is downloadable from "Documents" section of the CIAM website http://www.fai.org/ciam-documents..

C.15.4.2 Bulletin 1

a) A first memorandum of information (Bulletin 1) and entry forms must be despatched to the NACs, also to Jury members and judges, after the Bureau Meeting at which Bulletin 0 was presented and approved and, in any case, no later than:

   i) the end of September for Bulletins approved at the April Bureau Meeting;

   ii) the end of the following January for Bulletins approved at the previous December Bureau Meeting.

b) The approval mechanism for Bulletin 1 is as follows:

   i) Any changes or amendments instructed by the Bureau should be incorporated by the Organiser into a revised bulletin. Either the original Bulletin 0 or the revised Bulletin 0 should be named "Bulletin 1" and emailed to the Secretary promptly after the Bureau Meeting at which it was approved and no later than the schedule in paragraph a).

   ii) The Secretary will check that the document contains the correct data. When he is satisfied that it is correct, he will then issue Bulletin 1 to the NAC email list and the CIAM Delegates email list with the organiser and Bureau in copy. He will forward a copy to the FAI Office for information.

C.15.5 Entry and additional fees

C.15.5.1 Entry fees

a) The entry fee is the obligatory fee to be paid by all competitors and team managers.

b) The entry fee must be quoted in EUR but the equivalent fee may be paid in the local currency of the country hosting the event or in any other currency that the organiser specifies in Bulletin 1.

c) The organiser may specify a closing date for the receipt of fees. Entries received after this date may be subject to a penalty fee or may be refused by the organiser.

   A closing date shall be no earlier than 90 days before the official starting date of the contest. A penalty fee shall not exceed 20% of the obligatory entry fee. If a penalty fee is to be imposed for late entries, this must be stated no later than in Bulletin 1. The organiser may also consider a discount bonus for early payments.

d) For World or Continental Championship, the basic amount for the entry fee shall be 350 EUR÷
   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) 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 €.

f) Accredited representatives of the media shall not be required to pay an entry fee.

g) Items contributing to the calculation of the entry fee are (applicable depending on local circumstances):

   i) Contest site - Rent and cost of preparation.

   ii) Organisational costs of meetings/travel of organising committee; rent or purchase, if not already available, of contest equipment such as timing devices, lap counters, sighting apparatus, processing equipment, score board, walkie-talkies, frequency control, equipment, score sheets, flags, flag poles, etc. Cost of instruction and briefing session of contest officials and Jury, licences and permits

(PTT, local authorities); stationery, postage (information bulletins, correspondence); rent of tents. The cost of any official opening ceremony.

h) In the event that a person is serving in more than one position (team manager, competitor, helper, mechanic, etc.), he will be charged only one fee: that which represents the highest fee of the positions to be served. If at the same event, there is a senior and junior classification, any junior competitor may be a member of the senior team as well. In that case this competitor is required to pay only the entry fee for the junior's class.

i) At multi class championships when a competitor competes in more than one class, a 50% discount shall be offered on the second entry fee.

C.15.5.2 Optional fees

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

b) Using the international standard of stars, the cost of two stars (**) or equivalent accommodation and typical cost of food must be included in the Championship bid documentation.

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

C.15.5.3 Impact of sponsorship

It might be possible to obtain a sponsor for one or more of the above items. This will result in a lower basic fee, therefore sponsoring is highly recommended.

However, sponsoring can only be taken into account if it is absolutely certain that it will be obtained, otherwise a loss can be expected. Sponsoring negotiations should start as early as is practical.

C.15.6 Classification

C.15.6.1 Individual classification

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

b) For any class where a junior may participate in a Continental or World Championship as a fourth team member under C.5.3 a), all juniors are considered for the following awards:
- FAI medals and diplomas will be awarded to the first, second and third placed juniors only if four (4) or more juniors are competing from at least four different nations. If the number of juniors participants is less than this number four (4), then only FAI diplomas will be awarded
- The best junior earns the title of Junior World or Continental Champion if juniors from at least four different nations participate in that class and the total number of juniors are four (4) or more.

c) For any World or a Continental Championship, all females are considered for the following awards:
- FAI medals and diplomas will be awarded to the first, second and third placed females only if four (4) or more females are competing from at least four different nations. If the number of females participants is less than this number four (4), then only FAI diplomas will be awarded.
- The best female earns the title of Female World or Continental Champion if females from at least four different nations participate in that class and the total number of females are four (4) or more.

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

C.15.6.2 National team classification

a) The national team classification for all CIAM classes for World or Continental Championships is established after the completion of the championship using one of the following two methods only:

i) By adding together, the numerical final placings of the three best placed members of the national team using the full list of competitors.

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

or

ii) By adding the scores of the three best scoring members of the national team together.

In the case of a national team tie, the team with the lower sum of place numbers, taking the three best scoring members, given in order from the top, wins. If still equal, the best individual placing decides.

For F2C, in either method of national team classification, a “member” is a two-competitor team.

b) For World and Continental Championships gold, silver and bronze team medals, produced by the FAI to a smaller size than the standard FAI medals, will be awarded to the first, second and third place national team members and team managers, except for Space Modelling where only one medal shall be awarded per team per class per age division. The cost is to be borne by the organising NAC.

c) When teams consist of four or five competitors or, in the case of F2C, four or five pairs of competitors (see C.5.3) then all the team members in first, second and third place will be awarded medals and shall be entitled to be on the podium.

d) In each class a diploma will be awarded by the FAI to each team member including the team manager of the teams in first, second and third places, and for F2D to all of the mechanics registered to the teams in first, second and third places.

e) If there is a Challenge Trophy then this shall be awarded to the NAC of the winning team for custody until the following championship.

C.15.6.3 Overall classification in multiple contest categories

a) In a World or Continental Championships with more than one category a classification may be made of the overall performance of the competing nations. This is established by taking the total scores of the three best scoring members in all of the contest categories.

b) The highest total wins the award. In the case of a tie, the nation with the lower sum of team place numbers, taking the three best scoring members, given in order from the top, wins. If still equal, the total of the best individual placing in each class will decide.

c) If there is a Challenge Trophy, this will be awarded to the NAC of the winning team for custody until the following championship.

d) There are no FAI medal or diploma awards assigned for this classification.

C.15.7 Awards ceremony procedure

a) A person from the ceremony staff will escort the medal winners to the medal staging area.

b) The awards podium, flags of the three medal winners and the National Anthem of the Gold Medal winner will be prepared in advance. In addition, the FAI flag must be flown and the FAI anthem played.

c) The announcer will introduce the award ceremony and then announce the category/class (as appropriate) receiving the medals as they march out in order with an escort to a position behind the awards podium.

d) The awards podium will be set up in the following configuration:

Silver - Left-hand side (as viewed by the spectators) – Second highest podium (2)

Gold - Centre – Highest podium (1)

Bronze - Right-hand side – The same height or slightly lower than Silver (3)

The marching order must be in a sequence to position the medal winners behind the correct podium.

e) The announcer will mention who (with title) will award the medals and diplomas (usually the FAI President, Air Sport Commission President or his designee.

f) The competitor or team will be called by name and country separately and in the order Bronze, Silver, Gold. The medal winner will step up on the podium when called by the announcer.

g) First, the Bronze medal winning individual or team will step up to the podium and the medal and diploma will be awarded. Next, the Silver medal winning individual or team will be called to the podium and will receive the medal and diploma, followed by the Gold medal presentation using the same procedure. A moment will be allowed after the award of each medal for photographs.

h) After all medals are awarded, the anthem of the Gold medal individual or team will be played as their country flag is raised (if no country anthem, play the FAI anthem). The flagpoles should be of different heights with the tallest in the centre for the 1st placed competitor and the two shorter ones to the left and right for the 2nd and 3rd placed competitors. All flags should be raised to the top of each pole.

i) The individual or team winners will pose for group photographs for a minute before stepping off the award podium and being escorted away by the ceremony escort(s).

j) First, second and third placed competitors (including 1st, 2nd and 3rd placed national teams) must attend the award ceremonies.

k) Out of respect to the national authorities, FAI officials and organisers, all competitors, and especially the winners, are expected to attend the ceremony. According to FAI Protocol for Award-Giving and Closing Ceremonies, competitors should be properly dressed. It is recommended that the Contest Director mentions this during the briefing.

C.15.8 Annual analysis of World Championships medals

An analysis of the number of World Championships medals (individual and team, senior and junior) per nation will be presented every year to the Plenary Meeting.

Note: Annual presentations of World Championships medals per nation are downloadable from "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.

C.15.9 Extraordinary circumstances

In the event of extraordinary circumstances (Force Majeure) the CIAM Bureau, after a recommendation from the CIAM President, may cancel or postpone FAI sanctioned CIAM events for a specific period. For First Category events, the CIAM President must consult with the FAI Secretary General and communicate with each organiser before the final decision.

C.15.10 Multiple Classes (combined Championships – Cancellation of a class

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

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

C.16 REQUIREMENTS OF ORGANISERS OF INTERNATIONAL EVENTS

C.16.1 General requirements

The organiser must:

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

b) Secure a sufficient number of qualified officials, timekeepers and FAI Jury members.

c) Provide themselves with the necessary measuring apparatus adequate to check the characteristics of model aircraft or space models in question. A list of minimum measuring apparatus is given in the Organisers' Guide for each class.

d) Give the competitors opportunity to determine the characteristics of their models on the official measuring equipment before the contest.

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

The organiser will provide a schedule for the official practice giving all competitors equal practice time. The practice day must not be extended so as to delay the start of official contest.

Depending on the type of the event or the class, a reserve day may be scheduled after the contest to allow for the completion of official flying in the event of weather or other delays preventing completion as scheduled.

f) Provide the name and address of a contact person, who will be able to inform foreign teams.

g) Display the results of each round throughout the contest and publish the official results afterwards. The display and publication shall not contain any additional statistics or items other than those required by the FAI Sporting Code. Abbreviations to indicate nationality must follow the list of the national identification marks.

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*.

h) Provide appropriate facilities for a Doping Control Station if requested by the National Anti-Doping

Organisation of the host country or by the FAI or WADA.

i) Establish a suitable contest area allowing the full performance of the model aircraft and safe recovery.

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 standards 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 Bulletin-0.

k) For timekeeping, unless specified otherwise in the rules for a particular class, quartz-controlled electronic stopwatches with digital readout or an electronic system of equal or greater accuracy.

C.16.2 Requirements for radio control

C.16.2.1 Flight area

The organiser must provide a smooth flight area for R/C models to facilitate take-offs and landings.

C.16.2.2 Transmitter pound

If there are competitors using am/fm transmitters on the same frequency band then a transmitter pound is required only for those transmitters.

If an AM/FM transmitter pound is found to be necessary then:

a) Each day, on the contest site before the start of the contest, all am/fm transmitters to be used in the contest that day must be impounded and kept under the supervision of a special official.

b) All transmitters must be withdrawn at the end of the day's flying activities, and may not be left in the pound, unless by special arrangement with the organiser.

c) The transmitter pound official(s) will issue the transmitter to the competitor only when he is called to make his flight (in accordance with the procedure laid down for the class concerned).

d) As soon as the flight has ended, the competitor must immediately return his transmitter to the pound official.

e) A fine of 50 Euros per pilot will be imposed for failure to withdraw a transmitter, for whatever reason, during the specified period.

C.16.2.3 Spread spectrum transmitters

There is no requirement to impound spread spectrum transmitters.

C.16.2.4 AM/FM transmitters

a) It is not permitted to use any am/fm transmitters on the contest site during the hours of contest unless:

   i) making an official flight or

   ii) the specific permission of the contest officials has been given.

b) Unless the contest director allows a change in advance, using a frequency differing from that assigned by the organiser in the starting list is considered as unauthorised transmission.

c) Unless otherwise stated in the rules for a particular class the competitor is allowed only one frequency for the contest.

   Note: In the case of proven interference, another single frequency may be allotted by the contest director.

d) Any unauthorised transmissions during the period of the contest will result in automatic disqualification of the offender from the entire contest and render him liable to further penalties.

e) The transmitter frequency must be displayed on the outside of the transmitter.

f) Frequency synthesised transmitters must be designed to display the current frequency and to change to another frequency without RF transmission.

C.16.2.5 Detection of radio interference

The organiser must provide a spectrum analyser or other adequate radio monitoring equipment for the purpose of detecting radio interference and a means of communicating this information to the pilot(s) and/or the flight line director / contest director.

C.16.2.6 Starting order

Unless otherwise specified, the initial starting order of the various competitors must be established by means of a random draw before the contest, and, except for F3B, F3J and F3K, frequency will not follow frequency. Team members will not be included in the same race in a heat of F3D or F3E and members of one national team must not be in the heat immediately following. For F3B, F3J and F3K, competitors from the same

team should not, where possible, be drawn to fly in the next group.

C.16.2.7 Other requirements

a) The organiser must survey the site of any contest event scheduled to be held in order to determine possible cases of radio interference which would affect any competitors. Any such possibilities must be reported as early as practical to participating NACs. Frequency bands or specific frequencies which have been shown to be reasonably free from interference at the site of the contest will also be reported to the NACs.

b) Organisers must make surveys of the contest site during both weekdays and weekends to determine if any patterns of radio interference exist and notify the NACs of any further problems- many commercial or industrial operations are weekday problems only. In any case, it is the organiser's responsibility to make certain that all competitors in a radio controlled event are notified in advance about any known radio interference problems that may exist at the flying site and at what frequency.

C.17 DURATION AND INTERRUPTION OF A CONTEST

C.17.1 Duration

Outdoor contests, including fly-off starts, must take place between the hours of sunrise and sunset, except classes F1A, F1B, F1C, also Space Models Duration. In these classes a minimum of two rounds must take place when wind and thermal activity are expected to be at a minimum. The contests may start earlier than sunrise if the distance covered by the models in relation to the size of the airfield suggests an interruption of the contest during the windiest part of the day. Such an interruption can be included in the contest programme or decided by the organisers with the approval of the Jury.

The contest programme including round durations, and starting and finishing times of the contest must be clearly indicated in the regulations.

C.17.2 Interruption

a) The contest should be interrupted or the start delayed by the contest director in the following circumstances and in other exceptional circumstances decided by the contest director:

   i) Unless specified otherwise in the rules for a category or a particular class, the wind is continuously stronger than 12 m/s measured at two (2) metres above the ground at the starting line (flight line), for at least one minute

   ii) The visibility prohibits proper observation of the models (especially in case of F/F or R/C contest) or due to atmospheric conditions, it would be dangerous to continue the contest.

   iii) It is necessary to reposition the starting line. This may only take place between rounds, or between tasks or groups in F3B and between rounds or groups in F3J or F5J.

   iv) The prevailing conditions are such that they may lead to unacceptable sporting results.

   v) For F3A, F3M, F3S, F3C, F3N, F4C and F4H when the sun is in the manoeuvring area.

   vi) Any incident affecting safety or requiring access for emergency services.

b) In the event of an interruption during a round, the contest director must decide the action to be taken to complete, repeat, or cancel the round, or other options defined for a specific category. The remainder of the round may be completed as soon as conditions allow, with adequate notice given to all competitors and team managers.

   In the cases described, the organiser is not obliged to return the entry fee nor repeat the contest. The results will be based on the scores of the finished rounds.

   An interrupted contest can be extended if the requirements of C.17.1 are met.

C.18 SAFETY

The large majority of model flying today in most countries takes place as recreation rather than within a contest framework and sometimes on publicly accessible sites with little or no formal control. Any accident involving model aircraft may result in property damage, injury and possibly even death. Apart from the direct harm, a less obvious result is the poor image of model flying that comes from the media coverage of such incidents which leads to public antagonism and the loss of flying facilities.

While the following information is intended primarily for FAI contest flying, much of it can be applied both to national contests and recreational model flying.

C.18.1 Premise

a) It is of the utmost importance that all model fliers observe safety rules. Any accident caused by carelessness is a hindrance to the progress of model aviation.

b) Safety rules are not an obstacle to the enjoyment of model flying, they help to prove that model fliers are the responsible citizens they proclaim to be.

c) It is not a sign of intelligence to show one's own skill among spectators. The flier may know what he is doing but has no way of knowing what anyone else will do. So, it is to his personal benefit to make certain that no action on his part will result in an accident. It is therefore very important not to fly any model aircraft in contest or in the presence of spectators until it has been proved airworthy.

C.18.2 Competence

The following officials are competent to apply and enforce safety rules:

the FAI Jury;
the contest judges;
the contest director/s;
the circle marshals;
the flight line director/s;
the processing officials;
all officials of the Organising Body.

C.18.3 Prohibited

a) Metal-bladed propellers and rotor blades;

b) Repaired propellers and rotor blades;

c) Improperly mounted engines;

d) Knife-edge leading edges;

e) Sharp spinners or propeller fasteners;

f) Non shock-mounted radio equipment, where there is engine vibration;

g) Any ballast or heavy parts subject to jettisoning;

h) Any burning fuse that is not enclosed in a snuffer tube or similar device to retain and extinguish it;

i) Propellers which fold forwards to have exposed propeller tips pointing forwards in the direction of flight.

C.18.4 Other requirements

a) The model should bear an identification of the owner.

b) All spinners and other forward-facing metal or equally rigid projections should have a minimum radius of 5 mm. This does not apply to F2 model aircraft.

C.18.5 Pre-flight checks

a) Immediately before each flight, the flier must verify the actual condition and the proper functioning of all parts contributing to efficient and safe flight of the model and the proper fitting and fixation of the various parts, with special reference to engines and propellers.

b) Models that have not been tested and proven airworthy must not be flown in the presence of spectators. Endeavour to conduct all flights in a manner that avoids danger to spectators and other fliers.

C.18.6 After launch of the model

Immediately after the flier has launched his model, he must leave the starting area, remove his equipment, and in the case of gliders wind up his launching cable.

C.18.7 Flying sites

a) It is imperative that all flying sites be situated sufficiently far from power lines.

b) The starting area must be carefully chosen in such a way that adequate safety to persons and property be granted. The points to be considered in this context are: wind strength and direction, relative position of buildings, runways, vehicle parking and spectator areas, and the area where the models are assumed to land after a normal flight, according to the wind.

c) Flying sites in the vicinity of an airport or airfield, especially along the landing path, can be chosen as contest venues only with the permission of the airport operator and in full compliance with its safety rules and requirements.

C.19 PENALTIES

Contest Directors and the CIAM Bureau are entitled to apply penalties to any participant in an FAI sporting event (team managers, competitors, helpers, callers, mechanics, etc.) or officials for any infringements of the FAI Sporting Code according to FAI Sporting Code General Section 6.1.

Unless specified otherwise, infringements are punishable regardless of whether they have been committed deliberately or by mistake.

C.19.1 Penalties imposed by the Contest Director

Penalties may be imposed by the Contest Director, with the consent of the FAI Jury, for:

Technical infringements including, but not limited to violations of rules or failure to comply with requirements, which may be considered to have been committed:

- By mistake or oversight and from which no significant advantage has been gained.
- Deliberately, assuming no advantage could have been gained.

Serious infringements including, but not limited to:

- Violations of rules or failure to comply with requirements which are not considered technical infringements.
- Repetition of technical infringements even if committed by mistake or oversight.
- Dangerous or hazardous behaviour or action, even if committed by mistake.

Cheating which may be defined as an intentional or deliberate breaking of the rule(s) in order to obtain an advantage over other competitors or teams.

Unsporting behaviour which may be defined as conduct by a participant who violates the generally accepted rules of sportsmanship and fair play, including, but not limited to:

- Cheating, repetitions of serious infringements of rules.
- Use of forbidden equipment, tampering with equipment, failure to comply with requirements to report back or return equipment.
- Unfair action in order to gain a competitive advantage.
- Any conscious effort to influence, intimidate, or threaten other participants with the intent of gaining an advantage, irrespective if this occurs directly before, during or directly after an event.
- Wilful interference with other participants.
- Abusive or taunting language, false accusation.
- Aggressive or violent action, physical abuse.
- Violation of airspace.
- Deliberate attempts to deceive or mislead officials, falsification of documents.
- Abusive activity on social media.
- Use of prohibited substances or drugs.
- Once a competitor is called to the flight line or the flying circle for an official attempt, smoking or consuming alcoholic drinks is considered as unsporting behaviour, until the attempt is finished.
- Bringing the sport or the FAI into disrepute.

C.19.1.1 Range of penalties imposed by the Contest Director with the consent of the FAI Jury

The severity of the penalties imposed may range from a minimum loss of points to disqualification, as appropriate to the offence.

a) Technical Infringements. Unless a different penalty is detailed in the dedicated Sporting Code Section 4 Volumes, technical infringements of rules or failure to comply with requirements caused by mistake or oversight, where no advantage has been gained or could have been gained by the competitor concerned should, as a guide, carry penalties leading to a reduction of not less than 2 % of the best score or maximum available score for the task.

b) Serious Infringements. Unless a different penalty is detailed in the dedicated Sporting Code Section 4 Volumes, serious infringements, including dangerous or hazardous actions or repetitions of lesser infringements should, as a guide, carry minimum penalties leading to a reduction of not less than 5 % of the best score or maximum score for the task.

c) Unsporting behaviour. Cheating or unsporting behaviour, should, as a guide, result in disqualification from an event of the participant(s) concerned.

Cheating or unsporting behaviour by any member of a national team may lead to disqualification from an event for the entire team, where appropriate, and not only for the member of the team concerned.

Any person disqualified from an event has no right to claim back any part of the entry fee, and will not be eligible for any diploma, medal or prize awarded for the event.

d) All competitors making use of a model, equipment or fuel which does not conform in all respects to the rules and regulations of the event or which have not been verified by the organiser shall be disqualified from the contest.

C.19.1.2 Information and publication

The FAI Jury shall notify the concerned competitor and/or the team manager immediately after a penalty decision and quote the reasons for the penalty.

Penalties shall be listed on the score sheet of the day on which the penalty was given.

As soon as possible after the event, the Jury President or the Event Director shall send to the CIAM President and to the NAC concerned, a written summary of the facts justifying a disqualification from the event.

C.19.2 Penalties imposed by CIAM Bureau

The CIAM Bureau may also impose penalties (or additional penalties) after a serious matter has been reported to the CIAM President. A report may be, but is not limited to the FAI Jury report.

In that case, the CIAM Bureau shall decide where, when and how any penalties or disqualifications from participation are applied and published.

C.19.2.1 Types of penalties imposed by CIAM Bureau

The following penalties may be imposed on participants or officials by CIAM Bureau:

a) a warning, admonishment or reprimand;

b) a direction not to compete or participate or officiate in a particular event or events or class (or types of event or classes) for a specific period of time;

c) recommendation to FAI executive Board for suspension of the FAI Sporting Licence for a specific period of time;

d) disqualification from a particular event or events or class (or types of event or classes);

e) removal from the international judges list for a specific period of time;

f) any sanction set out in the FAI Code of Ethics;

g) any other sanction which is within the powers of FAI or the NAC to impose.

C.20 COMPLAINTS AND PROTESTS

C.20.1 Complaints

The purpose of a complaint is to obtain a correction without the need to make a formal protest. (See FAI Sporting Code General Section 6.2).

It is recommended that a complaint is made before submitting a protest.

A complaint shall concern only one matter. In case of different matters, separate complaints must be made.

A joint complaint may be made, should the different complainants have the same position on the matter concerned.

C.20.1.1 Complaints prior to an event

Complaints must be made in writing in English to the host NAC with copy to the organiser and to the CIAM President.

A joint complaint must be signed by all the complainants.

For a First Category Event, a complaint may only be made by NAC(s). Except for a complaint concerning a failure of the organiser to comply with regulations for entry or the eligibility or refusal of an entry, the NAC(s) must first ask the organiser for assistance. If dissatisfied, the NAC(s) may then make a complaint to the host NAC.

For a Second Category Event, a complaint may be made by individual(s) or NAC(s).

Note: For further information, it is important to refer to FAI Sporting Code General Section, paragraph 6.2.

C.20.1.2 Complaints during an event

During an event, complaints may be made orally or in writing in English.

In case of a joint complaint made orally, all complainants must be present. If the complaint is in writing, the list of the complainants with their signature must be on the complaint paper.

At any time during an event, a competitor(s), or a team manager in the case of an event with national teams, who is (are) dissatisfied with any matter must first ask the Contest Director or the appropriate official for assistance.

Note: For further information on complaints during an event, it is important to refer to FAI Sporting Code General Section, paragraph 6.2.

For information on complaints after an event or complaints for a record attempt, refer to FAI Sporting Code General Section, paragraph 6.2.

C.20.2 Protests

a) A protest shall concern only one matter. In the case of different, matters, separate protests must be made.

b) All protests must be presented in writing in English to the Contest Director of the event, or the appropriate Contest Director for an event with multiple classes and must be accompanied by the deposit of a fee. The amount of this fee is also described at the “CIAM Fees Schedule” document. The deposit is returned only if the protest is withdrawn prior to the beginning of the effective treatment of the protest or if the protest is upheld.

c) In the case of a joint protest, every protesting person or NAC must pay the protest fee.

d) The same person (team manager or competitor depending on the type of contest) is not permitted to present two consecutive protests on the same incident.

e) Protests must be arbitrated in compliance with FAI Sporting Code General Section, paragraph 6.3.

C.20.3 Time limit for lodging protests

a) Before the beginning of the event: a protest against the validity of an entry, qualification of competitors, the contest rules, the flying and contest area, the processing of models, the judges or other contest officials, must be lodged at least one hour before the opening of the contest.

b) During the event: a protest against a decision of the judges or other contest officials or against an error or irregularity committed during an event by another competitor or team manager must be lodged as soon as the contest situation requires but not later than 60 minutes after the incident.

c) A protest relative to official results must be lodged as soon as the official results have been published on the flight site of the event and no later than the prize-giving.

Note: For further information on protests, it is important to refer to FAI Sporting Code General Section), section 6.3.

C.20.4 Appeals

Refer to FAI Sporting Code General Section, section 6.4.

C.21 CIAM TROPHIES

All trophies which have been adopted by the CIAM as awards to individual or team winners of championships and to World Cup winners shall be considered to be in the custody of the FAI.

Dependent upon the terms of presentation, trophies shall be considered the property of either the FAI or the donor. A schedule of ownership shall be maintained by the FAI Office.

C.21.1 Registration of CIAM trophies

The Bureau shall keep a master register of trophies listing the holders, donor and giving terms of presentation and acceptance. This register shall be maintained by the Secretary, and brought up to date each year, no later than at the Plenary Meeting.

Note: The list of the current CIAM trophies is downloadable on the "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.

C.21.2 Acceptance of CIAM trophies

Donors of trophies considered to be "perpetual" (i.e. remaining the property of the FAI or the donor) and proposed for award at championships or World Cups shall declare their intent to the CIAM not later than the date of closure for the Plenary Meeting Agenda each year. Acceptance of the trophy shall be conditional on a majority vote in favour by members of the CIAM.

C.21.3 Award of CIAM trophies

CIAM trophies are awarded annually (World Cup trophies) or bi-annually (championship trophies). In those instances where for any reason a trophy is not awarded over a period of five years, custody of the trophy shall revert to the donor.

C.21.4 CIAM trophies report forms

A standard report form has been defined for CIAM championship trophies and a standard report form has been also defined for CIAM World Cup trophies.

The purpose of those forms is to accurately maintain the official FAI trophy register regarding the location and guardianship of those trophies.

Note: The standard report forms are downloadable from “Documents” section of the CIAM website *http://www.fai.org/ciam-documents*.

C.21.5 Championship trophies

a) Prior to the event, the championship organiser shall ask the FAI Office for a copy of the previous year’s trophy report form which contains the contact data of the current trophy holder. The organiser shall inform the Jury President of the status of trophy delivery.

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

c) Completion of the trophy report form:

  i) If the championship organiser arranges this then he must electronically send the completed form to the FAI Office with the official electronic results (see C.13.7).

  ii) If a member of the FAI Jury arranges this then the Jury President must include the form with his Jury Report that he is required to send electronically to the FAI Office (see C.7.1).

d) The FAI Office will forward the trophy report form to the Secretary.

C.21.6 World Cup trophies

World Cup trophies may be presented at the Plenary Meeting, or at a relevant World or Continental Championship, or at a World Cup contest.

The World Cup Coordinator is responsible for the instigation of the trophy report form procedure. The procedure is as follows:

a) After the final results of a World Cup have been established, the World Cup Coordinator sends this form to all “previous holders” and to all “new holders” of the trophies or their NAC. The form will contain the data of the “New Holder” and the agreed “Location of Trophy Transfer”. The World Cup Coordinator may ask the FAI Office for a copy of the previous year’s trophy form which contains the contact data of the current trophy holder.

b) The "previous holder", or his NAC, has to send the trophy to the location identified on the “Location of Trophy Transfer” form.

c) At the transfer location, the World Cup Coordinator, or a member of the FAI Jury, will use the trophy form to verify the status of the trophy and note the details, including identification data, of the new holder.

d) The "new holder", or his NAC, has to return, electronically to the FAI Office, the properly completed and signed form after the presentation has taken place.

C.21.7 Responsibilities of the holder of a CIAM trophy

For purposes of identification, the holder shall be the concerned NAC.

The winner’s NAC is responsible for the safe delivery of any trophy/trophies to the organiser at the next championship or to the agreed location for World Cup trophies.

Holders of the trophies shall be responsible for:

a) Maintaining the trophy in good condition.

b) Engraving the name of the winner and date of award in the manner established by previous winners.

c) Insurance against loss for the period during which it is held.

d) Delivery of the championship trophies to the organisers of the next championships to the address and by the date requested by the organisers. Should no request be made, the trophy shall be delivered to the NAC of the organisers at least six weeks prior to the date of the championships.

e) The cost of transporting a trophy to the organisers of the championships shall be responsibility of the NAC holding the trophy.

Note: The list of the current holders of the CIAM trophies will be published annually on the "Documents" section of the CIAM website *http://www.fai.org/ciam-documents*.

C.21.8 Loss of a CIAM trophy

In the event of loss or failure to award a championship trophy, the organiser of the championship must present a statement of circumstances to the CIAM and propose replacement which shall be at the consideration of the donor of the original trophy and the CIAM.

In the event of loss or failure to award a World Cup trophy, the Subcommittee Chairman must present a statement of circumstances to the CIAM and suggest a solution for replacement. Replacement and associated procedures are defined by the CIAM Bureau.

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FAI AUTHORITY

The competition will be conducted under the authority granted by the FAI, according to the regulations of the Sporting Code of the FAI, General Section, and Section 4 as approved by the CIAM and validated by the FAI, and these rules. All participants accept these rules and the FAI regulations as binding by registering in the competition.

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