



*Fédération
Aéronautique
Internationale*

Minutes

of the e-Plenary Meeting of the
FAI Aeromodelling Commission

held via Zoom Conference Call Application
on 7th May 2022

Version 1.0

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MINUTES

CIAM e-PLenary MEETING 2022

held via Zoom Conference Call Application
on Saturday 7 May 2022, at 13:00

Present:

In the chair: Mr Antonis Papadopoulos (Greece) President of CIAM

Mr Bob Skinner (South Africa)	CIAM President of Honor
Mr Bruno Delor (France)	1st Vice-President / Delegate
Mr Narve Jensen (Norway)	2nd Vice-President / Delegate
Mr Andras Ree (Hungary)	3rd Vice-President / Treasurer / Delegate
Mr Massimo Semoli (Germany)	Secretary
Mr Kevin Dodd (Australia)	Technical Secretary
Mr Ian Kaynes (United Kingdom)	F1 Sub-Committee Chairman
Mr Vernon Hunt (United Kingdom)	F2 Sub-Committee Chairman
Mr Peter Uhlig (Germany)	F3 Aerobatics Sub-Committee Chairman / Delegate
Mr Tomas Bartovsky (Czech Republic)	F3 Soaring Sub-Committee Chairman / Delegate
Mr Stefan Wolf (Germany)	F3 Helicopters Sub-Committee Chairman
Mr Barrie Lever (United Kingdom)	F3 Pylon Sub-Committee Chairman
Mr Pal Linden Anthonisen (Norway)	F4 Sub-Committee Chairman / Alternate Delegate
Mr Emil Giezendanner (Switzerland)	F5 Sub-Committee Chairman / Alternate Delegate
Mr Zoran Pelagic (Slovakia)	Space Models Sub-Committee Chairman / Alternate Delegate
Mr Per Findahl (Sweden)	Education Sub-Committee Chairman / Delegate
Mr Markus Haggenev	FAI Secretary General
Mr David Monks	FAI President

The FAI President was present welcomed the delegates and wished a productive and fruitful meeting. Then FAI Secretary General also welcomed the delegates.

The delegates who attended the 2022 CIAM e-Plenary meeting were:

Last Name	First Name	NAC	Function
Bustos	Hugo	ARG	Delegate
Dodd	Tyson	AUS	Delegate

Hoff	Martin	AUT	Delegate
Halleux	Paulette	BEL	Alt. Delegate
Herzog	Robert	BEL	Delegate
Lazarkov	Sotir	BUL	Delegate
Ells	Harry	CAN	Delegate
Charalambous	George	CYP	Delegate
Aymat	Carles	ESP	Delegate
Fisher	Julie	GBR	Delegate
Allen	Chris	GBR	Observer
Halman	Jo	GBR	Observer
Schwendemann	Bernhard	GER	Alt. Delegate
Ioannidis	Constantine	GRE	Delegate
Leshed	Amram	ISR	Delegate
Condello	LILLO	ITA	Delegate
Ueyama	Kenichi	JPN	Delegate
Hangsik	KIM	KOR	Delegate
Mikyyung	Yoo	KOR	Observer
Mattiussi	Ernest	LUX	Delegate
Todoroski	Zdravko	MKD	Delegate
van Loon	Henny	NED	Observer
Keim	Peter	NED	Delegate
Wurts	Joseph	NZL	Delegate
Dominiak	Marek	POL	Delegate
Fernandes	Emanuel	POR	Delegate
Dumitru	Ioana	ROM	Delegate
Jevtic	Dragan	SRB	Observer
Yeginsoy	Faruk	SUI	Delegate
Drmla	Jakub	SVK	Delegate
Lindgren	Bengt	SWE	Alt. Delegate
Veerayuth	Didyaasarin	THA	Delegate
Arslan	MEHMET	TUR	Delegate
Hanson	Richard	USA	Alt. Delegate
Jesky	Tim	USA	Delegate

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

Due to the Covid-19 situation, and after confirmation at the 2021 CIAM December Bureau Meeting by the relevant Subcommittee Chairmen, the following Technical Meetings will be held: F2, F3 Soaring, F4, F5, F9 and Education. In addition, F1 and F3 Pylon Racing Interim Meetings are included in the program.

The written reports are filed in the FAI website <https://www.fai.org/page/ciam-plenary-2022>.

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

	9:30	13:00	19:00
April 2, Saturday	Education		F1 Free Flight
April 3, Sunday		F3 RC Soaring	
April 9, Saturday	F4 Scale	F9 Drone Sport	F3 RC Pylon Racing
April 10, Sunday	F5 Electric	F2 Control Line	
April 16, Saturday		CGR	

2. DECLARATION OF CONFLICTS OF INTEREST

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

3. PRESENTATION IN MEMORIAM

Nobody was reported.

4. MINUTES OF THE PLENARY MEETINGS, AND OF THE DECEMBER 2021 BUREAU MEETING

4.1. 2021 e-Plenary

4.1.1. There were no corrections.

4.1.2. The Minutes of the 2021 Plenary meeting were approved unanimously.

4.1.3. There were no Matters Arising.

4.2. 2021 December e-Bureau Meeting

4.2.1. There were no corrections

4.2.2. The Minutes of the 2021 December Bureau meeting were approved unanimously.

4.2.3. There were no Matters Arising.

5. APRIL 2022 BUREAU MEETING DECISIONS

The decisions of the April 2022 Bureau e-meeting, were notified and discussed during the Plenary meeting. Main topics are relevant to Sporting Code proposals.

6. NOMINATION AND ELECTION OF SUBCOMMITTEE CHAIRMEN

6.1. CIAM Officers

The nomination process took place electronically with notification to the FAI office by the authorized delegates on the April 16th 2022.

The voting process took place electronically from the 1st and 2nd of May 2022, all day long, with notification from the FAI office to the authorised delegates.

The results of the elections are in bold text:

President	Mr Antonis Papadopoulos
1st Vice President	Mr Bruno Delor
2nd Vice President	Mr Narve Jensen
3rd Vice President	Mr Andras Ree
Secretary	Mr Massimo Semoli
Technical Secretary	Mr Tyson Dodd
	Mr Barrie Lever

6.2. Subcommittee Chairmen to be elected

The nomination process took place electronically with notification to the FAI office by the authorized delegates on the April 16th 2022.

The voting process took place electronically from the 1st and 2nd of May 2022, all day long, with notification from the FAI office to the authorised delegates.

The Subcommittee Chairmen elected are shown in bold text.

F2 Control Line	Mr Vernon Hunt
F4 RC Scale	Mr Pal Linden Anthonisen
F5 RC Electric	Mr Sotir Lazarkov , (new member)
F7 RC Aerostats	Mr Johannes Eissing
F9 Drone Sport	Mr Bruno Delor
Education	Mr Per Findahl

The CIAM President thanked Mr Kevin Dodd and Mr Emil Giezendanner for their valuable contribution and for the huge improvements they introduced.

The CIAM President welcomed Mr Sotir Lazarkov and Mr Tyson Dodd, with best wishes.

6.3. Subcommittee Chairmen confirmed

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

7. REPORTS

7.1. 2021 FAI General Conference, by the FAI office representative

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

The main activity is relevant to the following items:

1. Creating Financial Stability and seeking financial efficiency
2. Building trust and enhancing communication between the different bodies of FAI
3. Restoring administrative governance

The FAI Secretary General pointed out the effort that has been done for reducing the costs. The financial results are positive and better than the budgeted.

FAI worked on the anti-doping for improving the information and the relevant sensitivity.

It was showed how the number of record claims have been reduced due to the impacts of the Covid-19 precautions in 2020 and 2021.

Between FAI and the Australian NAC, an appeal, relevant to the World Women Gliding Championship, is in progress.

On 28 of February 2022 FAI took the decision for suspending Sporting Powers Russia and Belarus to participate to FAI competitions. It is a decision not only political but for safety and fairness.

FAI is worked for provide a travel assurance to the officials since the 1st of April 2022 for CAT 1 events.

The next General Conference will be held electronically from 1st to 3rd November.

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

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

CIAM is involved in monthly meetings with Commissions Presidents chaired by FAI President. It is useful for a proper communication flow.

He reported also about CASI activities.

- Sporting Code amendements
- Penalty and discipline procedure project (Mr Delor)
- Member Status
- Budget Structure
- Revision of Code of Ethics (which is very old)

It was noted that there was less participation to the CAT 2 competitions and the Space World Championships had less participation as well.

Many meetings were held on line for Judges, AMS users, UAV regulations and Technical Meetings. They were successful with numerous attendances. There was an advantage for the Subcommittee Chairmen as well.

The CIAM President thanked the Bureau Members, the FAI President and the FAI General Secretary.

The USA Delegate asked about the possible impact on CAT 1 competitions which are close to Ukraine like the F2 World Championships in Poland.

The CIAM President replied that safety is priority but we cannot be involved in Politics.

The FAI Secretary General concurred to leave apart politics and the organisation of the championships shall go on. Other airports also are going to organize events in the nearby area.

The CIAM President confirmed that CIAM is in contact with the organisers and forcing the participation is not possible. This includes the officials. Anyway, the communication is important stated the FAI Secretary General.

The CIAM president thanked the FAI office for their support over the year.

7.3. 2020 Sporting Code Section 4: CIAM Technical Secretary, Mr Kevin Dodd (ANNEX 3)

The CIAM Technical Secretary report is available.
The CIAM President thanked him for the excellent work done.

7.4. 2021 Subcommittee Chairmen (ANNEX 3)

- 7.4.1. Free Flight: Ian Kaynes
Written report at Annex 3a.
- 7.4.2. Control Line: Vernon Hunt
Written report at Annex 3b.
- 7.4.3. RC Aerobatics: Peter Uhlig
Written report at Annex 3c.
- 7.4.4. RC Gliders: Tomas Bartovsky
Written report at Annex 3d.
- 7.4.5. RC Helicopters: Stefan Wolf
Written report at Annex 3e.
- 7.4.6. RC Pylon: Barrie Level
Written report at Annex 3f.
- 7.4.7. RC Scale: Pal Linden Anthonisen
Written report at Annex 3g.
- 7.4.8. RC Electric: Emil Giezendanner
Written report at Annex 3h.
- 7.4.9. Aerostats: Johannes Eissing
No report was prepared.
- 7.4.10. Drone Sport: Bruno Delor
Written report at Annex 3i.
- 7.4.11. Space Models: Zoran Pelagic
Written report at Annex 3k.
- 7.4.12. Education: Per Findahl
Written report at Annex 3l.

The CIAM President congratulate with Per Findhal for the Rookies Project and Per informed that they are looking to work on similar projects in the future.

7.5. 2021 World Cups, by World Cup Coordinators (ANNEX 4)

- 7.5.1. Free Flight World Cup: Ian Kaynes
- 7.5.2. RC Slope Soaring World Cup: Erik Schufmann
- 7.5.3. RC Electric Powered Thermal Duration Gliders World Cup: Sotir Lazarkov

7.6. 2021 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)

Only the Space World Championship and the World Cups for F1, F2B, F3F and F5J were held in 2021 due to the Covid-19 situation.

Awarded to: **Jan KOTUHA (Slovak Republic)**

Andrei Tupolev Diploma

Nominees: Jan KOTUHA (Slovak Republic)

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

Awarded to: **Jan KOTUHA (Slovak Republic)**

Antonov Diploma

Nominees: Aleksandar STOIANOVIC (Serbia)
Thomas DAVID (United Kingdom)

The medal was awarded electronically with vote notification to the FAI office by authorized delegates.

Awarded to: **Aleksandar STOIANOVIC (Serbia)**

Frank Ehling Diploma

Nominees: Vladimir SVEC (Slovak Republic)

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

Awarded to: **Vladimir SVEC (Slovak Republic)**

Andrei Tupolev Medal

Nominees: Michal ZITNAN (Slovak Republic)

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

Awarded to: **Michal ZITNAN (Slovak Republic)**

FAI Aeromodelling Gold Medal

Nominees: Wolfgang SCHULZ (Germany)
Marek DOMINIAK (Poland)

The medal was awarded electronically with vote notification to the FAI office by authorized delegates.

Awarded to: **Marek DOMINIAK (Poland)**

The CIAM President congratulated the winners and asked the meeting to provide nominate more candidates next years.

10. PRESENTATION OF 2021 WORLD CUP AWARDS

<p style="text-align: center;">PRESENTATION FOR</p>
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<p>The 2021 World Cup awards for classes F1A, F2B, F3F, F5J</p>

The CIAM Secretary presented the 2021 World Cup with the aid of a presentation.

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

FAI will provide information to the NACs about how to receive the World Cup Medals

and Diplomas.

ITEM NUMBERS 11, 12, 13 INTENTIONALLY WERE NOT USED

14. SPORTING CODE PROPOSALS

The Sporting Code proposals begin overleaf.

14. SPORTING CODE PROPOSALS

The proposals were discussed at dedicated e-meetings according to the meeting schedule in Item 1.

The voting for the proposals took place electronically from the 1st to the 3rd of May 2021 with notification to the FAI office by the authorized delegates.

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

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

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

Each section begins on a new page.

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

14.1 Volume CIAM General Rules, Section 4C (General Rules for International Events)

a) C.11 Identification Marks

Sweden

Amend sub-paragraph C.11.1 b) by deleting text as shown below:

- b) A model aircraft must not carry a national identification mark, an FAI ~~licence~~ **Unique ID** number ~~or~~ an FAI sticker ~~or any other reference~~ which relates to any person other than the competitor. At the processing of the model aircraft, the organiser must mark each FAI sticker (if required).

Reason: The main reason for deleting ‘*or any other reference*’ is that now, with the new Airspace regulations in many countries, this part of the rule forbids juniors to compete in a legal way. In Sweden a junior up to age 18 MUST have a senior’s drone ID on the model to fly in a legal way, and the present text makes it illegal for a junior to compete in the eyes of the Sporting Code. It is also quite open for interpretation. Is it legal to fly a model with the factory name or model name on it? That’s for sure also a reference to someone other than the pilot. And we frequently see pilots competing with models that have factory names or commercial model names on them.

TM - Proposal was amended by the F1 S/C meeting and as amended it is unanimously recommended by the CGR volume session meeting.

Plenary - Proposal was carried forward by majority 34 in favor – 1 against

b) A.13 CIAM AWARDS

Bureau

The current CIAM awards are:

- Aeromodelling Gold Medal
- Alphonse Penaud Diploma
- Antonov Diploma
- Andrei Tupolev Medal
- 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.

Addition for the FAI By-laws

THE CIAM LEGENDS MEDAL

History. This Medal was established in 2022 and first awarded in 2023.

Eligibility: The medal is reserved for those who have in the past obtained at least three (3) times the title of FAI World Champion in any Aeromodelling or Space

Models class. The World Champion title may be gained in different classes. This medal is for individuals only.

Proposals may cover any period of time up to 31st of December of the preceding year.

Frequency and Number: No restrictions other than no athlete shall be awarded with this medal more than once.

Nomination and Approval Proces: Nominations, giving full information about the candidate's achievements up to 31st December of the preceding year, must be submitted on standard forms, available from the FAI Secretariat, and must arrive at the FAI Secretariat by 15th November of each year. In other respects, procedures shall be as described in Chapter 9 of the Statutes. The award is automatic. A vote from the Plenary will not be required as the nominations will be based on World Championships results.

TM - Proposal was amended during the meeting and as amended is unanimously recommended

Plenary - Proposal was accepted unanimously

14.2 Volume CIAM Records

a) 4.2.1 Control Line Open Records

F2 Subcommittee

Amend the table and 4.2.1.2 (after sub-class F135) to include a **new open sub-class F138** as shown below:

4.2.1.2 Control Line Open Records - Measurement of Speed

Sub-class F138: Electric Motors – maximum weight of battery (or batteries) 200 g (incl. battery cables and connectors) R = 17.69 m (9 laps = 1 km).

Amended table shown below:

Proposed New Open Subclass in Control Line Speed

F2	Open	Aeroplane	Piston Motor	SPEED			
				SWEPT VOLUME cm ³			
				0,00 to 1,00	1,01 to 2,50	2,51 to 5,00	5,01 to 10,00
CONTROL LINE CIRCULAR FLIGHT				F130	F131	F132	F133
	F2A				Speed in Competition		
					F134*		
	Open		Reaction Motor	F135			
	Open		Electric Motor	F138			
				TEAM RACE (Race Time)			
F2C			Piston Motor	100 laps - F136*		200 laps - F137*	

* Only in World Championships & Continental Championships
Reference paragraph 2.1.4.

Reason: Electrically power control line speed is becoming established and it is now time to have at least one open speed record for electric powered speed models.

TM - Proposal is unanimously recommended

Plenary - Proposal was accepted unanimously

14.3 Section 4 Volume F1 - Free Flight

a) F1.1.4 Additional Flights in Open Internationals Serbia

Modify the second paragraph and sub-paragraph a) as shown below:

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

- a) A non-standard procedure must be used ONLY for these exceptional reasons of strong winds (**stronger than 6 m/s**), poor visibility (**horizontal not more than 500m and vertical not more than 150m**), ~~inadequate field space~~, or unavailability of the field for continuation on the following day.

Reason: It is necessary to quantitatively define meaning of the terms “strong wind” and “poor visibility” to avoid any ambiguities and different interpretation. This proposal clarifies these ambiguities. Also the term “inadequate field space” is deleted because the official events in the FAI CIAM Contest Calendar may not be flown at “inadequate field space”. The flying field must correspond to the required CIAM standards.

TM - F1 Technical Meeting opinion: Refer Back to the S/C

Proposal was referred to the S/C for further consideration.

b) F1.1.4 Additional Flights in Open Internationals F1 Subcommittee

Modify F1.1.4 item (b) as shown below.

New items are added as (iii), (v), and (ix). Other items have been modified and renumbered to fit with the newly-added items.

- b) An “altitude fly-off” may be specified when F1 altimeters have been approved by CIAM EDIC **and at least one of the following conditions are met:**
- 1) altimeters are available for competitors to purchase from at least one supplier.**
 - 2) all competitors in the fly-off have their model equipped with an approved altimeter.**
- i) The procedures for a regular additional flight for the class are followed.
 - ii) A maximum flight time is defined which should be at least two minutes.
 - iii) **Before the flight the competitor shows his altimeter to the timekeeper for the timekeeper to record the serial number marked on the altimeter and to confirm that it shows the empty memory indication.**
 - iv)** The flight is timed up to the maximum time.

- v) **Competitors must present their altimeters and altitude read out no later than 45 60 minutes after the end of the fly-off.**
- vi) For all competitors attaining the maximum flight time, the altitude of the model at the maximum flight time is read from the altimeter **referenced to a zero altitude defined by the altitude during the 10 seconds before launch of the model (for F1A before the helper releases the model from the ground and for F1C before starting the motor).** For scoring purposes this value **the altitude** is rounded to the nearest metre.
- vii) The individual placings are determined by the highest altitudes for all flights attaining the maximum, followed by time order. **Competitors with a recorded altitude are placed before competitors not returning an altitude, even if the recorded altitude is negative.**
- viii) Equal altitudes are considered to be a tie, which may be resolved by another additional flight.
- ix) **The proper operation of the altimeter is the responsibility of the competitor.**

Reason: Refinements as a result of experience gained through the use of Altitude fly-offs in 2021. Availability of altimeters is essential to the fair application of the procedure and while availability is limited the altitude fly-off can be used if all fly-off competitors do have approved altimeters.

- iii) It is necessary for the timekeeper to record the serial number of the altimeter, which is required by EDIC to uniquely identify each individual altimeter.
- v) For the smooth running of the contest, there must be a time limit for presenting the altitude data.
- vi) It is necessary to define the reference against which the altitude is measured and this is proposed to be on the start line just before launch.
- vii) The landing area may be below the starting line and thus a negative altitude at the time of the maximum flight time is a valid altimeter reading and should take precedence over competitors with no recorded altitude.
- ix) The competitor is responsible for correct operation of the altimeter. This is comparable to the way in which the competitor is responsible for the functioning of radio control DT or motor stop.

TM - Proposal was amended by the F1 S/C meeting and as amended it is unanimously recommended.

Plenary - Proposal was accepted unanimously

Early implementation date- June 1st

- c) **F1.1.4 Additional Flights in Open Internationals** **Austria**
Modify F1.1.4 item (b) as shown below.
Sub-paragraph (iii) has additional text. (vi) moves to (vii) and a new (vi) is inserted.
 - b) An “altitude fly-off” may be specified when F1 altimeters have been approved by CIAM EDIC.

iii) The flight is timed up to the maximum time **and controlled by the timekeeper with a regular stopwatch.**

(vi) A tie is defined for all competitors which are inside the tolerances given by EDIC For Free Flight V1.2, EF1.2 d). The tolerance is specified with +/- 1 metres. Exact wording: ...within 2 metres.

e.g.: competitor A: ha = 41 m +/- 1m => [40 - 42] m

competitor B: hb = 40 m +/- 1m => [39 - 41] m

=> situation for a tie is given

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

Reason: In altitude, fly-off height is the main parameter to determine the winner. The tolerance for the correct measurement of altitude is defined in:

EF1.2 Altimeter Specification

d) The accuracy of the altitude measurement should be within 2 metres or 0.5% of altitude, whichever is the greater. This should be maintained over a temperature range of -10°C to +50°C with a working range of at least 1000 metres from sites at up to 2000 metres altitude.

Using the smaller and absolute value, “within 2 meters” \Leftrightarrow +/- 1m, is a useful compromise to get a result.

Using the value read from the altimeter rounded to the next metre is equivalent to accepting a measurement mistake which is well known.

All technical measurements are subject to measurement errors which are well known from the certification procedures of the devices. A good example is Speed measurement in road traffic by police. To punish the traffic offender the measurement result minus the tolerance is taken.

We are ignoring a well-known measurement mistake to create a champion. That is not fair and useful to our sport!

TM - Discussed by the meeting and concluded refer back to EDIC and F1SC for review of accuracy.

Proposal was referred to the S/C and EDIC WG for further consideration.

d) F1.1.4 Additional Flights in Open Internationals

Austria

Modify F1.1.4 by completely deleting section (b) as shown below.

This proposal is intended to apply to F1A, F1B and F1C classes. Since it refers to the general rule at the beginning of the F1 Volume, it has only been included once in the Agenda. Similarly the reason and supporting data have only been included once.

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

~~b) An “altitude flyoff” may be specified when F1 altimeters have been approved by CIAM-EDIC:~~

- ~~i) The procedures for a regular additional flight for the class are followed~~
- ~~ii) A maximum flight time is defined which should be at least two minutes.~~
- ~~iii) The flight is timed up to the maximum time~~
- ~~iv) For all competitors attaining the maximum flight time, the altitude of the model at the maximum flight time is read from the altimeter and for scoring purposes this value is rounded to the nearest metre.~~
- ~~v) The individual placings are determined by the highest altitudes for all flights attaining the maximum, followed by time order.~~
- ~~vi) Equal altitudes are considered to be a tie, which may be resolved by another additional flight.~~

Reason:

1. Beginning of a flight

No altimeter can one-to-one and onto determine the beginning of an official contest-flight of an F1A glider. Altimeters can determine a peak in altitude which is not inevitable the “the release of the model from the launching cable”.

Beginning of timing is defined in 3.1.9 Timing (for F1A).

a) See F1.2.

b) The timing of flights is limited to the maximum durations specified in 3.1.7 and 3.1.8 and relevant sections for F1B and F1C. The total flight time is taken from the release of the model from the launching cable to the end of the flight.

Additionally, “F1.1.4 Additional Flights in Open Internationals” is in collision with this rule!

2. Mistake in measurement

“F1.1.4 Additional Flights in Open Internationals” is not defining any applicable certifying procedure which includes:

- measurement error: e.g.: +/- 0,5m
- quality standard: 1st test: 20 pieces
yearly anonymized test of min. 10 pieces

3. Incomplete rule/procedure to use altimeters

“F1.1.4 Additional Flights in Open Internationals” is not defining any complete procedure to use certified altimeters. Because no measurement error is defined a tie is a lottery. Timekeepers were instructed by the manufacturer of “ALL-TEE” to a procedure which is not regulated in “SECTION 4C – MODEL AIRCRAFT – F1 – FREE FLIGHT”.

*Technical Secretary Note: There is further supporting data which can be found in **Annex 7a**.*

Withdrawn by Austria

e) F1.2.6 Time recorded

F1 Subcommittee

Modify F1.2.6 as shown below:

The ~~time~~ **duration of the flight** recorded is the mean of the times registered by the timekeepers, rounded to the nearest whole number of seconds to the resulting mean time (0.5 second rounded up to the second above) unless the difference between the times registered shows evidence of an error in the timing, in which case the

organiser will determine, with the FAI Jury, which time will be registered as the official time or what action should be taken.

Reason: To clarify that this definition relates to the time of a flight and not the time of motor runs which are defined in the class specifications.

TM - Proposal is unanimously recommended

Plenary - Proposal was accepted unanimously

f) F1.2.7 Electronic evidence of flight time F1 Subcommittee

Modify F1.2.7 as shown below. Note also the changed paragraph structure:

In Fly-offs, electronic time and altitude recording devices may be used mounted in or on a model. Such devices must be commercially available with an altitude measuring frequency of at least 2 Hz and display equipment like a computer, tablet or smart phone equipped with graphing software must be available to produce a time-altitude graph of the recorded flight. The responsibility of the use and correct functioning of such devices rests with the competitor.

The use of an altimeter is voluntary.

If the competitor is using an EDIC-approved altimeter then this must be shown to the timekeeper before the flight for the timekeeper to record the serial number marked on the altimeter and to confirm that for the first additional flight it shows the empty memory indication.

Competitors using altimeters which are not EDIC-approved must follow the following procedure. Prior to each fly off, participants with (reserve) models equipped with such recording devices being switched on, should position their model(s) at ground level no more than 5 metres from their assigned starting pole. Upon instruction of the contest director, the participant will have to lift the model(s) from the ground and hold the model(s) elevated a number of times, the number and duration of these movements is decided by the contest director thereby generating a unique altitude-time signature.

In case of a flight-time related dispute, the competitor automatically may proceed to the following fly off round. Any dispute must be marked on the competitor's scorecard for that fly off round. After the last fly off but no later than ~~30~~ **60** minutes from the end of the last fly off, the jury will ask the competitor who filed the dispute to read out the altimeter data and present the altitude versus time graph. The jury will check the signature in the graph and determine the flown time for the fly off round for which a dispute has been filed. If the moment of launch, landing and flight time can be clearly established and the correct signature is present, the flight time will be recorded for the final result. If any one of these conditions is not met, the timekeeper's time of the disputed fly off round will be used as the score for that fly off round. If this time is less than the maximum flight time set for that particular fly off round, any subsequently flown fly off rounds will be cancelled for that competitor. In case of a protest related to the altimeter generated flight time, the altitude graphs must be made available to the jury. Failure to do so will result in the time keeper's recorded flight time being the official score.

Reasons: To simplify the procedure for competitors using an EDIC approved altimeter by removing their need to create the altitude signature.

To increase the time limit for return of altimeters from a fly-off which might have been for a long flight.

TM - Proposal is unanimously recommended

Plenary - Proposal was carried forward by majority 30 in favor – 1 against

g) F1.2.7 Electronic evidence of flight time Serbia

Modify F1.2.7 as shown below:

In Fly-offs, electronic time and altitude recording devices may be used mounted in or on a model. Such devices must be commercially available with an altitude measuring frequency of at least 2 Hz and display equipment like a computer, tablet or smart phone equipped with graphing software must be available to produce a time-altitude graph of the recorded flight **in accordance with the EDIC approval for a particular device and software.** The responsibility of the use and correct functioning of such devices rests with the competitor.

The use of an **electronic** altimeter is voluntary. **All fly-off participants shall agree prior to the fly-off to use electronic evidence of the flight time. The event organiser shall provide at least one independent person, who is not a competitor, qualified to deal with electronic altimeters and to read and interpret required saved data.**

Prior to each fly off, participants with (reserve) models equipped with such recording devices being switched on, should position their model(s) at ground level no more than 5 metres from their assigned starting pole. Upon instruction of the contest director, the participant will have to lift the model(s) from the ground and hold the model(s) elevated a number of times, the number and duration of these movements is decided by the contest director thereby generating a unique altitude-time signature. ... *the remainder of this paragraph remains unchanged.*

Electronic evidence of flight time as a non-standard method of fly-off shall not be used earlier than two hours before the official sunset.

Reason: Original wording of this rule resulted in different understanding of its implementation in first Cat 2 contests where it was applied. This caused certain dissatisfaction of participants and loss of confidence in correctness of this method and used devices and software. It is necessary to clarify tasks and procedures of conduction of fly-off by use of electronic altimeters and make sure that the used devices are in accordance CIAM standards. Also they should be commercially easy available to secure equal participation of competitors from different countries.

Withdrawn by Serbia

h) F1.2.7 Electronic evidence of flight time Austria

Delete the heading and the entire section.

The deletion has not been shown below as the section has been reproduced in the two items above.

Reason: No altimeter can one-to-one and onto determine the beginning of an official contest-flight of an F1A glider. Altimeters can determine a peak in altitude which is not inevitable the “the release of the model from the launching cable”.

Beginning of timing is defined in 3.1.9 Timing

a) See F1.2.

b) The timing of flights is limited to the maximum durations specified in 3.1.7 and 3.1.8. The total flight time is taken from the release of the model from the launching cable to the end of the flight.

And “F1.2.7 Electronic evidence of flight time” is in collision with this rule!

- standard models without zoom or bunt launch produce no peak in pressure at the moment of releasing the starting cable => the start point cannot be defined by altimeter
- damaged high-end models needs to be launched like standard Model => launch produces no peak in pressure at the moment of releasing the starting cable => the start point cannot be defined by altimeter
- this happened more than 1 time at WCH and ECH
- starting line breaks and model makes the launch and the flight as normal, but the line and flag are still connected to the hook => altimeter recognize a normal flight
- starting line falls off 10 s or even later after launch (this happens some time)

Technical Secretary’s Note: This proposal is intended to apply to F1A, F1B and F1C classes. Since it refers to the general rule at the beginning of the F1 Volume, it has only been included once in the Agenda. Similarly the reason (which refers to F1A) and supporting data have only been included once.

Withdrawn by Austria.

i) F1Q Electric Power: 3.8.8 Classification F1 Subcommittee

Modify 3.8.8 (c) as shown below:

- c) The organiser will establish a ~~40~~7 minute period during which all fly-off competitors must launch their model. Within these ~~40~~7 minutes the competitors will have the right to a second attempt in the case of an unsuccessful first attempt for an additional flight according to 3.8.5. Starting positions will be decided by draw for each fly-off.

Reason: This brings F1Q into line with F1A, F1B, F1C and F1P in having a 7 minute period for the additional flights. The 7 minute change was made in 2017 for the other classes and the extension to F1Q was missed when F1Q became an official class in 2018.

TM - Proposal is unanimously recommended

Plenary - Proposal was accepted unanimously

j) F1S Small Electric Power ‘E36’: 3.S.1 Definition F1 Subcommittee

Modify 3.S.1 with the addition as shown below:

Model aircraft which is powered by an electric motor(s) and in which lift is generated by aerodynamic forces acting on surfaces that remain fixed in flight except to dethermalise. **No control surface movements are allowed during flight.**

Reason: To clarify that the requirement for fixed surfaces also excludes control surfaces.

TM - Proposal is unanimously recommended

Proposal was accepted unanimously

k) Annex 4 – Free Flight Ranking

F1 Subcommittee

*Modify **Section 4: Points from events** with the deletions and addition as shown below:*

For every event the competitors' scores will consist of two components:

- a) A results component. This consists of points awarded on the same basis as World Cup points for competitors finishing in the top half ~~or top 24~~ of the results list. Bonus points are given in accordance with the current World Cup bonus allocation.
- b) An event ranking position component. This measures how well the competitor has performed in an event compared to the result which would be expected from his current position in the ranking.

To calculate this all the competitors in the competition are placed in the order in which they appear in the current ranking. Any competitors not previously on the ranking list will be assumed to be equally placed at the bottom of the ranking list. Each competitor is allocated points according to the difference between their actual position in the competition and the position calculated according to the ranking list. ~~One point is~~ **Ten points are** awarded for every 3 places different, positive if placed better than ranking position, negative if below ranking position.

Reason: To bring the ranking definition into line with World Cup changes.

The change in (a) is for always awarding points to the top half of the results list.

The change in (b) is to increase the position points by a factor of 10 to correspond the upgrading of the World Cup results points (which changed from 50 to 500 for first place).

Both changes had been incorporated in the software calculating the ranking results at the time of the World Cup changes (2017) but the definition was not updated in the Sporting Code.

TM - Proposal is unanimously recommended

Plenary - Proposal was accepted unanimously

14.4 Section 4C Volume F2 – Control Line

F2B – Control Line Aerobatics

a) 4.2.7 Contest Flights

F2 Subcommittee & Switzerland

Clarification to a previous error in (g):

g) If, when making his second attempt for the respective round, any of the following occurs:

- i) the competitor did not pass through the entrance to the contest flight circle within $\underline{2}$ 3 minutes of being officially called;

Reason: The 2 minutes time limit in 4.2.7 g) i) does not match the limit indicated in 4.2.7 d) i) and is contradictory to 4.2.13 a) Starting procedure.

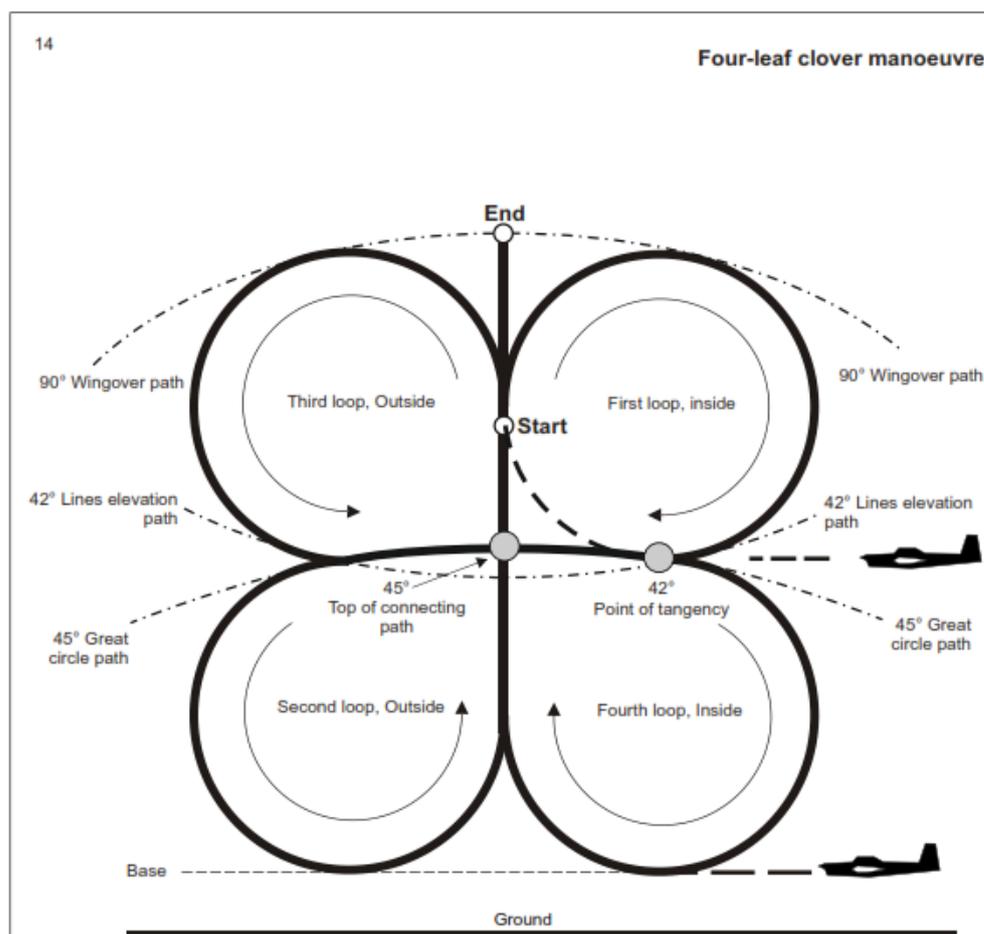
TM - Proposal is unanimously recommended

Plenary - Proposal was accepted unanimously

b) Annex 4J – F2B Manoeuvre Diagrams

F2 Subcommittee & Switzerland

Replace 4.J.14 Four-leaf clover manoeuvre diagram (Rule 4.2.15.16):



Reasons: Clarification with added dotted lines showing manoeuvre entry and horizontal segments flight tracks.

TM - Proposal is unanimously recommended

Plenary - Proposal was accepted unanimously

F2C – Control Line Team Racing

c) 4.3.5 Organisation of Races

The Netherlands

Replace the entire section b) with the paragraphs as shown below:

~~Replace the entire section b) with the paragraphs as shown below:~~

Delete the second paragraph, amend the third and final paragraph of b) and add new paragraphs.

~~b) When a qualifying race does not contain three teams as per rule 4.3.5 a), the judges shall ask for volunteers (from different nations in case of World or Continental Championships) to allow the remaining race to start with three teams. will invite team(s) who already have an official result in the ongoing round, to fill the vacancies in order to allow the remaining race to start with three teams.~~

~~— The teams that fill in the vacant spots in the heat, accept that the official result that they had achieved in the ongoing round, will be replaced by the result they achieve in the heat they enter. These teams are defined as vacancy filling teams.~~

~~— Only teams that have an official time in the ongoing round or a number of laps flown, can opt for filling up the remaining heat in the ongoing round. Teams that have been disqualified in the ongoing round, or did not start in this round, cannot apply for filling in vacancies in the heat concerned.~~

~~All teams, originally drawn, granted a re-flight or accepted vacancy filling teams will be treated as all other teams that have flown in the ongoing round.~~

~~In the case of World or Continental championships, the vacancy filling team(s) must have a different nationality from other already accepted teams in the heat.~~

~~— If there are more teams willing to opt for vacant places in the heat than available, the team that has achieved the best result in the ongoing round (fastest time or flown most laps) gets the right to fill in vacancies first. In the case where candidate teams achieved equal results in the ongoing round, the Judges shall conduct a blind draw amongst the candidates concerned.~~

~~If there are sufficient or more volunteers for a qualifying race, the Judges shall conduct a blind draw to start the race with three teams and shall conduct a separate draw teams for the segment choice order. The volunteer team(s) shall not be eligible to have a time registered or to be granted a re-flight from this race.~~

b) i) When a qualifying race does not contain three teams per rule 4.3.5.a),

the judges shall ask for volunteers (from different nations in the case of World or Continental Championships) to allow the remaining race to start with three teams.

- ii) Teams shall have a maximum of 10 minutes after the judges call for volunteers to register their interest.
- iii) Teams that were either disqualified or did not fly in the current round are not permitted to volunteer.
- iv) Any volunteer team shall have its existing result in the current round cancelled and replaced by its later result.
- v) In order to fill the vacant places, the judges shall select the volunteer team(s) in descending order of their existing results in that round.
- vi) In the case where two or more volunteer teams have identical existing results then a blind draw shall take place to establish which volunteer team(s) fill the vacant places.
- vii) Volunteer and originally drawn teams shall be treated equally.
- viii) The Judges shall conduct a separate draw for the segment choice order.
- ix) If there are insufficient volunteers vacancy filling teams, the competing team(s) will be allowed to start the race with fewer than three teams to complete their qualifying or semi-final race.

Reason: The current ruling of asking for volunteers is not in conjunction with good sportsmanship. In a sport, the rules are organised in such a manner that whoever enters a race, does that with the intention to get the best ranking result for him or his team. In the case of asking for volunteers, the rules introduce teams in a race who have no interest in the result of their effort, other than preventing their fellow official opponents in the race to realize a good result. This problem is mentioned in par. 4.C.6.5 of the Judges guide, in which judges are called upon to not accept candidate volunteers who have an 'obvious interest' in blocking good results of their opponents.

This clearly demonstrates that the current construction in which only bad intentions can lead to bad flying should be replaced by the proposed system, where all teams that enter the last heat in a round, start with teams that have all the equal target, to achieve the best official result in the ongoing round. More teams will opt for an opportunity to improve their result from the round, this will lead to less races with less than three teams at the start, making the heats result more in line with the effort all other teams in a round had to do. Asking for teams to volunteer and risk their costly equipment with no benefit other than ruining another team's race is simply not fair.

In case If this amendment is accepted by Plenary in the voting, rule 4.C.6.5 in Annex 4C (the F2C Judges Guide) will need to ~~can be deleted~~.

TM - Proposal was amended by the F2 Technical meeting and as amended it is unanimously recommended

Plenary - Proposal was carried forward by majority 30 in favor – 1 against

F2D – Control Line Combat

d) 4.4.15 Individual and Team Classification **F2 Subcommittee**

Regarding Fly-offs, insert an additional sub-paragraph to h) as shown below:

h) In the event of a tie for second or third place, the equal placed flyers shall take part in a fly off, during which they shall be allowed only one loss. In the event of a tie for third place after a fly-off for second place then there shall be a new fly-off for third place.

~~The pilots taking part in a fly-off are to be of equal status and must be treated as all of equal status as such, and no consideration should be taken into account if they have met earlier in the competition or if they are of the same Nationality/Team.~~

It has no bearing in a fly-off if the pilots have met earlier in the competition or if they are of the same nationality or team.

Reasons: Clarification regarding a fly-off for second or third place.

TM - Proposal was amended by the F2 Technical meeting and as amended it is unanimously recommended

Plenary - Proposal was accepted unanimously

Annex 4D – Class F2D Judges Guide

e) 4.4.13 Penalties and Disqualification **F2 Subcommittee**

Add additional text at the end of section C, sub-paragraph t) as shown below:

Rule 4.4.13 Penalties and Disqualification

C. A competitor will be disqualified from the heat:

t) For example, any tampering with the streamer in any way, shape or form can result in a disqualification. This rule can also be used to disqualify a competitor for any other breach of the rules that is not covered in a separate paragraph.

~~If the mechanic picks up the opponent's model by mistake and then puts it back on the ground when they realise their mistake, no penalty shall be given unless it creates an unfair situation and affects the opponent in a negative way.~~

If the mechanic picks up an opponent's model by mistake and immediately puts it back on the ground then no penalty shall be given unless an unfair situation has been created that negatively affects the opponent.

Reasons: Clarification.

TM - Proposal was amended by the F2 Technical meeting and as amended it is unanimously recommended

Plenary - Proposal was accepted unanimously

Annex 4K – F2G Control Line Electric Speed

f) 4.K.2 Characteristics of a Speed Model ... Electric Motor(s) F2 Subcommittee

Modify this section (sub-paragraphs d) and e)) with the deletions and addition of the text as shown. Consequential renumbering of the remaining sub-paragraphs:

- a) Maximum off-load voltage of power supply 42 V
- b) Maximum weight of battery (or batteries) 200 g (incl. battery cables and connectors)
- c) Minimum total projected area 5.0 dm²
- d) ~~Maximum total projected area 6.0 dm²~~ **Maximum model weight with battery 600 g.**
- e) ~~Maximum wing loading 100 g/dm²~~
- f) Maximum wingspan 100 cm

Reason: Removing the wing loading requirement make it possible use easily available F2A model parts. Reverting to a maximum weight of 600g simplifies the rules.

TM - Proposal is unanimously recommended

Plenary - Proposal was carried forward by majority 30 in favor – 1 against

g) 4.K.2 Characteristics of a Speed Model ... Electric Motor(s) F2 Subcommittee

Amend the original sub-paragraph h) with the deletion and addition of the text as shown. If the previous item is accepted, renumber this sub-paragraph as g):

- h) For safety reasons a radio control system as defined by CIAM General Rules B.1.2.2 c) may be used to control the start of the motor, in-flight power and the shutdown of the motor. ~~A person other than the pilot may operate this system.~~ **The system may be operated by the pilot or ~~assigned mechanics/helpers~~ an assigned mechanic/helper.**

Reasons: The change is required in order to **clarify** that in F2G the pilot may control in flight power and the shutdown of the motor using a 2.4Ghz radio control system. This is a safety issue; control of this function by the pilot does not give him any performance advantage.

TM - Proposal was amended by the F2 Technical meeting and as amended it is unanimously recommended

Plenary - Proposal was carried forward by majority 30 in favor – 1 against

h) 4.K.3 Diameter of Control Lines F2 Subcommittee

Amend sub-paragraph a) as shown below:

- a) Only two-line control is allowed, minimum control line diameter is ~~0.40~~ **0.45** mm with a tolerance of minus 0.011 mm.

Reason: The speed achieved by F2G models has now reached the point where 0.4mm wire is insufficient size. The increase in diameter to 0.45mm ensures a suitable safety margin on wire strength.

TM - Proposal is unanimously recommended

Plenary - Proposal was accepted unanimously

Annex 4E – Control Line World Cup

i) 4.E.1 Classes

F2 Subcommittee

Amend the paragraph as shown:

44.E.1. Classes

The following separate classes are recognised for World Cup competition in Control Line: F2A (Speed), F2B (Aerobatics), F2C (Team Racing), F2F (Team Racing), and F2D (Combat) **and F2G. (Electric Speed)**

Reason: The performance of F2G has progressed rapidly over the past 4 years and making it into a World Cup class would raise its status and make it more attractive to competitors from more countries.

Consequential changes if proposal accepted:

4.E.4. Points Allocation

In each competition, points in a class will only be allocated if the competitors who have completed a flight in that class are from at least two different countries.

A competitor (team in F2C) has completed a flight if:

- he registers a speed not equal to zero (0) in F2A **and or F2G.**

In F2A **and F2G**, the points allocated to each competitor will be the same as the achieved speed result in km/h.

TM - Proposal was amended by the F2 TM meeting and as amended it is unanimously recommended.

Plenary - Proposal was carried forward by majority 30 in favor – 1 against

14.5 Section 4C Volume F3 - RC Helicopter

Annex 5H – RC Model Helicopter World Cup Rules

a) Annex 5H – RC Model Helicopter World Cup Rules

a) 5H.3 Contests (F3C & F3N)

F3 Heli Subcommittee

Amend sub-paragraph c) as shown below:

Contests included in the World Cup must appear on the FAI Contest Calendar, and must be run according to the FAI Sporting Code. The contests eligible for a World Cup in a particular year, must be nominated before the CIAM Bureau Meeting at the end of the preceding year, and must be included in the FAI Contest Calendar. The selection of the contests should be according to the following guidelines:

- a) a maximum of two contests may be selected for any one country.
- b) each competitor may count only one competition from each country in Europe (taking the better score for any European country in which he has scored in two competitions).
- c) at least three (3) **judges and no more than five (5) judges** have to be appointed for each judges' panel. ~~If three judges are used, no scores will be deleted. By using four or five judges the highest and lowest scores of each manoeuvre will be deleted.~~

If only three (3) judges are used, all marks will be counted for the score of the round. By using four (4) or five (5) judges the highest and lowest mark of each manoeuvre will be discarded.

Reason: Clarification is needed because it was not mentioned in the Sporting Code.

Proposal was amended by the Bureau meeting and as amended it is unanimously recommended.

Plenary - Proposal was carried forward by majority 27 in favor – 1 against

Early implementation date- June 1st

F3N – RC Freestyle Aerobatic Helicopters

b) 5.11.7 Scoring

F3 Heli Subcommittee

Add a sentence at the end of the first paragraph in this section as shown below.

The number of judges is at least three, and no more than five. At least 20% but not more than 40% of the judges must not have judged at the previous World Championships. ~~If three judges are used, no scores will be deleted. By using four or five judges the highest and lowest scores of each manoeuvre will be deleted.~~

If only three (3) judges are used, all marks will be counted for the score of the round. By using four (4) or five (5) judges the highest and lowest mark of each manoeuvre will be discarded.

Reason: Clarification is needed because it was not mentioned in the Sporting Code.

Proposal was amended by the Bureau meeting and as amended it is unanimously recommended.

Plenary - Proposal was carried forward by majority 30 in favor – 1 against

Early implementation date- June 1st

14.6 Section 4C Volume F3 - RC Soaring

New Educational Beginners Class

a) Annex xx – TBA

The Netherlands

Thermal Duration Gliders for Multi Task Competition (provisional title)

Refer to Agenda **Annex 7b** for the proposed rules, which are yet to be formatted for inclusion in the Volume.

Reason: We have tried to convince beginners to fly competitions, but the response was not always positive. Costs, complexity, competitiveness, time and a few more reasonable arguments made us think about an easier way. Also, we did not want to offer a class that is competing with already existing classes. We hope to have proposed a class that helps existing classes to get more competing pilots. This way it could also be attractive to pilots who already fly competitions in a class and want to do something fun on the side.

New regulation: With models under 250 grams all up weight I think we tackle a lot of problems for organisations AND beginner pilots.

This class is meant as a fun educational RC glider class, open and easy to participate for everyone. Although serious competition is possible with this class, it really should be the easiest way for people to start competing in RC gliding. We want to end this proposal by requesting experienced pilots to participate for the fun of it of course, but mostly to share the knowledge, and teach the beginners our wonderful sport in a fun way.

Due new regulations, it is getting harder and harder for beginners to get registration, membership, licences etc. This whole process can be a bit demotivating for beginners. We are very happy this class will have none of those problems and beginners first can enjoy the fun of competing with nice people, before the hassle of the paperwork involved in our hobby.

This proposal was referred to the Education S/C for further consideration and implementation.

14.7 Section 4C Volume F4 - Scale

a) F4 Scale Volume

F4 Subcommittee

Updated and restructured Sporting Code for F4 Scale:

Refer to **Annex 7c**.

There are no rule changes for Championship RC classes.

A small adjustment has been made in F4B to update that class.

There are new rules for F4K.

The free flight classes have been updated.

Reason: Updates and restructure was needed.

Technical Secretary Note: Annex 7c has been produced from F4 Volume Edition 2020. It is strongly recommended that the proposed changes be transferred to the master 2022 Edition of the F4 Volume, despite the effort that will entail. Only new rules should be marked with double lines. If any of the following proposals are accepted, please provide instructions as to their placement in the restructured Volume.

F4 Subcommittee Voted 13 in favour of the proposal 1 abstained from voting

TM voted 13 in favour of the proposal and 1 abstained from voting.

Plenary - Proposal was carried forward by majority 25 in favor – 1 against

b) F4C & F4H – 6.3.3 Official Flights

France

In sub-paragraph a), insert additional text as shown below. Note: the flying schedule for F4H refers to this section, so this amendment is applicable for both F4C & F4H.

- a) Each competitor will be called to fly three rounds, and must execute an official flight within the required time limit (see 6.3.4.) on each occasion to be eligible for flight points for that flight.

For World Championships, at the end of the ranking resulting from these three flights, the first five competitors of the ranking are called to a fourth tie-breaking flight (fly-off) to establish the final ranking.

For this fourth flight, competitors will have to modify their flight program by replacing at least two manoeuvres or by modifying the sequence of at least two manoeuvres, compared to the flight program of previous flights.

In the case of two flight lines (see 6.1.4) each competitor will fly four rounds, two in front of each panel of judges and two on each flight line and the lower score from each panel will be deleted.

Reason: Beyond the very low renewal of models in International competitions, we have seen during the most recent World Championships a status quo at the top of the ranking after the second flight. Since the ranking can be established with the static score and the average of two flights, the third flight doesn't bring any major change.

Reducing the number of qualifying flights from three to two for all competitors would be very restrictive for competitors not involved in this fly off sequence, especially considering the costs involved in participating in such competitions.

Moreover, we could also observe a kind of “routine” for flight programs, certainly optimized for the presentation of the models, but finally without risk-taking and scarcely attractive for the public at this level of competition.

During recent World Championships, for example at Meiringen 2018, the podium was fixed after the second flight. The third flight, with a program identical to the two previous ones, brought nothing in terms of attractiveness and competition.

**F4 Subcommittee voted 10 against and 4 in favour of the proposal.
TM voted 6 against and 8 in favour of the proposal.**

Proposal was rejected by the Plenary – 14 against and 9 in favour

c) F4C – 6.3.10 Final Scoring France

After the first paragraph in this section, add new text as shown below:

For each competitor, add the normalised static score earned in 6.1.10. to the average of the normalised scores of the two best flights under 6.3.9. If the competitor has achieved only one flight, the normalised score awarded for that flight will be divided by two.

For competitors participating in the fourth flight (fly-off), the final score is the sum of the normalised static score earned in 6.1.10; and the average of the normalised score of the fourth flight (fly-off) and the best of the other previous flights.

Reason: Consequence of the amendment proposed above to 6.3.3 (Item b).

**F4 Subcommittee voted 10 against and 4 in favour of the proposal.
TM voted 6 against and 8 in favour of the proposal.**

Proposal was rejected by the Plenary – 14 against and 10 in favour

d) F4H – 6.9.8 Final Scoring France

After the first paragraph in this section, add new text as shown below:

For each competitor, add the normalised static score earned in 6.9.5. to the average of the normalised scores of the two best flights under 6.9.7. If the competitor has achieved only one flight, the normalised score awarded for that flight will be divided by two.

For competitors participating in the fourth flight (fly-off), the final score is the sum of the normalised static score earned in 6.9.5; and the average of the normalised score of the fourth flight (fly-off) and the best of the other previous flights.

Reason: Consequence of the amendment proposed above to 6.3.3 (Item b).

F4 Subcommittee voted 10 against and 4 in favour of the proposal.

TM voted 6 against and 8 in favour of the proposal.

Proposal was rejected by the Plenary – 14 against and 10 in favour

e) F4K RC Scale Helicopters – 6.G.2.4 Optional Manoeuvres Spain

Following M – ‘Figure Backward’, add the additional optional manoeuvres from N to AG, as shown in the ANNEX 7c, including their descriptions and manoeuvre diagrams. The proposer should provide a Word document to facilitate entry into the Volume:

Refer to **Annex 7d** for the details of this proposal.

Reason: The F4K working group has proposed these optional manoeuvres be included in the current rules for F4K.

Withdrawn by Spain

14.8 Section 4C Volume F5 – Electric

F5B – RC Electric Powered Multi Task Gliders

a) 5.5.4.6 Duration and Landing Task

F5 Subcommittee

Modify a) and b) as shown below. The intention is to remove the double penalty:

a) This task must be completed within 600 seconds from the moment the audio signal is given **at the conclusion of the distance task**.

b) The competitor ~~has to decide how much and how often he will switch on the motor.~~ **can run the motor as often or as long as necessary to complete the duration task. Energy consumption limits/penalties will apply as outlined in 5.5.4.1**

Technical Secretary's Note: The proposal I received did not have the words deleted in b). I have deleted them, as it seems sensible, but surely the Technical Meeting can amend this proposal to what was originally intended.

Reason: To simplify the duration scoring and to remove the “double penalty”.

5.5.4.1.g) already applies a penalty for excess energy usage. Applying an additional penalty for the time the motor is run encourages pilots to do high power and high altitude climbs at the end of the distance task in an attempt to get a “zero motor run” duration to avoid the double penalty. By removing the motor run penalty pilots will be encouraged to make more energy efficient climbs in duration.

This change does not require any changes to the logging/telemetry devices.

By removing the advantage to climb to very high altitudes the overall safety is improved. (might be used to implement as a “safety” change).

Note 1: The writers request early implementation of this proposal if successful.

Proposal was referred back to the S/C for further consideration

F5F – RC 6 Cell Electric Powered Motor Gliders

b) 5.5.8.1 Model Aircraft Specifications

The Netherlands

Amend paragraph 5.5.8.1 as follows:

Minimum weight (ready to fly) 1500g

Minimum weight without battery 1000 g

Reason: Better aligned with F5B class. Also to be considered in conjunction with the proposal to allow models with >26,66 dm² wing surface area into the class. Refer to Item d).

Withdrawn by The Netherlands

c) 5.5.8.1 Model Aircraft Specifications **The Netherlands**

Amend paragraph 5.5.8.1 by deleting text as follows:

~~Maximum surface loading 75 g/dm²~~

Reason: The maximum surface loading is specified in 5.5.1.3 and does not need to be repeated. See below:

5.5.1.3 General Characteristics of RC Electric Powered Motor Gliders F5

Maximum total area 150 dm²

Maximum weight 5 kg

Loading 12 to 75 g/dm²

TM - Proposal is unanimously recommended

Plenary - Proposal was accepted unanimously

d) 5.5.8.1 Model Aircraft Specifications **The Netherlands**

Amend paragraph 5.5.8.1 as follows:

Minimum surface area ~~36 dm²~~ **26.66 dm²**.

Limitation of energy by an electronic limiter that stops the motor max 1300 watt-min (**>36dm²) or 1000 watt-min (26.66 <> 36dm²).**

The limiter is checked by the organiser during the contest.

If a logger is used, the data shall be retrieved during or immediately after the flight.

With the logger, 1 (one) point is deducted for every 3 (three) watt-min used over the limit.

For model aircraft between 26.99 dm² and 36dm² 300 watt-min shall be added to the energy used.

Reason: The F5F used to be an entry class for F5B. Due to the model differences and hence additional cost, F5F pilots do not easily promote to F5B.

Also allowing models with F5B specification in the F5F class will both promote the F5F class and allow for more pilots to step up to F5B.

The 300watt-min addition for models to F5B specification allows for a level playing field between existing F5F models (>36dm²) and F5B models (26.66dm² <> 36dm²). Whilst still allowing to use the existing scoring system without changes.

Withdrawn by The Netherlands

F5J – RC Electric Powered Thermal Duration Gliders

e) 5.5.11.1.1 Definition of a Radio Controlled Glider with Electric Motor **Hungary**

Modify the text at the end of the paragraph and include additional text as shown:

A model aircraft which is equipped with an electric motor to provide propulsion only

for the purposes of launching, and ... by radio control. Any airborne device that uses airborne sensors to actuate any control surface are prohibited. Stability systems as allowed in the F5 General Rules 5.5.1.3.e are prohibited.

Any technological device used to aid in supplying data of the air's condition or direct feedback of the model's flight status is prohibited during the flight. These devices include any transmission or receiving devices not used to directly control the model aircraft (telephones, walkie-talkies, telemetry of airspeed, altitude and vertical speed etc), temperature detecting devices (thermal imaging cameras, thermometers etc), optical aids (such as binoculars, telescopes etc), and distance/altitude measuring devices (GPS, laser range finders etc). Telemetry of signal strength at the aircraft receiver and state of the receiver battery is permitted. Use of corrective eyeglasses, lenses and sunglasses are permitted.

Except for the approved AMRT, the installation and use of following electronic equipment is not allowed:

- **Gyroscopic Systems, including receivers with build in gyroscopic systems**
- **Devices that measure altitude, speed and vertical speed, including receivers with that function build in**
- **GPS Equipment, including receivers with built in GPS**

Any data, information or remark about GPS, gyroscope and variometer in the actual transmitter model program is prohibited. On request of the contest director the pilot has to provide a complete list of all electronic equipment (except servos, motor and motor controller) installed in his aircraft and has to make his aircraft and transmitter available for inspection. If an infringement of this rule occurs, the pilot will be disqualified from the contest.

Reason: Similar proposal was withdrawn by NAC representative of Germany in April 2019 but it is still actual. The amendment accepted on the Plenary 2019 is not clear whether the use or installation of devices are prohibited. That suggestion does not contain the requirement about the information of the transmitter and the sanction.

The F5 SC F5J Working Group discussed the proposal in October-November 2019 and ten representatives accepted it without any negative vote from other WG members (*names withheld for privacy reasons*).

Technical Secretary Note: This proposal is ruled invalid since the General Rule B. 1.1 e) exists for all disciplines and classes, except where there are exceptions which may be stated in the applicable Volume.

Ruled invalid.

f) **5.5.11.1.3 Characteristics**

Hungary

In sub-paragraph h), add text to iii) as shown below:

- ii) To restrict the operation of the motor by the competitor to a single an initial continuous run not exceeding 30 seconds.
- iii) To reset the start height displayed to “---” if the motor is restarted at any time

during the flight. **In this case (start height displayed to “---”), the result of the flight is 0 and the 0 result cannot be dropped from total score.**

This rule can be used as a local rule at FAI World Cup and Open International events, but not at Category One events.

Reason: Result of the flight was not defined.

The F5 Subcommittee F5J Working Group discussed the proposal in October-November 2019 and eleven representatives accepted it. None against. None abstained.

TM - Proposal is unanimously recommended

Plenary - Proposal was carried forward by majority 28 in favor – 4 against

g) 5.5.11.1.3 Characteristics Hungary

In sub-paragraph h), add a new subpart iv) after iii) as shown below:

iv) The competitor must use an altimeter (AMRT) and firmware in which the last 3 contest flights data of one competition day are stored in the memory. The competitor is obliged to hand out his AMRT for checking or computer download of the data of last 3 contest flight of the actual day when so requested by the CD. In the event that the competitor’s starting height in the altimeter does not match the starting height recorded on the scorecard (for any start of the last 3 start of the competition) or does not display the altimeter data, the result of the subjected flight is 0.

Reason: After the recording of the starting height onto the scorecard by the timekeeper, there is no additional control possibility described in the rule.

Technical Secretary’s Comment: The proposer supplied anecdotal evidence of alleged cheating at the F5J 2019 World Cup competition. I have chosen not to reproduce this as it was dealt with by the Jury at the time.

In our opinion this case is a clarification for improving result control and not a rule change. This will not cause any action or problem for the competitors and organisers only improves the trust during the competition. Altimeters can handle this requirement easily without any modification. The F5 Subcommittee F5J Working Group discussed the proposal in October-November 2019 and eleven representatives accepted it. One was against.

Technical Secretary Note 2: This proposal is ruled invalid for the moment, since the General Rule A.10.1 f) states: 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.

Ruled invalid

h) 5.5.11.3.1 The Flying Site Hungary

Add a new subpart f) at the end of the section as shown below:

e) The access corridor is provided to define the area of the flying site that is to be used by competitors, helpers and team managers to move to and from the launch/landing spots and to provide a defined area for the movement of other people associated with the administration of the contest. It must remain clear of unnecessary obstructions.

f) A competitor or his helper can use 1 piece of simple tape wind indicator. The tape dimension must be max. 20mm x 2m, mounted on a rod of diameter max. 10mm and length max. 1m. Any other indicators, testers (for temperature, pressure, wind test etc.) passive or active in the competition (starting, landing and safety corridor) area are not allowed. Explosive indicators are not allowed.

Reason: In our opinion this question is a clarification and a safety case. If thermometers or any other devices are allowed in the safety corridor (and starting or landing points) more and more will be used up to 3 m in height. These are not visible from the landing points with a distance of 15-31 m. So the thermometer can cause accidents when somebody flies through the safety corridor because of low altitude, what could happen and is a general procedure in F3J.

The F5 Subcommittee F5J Working Group discussed the proposal in October-November 2019 and ten representatives accepted it. One was against.

TM - Proposal is unanimously recommended

Plenary - Proposal was carried forward by majority 30 in favor – 2 against

i) 5.5.11.6 Re-flights Hungary

In sub-paragraph a), subpart iii), add text at the end as shown below:

- a) The competitor is entitled to a re-flight if:
- iii) the attempt has not been judged by the timekeeper, provided that the helper or the competitor has informed the timekeeper about the position of the model a reasonable time before landing; if this is not done, the competitor is not entitled to a re-flight if his attempt has not been judged by the timekeeper, **and the result of the flight is zero.**;

Reason: The result of the flight was not defined in case the helper or the competitor has not informed the timekeeper about the position of the model a reasonable time before landing and his attempt has not been judged by the timekeeper. This is a clarification.

The F5 Subcommittee F5J Working Group discussed the proposal in October-November 2019 and seven representatives accepted it. Three abstained.

TM - Proposal is unanimously recommended

Plenary - Proposal was carried forward by majority 32 in favor – 1 against

j) 5.5.11.11 Flight (new section) Austria

Following 5.5.11.10 'Launching' insert a new section 5.5.11.11 'Flight' as shown

below and consequentially renumber the following sections:

5.5.11.11. Flight

Throughout the whole flight, the pilot and his helper(s) must be in a 10 metre wide rectangular area from the starting line to 10 metres behind the landing point, the centre of which is formed by a straight line between starting point and landing point. A penalty of 100 points will be applied for any breach of this rule.

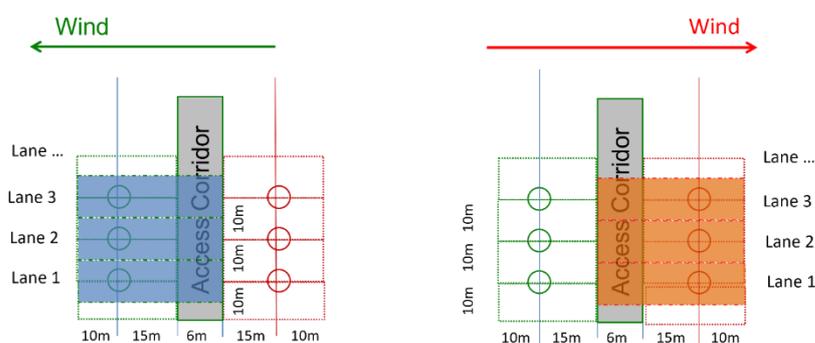
Reason: The proposed rule change is designed to:

- Enhance safety. As
 - o a pilot being far away from the landing spot cannot be approached by CD or Timekeeper.
 - o Pilots trying to hit the landing spot from far away put people (other Pilots, Helpers, Timekeepers) in proximity to the landing spots in danger.
 - o Pilots on their way back to the landing zone late in the working time (fast pace running) are at risk of impeding other pilots
 - o Pilots on their way back to the landing zone late in the working time (fast pace running) are at risk of losing control over their model in case of stumbling or falling.

As well as

- Limit the possibility for pilots to execute dynamic soaring (e.g. WC 2019 in Trnava)
- Stop pilots and models getting out of sight during flight (as observed in Gubasevo in 2021)
- Help pilots to stay within an area less than 500 meters away from the reference point (part of European rules for a model airfield).

Sketch of pilot's area during flight:



Technical Secretary's Note 3: There is an additional F5J proposal at the end (Item 'm'). This was inserted after the formatting of the Agenda and was placed at the end.

TM - Proposal is unanimously recommended

Plenary - Proposal was carried forward by majority 24 in favor – 2 against

k) F5L – New Class: 2-Axis Thermal Gliders with Electric Motor & AMRT Austria

Refer to **Annex 7e** for the complete rules.

Reason: Soon after the introduction of the nowadays very popular class “RES” (F3L from 2022 on) the rubber bungee and towline used for starting the model were

replaced by an electric motor with limited runtime and/or stop at a given height by a logger.

So this new class “E-RES” soon gained popularity in Germany, Austria, Netherlands and other European countries as well as in Australia and USA.

There is a thoroughly developed set of rules which is used successfully in various European countries since a lot of years.

Most of the manufacturers of F3L-models also offer fuselages for electric motors so there is quite a good number of kits to choose from.

The requirements for the size of the airfield are simple as there are no towlines to be handled and it is far easier to cope with the wind directions.

The low-cost models and the easy handling provide interesting competitions for pilots of all ages.

TM - Proposal is unanimously recommended

Plenary - Proposal was carried forward by majority 32 in favor – 1 against

F5B – RC Electric Powered Multi Task Gliders

I) 5.5.4.1 Definition

Germany

Add a new subpart j) at the end of the section as shown below:

j) In addition to rule 5.5.1.3 d) the following electronic systems are allowed:

- Any kind of telemetry that is not prohibited by rule 5.5.1.3 e)**
- Systems that log the energy used during climbs**
- Variometer**

Reason: In 2019 the rule B.1.1.e has been added to the “SC4 Vol. CIAM General Rules” that apply to all FAI-classes. It says:

“B.1.1 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.”

The proposed rule re-establishes the ruleset that has been used for F5B in the last years.

Many of the modern receivers are transmitting back more information than what is mentioned in rule B.1.1.e, and would therefore be illegal.

The use of telemetry and variometer is not easily controllable during the contest. Variometers are often integrated in the receivers and also in some of the used logging devices. As everyone can use telemetry there is no advantage to any pilot.

Checking the used energy after the distance task is a tactical element of F5B that is taken into account for the duration task. This would not be possible without permitting the use of telemetry.

The point “Systems that log the energy used during climbs” is added because rule 5.5.1.3.d) only allows “Systems that limit the energy used during climbs”. Actually loggers are used in F5B to control the used energy. So that point makes clear that loggers are allowed, even if this is common sense.

TM - Proposal is unanimously recommended

Plenary - Proposal was accepted unanimously

F5J – RC Electric Powered Thermal Duration Gliders

m) 5.5.11.12

CIAM Bureau

Add a new sentence at the end of the paragraph (n) as shown below:

- n) Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred. All penalties are cumulative and will be deducted from the competitor’s total score at the end of the preliminary rounds. Penalties earned in the preliminary rounds are not carried forward into the fly-off rounds. **In case the total score after deduction of the penalties is negative, a zero (0) score will be recorded. The same total score will be used for individuals and team classifications.**

Reason: Recently in a second category event the penalty points exceeded the total score for a competitor. This is not reasonable to happen and this new sentence is a clarification. The scoring programs need to be updated. Since this class is very popular and competitions are organized all over the world, CIAM Bureau is proposing for an early implementation date, if approved by the Plenary. June 1st 2022.

TM - Proposal is unanimously recommended

Plenary - Proposal was accepted unanimously

Early implementation date- June 1st

14.9 Section 4C Volume F9 – Drone Sport

F9A – Drone Soccer

- a) **B.1.1. Weight and Size (Subclass F9A-B)** **Germany**

Modify section b) Subclass F9A-B by deleting text and replacing it as shown below:

B.1.1. Weight and size

b) Subclass F9A-B

The total weight of the drone ball including all equipment necessary for flight (including outer frame and batteries) shall not exceed ~~300 g~~ **400 g**.

The diameter of the frame must be ~~20 cm ± 2 cm~~ **22 cm ± 2 cm**.

Reason: Droneballs in the previous dimensions are very difficult to make yourself. Since last year there have been very inexpensive balls that can be used excellently for this class and that can be bought worldwide. Unfortunately, these balls have a diameter of 230mm and a take-off weight of approx. 350g.

The use of these balls represents an opportunity to promote class F9A in youth work.

Refer back to the S/C for further consideration.

End of Agenda Item 14

15. FAI WORLD AND CONTINENTAL CHAMPIONSHIPS 2022 – 2025

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

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

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

Note 2: The dates and locations of the Championships are the ones effective at the date of closure of the 2022 Plenary Minutes of meeting. They can vary after that date.

Therefore, always refer to the dates and locations provided by the Calendar in the FAI website which are constantly up-to-date.

The F9 Drone Sport Chairman informed that for 2022 Drone Sport World Championship will be awarded with a usual bid.

The Plenary authorize the CIAM Bureau to award CAT 1 events for 2023 Championships.

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

Date of table status: 7 May 2022

FAI WORLD CHAMPIONSHIPS

2022 FAI World Championships for...	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	BULGARIA	Pordim, 25 – 30 July
F1D (Seniors and/or Juniors)	ROMANIA	SLANIC PRAHOVA 12 – 15 December
F2A, F2B, F2C, F2D (Seniors and Juniors)	POLAND	Włocławek, 8 - 13 August
F3D, F3E (Seniors and Juniors)	USA	Muncie, 8 – 14 July
F3F (Seniors and Juniors)	DENMARK	Hanstholm, 2 – 8 October
F3J (Seniors and/or Juniors)	SLOVAKIA	Tekovsky Hradok, 31 July - 5 August
F3K (Seniors and/or Juniors)	SLOVAKIA	Tekovsky Hradok, 25 - 29 July
F4CH (Seniors and Juniors)	NORWAY	Toensberg, 23 – 30 July
F5B Electric model (Seniors and Juniors)	BULGARIA	Dupnitsa, 11 - 17 September

2023 FAI World Championships for...	Awarded to	Location and Actual Dates
F1A, F1B, F1C Seniors	FRANCE	
F1E (Seniors and/or Juniors)	ROMANIA	
F3A (Seniors and Juniors)	AUSTRALIA	
F3B (Seniors and Juniors)	DENMARK	
F3CN (Seniors and Juniors)	USA	
F3D, F3E (Seniors and Juniors)	NETHERLANDS	I
F3K (Seniors and/or Juniors)	ROMANIA	
F3P (Seniors and Juniors)	LITHUANIA Awarded by CIAM Bureau in 2021	
F5J (Seniors and Juniors)	BULGARIA	
SPACE MODELS (Seniors and Juniors)	USA	

2024 FAI World Championships for...	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	NORTH MACEDONIA	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3F (Seniors and Juniors)	FRANCE (postponed from 20 and 2021)	
F3J (Seniors and/or Juniors)	Offers invited	
F4CH (Seniors and Juniors)	ROMANIA	
F5B (Seniors and Juniors)	Offers invited	

2025 FAI World Championships for...	Bids From	To be Awarded in 2023
F1A, F1B, F1C Seniors	Romania (firm) Mongolia (firm) Bid Postponed from 2022	
F1E (Seniors and/or Juniors)	Offers invited	
F3A (Seniors and Juniors)	USA Awarded since postponed from 2021	
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	ROMANIA Awarded since postponed from 2021	
F3D, F3E (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	
F5J (Seniors and Juniors)	Argentina (firm)	
SPACE MODELS (Seniors and Juniors)	Russia -(removed) Offers invited	

FAI CONTINENTAL CHAMPIONSHIPS

2022 FAI Continental Championships for...	Awarded to	Location and Actual Dates
F1A, F1B, F1C Seniors	NORTH MACEDONIA	Prilep, 16 - 20 August
F1E (Seniors and/or Juniors)	ROMANIA	Turda, 8 - 11 August
F3A (Seniors and Juniors)	SPAIN	Corese (Zamora), 21 - 28 August
F3CN (Seniors and Juniors)	ITALY (Cancelled)	
F5J (Seniors and Juniors)	HUNGARY	Szeged, 21 - 27 August
SPACE MODELS (Seniors and Juniors)	SERBIA	Zrenjanin, 18 - 24 August

2023 FAI Continental Championships for...	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	FRANCE	
F1D (Seniors and/or Juniors)	ROMANIA	
F2A, F2B, F2C, F2D (Seniors and Juniors)	POLAND	
F3F (Seniors and/or Juniors)	No offers	
F3J (Seniors and/or Juniors)	No offers	

2024 FAI Continental Championships for...	Bids from	To be Awarded in 2022
F1A, F1B, F1C Seniors	ROMANIA	
F1E (Seniors and/or Juniors)	Offers invited	
F3A (Seniors and Juniors)	Offers invited	
F3A Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	DENMARK	
F3CN Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	

F5J (Seniors and Juniors)	ROMANIA	
SPACE MODELS (Seniors and Juniors)	Russia -(removed) Offers invited	

2025 FAI Continental Championships for...	Bids from	To be Awarded in 2023
F1A, F1B, F1P Juniors	Romania (firm)	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3F (Seniors and/or Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	

16. ANY OTHER BUSINESS

TWG 2022 – Birmingham USA

Using a power point presentation, Mr Delor explained the organisation of the TWG with the involvement FAI in the organisation: 3 FAI Jury members, 4 judges and 1 supervisor for the Drone Racing competition.

2 men and 1 woman were banned because Russian or Belarus suspension.

The participation will be with 10 women form 10 countries and 22 men form 19 countries. Two men are from Korea, POC and France. In total 23 countries will participate.

e-Meetings

Various FAI Air sports are using an hybrid mode (e-mode and in presence) for holding meetings. The various experiences will be evaluated since the cost reduction is an advantage for the NACs budgets. A Zoom meeting will be held for choosing the best solution.

17. NEXT CIAM MEETINGS

Bureau meeting on December 2023 dates to be confirmed.

Bureau meeting on April 2023 to be confirmed

Plenary meeting on April 2023 to be confirmed

The table of minutes Annexes appears overleaf.

ANNEXES TO THE AGENDA AND TO THE MINUTES OF THE 2022 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 2 (annex number not used)	
ANNEX 3 (a-p) ANNEX 3 n updated for the Plenary	2021 Subcommittee Chairmen Reports, Technical Secretary, Treasurer Reports, Scholarship
ANNEX 4 (annex number not used)	
ANNEX 5 (a-d)	2021 Trophy Reports
ANNEX 6 (a-d)	FAI-CIAM Awards: Nominees Forms
ANNEX 7a	Space Altitude Record Attempt Form
ANNEX 7b	Description of F3A Manoeuvres
ANNEX 7c	Description of F3P Manoeuvres
ANNEX 7d	F3N Manoeuvre Descriptions
ANNEX 7e	F3N Manoeuvre Drawings
ANNEX 7f	F3RES Annex
ANNEX 7g	Supporting Data - France
ANNEX 7h	Space Models Record Dossier Check Form
ANNEX 7i	Supporting Data - Switzerland
ANNEX 7j	Record Claim Statement for UAV
ANNEX 7k	Space Annex 7 Triangulation Method
ANNEX 7l	Space Annex 1 – Scale Judging Tables – Item bz)
ANNEX 7m	Space Annex 1 – Scale Judging Tables – Item ca)
ANNEX 7n	Space Annex 1 – Scale Judging Tables – Item cb)
ANNEX 7o	FAI Space Safety Code
ANNEX 7p	Launch Boxes and Safety Code
ANNEX 7q	Space Annex 6 Common Motor Source
ANNEX 8 (a-c)	Scholarship Candidates
ANNEX 9	CIAM President report 2019
ANNEX 10	Technical Secretary Report
ANNEX 11	CIAM Treasurer Presentation
ANNEX 12	Scholarship Presentation
ANNEX 13	FAI General Secretary Presentation

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