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F3U (Provisional class) - MULTI-ROTOR FPV RACING

ANNEX - FPV RACING WORLD CUP RULES

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1 FAI Statutes, Chapter 1, para. 1.6

2 FAI Sporting Code, General Section, Chapter 4, para 4.1.2

3 FAI Statutes, Chapter 1, para 1.8.1

4 FAI Statutes, Chapter 2, para 2.1.1; 2.4.2; 2.5.2; 2.7.2

5 FAI Bylaws, Chapter 1, para 1.2.1

6 FAI Statutes, Chapter 2, para 2.4.2.2.5

7 FAI Bylaws, Chapter 1, para 1.2.3

8 FAI Statutes, Chapter 5, para 5.1.1; 5.5; 5.6

9 FAI Sporting Code, General Section, Chapter 4, para 4.1.5

10 FAI Sporting Code, General Section, Chapter 1, para 1.2. and Chapter 2, para 2.2

11 FAI Statutes, Chapter 5, para 5.6.3

12 FAI Bylaws, Chapter 1, para 1.2.2

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VOLUME F3 FPV RACING
SECTION 4C - MODEL AIRCRAFT - F3 FPV RACING

F3U Multi-rotor FPV Racing rules (provisional class)

Annex - FPV Racing World Cup rules

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F3U MULTI-ROTOR FPV RACING RULES (PROVISIONAL CLASS)

Multi-rotor FPV (First Person view) Racing consists of several multi-rotor model aircraft flying together through a closed racing circuit.

The generic term 'model' will be used in the present document.

Each model is operated by a FPV pilot who is considered as the competitor. The FPV pilot is assisted by a helper.

The FPV pilot is equipped with a headset goggle (or with a screen) which allows him to pilot his model from the video picture of the onboard camera which is transmitted in real time on headset goggle (or on his screen).

1. GENERAL SPECIFICATIONS OF FPV RACING MODEL

Only multi-rotors corresponding to the following specifications are allowed.

Note: *A multi-rotor is a rotary wing radio-controlled model aircraft equipped with at least three power driven propeller devices.*

A 1 % tolerance is relevant for inaccuracy of the measurement devices for size, weight and batteries tension.

Any automatic system to level back the model after a crash is forbidden.

In order to provide for the public the best view of the models during the races and to facilitate the task of the judges, each model must be clearly recognizable with for example a bright color part on the frame or a custom canopy.

1.1. Weight and size of the model

The total weight of the model including all equipments necessary for flight (including batteries) shall not exceed 1 kg.

Distance between axis of the engines shall be less than 330 mm. This distance is measured on the diagonal of the engines axis.

1.2. Motorization

Only electric motors with a maximum voltage of 17.0 volts (4S) are allowed. The voltage measurement is done before the flight.

A maximum fixed tilt angle of 15° to the perpendicular of the horizontal flight line of the frame is allowed.

On a tri-copter, the inclination of an engine in flight is only allowed with the yaw order.

1.3. Propellers

Maximum diameter: 6 inches (15.2 cm).

Full metal propellers are forbidden.

Any propeller protection device is forbidden.

1.4. Other equipment

The model must be equipped with a fail-safe device which triggering stops the motorization.

It is forbidden to use a pre-programmed manoeuvring device. Any system for an automatic positioning and/or path rectification in longitude, latitude or height is forbidden.

1.5. Identification marks

Each model shall carry the national identification mark followed by the FAI Sporting Licence ID number (or the National FAI licence). The letters and numbers must be at least 10 mm high and appear at least once on each model.

1.6. Frequencies

Frequencies used can only be those authorized in the country in which is organized the contest. Eventual associated emission power limitations should be respected.

This concerns the radio control system of the model as well as the video transmission device of the onboard camera.

Concerning radio control system, systems using 2.4 GHz spread spectrum technology can only be used.

Any competitor using a forbidden frequency shall be disqualified from the contest.

2. RACING CIRCUIT

2.1. Racing circuit size

The racing circuit must have a minimum developed size of:

- 250 m for an outdoor field.
- 80 m for an indoor circuit or in woods (named 'short circuit').

It shall be within a 180 m x 100 m rectangle.

If the racing circuit includes passages with risk of problems for high frequency waves propagation (such as trees or walls), the organizer will ensure that the video link has a sufficient quality for a safe piloting with a standard transmitter.

2.2. Safety

A safety line for delimitation of the flight area must be materialized.

The presence of any person on the flight area during a race is strictly forbidden.

The organizer must take care that the press can do a media cover of the contest while guaranteeing the safety of the concerned persons.

2.3. Racing circuit design

The organizer is encouraged to demonstrate creativity. He may take advantage of the specificities of his site. He must however respect the following rules.

The racing circuit must be designed in order to prevent accidental outputs of the racing area. In this context, any trajectory to get back to the safety line will be done in direction of a safe area without any person (public, pilots, helpers, judges). Furthermore, a 10 meters distance will be kept between any air gate or obstacle (air flag, ...) and the safety line.

It is strongly recommended to clearly mark the track of the circuit on the ground. Each obstacle will be marked as necessary.

In addition, each turn will be marked with a clearly visible flag with a recommended minimum height of 2.5 m for outdoor field and 1.5 m for a short circuit in order that the pilots properly see the turn on his video picture.

2.4. Air gates

The racing circuit must include between 3 and 5 air gates.

The crossing dimensions of the air gates must be adapted to the configuration of the circuit depending especially of the natural obstacles or of the height of the cellar for an indoor circuit.

Recommended crossing dimensions are:

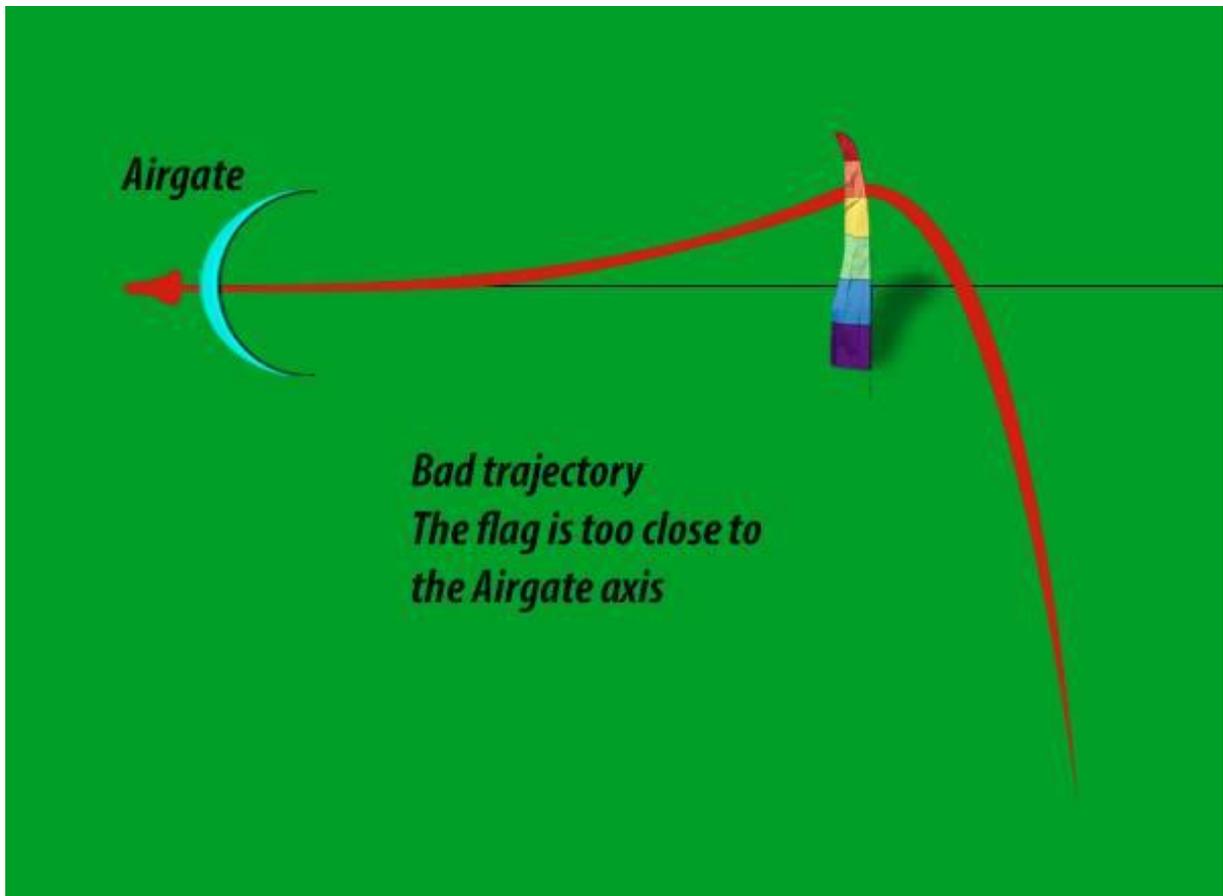
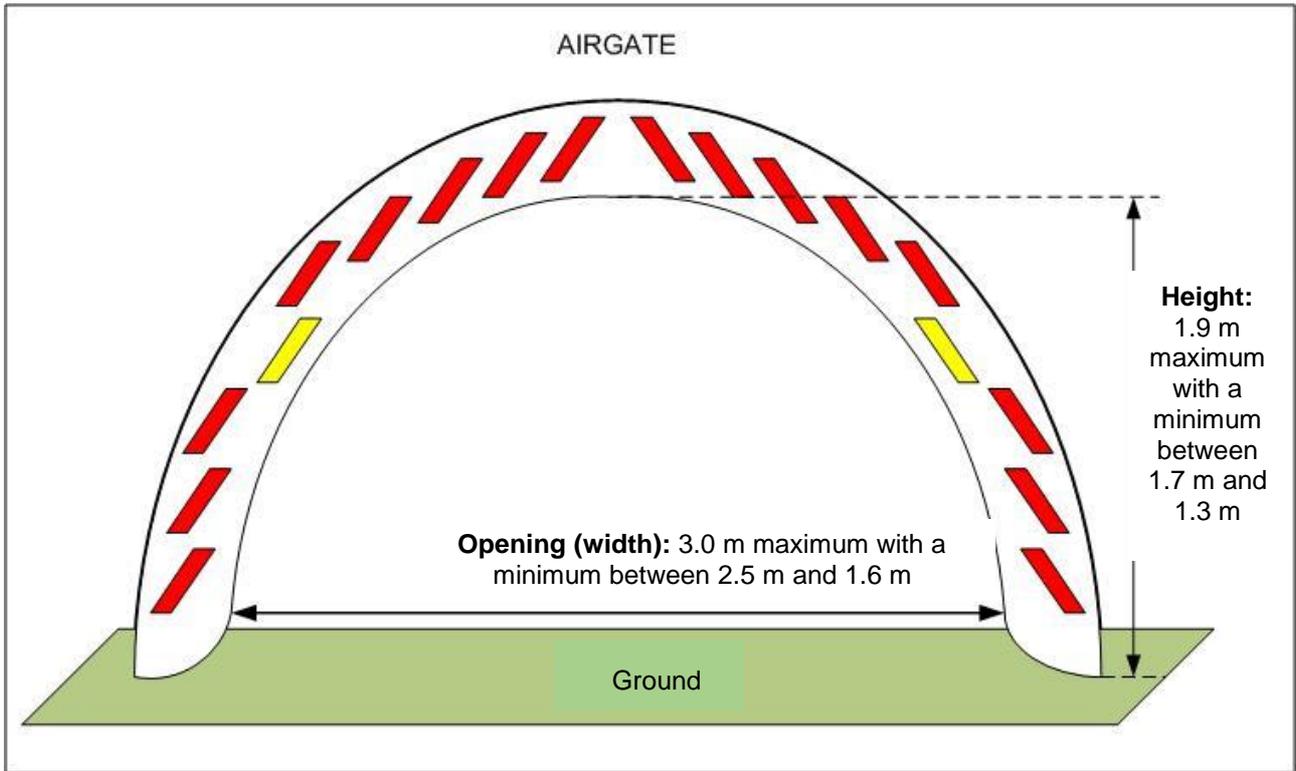
- Width: 3.0 m maximum with a minimum between 2.5 m and 1.6 m.
- Height: 1.9 m maximum with a minimum between 1.7 m and 1.3 m.

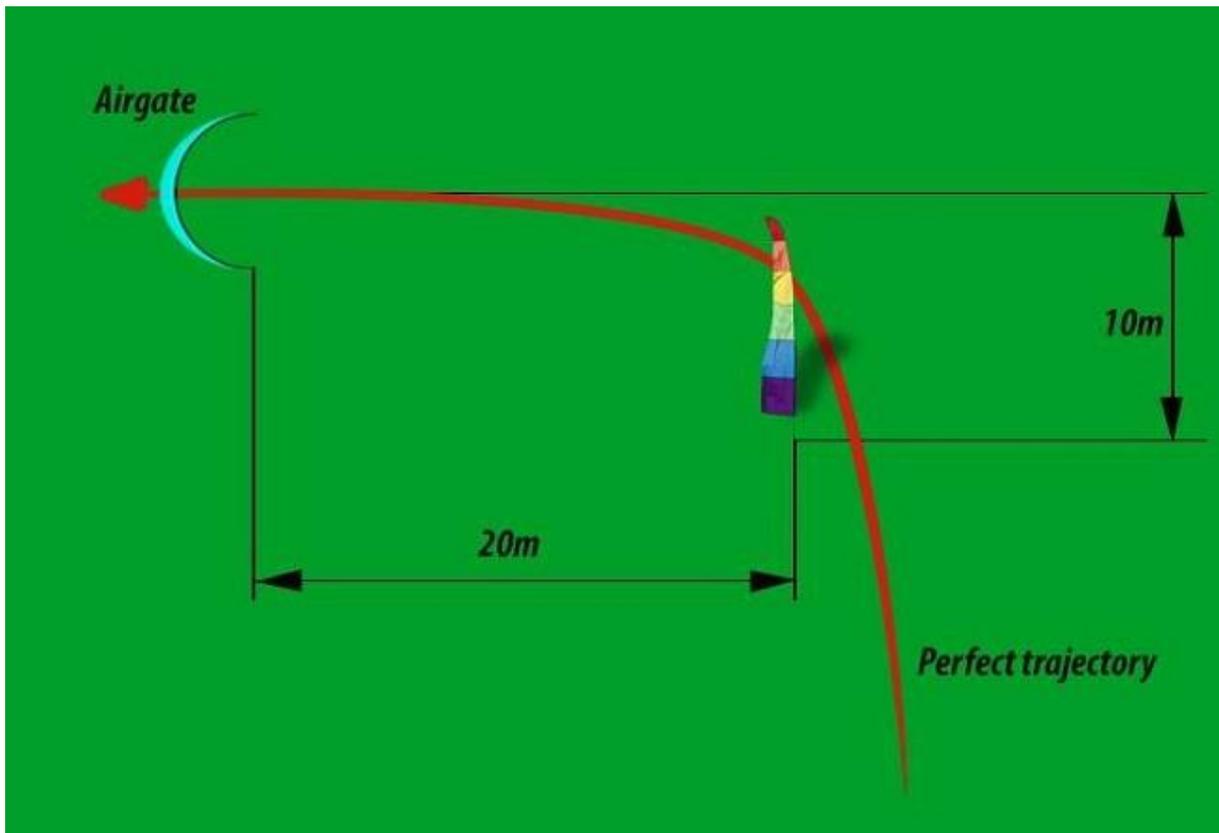
Air gates placed side to side will be considered as only one air gate.

The air gate must contrast with the background and be perfectly visible with standard FPV video device at a 30 meters distance.

The air gate must be preceded by a minimum 10 meters length straight line and shouldn't be skewed more than 10° relative to its crossing axis.

However, an air gate may be placed in a turn with a recommended minimum radius of 15 m (5 m for a short circuit). In that case, the turn will be marked by flags in order to prevent cuts and sideways passage of the air gate.





2.5. Obstacles

In addition to the air gates, the racing circuit may contain obstacles to be crossed or avoided.

Each obstacle to be crossed will have minimal dimensions of 2 m wide and 1.8 m height. It can be placed on the ground or at a maximum height above the ground of 15 meters, and must be preceded by a minimum 10 meters length straight line on the crossing axis of the obstacle.

The racing circuit can also include obstacles which have to be avoided. These obstacles shall not be placed less than 10 meters from air gates or from obstacles which must be crossed. They should be made as much as possible of shock absorbing materials.

Any obstacle to be crossed or avoided must contrast with the background and be clearly visible with standard FPV devices at a 30 meters distance.

2.6. Start line

The start line will be perpendicular line to the axis of the initial racing circuit trajectory. This start line is not necessarily placed on the circuit track.

All models will be placed on the start line or on a grid pattern (Formula 1 start type) and spaced 0.7 meter minimum in every direction.

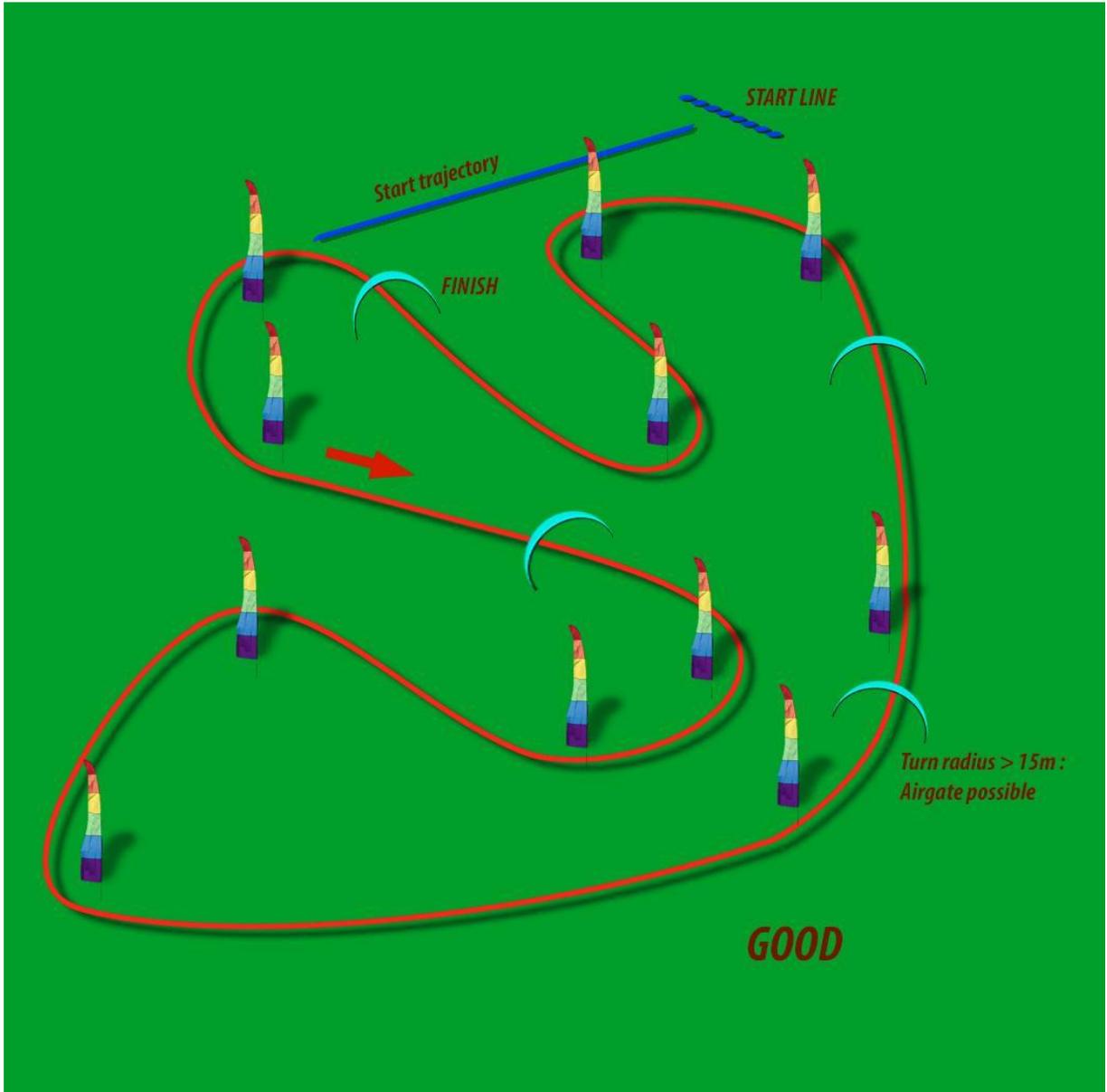
If the start line is not flat and on a concrete surface, each model can be placed on a stud.

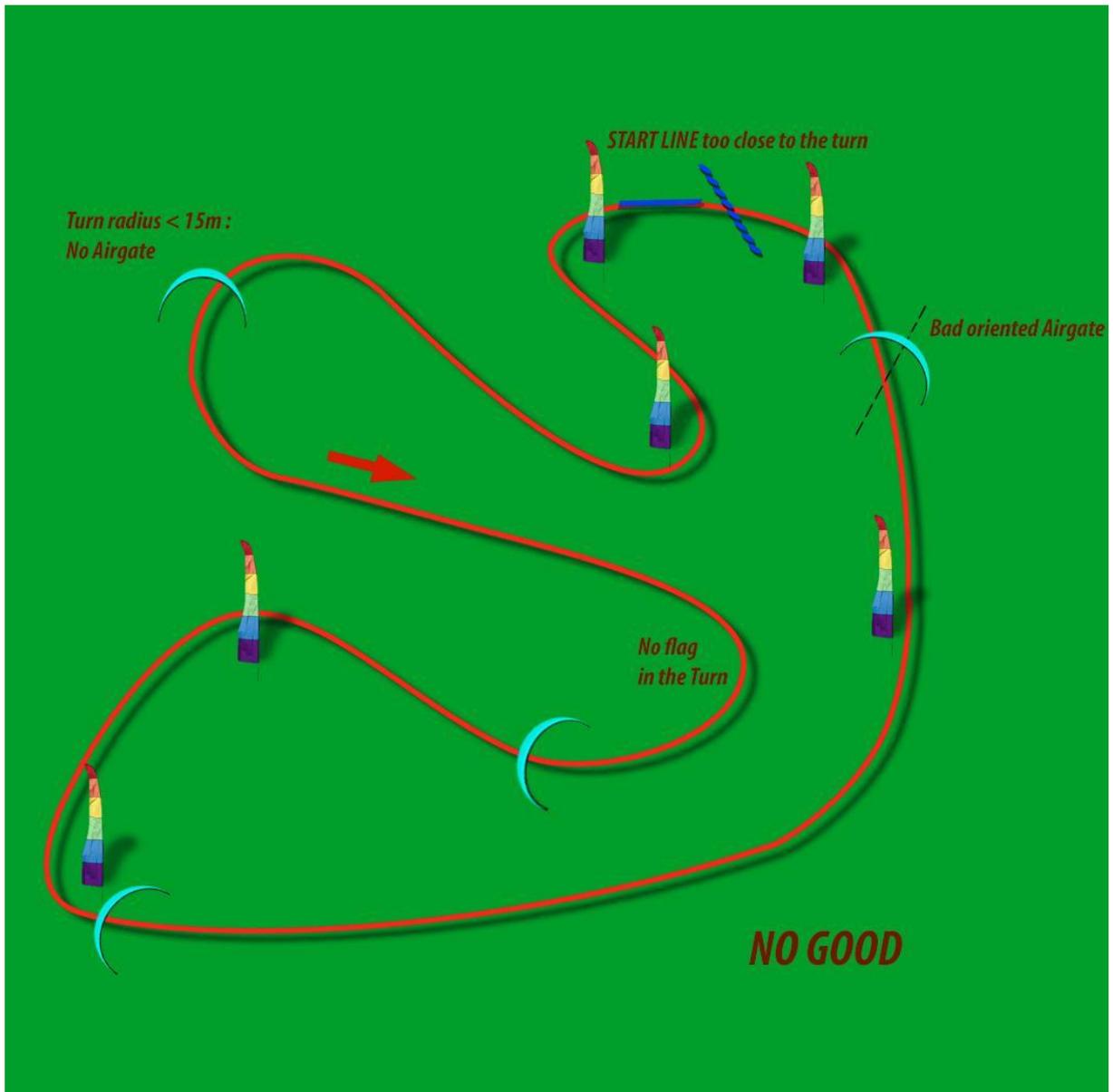
Any obstacle can be placed before a distance of 30 m after the start line. It is right to further a start in straight line.

2.7. Other points

The track of the racing circuit which is newly designed for a contest will be kept secret as much as possible until the contest day. Only technical indications (number of air gates, types of obstacle, technical level, speed or other technical specific information) can be disclosed.

At least one week before the contest, the organizer must inform about the video system that will be used for races and if specific devices will be installed on the models.





3. NUMBER OF MODELS

Each competitor can register and use 3 models for the entire contest.

A model can be used by one competitor only in the same contest.

The competitor can change his model:

- before the start of the race as long he hasn't left the preparation area,
- or between two rounds of the qualification stage and eliminatory stages.

4. CONTEST ORGANIZATION

A contest is organized on the basis of three stages:

- Qualification stage (rounds for qualification for the eliminatory stage).
- Eliminatory stage (to qualify for the final stage by successive elimination rounds).
- Final stage.

Note: Two options are proposed. It is the responsibility of the organizer to choose which option is the best appropriate for his contest. The option must be the same for the qualification stage and the eliminatory stage and, where required, for the final stage.

The organizer will define before the beginning of the contest the number of competitors who will take part to the eliminatory stage, as well as in the final stage. The number of competitors taking part to the

eliminary stage will be defined taking consideration of the duration of the contest and that a maximum of the competitors can reach this stage.

Each round for the qualification stage and the eliminary stage is organized by groups (subdivision of the round corresponding to the number of pilots flying at the same time in the same race).

Note: *This does not apply to option 2 for the part relative to the qualification stage.*

The number of pilots per group can be 4, 6 or 8. This number can be different for each phase of the contest. The number of pilots per group must be announced for each stage before the beginning of the considered stage.

In case of reflights or withdrawals after the flight order has been published, the number of pilots in a group can be lower than the number normally requested.

The start of the races is done by the circle marshal. For the rounds which need a timekeeping, the stopwatch is triggered when the circle marshal announce the start of the race (except in option 2 for the qualification stage).

Reflights are systematically flown at the end of the considered round.

4.1. Qualification stage

The number of qualifying rounds is defined by the organizer according to the available time with a minimum of 2 of qualifying rounds.

a) Option 1

A race is run for each group on a number of circuit laps defined by the organiser. The recommended number of circuit laps is 3 for an outdoor field and 5 for a short circuit. The number of circuit laps to be done must be announced before the start of the contest.

The result for each competitor corresponds to his registered time to complete the number of circuit laps increased where required according to the time penalties as defined in § 4.4.

For each qualifying round, the composition of the groups, the order in each group (for positioning on the start line or on the grid pattern) and the flight order of the groups will be established by a draw.

b) Option 2

Qualifying rounds are run with an allocated flying time defined by the organiser. The allocated flying time must be announced before the start of the qualifying rounds. An allocated flying time of 2 or 3 minutes is recommended.

During this flying time, each pilot flies a maximum of circuit laps. When the allocated flying time is over, each pilot finish the last engaged circuit lap and the stopwatch is stopped when the pilot has finished this circuit lap. The time is increased according to the time penalties defined in § 4.4 when appropriate.

In this option, each pilot will start individually (no race per group of pilots) immediately after he is called. The timing counting will start with the model in flight when the model crosses the start line; so, each pilot flies against its own clock and not against other pilots.

The result for each competitor corresponds to the number of circuit laps done with the corresponding registered time. In those conditions and as examples for the placing:

- 5 circuit laps in 3' 15" is a better result compared to 4 laps in 3' 05".
- 4 circuit laps in 3' 05" is a better result compared to 4 laps in 3' 15".

Note: *For this option, the time penalties system defined in § 4.4 is not appropriate because it could be difficult in some situations to rank the competitors who have a difference of one circuit lap. So, it is recommended not to use the option 2 when the configuration of the circuit requires to apply the time penalties system.*

For each qualifying round, the flight order of the competitors will be established by a draw.

For both options, a provisional ranking will be established at the end of the qualifying stage, taking in account the best result realised by each competitor during the qualifying flights. In case of a tie for the last place(s) of selection for the eliminary stage, placing is made taking in account the 2nd best result for each of the concerned competitors, and so on; in case the results of the qualifying flights are not sufficient, a tie-break flight will be organized between the concerned competitors.

For both options, if the number of competitors defined for the eliminary stage is not reached, a new qualifying flight is organized for the competitors who haven't been able to set a result at that stage. This will be repeated until the appropriate number of competitors for the eliminary stage is reached.

The competitors who need an additional qualifying flight to achieve a result to be selected for the eliminatory stage will be placed after those who are already selected, and then those who need a second additional flight, and so on.

Competitors who didn't achieve any result during the qualifying stage will not be ranked.

4.2. Eliminatory stage

Eliminatory stage is normally composed of:

- The 1/8th final round (8 groups),
- followed by the 1/4th round (4 groups),
- and then by the semi-final round (2 groups).

If the total number of competitors is not sufficient, the eliminatory stage can begin directly at the 1/4th round.

Note: 64 pilots are necessary when eliminatory stage starts at 1/8th final with 8 pilots/groups. 16 pilots are necessary when eliminatory stage starts at 1/4th final with 4 pilots /groups.

a) Option 1

A race is run for each group on a number of laps defined by the organiser taking into consideration the performance from qualification rounds. It is recommended to define a number of laps in order to get race flight times of about 2 minutes to 3 minutes.

Except under exceptional circumstances, the number of laps must be identical for all rounds of the eliminatory stage. The number of laps must be announced before the beginning of the eliminatory stage.

The placing for the race of each group is done taking in account the order of arrival when number of laps is completed.

b) Option 2

A race is run for each group with an allocated flying time defined by the organiser taking into consideration the performance from qualification rounds.

Except under exceptional circumstances, the allocated flying time must be identical for all rounds of the eliminatory stage. The allocated flying time must be announced before the beginning of the eliminatory stage.

During this flying time, each pilot flies a maximum of laps. When the allocated flying time is over, each pilot finish the last engaged lap and the stopwatch is stopped when the pilot has finished this lap. The time is increased according to the time penalties defined in § 4.4 when appropriate.

The placing for the race of each group is done taking in account the number of laps done with the corresponding registered time.

Note: For this option, the time penalties system defined in § 4.4 is not appropriate because it could be difficult in some situations to define the ranking of competitors who have a difference of one circuit lap. So, it is recommended not to use the option 2 when the configuration of the circuit requires application of the time penalties system.

Composition of the groups for the first round

The provisional ranking established at the end of the qualifying rounds will be used as follows to compose the groups and the order in each group (for positioning on the start line or on the grid pattern), according to the established number of pilots per group and depending if the first eliminatory round is the 1/8th final round or the 1/4th round.

1/8 th final round																		
8 pilots per group									6 pilots per group						4 pilots per group			
Group A	1	9	17	25	33	41	49	57	1	9	17	25	33	41	1	9	17	25
Group B	2	10	18	26	34	42	50	58	2	10	18	26	34	42	2	10	18	26
Group C	3	11	19	27	35	43	51	59	3	11	19	27	35	43	3	11	19	27
Group D	4	12	20	28	36	44	52	60	4	12	20	28	36	44	4	12	20	28
Group E	5	13	21	29	37	45	53	61	5	13	21	29	37	45	5	13	21	29
Group F	6	14	22	30	38	46	54	62	6	14	22	30	38	46	6	14	22	30
Group G	7	15	23	31	39	47	55	63	7	15	23	31	39	47	7	15	23	31
Group H	8	16	24	32	40	48	56	64	8	16	24	32	40	48	8	16	24	32

1/4 th final round																		
8 pilots per group									6 pilots per group						4 pilots per group			
Group A	1	5	9	13	17	21	25	29	1	5	9	13	17	21	1	5	9	13
Group B	2	6	10	14	18	22	26	30	2	6	10	14	18	22	2	6	10	14
Group C	3	7	11	15	19	23	27	32	3	7	11	15	19	23	3	7	11	15
Group D	4	8	12	16	20	24	28	32	4	8	12	16	20	24	4	8	12	16

In case of competitors are placed equal in the provisional ranking, the choice for those competitors in the concerned groups will be done by draw.

The flight order will be group A, then group B and so on.

Selection method for the next rounds

Are selected for the next eliminatory round:

- the four best placed in each group in case of 8 pilots per group,
- the three best placed in each race in case of 6 pilots per group,
- the two best placed in each race in case of 4 pilots per group.

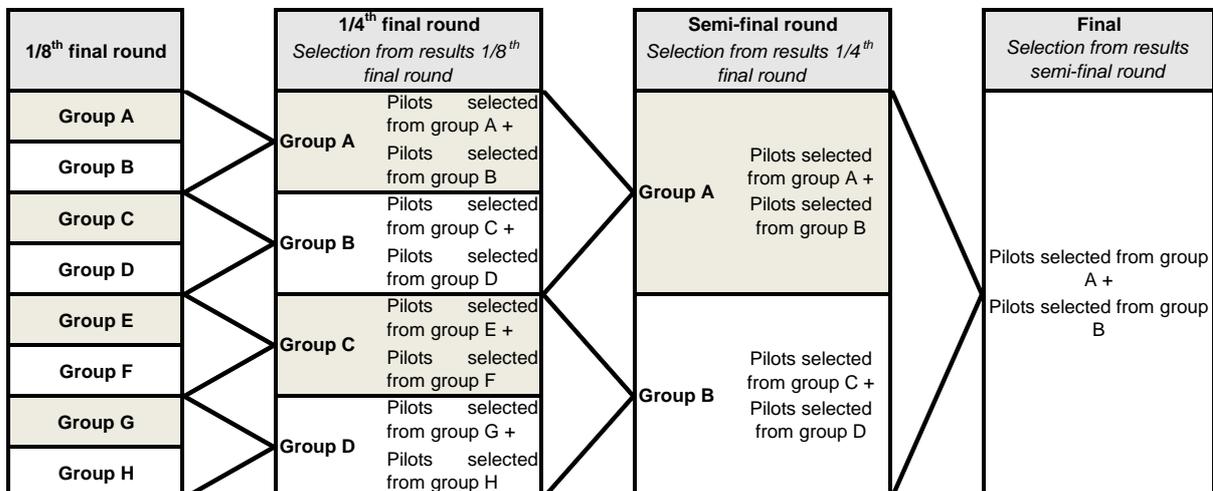
In case of a tie for the last place(s) to select for the 1/4th final round or for the semi-final round, placing is made taking in account the provisional ranking at the end of the qualifying rounds.

In case of tie for the last place(s) to select for the final, a tie-break flight will be organized between the concerned competitors.

When in a race, none of the competitors of the group has been in situation to finish his flight (crash or other reason), a new flight is organized for this group at the end of the considered round.

Similarly, if a race doesn't permit to select the defined number of competitors, a new flight will be organized to select for the next round the remaining competitors of the group. This will be repeated until the required number of competitors to select is reached. The same procedure is applied if the number of competitors required for the final is not reached.

The groups are composed in accordance with the following table.



For the 1/4th final round and for the semi-final round:

- the flight order of the groups will be group A, then group B and so on,
- the positioning on the start line or on the grid pattern for each group can be defined by a draw.

At the end of each round, a new provisional ranking will be established from the previous provisional ranking. The competitors who have participated to the considered round and who are selected for the next round will be ranked on top (with a placing based on the provisional ranking after qualifying phase), followed by those who are not selected for the next round (with a placing based on the provisional ranking after qualifying phase). Ranking of the other competitors will be based on the previous provisional ranking.

4.3. Final stage

Competitors who flew in the semi-final round and are not selected for the final will fly together a new flight to determinate their ranking (named 'small final' flight).

The two options defined for the eliminatory stage can also be used for the final stage.

The number of circuit laps (option 1) or the allocated flight time (option 2) for the final can be increased compared to what has been retained for the eliminatory stage but in any case it can be more than twice this number of circuit laps (or allocated flight time). It is defined by the organizer taking in consideration the autonomy of the batteries to guarantee safe flights.

The number of circuit laps (option 1) or the allocated flight time (option 2) for the 'small final' will be the same as for the eliminatory stage; in any case, it could be lower than for the semi-final round.

Those who have not been able to finish the final (crash or other reason) will be ranked considering the provisional ranking after the qualifying stage. It is the same for the 'small final' flight.

However, if none of the participants of the final flight has been in situation to finish its flight, a new final flight will be organized for those who haven't been disqualified, with a number of circuit laps that can be reviewed by the organizer. This does not apply for the 'small final'.

4.4. Faults during official flights

In case an air gate or an obstacle that needs to be crossed is not effectively crossed, the pilot may try to execute a manoeuvre to cross again the air gate or the obstacle. If during this manoeuvre the pilot has a collision with another model, he will be disqualified for the flight and its current result will not be validated. If the pilot does not cross an air gate or an obstacle to be crossed, the corresponding circuit lap will not be validated by the judge.

In case of a circuit cut (for example during a turn), the competitor may execute soonest as possible a manoeuvre to come back in the circuit where he left it. If during this manoeuvre the pilot has a collision with another model, he will be disqualified for the flight and its current result will not be validated. If the judge considers that the competitor has not done sufficiently rapidly the manoeuvre, he can decide that the corresponding circuit lap is not validated.

In case of a circuit exit (crossing of the safety line), the competitor is disqualified. A disqualification can also be decided when it is considered that safety is concerned.

In case of an indoor circuit with numerous structural elements or in case of a circuit in woods for which to do a U-turn, or to miss of obstacle, or a circuit cut can be a problem for safety, modalities described above may be replaced by time penalties added to the result of the flight and by circuit laps penalization. The penalties for faults (air gate not crossed or obstacle not crossed or circuit cut) are defined as follows::

- 1st fault: 10 seconds.
- 2nd miss: 20 seconds (in addition to the 1st time penalty).
- 3rd fault : 30 seconds (in addition to the previous time penalties).
- 4th fault : 1 circuit lap subtracted (in addition to the previous time penalties).
- 5th fault : 1 more circuit lap subtracted (in addition to the previous penalties).
- And so on until a circuit lap is remaining.

When the judge considers that a circuit cut is considered as a voluntary cut to reach the finish line faster, then he can decide that the corresponding circuit lap is not validated rather than to give a time penalty for, the fault.

When this system of time penalties is used, all flights need to be timed.

Note: Both systems (requirement of a manoeuvre and time penalty) cannot be mixed.

When a model crashes, the competitor can go on again if he is in situation to do it. However, the judge in charge of the competitor can request to stop the flight if he considers that the model doesn't match anymore acceptable safety conditions. When the model cannot go on, it must stay on ground with engines cut off until the end of the race: then, the competitor cannot request a reflight.

4.5. Video issues

When a pilot gets a video problem which leads him to consider he is not able to continue his flight, a reflight can only be granted if it is proved that the problem is caused by an identifiable external cause. In case of the video devices are provided by the organizer, the same arrangements apply; the competitor cannot turn against the organizer.

In case of a failure of the video system which does not allow the judge to perform his task:

- In a qualifying flight, the flight is cancelled and the competitor is granted a reflight.
- In any flight in eliminatory rounds, the judge let finish the flight without reporting the problem and does his best to judge and validate the circuit laps. When the result of the competitor permits him to be selected for the next eliminatory round (or for the final), the flight is then cancelled and the competitor is granted a reflight.
- In the final flight, the judge let finish the flight without reporting the problem and does his best to judge and validate the circuit laps. If finally the competitor wins, the final flight is then re-run.

4.6. Reflight

Apart from the possibilities to get a reflight mentioned above, a reflight can be granted when the start of the model or when the flight cannot be done in normal conditions, because of an unexpected cause beyond of his control.

So, a reflight can be granted when the preparation of the model or when the flight cannot be made in the allotted time limit for safety reason, or is disrupted by an external interference.

It will be the same if, for a reason independent from the competitor's will, he has been forced to land on request of an official.

Failures of the model, or motorization or radio cannot be considered as reasons independent from the competitor's will.

Incidents during races such as collisions between models or with obstacles cannot justify a reflight.

Granting of a reflight is the responsibility of the contest director. A reflight leads automatically for the concerned competitor to the cancellation of the flight for which he has been granted a reflight.

4.7. Models registration and processing

Each competitor can register up to three models. The organizer will mark each registered model with an easily visible identification not falsifiable as much as possible (sticker, ...).

During registration, the specifications of the model may be checked by the organizer. It is then recommended to do a processing of the model on the following points:

- weight and size;
- motorization and propellers;
- fail-safe and associated device to cut off the engines;
- identification mark.

Random processing of models could be made after flights in any round. A competitor whose model wouldn't be compliant may be disqualified from the contest. This decision is the responsibility of the contest director.

4.8. Practice flights

Practice flights on the racing circuit other than those authorized by the organizer are strictly forbidden under threat of being disqualified from the contest.

A practice session will be organized at the beginning of the event. Each competitor will only enter this practice session when he has finished his models registration and processing.

The organiser defines the conditions of the practice session according to the available time and to the number of competitors. They must be announced before the event.

It can be a free practice session organized by groups with an allocated time identical for each group. The allocated time and the number of competitors per group are defined by the organizer.

The practice session can also be organized together with the first round of qualifying flights. Each group will be granted one or several practice flights of 3 minutes each. The number of practice flights is defined by the organizer and must be the same for all groups. After its last practice flight, the group will stay on the circuit for its first qualifying flight; a three minutes break to change the batteries pack of the model or to change the model is given before the start of the qualifying flight.

In any case, each competitor can do as many circuit laps as he wants during the practice time allowed to his group. Once the practice time is over, competitors still in flight can achieve their ongoing circuit lap before landing.

In case of a crash, and when the model cannot go on, the model must stay on ground with engine cut off until the end of the practice session: the competitor cannot request another practice time except if the crash reason cannot be attributed to him.

5. HELPER

Each competitor FPV pilot is assisted by one and only one helper who stays next to him during the whole flight.

The first job of the helper is to keep the model in visual line of sight.

Besides that, the helper must inform the competitor of anything occurring that can perturb his piloting, especially about safety. If the helper requests the competitor to land or to cut off the engines, he has to do it immediately.

In case of emergency, the helper is authorized to shut off the transmitter in order to trigger the fail-safe device.

6. OFFICIALS

6.1. Officials needed to run the contest

The progress of a contest needs the following officials:

- Contest director in charge of preparation, organization and oversight of the contest. He especially has to ensure compliance to the applicable rules and safety during the whole contest.
- Circle marshal in charge to call competitors for racing, of the respect of models preparation conditions, for checking of the preparation and flight times, for oversight of the models during transfer to the take-off area and to give the start of each flight with an audible device (whistle, foghorn, ...).
- Judges (one per competitor in flight) in charge to check the respect of the racing circuit by the competitor and to time (If not done by an automatic electronic device).
- Responsible for checking of the models weight and identification mark (number and height of lettering).
- Responsible for score sheet gathering.
- Responsible for results accounting.

According to the contest standing and the number of competitors, some tasks of officials may be assumed by a same person.

6.2. FAI Jury

In any FAI Open International contest, a FAI Jury must be nominated according to Sporting Code Volume ABR B.4.1 and B.4.3.

6.3. Judges

In each race, each FPV pilot will be followed by a judge standing next to or behind him.

The judge will have available the video device allowing him to follow in real time the flight of his competitor. It is highly recommended that the judge and the competitor share the same VRX (video receptor).

The judge must inform the competitor loudly when an air gate or an obstacle is not considered to be crossed, or of a circuit cut, or. He will ensure that the competitor crosses back correctly the gate or the obstacle, or comes back to the point where the cut happened.

Note: *The organizer can also provide one or several specific line judges in charge of informing the judges if a model crosses the safety line (exit of the circuit).*

The judge can also pronounce a disqualification if he considers that the competitor flies too high avoiding the judge to appreciate the respect of the track.

The judge must request the competitor an immediate landing if he considers that the piloting is hazardous or if safety is involved. This leads to a disqualification of the competitor for the concerned flight.

At the end of the flight, the judge informs the competitor if the flight is considered as valid or if a disqualification has been pronounced ; in case of disqualification, the number of circuit laps done at the moment of the disqualification will be mentioned by the judge to competitor and registered.

7. INTERRUPTION OF THE CONTEST

The contest director may interrupt the competition or delay the start of a race if the wind is continuously stronger than 9 m/s measured at two meters above the ground near the preparation area for at least one minute.

When interruption occurs during an official flight, this flight is cancelled.

If the contest cannot go on, the final ranking will be the last available provisional ranking.

8. COMPETITORS INFORMATION

The organizer have to display on the site:

- FAI Jury composition;
- start list for every round;
- times achieved after each qualifying round;
- results of each eliminatory round;
- provisional rankings and final placing.

Note: *A posting on Internet is also advised if conditions permit it, in order to give the possibility to those who are not on the site to follow the progress of the contest.*

ANNEX

FPV RACING WORLD CUP RULES

1- Class

The FAI provisional class F3U (Multi-rotor FPV Racing) is recognised for World Cup competition in FPV Racing.

2- Competitors

All competitors in the specified open international contests are eligible for the World Cup.

3- Contests

Only the FAI Open International contests may be considered for the World cup.

The selection of the contests eligible for inclusion in the World Cup for a particular year will be done before the end of the preceding year by the CIAM Organising Committee for FAI International Events for Drones (IED). In duly justified cases, a contest can be exceptionally added after this date at the CIAM Organising Committee for FAI IED's discretion.

Contests included in the World Cup will be indicated on the FAI Contest Calendar and must be run according to the FAI Sporting Code.

A maximum of two contests may be selected for any country on its own behalf unless the country extends over more than three time zones; in that case, one contest may be selected within each time zone of the country with a maximum of four contests for the country on its own behalf.

A country may choose to fly a World Cup event at a flying site in another country provided that the registration of the event on the FAI calendar is submitted par the organizing country and the name of the organizing country is included in the title of the event. Any country may host a maximum of one competition on behalf of another organising country regardless of whether or not the host country extends over more than three time zones.

4- Points allocation

In a contest, points for the World Cup will only be allocated if the competitors who have completed a flight are from at least three different countries.

The points to be allocated to competitors will depend on the number (N) of competitors who have completed at least one flight in the event.

Points are allocated to the competitors who have completed at least one flight in the event, according to their placing in the results, as following.

a) N > 40

Placing	1	2	3	4	5	6	.....	40	41 and after
Points	40	39	38	37	36	35	.....	1	0

A bonus of 8 points is given to the first placed competitor; 5 points to the second placed and 3 points to the third placed.

b) N = 40 or N < 40

Placing	1	2	3	4	5	6	.....	N-1	N
Points	N	N-1	N-2	N-3	N-4	N-5	.....	2	1

The bonus is defined as follows:

- for the first placed competitor, N/5 rounded up to the nearest whole number of points with a maximum of 8 points;
- for the second placed competitor, N/8 rounded up to the nearest whole number of points with a maximum of 5 points;
- for the third placed competitor, N/13 rounded up to the nearest whole number of points with a maximum of 3 points.

In the event of a tie for any placing, the competitors with that placing will share the points which would have been awarded to the places covered had the tie been resolved (round up the score to the nearest

whole number of points).

5- Classification

The World Cup results are determined by considering the points obtained by each competitor in the World Cup events.

For each competitor, one contest result per organising country may be considered for the World Cup placing (better number of points for any organising country in which he has scored in two contests). For a country which extends over more than three time zones, one contest may be counted for this organising country within each time zone of the country.

The total World Cup score of the competitor is the sum of his best four contests results (numbers of points). The winner of the World Cup is the competitor with the greatest total score, and so on for the placing.

In the event of a tie for first, second or third place, placing will be determined by taking in account for the concerned competitors their best fifth result, then if necessary their sixth best result, and so on. If this does not separate the tied competitors, then the placing will be determined by considering for their best four results the points that they obtained in each of those four events multiplied by the number of competitors who will have completed at least one flight in the event; the winner is the one with the greatest total thus calculated.

6- Awards

The winner is awarded the title of the winner of the World Cup.

Medals, trophies, prizes, or certificates may also be awarded as available.

7- Organisation

A World Cup Coordinator will be nominated by the CIAM Bureau to administer the World Cup and collect the results.

8- Communication

The World Cup Coordinator will calculate the results and publish regularly the current World Cup positions.

These could be distributed to the news agencies and also be available, by payment of a subscription, to any interested bodies or individuals.

Final results of the World Cup must be sent also to the CIAM with the annual report to be done by the World Cup Coordinator.

9- Responsibilities of a contest organiser

The contest organisers must propose their contest for inclusion in the World Cup on the CIAM form for registration on the FAI Aeromodelling Sporting Calendar.

The selection of the contests eligible for inclusion in the World Cup will be done from those proposals as specified in paragraph 3.

Immediately after the contest, the organiser must send in electronic form the results to the World Cup coordinator, at least within one month as required by the CIAM rules. Any failure to return results promptly will be reviewed when considering the contests for inclusion in the World Cup for the following year.

10- World Cup Jury

A Jury of three responsible people shall be nominated by the CIAM Organising Committee for FAI IED to rule on any complaint or protest concerning the World Cup.

Any protest must be submitted in writing to the Chairman of the CIAM Organising Committee for FAI IED and must be accompanied by a fee of 50 Euro. In the event of the Jury upholding the protest, the fee will be returned.