FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM

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Submit the proposal via the automatic submission process using the following web address copied into your web browser:

http://www.fai.org/ciam-documents/31653-submission-of-proposals

Date: **November 2022**

Proposal submitted by: France

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: ☐ For: ☐ Against: ☐

Sporting Code Volume: **F3 Aerobatics**

Heading of section: **5.10/**

Class: **F3M**

Number & heading of the paragraph: 5.10.2e
Page number if appropriate:

This proposal is a:

Rule Change		Safety		Noise		Other	
Clarific-ation	X						

mark the boxes with ✘ as appropriate

Type the instruction in the space below:
Add the following (bold underlined) text, delete the strike through sentence

Type the text changes in the space below *(show deletions as ~~strike-through~~ and additions as **bold underlined**):*

Radio Eqipment: All modern radio equipments use telemetry and allow electronic feedback. Radio Telemetry data that are communicated to the pilot or the helper will only be permitted in competition for the purpose of model safety according to the stipulations in CIAM General Rules B.1.1.e)

Any telemetry communicated to the pilot or the helper for a competitive advantage is not allowed during competition. Telemetry data should not be used as a basis to request a reflight. ~~Radio equipment shall be of the open loop type (ie no electronic feedback from the model aircraft to the ground except for the stipulations in CIAM General Rules C.16.2.3).~~ Auto-pilot control utilising inertia, gravity or any type of terrestrial or non-terrestrial reference is prohibited. Automatic control sequencing (pre-programming) or automatic control timing devices are prohibited.

Example:
Permitted:

1. Control rate devices that are manually switched by the pilot.
2. Any type of button or lever, switch, or dial control that is initiated or activated and terminated by the competitor.
3. Manually operated switches or programmable options to couple and mix control functions.
4. **Telemetry data which may be communicated to the pilot or the helper:**
   a) Receiver power supply voltage.
   b) Radio link status or fail--safe activation.
5. **Speech output for timer and safety warnings.**

Not permitted:

1. Snap roll buttons with automatic timing mode.

2. Pre-programming devices to automatically perform a series of commands.

3. **Any airborne device or function that has the ability to use sensors to actuate any control surface** ~~Auto-pilots or gyros for automatic wing levelling or other stabilisation of the model aircraft.~~

4. Automatic flight path guidance.

5. Propeller pitch change with automatic timing mode.

6. Any type of ~~voice recognition system~~ **speech input**.

7. **Use of earphones for speech output**

8. Any type of learning function involving manoeuvre to manoeuvre or flight to flight analysis.

10. Telemetry data which are not allowed to be communicated to the pilot or the helper:
a) Airspeed, altitude or attitude data.
b) Position data such as GPS.
c) Power plant data such as RPM limits, throttle setting, Current Draw, capacity of propulsion battery and total fuel, etc.

~~Note: A Spread Spectrum technology receiver that transmits information back to the pilot-operated transmitter, is not considered to be a "device for the transmission of information from the model aircraft to the competitor", provided that the only information that is transmitted is for the safe operation of the model aircraft.~~

Type the reasons in the space below:

All modern radio systems have telemetry and allow electronic feedback. The proposal clarifies the use of telemetry data communicated to the competitor or helper for F3M

Type any supporting data for the proposed technical amendments in the space below: