

Rules of the New Flying Competition 2025

1. General Officials Authority

- 1.1. The officials have the right to change the competitions schedule, if necessary, to their discretion, to provide a safe and efficient competition.
- 1.2. The officials have the right to interpret the rules and regulations to their sole judgement to ensure a safe and fair-minded competition.
- 1.3. The members of the competing teams are required to follow any instruction given from the officials.
- 1.4. Any announcements published by the officials are to be considered part of the rules and regulations.
- 1.5. Only the newest version of rules for the current competition is valid.
- 1.6. Any questions concerning the interpretation of a rule will be answered by the officials.
- 1.7. If a member of a competing team fails to follow an instruction given by the officials, the team will be punished with a 50% penalty / disqualification.
- 1.8. Arguments with the officials result in the team receiving a 20% penalty / disqualification.
- 1.9. Unsportsmanlike conduct will result in a penalty up to disqualification.
- 1.10. Even the violation of the intent of a rule will be interpreted as a violation of the rule itself.

2. Questions concerning rules and regulations

- 2.1. Any questions regarding the rules and regulations need to be addressed to the officials by the team captain.
- 2.2. Questions already addressed in the FAQs on the competition website will not be answered.
- 2.3. Valid questions will be answered by the officials and updated to the FAQs on the competition website.
- 2.4. Questions need to be asked as described on the competition website.

3. Protests

- 3.1. If a team feels the interpretation of a rule has caused them a disadvantage, they may submit a protest.
- 3.2. Any official protest has to be filed in written form. The protest needs to be presented to the officials by the team captain as described on the competition website. Furthermore, the team has to post a 10% protest bond (10% of the team's final points) which will be lost if the protest is rejected.
- 3.3. Protests concerning any aspect of the competition itself must be brought to the officials' attention within 1 hour after the last scheduled flight.
- 3.4. There will be no protest allowed concerning the reports.
- 3.5. The decision of the officials regarding any protest will be presented to the team captain in written form and is final.

4. Teams

- 4.1. A team member can only be part of one team and work on one model-aircraft.
- 4.2. Each team must have one team member identified as the team captain who is considered the main contact person for the officials during the competition.
- 4.3. Participants need to be enrolled as degree seeking undergraduate or graduate students at a university. Team members who graduated at a maximum 8 months prior to the competition week are still permitted to participate. The pilot is exempt from this rule.
- 4.4. Every team is allowed one PhD student as a team member.
- 4.5. Every participant of the competition, entering the airfield is obliged to sign a liability waiver.
- 4.6. Pilots have to follow German regulations with licensing and rules concerning unmanned air vehicles ("*Verordnung zur Regelung des Betriebs von unbemannten Fluggeräten*"). Further information will be published by the organizer.

5. Deadlines

- 5.1. Deadlines for submitting official documents or information needed from the team captain will be announced at least 2 weeks beforehand.

6. Late submissions

- 6.1. Late submissions of documents will be penalized with a deduction of 1% of the team's final score for every 24 hours of delay.
- 6.2. Late submissions of the PDR will be penalized with a score of 0 points for the PDR.
- 6.3. Late submissions of the Final Design Report will be penalized with a deduction of 10% of the team's score for the FDR for every 24 hours of delay.

7. General Rules

- 7.1. The team is responsible to comply with their starting time or any meetings / briefing times.
- 7.2. If a team causes a delay of their starting time by more than 5 minutes their flight will be scored with 0 points.
- 7.3. If a team encounters technical issues during the competition the team captain is allowed to submit a request to have his team placed at the end of the starting order. The request has to be filed at least 15 minutes prior to the teams scheduled starting time.
- 7.5. The jury decides whether the weather conditions are feasible for flight.

8. Flight-Event Regulations

- 8.1. Teams are allowed to register a second pilot.
- 8.2. During flight the number of team members in the flight zone is limited to 3 (one pilot, two assistants).
- 8.3. The team's pilot needs to be clearly identifiable throughout the entire flight-event.
- 8.4. There are no tools allowed in the flight zone.
- 8.5. The pilot has to oblige with the instructions of the officials at any time.
- 8.6. If the aircraft is flown above the spectators (leaving the flight zone) the team will be disqualified.
- 8.7. During flight the aircraft has to stay within the visible range of the pilot and the jury at all times.
- 8.8. 15 minutes prior to the scheduled take-off the aircraft needs to be placed on a designated area, the so called "parc-fermé" and cannot be touched by any team member until asked by the jury to move the aircraft to the marked holding point.
- 8.9. 5 minutes prior to the scheduled take-off the aircraft needs to be moved to the holding point, where the engines are armed.
- 8.10. Before placing the aircraft at the holding point, the engines must be cut off from any current.
- 8.11. After landing the batteries are removed and handed to the jury. The aircraft is then placed back into the "parc-fermé" where it has to remain until the protest deadline expires.

9. Crash of an aircraft

- 9.1. In the event of a crash, the jury decides whether the aircraft may fly again (if necessary after repairs).
- 9.2. The team members are only allowed to retrieve an aircraft that has crashed after an official permission by the jury.

10. Technical acceptance

- 10.1. The safety check is held prior to the scheduled flight-competition.
- 10.2. Any team which intends to participate in the competition has to pass the safety check.
- 10.3. The purpose of the safety check is to ensure safe operation of the aircraft as well as compliance with the rules and regulations of the New Flying Competition.

11. Forfeit for Non-Appearance

- 11.1. It is at every team's own responsibility to attend meetings, events and briefings.
- 11.2. If a team is not present or ready for a scheduled event, it will result a point penalty.
- 11.3. Team captains and pilots have to attend every meeting throughout the competition.

12. Testing and work safety

- 12.1. Competition organizers are not liable for the use of the aircrafts outside of the competition.
- 12.2. Organizers do not take any liability for the participating teams behavior during their visit or for any organizational matters apart from the competition.
- 12.3. All teams are advised to follow common practices and common sense when operating or working on the aircrafts.
- 12.4. During the competition the aircrafts are not to be used in any ways, other than the competition purposes.

13. Guidelines for safety requirements

- 13.1. Organizers reserve the right to disqualify teams disrespecting safety guidelines and / or are risking the health of other competitors and / or spectators.

14. Onsite working safety

- 14.1. Following is a list of safety requirements to be obliged when working on the aircraft on competition grounds:
 - Illegal Substances:
 - Illegal drugs, weapons or other illegal material are prohibited on the competition site during the competition.
 - Aircraft Movement:
 - Aircrafts are only allowed to be moved with running engines during takeoff and landing.
 - Aircraft movement is only allowed with the jury's permission.
 - Aircraft movement is only allowed on the designated routes.