

# New Flying Competition

**2027**

Rulebook

Version 1.0

April 30<sup>th</sup>, 2026



## Change Log

Version	Release Date
1.0	April 30 <sup>th</sup> 2026

Section	New Version	Old	New

## **1. General Officials Authority**

- 1.1. The officials consist of the jury and designated members of the organizing team tasked with monitoring and enforcing compliance with these rules.
- 1.2. The officials have the right to change the competitions schedule, if necessary, to provide a safe, fair, and timely competition.
- 1.3. The officials have the right to interpret the rules and regulations to their sole judgement to ensure a safe and fair competition.
- 1.4. The members of the competing teams are required to follow any instruction given by the officials.
- 1.5. Any announcements published by the officials are to be considered part of the rules and regulations.
- 1.6. Only the newest version of the rules and regulations for the current competition is valid.
- 1.7. Any questions concerning the interpretation of a rule will be answered by the officials.
- 1.8. If a member of a competing team fails to follow an instruction given by the officials, the team will be punished with a 50% point reduction.
- 1.9. Unsportsmanlike conduct will result in a penalty up to disqualification.
- 1.10. The violation of the intent of a rule will be interpreted as a violation of the rule itself.
- 1.11. The jury holds the authority to alter the severity of any penalty, considering the seriousness of the offense or any special circumstances.
- 1.12. The jury, the organizing team and the head of rules are the only ones that are allowed to answer questions regarding rules and the NFC.
- 1.13. The officials reserve the right to disqualify any team that fails to comply with safety guidelines and / or endangers the health of other competitors and / or spectators.

## **2. Questions Concerning Rules and Regulations**

- 2.1. Any questions regarding the rules and regulations need to be directed to the officials via the team captain.
- 2.2. Questions already addressed in the FAQs on the competition website will not be answered.
- 2.3. Legitimate questions asked before the competition week will be answered by the officials and included in the FAQs on the competition website.

## **3. Protests**

- 3.1. If a team feels the interpretation of a rule has caused them a disadvantage, they are entitled to submit an official protest.
- 3.2. Any official protest must be filed in written form and may be submitted physically or by E-Mail to the organizer's account. The protest needs to be presented to the officials by the team captain.

- 3.3. Protests concerning any aspect of the competition itself must be submitted to the officials by the next day.
- 3.4. The scoring of all reports (PDR and FDR) cannot be protested.
- 3.5. The decision of the officials regarding any protest will be communicated to the team captain in written form and will be final.

#### **4. Teams**

- 4.1. Participants and pilots must be enrolled as students in a graduate or undergraduate program at a university. Team members who have graduated within 8 months of the competition week can still participate.
- 4.2. Team members must only be part of one team and contribute to their aircraft and flight.
- 4.3. Each team must designate one member as the team captain who will be the main point of contact for the officials during the competition.
- 4.4. Every team is permitted one team member in a PhD program.
- 4.5. Every participant of the competition entering the airfield must sign a liability waiver.
- 4.6. Pilots must comply with the German regulations governing the operation of unmanned aerial vehicles (“Verordnung zur Regelung des Betriebs von unbemannten Fluggeräten”).
- 4.7. Team captains and pilots must attend all meetings throughout the competition.
- 4.8. A team may have up to 12 members in total for the competition week. Among them, one member must be assigned as the pilot, and one must be assigned as their assistant.
- 4.9. Teams may register more than one pilot, but no more than a total of three. Teams will not be allowed to register a new pilot during the competition itself or two weeks before.
- 4.10. Only one pilot and one assistant are allowed on the field at a time.
- 4.11. Additional people accompanying a team will not be recognized as official team members, must not participate in the competition, and shall bear full responsibility for their own expenses, conduct, and safety.
- 4.12. Registered members may not swap their place with any other person; participating members have a fixed place in the registration and may not be replaced by other people.
- 4.13. The team is responsible for complying with their starting time or any meeting / briefing times.

#### **5. Documentation and Deadlines**

- 5.1. The deadlines for the submission of official documents or information for any regulatory purpose will be announced at least 2 weeks in advance.
- 5.2. Late submissions of the Preliminary Design Report (PDR) will be given a score of 0 points.
- 5.3. Late submissions of the Final Design Report (FDR) will be penalized with a deduction of 10% of the team’s final graded score for the FDR for each started 24-hour period after submission deadline.

- 5.4. Late submissions of other documents will be penalized with a deduction of 1% of the team's final score for each started 24-hour period after submission deadline.

## **6. General Rules**

- 6.1. Each team is allocated a fixed flight window, which begins exactly at their scheduled starting time. Delay caused by the team will not extend this window; instead, the delay will be deducted from the team's available flight time. If the team cannot land before the flight window expires, they will receive 0 points for that flight attempt.
- 6.2. Any team whose aircraft or personnel remain in the flight area after the window expires will incur a penalty of 4 points per started minute that they remain.
- 6.3. The officials decide whether the weather conditions are suitable for flight.

## **7. Flight Regulations**

- 7.1. The pilot of the team needs to be clearly identifiable throughout the entire flight event.
- 7.2. The pilot must follow the instructions of the officials at any time.
- 7.3. If the aircraft enters the spectator area, the flight will be disqualified (not scored).
- 7.4. During flight, the aircraft must always stay within the visible range of the pilot and the officials.
- 7.5. 15 minutes prior to the scheduled take-off, the aircraft must be placed in a designated area. It must not be touched by any team member while remaining within until instructed.
- 7.6. 5 minutes prior to the scheduled take-off, the aircraft needs to be moved to the holding point, where the motors are armed.
- 7.7. Before placing the aircraft at the holding point, the motors must be disconnected from any power source.
- 7.8. For the Humanitarian Aid Flight, the team must remove and hand over their batteries to the organizers immediately after returning to the spectator area. The battery must not be charged or discharged, until it is handed back by the organizers.
- 7.9. Maiden flights of any aircraft are strictly prohibited.

## **8. Crash of an Aircraft**

- 8.1. In the event of a crash, the officials decide whether the aircraft may be flown again (if necessary, after repairs).
- 8.2. Team members are not allowed to recover crashed aircraft without permission from the officials.
- 8.3. If the aircraft crashes or lands within the spectator's area, the team will be immediately disqualified.

## **9. Technical Prerequisites**

- 9.1. The safety check is held prior to the scheduled flight competition.
- 9.2. Every team wishing to participate in the competition must pass the safety check.
- 9.3. The eID number and proof of A1/A3 certificate must be communicated in writing to the organizing team at least 1 week prior to the competition week.

## **10. Forfeit for Non-Appearance**

- 10.1. It is at every team's own responsibility to attend meetings, events and briefings.
- 10.2. If a team is not present or ready for a scheduled event, it will result in a point penalty.

## **11. Testing and Work Safety**

- 11.1. The organizing team of the competition is not liable for the use of aircraft outside of the competition.
- 11.2. The organizing team does not take any liability for the behavior of the participating teams during their visit or for any organizational matters outside the competition.
- 11.3. During the competition, the aircraft must not be used in any way, other than for the purpose of the competition.
- 11.4. In special circumstances when the team clearly does not follow common sense, the organizers may punish them accordingly. This can be appealed, when a  $\frac{3}{4}$  majority is reached with other teams.

## **12. Onsite Safety**

- 12.1. The following is a list of safety requirements to be obliged when working on the aircraft on competition grounds:
  - Illegal drugs, weapons or other illegal materials are prohibited on the competition sites during the competition.
  - Violation of this will lead to immediate disqualification. The extent of this disqualification will be at the discretion of the jury.
- 12.2. At the discretion of the officials, violators (specific persons or whole teams) can be banned from the competition grounds.
- 12.3. The aircraft must not be touched when armed or motors are running, unless during the static motor test.
- 12.4. In the spectator area, motors must only be spun without propellers.