

Common rules for Nordic championships F3A and Nordic 2025 edition

As agreed upon at the Nordic Pilot meeting on 10/07/2025

To be on the agenda for further improvements at the pilot conference held during each Nordic championship.

1. General

1.1. The Nordic championship is to be held according to the general rules in the FAI Sporting Code and the «Common rules for Nordic championships F3A and Nordic ».

1.2. A Nordic Championship is to be held every second year, preferably the same year as the World Championship.

1.3. The championship shall rotate between the participating countries in the following sequence: Sweden, Denmark, Finland, Norway.

1.4. The competition will be held over 3 days, arrival Wednesday, competition Thursday to Saturday and departure Sunday. If possible, the championship shall be hosted within July.

1.5. The day before the start of the competition, each participant will be given the opportunity to practice flying. If many participants are expected, a 10-minute flight at a predetermined and announced time will be arranged.

1.6. Each nation selects its teams according to its own rules. The Nordic class is intended for intermediate (Nordic class) pilots only.

2. Judges

2.1. In general one judge from each participating country.

2.2. A fifth judge can be added from the host or any other country (to enable TBL to be used).

2.3. If only 3 participating countries can supply a judge, the host-country can add a second one to get 4 judges (and thus throw away low and high scores).

2.4. Judges (persons present only to judge) will have expenses for travel, accommodation and meals covered (Within limits of budget).

2.4.1. Upon registration the team manager and judge must provide a budget for the expected travel expenses with expected fuel, ferry ticket, road and bridge tolls etc. to the organizer.

2.4.2. Ferry tickets and toll road expenses are reimbursed fully by the organizer

2.4.3. Fuel expenses are reimbursed. The driving allowance is only paid if the final accounts allow it.

2.4.4. Accommodation expenses must be approved by the organizer or preferably ordered by the organizer.

2.4.5. Total meals expenses must be kept below 80€ per day (2027 price level) for lunch and dinner. In 2029 the limit shall be raised by 4€, in 2031 by 3€, in 2033 by 4€ and in 2035 by 3€.

2.4.6. The organizer may set a lower expense level for covering meals, but it should set at a level which allows a decent meal with beverages in the local area.

2.5. The maximum entry fee, for seniors, is set to 450€ and junior entry 2/3 of the senior free.

3. Registration and Marking

3.1. F3A competitors and team managers must own a valid FAI Sporting License registered in the FAI licenses database. The FAI Sporting license holder may be required to produce an official ID document as proof of identity.

3.2. For Nordic pilots, the above mentioned FAI Sporting license, is not needed and marking of model and model certificate according to the FAI Sporting code will not be required.

3.3. International rules require model aircrafts to be marked with an operator number. Operator numbers are obtained from each country's aviation authorities. Sufficient insurance is required to obtain such an operator number.

3.4. Team manager is responsible that the team members model aircraft follow the rules. No model processing is done for all planes. However, if an aircraft is suspected to not be within the rules, it can be checked by the organizer.

4. F3A Class:

4.1. Basically, each country can participate with one team of 3 seniors and one team of 2 junior pilots leading to a maximum of 5 participants from each country (Junior: age below or equal to 23 years at the year of the competition).

4.2. If a country is not able to send juniors, Open competitors can take the place of the juniors, leading to 5 pilots from each country. Pilots in the Open category do not count towards team results but are awarded only through individual positions.

4.2.1. If a country is not able to participate with any pilots these 5 pilots can be converted to open competitors. These additional open competitors are offered to each participating country with one open competitor to each country. The organizing country can dispose of the additional open competitor places not taken by participating countries.

4.2.2. A country participating with less than 5 pilots can hand over the unused pilots as open competitors to the organizer allowing the organizer to dispose of the remaining open competitors.

4.3. Juniors from at least 3 countries must be present to arrange a separate junior competition. If less, the juniors compete together with the seniors.

4.4 A competitor in the Open category (Open category defined in Item 4.2 above) may be an invited guest from a non-Nordic country. If so, a separate open international competition is arranged.

4.4.1 Two sets of results and awards/diplomas shall be presented: open international and the Nordic Championship.

4.4.2 A non-Nordic pilot can win the open competition, but not the Nordic Champion title.

4.5. The reigning F3A champion has the right to participate in the next Nordic championship regardless of whether the person in question qualifies for the national team or not. If not a member of the national team, points will not be considered in the team results, only through individual ranking.

4.6. The Nordic Championship is held with 4 preliminary flights. Minimum of 5 best competitors after preliminary rounds shall advance to finals. If there are non-Nordic competitors included in the top 5, the field of finalist is expanded until 5 top Nordic pilots are included, or until a maximum amount of 10 finalist is reached. The 3 best preliminary flights for each competitor are normalized and counts as the first of 3 final flights. The finalists shall then fly according to the WC semi-final rules (currently 2 rounds of F-schedule). The best 2 of these 3 round scores counts to decide individual placing.

4.7. The pilots ranked 6 & 7 (or after the final field) after preliminary flights shall be offered the opportunity to fly warm-up flights for the judges before the first final round.

5. Nordic Class:

5.1. Nordic is flown after a common Nordic flight or FAI Sporting Code Advanced schedule, described in English language. The flight schedule is to be changed every second year the same time as the F3A flight schedule is changed.

The Nordic pilot meeting decides the next flight schedule. Either a common Nordic flight schedule or the FAI Sporting Code Advanced schedule.

5.2. Each country can participate with up to 4 pilots, and the three best placed pilots from each country counts as the national team. The ranking is done by counting the 3 best of 4 flights.

5.2.1. If a country is not able to participate with any pilots in the Nordic class these 4 pilots can be converted to open competitors. These additional open competitors are offered to each participating country with one open competitor to each country.

5.3. FAI Sporting License for Nordic pilots is not needed (but insurance is still needed. Se section 3. Registration and Marking).

5.4. In Nordic class only the 2 x 2 m limit applies. No weight limit.

6. Team classification

6.1. The team classification of both the F3A and Nordic class is established at the end of the competition (after the finals)

6.2 Only the team pilots and their relative placings are considered. The highest placing team pilot gets 1 point, second highest placing team pilot gets 2 points etc. Team scores are calculated by adding the points of the best three team members of each nation.

6.2 Teams are ranked from the lowest numerical scores to the highest, with complete three-competitor teams, ahead of two-competitor teams, which in turn are ranked ahead of one competitor teams

6.3 In the case of a tie, the best individual placing decides the team ranking.

Tore Jemtegård (sign)

Kimmo Kaukoranta (sign)

Jakob Bækgaard (sign)

Alexander Moberg (sign)