F9U Rulebook Belgium

VERSION 1.1 (2026)

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Document version

V1.0

Original version.

V1.1

Changes in the election criteria for the Belgian Championship, which now included the option of having an Belgian FAI license.

Introduction

Drone racing is a motorsport-style competition where pilots fly small, fast FPV racing drones through a course of gates and obstacles. Pilots wear FPV goggles and fly using a live onboard video feed, aiming to complete the required laps as quickly and safely as possible.

F9U is the official FAI class for FPV drone racing. It provides a common international framework for how races are organised, how models are specified, and how results and sporting decisions are handled. In Belgium, F9U brings pilots and clubs together under one consistent structure, so local events can feed into a national ranking and Belgian Championship, with a clear pathway toward international FAI competitions.

Mission of F9U Belgium

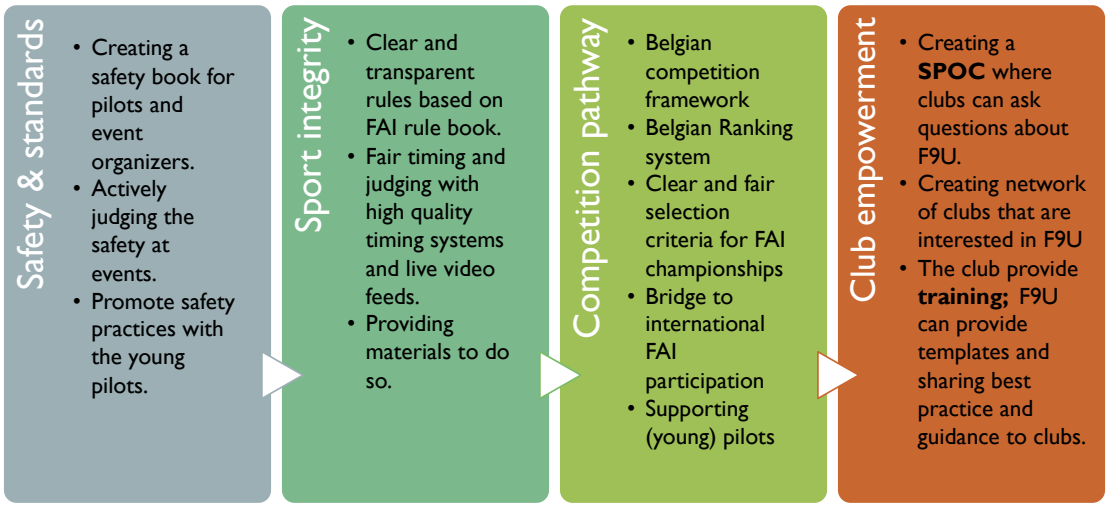
F9U exists to build a safe, fair, and accessible FPV drone racing sport in Belgium under the FAI F9U framework, with clubs as the heart of the system. We aim to bring together today's scattered FPV pilots—often learning online and not linked to clubs—into a structured community with a clear pathway from local flying to national competition and international participation.

Our focus is to enable clubs to host compliant, high-quality races without reinventing the wheel. F9U provides coordination, shared know-how, and practical tools so events are easier to organise and safer to run. We standardise safety expectations and promote good practice, especially with young pilots, while ensuring transparent rules and consistent judging through reliable timing and supporting video review.

At sport level, F9U delivers a Belgian competition framework: a national ranking, a Belgian Championship structure, and clear selection criteria that connect to international FAI events, combined with structured training and coaching to raise the level of Belgian pilots.

In practice, this means:

- A single point of contact for clubs and a strong national network (guidance, templates, best practices).
- Safety and fairness through standard procedures, and timing with supporting video review.
- A progression pathway from local races to the Belgian Championship and onward to international participation, supported by training and coaching.



Rulebook

This rulebook explains how our Belgian F9U FPV drone races are run across the full race day: from site safety and pilot briefing to how heats are started, finished, and scored. It applies to all heats and all race days we organize this year.

It is the baseline for how we operate: safe, fair, and consistent for every pilot and every club. We follow the FAI F9U Sporting Code as the reference framework. Where practical local procedures are needed to run a smooth race day (for example timing workflow, staging flow, or site layout), this document describes how we do it.

Some events may include additional event-specific rules (for example special formats, venue constraints, or extra safety measures). These extra rules never replace the basics in this rulebook; they only add to them. If a special event requires any deviation or extra rules, it will be communicated clearly in advance, and repeated in the pilot briefing.

If you have questions on this rulebook, please contact the F9U section coordinator (Van der Meeren Ruben):

- **e-mail:** f9ubelgium@gmail.com
- **tel**: 0032478217480

If you have questions on a race day or want to report urgent safety issues, you should immediately contact the Race Director or Safety Officer on site.

F9U Belgium wishes you a safe, fair, and enjoyable 2026 drone racing season.

Terms and abbreviations

Race Director (RD): The person running the race on the day. The RD controls heat flow (staging, starts, stops, restarts), enforces safety, and makes the final on-field decisions.

Sport Director (SD): The person supporting rule application and conflict handling. The SD collects pilot-jury reports, checks timing/video when needed, records incidents, and manages the practical protest/complaint process. The SD advises the RD, but the RD remains responsible for the final on-field call. In smaller events, RD and SD may be the same person.

Timer (Timing Operator): The person operating RotorHazard during the event. The Timer starts heats, manages pilot assignments and transponders (if used), checks results after each heat, flags anomalies, and reports “heat valid” or “pending review” to the RD before results are confirmed and published.

Event Director (ED): The organiser’s responsible person for the event as a whole (venue, schedule, staffing, safety plan). Depending on the event, the ED role may be combined with the Race Director.

Safety Officer (SO): The person responsible for enforcing safety zones and stopping unsafe behavior. The SO may call “STOP RACE” and supports the RD in emergency situations. In smaller events, this role may be combined with RD.

Staging Marshal (SM): The person who calls pilots to the pilot area, checks that the correct pilots are present, and manages the flow to the start/take-off zone.

Course Marshal (CM) / Track Marshal: A person positioned near the course to observe incidents and retrieve drones only when the RD declares the track cold or authorises retrieval.

Pilot Jury / Pilot Judge: The rolling judging system where pilots from Heat n observe Heat n+1 and report facts (incidents, breaches) to the SD/RD. Pilot judges do not decide penalties.

Jury (Event Jury): A nominated panel for formal arbitration where applicable. The Jury is not needed for every small decision; it is used when formal escalation is required.

Heat: One race instance with a defined group of pilots, run by RotorHazard countdown.

Start/Take-off Zone: The area where pilots place drones before a heat. No arming is allowed while people are still in this zone.

Pilot Area: The designated area where pilots (and spotters if used) stand during a heat.

Pit Area: The designated working area for repairs, batteries, and configuration.

Course Area: The race track area with gates/obstacles. Treated as “hot” during racing.

Spectator Area: The area behind the safety boundary where spectators must remain.

Track Hot / Track Cold: Track hot means racing is live and nobody may enter the course area. Track cold means the RD has declared it safe to enter for retrieval or course work.

STOP RACE: The emergency call to immediately stop racing. Pilots must reduce throttle and land/disarm safely as soon as possible.

RotorHazard (RH): The timing and race management system used to start heats (countdown) and record laps/times.

VTX: Video transmitter on the drone.

Pit Mode: A VTX feature that reduces/cuts video transmission power when activated, to reduce interference.

FPV: First Person View; flying using a live video feed to the pilot’s goggles.

Failsafe: A configured safety function that stops motors when triggered or when control link is lost.

DNS: Did Not Start; the pilot did not start the heat.

DNF: Did Not Finish; the pilot started but did not complete the heat result as required.

DSQ: Disqualified; the pilot’s result for that heat is invalid due to a rule breach.

Rerun / Restart: A rerun is a new run of a heat due to a major issue. A restart is an immediate re-run of the same heat after an early stop or incorrect start.

Protest / Complaint: A formal request to review a decision or incident, handled via the on-site process and (if needed) the BML process.

Chapter 1 – Model (drone) specifications

Required on every model

- A fail-safe that stops the motors when triggered.
- Pit mode that cuts (reduces) video transmission power when triggered.

Pilots must have both correctly configured and know how to use them.

Strictly forbidden

- Any pre-programmed manoeuvring.
- Any automatic positioning or path correction (longitude/latitude/height).
- Any pre-programmed VTX power increase.

“Turtle mode” / crash recovery that the pilot triggers manually is allowed.

Limits (size, weight, power)

- Max all-up weight (including battery): 1 kg.
- Motor axes must fit inside a 330 mm diameter circle.
- Electric motors only.
- Battery up to 6S.
- Max charge voltage: 4.25 V per cell (17.0 V for 4S, 25.5 V for 6S). Voltage may be checked before each race.
- Motor tilt allowed up to 15° in any direction (reference plane at prop centres).
- Max diameter: 5.5 inch (15.2 cm).
- Full metal props are forbidden.
- *Radio Control*: Both 868MHz and 2.4 GHz spread spectrum are allowed. Frequency and power must follow local (organiser country) regulations: 100mW (25mW “Race Mode” is recommended).
- Each model must show: 3-letter national code + exploitation number. This must be readable at arm’s length and appear at least once on the model.

Remark: Some events may also include additional “spec” races outside the standard F9U model specification (for example 7-inch racing). If such an extra class is organised, the specific model limits and any deviations from the F9U baseline will be communicated clearly in advance and repeated in the pilot briefing.

Video system (FPV)

- Analog or digital video allowed, but only on 5.8 GHz.
- Pit mode is mandatory.
- Max VTX power is 25 mW (ground and in flight). No automatic power changes allowed.
- Video must be on designated frequencies, max 30 MHz bandwidth, and no extra signals outside the designated band.

- If a pilot uses their own receiver: receiver + antenna must be mounted on the goggles and may not extend more than 160 mm above the goggle antenna connector. No personal ground stations/masts/stands.
- **Unauthorised activation of any 5.8 GHz VTX is prohibited and can lead to disqualification!**

Optional LED unit (only if RD requests it)

The Race Director can request specific LED setups. This will be communicated in the subscription to the events. Following LED requirements will be expected:

- Minimum 32 RGB LEDs, or 280 mm RGB strip with diffused light, spread across arms and visible from any angle.
- Must support colours: Blue, Green, Red, Yellow, Cyan, Magenta.
- Must allow quick switching to assigned colour before the race.

Chapter 2 – Event Setup and Site Safety

F9U heats are run on a closed FPV race course. For everyone's safety, the site is divided into clear zones. You may only be in the zones you are allowed to enter, and you must follow staff instructions immediately.

⇒ **Pilot area** — where pilots and spotters stand during a heat.
⇒ **Pit area** — where you work on your drone, batteries, and settings.
⇒ **Course area** with start/take-off zone and landing zone — the track with gates/obstacles; treated as "hot" during racing.
⇒ **Spectator area** — behind the safety boundary; no pilot operations here.

Safety is the top rule. If the Race Director or Safety Officer calls "STOP RACE", you must reduce throttle and land/disarm as safely and quickly as possible (e.g. in case of LiPo fire). If the course is hot, you do not enter the track to retrieve a crashed drone. Retrieval only happens when the Race Director says "Track is cold".

To keep the event safe and fair, pilots must follow these basic rules:

- Props are dangerous. When working on your quad, remove your props.
- Never cross the safety boundary or enter the course area without permission.
- Follow the video channel plan. A video channel will be appointed to you before the race starts. Do not power up your video transmitter on the wrong channel.
- Arming is not allowed while people are in the start/take-off zone. If you need to test arming, wait until all pilots are at a safe distance from the start zone and, where possible, behind the safety net or barrier.
- Never power up or arm a drone in the pit area with prop attached (e.g. during breaks, pauze).
- After a crash, keep your goggles on until you are fully stopped and disarmed. Do not run onto the track.
- Do not fly if your model is visibly unsafe (loose battery, exposed wiring, cracked frame).
- LiPo safety: charge batteries only in the pit area, never unattended, and use a LiPo bag or fire-resistant container where possible. If a battery is damaged, stop using it. Dispose a damaged battery in a safe and correct way.
- Keep children and non-participants out of the pit, pilot, and course areas unless explicitly authorised by the organiser.

If something feels unsafe, call it out to the Race Director immediately. The race organizers will set up barriers, netting (if used), and clear markers to show where

each area starts and ends. If you are unsure where you may stand or walk, ask before moving.

Chapter 3 – Registration, Pilot Briefing, and Compliance Check

Registration is the moment we confirm who is flying, which class(es) you enter, and how you will be called for heats. When you arrive, report to registration before powering up any video transmitter. At registration we confirm your name, your entry (F9U and any side class), and we assign or confirm your timing transponder (if used). We also confirm the video channel plan for the day and the event communication channel for heat calls and updates. If you arrive late, you may still register, but you may miss heats depending on the schedule. The Race Director decides how late entries are handled to keep the event fair for everyone.

Before racing starts, there is a short pilot briefing. Every pilot must attend. The briefing confirms the site zones (where you may and may not go), how the start works (see further), how to react to “STOP RACE”, when you may retrieve a crashed drone (i.e. at the end of the heat), and the basic expectations for safe behavior in the pits and pilot area. If an event has extra rules (for example a spec class, venue constraints, or additional safety measures), these are communicated in advance where possible and repeated in the briefing. If you miss the briefing, you must report to the Race Director before you are allowed to start a heat.

The compliance and safety check exists to protect pilots and spectators and to reduce interference and disputes. Your model must apply to the specifications listed in Chapter 1. If something is missing or not compliant, you must correct it before racing. Repeated or intentional violations may lead to penalties up to removal from the event.

Chapter 4 – Heat Format and Progression

This chapter describes the standard event format we use so every race day runs in a predictable way. The same structure applies to one-day and two-day events. A two-day event simply has more time for practice and qualification rounds.

Standard format

We run the event in three phases: Qualification, Double Elimination, and Finals. *Before these three phases we can have a **practice round** to calibrate the timing settings.*

Qualification is used to rank pilots for seeding. All pilots get multiple chances to set a good qualifying result. The qualifying ranking is then used to place pilots into the double elimination bracket.

Double elimination means you are not out after one bad heat. A pilot is eliminated only after two losses. The bracket progresses through a Winners side and a Losers side, and pilots advance heat by heat until the final matchups are set.

Finals are flown between the remaining top pilots coming out of the bracket. The final structure is announced before eliminations start and stays the same for the whole event.

Qualification

Qualification is flown in groups (qualifying heats). The organiser publishes the qualifying schedule and timing settings before the first qualifying heat. Your qualifying result determines your seed for the bracket. If a pilot has no valid qualifying result, they are seeded at the bottom.

Unless otherwise communicated, qualification ranking is based on the pilot's best three (3) consecutive timed laps recorded within a single qualifying heat. The qualifying time is the sum of those three laps; the lowest time ranks highest. If a pilot does not complete three consecutive timed laps in any qualifying heat, they receive no valid qualifying result.

Seeding into double elimination

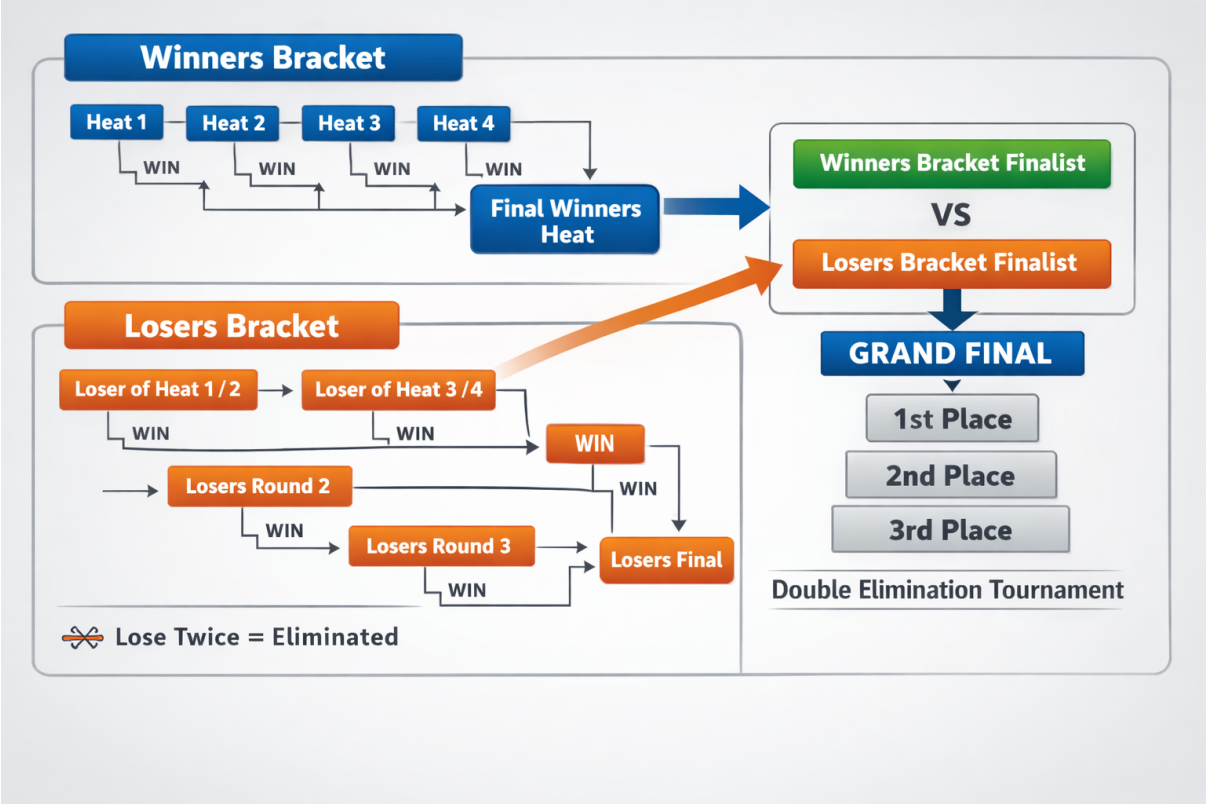
After qualification closes, pilots are ordered from best to worst qualifying rank. This list is used to seed the bracket. Higher seeds are placed so they do not meet each other early, and each first-round heat is built to be as balanced as possible.

Double elimination progression

Every pilot starts in the Winners bracket. If you lose a heat, you drop to the Losers bracket. If you lose again in the Losers bracket, you are eliminated.

Heat sizes and the number of pilots advancing from each heat are fixed for the event. The default is that a defined number of pilots advance and the rest drop down or are eliminated according to the bracket stage. The Race Director publishes the bracket and the advancement rule before eliminations start.

Unless otherwise communicated, elimination heats are scored by race time to three (3) laps: the pilot who is first to complete three (3) laps wins the heat.



Finals

Finals are the last heats of the day where podium positions are decided. They are flown after the double-elimination bracket has produced the final set of pilots. Depending on available time and event size, the organiser may run a single final heat or a short final series. The finals format is announced before eliminations begin and is not changed during the event.

Our **standard finals** format is a “double win” series. A pilot wins a final heat by being the fastest to complete three (3) laps. The overall winner is the first pilot to win two final heats.

One-day versus two-day events

A one-day event uses the same structure but with fewer qualification rounds and a tighter elimination schedule. A two-day event uses the same structure with more time for practice and qualification.

Chapter 5 – Heat Execution

A heat is a short race where a small group of pilots flies the course at the same time. The goal is to complete the race cleanly and safely, with everyone following the same start and track rules.

Before your heat, you will be called to the pilot area. When called, bring your drone to the start/take-off zone and place it in position. After placing your drone, step back and move to the pilot area. Do not stay in the take-off zone once drones are being prepared for the start.

Reminder: do not arm your drone while anyone is still in the start/take-off zone. If you need to test arming, wait until all pilots have stepped back to a safe distance and, where possible, are behind the safety net or barrier.

When you are in the pilot area, make sure you are on the correct video channel and ready to fly. Wait for the Race Director to ask: “Pilots ready?” Only answer “ready” if you are truly ready to start. After the pilots confirm, the Timer starts and the countdown runs automatically. When the countdown reaches zero, the heat is live.

During the heat, fly your line and avoid causing danger to others. If you crash, only continue if you can safely take off again without anyone entering the track. If the Race Director calls “STOP RACE”, you must immediately slow down and land/disarm as safely as possible.

At the end, you will hear the finish call. You may finish your current lap, then land and disarm on the ground in the dedicated area. **No one enters the track until all drones are landed and disarmed.** The Timer checks the result in timing software, and the Race Director confirms the heat result. If something unusual happened (timing issue, interference, safety stop), the result can be held for review and the Race Director will explain what happens next.

Chapter 6 – Incidents, penalties, protests & conflict resolution

Scope and authority

This chapter follows the FAI F9U Sporting Code as the primary reference. Key items covered here include faults/lap validation, crash and safety handling, restarts, disqualification rules, and how video evidence is used.

For Belgian competitions, sport complaints (“sportklachten”) are handled in line with BML/LBA internal regulations, including the on-site complaint and deposit system.

Rolling Pilot Judging (‘Pilot Jury”) and video review

During F9U races we apply a rolling pilot-judge (“pilot jury”) system: the pilots who have just flown Heat **n** serve as pilot judges for Heat **n+1**. They observe the race and report incidents (for example course/circuit exits, safety line breaches, unsafe flying, interference, or marshal involvement) to the Sport Director present on-site. The Sport Director consolidates these inputs and supports the Race Director in making consistent decisions.

This approach is in line with the FAI F9U framework, which allows the organiser to appoint judges and to select competitors to fulfil that role, provided conflicts of interest are avoided.

Pilot jury working rules:

- Before the first race, pilot judges receive a short briefing on what to observe, how to report, and expected conduct.
- Pilots do not judge a heat in which they compete. If a conflict exists, the Sport Director replaces or rotates the pilot judge.
- Pilot judges report facts, not outcomes. The Race Director makes the final call.

If an incident cannot be resolved on the field, or if a formal arbitration route is required, the matter may be escalated to the event’s nominated Jury (see further).

Alongside the rolling pilot-judge system, we use **video review** as a supporting tool in case of doubt or disagreement. The FPV race feed is recorded per heat so the Sport Director and Race Director can consult footage when needed to clarify an incident. This is not an official “video jury” system; it is a practical support tool to reach faster

and fairer decisions, consistent with the F9U approach that encourages organiser recordings where possible.

Incidents during a heat

Faults on track (missed gate / wrong line / circuit cut)

If a pilot does not fly the expected track (misses a gate/flag/pylon, circuit cut), the lap is not valid. The pilot MAY immediately correct the mistake in a safe manner; if corrected, that lap is validated. If a collision happens while correcting the mistake, the pilot who was correcting is disqualified from that race.

Crash (drone down)

If your model cannot continue after a crash, it MUST stay on the ground with motors cut off until the race ends. You MUST immediately activate pit mode to avoid video interference for other pilots. You MUST clearly signal you are out by removing your goggles. You and your helper MUST stay quiet and in position until the race is finished.

Safety issue (damaged model, dangling battery, unsafe flight)

The Race Director MAY request a pilot to stop flying if the model no longer meets acceptable safety standards (for example: damage after collision/crash, battery dangling). For a serious safety issue, the Race Director MAY stop the race and disqualify the pilot(s) considered responsible. A restart may be run for pilots still flying and not disqualified at the moment the incident occurred.

When a restart or reflight is allowed

Qualification stage: individual reflight

An individual reflight is only considered in qualification, and only when an incident outside the competitor’s control prevents completion. Reflights are organized at the end of the qualifying round (or placed into heats with fewer than the required number of competitors). If a reflight is granted, the original attempt is cancelled.

Eliminations / finals: no individual reflights, only full restarts (limited cases)

In eliminations and finals, individual reflights are not awarded. A full race restart may be ordered only in these situations:

1. mid-air collision **before** the first gate (only one restart per race),
2. critical safety incident requiring the Race Director to stop the race (fire, unauthorized person on track),
3. external incident preventing fair competition,
4. deliberate incident by a competitor that gave unfair advantage.

A competitor is excluded from the restart if they caused the safety incident, already signalled they were out (goggles off) at the time, or gained unfair advantage by contravening the rules. Pilots may change to a fresh battery before the restart.

Penalties and disqualifications

Situation	Outcome	Notes / who decides
Missed gate / wrong line / circuit cut	Lap not validated	Lap can be validated if safely corrected.
Collision while correcting a mistake	DSQ from the race	Applies to the pilot who was correcting.
False start (leave start position before start signal and progress through first gate)	DSQ from the race	Race normally continues for others.
Circuit exit (crossing the safety line)	DSQ from the race	Race Director or assigned judge decides.
Celebratory manoeuvre (especially after finishing)	DSQ from the race	Keep it boring after finish.
Hazardous piloting or safety issue	DSQ from the race (or worse)	RD/judge decides; may escalate.
Not landing after being told you are DSQ	Possible DSQ from the event	Event Director + Jury consent.
Non-authorised RC equipment / non-compliant equipment	Possible DSQ from the event	Must match organiser's allowed list where applicable.

Video transmitter power over limit / non-authorised activation of VTX	Possible DSQ from the event	Strict: can apply even if unintentional activation.
Using the same model by different competitors during the event	Possible DSQ from the event	Ask the RD for permission if this is possible.
Flying the circuit outside scheduled/authorised flights	Possible DSQ from the event	
Cheating or unsporting behaviour	Possible DSQ from the event	References CIAM General Rules conceptually.

DSQ handling (what happens in the results)

If you are disqualified from a race, you MUST land as soon as you are informed. Your result for that race is not validated. Disqualified competitors are placed after the other competitors for that race; if multiple DSQs occur, placement between DSQ pilots follows the qualification ranking.

Disqualification from the event is decided by the Event Director with the consent of the Jury, and the competitor is placed at the end of the event ranking with “DISQ”.

Protests, complaints, and conflict resolution

Principle: fix it fast, then freeze it

We aim to resolve issues immediately on site so racing can continue. If the issue affects results, the Race Director may declare a heat “held for review” and publish the affected heat as provisional until a decision is made.

Video review (if available)

Race recording by the organiser is done for disputes/complaints. Recordings from pilots or third parties may be considered, but the organiser recording takes precedence for official decisions.

On-site resolution flow (standard)

For our events, the Race Director will direct you to the correct person to receive the written complaint on site (Sport Director role),

1. Raise the issue immediately after the heat, before the next heat starts, to the Race Director (or the official designated by the organiser).

2. The Race Director collects facts quickly: timing, marshal notes, and video (if available).
3. Decision is announced clearly: “Result stands”, “Result corrected”, “Restart granted”, or “Heat held for review”.
4. Once the next heat starts, decisions from the previous heat are normally considered closed unless a formal complaint is filed.

Official BML/LBA sport complaint (“sportklacht”) route (Belgium)

On the field: a written complaint is submitted to the acting Sport Director (SD) and includes a €10 deposit.

After the event: within 15 days, a written complaint can be filed to the BML Sports Commission (SC) with a €20 deposit.

Final instance: via BML to the KBAC sport commission with a €40 deposit.

Chapter 7 — Weather and Emergency Procedures

This chapter explains what happens when weather or an emergency affects safety. The principle is simple: safety comes first, and the Race Director may pause, stop, or cancel racing at any time.

Weather interruptions

Racing may be paused or stopped when conditions make safe flight or safe track control uncertain. This can include strong wind, heavy rain, poor visibility, or any condition that increases the risk of uncontrolled crashes, pilot visibility issues, or unsafe retrieval.

If weather becomes unsafe, the Race Director will announce “RACING PAUSED” and the course is treated as hot until all drones are landed and disarmed. Racing only resumes when the Race Director declares conditions acceptable and confirms the next heat schedule.

Emergency stop (STOP RACE)

If the Race Director or Safety Officer calls “STOP RACE”, every pilot must immediately reduce throttle and land/disarm as safely and quickly as possible. No one enters the course area until the Race Director declares “Track is cold”.

A STOP RACE can be called for any serious safety reason, including a person on the course, a damaged gate creating danger, a lost aircraft outside the course, or any immediate hazard.

LiPo fire or battery incident

If there is smoke, fire, or a damaged battery, call it out immediately. Do not pick up a burning battery with bare hands. Move people away from the hazard, and follow organiser instructions. The organiser will use the available fire safety equipment and will isolate the area. Racing is paused until the situation is safe.

First aid and serious incidents

If someone is injured, alert the organiser immediately. The Race Director will stop racing if needed and will coordinate first aid and emergency services. Pilots must remain where they are unless instructed otherwise, to keep the area clear for responders.

Evacuation and site instructions

If an evacuation is required, follow staff directions immediately and move to the designated safe area. Do not return to the pits or course area until the organiser gives permission.

Chapter 8 — Results Processing and Publishing

Results are processed using RotorHazard. The goal is to publish results quickly, but never at the cost of correctness. If something needs checking, results may be posted as provisional until the Race Director confirms them.

After each heat, the Timer checks that the correct heat and pilot assignments were used and that the recorded laps/times look plausible. If there is an obvious timing issue (for example a missing transponder read, duplicated pilot assignment, or an impossible lap sequence), the heat is flagged for review before it is confirmed.

Once the Timer reports “heat valid”, the Race Director confirms the result. If an incident occurred (safety stop, interference report, marshal involvement, or a suspected rule breach), the Race Director may hold the heat “pending review” before confirming. Confirmed results are then published on the event scoreboard and on the chosen online platform (for example FPVScore) if used for the event.

At the end of the event, the organiser publishes the final ranking on the BML/LBA website after all pending reviews and protests are closed. A backup of the RotorHazard data is saved so results can be verified later if needed.

Chapter 9 – Belgium Championship

For each event, a Belgian Championship (BC) ranking is calculated from the official final results produced by the timing system, applying the relevant FAI F9U rules for classification. Only BC-eligible pilots receive BC points. **A pilot is BC-eligible if they hold a valid VML or AAM membership at the time of the event and hold the Belgian nationality or hold a valid Belgian FAI license.** Pilots of other nationalities are welcome to participate, but they are excluded from the Belgian Championship ranking and do not receive BC points.

For the BC points of a race, only BC-eligible pilots are included. Other pilots may participate in the event, but they are excluded from the BC points calculation.

The ranking and scoring will be done as following:

Let N be the number of BC-eligible pilots participating in that race, and rank the pilot's position **within the BC-eligible list** (1 = best, 2 = second, etc.). The base race score is normalized on a 0–100 scale:

$$S = 100 \times ((N - \text{rank} + 1) / N)$$

If a pilot is DNS or DSQ for that race, then S = 0.

To ensure races with a small Belgian field can still count but have a smaller impact, a participation factor is applied:

$$F = \min(1, N/10)$$

This forumal sets the race weight to **N/10** for small fields and caps it at **1** once there are **10 or more** BC-eligible pilots, so small races count but count less.

The final BC score for the race is:

$$\text{BC-Score} = S \times F$$

The final Belgian Championship ranking for 2026 is the **sum of each pilot's best six (6) race scores**:

BC-Total(2026) = sum of the best 6 BC-Scores obtained by the pilot in 2026.

If two or more pilots have the same BC-Total at the end of the season, the tie is broken by the better position in the final race of the season.

The number of races that count is set each season based on the total calendar and should be more than half of the total number of official BC races held that year. For 2026, this number is fixed at 6.

Example

Race A has 3 BC-eligible pilots (N = 3). The participation factor is F = min(1, 3/10) = 0.3.

- *The best Belgian pilot (rank 1) gets S = 100 × ((3 − 1 + 1)/3) = 100, so BC-Score = 100 × 0.3 = 30.0.*
- *The second Belgian pilot (rank 2) gets S = 100 × ((3 − 2 + 1)/3) = 66.7, so BC-Score = 66.7 × 0.3 = 20.0.*
- *The third Belgian pilot (rank 3) gets S = 100 × ((3 − 3 + 1)/3) = 33.3, so BC-Score = 33.3 × 0.3 = 10.0.*

Race B has 15 BC-eligible pilots (N = 15). The participation factor is F = min(1, 15/10) = 1.0.

- *The best Belgian pilot (rank 1) gets S = 100, so BC-Score = 100.0.*
- *The second Belgian pilot (rank 2) gets S = 100 × ((15 − 2 + 1)/15) = 93.3, so BC-Score = 93.3.*

This system allows small races to count, but races with a larger Belgian field carry more weight.

Chapter 10 – FAI Championship selection criteria for 2026 and 2027

This chapter explains how the Belgian F9U section selects pilots for participation in an official FAI championship (**i.e. Category I events**) in 2026, and clarifies the principle that will be used for selection for FAI championships in 2027.

For 2026, the selection is based on the first part of the 2026 Belgian Championship (BC) season. The selection window runs from the first official BC race of 2026 up to and including the last official BC race held **before July** 2026 (results until the end of June 2026). This “first part of the BC” is used because there were no official Belgian F9U championship results in 2025.

Selection 2026

Eligibility

A pilot can only be selected if they meet all of the following conditions at the time of selection:

- They hold a Belgian VML/AAM membership.
- They hold a Belgian FAI licence.
- They are ranked through the official 2026 Belgian Championship ranking system within the selection window.
- They have participated in at least **three (3) official F9U BC races** within the selection window.

For the 2026 selection, participation in an official international F9U FAI race (categroy II race) is not required.

Selection ranking method (within the selection window)

Within the selection window, the selection ranking is calculated as the sum of the pilot’s best three (3) BC scores achieved in that window. Only scores from official BC races held within the window are counted.

Who gets selected

From the selection ranking at the end of June 2026, the selected pilots are:

- The top three (3) pilots in the ranking, plus

- The highest-ranked junior (U18) and the highest-ranked female from the same ranking, if they are not already included in the top three.

If a selected pilot declines the selection or is found ineligible, the place is offered to the next highest-ranked eligible pilot in the same selection ranking.

Selection 2027

For selection of Belgian pilots for FAI championships in 2027, we use the same selection logic as in 2026, but it is applied to the final standings of the full 2026 Belgian Championship season (the complete BC calendar), and with one additional requirement: the pilot must have participated in at least one official FAI Category II race.

Selection criteria for 2027 (applied to the final 2026 BC ranking):

- The pilot must hold a Belgian VML/AAM membership.
- The pilot must hold a Belgian FAI licence.
- The pilot must appear in the official final ranking of the full 2026 Belgian Championship season.
- The pilot must have participated in at least one official F9U FAI Category II race.

The selected pilots are the top three pilots from the final BC ranking, plus the highest-ranked junior (U18) and the highest-ranked female from that same ranking, if they are not already included in the top three. If a selected pilot declines the selection or is found ineligible, the place is offered to the next highest-ranked eligible pilot in the same final BC ranking (roll-down).

Summary – Pilot checklist

Before you leave home

- Bring a race-ready model and basic spares (props, straps, antennas) and ensure your build is mechanically sound (no loose battery mount, no cracked arms, no exposed wiring).
- Confirm failsafe is configured to stop motors and that you know how to trigger it quickly.
- Confirm pit mode is configured and you can activate it without thinking.
- Charge batteries safely and transport them protected; do not bring visibly damaged packs.

Arrival and registration

- Check in first. Do not power your video transmitter before registration unless the organiser explicitly allows it.
- Receive/confirm your assigned video channel and follow the event channel plan at all times.
- Confirm your class entry (F9U and any spec/side class) and transponder assignment if used.
- Be prepared to demonstrate failsafe and pit mode quickly if asked.
- Ensure your required markings are present and readable (legal operator ID where applicable, and any event-required ID).

Pit and pilot-area discipline

- Work on your quad with props removed whenever practical.
- Keep your pit space tidy and walkways clear; no loose tools or bags in the pilot area.
- Only power up/arm in the allowed areas and always point the drone away from people.

Heat procedure (what you do every time)

- When called, bring your drone to the start/take-off zone, place it in position, then step back and move to the pilot area.
- Never arm while anyone is still in the start/take-off zone. If you need to test arming, wait until everyone is at a safe distance and, where possible, behind the safety net or barrier.
- In the pilot area: goggles on, correct channel confirmed, and wait for the Race Director to ask “Pilots ready?”. Only answer ready if you are truly ready.
- The Timer starts the heat and the RotorHazard countdown runs automatically. When it reaches zero, the heat is live.

During the heat

- Fly your line and avoid creating danger. Hold your course where possible and avoid unpredictable moves.
- If you crash: only continue if you can safely take off again without anyone entering the track. If you are out, stay put, keep pit mode on, and do not distract active pilots.
- If “STOP RACE” is called: reduce throttle and land/disarm immediately as safely as possible.

Finish and after the heat

- On the finish call, you may complete your current lap, then land and disarm on the ground.
- Do not enter the course for retrieval until the Race Director says “Track is cold”.
- Check results when posted. If you believe there is a timing issue or a serious incident that affected the heat, raise it immediately with the Race Director before the event moves on.

Emergency and safety escalation

- Report any unsafe situation immediately (person on track, damaged gate in flight path, serious interference, or a damaged battery).
- If there is smoke or a LiPo fire, warn others clearly and follow organiser instructions; do not pick up a burning pack with bare hands.