



**ARCABOARD
WORLD
CHAMPIONSHIP**

ABWC SEASON I GUIDELINES

September 1, 2026

Issue 7

Track changes

Issue	Date	Changes
1	September 26, 2025	Initial release.
2	September 27, 2025	Text corrections throught the document.
3	January 6, 2026	1. Vehicle's yaw control changed from thrusters to fly-by-wire actuated vanes; 2. The vehicle's configuration has changed, by increasing the number of motors for the main propulsion from 6 to 12.
4	June 12, 2026	1. The maximum racing height was lowered from 3m to 2m; 2. Grid arrangement: the rows on the grid will be separated by 12 meters; 3. Battery packs configuration increased from 2 to 4; 4. The number of battery packs allowed during a season for a team is forty (40); 5. Cost cap added; 6. XXXXX added as the Championship XXXXX body.
5	July 28, 2026	Guidelines updated to meet the ABWC Season I conditions.
6	August 25, 2026	1. Circuits geometry and competitions schedule were added. 2. Race weight limitations were amended. 3. Racing incidents were defined. 4. Racing penalties were amended.
7	September 1, 2027	Revision before public release

Abbreviations

ABWC - ArcaBoard World Championship

ASTC - ArcaBoard Sporting & Technical Commission

FP - Free Practice

QS - Qualification Session

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I. Introduction

I.1 Guidelines purpose

The purpose of the ArcaBoard World Championship (ABWC) Season I Guidelines is to help participating teams, pilots, sponsors, the media, and the public understand the Championship system and better prepare and organize for the upcoming event.

The Guidelines are divided into three chapters: sporting, technical, and financial.

a) The Sporting Guidelines cover race procedures and general rules of the sport.

b) The Technical Guidelines cover ArcaBoard 2 vehicle specifications, including the bodywork and propulsion.

c) The Financial Guidelines address the cost cap, permitted expenses, and the financial obligations and rights of the teams.

The goal of the Championship is to create progress in the mobility technology, grow the ground-effect vehicle industry and lead to technological advancements that will create higher-performance ground-effect vehicles for the general market.

I.2 Overview

ArcaSpace organizes and manages the ArcaBoard World Championship (the 'Championship'), which is the exclusive property of the ArcaSpace.

These ArcaBoard World Championship Guidelines, which will be followed by the final ArcaBoard World Championship Rules are established by the The ArcaBoard Sporting & Technical Commission (ASTC).

The Championship showcases the pinnacle of ground-effect, high-speed racing vehicles and represents the ultimate test of skill, speed, and engineering.

The ArcaBoard racing vehicles are single-seat, open-cockpit vehicles with ducted propellers and electric motors powered by battery packs. Built from composite materials, they rely exclusively on the thrust generated by the propellers to float above the ground using the ground effect. They do not use dedicated wings or other aerodynamic devices to create lift while in motion.

At the end of the racing season, two championships are awarded: the Pilots' World Championship, awarded to the best pilot, and the Teams' World Championship, awarded to the most successful team.

I.3 Full Hardware Support Package

For the duration of the inaugural season (Season 1), all official ArcaBoard 2 racing vehicles and the complete initial allocation quota of spare parts, including primary propulsion motors, propellers, and main battery pack sets, shall be provided to registered participating teams free of charge.

The total direct value of this hardware support package provided by the Championship Organizers is established at €99.500 per team.

I.4 Season modular track configurations

The championship consists of a series of competitions (“the Competition”) included in the ArcaBoard World Championship calendar.

To optimize event logistics, ensure maximum safety standards, and maintain operational sustainability for all participating teams, all rounds of the Inaugural Season will take place at the Cosmobaza Flight Test and Development Centre.

Utilizing a proprietary Modular Circuit System, the track geometry and racing surface conditions will be reconfigured for each Competition event to present unique technical challenges for pilots and engineering teams.

I.5 Final Regulations

Six (6) months before the start of the Championship, ArcaSpace will publish the final Regulations, which will supersede the published Guidelines.

The regulations will be based on the existing Guidelines.

For safety reasons, ArcaSpace may amend the Regulations at any time during the season without notice.

I.6 Measurement units

The ArcaBoard World Championship uses the metric system exclusively. All competitors are required to adhere to this, and all team communications must use units issued in the metric system.

II. Sporting Guidelines

II.1 Overview

The Sporting Rules define the sport's procedures and structure, covering everything from race format and weekend schedules to points allocation, pilot conduct, safety procedures, and team responsibilities. These Guidelines ensure that all events are conducted and managed in a competitive, fair, and professional manner.

II.2 Officials

II.2.1 List of officials

The following list of officials will be delegated for each Competition:

- a) Technical delegate
- b) Sporting delegate
- c) Safety delegate
- d) Medical delegate
- e) Media delegate
- f) Three (3) stewards
- g) A race director
- h) A secretary
- i) A safety vehicle pilot
- j) A medical vehicle pilot

II.2.2 Technical Delegate authority

The Technical Delegate nominated by the The ArcaBoard Sporting & Technical Commission is responsible for scrutinising. In this respect he may carry out, or have carried out by scrutineers, at his discretion, any checks to verify the compliance of the vehicles entered in the Competition, at any time until the end of the Competition, without prior request from the stewards or secretary of the course.

II.3 Participating Teams

II.3.1 Overview

In order to participate in the Championship, a team must submit to the The ArcaBoard Sporting & Technical Commission an application no later than November 1st of the year prior to the year to which the Championship relates.

II.3.2 Applications

The applications must include:

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them;
- b) The name of the team;
- e) The names of the pilots;
- f) The identity of the team members;
- g) Insurances;
- h) Proof that the team secured the financial resources to compete in the Championship;
- h) An undertaking by the applicant to participate in every Competition with the vehicles, pilots and team members entered.

II.3.3 Teams name

Teams have complete freedom in choosing their own name and logo, subject to prior approval by the ABWC Commission / ArcaSpace. Names may not contain political connotations, profanity, unauthorised third-party trademarks, or designations that conflict with the high-tech image of the championship.

II.3.4 Number of teams

A maximum of 12 teams will be allowed to participate in the first Championship season.

II.3.5 Number of vehicles

Each team must field one ArcaBoard for each race. Therefore, a maximum of 12 ArcaBoards could race simultaneously on the track during the first ABWC season.

II.3.6 Reserve vehicle

ArcaSpace maintains two official reserve vehicles. In the event of a technical breakdown that is not attributable to pilot error or mechanic fault, the affected team will be granted immediate access to a reserve vehicle to continue the competition.

II.3.7 Reserve team

ArcaSpace maintains two official reserve teams and their vehicles. In the event of a team not being able to start the race, the reserve team will participate in the race. The pilot of the reserve team will score points, but the points will not be accounted for the championship title.

II.3.8 Number of pilots

Each team is required to field one (1) pilot that will take part in each Competition and one (1) reserve pilot.

During a Championship each team will be permitted to use a maximum of four (4) pilots in races.

II.3.9 Pilots licensing

All pilots must obtain an official Racing License to compete in the ArcaBoard World Championship. For the inaugural season, the Organiser will provide a complimentary licensing process for registered pilots who demonstrate superior piloting skills during evaluation tests. The licensed pilots will form an official Pilot Pool from which the teams must select their primary and reserve pilots for the season.

II.3.10 Exclusion

If in the opinion of the organiser, a Competitor fails to operate his team in a manner compatible with the standards of the Championship or in any way brings the Championship into disrepute, the organiser may exclude such Competitor from the Championship forthwith.

II.3.11 Reserve Racing Team

ArcaSpace will designate a Reserve Racing Team from the two reserve teams if a participating team fails to fulfil its obligations during the championship. The Reserve Racing Team will step in to take its spot on the grid. The points earned by the Reserve Racing Team and its pilots will be officially awarded and published in all race standings; however, the Reserve Racing Team and its pilots will not be eligible for championship trophy positions or end-of-season podium standings. However, the Reserve Racing Team and its pilots remain eligible for individual race podium ceremonies and race trophies.

II.4 Vehicles color, livery and competition number

II.4.1 Overview

Each team will chose the vehicle livery upon its own discretion and sponsorship agreements.

II.4.2 Distinguishing the vehicles

The 12 vehicles will be painted by ArcaSpace in 12 different colours and the teams will have the option to pick during the registration process the preferred colour based on the first come first served rule (Annex 1). The team must always compete with the color selected during the registration phase. No alteration of this color on the vehicle structure is permitted.

II.4.3 Team logo

The name or the logo of the team must appear on the nose of the vehicle.

II.4.4 Pilot name

The name of the pilot must appear on the external bodywork and be clearly legible.

II.4.5 Vehicle number

Each vehicle will display the competition number of its pilot as published by ArcaBoard Technical Commission at the beginning of the Championship. This number must be clearly visible from the front, sides, up and bottom of the vehicle, as well as on the pilot's crash helmet.

II.4.6 Number "1"

The pilot who won the Championship in the previous year has the right to display the number "1" during the next season.

II.4.7 Branding

Each team is encouraged to brand its vehicle according to its aesthetic preferences and sponsorship commitments. However, the overall base color of the vehicle, as provided by ArcaSpace, cannot be changed.

II.5 Championship structure

II.5.1 Number of races

Season 1 of the ArcaBoard World Championship features **12 distinct races**, each held on a unique circuit layout, all hosted at the **Cosmobaza** facility.

Visually and technically, the progression of circuit configurations throughout the inaugural season is engineered to balance spectacle with maximum pilot safety. The season initiates on highly technical tracks designed to test control precision, before gradually transitioning toward high-speed layouts where aerodynamics play a decisive role across long straights and fast turns.

II.5.2 Competition calendar

Spring / summer leg

[01] **GENESIS** — 10 - 11 April

[02] **CALIBRATION** — 24 - 25 April

[03] **MATRIX** — 15 - 16 May

[04] **IMPULSE** — 29 - 30 May

[05] **APEX** — 12 - 13 June

[06] **OVERRIDE** — 26 - 27 June

Summer break (28 June - 6 August)

Late summer / autumn leg

- [07] **FLUX** — 7 - 8 August
- [08] **VECTOR** — 21 - 22 August
- [09] **NEXUS** — 4 - 5 Septembre
- [10] **QUANTUM** — 18 - 19 Septembre
- [11] **WARP** — 2 - 3 Octobre
- [12] **APOGEE** — 16 - 17 Octobre

ArcaSpace will communicate the final racing calendar for the next Championship with 6 months in advance.

The first season circuits are presented in Annex 2.

II.5.3 Competition schedule

Each competition takes place over two days, starting on Friday and concluding on Saturday night, according to the following official schedule:

Friday: Practice, Qualification & Media Day

- Competition Technical Meeting I
- Pilots Press Conference
- Team Principals Press Conference
- Free Practice Session (FPS)
- Qualification Session (QS)
- Post-Qualification Pilots Press Conference

Saturday: Race Day & Night Festival

- Competition Technical Meeting II
- Pilots Parade
- Official Race
- Podium Ceremony
- Post-Race Pilots Press Conference
- Night Festival

The detailed session schedule will be adapted according to the specific date of each event. However, both the Qualification Session on Friday and the Main Race on Saturday are designed as iconic night-time events, concluding under artificial floodlights.

II.6 Points System

Pilots score points for the top 6 finishers in a race, as follow:

1st place	12 points
2nd place	8 points
3rd place	6 points
4th place	4 points
5th place	2 points
6th place	1 point

An additional point is awarded to the pilot who achieves the fastest lap time, provided they finish in the top 6.

II.7 Racing Rules

II.7.1 Track limits

The vehicles will race at a height of minimum 0.5m above the ground and maximum 2m above the ground, within lateral track limits, with the vehicles not allowed to completely go over the lateral track limit line.

II.7.2 Race Duration

A race will last until the vehicle in front crosses the finish line at the end of the last lap. However, no race can last more than two hours.

II.7.3 Race distance

Depending on the track layout, in the first season, the total distance of every race must exceed 30 km, but shall not exceed 40 km.

II.7.4 Number of laps

Depending on the track configuration, the total number of laps for each event will be calculated and established to ensure that the winning vehicle completes a minimum distance of 30 km, but no more than 40 km.

II.7.5 Rain and snow

The races will continue in rainy or snowy conditions. However, due to extremely bad weather, a race may be stopped or canceled for safety reasons at the judgment of the Race Director.

II.7.6 Overtaking

Overtaking is not permitted from beneath or above the overtaken vehicle, but only from the side. The air stream generated by the vehicles could seriously impact the vehicle below.

II.8 Pit Lane

The pit lane homes all competing teams and serves as the only point where anyone other than the pilot may touch the vehicle once the race begins.

In this location the teams will change the vehicle's battery packs, perform any repairs, or make rudimentary setup changes to the vehicle to help with performance.

II.9 Pit stops

II.9.1 Overview

A pit stop involves landing the vehicle in the team's pit box and stopping the motors. A pit stop can take as long as is necessary.

II.9.2 Mandatory pit-stops

There are four (4) mandatory pit stops during a race.

During each mandatory pit stop, each vehicle must change its main battery packs as well as the battery pack for the booster propulsion.

II.9.3 Optional pit-stops

A pilot may perform as many optional pit stops as they wish during a race.

During the optional pit stops, the teams could change the main battery packs, as well as the battery pack for the booster propulsion.

Any vehicle part damaged during the race could be changed during the optional or mandatory pit stop.

II.9.4 Pit lane exit

A pilot must not exit the pit area in a manner that impedes a competitor.

II.9.5 Pit Lane Speed Limit

A 20 km/h pit lane speed limit is in effect.

II.10 Pre-season testing

The ArcaBoard Sporting & Technical Commission will organise a pre-season testing session in order to allow the pilots and the teams to familiarise with the ArcaBoards before the Championship start.

The testing session will take place in a single location for a duration of five days.

II.11 Competition media events

II.11.1 Teams availability

Up to six pilots and four team directors will be selected to participate in media events totalling no more than two hours, before the free practice.

II.11.2 ArcaBoard vehicles availability

The teams must make their vehicles available, with no covers or hiding any of their bodywork, to the media for photo and video opportunities. The team representatives must be ready to offer details about their vehicles to the media. Each team must be ready to do so for a period of time totalling no more than one (1) hour.

II.12 Competition meetings

II.12.1 Mandatory meetings

During each Competition, Meetings, chaired by the Race Director, will take place:

- three (3) hours before the start of Free Practice;
- three (3) hours before the Race.

II.12.2 Attendance

The meetings must be attended by all team managers and all pilots.

II.12.3 Additional meetings

Should the Race Director consider another meeting necessary it will take place three hours before the start of the race. Competitors will be informed no later than five (5) hours before the start of the race. All pilots and team managers must attend.

II.13 Free Practice Session

II.13.1 Overview

The Free Practice session allow pilots and teams to get familiar with the track, test and fine-tune the ArcaBoard's setups, in a non-competitive environment before qualifying and the main race.

II.13.2 Number of free practice sessions

There is one two-hour session on Friday.

Pilots use these sessions to gather data, practice starts, and test new parts or configurations to optimise their vehicle for peak performance for the qualification session.

The free practice laps are timed.

II.14 Qualifying Session

II.14.1 Overview

A qualifying session is held before each race to determine the order vehicles will be lined up in at the start of the race, with the fastest qualifier starting at the front and the slowest at the back.

II.14.2 Qualification format

There is one-hour session on Saturday afternoon.

The pilot with the fastest time starts the next day's race on pole. The next fastest pilot starts second, and so on.

All vehicles start in the pits and can head out on track at any point in the session. They make their way round to the start/finish line on their out-lap, crossing the line to start their flying lap at maximum speed. Once the lap is complete, they start their in-lap, travelling round most of the circuit to the pit lane entrance.

II.15 Parc Fermé

As soon as the qualifying session starts, parc fermé is enforced with the scope to prevent the teams from modifying their vehicles between qualification session and the race. During parc fermé the teams can no longer make any changes to a vehicle's set-up with the exception of minor adjustments like: changing the battery packs, filling the drink bottle. If a team wants to break parc fermé rules, they will be required to start the race from the pit lane.

II.16 Post Parc Fermé

All vehicles will enter parc fermé condition and only two members per team will be permitted access near the vehicles to check the battery safety.

Each pilot will remain fully attired as during the race (including helmet, gloves, etc) until they will be weighed.

II.17 The grid for the race

II.17.1 Grid formation

The starting grid for the Race will be determined in accordance with the final results of the Qualifying Session.

II.17.2 Reserve team entry

If a qualified team is unable to start the Race, the Reserve Team will step in to complete the 12-vehicle grid. However, the original grid position of any withdrawn or non-starting vehicle shall remain vacant, and the Reserve Team's vehicle will start from the back of the Grid.

II.17.3 Grid arrangement

The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 12 meters.

II.17.4 Vehicles on the grid

The ArcaBoard vehicles will be positioned by the teams on the grid with 40 minutes before the lights-out. The vehicles will stand stationary on the grid until the lights-out, with the technical teams allowed to work on the vehicles until 30 seconds before the lights-out.

Pilots must be in their vehicles with their safety harness with 5 minutes before the lights out.

The technical teams and their support equipment will be allowed on the grid until 30 seconds before the lights-out.

II.18 Race start

The race is started by ten red lights in two rows of five. The red lights in each column operate as a pair i.e. both go on and off together. The lights illuminate one pair at a time, left to right, in one-second intervals, and then go out simultaneously after a random interval (i.e. 4–7 seconds). When the lights go out, the race officially begins.

II.19 Race finish

A checkered flag will be the end of the race signal and will be shown at the Line as soon as the leading ArcaBoard has covered the full race distance.

II.20 Race classification

The race is won by the pilot who completes the race distance and first crosses the finish line. The race classification ranks pilots by their finishing order, with points awarded for the top finishers. Pilots must complete 90% of the race distance to be classified.

II.21 Podium ceremony

II.21.1 Overview

The pilots classified 1st, 2nd and 3rd and a representative of the winning team must attend the prize awarding ceremony on the podium. The pilots must attend the ceremony in their racing suits, done up to the neck, not opened. The winning team representative must attend dressed in the official team attire.

II.21.2 Flags and anthems

The national flags of pilots classified 1st, 2nd and 3rd and of the winning team will be raised during the podium ceremony.

The national anthem of the winning pilot and winning team will be played.

II.21.3 Trophies

Four (4) trophies will be presented during the podium ceremony:

- a) Winning pilot.
- b) A representative of the winning team.
- c) Second pilot.
- d) Third pilot.

II.22 Post-race press conference

All pilots must make themselves available to the press after the race for a duration of one hour, with the pilots classified 1st, 2nd and 3rd attending the press conference. The pilots must interact with the media in their racing suits, done up to the neck, not opened.

II.23 Piloting

No electronic, mechanical, human or any kind of assistance is allowed to aid the pilot.

The pilot must keep the vehicle above the track at all times. The vehicle is considered to have left the track if no part of the vehicle's vertical projection on the track remains above it.

If a vehicle leaves the track path it may rejoin in a safe manner for the rest of the vehicles and it should not gain an advantage compared to its last position registered before leaving the track.

If the vehicle that rejoined gained an advantage, the pilot may be given the opportunity to give the position back.

The pilot should not slow down without justification, perform erratic manoeuvres that could endanger the other pilots.

II.24 Boost propulsion

II.24.1 Overview

The pilot has the option to activate the boost propulsion during the free practice, the qualifying session and the race.

The boost propulsion's will allow the pilots to lap faster during the qualification sessions and to encourage overtaking during a race.

II.24.2 How does it work

The boost propulsion creates additional forward thrust by engaging an Electric Ducted Fan (EDF) placed in a nacelle from vehicle's underbelly.

II.24.3 Boost propulsion activation zones

The boost propulsion could be activated only in the designated areas from a circuit and only if the vehicle behind is less than 1 second behind the vehicle from the front. During the Free Practice the boost propulsion is available to the pilots at any time, as long as they are located in the boost propulsion designated zones.

II.25 Battery packs

II.25.1 Battery packs types

Each ArcaBoard vehicle could accommodate three types of battery packs.

- a) Heavy main propulsion battery pack;
- b) Light main propulsion battery pack;
- c) Boost propulsion battery pack.

II.25.2 Battery packs variations

There are two variations of main propulsion battery packs: Light and Heavy.

The Light spec battery pack deliver energy to the electric motors for the shortest duration, but are also the lightest in terms of weight, which allow the vehicle to exhibit the fastest acceleration and speed.

The Heavy spec battery pack deliver energy to the electric motors for a longer duration, and are heavier in terms of weight, which lead to a slower acceleration and speed of the vehicle, but also to run longer.

The teams are free to chose the battery pack spec during the race, accordingly to their race strategy.

II.26 Components allocation

II.26.1 Battery packs allocation

For the duration of a Championship, each pilot receives 3 sets of main propulsion battery packs of each variation (6 sets in total - 24 packs in total).

The battery packs must be used strategically during a season, as there's known that the battery packs degrade during their usage.

II.26.2 Motors allocation

There's a limited number of motors allocated to each pilot during Competitions.

Each pilot will be allocated a number of motors for each Competition, as follows:

- a) 24 motors for main propulsion;
- b) 2 motors for boost propulsion;

Any motor not used during the Competition will be kept by the teams and may be allocated to the next Competition. There's the teams best interest to use an as low number of motors as possible in order to save costs.

II.26.3 Propellers allocation

There's a limited number of propellers allocated to each pilot during Competitions. Each pilot will be allocated a number of propellers for each Competition, as follows:

- a) 24 propellers for main propulsion;
- b) 2 propeller for boost propulsion;

Any propeller not used during the Competition will be kept by the teams and may be allocated to the next Competition. There's the teams best interest to use an as low number of propellers as possible in order to save costs.

II.27 Battery packs strategy

Normally, for the best performance, the pilots will use the Light spec battery packs during the qualifying session, although there's no restriction in regard of the selected battery type for the qualifying session.

II.28 Recharging the batteries

Each team will be allowed to bring a limited number of battery packs during each event, as follows:

Battery packs	No. of battery packs / event / pilot
Main propulsion battery pack	24
Boost forward thrust battery pack	3

There's the teams responsibility to recharge the batteries and provide the pilots with the recharged packs during the event.

II.29 Battery packs change during pit stops

There are four mandatory pit stops for the battery packs change. Each battery pack provides energy for a roughly 15min stint, depending on the pilot's piloting technique. Outside the four mandatory pit stops, each team could design its strategy to employ as many pit stops as they deem necessary. The teams are responsible in recharging the battery packs between pit stops and change the packs during pit stops. Changing the battery packs involves the extraction of the battery packs from the vehicle, inserting a new one and making sure the proper electrical connection between the battery pack and the vehicle is established.

II.30 Weighing

After the free practice session, the qualifying session, and the race, the vehicles may be selected for weighed to check if the vehicle and pilot mass was accordingly to the regulations.

II.31 Pit to vehicle radio messages

There is no restriction on what information can be given to the pilot by his team.

II.32 Incidents and penalties during the Competition

II.32.1 Overview

The Race Director may report any on-track incident or suspected breach of the Sporting Regulations to the stewards. After review it shall be at the discretion of the stewards to decide whether or not to proceed with an investigation. The stewards may also investigate an Incident noted by themselves.

II.32.2 Racing incidents

The racing incidents for which penalties are issues consist, of:

- a) Causing a collision;
- b) Forcing a pilot off track;
- c) Leaving the track and gaining positions/time;
- d) Breaching the track limits, horizontal or vertical;
- e) Overtaking outside the track;
- f) Overtaking above or below the vehicle ahead;
- g) Unsafe pit release;
- h) Moving under aerodynamic braking;
- i) Aerodynamically braking unpredictable under the Safety ArcaBoard;
- j) Overtaking under Safety ArcaBoard;

II.32.3 Type of penalties

- a) A Warning is the lowest level of penalty, typically for a first offence such as exceeding track limits.
- b) A Reprimand is a formal warning that sits above the Warning. Pilots can collect up to four reprimands in a Championship. If a fifth is issued, it triggers a 10-place grid penalty at the next race.
- c) A time penalty is the most common type of penalty, and can last either five (5) or ten (10) seconds. To serve the penalty, the pilot must enter the pit lane, stop in his pit stop position for at least five seconds and then re-join the race. The relevant pilot may however elect not to stop, provided he carries out no further pit stop before the end of the race. In such cases five (5) seconds will be added to the elapsed race time of the pilot concerned.

- b) A fly-by penalty requires the pilot to enter the pit lane, go through it while obeying its speed limit, and exit without stopping. As a fly-by penalty does not require the pilot to stop, it is less costly than a stop-go penalty.
- c) Grid penalties could be given for the ongoing Competition or for the next Competition. It means that a pilot who gets a 5-place grid penalty will start the race from a 5 positions lower than the position from which he qualified.
- d) Post-race penalties leading to disqualifications could be caused by infringements found during post-race scrutinising on vehicles, for instance.
- e) The black flag penalty is imposed for ignoring penalties or for technical irregularities of any sort. It signifies that the pilot has been disqualified from the race and their results for that race will not count toward the championship. If the black flag is not considered sufficient for the offence that the pilot has committed, the pilot may be banned for a number of races after the event.
- f) Disqualification is handled to a pilot in cases of which the vehicle is found of breaching the technical specifications in terms of weight or geometry.
- g) A suspension is handled in case of serious breach of regulation.
- h) Points on the Racing License could be given for incidents like: collision, unsafe rejoin, pit exit breach, ignoring flags, high-risk piloting, race ban.

II.32.4 Serving the time penalty procedure

Whilst a vehicle is stationary in the pit lane as a result of incurring a penalty, it may not be worked on until the vehicle has been stationary for the duration of the penalty. Any touch on the vehicle will be considered working.

If the technical team fails to comply with this procedure and the relevant pilot didn't serve the time penalty correctly, a new time penalty will be applied to the relevant pilot and the time penalty procedure with the same duration must be repeated.

II.32.5 Cumulative penalties

Each penalty could come with penalty points that will be added to the pilot's tally. Should a pilot accumulate twelve (12) penalty points during a Championship, he will be banned from participating in the following race and the team must replace him with another pilot.

II.32.6 Grid penalties

Each team is strictly allocated a maximum seasonal quota of propulsion and power hardware per ArcaBoard unit (e.g., Electric Motors, Propellers, Battery Packs). Replacing or fitting any component beyond the authorised seasonal allocation, constitutes a breach and leads to a grid penalty.

II.32.7 Protests, appeals and right of review

The teams have the right to apply for protests, to appeal and have the right of review for any decision taken by the officials during the Championship.

II.33 Flag rules

II.33.1 Overview

The purpose of the flags used during a Competition is to give various messages to the pilots. Marshals are positioned alongside the course and display the flags as instructed by the race officials.

II.33.2 Yellow Flag

The yellow flag indicates "CAUTION".

- a) A single yellow indicates danger ahead, such as debris from a crash. Pilots must slow down as they pass; overtaking is forbidden, unless it is unavoidable such as a pilot retiring in the section, or a pilot is lapped.
- b) 2 waved yellows at the same post indicates great danger ahead. Pilots must slow down and be prepared to stop; no overtaking is permitted unless a pilot is lapped.
- c) Yellow flags and the SAB board (a large white board with "SAB" in large black lettering) indicate that the Safety ArcaBoard has been deployed. Pilots must slow down, not overtake and be prepared to leave the normal racing line or even stop as a threat obstructs all or part of the track.

II.33.3 Green Flag

A green flag indicates "TRACK CLEAR". It means that any previous danger has been attended to. The track is now clear, and pilots may proceed at racing speed and may again overtake.

II.33.4 Red Flag

A red flag indicates "SESSION STOPPED". It means that the race, practice session, or qualifying session has been suspended. Pilots may not leave the pits. All pilots on the track must proceed cautiously to the pit lane and stop. There they will be reordered in their correct racing order. Sessions may be resumed or abandoned as the race director indicates. If the Safety ArcaBoard is deployed, the racing vehicles should follow it and allow for the safety vehicle to divert the field into the pit lane and wait there.

II.33.5 Blue Flag

A red flag indicates "FASTER PILOT APPROACHING".

- a) At any time, a stationary light blue flag may be shown to a pilot at the pit lane exit to warn them that vehicles are approaching on the track.
- b) During practice and qualifying, a light blue flag waved on the track notifies a pilot that a faster vehicle is approaching and that they must move aside.
- c) During a race, a light blue flag waved on the track warns the pilot that they are about to be lapped by a faster vehicle and must not intentionally impede their progress, such as blocking a passing manoeuvre.

II.33.6 White Flag

A white flag indicates “SLOW VEHICLE AHEAD”. It means that a slow-moving vehicle such as a retiring vehicle, an ambulance or tow truck ahead on the track, and instructs pilots to slow down.

II.33.7 Black Flag

A black flag indicates “PILOT DISQUALIFIED”. It means that the relevant pilot must return to the pit within the next lap and report immediately to the Secretary of the Course, because they have been disqualified from the race. The flag is accompanied by a board with the vehicle number of the pilot on it so no mistake is made.

II.33.8 Black and White Flag

A black and white flag indicates “UNSPORTSMANLIKE BEHAVIOUR”. It means that the relevant pilot performed actions which have been deemed unsporting, such as cutting a course corner, being highly aggressive over other pilot, piloting erratically, or moving during slowing down before a corner with the intent of impeding other pilot to overtake him. The relevant pilot must change his behaviour or risk disqualification.

II.33.9 Black Flag with Orange Disc

The black flag with an orange disc indicates “MECHANICAL PROBLEMS”. It means that a pilot has a mechanical problem with his vehicle which could harm him or other pilots and must pit for repairs immediately.

II.33.10 Checkered Flag

The checkered flag indicates “SESSION HAS ENDED”. It means that a practice, qualification or race has ended. During the race it is shown first to the winner and then to the rest of the field as they finish.

II.34 Safety ArcaBoard

The Safety ArcaBoard vehicle is an ArcaBoard specially prepared for the Championship featuring enhanced autonomy.

During a Safety ArcaBoard period all vehicles will slow down and form a single file behind the Safety ArcaBoard. No overtaking is permitted. Lapped ArcaBoards may unlap themselves to rejoin the back of the field.

During the Safety ArcaBoard, the pilots can enter the pit lane at any time. Once the track condition is good for racing, the Safety ArcaBoard will enter the pit lane and the racing will resume.

The race leader controls the pace and can choose the right moment to accelerate and resume racing, but no pilot can overtake until they cross the designated safety ArcaBoard line.

II.35 Medical vehicle

The Medical vehicle is a double seater road vehicle specially prepared for the Championship featuring high speed capability on all terrains.

The Medical vehicle carries the Chief Medical Officer and medical equipment, to rapidly respond to accidents on the track. It is equipped with advanced life support, communication, and telemetry systems to provide immediate care to pilots and deliver crucial personnel and gear to the scene of an incident.

III. Technical Guidelines

III.1 ArcaBoard racing vehicle

The ArcaBoard racing vehicle is an innovative type of vehicle designed solely for speed races on circuits or closed courses that is floating in ground effect by its own means, at heights between 0.5-2m, capable of manoeuvring in all directions under the direct control of a pilot aboard the vehicle. It floats and moves in ground effect, exclusively under the power of ducted propellers driven by electric motors powered by batteries.

The ArcaBoard vehicles participating in the Championship are spec single-seaters with open cockpits, ducted propellers, and electric motors powered by battery packs. They are built from composite materials and rely exclusively on the thrust generated by the propellers to float above the track, without the use of dedicated wings or other aerodynamic devices to create lift.

For the first three years of the competition, teams will use spec ArcaBoard vehicles provided by ArcaSpace.

Beginning in the fourth year, teams have the option to enter their own-built ArcaBoard vehicle in the competition, provided it aligns with the established rules.

III.2 Compliance with the regulations

The ArcaBoard vehicles must comply with these regulations in their entirety at all times during the Championship.

Should a Team introduce a new equipment or system or feel that any aspect of these regulations is unclear, clarification may be sought from the The ArcaBoard Sporting & Technical Commission. If clarification relates to any new design or system, correspondence must include: a full description, drawings or schematics, an opinion concerning the immediate implications on other parts of the vehicle, an opinion concerning any possible long term consequences or new developments, the way in which these will enhance the performance of the vehicle.

III.3 New systems or technologies

Any new system, procedure or technology not specifically covered by these regulations, but which is deemed permissible by the ASTC, will only be admitted until the end of the Championship during which it is introduced. Following this the ASTC will review the technology concerned and, if they feel it adds no value to the ArcaBoard racing in general, it may be specifically prohibited by the ASTC.

Any team whose technology is prohibited in this way will then be required to publish full technical details of the relevant system or procedure.

III.4 Duty of Competitor

It is the duty of each Competitor to satisfy the stewards that his ArcaBoard vehicle complies with these regulations at all times during a Championship.

The vehicle's components and systems shall demonstrate their compliance with these regulations by means of physical inspection of hardware or materials.

Due to their nature, the compliance of electronic systems may be assessed by means of inspection of hardware, software and data.

CAD models may be requested in order to check compliance with the Regulations.

III.5 Dangerous construction

The stewards may prohibit the participation of a vehicle whose construction or equipment is deemed to be dangerous. Should the relevant information become apparent during a session, such a decision may apply with immediate effect.

III.6 Bodywork

III.6.1 Overview

All parts of the ArcaBoard in contact with the external air stream constitute the bodywork, such as: the central structure, the shrouds that contain the motors and propellers and the propulsion nacelles.

The external air stream is the flow of air around the ArcaBoard which has a primary impact on its aerodynamic performance.

The ArcaBoard bodywork feature a configuration with a central structure and twelve main propulsion ducted fans placed three on the right and three on the left side of the central structure. A nacelle is placed on the vehicle's underbelly to provide the boost thrust.

III.6.2 Overall dimensions

The ArcaBoard vehicle must not exceed the following dimensions:

Dimension	Value (mm)
Length	4,200
Width	2,900
Height	500

III.6.3 Cockpit

The open cockpit is the volume that accommodate the pilot in the prone position.

III.6.4 Materials

The ArcaBoard vehicles bodywork is built from composite materials with metallic parts for assemblies. No more than 10% from the total bodywork weight must be metallic.

III.6.5 Aerodynamic lifting devices

The aerodynamic lifting devices, like wings, are banned as the ArcaBoard must completely rely on its electric motors and ducted propellers to create lift under ground effect.

III.6.6 Attachment of devices to the bodywork

The teams are forbidden to attach any electronic, mechanical or aerodynamic devices to the vehicle, on the inside or outside of the bodywork, with the exception of the elements required by the Regulations.

III.7 Propulsion

III.7.1 Overview

The ArcaBoard vehicles rely exclusively on electric motors for propulsion. The electric motors are the only elements allowing the creation of lift, vertical, forward, pitch, roll and yaw movement.

III.7.2 Main propulsion

The main propulsion is ensured by twelve main ducted fans with the diameter of 500mm. The maximum power of each electric motor for the main ducted fans must not surpass 5kW.

The main propellers must create the necessary lift for the vehicle at 60% of the total motor power of 5kW.

III.7.3 Yaw control

The yaw control is provided by two EDFs vanes mounted on the most outward electric fans.

III.7.4 Boost propulsion

For overtaking the pilot could engage the boost propulsion provided by a single ducted fan with the diameter of 100mm. The maximum power of the electric motor for the boost fan must not surpass 5kW.

The boost propeller must create an additional 10% more forward thrust during the overtake, at 60% of the total motor power of 5kW.

III.7.5 Materials

The ArcaBoard main propeller shrouds and propellers are built from composite materials with metallic parts. No more than 10% from the total shrouds and propellers weight must be metallic. The motor mounts are metallic.

III.8 Batteries

III.8.1 Overview

All electric motors placed on the vehicle will be powered by easily removable battery packs.

III.8.2 Battery Management System (BMS)

The BMS detects internal faults in the battery pack and must trigger power reduction delivered from the battery to the motors, or even shutdown the motors if the BMS considers that the batteries are operating unsafely.

III.8.3 Using the batteries

The teams must note that fully discharging the battery packs during a stint could lead to permanent damage of the battery pack and this could impact the vehicle's capability to return to or complete the following stints.

III.9 Safety equipment and materials

Safety is the top priority, with continuous efforts to improve the ArcaBoard vehicle's safety and pilot protection.

III.9.1 Fire Extinguishers

All ArcaBoards will be fitted with a fire extinguishing system which will discharge into the cockpit.

The fire extinguishing system will discharge 95% of its content at a constant pressure in no less than 10 seconds and no more than 30 seconds.

Each pressure vessel mounted in each ArcaBoard vehicle before the start of the season will be checked by the ASTC to remain within the expiry date. Each pressure vessel will be equipped with a pressure gage.

It falls under the team responsibility to check each time the ArcaBoard is racing whether the extinguisher is in an operable condition.

All parts of the extinguishing system must withstand fire and must have their own source of energy for triggering.

The pilot must be able to trigger the extinguishing system manually when in prone position with his safety belts fastened.

The fire extinguishing system could be triggered remotely from the outside by the team if it will be deemed necessary.

The system will work in any position, even when the ArcaBoard is inverted.

III.9.2 Rear view mirrors

All ArcaBoards must have two mirrors positioned symmetrically about the vehicle's centre plane and mounted so that the pilot has visibility to the rear and both sides of the vehicle.

III.9.3 Rear lights

All vehicles must have two functioning rear position red lights.

III.9.4 Safety Harnesses

Each pilot must wear the provided, certified safety harness.

III.9.5 Halo and roll structure

A halo is placed at the front of the vehicle in order to mainly protect the pilot's head.

The Halo is designed to hold up the impact force at 100km/h with another ArcaBoard vehicle while floating stationary, and the impact with the safety barrier while moving at 100km/h.

A roll structure is placed at the middle of the vehicle in order to ensure the pilot protection in case the vehicle will become inverted.

The roll structure must support the vehicle in a 10g vertical impact with the ground and allow the pilot to exit the vehicle in no more than 7 seconds, in any position the vehicle will end up while inverted.

III.9.6 Helmet position

When placed in the normal flying position, the pilot's crash helmet must lie 50mm below a line drawn between the top of the halo and the top of the roll structure.

III.9.7 Cockpit padding

The cockpit have a 100mm thick composite structure filled with foam to protect the pilot from the underbelly and sides.

Besides this, the cockpit is covered on the inside with minimum 5cm thick padding, aiming at improving the pilot's comfort and safety.

Each team is responsible for accommodating its own pilots in the cockpit, applying additional padding for maximum comfort.

III.9.8 Entry and Exit

The pilot must be able to enter and get out of the cockpit without it being necessary to remove any part of the vehicle.

From his normal prone position, with all safety belts fastened and whilst wearing his usual equipment, the pilot must be able to get out of the cockpit within 7 seconds.

III.10 Telemetry

III.10.1 Vehicle to team telemetry

All ArcaBoard vehicles must be fitted with a vehicle to team telemetry system which has been provided by a designated supplier to a specification determined by the ASTC.

III.10.2 Frequencies

The telemetry systems must operate at frequencies approved by the ASTC.

III.10.3 Team to vehicle telemetry

Team to vehicle telemetry is not allowed.

III.11 Radio communication

III.11.1 Pilot radio

All vehicles must be fitted with a voice radio communication system which has been provided by a designated supplier to a specification determined by the ASTC.

III.11.2 Voice communication only

Any radio communication between the team and the pilot and viceversa must contain voice communication only. Any other data transmission is forbidden.

III.11.3 Accessibility

All voice radio communications must be open and accessible to both the ASTC and media.

III.12 Mandatory video cameras

The teams are required to mount the provided video cameras on their vehicles that must record internally and send TV and audio signals to the teams and race officials.

III.13 Aid of Electronic Control Devices

The use of electronic control devices, such as stabilisation systems connected or not connected to any element of the propulsion system, is prohibited as these ArcaBoard vehicles will be controlled exclusively by changing the vehicle's center of gravity through human input during racing.

III.14 Masses

III.14.1 Minimum vehicle weight ready to race

The weight of the complete vehicle, ready to race (including the pilot) must be at least **180 kg**.

III.14.2 Minimum pilot weight ready to race, requirement

The minimum combined weight of the **Pilot Equipment Assembly** - comprising the pilot, race suit, helmet, boots, harness, armor/protective gear, and the articulated mobile cockpit frame, must be **78.0 kg** at all times during any official session. Although the weight of the race suit, helmet, boots, harness, armor/protective gear,

and the articulated mobile cockpit frame could vary from pilot to pilot, the estimated weight of these items is **10 kg**.

III.14.3 Ballast Requirement

If the measured total weight of the Pilot Equipment Assembly is below **78 kg**, the team is strictly required to install official ballast plates directly onto the designated attachment points of the articulated mobile cockpit frame until the mandatory total mass of **78.0 kg** is achieved. Ballast is provided by the organisers and will be firmly mounted by the team to the pilot's cockpit in the designated location using the provided four M6 bolts.

III.14.4 Exceeding the minimum weight requirement

If the combined mass of the pilot (ready to race), race suit, helmet, boots, harness, armor/protective gear, and the articulated mobile cockpit frame exceeds **78.0 kg**, no performance compensation will be provided. As vehicle specifications are strictly standardized and cannot be modified by the teams, any excess weight must be managed internally through the pilot's physical conditioning and lightened personal racing apparel.

III.14.5 Procedural Scrutineering

Official weight verification shall take place prior to each track session with the pilot fully equipped and seated in/on the articulated mobile cockpit assembly.

III.15 Safety testing

III.15.1 Bodywork testing

The ArcaBord Racer bodywork will be crash and fire tested to withstand the loads, deceleration and fire conditions which may be encountered during a race.

The safety structures of the vehicle must undergo the homologation processes necessary to guarantee that each vehicle satisfies all the relevant requirements.

The crash tests will determine the frontal, side, top and bottom deceleration as well as the loads and the pilot cockpit and safety structures will be dimensioned accordingly to the determined values.

The fire extinguishing tests will be performed to determine the efficiency of the system

III.15.2 Pilot response time testing

ASTC will make sure that the structure and the safety equipment satisfy the conditions required by the pilot to safely exit the vehicle if such a need arise at any time during a competition.

IV. Financial Guidelines

The Financial Regulations emphasize the operational expenses incurred by participating teams, while highlighting the substantial financial and hardware support provided by the Championship.

IV.1 Financial Overview & Team Support

To ensure maximum accessibility, foster technological excellence, and eliminate economic barriers for entering the inaugural season of the ArcaBoard World Championship, the Organizers provide an unprecedented financial support package for every registered team:

- **Zero Entry Fees:** Participating teams are entirely exempt from entry or registration fees for the first season.
- **Free Primary Race Vehicle:** Each team receives one (1) fully equipped, ready-to-race ArcaBoard 2 unit completely free of charge, representing a direct commercial value of **€50.000**.
- **Free Spare Parts Allocation:** Each team receives a complementary season allocation pool of essential propulsion motors, propellers, and battery packs valued at **€49.500**.
- **Total Direct Hardware Support: €99.500 per team** provided free of charge by the Organizers.

IV.2 Cost cap

In the first year of the ArcaBoard World Championship, there's a cost cap of €200.000/ team.

The €200.000 Cost Cap represents the maximum allowable expenditure for a team throughout the entire season. This measure is designed to guarantee a level playing field, prevent cost escalation, and maintain the ArcaBoard World Championship as the most accessible and sustainable advanced technology world championship.

IV.2.1 Expenditure included in the Cost cap

- a) **Pilot Expenses:** All pilot salaries, performance bonuses, and contractual fees.
- b) **Staff Salaries:** Wages for trackside mechanics, engineers, data analysts, and operational staff.
- c) **Race Logistics:** Personnel travel, accommodation and local transport expenses.
- d) **Spare Parts & Consumables:** Purchase of structural chassis elements, electric motors, propellers, battery packs, bodywork replacements, avionics repairs/ replacements resulting from pilot error or team fault, and general team tooling.
- e) **Testing expenses:** All costs associated with private and official testing operations.

IV.2.1 Excluded from the Cost cap

- a) **Marketing & PR:** Commercial activations, sponsor hospitality, trackside VIP suites, promotional events, and team-specific media production.
- b) **Commercial Growth:** Internal operations and personnel dedicated exclusively to business development, sales, and sponsorship acquisition.
- c) **Finance & Legal:** Corporate taxes, HR administration, legal fees, regulatory compliance costs, and financial audit preparation expenses.
- d) **Crash Adjustments:** Teams are allowed a financial relief allowance (up to €50,000 per season) if a spec chassis or primary structural unit is severely damaged in a verifiable on-track accident, ensuring teams are not unfairly penalized for racing incidents.

IV.3 Teams revenue

IV.3.1 Sponsorships

The teams are encouraged to secure sponsorship deals for their participation in the Championship. The sponsors could have their logo placement on the team's vehicles and outfits, with title sponsorship packages offering naming rights for the team and other rights deals.

IV.3.2 Prize money

The ArcaBoard World Champion pilot will receive prize money, the value of which will be announced six months before the start of each championship.

A portion of the ArcaBoard World Championship profits is shared among the teams, with the distribution heavily influenced by the team's final position in the Teams Championship.

IV.3.3 Merchandise

Teams may sell branded apparel, accessories, and other collectibles to fans worldwide.

IV.3.4 Hospitality and VIP Experiences

Teams may offer exclusive access to races and pilots through hospitality suites and other VIP packages.

IV.3.5 Media rights

ArcaSpace sells broadcasting rights to TV networks and streaming platforms. A substantial part of the revenue is distributed to the teams based on their performance in the Teams Championship, with the top-performing teams getting a larger percentage.

IV.4 Bodywork allocation

IV.4.1 Initial bodywork allocation

Each participating team will be provided with one (1) complementary ArcaBoard bodywork prior to the start of the season. All supplied bodyworks shall be identical in specification and manufacturing standard for all participants.

IV.4.2 Additional bodywork purchase

In the event that a team's bodywork is damaged during the Championship and subsequent repairs are deemed unsafe or structurally unviable by official technical delegates, the team shall be required to purchase a replacement bodywork.

IV.4.3 Additional bodywork price

The official sale price for an individual replacement ArcaBoard bodywork for the first season is established at €30.000.

IV.5 Battery packs allocation

IV.5.1 Initial battery packs allocation

Each participating team will be provided with a complementary allocation of six (6) sets of main propulsion battery packs for their ArcaBoard vehicles. All battery packs supplied shall be identical in specification and performance for all participants.

IV.5.2 Additional battery packs purchase

Teams are permitted to purchase additional battery pack sets beyond the initial six (6) allocation if replacements are required due to damage, degradation, or team error. However, introducing additional battery pack sets into a vehicle's operational pool during the Championship may incur sporting penalties, including grid position penalties for the subsequent race event.

IV.5.3 Additional battery packs price

The official sale prices for main propulsion battery pack sets for the first season are established as follows:

- Light Battery Pack Set: €6.000
- Heavy Battery Pack Set: €6.000

IV.6 Parts allocation

IV.6.1 Initial parts allocation

Each participating team will be provided with a complementary allocation of motors, propellers, avionics, and structural components for their ArcaBoard vehicles. All supplied parts shall be identical in specification and performance for all participants.

For the duration of the entire season, each team will be granted the following initial parts allocation pool:

Motors for main propulsion	36
Motors for boost propulsion	4
Propellers for main propulsion	36
Propellers for boost propulsion	4

For each Championship the teams are allowed to use a number of two units for each avionics part.

IV.6.2 Additional parts purchase

Teams are permitted to purchase spare parts exceeding the initial season allocation if needed. However, introducing additional components into a vehicle's operational pool beyond the allocated limit during the Championship may result in grid position penalties for subsequent race events.

IV.6.3 Additional parts price

Main & Boost Propulsion Motor: €200 per unit.

Main & Boost Propeller: €300 per unit.

Avionics Components: Specific unit pricing for individual avionics components will be defined and officially communicated to all participating teams no later than six (6) months prior to the start of the inaugural championship edition. However, the total combined price for a complete avionics suite required to fully equip an ArcaBoard vehicle shall not exceed €2.000.

IV.6.4 Complete ArcaBoard vehicle price

While the race vehicle is provided to participating teams free of charge for the inaugural season, the total commercial and replacement value of a fully equipped, ready-to-race ArcaBoard 2 unit (excluding spare parts) is established at **€50.000**.

The detailed cost breakdown per unit is defined as follows:

Parts	Unit price (€)	Quantity (pcs)	Total price (€)
Bodywork	30.000	1	30.000
Main motors	200	12	2.400
Main propellers	300	12	3.600
Main battery packs	6.000	1	6.000
Booster motor	200	1	200
Booster propeller	300	1	300
Booster battery pack	500	1	500
Avionics	2.000	1	2.000
Recharge station	5.000	1	5.000
TOTAL			50.000

In addition to the primary race vehicle, participating teams will receive a complementary season allocation of spare parts free of charge, with a total commercial value of **€49.500**

The detailed valuation of the complementary spare parts allocation is defined as follows:

Parts	Unit price (€)	Quantity (pcs)	Total price (€)
Motors for main propulsion	200	24	4.800
Motors for boost propulsion	200	3	600
Propellers for main propulsion	300	24	7.200
Propellers for boost propulsion	300	3	900
Main battery packs	6.000	5	30.000
Booster battery pack	2.000	3	6.000
TOTAL			49.500

This valuation serves as the reference point for insurance policies, asset management, and damage assessment.

IV.7 Insurance

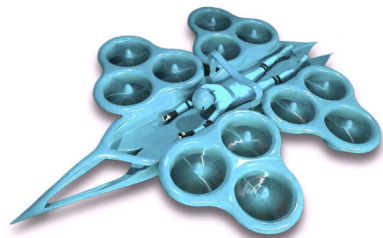
All teams must procure their own insurance to cover the duration of each Competition, for all team members, including their pilots.

IV.8 Other participation expenses

Where feasible, the Championship Organizers will endeavor to assist participating teams in mitigating operational and travel expenses, leveraging local partnerships, host city arrangements, and venue-specific sponsorship opportunities for each Competition event.

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ANNEX 1



**Zircon
Team**



**Blue
Team**



**Purple
Team**



**Yellow
Team**



**Orange
Team**



**Green
Team**



**Titan
Team**



**White
Team**



**Black
Team**



**Obsidian
Team**



**Red
Team**



**Gold
Team**



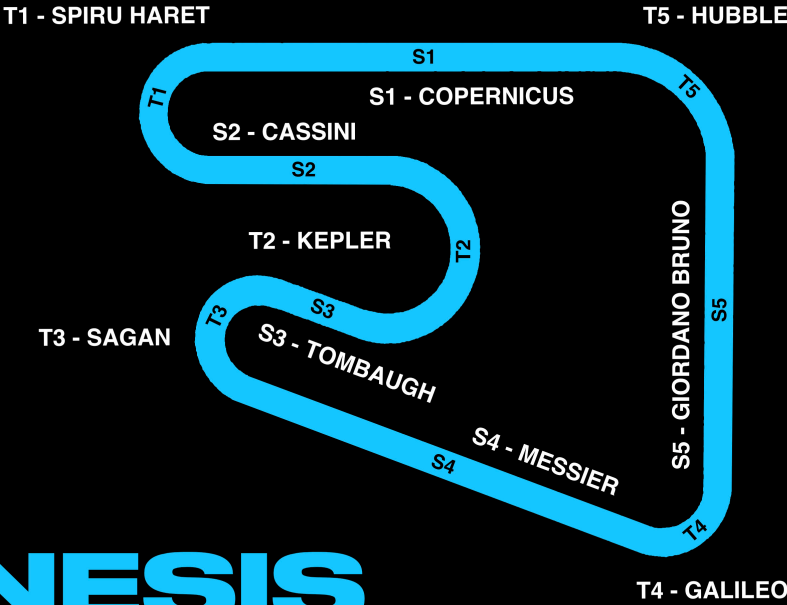
**Abyssal Black
Factory Team**



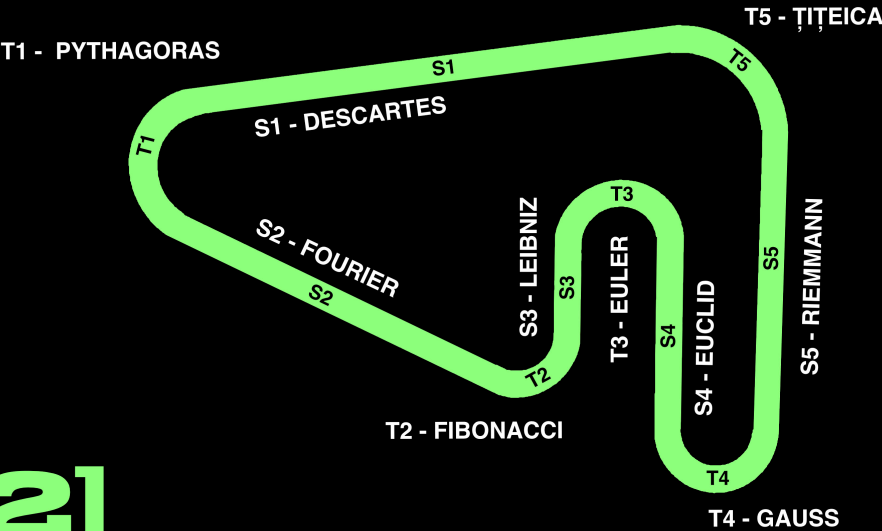
**Naval Grey
Factory Team**

ANNEX 2

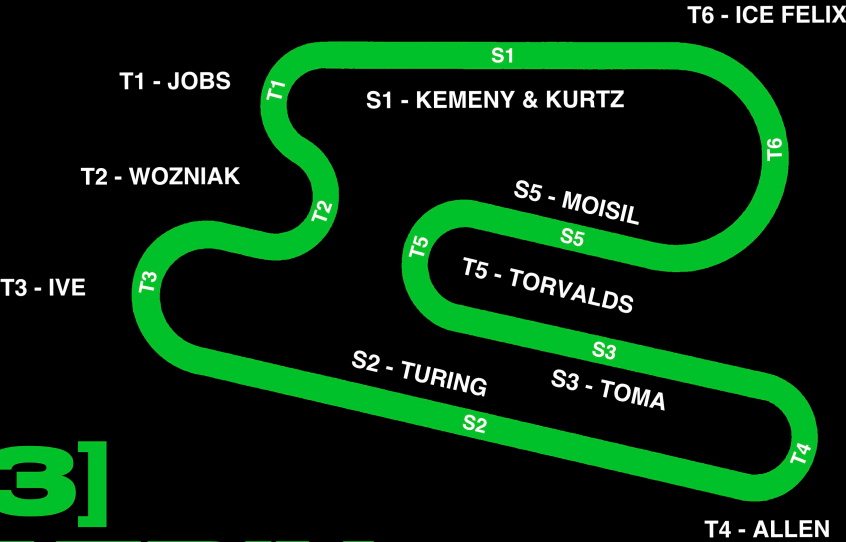
[O1]
GENESIS



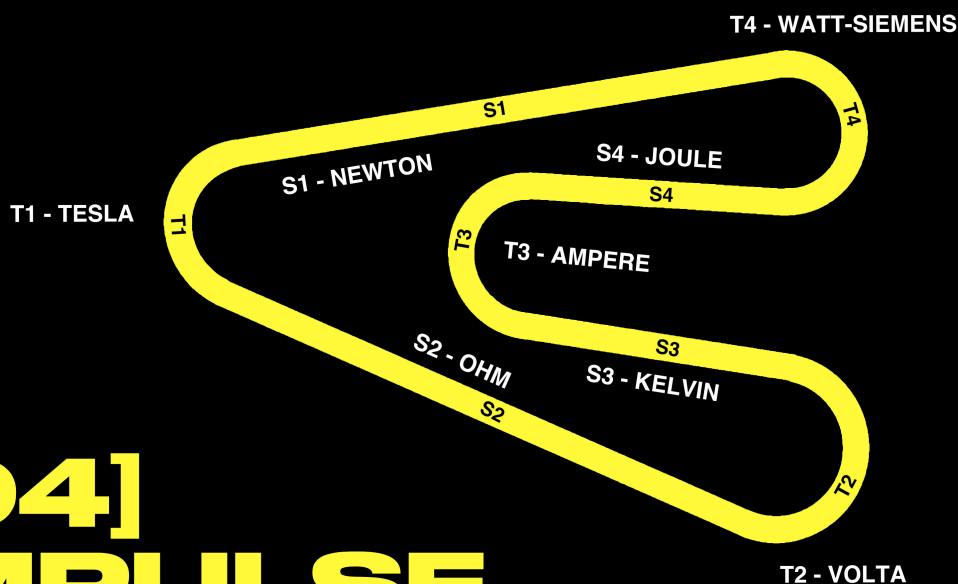
[O2]
CALIBRATION



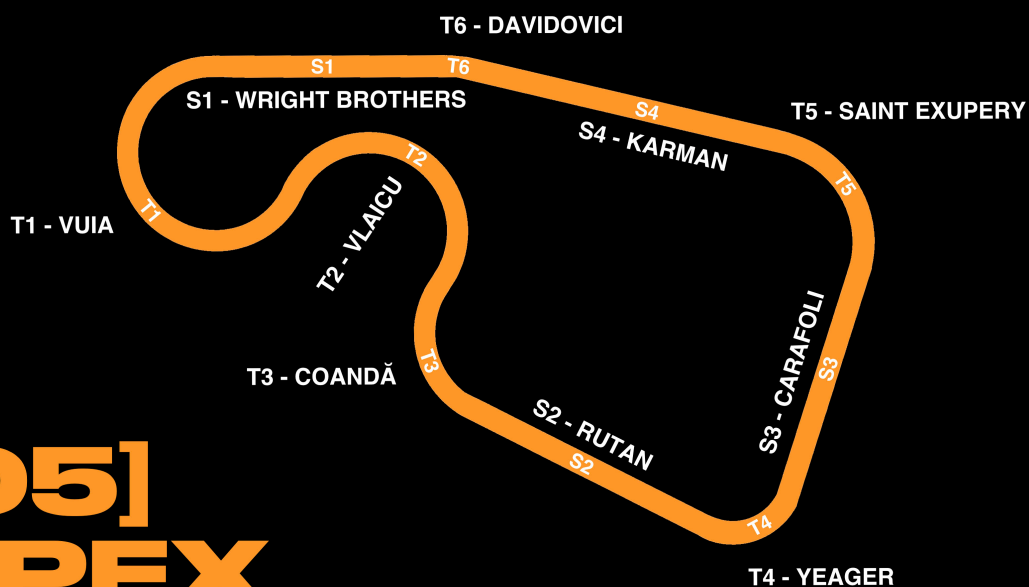
[O3]
MATRIX



[04] IMPULSE



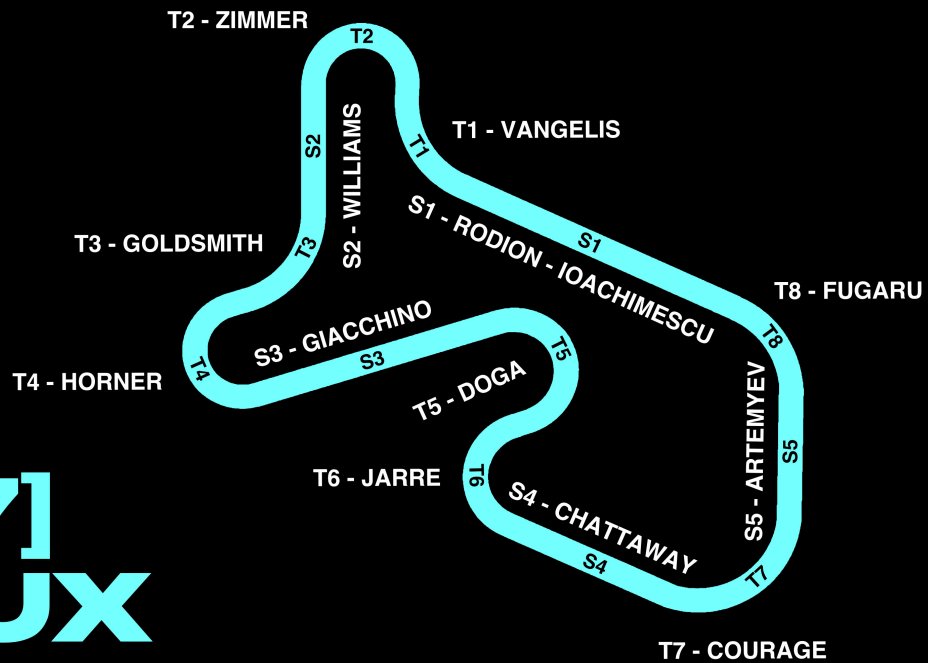
[05] APEX



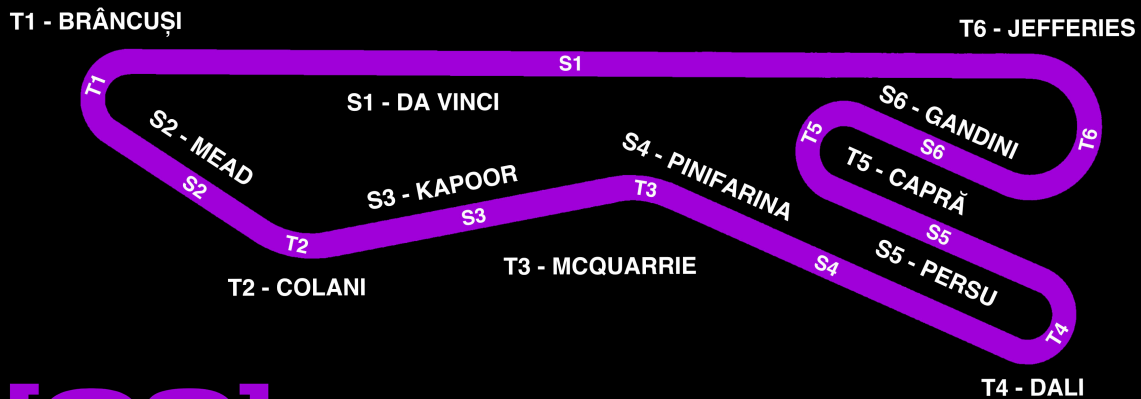
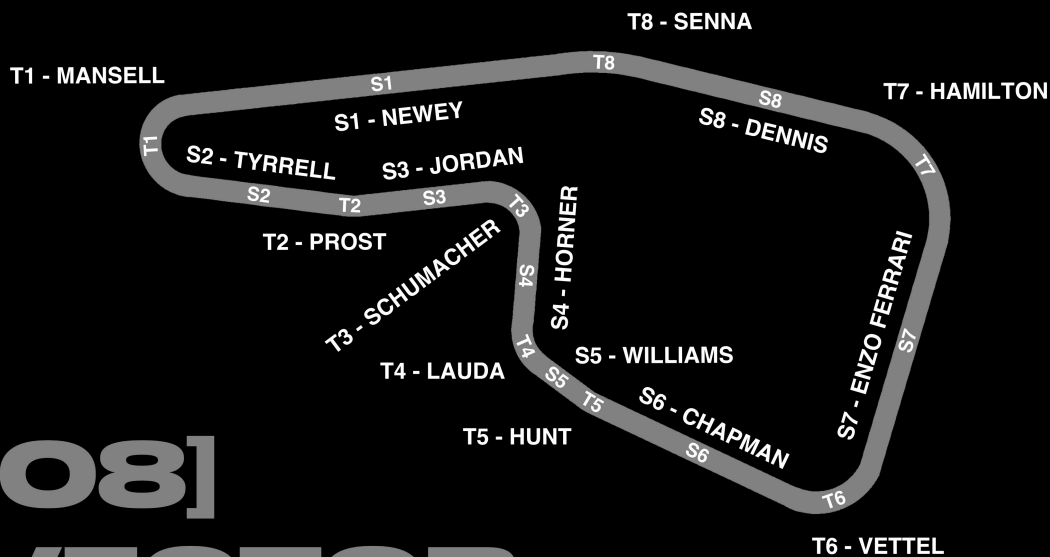
[06] OVERRIDE



[07] FLUX



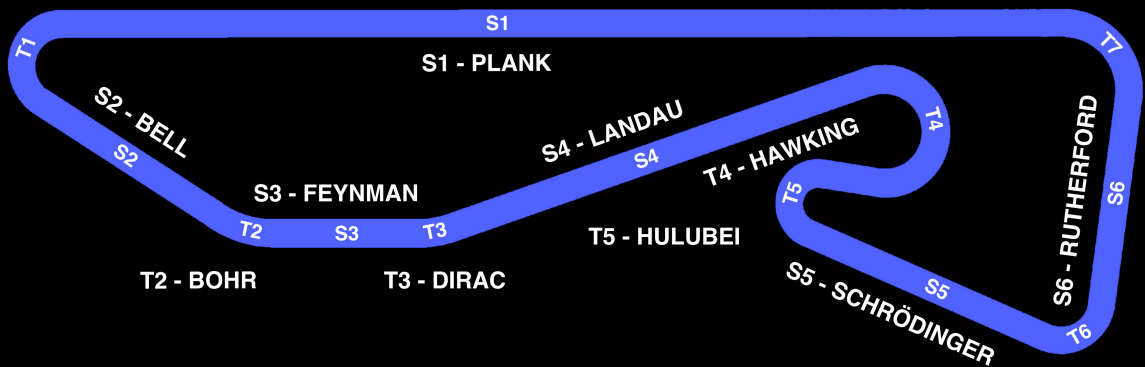
[08] VECTOR



[09] NEXUS

T1 - HEISENBERG

T7 - EINSTEIN



T2 - BOHR

T3 - DIRAC

T5 - HULUBEI

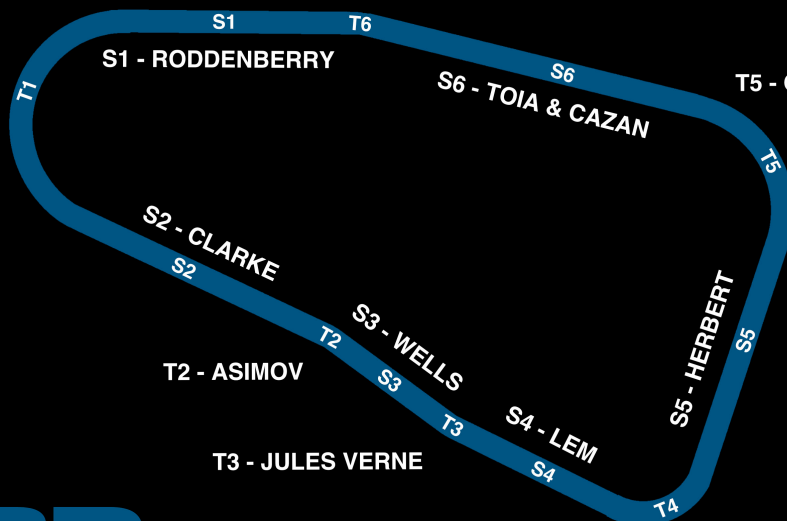
T4 - HAWKING

T6 - AGÂRBICEANU

[10] QUANTUM

T6 - RACHETA ALBĂ

T1 - ENTERPRISE



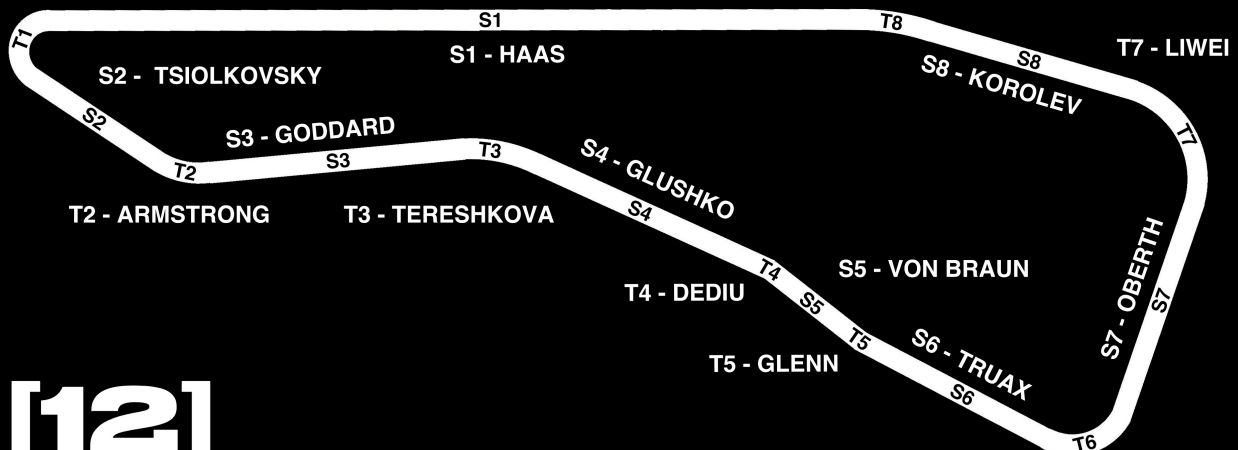
T5 - GOPO

T4 - TARKOVSKI

[11] WARP

T1 - GAGARIN

T8 - LEONOV



T2 - ARMSTRONG

T3 - TERESHKOVA

T4 - DEDIU

T5 - GLENN

T6 - KOMAROV

[12] APOGEE