

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



These Sports Air Racing Council (“SARC”) Rules of Competition (“RofC”) incorporate by reference the duly adopted rules of each participating Race Class (“Class Rules”), as amended from time to time. The Class Rules are included solely to supplement these RofC and to govern class-specific technical and competitive matters, to the extent consistent with these RofC.

SARC retains exclusive authority over event-level governance, safety, operational control, and compliance with the FAA Certificate of Waiver. In the event of any conflict, inconsistency, omission, or ambiguity between these RofC and any Class Rules, the interpretation and determination of SARC shall be final and binding, and the provisions of these RofC shall control unless SARC expressly provides otherwise in writing.

PARTICIPATION AND ENTRY

Invitation Only: Participation in any SARC-sanctioned event is by invitation only. Entry is limited to pilots and aircraft that satisfy:

1. The eligibility requirements set forth in these Rules of Competition (“RofC”);
2. The applicable Class Rules; and
3. Any additional requirements specified in the applicable Event Term Sheet.

SARC retains sole and exclusive authority to determine eligibility, acceptance, and participation status. No applicant acquires the right to compete by submission of an application.

Entry Application Requirements: All entries must be submitted in accordance with SARC procedures and are subject to review and approval by SARC.

Procedures

1. Applications must be submitted using the official “Invitation to Participate in the Races” form furnished by SARC.
2. Entries shall be submitted online in accordance with instructions issued by SARC.
3. An application received on or before the published deadline and fully compliant with these RofC shall be designated an “On-Time Entry.”
4. An On-Time Entry shall be assured of the opportunity to qualify, subject to continued compliance with all eligibility and safety requirements.

SARC shall be the sole judge of acceptance or rejection of any application. Acceptance may be conditioned upon additional documentation, inspection, or review.

Incomplete applications will not be accepted. Any application containing false, misleading, or materially inaccurate information shall be deemed void. In such case, the entry fee shall be forfeited and retained by SARC.

Conditional Entries: SARC may designate certain late applications as “Conditional Entries” to support full race fields and event operations.

Conditional Entries exist solely at the discretion of SARC and may be advanced in priority order as operational needs require.

Procedures: A “Conditional Entry” is an entry received after the published closing date and time specified in the applicable entry materials or Event Term Sheet. All Conditional Entries must:

1. Comply with these RofC;
2. Comply with applicable Class Rules; and
3. Provide all required documentation.

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Conditional Entries shall be ranked in order of receipt and advanced as follows:

Conditional Entry – Fill the Field: If a Class field is not filled by On-Time Entries, a Conditional Entry may be advanced to fill the available position.

Upon advancement, such entry shall receive the rights and privileges of an On-Time Entry and shall be assured of the opportunity to qualify.

Conditional Entry – Upon Failure to Qualify: If, prior to or during qualification, On-Time Entries or previously advanced Conditional Entries fail to qualify, a Conditional Entry may be permitted to attempt qualification.

Upon successful qualification, such entry shall receive the rights and privileges of an On-Time Entry.

Conditional Entry – After Qualification Period: If a Conditional Entry has not been afforded an opportunity to qualify and the field remains incomplete by the first scheduled heat race of the Class, SARC may permit the Conditional Entry to start as the last-place aircraft in the lowest scheduled heat for that Class (e.g., Medallion, Bronze, or equivalent as defined by the applicable Class Rules or Event Term Sheet).

Advancement thereafter shall occur in accordance with the applicable Class Rules.

All advancement decisions remain subject to SARC approval.

Replacement Aircraft: SARC may, at its discretion, approve a Replacement Aircraft when an accepted entry becomes unable to compete due to mechanical failure or other substantial aircraft-related conditions.

Replacement Aircraft approval is subject to adequate time for review, inspection, and administrative processing.

Procedures

1. The Replacement Aircraft must satisfy all Entry Form requirements and Aircraft Eligibility standards.
2. The request must be submitted by the owner or pilot of the originally accepted aircraft.
3. Submission must occur no later than one (1) business day prior to the published event start date, unless otherwise authorized by SARC.
4. A Replacement Aircraft shall retain the entry order of the original On-Time Entry.
5. A Replacement Aircraft shall not be displaced by any Conditional Entry.
6. A Replacement Aircraft application fee of Three Hundred Dollars (\$300.00) shall apply.

SARC may reject any Replacement Aircraft application submitted too late to allow thorough vetting and inspection.

Fees; Refunds; Reservation of Rights: Entry fees are non-refundable except in the event SARC rejects or refuses entry.

Additional Authority: SARC expressly reserves the right to:

1. Invite or exclude any owner, pilot, or aircraft.
2. Limit the number of entries in any Class.
3. Deny participation if sufficient time does not exist to complete proper eligibility review, technical inspection, safety evaluation, or FAA coordination.
4. Designate an event as competitive, demonstration, exhibition, or non-qualifying pursuant to the applicable Event Term Sheet.

All determinations made by SARC under this Article shall be final and binding.

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OFFICIALS AND GOVERNANCE

Authority over all practice, qualification, racing, and event operations conducted under an FAA Certificate of Waiver is vested exclusively in SARC and exercised through its designated officials.

All officials shall conduct and judge events in accordance with:

1. These Rules of Competition ("RofC");
2. The applicable Class Rules (to the extent not inconsistent with these RofC);
3. The FAA Certificate of Waiver; and
4. Applicable federal aviation regulations.

SARC retains final authority over the interpretation and application of these RofC.

Designated Officials: The following positions constitute SARC event officials:

1. Director of Operations
2. Director of Safety
3. Air Boss / Race Director (Race Control)
4. Contest Committee Members
5. Racecourse Judges (including Pylon Judges, Flaggers, and Finish Line Camera Operator)
6. Scoring Personnel (including telemetry scorer and telemetry equipment management)
7. Class Aircraft Compliance Inspection Teams
8. Class Pilot Qualification Committees

Class-level inspection and qualification committees operate pursuant to these RofC, applicable Class Rules, and FAA regulations, and remain subject to SARC oversight.

Conflict of Interest: Event integrity requires impartial administration. No official shall participate in any decision affecting an aircraft, pilot, or Class where a material conflict of interest exists, including involvement with:

1. Individual race sponsors,
2. Event sponsors, or
3. Any racing team entered in competition.

SARC reserves authority to review and address any alleged conflict.

Contest Committee Authority: The Contest Committee shall act in a judicial capacity and is responsible for the interpretation and enforcement of these RofC during the event.

Decisions of the Contest Committee, subject to SARC authority, shall be final and binding.

Responsibilities: The Contest Committee shall:

1. Act in an observer/umpire capacity during qualification and racing operations.
2. Station members as necessary to adequately observe event conduct.
3. Hear and resolve protests in accordance with the Protest Article of these RofC.
4. Determine and confirm final decisions on telemetry-validated Racecourse Show Line (RCSL) violations prior to finalization of official results.
5. Interpret rules in the interest of safety and fairness.
6. In consultation with SARC, authorize deviations or special provisions when necessary for the safety of spectators or race pilots.

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For purposes of enforcement, Racecourse Show Lines (RCSL) are defined as the outermost FAA-approved course boundaries beyond which an aircraft may not operate while practicing, qualifying, or racing unless executing an approved escape maneuver.

Telemetry data collected through event-approved telemetry device shall constitute the primary evidentiary source for RCSL and altitude violations.

Operational Control Authority: The Director of Operations and Air Boss/Race Director retain operational control of the event airspace under the FAA waiver. They may:

1. Suspend practice or racing.
2. Remove an aircraft from the course.
3. Ground a pilot.
4. Modify operational sequencing.
5. Impose immediate safety restrictions.

Such decisions may be made in coordination with the Director of Safety, Contest Committee, FAA representatives, or Class leadership, as appropriate.

Medical and Physical Fitness Oversight: All pilots must meet FAA medical certification requirements applicable to the privileges exercised.

If, in the judgment of SARC or the Contest Committee, a pilot appears to be operating under a physical or cognitive deficiency that may impair safe participation, SARC may:

1. Suspending the pilot from further participation pending review.
2. Require verification of medical eligibility consistent with FAA standards; or
3. Require additional evaluation if reasonably necessary for event safety.

Nothing in this Section imposes a medical requirement exceeding FAA minimum certification standards unless required by the FAA Certificate of Waiver.

Final determination of event eligibility rests with SARC.

Alignment with Event Designation: In the case of a demonstration, exhibition, or non-qualifying event as defined in the applicable Event Term Sheet, SARC may modify officiating structure or responsibilities as necessary while maintaining compliance with FAA requirements and event safety standards.

AIRCRAFT ELIGIBILITY

Only aircraft that meet the requirements of:

1. These Rules of Competition ("RofC").
2. The applicable Class Rules.
3. The FAA Certificate of Waiver; and
4. All applicable federal aviation regulations shall be eligible to practice, qualify, or race at a SARC-sanctioned event.

SARC retains final authority, in consultation with the FAA, to determine aircraft eligibility.

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Arrival and Inspection Timeline: Aircraft must arrive with sufficient time to permit proper inspection, documentation review, and corrective action prior to any operation on the racecourse.

Procedures

1. Aircraft must be present at the event site no later than the published arrival deadline specified in the Event Term Sheet (generally one day prior to commencement of race operations).
2. Any deviation from arrival timeline must be coordinated through the applicable Class President and approved by SARC.
3. Approved late arrivals retain entry status but may not operate on the racecourse until inspection and release procedures are complete.

The intent of this Section is to ensure adequate time for aircraft compliance inspection and documentation review prior to racecourse operations.

Multi-Class Participation: An aircraft may compete in more than one race class provided:

1. The aircraft meets all eligibility requirements of each Class.
2. The pilot is certified and current in each Class.
3. Operational scheduling permits safe participation; and
4. Approval is granted by the Director of Operations.

No aircraft may operate simultaneously in conflicting heats.

SARC reserves authority to limit multi-class participation where safety or scheduling considerations require.

Required Documentation: All required FAA documentation must be available for inspection by SARC and FAA representatives.

The following must be available upon request:

1. Aircraft Registration Certificate
2. Airworthiness Certificate
3. Operating Limitations
4. Airframe and Engine Logbooks
5. Special Flight Authorization (if applicable)
6. FAA Program Letter (if required under Operating Limitations)

Reference for Program Letters: 14 CFR §21.193 and applicable Operating Limitations.

Transponder check documentation is not required unless specifically mandated by the FAA waiver.

Event-approved telemetry devices serves as the official timing and racecourse compliance system.

Experimental Aircraft and Major Modifications: Aircraft incorporating major modifications, major alterations, new experimental designs, or new kit assemblies must demonstrate compliance with structural and flight envelope safety standards prior to race participation.

Rolling Timeline Requirements

1. Notice of major modification or new configuration must be submitted no later than 120 days prior to the event start date.
2. Flight test documentation must be completed and submitted no later than 60 days prior to the event start date, unless otherwise authorized by SARC.

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Required Documentation: Aircraft must provide:

1. Structural design substantiation meeting Class load factor requirements.
2. Flight flutter analysis and test results.
3. Weight and balance documentation (empty and race configuration);
4. CG envelope data for anticipated race flight envelope.
5. Flight test data confirming operational safety at projected race speeds and load factors.

If SARC and the FAA determine documentation insufficient, additional justification may be required prior to approval.

Flight Demonstration Certification: Each race aircraft must demonstrate safe performance margins relative to projected race speeds and Class load factors.

Certification Requirement: The Primary Race Pilot shall submit a signed certification stating that the aircraft has demonstrated:

1. True air speed of at least 105% of projected qualifying speed; and
2. Turn capability of at least 150% of the approved racecourse maximum designed g-load for the applicable Class.

This demonstration must be conducted at anticipated density altitude conditions.

Historical race data may be used if no major modification has occurred since the demonstration.

Alternate pilots must either:

1. Accept the Primary Pilot certification in writing; or
2. Submit independent certification.

Aircraft not meeting these standards shall not be released for racecourse operations.

Aircraft Compliance Inspection Teams: Each Class is responsible for conducting aircraft compliance inspections consistent with these RoFC, applicable Class Rules, and FAA requirements.

Structure: Each Class Aircraft Compliance Inspection Team shall:

1. Consists of at least two qualified individuals.
2. Designate one Lead Inspector.
3. Submit inspector qualifications to SARC no later than 60 days prior to the event start date.

Inspection Requirements: No aircraft may practice, qualify, or race until:

1. Inspection is complete.
2. Discrepancies are documented and corrected.
3. Compliance documentation is submitted to SARC.
4. SARC confirms release for flight.

FAA, in consultation with SARC, retains final authority regarding aircraft eligibility.

Ongoing Maintenance Oversight: Flight-critical discrepancies must be documented and reviewed prior to return to race operations.

Requirements: For flight-critical maintenance actions (including but not limited to engine changes, flight control work, cylinder replacement, or post-Mayday recovery repairs):

1. Corrective action must be documented.
2. The Class Inspection Team must review and log the repair.

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3. A maintenance action log must be maintained and available daily for SARC and FAA review.

These records must be available for investigation if required.

Race Numbers: Each aircraft must display an assigned race number prior to racecourse operations.

1. Race numbers are issued and managed by the applicable Class.
2. Numbers must be clearly visible and applied in contrasting color.
3. The Contest Committee Chief Judge may require modification of number size, placement, or visibility for safety and scoring clarity.

Radios and Communication Equipment: Reliable communication capability is mandatory for racecourse operations. Each aircraft must be equipped with:

1. Operational transmit/receive VHF radio.
2. Hands-On-Throttle-and-Stick (HOTAS) microphone activation.
3. Headset for communication reception.

Failure to comply may result in disqualification.

Ground Support Equipment: Race pilots are responsible for providing necessary ground support equipment, including but not limited to APUs and towing equipment.

SARC may provide tow assistance as operationally available

PILOT ELIGIBILITY AND CERTIFICATION

All pilots and alternate pilots must satisfy:

1. The eligibility requirements of the applicable Class Rules.
2. The requirements of these Rules of Competition ("RofC");
3. The FAA Certificate of Waiver; and
4. All applicable federal aviation regulations.

There shall be no exceptions to Class eligibility requirements unless expressly approved by both the Class and SARC.

SARC retains final authority over event participation eligibility.

Minimum Age: The minimum age to participate in racecourse operations shall be eighteen (18) years.

Class Rules may impose additional experience or qualification requirements but shall not reduce this minimum.

Pilot Responsibility for Documentation: Each pilot bears sole responsibility to:

1. Present required pilot credentials to FAA and SARC representatives.
2. Ensure required aircraft documentation has been provided to the Class Aircraft Compliance Inspection Team.
3. Maintain documentation in current and valid status.

Failure to provide documentation may result in denial of racecourse access.

Pilot Qualification Committees: Each Class shall maintain a Pilot Qualification Committee responsible for certifying pilot eligibility under its Class Rules.

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Structure and Oversight

1. Each Class shall provide SARC with a current list of Pilot Qualification Committee members no later than 60 days prior to the event start date.
2. The Pilot Qualification Committee shall review and approve pilot eligibility prior to racecourse operations.
3. No pilot may practice, qualify, or race until certified by the applicable Class and acknowledged by SARC.

While Class Committees determine compliance with Class standards, SARC retains final authority over participation in the event.

Minimum Licensing and Medical Standards: SARC adopts FAA minimum medical and licensing standards.

Requirements: Each race pilot must hold:

1. At minimum, a Private Pilot Certificate.
2. A current and valid FAA medical certificate appropriate to the privileges exercised (minimum: Third Class), unless otherwise permitted under FAA regulations.
3. Government-issued photo identification.

SARC shall not impose medical requirements exceeding FAA minimum certification standards unless required by the FAA Certificate of Waiver.

Additional medical evaluations (e.g., EKG or stress test) may be recommended but are not mandatory.

Certification Pathways: A pilot may be considered certified to race if the pilot has:

1. Competed in a SARC or FAA-accredited air racing event within the preceding three (3) years; or
2. Successfully completed all phases of a SARC Pylon Racing Training Camp (PRTC) or recognized Pylon Racing Seminar within the preceding twenty-four (24) months.

“Competed” means:

1. Completion of at least one race in an FAA-accredited event; or
2. Successful qualification to race in such event.

Practice or qualification attempts that do not result in qualification do not constitute competition.

Pylon Racing Training Camp (PRTC): PRTC serves as the primary pathway for new pilot certification.

Requirements

1. Minimum age: 18.
2. Pilot must meet Class flight-hour and experience requirements prior to racecourse operations.
3. Pilot must successfully complete a check ride.
4. Certification must be finalized within twelve (12) months of training.
5. First-time participants may be trained in only one Class.

PRTC attendance is required for pilots who:

1. Have never competed in a SARC or FAA-accredited race.
2. Have never competed in the applicable Class.
3. Have not competed in the Class within the preceding three (3) years.
4. Have had credentials revoked.

Exemptions may be granted by the Class for pilots completing a satisfactory check ride.

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Multi-Class Participation: A pilot may compete in up to two (2) Classes provided:

1. The pilot is fully certified in each Class.
2. The schedule permits safe transition.
3. Approval is granted by the Director of Operations.

SARC does not guarantee schedule accommodation between heats.

Additional Class participation beyond two Classes requires SARC approval.

Currency Extension Flight: A Currency Extension Flight allows a currently certified pilot to extend certification when otherwise expiring.

Conditions: A pilot may petition the applicable Class for a one-time Currency Extension Flight if:

1. The pilot is listed as an approved Alternate Pilot on the current event application.
2. The Class approves the petition.
3. The Director of Operations approves the petition.
4. Required documentation is on file with SARC.

The Currency Extension Flight:

1. Shall consist of one valid Official Timed Qualification Lap.
2. Shall not count against qualification attempt limits.
3. Shall not affect qualification placement.
4. Shall extend certification for one (1) year within that Class.

Briefing Requirements:

General Pilot Briefing: All Race and Pace Pilots must attend the General Pilot Briefing prior to racecourse operations. Attendance and signature confirm:

1. Review of RofC.
2. Understanding of operational rules.
3. Understanding of FAA waiver provisions.
4. Completion of G-awareness training briefing.

Failure to attend prohibits participation in waived airspace.

Daily Class Briefing: Attendance at the Daily Pilot Class Briefing is mandatory for any pilot operating on the racecourse that day.

Failure to attend or falsification of attendance shall result in disqualification for that race day and may result in further disciplinary action.

Chase, Pace, and Instructor Eligibility:

Chase Aircraft must:

1. Be approved by both SARC and the applicable Class.
2. Be operated by a certified race or approved pace pilot.
3. Maintain minimum altitude restrictions established by SARC.

Instructors: Flying instructors must:

1. Be currently certified race pilots.
2. Be approved by the Class and SARC.

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Ground instructors must:

1. Be nominated by the Class.
2. Approved by SARC.

Pace Pilots must:

1. Be currently certified in the applicable Class or otherwise approved by SARC and the Class.
2. Be trained in pace and safety procedures.
3. Meet FAA medical requirements consistent with Minimum Licensing and Medical Standards Section.

The Pace Aircraft shall not operate on the racecourse except as authorized under event procedures.

Crew limitations shall comply with applicable safety requirements.

Passenger Definition: For purposes of operations within FAA waived airspace, a passenger is any person not authorized as Pilot-in-Command under SARC registration requirements.

Authorized training flights during PRTC are excluded.

Crew Chief Briefing: SARC shall conduct a mandatory Crew Chief Briefing covering:

1. Maintenance documentation requirements.
2. Corrective action procedures.
3. Ramp and hangar safety rules.
4. Coordination with Aircraft Compliance Inspection Teams.

Attendance may be required as specified in the Event Term Sheet.

EVENT-APPROVED TELEMETRY AND DATA GOVERNANCE

Official Telemetry System: Event-approved telemetry is the official timing, positional tracking, and compliance validation system for all SARC-sanctioned practice, qualification, and racing operations. All aircraft participating in racecourse operations must be equipped with a SARC-approved telemetry unit. Telemetry data shall constitute the primary evidentiary source for:

1. Official timing
2. Lap validation.
3. Altitude compliance.
4. Racecourse Show Line (RCSL) compliance.
5. Speed verification; and
6. Safety review.

SARC retains final authority over the interpretation and use of telemetry data.

System Function: The event-approved telemetry system captures and records racecourse operational data including, but not limited to:

1. GPS-based positional tracking.
2. Lap timing.
3. Aircraft speed and heading.
4. Altitude.
5. G-load data; and

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6. Time-stamped telemetry records.

Telemetry accuracy and integrity are essential to fair competition and safety oversight.

Pilot Responsibilities: It is the sole responsibility of the Pilot-in-Command to ensure the proper activation and handling of the event-approved telemetry unit. Requirements

Pre-Flight Activation

1. The pilot must ensure that the telemetry unit is properly installed.
2. Powered on; and Operational prior to departure for any qualification or race event. Failure to activate the telemetry unit may result in:
 - Invalidation of the flight time.
 - Disqualification of the qualification attempt or race; or
 - Other disciplinary action as determined by the Chief Judge and SARC.

Post-Flight Data Retrieval - Following landing and engine shutdown, the pilot shall:

1. Remove the telemetry unit (if applicable); and
2. Deliver the unit to SARC Scoring personnel within thirty (30) minutes of engine shutdown.
 - Failure to submit telemetry data within the prescribed time may result in disqualification at the discretion of the Chief Contest Committee Judge.

Equipment Integrity and Prohibited Conduct: Telemetry integrity is critical to competition fairness and event safety.

Prohibited Conduct - The following actions are strictly prohibited:

1. Tampering with telemetry equipment.
2. Unauthorized modification of hardware or software.
3. Interference with signal acquisition.
4. Manipulation, deletion, or alteration of telemetry data.

Any such conduct may result in:

1. Immediate disqualification.
2. Removal from the event.
3. Suspension of racing privileges.
4. Referral for further disciplinary review by SARC.

SARC reserves the right to inspect telemetry equipment at any time.

Technical Support: Pilots requiring technical assistance with telemetry equipment shall consult SARC-designated Scoring or Telemetry personnel prior to engine start. Failure to seek assistance does not relieve the pilot of responsibility for compliance.

Telemetry Data Authority: Telemetry data shall be considered official and controlling for enforcement purposes.

In the event of discrepancy between:

1. Visual observation; and
2. Telemetry data,

SARC may determine the evidentiary weight of each and issue a final ruling. Decisions based on telemetry review by the Contest Committee, subject to SARC authority, shall be final and binding.

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PRACTICE AND QUALIFICATION OPERATIONS

All practice and qualification operations conducted under the FAA Certificate of Waiver shall be controlled by the Air Boss/Race Director (“Race Control”).

All pilots must comply immediately with instructions issued by Race Control. Failure to comply may result in grounding, disqualification, or referral to the Contest Committee.

SARC retains final authority over all practice and qualification operations.

Practice Requirements: Practice sessions are intended to ensure pilot readiness, aircraft familiarity, and physiological preparation prior to qualification attempts.

Requirements

1. Each race pilot must complete at least one official practice session prior to attempting qualification.
2. Each pilot must complete a minimum of four (4) laps (six (6) recommended) during a practice session prior to attempting qualification.
3. The purpose of these laps is to establish G-tolerance build-up prior to maximum-speed qualification attempts.

A pilot must submit a signed SARC-provided certification confirming completion of the required G-tolerance build-up laps. This certification must be submitted within one (1) hour of the conclusion of the session during which the laps were flown.

Upon completion of the required practice laps, a pilot may attempt qualification within the same qualification period.

Specific course performance criteria, speed bands, and G parameters are defined in the applicable Class Rules and Event Term Sheet.

Racecourse Access and Sequencing: Racecourse access during practice and qualification shall be managed to ensure safety, spacing, and operational control.

Procedures

1. Aircraft must obtain permission from Race Control prior to takeoff for practice or qualification.
2. Aircraft may be held on the ground or outside the racecourse pending clearance.
3. Order of practice or qualification shall be first-come, first-served following engine start unless otherwise scheduled by Race Control.
4. The maximum number of aircraft permitted on a racecourse at any one time shall not exceed the limit established by SARC (not to exceed nine (9) aircraft).
5. Class representatives may advise Race Control regarding desired course density; final determination rests with Race Control.

Qualification Period Management: Qualification periods shall be published in the daily schedule and announced during pilot briefings.

SARC may shorten, extend, suspend, or cancel qualification periods in the interest of safety, weather, operational necessity, or event management.

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All aircraft must:

1. Be inspected and released in accordance with the Aircraft Eligibility Article.
2. Attend required pilot briefings.
3. Be fully registered.
4. Be ready to qualify by the deadline established in the Event Term Sheet.

Qualification Standards: All aircraft must qualify to establish starting positions for race heats. Qualification results shall be determined exclusively through telemetry data.

Requirements

1. Aircraft must operate within published altitude limits prior to receiving an official timed qualification attempt.
2. "Diving onto the racecourse" for the purpose of gaining speed is prohibited.
3. Multiple aircraft may be timed concurrently during qualification.

When course density exceeds safe spacing thresholds, Race Control may require pilots to declare qualification intent over the radio using the prescribed phraseology established in the Event Briefing.

Other aircraft shall yield altitude or spacing as directed by Race Control.

Qualification Timing and Results

1. Qualification laps invalidated due to:
 - Pylon cuts;
 - Racecourse Show Line violations.
 - Altitude violations.
 - Telemetry non-compliance; or
 - Other rule infractions

shall not be counted.

2. The highest valid speed recorded by telemetry without disqualification shall constitute the aircraft's official qualifying speed.
3. In the event of identical qualifying speeds, ranking shall be determined by the chronological order in which the speeds were achieved.
4. Unqualified aircraft may be authorized by SARC to fill the field pursuant to the Participation and Entry Article.

All qualification determinations are subject to review by the Contest Committee and final approval by SARC.

Test Flights: The Air Boss/Race Director may authorize test flights during qualification periods of another Class provided:

1. No operational conflict exists.
2. Both affected Class Presidents approve; and
3. Race Control determines safe deconfliction is possible.

Test flights shall not interfere with official qualification attempts.

Enforcement: Pilots demonstrating:

1. Disregard for these RoFC.
2. Non-compliance with FAA waiver provisions.
3. Reckless or unsafe conduct.

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may be immediately grounded and referred to the Contest Committee. Disqualification from qualification attempts or race participation may result.

PYLON GEOMETRY AND SIGNALING

Course Design Methodology: SARC, in coordination with participating Race Class(es), shall define racecourse geometry using a Pylon-to-Pylon (“PTP”) distance methodology.

This methodology:

1. Aligns with international air racing design and timing standards.
2. Supports consistent scoring practices; and
3. Complies with FAA Certificate of Waiver requirements.

All racecourse geometry shall be developed in accordance with FAA Order 8900.1, Volume 3, Chapter 6, Section 2, or its successor guidance.

Optimum Race Path (ORP) Geometry: Racecourse design shall utilize Optimum Race Path (ORP) geometry to determine:

1. Minimum Turn Radius (r).
2. Scatter Radius (Sr).
3. Scatter Distance (S); and
4. Safety Radius (Sfr).

Course geometry shall incorporate a standard lateral offset from each pylon sufficient to allow safe passage of the aircraft centerline without constituting a pylon cut. Specific geometric values, course distances, altitude parameters, and performance design criteria shall be published in the applicable Event Term Sheet or technical appendix.

Venue-Specific Course Data: Detailed racecourse geometry, including:

1. Pylon-to-Pylon distances.
2. Course configuration.
3. Maximum design speeds.
4. Design load factors.
5. Altitude restrictions; and
6. Safety radii.

shall be documented for each event venue and incorporated by reference through the Event Term Sheet or approved technical appendix.

General Rules shall not embed venue-specific geometry tables.

Racecourse Show Line (RCSL): The Racecourse Show Line (RCSL) defines the lateral boundary of the FAA-approved racecourse.

An aircraft operating beyond the RCSL, except during an approved escape maneuver, shall be subject to enforcement action.

Telemetry data shall constitute the primary validation tool for RCSL compliance.

Venue-specific RCSL boundaries shall be defined in the Event Term Sheet.

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Altitude Restrictions: Minimum and maximum racecourse altitudes shall be established pursuant to:

1. FAA waiver requirements.
2. Course geometry.
3. Terrain and obstacle considerations; and
4. Safety analysis.

Altitude limits shall be published in the Event Term Sheet and confirmed during pilot briefings.

Telemetry validation may be used to confirm compliance.

Race Flags: Visual flag signals shall be displayed at the Home Pylon or designated location during racing events to communicate race status.

Flag Definitions

1. Green Flag – Start of race.
2. Black Flag – Aircraft directed to vacate the course.
3. Red Flag – Race cancellation. Pilots shall exit the racecourse and prepare for landing sequencing.
4. Yellow Flag – Immediate course vacates due to emergency aircraft, operational conflict, or other safety condition.
5. White Flag – Final lap indicator.
6. Checkered Flag – Official end of race or qualification attempt.

Radio communication from Race Control shall supplement visual signals.

Race Control retains authority to override or supplement flag signaling through radio instruction.

RACING OPERATIONS

Number of Races: The number of race heats for each Class shall be coordinated between SARC and the applicable Race Class and published in the Event Term Sheet and daily Flying Schedule.

The number of races scheduled and flown may be modified due to weather, safety concerns, operational constraints, or other unforeseen conditions.

Final authority for modification rests with SARC in coordination with the applicable Class.

Minimum and Maximum Race Field Size: Race field size shall balance safety, fairness, and operational efficiency.

Requirements

1. Minimum aircraft required to conduct a race: five (5).
2. Maximum aircraft permitted in a race heat: eight (8), unless otherwise authorized by SARC.

A Class seeking modification of minimum or maximum race size must petition the Director of Operations. Approval remains at SARC's discretion.

Limitations: Wind limitations are established to ensure safe aircraft operations during practice, qualification, and racing.

Standard wind limits shall be published in the Event Term Sheet.

SARC and Class Officials may mutually lower wind limits when, in their collective judgment, safe air or ground operations may be compromised.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



Telemetry Authority: Telemetry data shall constitute the official source for:

1. Timing
2. Altitude compliance
3. Pylon cuts
4. Racecourse Show Line (RCSL) compliance
5. Lap validation

Telemetry data shall be reviewed and validated by Scoring and the Contest Committee.

Pylon Judges serve as an observational backup to the telemetry system. In the event of telemetry anomalies, loss of data, or conflicting data sets, pylon judge observations may be used to assist the Contest Committee in determining the correct outcome. Pylon judge calls are not controlling but may corroborate or clarify telemetry findings.

SARC retains final authority over the interpretation of telemetry data, pylon judge observations, and any enforcement action resulting from them.

Start Procedures: Start procedures shall be conducted in accordance with the Event Term Sheet and pilot briefings. SARC may authorize:

1. Air Starts; or
2. Ground Starts,

depending on venue and operational requirements.

Specific start geometry, runway references, and sequencing shall be published in the Event Term Sheet and confirmed during pilot briefings.

Failure to enter the racecourse within the designated start corridor and timing sequence shall result in disqualification for that heat.

Starting time for all aircraft shall be the time at which the lead aircraft crosses the official timing line as determined by telemetry.

Starting Positions: Starting positions for heat races shall be determined by qualifying speeds in accordance with applicable Class Rules.

Final race positioning shall be determined by prior heat results or Class progression rules.

An aircraft failing to join or complete the start sequence shall not be considered an official starter and shall not be eligible for prize money or trophies for that heat.

Alternate aircraft shall not launch once all assigned aircraft are airborne for a start.

Seeding of Races in the Absence of Qualifications: If qualification sessions are reduced, interrupted, or not conducted during an event, each Race Class may establish starting order (“seeding”) for any race at its discretion, provided that:

1. The seeding method is published to SARC prior to use.
2. The method is applied consistently to all aircraft in that Class for the affected race.
3. Safety considerations remain the overriding priority; and
4. SARC retains final approval over any seeding method to ensure compliance with the FAA Waiver and operational safety.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



Permissible seeding criteria may include, but are not limited to:

1. Previous year's finishing results.
2. Practice session speeds.
3. Historical performance data.
4. Declared performance ranges.
5. Randomized or bracket-style seeding (if approved by SARC).

SARC may modify or reject any proposed seeding method if necessary for flight safety, fairness, or waiver compliance.

Racecourse Show Line (RCSL): The Racecourse Show Line (RCSL) defines the outermost lateral boundary of the FAA-approved racecourse.

An aircraft crossing the RCSL without executing an approved escape maneuver shall be disqualified.

Telemetry data shall be the primary enforcement mechanism.

RCSL violations are not subject to protest.

Venue-specific RCSL boundaries shall be defined in the Event Term Sheet.

Minimum and Maximum Race Altitudes:

Minimum Altitude - Minimum race altitudes shall be defined in the Event Term Sheet consistent with FAA waiver approval.

1. Altitude violations shall be determined through telemetry review by Scoring and the Contest Committee.
2. Violation shall result in disqualification for the heat in which it occurred.
3. Repeat violations may result in removal from further participation.

Maximum Altitude - Maximum race altitudes shall be defined in the Event Term Sheet. Limited altitude deviations above the maximum shall not result in penalty if:

1. The maneuver was necessary for safety; and
2. The deviation was not pre-planned for competitive advantage; and
3. The aircraft promptly and safely returned to race altitude.

The Contest Committee shall determine whether the deviation was safety related.

Planned altitude excursions for passing advantage are prohibited.

Escape Routes: Primary Escape Routes shall be established for each venue and published in the Event Term Sheet.

An aircraft unable to remain within racecourse boundaries may execute an approved escape maneuver.

Execution of an approved escape maneuver shall not result in penalty.

Escape routes shall:

1. Maintain separation from spectator areas.
2. Be conducted at prescribed minimum altitudes.
3. Follow published re-entry procedures.

Extreme caution shall be exercised during re-entry.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



Overtaking: An overtaking aircraft shall pass to the outside of a slower aircraft unless the slower aircraft's lateral position provides clear and continuous visibility.

The overtaken aircraft shall not impede or interfere with the overtaking aircraft.

The overtaking pilot retains responsibility for safe separation.

Pylon Cuts: All aircraft must remain outside racecourse pylons.

Enforcement - A pylon cut occurs when:

1. Any part of the aircraft crosses inside a pylon; or
2. The aircraft crosses the Pylon-to-Pylon direct line.

Pylon cuts shall be determined primarily through telemetry data. Pylon Judges may serve as secondary confirmation.

Penalty- Two (2) seconds multiplied by the number of race laps for each pylon cut. Penalty time shall be added to actual finish time.

Pylon cut determinations are not subject to protest.

Forced Cuts: If, in the unanimous determination of the Contest Committee, a pylon cut was caused by illegal maneuvering of another aircraft:

1. The aircraft causing the forced cut shall be disqualified.
2. The forced aircraft shall not receive a penalty.

Racecourse Lighting: Racecourse lighting may be used to enhance pilot situational awareness. Lighting is supplemental and not essential to racing operations. If lighting fails:

1. Racing or qualifying may continue.
2. Race Control shall notify aircraft.
3. Corrective action shall be taken as operationally feasible.

RACE FINISH AND OFFICIAL RESULTS

Official Finish Line: Each event shall designate an Official Finish Line for all racecourses.

The Official Finish Line geometry shall be defined in the applicable Event Term Sheet and confirmed during pilot briefings.

The Official Finish of a race shall occur when the lead aircraft crosses the Official Finish Line after completing the required number of laps.

All following aircraft shall receive the Checkered Flag as they cross the Finish Line and shall exit the racecourse in accordance with Race Control instructions.

Official Timing and Speed Calculation: Event-Approved Telemetry data constitutes the official timing and speed calculation authority for all race finishes.

Calculation Methodology - Race Finish Speeds shall be calculated using event-approved telemetry data based on:

1. Verified course distance; and
2. Recorded elapsed time.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



Average speed for each aircraft shall be determined using the formula:

$$\text{Speed} = \text{Distance} \div \text{Time}$$

Any applicable penalties, including pylon cut time penalties, shall be applied to elapsed time prior to final speed calculation.

The Contest Committee, in consultation with Scoring, shall validate official results.

SARC retains final authority over official results.

Post-Flight Telemetry Submission: Timely submission of telemetry data is mandatory.

Requirement - Following landing and engine shutdown, the pilot shall:

1. Remove the event-approved telemetry device (if applicable); and
2. Deliver the device to Scoring personnel within thirty (30) minutes of engine shutdown.

Failure to submit telemetry data within the prescribed time may result in:

1. Invalidation of the race result; or
2. Disqualification,

at the discretion of the Chief Judge and subject to SARC authority.

Determination of Finishing Positions: Finishing positions shall be determined in the following order of precedence:

Aircraft with Valid Recorded Speeds

1. Aircraft not disqualified shall be listed in order of decreasing final race speed.
2. If Class Rules permit a heat winner to “bump” to a faster heat and the winner elects to bump:
 1. The entry shall be listed as “Bump – 1st Place.”
3. In the event of identical speeds:
 1. The tied position shall be duplicated.
 2. Subsequent position numbers shall be skipped accordingly.

Aircraft Without Valid Recorded Speeds - Aircraft shall be listed below those with valid speeds in the following order:

1. Did Not Finish (DNF)
 1. Aircraft that started but did not complete the race.
 2. Listed in decreasing order of laps completed.
3. Did Not Start (DNS) - Aircraft that did not participate in the official start sequence.
4. Disqualified (DQ) - Aircraft disqualified during or after the race.

If ranking criteria above do not distinguish between two or more aircraft (e.g., identical lap count DNFs or identical disqualifications), the aircraft shall be listed in pairing order for reporting purposes. Such finishes shall be considered equal.

Provisional and Official Results: Unofficial race results shall be posted as soon as practical following race completion.

Unless a protest is filed in accordance with the Protest Article of these RofC:

1. Results shall become official one (1) hour after posting.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



If a protest is filed:

2. Final results shall be determined following review by the Contest Committee and confirmation by SARC.

SARC retains final authority over the certification of official race results.

EMERGENCY PROCEDURES (“MAYDAY”)

Declaration of Emergency: The safety of race participants, officials, and spectators is paramount.

When a pilot declares “MAYDAY,” or when Race Control determines that an emergency condition exists, Race Control shall immediately announce over the designated frequency that an emergency is in progress.

The aircraft declaring “MAYDAY” shall be afforded absolute right-of-way.

Status of Distressed Aircraft: Any aircraft that:

3. Declares “MAYDAY”; or
4. Clearly departs the racecourse due to an emergency condition

shall be deemed to have terminated participation in that race heat.

Such aircraft shall not be permitted to re-enter that race.

Conduct of Other Aircraft: Unless otherwise directed by Race Control, all other aircraft shall continue racing. However:

1. All pilots shall maintain heightened situational awareness.
2. All aircraft shall yield immediately to the distressed aircraft.
3. No aircraft shall maneuver in a manner that compromises emergency operations.

Failure to yield to an aircraft declaring an emergency shall result in severe penalty, including potential disqualification or suspension.

Emergency Altitude and Maneuvering: No specific “MAYDAY altitude” is designated. Safe maneuvering altitude during an emergency depends upon:

1. Aircraft type.
2. Pilot Judgment.
3. Course geometry.
4. Wind and environmental conditions; and
5. Nature of the emergency.

The Pilot-in-Command retains full authority to take any action necessary for the safety of flights during an emergency.

Such maneuvers shall not result in penalty.

Termination of Emergency Status: An emergency condition shall be considered active until formally terminated. Emergency termination shall occur when:

1. The distressed aircraft has safely landed; and
2. Crash/Fire/Rescue (CFR) declares the emergency condition resolved.

The distressed pilot may assist in termination by declaring safe status upon landing.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



Race Control shall announce termination of the emergency condition via the operations frequency.

Race Termination Due to Emergency: SARC may terminate race heat if an emergency condition warrants cessation of race operations.

Procedure - If a race is terminated prior to its scheduled completion:

1. Race Control shall announce "Race Terminated" via radio.
2. A Red Flag shall be displayed.
3. Aircraft shall:
 - 1) Pull up at the designated exit point.
 - 2) Exit the racecourse in trail.
 - 3) Follow standard race conclusion procedures unless otherwise directed.

Landing instructions shall be issued as soon as operationally practical.

This structured exit procedure is intended to prevent uncoordinated departures from the racecourse during emergency conditions.

Authority: All emergency determinations made by:

1. Race Control,
2. Director of Operations,
3. Director of Safety,
4. CFR personnel,
5. Contest Committee,

are final and binding.

SARC retains ultimate authority over emergency-related determinations.

RACE CANCELLATION, POSTPONEMENT, AND PURSE DISTRIBUTION

Authority to Postpone or Cancel: The Director of Operations (or designee), in coordination with the Chief Contest Committee and SARC leadership, shall have authority to postpone, delay, suspend, or cancel racing due to:

1. Safety concerns.
2. Weather conditions.
3. Course conditions.
4. Operational constraints; or
5. FAA direction.

The safety of participants and spectators shall be the overriding consideration.

Consultation Process: In determining whether racing should be postponed, suspended, or resumed, the Director of Operations shall consult, as appropriate, with:

1. FAA representatives.
2. SARC leadership.
3. The President(s) of the affected Race Class(es).

However, final authority to suspend or resume race operations rests with SARC.

Agreement with the affected Class is encouraged but not required where safety or FAA compliance necessitates action.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



Completed vs. Restarted Races:

50% Completion Rule - If a race is stopped and the lead aircraft has completed fifty percent (50%) or more of the scheduled laps:

1. The race shall be declared complete.
2. Finishing positions shall be determined based on telemetry and aircraft position at the time of official race stoppage.

If the lead aircraft has completed less than 50% of the race:

1. The race may be restarted following an appropriate preparation interval.

Restart Eligibility: If a race is restarted:

1. Only aircraft that made an official start in the stopped race may restart.
2. Aircraft that started but later dropped out prior to stoppage may restart.
3. Aircraft that did not officially start may not participate in the restart.
4. Aircraft disqualified during the stopped portion of the race shall not restart but may be eligible for last-place purse allocation as determined by SARC.
5. If a race was never officially started, the originally scheduled aircraft shall be eligible for the rescheduled race.

Definition of Purse: The "Purse" constitutes the total amount allocated to a Class for:

1. Prize money; and
2. Approved Class expenses,

for the applicable event year as defined in the Event Term Sheet.

Funding of Individual Heats: Funding of a specific race heat shall commence only upon official start of that heat.

If a heat is not run, SARC retains discretion to determine whether purse funds allocated to that heat will be distributed.

If a Class withdraws administrative fees, such withdrawal shall not reduce required prize payouts below amounts agreed upon in the Event Term Sheet.

Payout Determination: Purse distribution shall occur in consultation with the applicable Race Class and in accordance with:

1. The Event Term Sheet;
2. Official race results; and
3. SARC financial controls.

The Race Class shall provide SARC with either:

1. An individual payout schedule identifying amounts due to each participant; or
2. An invoice for the total Class Purse based on qualified pilots.

SARC shall issue payments in accordance with the approved schedule.

Awards and Payment Processing: Individual prize payments shall be distributed at the Awards Ceremony or through post-event financial processing as determined by SARC.

All IRS Form 1099 reporting shall be issued to the named payee on the check.

It is the responsibility of the recipient to ensure payee accuracy prior to deposit.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



SARC shall not be responsible for tax reporting errors arising from incorrect payee information provided by participants or Class representatives.

Special Prizes and Sponsorship Awards: Special prizes or sponsor-funded awards may be offered in addition to the official purse.

Rules governing such awards shall be published prior to competition and incorporated into the Event Term Sheet or official communications.

Such awards remain subject to SARC oversight.

SAFETY AND GROUND OPERATIONS

Safety is the highest priority at all SARC-sanctioned events. All participants, officials, Class representatives, and support personnel shall comply with:

1. These Rules of Competition ("RofC");
2. The FAA Certificate of Waiver.
3. Applicable federal regulations; and
4. Event-specific safety procedures.

Any observed or reportable safety concern shall be reported to the Director of Operations.

SARC, through its officials, shall ensure compliance with FAA waiver provisions and shall cooperate fully with designated FAA personnel in the interest of spectator and participant safety.

Authority to Remove from Course or Event: The Contest Committee, Director of Operations, Race Director (Air Boss), and SARC VP Officiating are authorized to immediately remove from the racecourse or event any pilot or aircraft deemed:

1. Unsafe.
2. Reckless.
3. In violation of the RofC; or
4. A threat to participants or spectators.

Such determinations are final and binding.

Personal Protective Equipment: Mandatory Equipment - All race pilots shall wear:

1. Fire-retardant flight clothing.
2. Fire-retardant gloves.

Helmet and oxygen system requirements shall be governed by applicable Class Rules and FAA requirements.

Failure to comply shall result in removal from racecourse operations.

Scope of Safety Oversight: Safety oversight applies to:

1. Racecourse operations.
2. Ramp areas.
3. Pit areas.
4. Hangars.
5. Tow lanes.
6. Public interface areas.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



SARC retains authority over operational safety in all event-controlled areas.

Ramp Operations and Credentialing: Each Class is responsible for safe ramp operations during its assigned racecourse periods.

SARC shall coordinate scheduling and deconfliction.

Requirements

1. Each Class shall designate a Ramp Chief.
2. Each race aircraft shall have no more than two (2) crew members beyond the crowd line unless otherwise authorized by Class rules and SARC.
3. All crew must:
 - Be properly credentialed;
 - Have signed required waivers.
4. The following are prohibited beyond the crowd line:
 - Open-toed footwear;
 - Running;
 - Minors.

Ramp access privileges may be revoked for violations.

Fueling, Oxygen, and Nitrous Restrictions

Fueling and Defueling

1. No fueling or defueling shall occur in publicly accessible areas.
2. No fueling or defueling shall occur in pits accessible to spectators.

Oxygen Servicing

1. No oxygen servicing shall occur in publicly accessible areas or spectator-accessible pits.

Nitrous Oxide (NOS) Use, Safety, and Handling: If Permitted by Class Rules

Nitrous Oxide (“NOS”) is classified as a compressed oxidizing gas and presents unique hazards in aircraft and race environments. If a Class authorizes the use of NOS, these SARC-level requirements are mandatory and apply to all aircraft, crews, and support personnel utilizing NOS systems.

SARC retains final authority over NOS operations, safety determinations, and enforcement.

Regulatory and Documentation Requirements: All NOS storage, handling, and operational practices must comply with:

1. OSHA 29 CFR 1910.101 & 1910.1200 (Compressed gases & HazCom)
2. NFPA 55 – Standard for Compressed Gases and Cryogenic Fluids
3. FAA regulations and aircraft operating limitations
4. All applicable SARC rules, FAA waiver requirements, and technical inspection requirements
5. Local authority and emergency services requirements

Safety Data Sheets (SDS) for NOS must be available at the race site.

All NOS-equipped aircraft must include NOS system photographs in the CFR extraction package and must pass technical inspection with the system fully installed and functional.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



Aircraft Installation Requirements: If NOS is permitted by the Class:

1. Blow-off tubes must vent overboard.
2. Tank shutoff valves must be clearly visible and accessible to the pilot in flight.
3. Shutoff controls must also be accessible to CFR and ground safety personnel.
4. All hoses, fittings, and system components must be:
 - DOT-approved and pressure-rated for nitrous oxide
 - Securely mounted
 - Leak-free
5. Bottles must be structurally restrained to withstand race loads.
6. Vent relief devices must exhaust externally and away from ignition sources.
7. NOS bottle installation must be inspected by the Class Technical Team and SARC prior to any racecourse operation.

Failure of an aircraft to meet these requirements may result in grounding or disqualification.

Storage and Public Access Restrictions: NOS cylinders must be stored:

1. Outdoors or in a ventilated storage area
2. Away from heat, ignition sources, or flammables
3. Upright and secured with chains or straps
4. Cylinder caps must remain installed when not in use.
5. No smoking, open flames, or spark-producing activities within 50 feet of NOS storage areas.
6. Storage areas must display required signage:
 - NITROUS OXIDE – COMPRESSED GAS
 - NO SMOKING
 - EMERGENCY CONTACT
7. Public access to storage areas is prohibited.

Ground Handling Requirements

1. CFR (Crash, Fire, Rescue) must be notified and available when NOS systems are being serviced or filled.
2. Refill stations must be physically secured and always supervised.
3. Movement of large supply (“mother”) cylinders through public areas is prohibited.
4. Cylinders may not be rolled, dragged, or transported unsecured.
5. Only trained, experienced personnel may perform NOS handling or servicing.
6. Fire extinguishers (Class B/C or CO₂) must be within 10 feet of NOS handling areas.
7. Any leaks, venting, or abnormal temperatures must result in immediate area evacuation and CFR activation.

Public Area Restrictions

1. No NOS servicing may occur in any publicly accessible area, including spectator-adjacent pits.
2. No bottle exchange may occur in areas accessible to the public.
3. NOS service zones must be clearly marked, restricted, and monitored.

Violations may result in grounding, disqualification, or Class-level penalties.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



Race Operations Requirements:

1. Pre-race NOS system checks must verify:
 - Bottle integrity
 - No leaks
 - Proper pressure regulation
 - Correct installation and vent routing
2. Pilots must be able to access shutoff valves in flight.
3. Gloves and eye protection are required during servicing.
4. Fire-resistant race suits (SFI or FNS/PD) are required for pilots using NOS systems.
5. Only NOS systems inspected and approved by the Class Tech Team and SARC may be used during race operations.

Emergency Procedures: In the event of a suspected NOS leak, cylinder failure, spill, or fire:

1. Personnel shall be evacuated immediately.
2. CFR shall be notified and assume control.
3. Only dry chemical or CO₂ extinguishers may be used on NOS-related fires.
4. Bottles shall not be repaired on site; the supplier must be contacted for faulty cylinders.
5. Exposure to nitrous inhalation or frostbite shall be treated per SDS guidelines and medical personnel notified immediately.

Enforcement and Penalties: Violations of any NOS rule may result in:

1. Immediate grounding of aircraft
2. Disqualification
3. Class-level fines pursuant to the Violations Article
4. Removal of NOS privileges
5. Event expulsion
6. Referral to SARC for further action

SARC retains final authority on all NOS-related safety and compliance determinations.

Power Adders: Authorization for power adders is a Class-level technical matter. However, SARC retains authority over:

1. Public safety implications.
2. Ground handling procedures.
3. Spectator exposure risks.

Classes must publish clear power-adder rules consistent with these RoFC.

Alcohol and Drug Prohibition: No pilot, crew member, official, or participant shall:

1. Operate an aircraft.
2. Perform safety-sensitive duties.
3. Access controlled ramp areas

while impaired or under the influence of alcohol, illegal drugs, or impairing substances.

SARC may remove any individual suspected of impairment pending review.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



Crash/Fire/Rescue (CFR) Coordination: CFR personnel operate under independent emergency authority. In the event of an emergency:

1. CFR directives shall be followed immediately.
2. No aircraft shall maneuver in a manner interfering with emergency response.

Race operations shall not resume until CFR declares the condition safe.

Incident Reporting: Any accident, incident, equipment malfunction, or safety event shall be reported immediately to:

1. Director of Operations.
2. Director of Safety.
3. Contest Committee (as appropriate).

Documentation may be required for FAA coordination.

Demonstration and Non-Qualifying Events: For demonstration or non-qualifying events as defined in the Event Term Sheet, SARC may:

1. Modify operational safety requirements.
2. Adjust ramp or course procedures.
3. Conduct rule validation exercises.

Safety standards shall not be reduced below FAA waiver requirements.

VIOLATIONS, PENALTIES, AND FINES

Violations of these Rules of Competition ("RofC"), applicable Class Rules, FAA regulations, or the FAA Certificate of Waiver may result in:

1. Disqualification.
2. Suspension.
3. Monetary fines.
4. Loss of purse.
5. Removal from the event; or
6. Additional disciplinary action.

The severity and duration of sanctions shall be determined by SARC in consultation with the Contest Committee and, where appropriate, the affected Class President.

All determinations are final and binding.

PART A – DISQUALIFYING VIOLATIONS: The following conduct constitutes grounds for disqualification:

Integrity and Conduct Violations

1. Bribery or attempted bribery of any official, participant, or representative.
2. Acceptance of a bribe.
3. Attempting to enter or assist in the entry of an unqualified pilot or aircraft.
4. Any action prejudicial to the event or the best interest of air racing.
5. Unsportsmanlike conduct.
6. Abusive language or threats directed at participants, officials, or committee members.
7. Filing a protest in an offensive or abusive manner.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



Safety and Regulatory Violations

1. Failure to yield to an aircraft declaring an emergency.
2. Careless or reckless operation (14 CFR §91.13).
3. Violations of FAA rules, regulations, or waiver provisions.
4. Low flight over spectator areas.
5. Failure to comply with Escape Route requirements as defined in the Racing Article.
6. Operating without attending and signing required pilot briefings.
7. Operating without properly displayed race number.
8. Attempting to substitute an unqualified aircraft.
9. Operating an aircraft not in compliance with Class Aircraft Compliance Inspection requirements.

Unauthorized Passenger: Any pilot carrying an unauthorized passenger on the racecourse:

1. Shall be disqualified for the remainder of the event year; and
2. May be disqualified for the following year depending on the timing and severity of the violation.

If the violation occurs on the final day of the event, the disqualification may extend into the following race year.

Erratic or Dangerous Flying: A pilot demonstrating erratic, reckless, or dangerous flying shall:

1. Be ordered off the course via radio and Black Flag.
2. Receive last-place purse allocation for that heat.
3. Meet with the Contest Committee and Class Pilot Qualification Committee.

There shall be no right of protest regarding removal for dangerous conduct.

Start Infractions: Jumping the start, slingshotting, diving below authorized entry altitude, or other improper start maneuvers may result in:

1. Disqualification from that heat; and
2. Last-place purse allocation.

The Chief Contest Committee Judge shall be the sole determiner of such infractions. No protest shall be permitted.

PART B – NON-DISQUALIFYING PENALTIES: The following penalties shall not constitute disqualification unless otherwise determined by SARC:

Pylon Cuts: The penalty for a pylon cut during a race shall be:

1. Two (2) seconds × Number of race laps, per cut.
2. Penalty time shall be added to actual finish time.
3. Pylon cut determinations are not subject to protest.

Credentialing Violations (Class-Level): If a Class exceeds credentialed personnel limits or permits unauthorized access to restricted areas:

1. The Class shall be directed to immediately correct the violation.
2. If promptly corrected, no penalty shall be imposed.
3. If not corrected, the Class may lose access to designated restricted areas for the remainder of the event year.

PART C – MONETARY FINES

Aircraft Documentation Violations: If a pilot enters the racecourse in an aircraft lacking required documentation under these RoFC, FAA regulations, or waiver provisions:

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



A monetary fine shall be assessed against the applicable Class.

All fines shall be deducted from the annual Race Purse allocated to that Class and retained by SARC.

1. Practice or Qualification Period
 - First violation in a race year: \$500
 - Each subsequent violation in that race year: Double the previous fine
2. Racing Period - For violations discovered during a race period:
 - Fine: Five percent (5%) of the total Class Purse allocated for that race day per violation.

PART D – Final Authority: All determinations regarding:

1. Violation classification.
2. Penalty severity.
3. Monetary fines.
4. Disqualification duration.

are subject to SARC final authority.

Certain determinations identified in these RoFC as “not subject to protest” shall not be reviewed through protest procedures.

PROTESTS AND DISPUTE RESOLUTION

The right to file a protest is limited to:

1. A competing pilot; or
2. The principal owner of the affected aircraft.

The Contest Committee may initiate a protest sua sponte (on its own authority) without payment of a protest fee.

No other individual or entity shall have standing to file a protest.

Filing Requirements: All protests must:

1. Be submitted in writing.
2. Be accompanied by a Two Hundred Dollar (\$200.00) protest fee.
3. Be delivered to the Scoring Office within the prescribed time limits.

Time Limits

1. Protests relating to race results, judging decisions, scoring determinations, or actions of officials must be filed within one (1) hour of the posting of unofficial race results.
2. Protests relating to the validity of an entry aircraft or qualification of a participant must be filed at least four (4) hours prior to the first scheduled race of the affected Class.

Failure to comply with filing requirements shall result in dismissal of the protest.

Availability of Pilots: All race pilots shall remain available for one (1) hour following the posting of unofficial results to receive notice of a protest.

Failure to remain available shall not delay or prevent protest proceedings.

Contest Committee Authority: The Contest Committee has jurisdiction over all protests arising under these Rules of Competition.

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The Committee shall convene as soon as practicable following receipt of a protest and, in no event, later than one (1) hour after completion of competition for that day.

The Committee shall remain in session until all protests are resolved, and official results are posted.

The decision of the Contest Committee shall be final and binding.

No further appeal shall be permitted.

Protest Hearing Procedure: The Contest Committee shall:

1. Notify all affected parties of the time and location of the hearing.
2. Provide opportunities for parties to present evidence and call witnesses.
3. Permit knowledgeable individuals to assist in technical or specialized matters as needed.

The President of the affected Class (or designee) shall be notified and may attend the hearing.

Technical Protests: Technical protests regarding aircraft legality shall be presented to:

1. The Contest Committee; and
2. The Chief Aircraft Compliance Inspector of the affected Class.

If the protested aircraft is determined to be legal, the protesting party shall be responsible for reasonable expenses incurred by the protested party because of the protest.

Withholding of Prizes: Prizes and purse allocations for a protested competitor shall be withheld pending final resolution of the protest.

Upon final determination, funds shall be distributed in accordance with the ruling.

Non-Protestable Determinations: Certain determinations identified elsewhere in these RofC as “not subject to protest” shall not be eligible for review under this Article.

Such determinations include, but are not limited to:

1. Pylon cut determinations.
2. Forced cut determinations.
3. Start infractions declared by the Chief Contest Committee Judge.
4. Removal from the course for dangerous conduct.

SARC Final Authority: Any dispute, conflict, or interpretation issue concerning these RofC that:

1. Could materially affect event safety.
2. Could jeopardize FAA waiver compliance; or
3. Could materially jeopardize continuation of the event,

shall be resolved at the sole discretion of SARC.

SARC’s determination in such matters shall be final and binding.

SPORT AIR RACING COUNCIL (SARC) RULES OF COMPETITION



GENERAL PROVISIONS

SARC shall make available to each participant:

1. These Official Rules of Competition (“RofC”).
2. All incorporated Appendices.
3. The applicable FAA Certificate of Waiver; and
4. Any Event Term Sheet or supplemental operational directives.

Such documents may be distributed electronically or in printed form.

Responsibility of Participants: It is the sole responsibility of each race pilot, owner, crew member, and participant to:

1. Read and understand the RofC and all incorporated documents.
2. Comply with all provisions therein; and
3. Operate within the limitations established by the FAA Certificate of Waiver.

Failure to read or understand the RofC shall not relieve any participant of responsibility for compliance.

Acceptance of Rules: Participation in any SARC-sanctioned event constitutes acknowledgment and acceptance of:

1. These RofC.
2. Applicable Class Rules.
3. FAA waiver provisions; and
4. All official instructions are issued by SARC or its designated officials.

Interpretation: Any ambiguity or interpretation issue arising under these RofC shall be resolved by SARC.

SARC’s interpretation shall be final and binding.

SPECIAL RULES AND EVENT DIRECTIVES

SARC may issue Special Rules, operational directives, or temporary amendments during an event when deemed necessary for:

1. Safety.
2. FAA compliance.
3. Operational integrity; or
4. Event continuity.

Special Rules shall be approved by SARC in consultation with:

1. The FAA (as appropriate)
2. The Contest Committee.
3. The President(s) of the affected Class(es).

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Final authority rests with SARC.

Promulgation of Special Rules: Special Rules shall:

1. Be acknowledged by the Director of Operations, Chief Contest Committee Judge, and affected Class President(s);
2. Be signed by the SARC President and Event Director.
3. Be posted in pilot areas.
4. Be announced at pilot briefings.

Once issued, Special Rules carry the same authority as these RofC.

If a conflict exists between any Special Rule and a Class Rule, SARC's determination shall control.

PASSENGER AUTHORIZATION

Authorized Passenger Flights: Passenger flights within waived airspace require:

1. Prior approval from the Director of Operations.
2. Coordination with the SARC President and Event Director.
3. FAA notification.

Passenger operations shall:

1. Not descend below 250 feet AGL.
2. Comply with all waiver conditions.
3. Be reported to Race Control prior to departure, including number of souls on board.

Any Pace or Chase aircraft must also declare souls on board prior to departure.

Violation of passenger restrictions shall result in penalties consistent with the Violations Article.

PILOT / AIRCRAFT AUTHORIZATION CONTROL SYSTEM

Authorized Pilot/Race Aircraft List: SARC shall generate and maintain an official Authorized Pilot/Race Aircraft List.

Only pilot/aircraft combinations appearing on the current authorized list may operate within waived airspace.

Class Pilot Coordinator: Each Class President shall designate a Pilot Coordinator who shall:

1. Verify that only authorized pilot/aircraft combinations enter the racecourse.
2. Attend the first daily Class briefing.
3. Confirm pilot sign-in against pairing sheets.
4. Coordinate immediately with SARC if discrepancies exist.

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Tower Representative: Each Class shall designate a qualified Tower Representative who:

1. Shall be present prior to aircraft taking the runway.
2. Shall advise the Air Boss/Race Director regarding Class operations.
3. Must possess expertise in safe operation of Class aircraft.

Pairing Sheet Verification: Prior to race operations:

1. The SARC President and Event Director and Class Pilot Coordinator shall confirm that pairing sheets match the Authorized Pilot/Race Aircraft List.
2. Unauthorized pilot/aircraft combinations shall be removed from the schedule unless corrected prior to taxi.

Failure to correct discrepancies may result in fines pursuant to the Violations Article.

Class Accountability: It is the responsibility of the Class, through its President, to ensure that only:

1. Certified.
2. Insured; and
3. Authorized pilots

operate within SARC events.

If an unauthorized pilot operates in waived airspace:

1. The Class shall be held accountable.
2. Monetary fines shall apply in accordance with the Violations Article.
3. Insurance implications may be triggered.

ALCOHOL AND DRUG POLICY

Zero Tolerance Policy: SARC maintains a zero-tolerance policy regarding alcohol, marijuana (including related products), illegal drugs, and abuse of prescription medications. No individual shall:

1. Perform maintenance.
2. Tow aircraft.
3. Operate aircraft.
4. Access controlled ramp or pit areas.

while under the influence.

Designated areas including:

1. Pit boxes.
2. Tow lanes.
3. Hangars.

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4. Ramp areas.

are "Alcohol and Drug Free" zones.

Enforcement shall be at the discretion of SARC and may include:

1. Immediate removal from restricted areas.
2. Disqualification.
3. Event dismissal.
4. Forfeiture of fees.
5. Class-level penalties.

No refunds shall be required for violations.

FINAL AUTHORITY CLAUSE

Conflict Resolution: If any conflict exists between:

1. Special Rules.
2. Class Rules.
3. Operational directives; or
4. Any portion of these RofC,

SARC shall be the final determining authority.

All determinations shall be final and binding.