August 24, 2014

RENO AIR RACING ASSOCIATION, INC., DBA
NATIONAL CHAMPIONSHIP AIR RACES

OFFICIAL RULES OF OPERATIONS & COMPETITION

August 24, 2014

NOTE: All 2014 changes to the Official Rules of Operations and Competition are listed in BOLD RED Font.

9/2/14

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RENO AIR RACING ASSOCIATION, INC., DBA
NATIONAL CHAMPIONSHIP AIR RACES

OFFICIAL RULES OF OPERATIONS & COMPETITION

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RENO AIR RACING ASSOCIATION, INC., DBA
NATIONAL CHAMPIONSHIP AIR RACES

OFFICIAL RULES OF OPERATIONS & COMPETITION

ORIGINAL: August 26, 2013

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# REASONABLE AIR RACING ASSOCIATION, INC., DBA
# NATIONAL CHAMPIONSHIP AIR RACES

# OFFICIAL RULES OF OPERATIONS & COMPETITION

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RENO AIR RACING ASSOCIATION, INC., DBA
NATIONAL CHAMPIONSHIP AIR RACES

OFFICIAL RULES OF OPERATIONS & COMPETITION

DEFINITIONS

CERTIFIED: As referred to in these “Official Rules of Operations and Competition” and other documents issued by RARA. The term “Certified” shall apply to a prospective race pilot that has been deemed “ELIGIBLE” by their respective class AND has:

- Completed “ALL” phases of PRS within the last 24 months; or
- COMPETED in the National Championship Air Races within the past three annual air races.

CHASE PLANE: A Chase Plane is any plane used for observation, photography, or any other use, is approved by RARA and the respective class, and is flown by a certified pilot or an approved pace pilot. A chase plane shall not go below 200 feet AGL on the course.

COMPETED: As referred to in the “Official Rules of Operations and Competition” and other documents issued by RARA shall be defined as follows:

- Flown at least one complete lap in an official race in the National Championship Air Races (NCAR); or
- Qualified in an aircraft to race in the National Championship Air Races by obtaining a speed qualifying the aircraft to compete in the race progression.
- Note: Flight in the National Championship Air Races during the practice or qualification periods that does not result in securing a qualification time will not be considered “COMPETING” in their race class.
- Certified pilots who have not “COMPETED”, as defined above, but who have had time on the race course at Reno at PRS or during race week during the previous 36 months who wish to maintain the certification as a race pilot, may request of their respective class the opportunity to perform a check ride in accordance with the class requirements as listed in their rules. The pilot shall complete the check ride to the satisfaction of the class. The check ride may extend the pilot’s certification for an additional twelve (12) months. It shall be the sole responsibility of the pilot to inform both RARA and the Class of their intended action to assure that adequate records are maintained and only documented evidence of such action will be acceptable as proof of the extended certification. This process is good to extend a pilot’s certified status for up to a total of forty eight (48) months, after which time if the pilot has not “competed at Reno”, he/she shall be required to attend PRS in order to regain his/her certification.

CONDITIONAL ENTRIES: Conditional entries are those entries received AFTER the closing date and time as specified in the entry application. They must comply with the Official Rules of Operations and Competition and provide all the information specified in the ENTRY
FORM. Conditional Entries shall be listed in order of their receipt by RARA which will determine their position or advancement through the following categories.

• A CONDITIONAL ENTRY TO FILL THE FIELD is one received after the closing date when the field is not filled in its respective class. The entry shall be advanced to fill said field, shall receive all the rights and privileges of an “on time entry” and be assured of the opportunity to qualify.

• A CONDITIONAL ENTRY TO FILL THE FIELD UPON THE FAILURE OF SUFFICIENT AIRCRAFT TO QUALIFY is a Conditional Entry that shall be allowed to qualify, if prior to or during the qualification period, “on time” or “Conditional Entries to fill the field” are unable to qualify. Should they qualify they shall receive all the rights and privileges of an “on time entry”.

• A CONDITIONAL ENTRY TO FILL THE FIELD IF THE FIELD IS NOT FULL BY THE FIRST HEAT RACE IN ITS CLASS is a Conditional Entry that has not had the opportunity to qualify. In the event that other qualified aircraft are unable to start the first heat race of that class, then it shall be allowed to start as the LAST place aircraft in medallion, bronze or lowest race in that class. It shall then be allowed to advance as provided in the class rules of progression and shall receive all the rights and privileges of an “on time entry”.

DESIGNATED OBSERVATION AREA: A designated observation area is an area NORTH of the pit/crowd line approved by the FAA/RARA for a maximum of THREE (3) CREW MEMBERS per aircraft in that race, wearing the proper credentials, to observe that race. Any violation of the maximum of three (3) crew members shall result in the closure of the designated observation area to that class for the remainder of the air races for that year.

ELIGIBLE: As referred to in the Official Rules of Operations and Competition and other documents issued by the Reno Air Racing Association (RARA) shall refer to a prospective race pilot or aircraft that has met all of the requirements of their respective class.

INSTRUCTORS: The qualifications for instructors at PRS are as follows.

- A flying instructor shall be a currently certified race pilot, approved by the specific Class and RARA, who is allowed on the race course with or without a student pilot at PRS.
- A ground school instructor shall be a currently certified or past race pilot nominated by the class and approved by RARA.

MAXIMUM RACING ALTITUDE: The maximum racing altitude, as established in Section IX Racing is not intended to place a ceiling on the pilot’s ability to race in a safe and prudent manner during competition. In the interest of safety, altitude deviations AGL are authorized, followed by a safe return to the race course.

PACE PILOT: The qualifications for a pace pilot for both Racing and PRS are as follows.

- The pace pilot for any class shall be a currently certified race pilot, certified pace pilot or past race pilot and approved by both RARA and the Class for which he/she is to pace.
- The Pace Pilot shall be trained in pace/safety duties by each class.
RARA requires each pace pilot to have a current Class I or II Medical Certificate for any NCAR race event.

The Pace Pilot shall not be allowed to go onto the race course unless he/she holds the qualifications of a certified race pilot, has had legal time on the race course within the past twenty-four (24) months, or holds a current aerobatic card.

The pace pilot, as such, is not certified to race.

No more than two (2) people are allowed in a pace/safety plane unless the corporate owner’s safety/operational requirements stipulate two company pilots for safe operation. If this stipulation exists, the aircraft may be operated with three (3) people on board, including the RARA/class approved pace pilot performing his/her duties either from the front seat or from the passenger seat.

**PASSENGER:** For purposes of entering the race course at Reno Stead Airport during any period that the FAA Waiver is in effect, a passenger is defined as any person in any approved race, pace, chase or training aircraft who is not an approved pilot in command of said aircraft in accordance with RARA pilot registration requirements. During PRS an Instructor Pilot authorized by the Class and RARA, or a student duly registered for training are approved passengers who, in performing the training/instructing requirements of PRS, are authorized to enter the race course and descend to race course altitude.

**PYLON RACING SEMINAR (PRS):** Each year the Reno Air Race Association (RARA) in conjunction with the Racing Classes, presents a seminar for prospective race pilots to acquire the necessary skills to determine their suitability to become a pilot certified to race at Reno. A pilot must be at least EIGHTEEN (18) YEARS OF AGE at the start of PRS. All pilots must have ALL of the class requirements with respect to total hours as pilot in command and in type PRIOR to flying on the Race Course. The pilot must complete all phases. The pilot shall pass the check ride and be signed off by the class within TWELVE (12) MONTHS in order to become certified to race at Reno.

**RACE CLASS RULES:** These RARA Official Rules of Operations and Competition incorporate the Race Class Rules of each class in their entirety and are included by reference herein. Should a discrepancy exist between the RARA Official Rules of Operations and Competition and the class rules, the RARA Official Rules of Operations and Competition will take precedence.

**RACE COURSE SHOW LINE:** The edge of the raceway closest to a spectator area is the Race Course Show Line, over which no aircraft is permitted to cross while racing/qualifying/practicing unless the race pilot is clearly performing an “escape maneuver” which is defined as climbing above 1500 feet AGL to avoid the spectator area. The Race Course Show Line for all classes is defined by the north edge of runway 08/26. White panels or other readily recognized marking for the Race Course Show Line are placed a minimum of 500 feet from the east, north and west secondary spectator areas.

**REPLACEMENT AIRCRAFT:** In the event an “ON TIME ENTRY” is unable to compete due to mechanical problems, an application, filling all of the requirements of the ENTRY FORM and Section III., AIRCRAFT ELIGIBILITY, will be accepted by RARA for a REPLACEMENT
AIRCRAFT. The application shall be submitted by the owner or pilot of the original aircraft and shall be received by RARA prior to the close of business on the SATURDAY prior to Air Race week. The Replacement Aircraft shall retain its respective order and shall not be bumped by any conditionally approved aircraft. The Replacement application fee shall be $300.00.

TELEMETRY AREA: A Telemetry Area is an area NORTH of the pit/crowd line approved by the FAA/RARA for the placement of a bona fide telemetry unit of a racing aircraft to receive telemetry from said aircraft during a race. A maximum of THREE (3) CREW MEMBERS of said aircraft who are wearing the proper credentials may be at the telemetry station at any time. Any violation of the number of crew members shall result in the telemetry station for that aircraft being removed from the telemetry area for the remainder of the air races for that year.
RENO AIR RACING ASSOCIATION, INC., DBA
NATIONAL CHAMPIONSHIP AIR RACES

OFFICIAL RULES OF OPERATIONS & COMPETITION

I. PARTICIPATION IN THE NATIONAL CHAMPIONSHIP AIR RACES

PARTICIPATION in the NATIONAL CHAMPIONSHIP AIR RACES (NCAR) is on an invitation basis and is open to qualified pilots and aircraft meeting the eligibility requirements of these rules and those of the classes invited to participate.

APPLICATIONS for entry must be on the “INVITATION TO PARTICIPATE IN THE NATIONAL CHAMPIONSHIP AIR RACES” entry form furnished by the RENO AIR RACE ASSOCIATION, INC. (RARA).

ENTRIES shall be addressed to the Reno Air Race Association, Inc., 14501 Mt. Anderson Street, Reno, NV 89506 or sent by FAX (775-972-6673) or EMAIL to the Reno Air Race Association, Attn: Director of Aviation Resources.

ENTRY FORMS received by RARA at their offices prior to the close of business at the date and time stated on the entry form and complying with the requirements of The Rules of Operations and Competition and the ENTRY FORM will be considered “ON TIME” entries and shall be assured the opportunity to qualify. RARA will be the sole judge of acceptance or rejection of an application.

ENTRIES will not be accepted by RARA unless complete information specified on the entry form is supplied. An entry that contains any false statement shall be considered void and the entry fee forfeited and retained by RARA.

FEES will not be refunded for any reason other than rejection or refusal of the entry by RARA. RARA reserves the right to invite or exclude any owner, pilot or aircraft.

ENTRIES received after the closing date and time stated in the ENTRY FORM shall be considered “CONDITIONAL ENTRIES” and shall be listed in their order of receipt by RARA. RARA shall notify each CONDITIONAL ENTRANT of their position in the field.

THE CONDITIONAL ENTRY classification has been added by RARA in an attempt to provide a full field of race pilots in the race classes as outlined below.

- To fill the field in the event it is not filled by closing time;
- To fill the field in the event an accepted aircraft is unable to qualify;
- To fill the field in the event any accepted aircraft is unable to start in the first heat race of its class.

CONDITIONALLY accepted and replacement aircraft applications will be rejected if they arrive too late for RARA to process insurance and other paperwork.
II. OFFICIALS

AUTHORITY over all practice, qualification and racing events of the NCAR is vested in RARA through its officials, as listed below, which shall conduct and judge the events in accordance with The Rules of Operations and Competition and the conditions of the FAA waiver.

- The Contest Committee consisting of a Chief Judge and not less than six (6) nor more than eight (8) Contest Committee Judges, for a maximum of nine (9):
- Director of Operations/Deputy Director of Operations
- Director of Safety
- Air Boss/ Deputy Air Boss
- Race Control Supervisor and Race Controllers
- Chief Starter (F-1 and Biplanes) and Assistants
- Chief Timer and Assistants (timers, starters, flaggers & scorer)
- Chief Pylon Judge and Assistants (pylon judges & speed bumps)
- The Class Aircraft Compliance Inspection Teams and the Pilot Qualifications Committees of each Class while performing their duties during the NCAR pursuant to The Rules of Operation and Competition for RARA, their respective Race Class rules and the FAA regulations.

NO OFFICIAL shall have a conflict of interest arising from involvement or connection with individual race sponsors, event sponsors or any racing team entered.

THE CONTEST COMMITTEE shall act in a judicial capacity and will be responsible for the interpretation and application of contest rules pertaining to the Air Racing event.

- Each Contest Committee member will act in an observer/umpire capacity during all qualification and racing events and shall station himself/herself to best to observe each contest
- Settle disputes and protests formally presented
- Determine penalties
- In consultation with RARA, authorize deviations or special provisions to the rules when necessary for safety of spectators and/or race pilots.
- May exclude any race pilot from participation if the race pilot is operating under any physical deficiency making him/her unable to meet the physical requirements for their current medical certificate. They may require a medical examination of any race pilot if they deem it necessary.

III. AIRCRAFT ELIGIBILITY

All race aircraft must be in-place at Reno Stead no later than 1200 hours on the Saturday preceding Race Week. Any deviation from the arrival date/time must be coordinated by the
appropriate class president with the RARA Maintenance Coordinator. Late arrivals due to
weather or maintenance issues must be coordinated and approved to retain “on-time” or
“conditional” entry status. (Note: Any approved late arrivals must comply with the 1700
Sunday deadline as specified in Section IV: Qualification of Aircraft.) The intent of this rule is
to ensure adequate time for the class aircraft compliance inspection teams to complete the
required aircraft inspections and associated logbook entries, including any corrective
actions, prior to allowing said aircraft on the race course for practicing, qualifying, or racing.

NO AIRCRAFT may enter to race in more than one (1) race class.

NO AIRCRAFT weighing less than 4,500 pounds empty weight shall be allowed to enter as
an Unlimited race plane.

THE FOLLOWING certificates, permits, logs, forms and documentation for an aircraft shall
be available for inspection by the FAA and RARA: Registration Certificate, Airworthiness
Certificate, Special Flight Permit, Operating Limitations, Airframe and Engine logs.

Any prospective Experimental race aircraft that has undergone one or more major
modifications (14 CFR21 Section 21.93{a}) or major alterations (14 CFR1.1), or an aircraft
with a new or unique Experimental design must comply with the following requirements:

No later than March 1st of each year an owner/operator desiring to participate in that year’s
NCAR must notify its appropriate Race Class that his/her aircraft is a new or unique
Experimental design or a prior race aircraft with one or more modification(s)/alteration(s).
The Race Class will immediately notify RARA Operations of the new aircraft’s performance,
or the specifics of the major modification(s)/alteration(s) made to a returning aircraft. The
notification will include the name, telephone number and email address of the FSDO who
will be overseeing the flight test, data analysis, and certification of a new or modified race
aircraft. RARA Operations will notify the RARA Maintenance Coordinator who will advise the
Reno FSDO that an aircraft with a new or unique Experimental design or an aircraft with a
major modification/alteration has requested authorization to compete in an upcoming NCAR.
This notification will include a copy of the data package provided by the owner/operator
and/or the Race Class. The Reno FSDO will establish contact with the geographically
responsible FSDO where flight testing will be performed. Together, the FSDO personnel
shall ensure the proposed engineering evaluation, including flight demonstrations and
analysis within the anticipated flight envelope for the aircraft, will meet the RARA eligibility
requirements. If RARA and the Reno FSDO do not agree that the presented material is
adequate for race approval, the owner/operator may be given an opportunity to provide
additional justification.

All race aircraft seeking authorization to participate in a NCAR must be designed to
acceptable structural design criteria to meet the limiting load factors as specified by the
appropriate Race Class.

A flight flutter analysis, test plan, and test results will be submitted to verify that the aircraft
will safely operate within the structural limits and not be in the flutter region at anticipated
race speeds and load factors within the anticipated race flight envelope.

Weight and balance for an empty and full race configuration will be required. Weight and
balance documentation must include forward and aft center-of-gravity (CG) limits for the
potential race aircraft within its flight envelope, at anticipated race speeds, and race power settings.

The flight test results must be documented to confirm that the potential race pilot will be operating within the flight envelope, at anticipated race speeds, and race power settings. Flight testing must be completed, documented and submitted by the race aircraft owner/operator to RARA and the Reno FSDO no less than 90 days prior to any participation in a NCAR event.

If a major change or major alteration has been incorporated on any aircraft since the last time the aircraft raced at Reno or within the last twelve (12) month period preceding the anticipated race month, all provisions established by the FAA for a major change or alteration, through the FAA approved Operating Limitations, must be accomplished and documented in the aircraft records prior to arrival at Reno/Stead (RTS). Such documentation and related correspondence shall be made available to the FAA and RARA at Pilot Registration and to the Class Aircraft Compliance Inspection Team prior to, or during, the inspection of the aircraft.

All primary race pilots must submit a statement signed by the race pilot certifying that the intended race aircraft has demonstrated a true airspeed of 105% of its projected qualifying speed and a turn capability of 150% of the approved race course maximum designed g-load of his/her race class prior to being eligible to race at NCAR. During qualification, any aircraft that exceeds this speed will be required to demonstrate a true airspeed of 105% of the new qualifying speed while at a turn capability of 150% of the approved race course maximum designed g-load. A new statement signed by the race pilot will be submitted to RARA prior to being permitted on the race course. Aircraft not in compliance are subject to disqualification. The air racing flight demonstration specified in written certification may be based on historic flight data (e.g. previous air race) for the same aircraft/primary pilot combination and the aircraft has received no major changes or alterations after the flight demonstration date. The following, or similarly worded statement, submitted to the RARA Director of Aviation Resources will meet this requirement:

I certify that I have completed an air racing flight demonstration in [insert registration number/serial number] at a true airspeed of [insert speed] mph and a turning g-load of [insert g-load], and have found the aircraft has no hazardous characteristics or design features and is safe for air race operations. These parameters establish the race aircraft has demonstrated a true airspeed of 105% of its projected qualifying speed while demonstrating a turn capability of 150% of the approved race course maximum designed g-load of the [insert applicable race class] race class.

This aircraft has received no major changes or alterations after the flight demonstration date.

Flight Demonstration Date:_______________________

Primary Race pilot Name________________________________________________________

Signature________________________________ Date ______________
Alternate Race pilot(s) Name ____________________________________________

I accept the conditions of the above statement Date ______________________

Signature ___________________________________________________________

Note: Alternate race pilots must certify they accept the Primary race pilot’s flight demonstration certification, or submit a new certification, prior to being permitted on the race course.

Each Class Aircraft Compliance Inspection Team will be comprised of a minimum of two qualified individuals, one of whom will be designated as the Lead Inspector. The Lead Inspector will be the primary point-of-contact for RARA and the FAA. Each Class will submit the names of their Aircraft Compliance Inspection Team members to RARA, Attention: Director of Aviation Resources, no later than August 1st of each race year. This submittal will include a brief resume of each Inspection Team member’s qualifications to include EAA Credentials, FAA Certificates, type and years of experience with Race Class aircraft or equivalent, and other data deemed relevant by the Class.

Upon completion of the Class Aircraft Compliance Inspection the FAA, in consultation with RARA, shall have the final authority as to the eligibility of an aircraft for competition. Each Race Class is responsible for ensuring that their Class Aircraft Compliance Inspection Team is available in a sufficient amount of time to accomplish the necessary aircraft inspection prior to any aircraft flight at Reno-Stead that supports class pilot qualification, race qualification, racing practice or racing. Discrepancies noted and corrective actions taken to correct such discrepancies must be documented on the aircraft inspection report prior to any aircraft flight at Reno Stead that supports class pilot qualification, race qualification, racing practice or racing.

Aircraft Compliance Inspection Records, including discrepancies found and corrective actions taken shall be submitted to the RARA Director of Aviation Resources on a timely basis. The RARA Director of Aviation Resources will coordinate the completed inspection and corrective actions (as required) with the Reno FSDO and the RARA Maintenance Coordinator prior to the aircraft being released for any flight involving pilot qualification, race qualification, racing practice or racing. Once the Class Aircraft Compliance Inspection Team, the Reno FSDO, and the RARA Maintenance Coordinator review have been confirmed by the RARA Director of Aviation Resources, the RARA Director of Aviation Resources will advise the Air Boss/Race Control that the aircraft is/are released for pilot qualification, race qualification, racing practice or racing. Additionally, any aircraft maintenance performed during race week that is considered flight critical (e.g. engine change, cylinder change, flight control removal/replacement, etc.) will be documented and re-inspected by the Class Aircraft Compliance Inspection Team to ensure that the affected aircraft is in a condition for safe flight. To accomplish this requirement each race class’ Class Aircraft Compliance Inspection Team will be required to keep an active log up to date that identifies those flight critical corrective actions initiated/completed on each race aircraft in the class. The log will include the aircraft race number, the discrepancy discovered and the
corrective action taken place or in progress. The logs will be retained by the race class and made available each morning for RARA and the FAA to review. These logs will also be made available to RARA and FAA should they be required to support any incident/accident investigation.

Any aircraft that is “trucked in” and “assembled” at Reno-Stead shall require the Class Aircraft Compliance Inspection prior to any flight.

After RARA and the FAA concur with the determination of the Class Aircraft Compliance Inspection Team that an aircraft is cleared for flight, the RARA Director of Aviation Resources shall advise the Chief Judge of the Contest Committee that each aircraft has been inspected, corrective action accomplished (if necessary) and that the aircraft, by race number, are cleared for flight.

ALL RACING aircraft must be issued a race number prior to practice or qualification. The individual race class organizations will be responsible for control and issuance of race numbers for their respective race class.

ASSIGNED air race numbers must be properly applied on each racing aircraft prior to flying on the race course. The required location is: number(s) painted on the top of the upper left wing, reading from the leading edge towards the trailing edge, and on the bottom of the right wing (not required for the Biplane or T-6 Class) and on each side of the fuselage clear of the wing, in readable block style and in contrasting color to the background on which they are applied. Characters should be AT LEAST THIRTY (30) INCHES HIGH, with minimum stroke of two and one half (2 1/2) inches. If the size of an aircraft prohibits the use of a number of this size, the largest number possible must be applied. For Biplane and Formula One, numbers 21 inches or larger will be acceptable. In no case will numbers less than 21 inches high be acceptable. The Chief Timer shall have the right to require race pilots to replace or change the size, type, or location of their racing numbers.

OPERATIONAL transmit and receive VHF radios are required for all race classes qualifying and/or racing at Reno. Additionally, each VHF installation will incorporate mechanization that allows keying the VHF microphone from either the throttle or the stick (i.e. Hands on Throttle and Stick or HOTAS mechanization) and incorporate a head set to receive incoming VHF transmissions. The HOTAS requirement is a RARA requirement which is mandatory for all aircraft participating at Reno in the NCAR. Violations will result in disqualification.

RACE PILOTS shall be responsible for furnishing their own APUs, tractors, and other ground support equipment. RARA tow vehicles will be available to assist as requested.

IV. PILOT ELIGIBILITY

PILOTS and alternate pilots must meet the eligibility requirements for the appropriate class, as stated in the rules for the class, by reference made a part of these rules. There will be no exceptions for non-compliance with class pilot eligibility requirements. In addition to the class rules, a pilot must be at least twenty-one (21) years of age in order to fly a racing aircraft on the Reno race course during race week.
It shall be the sole responsibility of the race pilot to present his/her credentials to the FAA/RARA representatives and to present the necessary aircraft documents to the Class Aircraft Compliance Inspection Team for review upon arrival at the race site.

THE RESPECTIVE racing class Pilot Qualification Committee shall have final authority as to the eligibility of any race pilot pursuant to its class specifications. Such committees shall be available at the race site no later than 0800 hours on the Sunday beginning race week to pass on the qualification of all race pilots. The decision of the Pilot Qualification Committee relative to the eligibility of any race pilot shall be final. The Pilot Qualification Committee of each class shall advise the RARA Director of Aviation Resources of all pilot eligibility qualifications and the RARA Director of Aviation Resources will advise the Air Boss/Race Control, Chief Judge of the Contest Committee and the RARA Chief Timer. The RARA Director of Aviation Resources will maintain the master file for Class Aircraft Compliance Inspections and for Class Pilot Qualification documentation. No pilot will attempt to practice, qualify or race until passed by said Pilot Qualification Committee.

Each class shall supply RARA with a list of the members of their Pilot Qualification Committee by August 1st of each Race Year.

ALL RACE PILOTS must have at least a Private Pilot Certificate. Race Class rules may require a commercial Pilot Certificate. Foreign Pilots must provide a current/valid pilot license issued by their country and present photo identification from their country such as a valid Passport or Drivers License. This photo identification must be in the pilot's possession or readily accessible in the aircraft when exercising the privileges of that pilot certificate.

RARA requires each race pilot, regardless of class, to have a current Class I or II Medical Certificate issued within six (6) months of any NCAR race event. A current Class I or II is also required for PRS. Additionally, RARA highly recommends that all race pilots complete an EKG and a stress test and document same in the NCAR Race Entry Package.

EVERY PILOT flying in the NCAR must be certified. All certifications are approved by the individual race classes and pilots may be considered for certification if they have competed in Reno within the past three years or have successfully completed all phases of the PYLON RACING SEMINAR (PRS) in the previous twenty-four (24) months.

Each class shall supply RARA with a list of the members who can certify pilots to race.

PRS ATTENDANCE will be required for a pilot or alternate pilot who falls into one of the following categories:

- Never competed in the National Championship Air Races;
- Never competed in the Race Class, in the National Championship Air Races.
- Not competed in the Race Class in the National Championship Air Races in the past three Races.

PILOTS with past experience competing at Reno in the National Championship Air Races may be exempt from the above if:
• A pilot has competed in a similar Class e.g. Formula One/Biplane; UNLIMITED/Jet on
the same race course in the past three (3) years and receives a check ride
satisfactory to the Class;

• A pilot seeking to fly in a slower or similar Class and who has competed in Reno in
the last three (3) years, may request from the slower/similar Class the opportunity to
perform a check ride. **If the request is granted by the Class; upon completion of a**
check ride he/she shall be eligible to participate in that class, e.g. UNLIMITED to Jet;
Sport to T-6; Biplane to Formula One or visa versa.

PILOTS may enter more than one race class, if fully certified for each class entered.
However, RARA cannot guarantee that the race schedule will allow for sufficient time
between the respective races to allow a safe transition period.

## BRIEFINGS

V. ALL RACE PILOTS must attend a General Pilot Briefing before practicing, qualifying, or
racing on the race course. These briefings will be conducted by the Air Boss or the Deputy
Air Boss. Dates, times and locations of the General Pilot Briefings will be included in the
general instruction letter sent to each Air Race pilot. All pilots must personally attend one of
these two briefings and have signed in on the attendance roster. The pilot’s signature on the
attendance roster verifies that the pilot has read and understands the Rules of Operations
and Competition and the Operational Rules and Regulations applying to the Stead Airport. It
also signifies that the pilot has been briefed and understands the provisions of operating
within the FAA Certificate of Waiver. A requirement that will be covered during the General
Pilot Briefing will be a focus on G awareness training and techniques to reduce the potential
for G induced pilot loss of consciousness. Any pilot unable to attend either of these briefs
will not be permitted to fly in the waivered airspace.

IN ADDITION to the General Pilots Briefing there will be a Daily Pilot Class Briefing. This
briefing is mandatory for any pilot desiring to fly on the race course that day. The times of
these briefings will be published in the daily schedule for each class. Pilots will be required
to sign in on the pilot attendance roster. Any pilot failing to attend the briefing or failing to
sign the roster will not be permitted to fly that day. Any pilot who has someone other than
him/her self sign in on his/her behalf shall be disqualified from racing for the remainder of
that year’s racing.

Pilots who miss either the mandatory general briefing or the daily briefing must be briefed by
the Air Boss or a designated representative before they are permitted to fly.

RARA shall hold a CREW CHIEF briefing at a time and place to be announced to provide
the crew chiefs information on aircraft maintenance documentation, corrective action and
documentation requirements during the pre-inspection, practice, qualifying and racing
operations as well as matters pertaining to the Ramp and Hanger rules affecting their
respective classes.

THE PACE PLANE PILOT in the UNLIMITED, Jet, T-6 and Sport Classes, shall brief the
pilots before takeoff for each race and cover the following items:
• Time to start engines, Time to takeoff, Rendezvous area, Rendezvous speed and altitude, Emergency procedures, VHF Comm. Frequency, Number of laps for the race, AND other procedures as necessary.

• If a Pace Plane is unavailable, it is the responsibility of the pole position pilot to brief the other pilots before the race.

VI. PRACTICE AND QUALIFYING PERIODS

THE PRACTICE and qualifying periods will be controlled by Race Control on the designated Race Control radio frequencies. All Race pilots will be required to fly one practice session prior to qualification. All pilots will fly a minimum of four laps (six laps preferred) in a practice session before attempting to qualify. The purpose of the practice laps is to allow for G tolerance build-up prior to maximum speed qualification attempts. Each pilot will be required to submit a RARA provided form that certifies that at least the minimum number of G tolerance build up laps were flown prior to attempting to qualify. This form must be signed by the pilot and submitted to the RARA Director of Aviation Resources within one hour of the end of the practice/qualifying period during which the laps were flown. Pilots are authorized to qualify the same qualifying period as the G tolerance build up after the four to six G tolerance laps are completed. NOTE: Pilots who are registered to race in more than one class must fly their G tolerance build up laps in the higher performance class aircraft. (Note: For the purpose of defining “performance”, RARA will use the G and speed for which each race course is designed.) Using this criteria results in the following order of priority for G tolerance build up laps from the lowest performance to the highest: T-6 Class, Formula One Class, Biplane Class, Silver and Bronze Sport Class, and Gold Sport Class. UNLIMITED and Jet pilots may perform their G tolerance build up in either class of race aircraft.

Any action requested by Race Control must be adhered to or disqualification from further participation may occur. Pilots demonstrating their ignorance of, or disregard for, the Rules of Operations and Competition, the FAA Waiver or FARs will be immediately grounded and referred to the Contest Committee for appropriate action. It is desirable to have the Class President or a Class representative with the timing crew during qualification.

ALL AIRCRAFT will communicate with Race Control on the Race Control frequency to obtain permission to take off for practice or qualifying and may be held on the ground or at the end of the runway if the race course is too crowded. The pilot may request takeoff and orbit away from the race course and await clearance to enter the race course when a position is available. The practice and/or qualification order is on a first-come basis after engine start, unless specific times had been pre-scheduled through Race Control. Formula and Biplane pilots will abide by the qualifying procedures adopted by their respective class organizations regarding communications and race course entry/exit during practice/qualifying periods.

NO MORE than four aircraft will be permitted on the race course at the same time during a practice period, unless authorized by Race Control. The Class President of an individual
racing class may, after approval by the Air Boss, authorize more than four aircraft to occupy the race course during practice periods only.

WHEN A PILOT has announced his/her intention to qualify, only three (3) aircraft will be permitted on the race course at the same time, with the last aircraft entering the course being directed to pull off the course.

During any practice period, preferably after all aircraft in that class have qualified, a maximum of eight (8) aircraft may be permitted on the race course, to simulate actual race conditions, with approval of the respective Class President and Race Control.

VII. QUALIFICATION OF AIRCRAFT

OPERATIONS PERSONEL will be on station and ready to qualify aircraft between the hours of 0730 -1700 Monday, 0730-1700 Tuesday and 0730-1200 Wednesday of Race week. (Note: the practice day on Sunday will be supported by CFR and operations personnel from 0730 to 1700 for all authorized race aircraft operations, ie pilot class certifications and practice flights.)

ALL AIRCRAFT must qualify within the listed qualifying hours unless authorized by RARA to fill the field. Unless an aircraft can complete his/her qualification prior to the deadline, it will be flagged off the course. Official time shall be designated as the U.S. Naval Observatory atomic clock time. The Chief Timer shall be the sole judge of the time and no protests will be entertained.

QUALIFICATION periods will be scheduled, and the time periods allotted for qualification will be posted on the daily schedule and announced at the daily briefing. The qualification period may be shortened or extended by RARA in the best interest of the Air Races.

ALL ENTRIES must qualify in order to establish starting positions for their respective heats.

UNLIMITED, JET, T-6 AND SPORT aircraft have the option of running one or two timing laps during their qualification period. When ready to initiate their qualifying attempt, UNLIMITED, Jet and Sport Class aircraft must contact the Chief Timer at their pylon #4 to ask for the clock and communicate their desire to run one lap only or two consecutive laps: T-6 aircraft will make the same call at their pylon #3. The Chief Timer will acknowledge this radio call and will place the aircraft on the clock when it crosses the start/finish line on that lap. The speed from the fastest lap will be used for qualification.

FORMULA ONE AND BIPLANE aircraft will run two timing laps. Speed from the fastest lap will be used for qualification. Requests for the clock will be made by VHF radio at pylon # 4 after completing one (1) level lap. If there is no acknowledgement from the Timers of the request for the clock, the pilot may employ the wing rock method to initiate his/her qualifying run.

All Classes will initiate their timing run from level flight after passing the last pylon on their respective course preceding the start-finish line (Home Pylon), namely outer nine (9) for the UNLIMITED, Jet, T-6 and Sport classes and inner six (6) for the Formula 1 and Biplane classes.

**GREEN FLAG:** Used to start a race or a qualification run.
**BLACK FLAG:** Used to signal an aircraft to vacate the course.

**RED FLAG:** Used to signify race cancellation. Race pilots will exit the race course and set up to be sequenced for landing.

**WHITE FLAG:** Used to indicate the beginning of the final lap of a race.

**CHECKERED FLAG:** Used to indicate the finish of a race or qualification attempt.

ALL PILOTS must have their aircraft in place at Reno Stead, attend the mass in-brief, register, have their aircraft inspected, and ready to qualify no later than 1700 hours on the first Sunday of race week. Pilots of on time arrivals at Reno Stead that are registered but whose aircraft are undergoing on-field maintenance actions must be inspected by and approved for flight in accordance with these Official Rules, and may qualify through the last qualification period. Such aircraft will be eligible to race if their qualification speed places them within the approved field size for the class.

ALL PILOTS, except UNLIMITED pilots and jet pilots, will be permitted to qualify his/her aircraft only once, and once so qualified with an official time, will not qualify again for any reason.

UNLIMITED and Jet qualifiers shall be allowed a second qualifying attempt provided the second qualifying attempt takes place at a time when no entrant is ready and waiting to attempt their initial qualification. The pilot who wishes to attempt a second qualifying run shall indicate in his radio request to the Chief Timer that this is a second qualification attempt. If two or more pilots wish to make a second qualifying attempt at the same time, they shall be given an opportunity to re-qualify in the order of their request for a second qualification. When an entrant completes a second qualification, the best speed of the two qualification attempts shall be used as that pilot's qualification speed. No pilot may have more than one re-qualification attempt.

A QUALIFYING attempt may be aborted by abruptly pulling off the course without passing the home pylon at racing altitude or within reasonable time anytime during the timed laps. Aircraft should call over the radio to race control on race frequency their race number and aborting. If the abort was on the first timed lap, the aircraft may either reinitiate a timing run with the proper communication procedure when desired in that qualifying session or during a later qualifying session. If the abort was on the second timed lap, the aircraft may either re-initiate a timing run with the proper communication procedure during that qualifying session without landing, or land and make a decision within one hour after landing to accept the first timed lap as its official time. If the first time is rejected as the aircraft's official time, then that time is permanently lost and the aircraft must make another attempt to qualify.

IF IDENTICAL qualifying speeds are posted by two or more aircraft, their order in qualification shall be the same order in which they achieved their speeds.

- If two (2) laps were timed and a pylon was cut on only one (1) lap, the lap on which a pylon was not cut shall be used.
- If only one (1) lap was timed and a pylon was cut on that lap, the aircraft will be given a second (AND FINAL) opportunity to qualify. The second opportunity to qualify shall
• be allowed AFTER all other aircraft ready and waiting to qualify during that particular qualification period have had an opportunity to qualify.

• If two (2) laps were timed and pylon cuts were recorded on both laps, the aircraft will be given a third (AND FINAL) one (1) lap opportunity to qualify, after all other aircraft in its class have had an opportunity to qualify.

• If time does not permit another qualification run, a time penalty of four (4) seconds times the number of pylons cut on either of the qualifying laps will be added to that specific lap. The best resulting time will be used as the qualifying speed.

• Cutting inside the race course during a qualification run is not permitted and no time will be allowed for that lap.

THE AIR BOSS may, at his discretion, grant permission for the performance of a “TEST FLIGHT” during the qualifying period of another class only if there is no chance of conflict or hindrance between the race aircraft of the two classes. These requests MUST be coordinated well in advance with the Air Boss and be approved by the Class Presidents of both classes.

VIII. RACE COURSE

IN 2003, RARA chose to employ an OPTIMUM RACE PATH based upon a speed and G force provided by each Race Class to determine the minimum radius turn and a more representative circuit around the pylons. No pylons were moved at that time, yet the course lengths increased due to the difference in distance between pylon to pylon (straight line distances) and a curved track which is more representative of the path that can be flown. Pylons at the Reno National Championship Race Course have been relocated a number of times as speeds have increased and to provide additional safety for the pilots, spectators and surrounding neighbors, changing the course lengths.

THE CURRENT RACE COURSE LENGTHS ARE:

• JET CLASS: The Jet Class course is 8.1025 miles based upon a speed of 515 MPH and 4 Gs.

• UNLIMITED CLASS: The UNLIMITED Class course is 8.0851 miles based upon a speed of 500 MPH and 4 Gs.

• GOLD SPORT CLASS: The Gold Sport Class course is 8.0782 miles based upon a speed of 425 MPH and 3.0 Gs. (contingent on the number of modified aircraft to race)
  *NOTE: Should there be less than five (5) modified (Gold) Sport Class aircraft, all Sport Class races shall be held on the Silver/Bronze course.

• SILVER & BRONZE SPORT CLASS: The Silver & Bronze Sport Class course is 6.9680 miles based upon a speed of 375 MPH and 3.0 Gs.

• T-6 CLASS: The T-6 Class course is 4.9352 miles based upon a speed of 250 MPH and 3.0 Gs.
• BIPLANE CLASS: The Biplane Class course is **3.3417** miles based upon a speed of 275 MPH and 3.0 Gs.

• FORMULA ONE CLASS: The Formula One Class course is **3.1875** miles based upon a speed of 250 MPH and 3.0 Gs.

SEE ATTACHMENT B for OPTIMUM RACE PATHS

RACE FLAGS, as designated below, will be displayed at Home Pylon during all racing events.

**GREEN FLAG:** Used to start a race or a qualification run.

**BLACK FLAG:** Used to signal an aircraft to vacate the course.

**RED FLAG:** Used to signify race cancellation. Race pilots will exit the race course and set up to be sequenced for landing.

**WHITE FLAG:** Used to indicate the beginning of the final lap of a race.

**CHECKERED FLAG:** Used to indicate the finish of a race or qualification attempt.


IX. RACING

WIND LIMITATIONS: The wind limitations for aircraft operations (practicing, qualifying and racing) during the NCAR are listed below: (Note: Class Officials and RARA Operations may mutually lower these limitations if, in their collective judgment, safe air and/or ground operations could be compromised.)

<table>
<thead>
<tr>
<th>Class</th>
<th>Max Total Wind</th>
<th>Max Cross Wind</th>
<th>Max Tail Wind for Takeoff</th>
<th>Max Tail Wind for Landing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biplane</td>
<td>20 Kts</td>
<td>15 Kts</td>
<td>10 Kts</td>
<td>5 Kts</td>
</tr>
<tr>
<td>Formula-1</td>
<td>35 Kts</td>
<td>20 Kts</td>
<td>10 Kts</td>
<td>10 Kts</td>
</tr>
<tr>
<td>T-6</td>
<td>30 Kts</td>
<td>15 Kts</td>
<td>5 Kts</td>
<td>0 Kts</td>
</tr>
<tr>
<td>Class</td>
<td>Max Total Wind</td>
<td>Max Cross Wind</td>
<td>Max Tail Wind for Takeoff</td>
<td>Max Tail Wind for Landing</td>
</tr>
<tr>
<td>------------</td>
<td>----------------</td>
<td>----------------</td>
<td>---------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>Sport</td>
<td>35 Kts</td>
<td>20 Kts</td>
<td>10 Kts</td>
<td>10 Kts</td>
</tr>
<tr>
<td>Max Total Wind</td>
<td>35 Kts</td>
<td>25 Kts</td>
<td>10 Kts</td>
<td>10 Kts</td>
</tr>
<tr>
<td>Max Total Wind</td>
<td>35 Kts</td>
<td>30 Kts</td>
<td>20 Kts</td>
<td>20 Kts</td>
</tr>
<tr>
<td>UNLIMITED</td>
<td>35 Kts</td>
<td>30 Kts</td>
<td>20 Kts</td>
<td>20 Kts</td>
</tr>
</tbody>
</table>

AIR STARTS will be used for all UNLIMITED, Jet, Sport and T-6 races. Note: The T-6 Air Start will be conducted from West to East and parallel to R/W 08/26. All aircraft will remain north of the south edge of 08/26.

A RACEHORSE START will be used for all Formula One and Biplane races.

THE STARTING TIME for all aircraft will be the time that the first racing aircraft crosses the starting line.

THE STARTING LINE for the UNLIMITED, Jet, and Sport Classes is a line parallel to runway 8/26 at its intersection with the northbound entry corridor. Lap #1 for these classes shall be from the starting line to the finish line at Home Pylon. Subsequent laps shall be on each class’s specific race course.

THE STARTING LINE for the T-6, Formula One and Biplanes is a line projected south from Home Pylon at right angles to runway 8/26. Prior to the official start of a T-6 Race, all race aircraft must be north of the South Race Course Show Line. Formula One and Biplanes on a runway 8 departure must make one lap before the start time begins.

FORMULA ONES and Biplanes will not take-off on runway 26. The alternate start for Formula One and Biplanes will be from runway 32. The alternate start procedure will entail a left turn at a TEMPORARY TURN PYLON on Taxiway B. After take-off on runway 32 the aircraft will join the course at pylon 4. Formula One and Biplanes will continue around the course until the start of the race which will occur when the aircraft pass the FORMULA ONE/Biplane starting line. Race Control and the respective class will ensure cross wind components for a 32 departure are within the limits established by each class prior to authorizing a 32 launch.

STARTING POSITIONS: Qualifying speeds will determine starting positions in accordance with class rules for the Wednesday and Thursday heat races. The positions for the Friday,
Saturday and Sunday races will be determined by the finishing position from the previous
day or as stated in the class rules of progression.

ANY aircraft assigned to compete in a particular race which is unable to join the starting
formation, or having joined the formation and subsequently drops out for any reason prior to
the start of the race, will not be regarded as a legal start and will not be eligible for prize
money or trophies for that race.

THE RACE starts officially when the Pace Plane Pilot, or if there is not a Pace Plane, when
the Pole Position Pilot announces a "race start" over race frequency at a predetermined
point on the initial approach to the race course. All aircraft will enter the race course within
their race corridor to officially start in a race.

- Entry at any other point will result in disqualification from that event. All aircraft must
  have entered the start corridor by the time the pole position aircraft crosses the start
  line to start the timing of the race, or they will be disqualified and not be considered
  an official starter.

ALTERNATE AIRCRAFT will not take off if all assigned aircraft in a race become airborne
for a start.

THE MINIMUM RACE ALTITUDE on the Race Course is the Race plane’s cockpit (pilot’s
eye level) at the top of the pylons on the Race Course and above the bottom of the “R” in
RENO at the home pylon. The responsibility for calling violations of low flying shall vest in
the Pylon Judges at each pylon, the Contest Committee when in position to view a violation
and the Race Control Supervisor. The timers shall report a low flying violation at the Home
Pylon, supported by the video evidence. All low flying violations shall be reported to the
Contest Committee. Violators will be disqualified from the race in which the violation
occurred. Repeat violators will be disqualified from future participation.

THE RACE ALTITUDE – The normal race altitude is between 50 feet AGL and 250 feet
AGL.

THE MAXIMUM RACE ALTITUDE – The maximum race altitudes are established on the
FAA approved race courses. All race pilots are advised that limited deviations above
maximum race altitude for the UNLIMITED and Jet Race pilots will not result in a rules
violation if such maneuvering is deemed to be in the interest of flying safety by the pilot in
command and judged to be for that reason after review of the altitude deviation by the
Contest Committee judges. Reasons for maneuvering above the maximum race altitude
include, but are not limited to, the following: maneuvering out of jet/prop wash or wake
turbulence; as required for safe passing due to an unforeseen change in position of the
aircraft being passed; or a momentary loss of situation awareness. In the interest of safety,
such altitude deviations without penalty are authorized followed by a safe return to the race
course. A planned excursion above the maximum altitude solely for the purpose of passing
is not acceptable. Alternatively, pilots may execute the escape route as discussed in the
following paragraph, “An Escape Route”. Oversight of pilot maximum altitude deviations will
be provided by the Contest Committee and documented and tracked in the RARA Safety
Management System (SMS).
AN ESCAPE ROUTE is available for UNLIMITED, Jet, Sport and T-6 race pilots unable to
remain within the boundaries of their race course when approaching the South Race Course
Show Line, which is the north edge of runway 8/26. They must climb to 1,500 feet AGL while
crossing their extended Race Course Show Line west of the threshold of Runway 8, then
pass behind the spectator area above 1,500 feet AGL then cross the threshold of Runway
26 and rejoin the circuit. Extreme caution is advised as aircraft on the race course have the
right of way. No penalty will be incurred for performance of this maneuver.

As all race pilots are timed using high speed cameras, a maximum of 250 feet AGL MUST
be maintained when passing HOME PYLON during qualifications and on the final lap of any
race. Failure to maintain an altitude at or below 250 AGL MAY result in NO TIME.

AN AIRCRAFT overtaking a slower aircraft shall not pass between that aircraft and a pylon
and will pass on the outside unless the overtaken aircraft is extremely wide and can be kept
in sight at all times by the overtaking pilot during the pass.

THE PILOT of an overtaken aircraft must not in any way impede or interfere with a faster
overtaking aircraft. The overtaking pilot must keep the overtaken aircraft in sight at all times
during the pass.

X.

RACE COURSE PYLONS

THE ENTIRE AIRCRAFT must remain outside all race course pylons during a race or during
a qualification attempt. Note: the Guide Pylon is considered a “Race Course Pylon”.

TURNING INSIDE of, or having any part of the aircraft over the pylon, constitutes a pylon
cut and will be called by the pylon judges at that pylon. A pilot that has cut a pylon may
continue to race but will be penalized two (2) seconds times the number of laps in the race
for each pylon cut. The penalty time will be added to the actual finish time to arrive at a
revised race time, which will be used to compute the final race speed. Protests to the
contest committee will not be allowed on penalties for pylon cuts.

AIRCRAFT will not be notified of a pylon cut until completion of the race.

AN AIRCRAFT forced over or inside a pylon by the illegal flying of another aircraft shall be
considered to have suffered a “FORCED CUT” and shall not be penalized. The Pylon
Judges shall be the sole judge of whether or not a cut is a “FORCED CUT”. A protest to the
Contest Committee will not be allowed on the determination of whether or not a cut is a
“forced cut”. If a cut is judged to be a “forced cut”, the aircraft flying illegally will be
disqualified from the race in which the violation occurred.

SHOULD the pilot of the aircraft that was, in the judgment of the Pylon Judge, forced to cut
a pylon, deliver to the Scorer’s office within one (1) hour of the decision on the forced cut, a
written statement that his/her cut was not forced, then the provisions for a pylon cut will be
enforced on that aircraft and the disqualification of the alleged pilot/aircraft precipitating the
“forced cut” shall be lifted.

A TEMPORARY TURN PYLON, when used for the start of a Formula One or Biplane race,
shall be considered part of the Race Course and treated as all other pylons. The provisions
for a pylon cut shall be enforced.
XI. RACE FINISH

THE OFFICIAL FINISH LINE for all races is a line projected from Home Pylon at right angles to Runway 8/26.

THE OFFICIAL FINISH for the race pilots of any race shall occur when the leading aircraft passes the finish line after completion of the required number of laps. All following aircraft will then be given the Checkered Flag as they cross the finish line and the unofficial finishing position will be determined by the number of laps completed by each aircraft crossing the finish line. The winner shall be determined by the race time, including any added time for penalties. The winner and the finishing position of all race pilots in the field shall be determined by adjusting their unofficial finish time with any penalty time.

ALL RACES shall be considered completed upon the receipt of the checkered flag by the leading aircraft.

A SAFETY LAP will not be flown and all aircraft shall depart the course in trail after receiving the checkered flag.

UNOFFICIAL FINAL RESULTS will be posted within one-half (½) hour of the finish of a race. Such results will become official after one (1) hour following posting if there is no protest.

XII. EMERGENCY PROCEDURES

WHEN A PILOT declares a “MAYDAY” or when it is obvious that a racing aircraft is having an emergency, Race Control will announce by radio that an emergency is in progress.

ANY AIRCRAFT declaring “MAYDAY” or obviously leaving the race course for an emergency condition will not be allowed to re-enter that race and will have terminated the race at that point.

WHEN A ‘MAYDAY’ has been declared, all other aircraft will continue to race.

A SAFE ‘MAYDAY’ altitude will vary depending on the pilot, the type of aircraft, the course and other factors. No specific altitude is designated.

FAILURE to give way to an aircraft with an emergency will result in a severe penalty.

EMERGENCY CONDITIONS will be terminated as soon as possible after the distressed aircraft has safely landed and shall be decided by CFR. The pilot of a distressed aircraft may aid in terminating the Emergency by declaring his safety on the runway. Race Control will notify officials on the ground via the operations frequency that the emergency is terminated.

IN THE EVENT that a race must be terminated before its normal end due to an emergency condition, Race Control will notify pilots by radio that the race is terminated and a red flag will be displayed at the Home Pylon. Aircraft shall pull up and off the course in trail at the Home Pylon as is normally done at the end of a race. Landing instructions will be given as soon as possible after the race termination. This procedure is to prevent uncoordinated departures from the race course should a race be terminated.
XIII. RACE CANCELLATION OR POSTPONEMENT/IMPACT ON PAYOUTS

THE RARA Director of Operations/Deputy Director of Operations and the Chief Judge of the Contest Committee in cooperation with RARA shall have the authority to postpone or delay racing for reasons of safety, weather, or course conditions.

IN DETERMINING whether a race should be postponed, the Director of Operations/Deputy Director of Operations shall consult with representatives of the FAA, RARA and the president(s) of the affected racing class. Any postponement will remain in effect until those listed above agree to resume the competition. In determining whether a race should be rescheduled, agreement must be unanimous between the Director of Operations/Deputy Director of Operations and the Class President.

IF AT ANY TIME it becomes necessary to stop a race, and the lead aircraft has completed 50% or more of that race, the race shall be declared completed. Finishing positions shall be determined by the aircraft positions at the time of official race stoppage.

IF THE RACE is stopped before the lead aircraft has completed 50% of the race it may be started again after suitable time has been allowed for race pilot preparation.

- Only those aircraft competing in the stopped race and who had made an official start will be permitted to restart even if the field is not filled.
- Aircraft that had officially started the race but dropped out of the field before the race was stopped will be allowed to enter the restarted race.
- Aircraft not officially starting the race will not be allowed to enter the restarted race.
- Aircraft disqualified during the completed portion of a stopped race will not be allowed to enter a restarted race, but they will receive last place money.
- If the race was not officially started, the aircraft originally scheduled to start the race will be allowed to enter the rescheduled race.

THE PURSE will constitute the total amount of dollars allocated to the Class for the current year’s event and distributed for Prize Money and Class Expenses. RARA will allocate and fund the Purse, predicated on a full field racing of aircraft as follows.

THE PURSE ALLOCATION

<table>
<thead>
<tr>
<th>Day</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wednesday</td>
<td>10%</td>
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<tr>
<td>Thursday</td>
<td>15%</td>
</tr>
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<td>20%</td>
</tr>
<tr>
<td>Saturday</td>
<td>25%</td>
</tr>
<tr>
<td>Sunday</td>
<td>30%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
FUNDING – The class will be funded by the same formula used for the overall purse. The
total funding is determined for the class predicated upon a full field racing. The purse will be
adjusted downward if a full field is not qualified and begins racing on Wednesday. If the
class withdraws it’s “Administrative” fee there must be adequate funds allocated to the purse
to facilitate the payment. Any “off the top” payments to the class may short your prize pay
out schedule. All funding for the day will commence at the start of a specific race. If the
Race or Heat is not run the purse for that heat may or may not be funded at the discretion of
RARA.

XIV. SAFETY

SAFETY IS THE MOST IMPORTANT CONSIDERATION AT THE RENO NATIONAL
CHAMPIONSHIP AIR RACES.

Any observed or reportable safety event or concern will be reported per the NCAR Safety
Management System through the RARA Director of Safety.

RARA AND THE CONTEST COMMITTEE will assure that the provisions of the FAA waiver
are adhered to and will cooperate with the designated FAA officials in the interest of
spectator and participant safety.

THE CONTEST COMMITTEE, Air Boss or Deputy Air Boss may order off the course any
pilot who appears to be a menace to himself or to other participants.

FIRE RETARDANT flight clothing and gloves are mandatory for all race classes. Helmets
and oxygen masks shall be used in accordance with individual class racing rules.

XV. VIOLATIONS - PENALTIES - FINES

THE FOLLOWING shall be deemed violations of these Rules of Competition and will be
grounds for disqualification. The length of a disqualification for any of the following shall be
dependent upon the severity of the violation as determined by RARA in consultation with the
Contest Committee and the Class President.

• Bribery or an attempt to bribe anyone connected with any competition and/or the
acceptance of such offer.

• The intention to enter or to aid in the entry of an unqualified participant or aircraft.

• Failure to give way to an aircraft with an emergency.

• Any action or proceeding prejudicial to the event or to the best interest of air racing.

• Any unsportsmanlike conduct, any protest offensively formulated, any abusive
language or threat uttered publicly or otherwise against participants, officials, or
committee members, before, during, or after competition.

• Reckless or dangerous flying.

• Violations of any FAA rules, regulations or the Waiver.

• Low flying over spectators at any time.
• Failure of pilot or aircraft to conform to regulations set forth in the specifications and Class Aircraft Compliance Inspection Regulations of the racing class involved.

• Attempt to race an unqualified aircraft in a race as substitute for a qualified aircraft.

• Attempting to fly on the race course prior to personally attending and signing in for the required pilot briefing(s).

• Attempting to fly on the race course without an assigned race number correctly applied on the aircraft.

• Any pilot taking an unauthorized passenger on the race course at any time shall be disqualified from racing for that year and/or the following year dependent on the timing of the violation. Should the infraction occur during PRS, the practice period, the qualification period, or Wednesday thru Friday of Race Week, the disqualification shall be for the remainder of the current year. Should the infraction occur on Saturday or Sunday of Race Week, the disqualification shall be for the remainder of the current year AND the following year’s Air Races.

• Any pilot participating in a Sport, UNLIMITED or Jet race is not required to maintain race altitude during the Start Lap from the Start Pylon to Pylon Six while they are maneuvering for race position during the start.

• Should a pilot not climb to and maintain the 1,500 AGL altitude required by the ESCAPE ROUTE, discussed in the RACING SECTION, he/she will be disqualified for that race, receive last place money for that race, and will start in last place for the next race.

• A pilot displaying erratic, reckless, dangerous or unsportsmanlike flying will be ordered off the course by radio and Black Flag. There shall be no right of protest and the pilot shall receive last place money for that race. The pilot will meet with the Contest Committee and the Class Pilot Qualifications Committee after landing to discuss the reason for the erratic behavior.

• Any participant “jumping the start”, “slingshoting” or “diving for the deck” at the start of a race will be subject to disqualification and last place money for that race. The Chief Judge of the Contest Committee will be the sole determiner of any of these infractions, and no protest may be filed.

THE FOLLOWING are deemed penalties and shall not result in a disqualification.

• The penalty for a pylon cut during a race shall be two (2) seconds per lap for each pylon cut. A four (4) second penalty shall be applied for each pylon cut during qualifications should the pilot/aircraft be unable to re-qualify. Protests to the Contest Committee will not be allowed.

• A pylon cut allegedly assigned to the wrong aircraft will be discussed with the Contest Committee and the Chief Pylon Judge, through the formal protest process.

• The penalty to the affected class for a violation of the number of credentialed members of that class or the presence of any person not having the appropriate credentials within the “Designated Observation Area” or the “Telemetry Area” shall
result in the class' inability to occupy those areas for the remainder of the year's races. Should a violation occur, the class will be directed to immediately correct the situation and if they are able to immediately respond, no penalty will be imposed.

A MONETARY FINE shall be assessed to a CLASS should any pilot, in that class, enter the Race Course in an aircraft without the appropriate documentation required by RARA and the FAA to fly at any RARA sanctioned event. All fines shall be deducted from the annual Race Purse for the subject Class for that Race Year and retained by RARA.

• DURING PRACTICE or QUALIFICATION the Class of the aircraft which the pilot is/was flying when violation is/was discovered and documented, shall be fined Five Hundred ($500.00) Dollars for the first violation by that class in that year. The fine shall be doubled for each subsequent violation within the Class

• DURING A RACING PERIOD the Class of the aircraft the pilot(s) is/was flying, when the violation is/was discovered and documented, shall be fined Five (5%) percent of the total Class Purse for that race day for each violation.

xvi. PROTESTS

THE RIGHT to protest is vested in the competitors and principal owners of the affected aircraft only. The Contest Committee may institute a protest by virtue of their judging authority at any time without the required fee.

ALL PROTESTS must be in writing and accompanied by the prescribed Two Hundred ($200.00) Dollar protest fee and delivered to the Chief Scorer's office within one (1) hour of the posting of the unofficial race results for protests relating to decisions or actions of the judges, timers, scorers other officials or participants, and at least four (4) hours before the first scheduled race in a class in which there is a protest against the validity of an entry aircraft or qualification of a participant.

All race pilots shall remain available for a period of one (1) hour after the posting of the unofficial results of an event for the purpose of receiving notice of a protest should one be filed. Failure to remain in the area to receive notice of a protest will not stop the hearing of a protest.

• Protests relating to an air racing event and any error or irregularity committed during a competition will be presented to the Contest Committee which will convene to deal with any issue under their jurisdiction as soon as practicable and in no event later than one (1) hour after finish of competition of the day and will remain in session until all protests have been resolved and the official results posted. The decision of the Contest Committee shall be final and all parties concerned shall be bound by the decision and no further appeal to the decision will be granted.

• A technical protest of racing aircraft will be presented to the Contest Committee and the Chief Aircraft Compliance Inspector of the class. When a protest has been made against the legality of the aircraft, the protestor will be responsible for the expenses incurred by the party protested against and/or class as a result of the protest if the aircraft is found to be legal.
• The Contest Committee shall notify all parties concerned of the time and place of the
hearing of any protest. All parties shall be entitled to call witnesses and they and the
witnesses shall be given the opportunity to be heard. Persons knowledgeable in
specialized areas pertinent to the incident may be called by the Contest Committee to
assist in a fair and equitable judgment. The president of the class involved, or his
designee, will be notified and may be present at the protest hearing if they wish.

• All prizes won by a competitor who has been protested against will be withheld until a
final decision on the protest has been determined.

• Any disputes and/or unresolved conflicts concerning these rules that could directly
jeopardize the NCARs shall be resolved at the sole discretion of RARA.

XVII. GENERAL

RARA WILL make available to each participant a copy of these Official Rules of Operations
and Competition and the attached Appendices as well as the FAA Certificate of Waiver and
it shall be the responsibility for each race pilot to read and comply with them before flying at
Reno.

XVIII. SPECIAL RULES

SPECIAL RULE changes deemed necessary during the event will be approved by RARA in
consultation with the FAA, the Contest Committee and the Class Presidents. Such changes
will be acknowledged by the Director of Operations, Chief Judge of the Contest Committee,
and the President(s) of the classes involved. These changes will be signed by the Chairman
of the Board of RARA and posted in the race pilot areas and presented at the pilot briefings.
If a difference exists between any RARA rule and a class rule, RARA will be the deciding
authority.

Authorization for a passenger ride around the Race Course shall be obtained from the
RARA Director of Operations, coordinated with the RARA Director of Aviation Resources
and the FAA will be notified. The passenger ride shall be no lower than two hundred fifty feet
(250') AGL. Should an infraction of this height limitation occur, the same penalty shall be
imposed as that for taking an unauthorized passenger on the Race Course.

RARA has instituted the following policy to validate Pilot & Aircraft prior to taxi for
qualification and racing.

• Each Race Class President or his designated representative shall, prior to the initial
class briefing of the day, identify a member of their class as the class coordinator
responsible for ensuring that only those pilots or alternate pilots approved in writing
via the RARA Authorized Pilot/Race Aircraft List enter the race course at any time the
FAA waiver is in effect. The list is generated, updated and maintained by the RARA
Director of Aviation Resources.
• Each Class President will be issued a copy of the List on the opening Sunday of race week, prior to the Sunday morning class brief. Updates, as authorized by RARA, will be provided to the Class President during the initial class briefing on the day after the day of approval by RARA.

• The class coordinator will be required to attend the first class briefing of the day and ensure all pilots/alternate pilots who are scheduled to fly, as depicted on the Official Pairing Sheets, sign-in prior to the start of the briefing. Additionally, the class coordinator will identify himself or herself to the RARA Authorized Pilot/Race Aircraft Monitor who will also attend the first class briefing of the day.

• The RARA Authorized Pilot/Race Aircraft Monitor and the class coordinator will document in writing that all pilot/aircraft combinations contained on the pairing sheets for that race day are consistent with the current RARA Authorized Pilot/Race aircraft List. If a pilot or alternate pilot is not authorized in a given race aircraft consistent with the current RARA Authorized Pilot/Race Aircraft List, the affected aircraft will be removed from the race schedule unless an authorized pilot designated on the list and who has attended the briefing is substituted on primary pilot/race aircraft qualification schedule or the pairing sheet. Class coordinators will notify the RARA Scorer immediately via telephone (not later than aircraft taxi) if the primary pilot/race aircraft qualification schedule or the race pairing sheet does not accurately reflect the approved and briefed pilot/race aircraft combination.

• The designated class coordinator is responsible to ensure that only an authorized primary/alternate pilot enters a race plane for either a qualification attempt or a race event. The RARA Authorized Pilot/Race Aircraft Monitor will also be on the ramp and will visually confirm pilot/race plane compliance to the degree possible consistent with the list.

• It is the responsibility of the Class, through the Class President, to ensure that only pilots that are certified, insured and named, either as the pilot or alternate pilot, fly at Reno in any practice, qualification or racing event. RARA will monitor the briefing sign-ins and the announced pairings to maintain its records, BUT should an ineligible pilot be found in an aircraft, flying within the waivered airspace, the Class shall be held accountable for the violation! This is a serious breach of liability rules established by RARA and its insurance carrier and could invalidate said race insurance.

• Any pilot who enters the race course during practice, qualifications or race periods without being authorized on the RARA Authorized Pilot/Race Aircraft List shall cause the class to be fined in Accordance with VIOLATIONS, PENALTIES & FINES.

XIX. PRIZE MONEY AND PURSE

PRIZE MONEY SCHEDULES for a full field shall be made available to RARA on the Saturday prior to racing.

IF THERE IS less than a full field in any racing class after the qualification period is completed, all unearned prize money shown on the prize money schedule shall be retained by RARA.
THE RACE CLASS shall provide RARA with either an individual pay out schedule with the amount due the Class Participants or an invoice for the total Class Purse based upon a full field of race pilots or based on the actual number of race pilots that qualified. The individual checks will be handed out to the race pilots during the Awards Ceremony and checks for the Race Class will be presented to the Class Representative during the Awards Ceremony for that Class.

RARA will make every effort to make the checks payable as directed by the Class or the Race pilot. All IRS 1099 forms will be issued to the payee on the check and thus it is the responsibility of the recipient to ensure it is correct prior to it being cashed.

SPECIAL prizes may be offered through RARA by specific sponsors. Rules governing these prizes will be distributed prior to the races in accordance with RARA rules.

**CLASSES – FIELD – RACES**

COMPETITION at the NCAR is currently comprised of the following Classes.

<table>
<thead>
<tr>
<th>CLASSES</th>
<th>MINIMUM # OF AIRCRAFT FOR FULL FIELD**</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNLIMITED</td>
<td>21 FASTEST QUALIFIERS</td>
</tr>
<tr>
<td>T-6</td>
<td>18 FASTEST QUALIFIERS</td>
</tr>
<tr>
<td>SPORT</td>
<td>24 FASTEST QUALIFIERS (3 heats)/ 32 FASTEST QUALIFIERS (4 heats)*</td>
</tr>
<tr>
<td>JET</td>
<td>14 FASTEST QUALIFIERS</td>
</tr>
<tr>
<td>FORMULA ONE</td>
<td>24 FASTEST QUALIFIERS</td>
</tr>
<tr>
<td>BIPLANE</td>
<td>24 FASTEST QUALIFIERS</td>
</tr>
</tbody>
</table>

**Minimum Full Field Size is the basis for distribution of prize money to the respective class.

*For prize money purposes, thirty two (32) fastest qualifiers as a full field in the Sport Class will only apply for any new prize money that is allocated to the Sport Class.

The number of race heats for each class will be coordinated between RARA and the Race Class and included in the NCAR Flying Schedule. The number of races scheduled and flown could change due to unforeseen and varying conditions by agreement between RARA and the Race Class.

**MINIMUM/MAXIMUM NUMBER OF AIRCRAFT FOR A RACE**

There shall not be less than five (5) aircraft to qualify for a race. The following tables shall specify the minimum and maximum heat size for all races with the exception of the Sunday Silver/Gold Races as identified. A minimum of six (6) laps shall be flown for all Gold Races.

<table>
<thead>
<tr>
<th>Class</th>
<th>Race Size</th>
<th>Min</th>
<th>Min for Silver/Gold Race</th>
<th>Max*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biplane</td>
<td></td>
<td>5</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>F1</td>
<td></td>
<td>5</td>
<td>7</td>
<td>8</td>
</tr>
</tbody>
</table>
1
Any number of aircraft in a class may qualify; however, the maximum race size per class will
not exceed the limits established in the chart above.

2

3
Should a Race Class desire to change minimum and/or maximum number of aircraft per any race, they will petition such a change through the RARA Director of Operations.

<table>
<thead>
<tr>
<th></th>
<th>5</th>
<th>7</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jet</td>
<td>5</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>Sport</td>
<td>5</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>T-6</td>
<td>5</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>UNLIMITED</td>
<td>5</td>
<td>7</td>
<td>9</td>
</tr>
</tbody>
</table>

*Max to safely race on applicable course*
ATTACHMENT A- FOR ALL AIRCRAFT

NATIONAL CHAMPIONSHIP AIR RACES
PIT, HANGAR & RAMP RULES

On behalf of the Reno Air Racing Association (RARA), we welcome you to the National Championship Air Races (NCAR). We hope your participation in our event is successful, rewarding, memorable and most of all, SAFE! To help ensure this, we solicit your cooperation and assistance in complying with the following rules, guidelines and regulations.

PIT RULES

1. Only registered UNLIMITED, Jet and T-6 Racing Aircraft are authorized to park in the pit parking area. (No support aircraft). Ramp space for each of the above racing classes will be assigned by the RARA. Individual Pit parking spaces for each racing aircraft will be assigned by each Racing Class’s selected representative according to their rules and policies, except for the UNLIMITED Race Class. Pit Parking spaces for the UNLIMITED Aircraft will be assigned by the RARA. Payment and acceptance of the entry fee does not guarantee a Pit parking space. Priority for Pit parking spaces will be given to those aircraft qualifying to race. If you do not qualify, your airplane may be required to be removed from the Pit Area. Aircraft entered, but not arriving at Reno-Stead Airport prior to the timeframes prescribe in the RARA Official Rules of Operations and Competition will lose their Pit Parking space.

2. All Racing Aircraft assigned a parking space in the pits will make reasonable efforts to remain in the pits unless required maintenance deems it necessary for the Race Aircraft to be moved to a hangar better suited to perform said maintenance. Aircraft removed from the pits must be repositioned in their pit space not later than 2 hours prior to take off for its scheduled race, or they will be officially scored as a “Did Not Start” for that race. Should an aircraft undergoing maintenance outside the pits determine that the aircraft will not be in the pits two hours prior to take off for its scheduled race, that team must contact the RARA Scorer and indicate that they are officially withdrawing from their scheduled race and will be awarded a “Did Not Start” standing for the scheduled race. Future pairings will be in accordance with the Class Rules of Progression as incorporated in the NCAR Rules of Competition.

3. All support vehicles and trailers must be parked within the allocated Pit parking space boundaries. They will not be allowed to park on the Ramp until 0800Hrs on the Friday prior to the start of practice and qualifications. Semi-trailers used as support vehicles must have pads placed under the support feet to protect the ramp asphalt. RV’s used as support vehicles cannot use any propane appliances while parked on the Ramp/Pit and must have the propane system turned off at the tank.

4. Oxygen servicing is NOT ALLOWED in the Pit parking area. Aircraft must be moved to a designated oxygen servicing are.
5. Vehicle traffic within the Pit area must be kept to an absolute minimum. Only authorized vehicles with the proper decals attached will be allowed in the Pit area, and must be parked within the assigned pit parking square. Fire lanes, tow lanes and hangar access taxiways MUST be kept clear. Any unauthorized or improperly parked vehicles will be towed at the owner’s expense.

HANGAR RULES

6. Only registered F-1, Biplane and Sports Class racing aircraft are authorized to park in the hangars (No support aircraft or vehicles). Individual aircraft parking spaces will be allocated by each racing class according to their rules and guidelines. Payment and acceptance of the entry fee does not guarantee a hangar parking space. Priority for hangar parking spaces will be given to those aircraft qualifying to race. If you do not qualify, your airplane may be required to be removed from the hangar area. Aircraft entered but not arriving at Reno-Stead Airport prior to the end of qualifications for the class, will lose their hangar parking space.

7. All support vehicles and trailers will be parked in the designated parking area. They are NOT to be parked on the asphalt areas around the hangars.

RAMP RULES

8. FAA rules prohibit any aircraft to have engine power (props turning) on the ramp, south of the NO ENGINE TURN LINE. This rule is in effect 24 hours a day. NO EXCEPTIONS!!

9. Aircraft engine runs are NOT ALLOWED in the Pit Parking Areas. Engine runs will only be accomplished on the ramp, north of the NO ENGINE TURN LINE. For any engine high powered runs, the aircraft will be moved to a designated High Power Run location.

10. All Race Crews are required to have a Fire Guard with an Approved Fire Extinguisher at their Aircraft whenever Engine Starts are attempted. For Group Starts (Sport, Formula 1 and Biplane Classes), RARA will provide a Crash Fire Vehicle to stand by in the immediate vicinity for Fire Protection purposes.

11. A tow team and vehicle will be assigned to each UNLIMITED and T-6 racing aircraft to assist in moving aircraft in or out of the Pits. Tow Teams will have radio contact with Race Control and will coordinate the racing schedule with each crew. The Jet Class will furnish its own tow crews and equipment. A RARA Jet Class Coordinator will be assigned to the Jet Pit Area to coordinate the timely movement of aircraft. Please ensure your aircraft is ready prior to race time. Timely starting procedures are very important.

12. Prior to their scheduled Take Off times, UNLIMITED; T-6 and Sport Class Aircraft will be pre-positioned in their designated areas, north of the No Engine Turn Line. Aircraft will be parked on a northwesterly angle. Jet Class Race pilots will be parked in their start up area facing in a southerly direction. Special consideration will be given as to the facing direction for those aircraft that are wind sensitive during start. These deviations must be submitted to
the RARA in advance for their review and approval.

After Race completion, aircraft will return to the same designated area and park facing south. All aircraft will be removed from this area as soon as possible after race completion. Aircraft will not remain in these areas overnight.

13. Media wearing a “Ramp Vest” will not proceed past the No Engine Turn Line when in the vicinity (four to six airplane lengths or 100 feet) of airplanes that have engines running. Media will refrain from approaching Race pilots until after they have finished with their post flight cockpit work and have debriefed with their ground support crews.

GENERAL RULES

14. All major aircraft discrepancies discovered after the aircraft’s arrival at Reno must have their corrective actions documented and forwarded for review and approval as described in the RARA Official Rules of Operations and Competition.

15. Smoking, or the use of any flame-producing device is NOT ALLOWED on the ramp, on the open floor areas within the RARA Hangers, or within 50 ft. of any aircraft. Smoking may be allowed in designated areas within the VIP/Sponsor Chalet area or behind the RARA hangars, provided there are no aircraft within 50 feet of these areas.

16. Refueling or De-fueling of aircraft is NOT ALLOWED in the hangars or Pit parking areas. Aircraft must be moved to the designated refuel/de-fuel area.

17. Race crews bringing their own fuel must make arrangements to store this fuel in the designated fuel storage area. Fuel MUST be in approved containers, and will not be stored or dispensed in the aircraft Pit area.

18. Aircraft or engine wash downs WILL NOT be performed on the ramp or in the hangars. The designated wash rack must be used.

19. Waste drain oil containers are available in the Pit parking areas and near the hangars. PLEASE ensure all waste drain oil is properly collected and disposed of in the IDENTIFIED CONTAINERS. All other waste petroleum products, solvents, anti-freeze, etc. must be properly collected and not mixed with the engine waste drain oil. Specially identified containers are available for their disposal; SPECIAL EFFORT MUST BE MADE TO PREVENT ANY WASTE PETROLEUM PRODUCTS OR ANY OTHER HAZARDOUS MATERIALS FROM ENTERING THE STORM DRAINS ON THE RAMP!!

20. Each aircraft crew is responsible for the general housekeeping and cleanliness of their respective Pit or hangar parking area. We also appreciate any help you can give us in keeping the overall ramp and surrounding areas clean and free of debris.

21. Vehicular Traffic in the Pit area has become extremely hazardous and the following restrictions have been implemented:
a. Scooters, Segways, motorcycles, skateboards, and rollerblades or "razor" type scooters are NOT ALLOWED.

b. Bicycles, Golf Carts and ATVs must be individually approved by RARA and must have the proper decal affixed thereto.

22. Sitting on ice chests, chairs, benches, etc. is NOT ALLOWED along the crowd line or in any of the aircraft taxi/access ways.

23. Pets, except for Service Animals, are not allowed in the Pit or hangar area.

24. In the event an aircraft becomes disabled on any airport runway or taxiway, ONLY RARA DESIGNATED tow vehicles will respond for the recovery. If your aircraft requires special towing equipment, please be sure to inform your assigned RARA tow crew. The RARA Jet Class Coordinator will make advance arrangements with the Jet Class maintenance representative and will escort their tow crew to any disabled Jet Race pilot for prompt recovery. Race crew personnel and vehicles are NOT ALLOWED beyond the aircraft start/recovery area or to the East ramp area without a RARA tow vehicle escort. NO EXCEPTIONS!!

25. Test flights MUST BE scheduled in advance with the Air Boss and cannot conflict with any Air Race or Air Show activity.

26. Race crew support aircraft MUST have prior approval from the RARA. They will not be allowed to park in the Pit area and they MUST observe the NO ENGINE TURN LINE. Due to limited parking space and air race traffic at Reno-Stead, support aircraft are discouraged.

27. Each Race Class is authorized to have a designated maximum number of aircraft support crew members beyond the crowd line during any Race Aircraft launch/recovery; fuel/de-fuel; engine runs or any other maintenance actions. The maximum number of support crew members per Race Aircraft is as follows:

<table>
<thead>
<tr>
<th>RACE CLASS</th>
<th>MAXIMUM PERSONNEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNLIMITED</td>
<td>6</td>
</tr>
<tr>
<td>T-6</td>
<td>5</td>
</tr>
<tr>
<td>Sport</td>
<td>3</td>
</tr>
<tr>
<td>Jet</td>
<td>4</td>
</tr>
<tr>
<td>Formula 1</td>
<td>3</td>
</tr>
<tr>
<td>Biplane</td>
<td>3</td>
</tr>
</tbody>
</table>

These support personnel must wear the proper credentials and must be essential to the operation in progress. They must clear the ramp as soon as possible by returning back behind the Pit/Crowd line or to an authorized observation area. Only specifically designated individual crew members may be in the FAA/RARA telemetry area as defined in the Official Rules of Operations and Competition.
VIOLATIONS OF THESE PROCEDURES WILL RESULT IN PENALTIES AND/OR FINES BEING LEVIED AGAINST THE RACE CLASS INVOLVED AS OUTLINED IN THE "OFFICIAL RULES OF OPERATIONS AND COMPETITION"

28. Please note, until 0800 Sunday morning prior to the beginning of “Race Week”, Reno-Stead Airport is an active general aviation facility under the control of Reno Tahoe Airport Authority (RTAA). All normal airport rules and regulations apply and must be observed. No vehicle or foot traffic is permitted outside of the ramp area. Beginning at noon (1200) on Friday prior to race week, RARA ramp and security officials will be available to meet arriving aircraft and assist RTAA in controlling Ramp Operations.

29. Please help us prevent unnecessary conflicts by ensuring all race crew members wear the proper credentials at all times. This is most important when crew members are required to go out beyond the crowd line. The appropriate credentials must be worn at all times while in the launch/recovery and fuel/de-fuel areas. NO EXCEPTIONS!! Other required wristbands, vehicle decals, etc. must be properly worn and displayed. Violations of these requirements shall cause the individual’s credentials to be revoked and expelled from the pit area.

FIRST AID/EMERGENCIES

First aid stations are located as depicted on the airfield locator maps, published in the “official program”. For other emergencies, contact any air race official or dial 911. A fire station with an Emergency Medical Technician assigned is within three blocks of the airport.

MAINTENANCE SUPPORT

The following Aircraft Repair Facilities are located at the Reno-Stead Airport:
- Aviation Classics, Inc. East End (775)972-5540
- American Air Racing West End (775)677-4860

As professionals in your field, we know you realize and understand the necessity of these requirements and will help us in ensuring their compliance. If you have any questions, please contact your Race Class Official or any RARA operations staff personnel.