

Sport Air Racing League

Rules 2023

Revision A
02/24/2023



List of affected items in revision 2023 A

- 49. Insurance requirements for all race pilots
- 66. Race numbers, reservations, and issuance
- 69. Add Basic Med
- 102. Add cooperation and coordination with EAA Air Venture Cup
- 103. National Race League Points
- 104. Membership classifications 2023

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RULES OF THE SPORT AIR RACING LEAGUE

Rules of Cross-Country Air Racing

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INTERPRETATION OF THE RULES

The Chairman and Safety Committee of the Sport Air Racing League (hereafter referred to interchangeably as "SARL" or "The League") shall decide any question raised under their jurisdiction concerning the interpretation of these Rules. Any reference within these Rules to Masculine shall also mean Feminine. He shall also mean She.

ALTERATIONS OF THE RULES

The League reserves unto itself the right at any time and from time to time to alter these rules and periodically to revise any appendices thereto.

NOTICES

Any communications required under these Rules to be made to The League shall be addressed to the Chairman, SARL, at the address as published on the Web Site www.sportairrace.org or to such other address as may be duly notified from time to time.

Any such communication to be sent to an appellant shall be sent to the address upon the notice of appeal, if not in person.

DATE OF OPERATION

These Rules shall become operational on February 24, 2023, and thereby supersede all previous Competition Rules affecting Air Races organized by the League.

CHAPTER I: JURISDICTION

1. National Sanction of Competitions

The Sport Air Racing League now declares its sole right to administer and to draw up Rules for the sanction of and to sanction the sport of Cross Country Air Racing throughout the United States.

2. General Competition Rules

So that the above powers may be exercised fairly and equitably, The League has drawn up these - its General Competition Rules - hereinafter referred to as "These Rules".

3. Application of These Rules

These Rules shall apply to all Competitions, Competitors, navigators, and SARL members unless specifically exempted by The League.

CHAPTER II: NOMENCLATURE AND DEFINITIONS

4. Phraseology

The following nomenclature, definitions, and abbreviations shall be adopted in these Rules, in any appendices thereto, in all supplementary regulations, and for general use.

5. SARL (Sport Air Racing League)

The recognized National Cross Country Air Racing organization (sanctioning body).

6. Aircraft

All air-supported vehicles except gliders, hang gliders, and balloons.

7. Competent Authority

A State, or Agency to which a State has delegated its power in the matters concerned.

8. Competition

Any Meeting, Race, Trial, or Test in which an Aircraft may take part. Competitions are "International", "National", or "Local". (See 9,10 & 11 below). A Competition may be promoted by The League or other Event organizations recognized and authorized by The League.

9. International Competition

A Competition is International when it is open to Competitors of more than one nation.

10. National Competition

A Competition is National when it is open solely to Competitors of the country in which it is organized.

11. Local Competition

A Local Competition is one organized by a single Flying Club or similar association and limited to members of that organization. A Local Competition is one not sanctioned by The League.

12. Display

A series of Events that are not subject to these rules.

13. Event

An assembly of Competitors and Officials that includes one or more Competitions sanctioned by The League and which may be held in conjunction with a Display or other non-competitive Events.

14. Race

A Competition in which speed is the determining factor, whether absolute or relative to some handicap benchmark speed.

15. Promoters

Any person or organization proposing to hold or organize an Event.

16. Supplementary Regulations

Regulations supplementary to these Rules drawn up by the Promoters of a Competition and approved by The League having for their object the definitive details of a Competition.

17. Course

The line of flight to be followed by a Competitor in a Competition.

18. Competitor

A Pilot or Crew taking an active part in the control of an Aircraft engaged in any Sporting Competition under these rules.

19. Entrant

The person in whose name an Aircraft is entered for any Competition.

20. Pilot

The person in control of an Aircraft in any Competition. Pilots taking part in an Authorized Competition shall necessarily hold a valid Pilot's License and Medical Certificate unless the Pilot is operating an Aircraft certified in the LSA category in which case the Medical Certificate requirement is waived, however, all requirements of LSA operation must be met. A Student Pilot may participate if accompanied by a current Certified Flight Instructor.

21. Crew

A person, or group of persons, other than the Pilot, taking an active part in the control of an Aircraft in flight.

22. Passenger

A person other than the Pilot and Crew carried in an Aircraft.

23. Competitor's Race Numbers

The Numbers allotted by The League to members and entered on its Register of Competitors.

24. Exclusion

A person, organization, or Aircraft shall be said to be Excluded when expressly forbidden by the proper authority to take part in, and/or having taken part in any Competition when eliminated therefrom, forbidden to participate in any award in, or in connection with, that Competition or to be placed therein.

25. Suspension

A person, organization, Aircraft, or Make of Aircraft shall be said to be Suspended when for a certain period forbidden by the proper authority to take part in, and/or in connection with any particular Competition either within the jurisdiction of the League or in that of any country acknowledging the authority of the League according to whether the sentence is National or International.

26. Disqualification

A person, body, Aircraft, or make of Aircraft, shall be said to be disqualified when expressly forbidden by the proper authority to take part in, and/or in connection with any Competition whatsoever.

CHAPTER III: EVENTS IN GENERAL

27. Promotion of Events

International or National Competitions may only be organized for SARL sanction by:

- A. The Sport Air Racing League.
- B. One or more of the bodies affiliated with SARL and to which SARL has delegated its authority.
- C. An individual approved by SARL.
- D. An organizing committee approved by SARL.

28. Scope of these Rules

Every sanctioned Event held within territories under the jurisdiction of The League shall be held under these Rules.

29. Supplementary Regulations

For every sanctioned Event there may be drawn up Special Regulations supplementary to these Rules known as Supplementary Regulations. If any condition contained therein is contrary to these Rules it shall be null and void.

30. Official Announcements

All Official Programs, official instructions, and entry forms relating to a sanctioned Event shall be conspicuously marked with the words "Organized under the Competition Rules of the Sport Air Racing League".

31. Acquaintance with and Submission to the Rules

Every person, group of persons, etc., organizing or participating in a sanctioned event shall by and upon registering or on becoming a SARL member be deemed to have and recognize that they have:

- A. Made themselves acquainted with these Rules;
- B. Submitted themselves without reserve to the consequences resulting from these Rules and any subsequent alteration thereof;
- C. Renounced, under pain of disqualification, the right to have recourse to any arbitrator or tribunal not provided for in these Rules;
- D. Agreed to hold harmless and exonerate The League its hosts and Officials from any liability whatsoever in respect of, or in connection with any Competition held under these Rules.

32. Postponement, Abandonment, or Cancellation

The Supplementary Regulations and official program shall carry a notice that the director of the Event reserves the right to postpone, abandon or cancel the Event or part thereof.

CHAPTER IV: PRELIMINARY ORGANIZATION OF EVENTS

33. Organizing Body

Events shall be organized by a person who shall be known as the Race Director, or by a permanently or temporarily formed group of persons who shall be known as the Organizing Committee. (See Rule 27)

34. Necessary Approval

No sanctioned Event shall be held without approval from the Chairman and/or the Safety Committee who may decline to grant or may withdraw approval without stating a reason.

35. Application for Event Approval

Every application for Event approval shall be received by the League at least four weeks before the date of the proposed Event and shall give the following information.

- A. A copy of the proposed schedule of Events.
- B. A provisional copy of the Supplementary Regulations and entry form and details of prizes, if any.
- C. A diagram of the proposed Course(s) showing the length and location of each leg and turn point and specifically showing starting and finishing lines with references to any buildings, hangars, contemplated enclosures and parking areas.
- D. The names and addresses of the persons proposed to host or form the organizing committee and its address.

36. Race Entry Fee

Race organizers are encouraged to keep entry fees low commensurate with their expenses. SARL Events are not profit-making opportunities but neither are organizers expected to operate in the red.

37. Announcement of Competition

Every Entry Form and Race Information page to be published shall comprise an announcement of the Event and the whole information required to be furnished under Rule 35.

38. Time Limit for Entries

Entries shall close not less than 30 minutes prior to the published time of the safety brief unless otherwise stated in the Supplementary Regulations.

The Race Director may, provided the proper SARL-approved entry form is completed, permit entries to be accepted up to the time published for the Race Briefing.

39. Alterations to Entries

Unless otherwise provided in Supplementary Regulations, the Race Director may authorize the substitution of a Pilot or Aircraft up to the start of the race.

40. Entry Containing a False or Incorrect Statement.

Any entry which contains any false or incorrect statement shall be considered null and void, and the Entrant may be deemed to be guilty of a breach of these Rules.

The entry fee shall be forfeited and a report forwarded to the SARL Chairman.

41. Acceptance of Entries (Right to Limit Number of Entries)

SARL officials and Race Directors reserve the right to limit the number of entries if the number of entries received exceeds the maximum number which may have been laid down in the Supplementary Regulations, or the maximum number allowed based on ramp space, Course length, or any other factors, those to be accepted shall be selected either in the order of receipt or by ballot. Alternatively, the Race Director in agreement with other officials of the Event may elect to run multiple heats.

42. Nomination of Reserves

Should any Competitors be eliminated per Rule 41 they may be accepted as Reserves if there is provision therefore in the Supplementary Regulations or at the discretion of the Race Director.

43. Unauthorized Entries

The Promoters shall not enter in the field or publish as entered the name of any Competitor in respect of whom they have not received a complete entry form accompanied with the appropriate entry fee.

44. Refusal of Entries

In the case of an entry refused by the Race Director or not being acceptable to the authorized promoters, a notification stating the reasons and full details must be given in writing to the SARL Chairman within 24 hours of receipt of the entry. Provided that the Chairman upholds the refusal, he will immediately notify the applicant. Any Appeal against the refusal may be lodged for further review (with evidence) by the Chairman. In the event of a refusal being determined or upheld, the Entry Fee, if paid in advance of the event, shall be returned to the Entrant.

45. Schedule

For all Events which include one or more Competitions, which are organized by The League, the Promoters shall publish a Schedule, a copy of which shall be sent to The League and to each Official and Competitor at least one week before the time fixed for the commencement of the Event, to be clearly marked on the first page with the words "Official Schedule". All schedules and lists of entries shall bear the words "Organized under the Competition Rules of the Sport Air Racing League".

46. Information to be Provided in the Schedule

An Official Schedule shall contain the exact information as approved by The League concerning the description of the Competitions, including particulars of the Course, the prize(s) for each Competition, a list of approved Officials, the names of each Entrant, and of the Pilots, and the Identification (Race) Number which each Aircraft will carry in each Competition.

47. Alteration in Prospectus, Schedule, or Supplementary Regulations

No such alteration shall be made without the approval of The League nor after the time for receiving entries, save as an exception, the Race Director may authorize specific alterations when any of the eventualities provided for in Rules 32, and 38 occur, such as in the case of unavoidable necessity or danger. In such cases, the earliest possible notice must be given to Competitors.

In the case of cancellation under Rule 32, the Race Director may declare a postponement and/or cancellation due to weather conditions or safety conditions if in their opinion, the safety of the Event, crowd, or Competitors is in any way compromised.

48. Instructions to Competitors and Officials.

Instructions to Competitors and Officials may be issued to deal with particular points arising after the issue of Supplementary Regulations, but if and in so far as such instructions shall be contrary to these Rules or the Supplementary Regulations they shall be null and void.

No Competition shall take place unless the Officials and Competitors have received an official briefing by the Race Director or his designee.

49. Insurance

SARL shall require the Competitors taking part in any Competition to effect an approved policy of insurance against claims for damages arising out of the Competition, specifically, Aircraft Liability Insurance in the amount of not less than \$1,000,000.00 single limit bodily injury and property damage liability with a \$100,000.00 each passenger sub-limit. Every Competitor, without exception, BEFORE participating in a SARL-sanctioned race, must provide the SARL Chairman, or Safety Committee, a Certificate of Insurance (COI) naming "SARL LLC, 318 Inverness Drive, Trophy Club, TX 76262," as additional insured. This COI will be valid for the entirety of each racing season.

CHAPTER V: RACE COURSES

50. National Courses

The selection of any Course for an Event shall be subject to the approval of the Chairman or the safety committee. With every application for authorization there shall be submitted a detailed itinerary marked on a map (physical or electronic) of not less than one inch to one statute mile giving the exact details of distances to be flown between each turn point, the total distance, and the latitude and longitude of each turn point. The actual heading from each turning point to the next shall be clearly marked, as shall all built up areas, areas of sensitivity and any obstacles or hazards to flight.

51. Factors Affecting Community Relations and Safety

Course design shall take into account maintaining friendly relations with the surrounding communities as well as common sense overflight factors for the safety of the participants in the event of emergency landings.

A. Courses and Number of Entries

Organizers must consider the influence on safety of the numbers of Competitors, their various speeds, and the length of the Course. As a general guide the Organizers must ensure that conditions are not such that the first Aircraft starting might return to a combined Start/Finish line before the last Aircraft has started. If it becomes evident that registrations are such that the field will be large enough to prevent this assurance, the Course length may be increased or entries may be limited, or multiple heats of smaller fields may be organized.

B. Courses - Turn Direction

Left hand turns are preferred for safety (enhanced visibility from the left seat of a cabin Aircraft) however turns may be left hand or right hand.

C. Turns should not exceed 120 degrees.

Where it is necessary for a turn to exceed 120 degrees the Race Director or his designee must brief all Entrants as to the hazards and safety requirements pertaining to making such a turn. It is imperative that all Entrants exercise due care and diligence when making such a turn and that they have practiced the turn at racing speeds.

D. The first Turn Point

The first Turn Point proper must be in such a position that will allow all Entrants to reach 500 feet above ground level by the time they reach the turn.

E. Weather Minimums

The Race Director and/or his designees shall not permit the Race to take place until it can be established that VFR minimums for that location and the entire Course, and class of airspace are met at commencement of the Race. In the event of the weather conditions deteriorating below VFR minimums, the Race Director may either delay the Race until such time as VFR conditions exist, postpone the Race to the published rain date, or cancel the Race if it is expected that the weather will remain below VFR minimums.

F. Controlled Airspace

The Course shall not normally intrude on controlled airspace. Flight in or under controlled airspace is permitted with appropriate waivers and coordination with the proper authority controlling such airspace.

G. Overflight of Populated Areas

The Course shall not overfly populated areas.

H. Overflight of Wildlife Refuges, Natural Habitats or National Parks

The Course shall not overfly wildlife refuges, natural habitats or National Parks.

I. Overflight of Hostile Terrain

The Course shall not overfly hostile terrain .

J. Overflight of Water

The Course shall not overfly water for more than 25 NM, more than 1 NM from shore, without express waiver from the Chairman.

52. Course length

- A. The **Standard Course** length shall be from 100 NM to 400 NM.
- B. In the case of a longer Course, a mid-way fuel stop shall be offered for Aircraft of shorter full throttle range. Time will be stopped on a flying finish and re-started on a flying start at the fuel stop.
- C. A **Short Course** may be offered at the discretion of the Race Director for Aircraft capable of less than 100 statute mile per hour maximum speed (see Rule 96a). All care will be taken to ensure the merging of the Standard and Short Courses is done in a safe manner, including altering Race times to run each Course as separate Events, if necessary.

Acknowledging that Aircraft do not turn on a dime and that some finite distance is travelled around a turn which is in addition to the point-to-point distance between any three points, the following table will be used to calculate the turn “allowance” that is to be added to the total point-to-point distance of any Course:

| TURN IN DEGREES at 180 KTAS | | | | |
|-----------------------------|----|-----|-----|-----|
| 45 | 90 | 120 | 135 | 360 |

| DISTANCE TRAVELED IN NM at 180 KTAS | | | | |
|-------------------------------------|------|------|------|------|
| 0.37 | 0.74 | 0.99 | 1.11 | 2.96 |

| DISTANCE TRAVELED IN NM | | | | |
|-------------------------|------|------|------|------|
| 0.37 | 0.74 | 0.99 | 1.11 | 2.96 |

| BANK ANGLE | G-LOAD | RADIUS IN FT | ROT */sec |
|------------|--------|--------------|-----------|
| 45° | 1.41 | 2,877 | 6.06 |

Example:

- The point-to-point length of a four-turn Course is calculated in a flight-planner to be 100 NM.
- The Course is shaped as a square with four 90-degree turns.
- The four 90-degree turns are summed to total 360 degrees of turn.
- Based on the table, 360 degrees of turn adds 2.96 NM to the Course distance*. The total Course length (to be used in scoring) is 102.96 NM**.
- The standard turn allowance uses 180 knots and 45 degrees of bank as an average of the typical range of Aircraft performance and Pilot experience
- **Race Directors may interpolate table distance values as needed based on total degrees (for instance, 180 degrees is not listed, but 360 is given and can be divided by 2).

CHAPTER VI: RACE STARTS, TURNING POINTS, PASSING AND FINISHES

53. Starts

For all classes of Competitors the Rules and Regulations shall compulsorily provide for the method of controlling the Start.

Starts shall be one of the following;

A. Runway Start

A Runway Start is one in which an Aircraft is timed from the moment it passes the departure end of the runway. This will be repeated for each Competitor, generally at 30 second intervals. There shall be no paired starts, i.e. No two Aircraft shall be started at the same time unless specific waiver is obtained from the Race Director before engine start, and then only for a specific pair of Aircraft and Pilots. In the event of a Runway Start the turn toward the first Turn Point **shall not exceed 90 degrees**. This will prevent overly-anxious Pilots who, knowing their clock is ticking, may attempt to muscle their Aircraft on Course at too slow an airspeed. If the Course layout and winds require a reversal heading change from the takeoff heading, a Flying Start will be used.

B. Flying Start

A Flying Start is one in which the Aircraft is in full flight when it crosses the starting Line at the beginning of the Course. A Flying Start may only be used when there is positive de-confliction of takeoff and start traffic. At no time will start traffic cross the flight path of takeoff traffic.

54. Order of Start

The order of start shall be determined by the Race Director in accordance with Aircraft speeds as determined either by;

- A. Maximum speed of a new Competitor as marked on the entry form, or
- B. Proven Race speed demonstrated in a prior Race. With preference given to demonstrated speed. Competitors will be started fastest registered Aircraft first, with the slowest registered Aircraft started last.

55. Starting Line

The position of the starting line shall be notified to all Competitors by the Race Director at the pre-race briefing. Competing Aircraft will be taxied onto the runway as directed by the starting officials and Competitors must follow these directions without undue delay. The Starter will position himself on the runway in a position where, in his opinion, he can be best seen by the Competitors and will signal the start for each Competitor in the manner described in Rule 53(A) above. Any Aircraft beginning its take off roll before receiving this signal may be excluded or penalized by the addition of a time penalty at the discretion of the Race Director. Should any Competitor fail to start before the Competitor following, he must remove his Aircraft from the starting line if and when ordered to do so and will only be allowed to start with the permission of the Starter. In the event of a Competitor's start being delayed through no fault of his own, or of his Aircraft, the Starter may restart the Aircraft immediately.

56. Turn Points

The Aircraft must be flown round each turn point in such a manner that no part of the Aircraft shall pass over the turn point. Having any part of the Aircraft over the turn point shall incur the **addition of a 15 second** time penalty per instance, or if the Official Observer or GPS track, which ever alternative is in force, or both, determine that the turn point had been totally cut or missed, then the Aircraft shall be excluded from the results of that Competition. Calls by turn point judges for turn point misses will be noted in the provisional results as a disqualification but can be protested and verified via the use of the GPS track. Calls by a turn point judge for turn point cuts will be checked via the GPS track prior to posting of the provisional results. A Competitor who misses or cuts a turn point must not attempt to retake the turn, and if they do so they shall be excluded from the results for Dangerous Flying. At the discretion of the Race Director, the Competitor may be marked DNF (Did Not Finish) or DQ (Disqualified). In the case of a Start Line not found, a Competitor may return to the field whence he was launched and rejoin the flow of traffic to the Start Line without penalty, provided his return is done in a safe manner and does not intersect the traffic flow from launch to start line.

57. Passing

The Pilot of the passing Aircraft shall be solely responsible for the safety of the maneuver - this shall not be an excuse for breaking any of the other rules governing the Event i.e. low flying. Supplementary Regulations may be published to regulate passing during a specific Event however the following applies to all instances: A pass initiates a contract between the passing Aircraft and the Aircraft being passed. It is the responsibility of the Pilot of the passing Aircraft to maintain visual contact with the Aircraft he is passing throughout the maneuver, until he can no longer see the Aircraft he has passed. At that time the Pilot of the Aircraft that was passed has the duty to let the passing Aircraft know that the maneuver has been completed, and that the Pilot or Crew of the passed Aircraft has visual contact with the passing Aircraft. The passing maneuver should be accompanied by radio calls on the assigned Race frequency in effect at that point of the Course and initiated by the passing Aircraft, e.g., the passing Aircraft makes the call, "Race xx, Race yy is passing you on your right, level/slightly low/slightly high". After the pass has been completed, the passed Aircraft makes the call, "Race yy, you're clear". In the event passing is to be executed close to a turn, but still short of the turn, the Pilot of the passing Aircraft should consider the upcoming turn direction when deciding on which side of the Aircraft ahead he should execute the passing maneuver. If an upcoming turn is left-handed, he should pass on the left so as to put himself on the inside of the turn, rather than pass on the right and then cross in front of the Aircraft he has just passed.

Under no circumstances will a pass be effected on the inside of a turn execution. That is, if you cannot be conclusively ahead of an Aircraft you want to pass by the time that a turn comes up, you must stay on the outside of the turn and continue your passing attempt after both Aircraft are level on the following leg.

58. Finishes

The position of the Finishing Line shall be notified to all Competitors by the Race Director or his designee at the pre-Race briefing. The Supplementary Regulations must state the conditions, where applicable, under which the finishes shall be controlled and timed. Finishes shall be certified when crossing a previously determined line whilst in flight.

59. Crossing a Control or Finishing Line

An Aircraft will be timed as crossing a control line or finishing line at the moment the most forward part of the Aircraft passes over that line. Sudden changes in direction, speed or altitude are prohibited at or immediately after the Finish. Competitors shall climb gently straight ahead to join the landing pattern as instructed at the pre-Race briefing. Any other procedures will be communicated to Entrants at the pre-Race briefing.

60. Race Height and Finishing Height

The minimum Race height (normally 500ft AGL) and minimum finishing height will be communicated at the pre-Race briefing. Anyone below the specified heights during the Race and/or at the finish is liable to exclusion from the results (at the discretion of the Race Director, see Rule 56). Calls by a turn point judge for turn low height infringements will be checked via the GPS track prior to posting of the provisional results. GPS data may be used in the defense of a Pilot, giving due consideration to the accuracy of the GPS set used.

CHAPTER VII: HEATS AND DEAD HEATS

61. Heats

Starts may be arranged in qualifying heats. The make-up of the heats and the order of their starts shall be determined by the Race Director and shall be published in the schedule or Supplementary Regulations. In any such situation the make up of the heats shall be handed to each Official and Competitor and posted up so that it may be read by each Official and Competitor before the commencement of the heat. Competitors may only start in the heat to which they have been allotted. Race Officials may, at their own discretion, allow a Competitor who has been unable to take part in the heat to which they have been allotted, to take part in the second or subsequent heat, provided that the sole reason for not being able to take part in the allotted heat is not of the Competitor's own making.

62. Re-Arrangement of Heats

The Race Officials shall have the right to alter the composition or the number of heats when the number of Entrants present at the start justify such a measure or if for any other reason they shall deem it advisable in the interests of safety.

63. Dead Heats

In the case of a dead heat in an air Race, the Competitors tying for a place shall share the prizes and each shall receive the points allocated to that place. The Supplementary Regulations may, however, provide for a fresh start and determine the conditions of the re-run between the said Competitors.

CHAPTER VIII: COMPETITORS

64. Registration of Competitors

Any qualified person desirous of registering as a Competitor shall make a formal request via the race entry form on the appropriate Race page of the SARL website.

65. Change of Pilot

In a Competition, a change of Pilot shall be permitted only if provided for in the Supplementary Regulations. Such a change shall require the permission of the Race Director.

66. Aircraft Race Numbers

Competing Aircraft must carry Race numbers to be assigned by the Sport Air Racing League at least 12 inches high (18 inches preferred, and the bigger the better) on both sides of the rudder or vertical stabilizer (or on the outer sides of each vertical stabilizer or rudder in the case of Aircraft having twin rudders or vertical stabilizers), or on both sides of the fuselage, and optionally on the underside of the port wing (the lower wing in the case of biplanes) with the base of the numbers adjacent to the wing tip. The color of the numbers should be in distinct contrast to the background. Dispensation may be granted by the Race Director in special cases such as provisional membership or military Aircraft. This dispensation must be obtained prior to the Event commencing otherwise Aircraft not displaying the appropriate numbers correctly or not holding the relevant dispensation may not be allowed to compete.

New race number assignment:

- New, paid, full (not provisional) SARL members will submit preferences for available race number(s).
- The SARL Chairman or designee will validate number availability and assign race numbers.
- The number becomes licensed to a racer upon completion of the following:
 - Payment of the annual SARL full membership fee.

Once assigned a Race number by the League, and subject to being a paid member in good standing, the Aircraft may retain the Race number from year to year until surrendered by the owner.

Extension of Race Numbers during inactivity: To hold a number assignment during a year of inactivity, the racer can pay the annual SARL membership fee. This fee is due one month before the first scheduled race of each calendar year. For the 2023 race season, aircraft that have held a race number for at least one previous year shall be reserved. Starting in 2024, the above rules apply. The SARL Chairman alone may grant exceptions to the race number assignment policy, taking into consideration things such as legacy race numbers and conflicts with EAA Air venture Cup or Reno Air Race aircraft. If two aircraft show up to a race with the same numbers, the Race Director may elect to designate the addition of a suffix, such as the letter A to one of the aircraft, e.g., 75A. Coordination with spotters and finish line personnel must take place to ensure there won't be confusion during the race or scoring. SARL will maintain a list of retired race numbers that cannot be assigned. **As of this rules revision, the numbers 5, 17, 26, 46, and 193 are formally retired for SARL competitors.** Provisional members will have a number assigned by the SARL staff. Only FULL members are eligible for race number reservation.

67. Mutual Responsibility of Entrant and Pilot

The Entrant shall be responsible for all acts or omissions on the part of his Pilot, mechanics, assistants or Passengers, notwithstanding that they shall each also be jointly and severally responsible for any infraction of these Rules.

68. Air Navigation Regulations

All Competitors must comply with the Federal Aviation Regulations, subject to any specific concessions or dispensations (waivers) made by the competent authorities in connection with any Competition. These concessions or dispensations will be communicated to all Entrants at pre-practice and/or pre-race briefings and signatures of all Pilots taking advantage of said concessions or dispensations will be secured.

69. Credentials

Competitors shall be required on arrival at any Event, and within the time designated in the Supplementary Regulations, to report to Race Director or his designated official, and may be required to produce:

- A. Pilot's license
 - A.1. Valid Pilot's license issued by either United States Federal Aviation Administration or the equivalent agency in the Pilot's home country;
 - A.2. Valid Student Pilot's license accompanied by a qualified and current CFI who meets the requirements of A.1.
- B. A valid and current Third Class (or above) medical certificate or Basic Med Paperwork;
- C. Evidence (copied log book page suffices) of a valid Biennial Flight Review (BFR);
- D. Evidence (copied log book page suffices) of the airworthiness of the Aircraft including but not limited to evidence of a current annual inspection, compliance with all airworthiness directives applicable to the Aircraft model, and in the case of Factory class Aircraft (defined on the SARL web site), evidence of STC compliance for the installation of non-standard components;
- E. Proof of Third Party Insurance coverage for not less than the minimum stated in the Supplementary Regulations. These documents should be carried and available for inspection by the Race Director or his designated official at all Competitions.

70. Briefings

Prior to Race practice and Races, all Competitors (Race Pilots and Navigators) shall be required to attend a briefing, the time and place of which shall be posted or otherwise advised to the Competitors. Competitors not present throughout the briefing will not be allowed to compete in the Race, unless they are able to receive a personal briefing from the Race Director. Such a personal briefing shall be given at the sole discretion of the Race Director bearing in mind the time available prior to the start.

CHAPTER IX: AIRCRAFT

71. Classification of Aircraft

The Sport Air Racing League shall classify Aircraft and make public such classification according to three categories:

- A. Experimental
- B. Factory
- C. Heavy Metal

Each category shall have a further breakdown of classes depending on the category, and these classes shall be published. At the discretion of the Race Director, additional "Challenge Classes" may be opened for instances where three or more Aircraft of the same model register for an Event. Points will be awarded for place in class regardless of place in the Challenge Class.

72. Dangerous Aircraft

The Race Director may prohibit from Competition any Aircraft, the construction or condition of which he at his sole discretion deems to be dangerous.

CHAPTER XI: PENALTIES

73. Breach of Rules

Any of the following offences in addition to any offences specifically referred to previously shall be deemed to be a Breach of these Rules:

- A. All bribery or attempts, directly or indirectly, to bribe any person having Official duties in relation to a Competition or being employed in any manner in connection with a Competition; and the acceptance of or offer to accept any bribe by such Official or employee.
- B. Any action having as its objective the Entry or participation in a Competition of an Aircraft known to be ineligible, therefore.
- C. Any fraudulent proceeding or any act prejudicial to the interests of any Competition or to the sport of Cross Country Air Racing and aviation generally.
- D. The instigation of any proceedings (whether in a court of law or otherwise) by any member against any Official, other member or The League contrary to the renunciation set out in clause 31(C) above.

74. Penalties

Any breach of the International Sporting Code of the F.A.I., or of these Rules or of any of the Supplementary Regulations, committed by any Promoter, Competitor, Official, or any other person may be subject to penalty. Before imposing any Penalty the Race Director or the Chairman shall summon the parties concerned before them. Such summons shall either be served personally or in the appropriate cases, by mail to the appropriate address.

75. Scale of Penalties

A Penalty may be (1) Exclusion, (2) Suspension or (3) Disqualification.

76. Disqualification

A sentence of Disqualification shall entail the loss of any right to receive credit or be awarded points, in or in connection with any Competition. A sentence of Disqualification can only be pronounced by the Race Director and will be reserved for offences of exceptional gravity.

77. Suspension or Disqualification of an Aircraft

A sentence of Suspension or Disqualification may be pronounced on either a particular Aircraft or on a make or type of Aircraft.

78. Loss of Award

Any Competitor Excluded, Suspended or Disqualified in any Competition shall thereby forfeit all right to award in that Competition.

79. Amendment of Awards

In such cases covered in Rule 87 below, the Race Director shall declare the amended results in the published Race results.

CHAPTER XII: PROTESTS

80. Right to Protest

Any Competitor who may feel aggrieved by any decision, act or omission of a Promoter, Official, Competitor or other person connected with any Competition in which he is or has been taking part, shall be entitled to protest under the provisions and in the manner set out in this Chapter. The Right to Protest lies only with a Competitor. Nothing in this Rule shall affect or prejudice the right of any Official, acting in his Official capacity, to take any such official action as he may deem proper in the circumstances.

81. Lodging of Protest and Protest Fees

Every protest shall be in writing signed by the Competitor. It shall state the specific reasons or circumstances on which the protest is based. The protest will be judged only on those reasons and/or circumstances so stated. The protest shall be accompanied by a protest fee of \$10 in cash, which shall only be returned if the protest is upheld or judged to have been well founded, or if so directed by the Race Director.

82. Addressing Protests

Protests arising out of a Competition shall be addressed to the Race Director or to the Chairman.

83. Time Limit for Protests

A protest as to the validity of an Entry, qualification of a Competitor or Aircraft, length of the Course, or make up of a heat must be presented no later than one hour before the commencement of the Race briefing. Where this is impracticable due to the schedule timings, the protest shall be lodged within fifteen minutes of the conclusion of the Competition. A protest against any mistake or irregularity occurring during the Course of the Competition, and committed by a Competitor, Crew, Passenger or Official, or any protest concerning the final scoring or list of awards, shall be lodged within thirty minutes of the conclusion of the Competition, or fifteen minutes of publishing of the Provisional Results.

84. Adjudication of Protests

Any protest arising out of an Event, subject to the rights of appeal provided by these Rules, shall be adjudicated upon by the Race Director, and except as provided as to rights of appeal, shall be final and binding. All other protests shall be adjudicated upon by the Chairman.

85. Hearings

The hearing of the claimant and all interested parties concerned in the protest shall take place as soon as possible after the lodging of the protest. Race Officials must be aware of this requirement and make themselves available. The interested parties shall be summoned to appear at the hearing and may be accompanied by witnesses. They shall state their case in person, and not through an advocate. The Race Director must ensure that the summons to attend has been personally received by all parties concerned. In the absence of any interested party, provided that receipt of the summons to attend is assured, judgment may go by default. If judgment cannot be given immediately after a hearing of the parties, the Claimant must be advised of the place and time when the decision will be given.

86. Inadmissible Protests

Protests against Judges made in the performance of their duties will not be admitted unless electronic evidence (GPS track from data logger or GPS unit, downloaded and reviewed under the supervision of a Race Official) is offered.

87. Publication of Awards and Distribution of Prizes

The publication of provisional results signed by the Race Director shall be made immediately after the Director and his Race Officials have considered the results. The distribution of prizes shall not commence until at least 15 minutes after the publication of provisional results. When 15 minutes have elapsed after posting the provisional results, without any protest being lodged, the Race Director shall sign the provisional results as final and the distribution of prizes shall commence. When a protest has been lodged, the decision of which may affect the list of awards, such list shall be only provisional as provided above, and the prizes withheld until the publication of the final results. However, where a protest may

affect only part of the list of awards, such part as is not affected by the protest may be published definitely, and the corresponding prizes distributed.

Judgment:

All parties shall be bound by the decision given subject only to appeal as provided in these Rules.

88. Protest without Foundation

If a protest is judged to be without foundation, the whole or part of a fee may be retained. Moreover, if it is proved that the author of the protest has acted in bad faith, the Race Director may inflict upon him any one of the penalties provided by these Rules.

CHAPTER XIII: APPEALS

89. Right of Appeal

Every Competitor shall have the right of appeal against a Sentence or other decision, pronounced on him by the Race Director. He must, however, under pain of forfeiture of his right to appeal, notify the Chairman, in writing, within the hour that follows the Race Director's decision, of his intention to make an appeal against that decision. Such appeal will be heard and judgment will be given thereon, by the Chairman.

CHAPTER XIV: ELIGIBILITY AND QUALIFICATION

90. Pilots

- A. The Solo Pilot must have experience of a minimum of 100 Hours as Pilot in Command and if total experience is less than 500 hours, at least 10 hours in the type to be Raced. If total experience is in excess of 500 hours, at least 5 hours in type.
- B. The Student Pilot must have attained solo flight and be accompanied by a current Certified Flight Instructor who meets the requirements in rule 90.A.

91. Aircraft

- A. All Aircraft must be propeller-driven with a maximum weight of 12,500 lbs. and should be capable of a minimum speed of 100 statute miles per hour at sea level, at full power. Aircraft with slower maximum speed may be accommodated by the Race Director, at his discretion, by the design of a "Short Course" (See Rule 52c).
- B. Gating of throttles for Aircraft not capable of being run at full power for the duration of a Race shall not be permitted.
- C. Aircraft must be capable of operating at full power (i.e. max throttle, max rpm, lowest drag configuration (landing gear, flaps, cowl flaps, etc.) for the duration of the Race.
- D. A fuel state declaration by the Pilot may be required at the commencement of an Event and the Pilot may be required to demonstrate that the Aircraft conforms to such state at the commencement of each Race during the Event.

CHAPTER XV: ADDITIONAL REGULATIONS

These Rules and regulations apply to all Races organized by the Sport Air Racing League during the 2023 season, and beyond, if not revised. Any alteration to these Rules and regulations or additional Rules and regulations applicable to any specific Race or Races will be notified to Competitors in the form of Supplementary Regulations.

92. Race Organization

The Sport Air Racing League will approve the Director of each Race who shall constitute a final court of appeal empowered to settle any dispute arising out of or in connection with the conduct of the Race. The Race Director will appoint Race Officials, timekeepers, Turn Point judges and any other Officials as shall be deemed necessary for the efficient and safe operation of the Race.

93. Trophies and Awards

Unless otherwise stated in Supplementary Regulations, place awards may be given to the Pilots of the first three Aircraft in each category to complete a Race in accordance with the Rules and regulations applicable to that Race. Attendance awards be given to all Racers who complete a Race in accordance with the Rules and regulations applicable to that Race.

94. Entries

Entry fees for each Race are payable in accordance with the appropriate Race Information page on the SARL website and should be submitted by cash or check at registration time. ENTRY IS AVAILABLE ONLY TO CURRENT, PAID, FULL OR PROVISIONAL MEMBERS, OF THE LEAGUE WHO HAVE PRESENTED THE REQUISITE CERTIFICATE OF INSURANCE-NO EXCEPTIONS (see #49)

95. The Race Course and Distance

The official Race Course and distance shall be published prior to the Race in Supplementary Regulations and all Competitors will receive a map of the Course.

96. Reporting by Competitors

Competing Pilots with their Aircraft must report (check in) to the Race Director or his designees in accordance with the information published on the appropriate Race information page of the SARL web site.

97. Race Practice

Unless notified under Supplementary Regulations, Race practice will take place after arrival during the week or on Saturday morning provided the practice session is complete and the Pilot and Aircraft have returned to the field and are otherwise prepared for the Race before the official Race briefing time.

98. Race Start Times

Unless notified under Supplementary Regulations, Race Start times will be published on the appropriate Race information page.

99. Postponement, Abandonment or Cancellation

The Race Director reserves the right to postpone, abandon or cancel the Event or part thereof. Should a Race be cancelled prior to or after the designated start time, all Entrants checked in for said Race will be awarded 10 points.

100. Transport

During Air Race weekends transport may be provided from the airport to the recommended hotel(s) and back. Any other requirements are the responsibility of the Competitor.

101. Hotels

Lodging accommodations are the responsibility of the Competitor. The Race Director will endeavor to secure rooms at a favorable location and at a favorable rate.

102. Cooperation and coordination with EAA AirVenture Cup Race

SARL LLC intends to cooperate with the EAA AirVenture Cup Race organizing body, both in promoting their race and recognizing the race results towards the award of national SARL points. Each participating race host agrees to use race rules conforming with the AirVenture Cup. Each race host, however, has the discretion to amend the basic AirVenture Cup rules to fit their own course and racing environment as needed.

103. National Race League Points

Each participating race will award a first, second, and third place in each class. Additionally, each place from first to last will accrue League points to the racer in the following form:

First Place.....100 points

Second Place80 points

Third Place60 points

Each place from the Fourth to last decrements points awarded by 5 points for each place: 55, 50, 45, 40, 35, 30, 25, 20, 15, 10, 5, 0.

In addition to placing points, each racer will be awarded an additional 10 points for each aircraft (in class) that he or she beats. e.g. First place in class flying as the only one in the class garners 100 points. First place in class and beating two other aircraft in class garners 120 points. Bonus Points apply to all finishing positions. Following the completion of each season there will be an awards ceremony held (live or virtual) where the First, Second, and Third points placeholders in each class are announced/presented with a plaque for their achievement in that racing season. An Overall Points award will be made each year to the First, Second, and Third point placeholders in each of the three categories (Experimental, Production, Heavy Metal) in the League, denoting National Champions. The tracking and tabulation will be delegated to a qualified person at the discretion of the Chairman.

104. Membership classifications

FULL MEMBER \$125.00 per year

As a paid, FULL member of SARL, you will reserve your aircraft race number. As race numbers can be very personal, veteran racers who may already have a race number will be given the right of first refusal before their number goes to someone else. The SARL team will reserve the right to resolve race number conflicts. The best course of action is to join and lock in your number. You will be eligible to participate in all SARL races for the 2023 season and accumulate points for national titles.

PROVISIONAL MEMBER \$25.00 for one race

As a paid PROVISIONAL member, you can participate in one SARL race, be assigned a race number, and not accumulate points toward a national championship title. The provisional membership allows a new racer to try SARL at a lower financial cost. Should you decide to join us for additional races, you'll need to purchase the remainder of a full membership fee (an additional \$100.00). An insurance COI is still required to race, even once.