

AIR RACE CLASSIC, INC.

2027 RACE

RULES & PROCEDURES

Air Race Classic
2027 Race Rules and Procedures

Mission Statement

To encourage and educate women pilots, to increase public awareness of general aviation, to demonstrate women's roles in aviation, and to preserve and promote the tradition of pioneering women in aviation, Air Race Classic, Inc. sponsors an annual all-women, amateur, cross-country race for pilots who qualify under these Air Race Classic Rules and Procedures.

The Race

The Air Race Classic (ARC) is a VFR race flown during ARC official daylight hours. The official duration of the Air Race is four days, beginning with takeoff at the Start at 8am local time Day 1 to landing at the Terminus by 5pm local time Day 4. As specified elsewhere in these Rules, the actual duration and start and end times may vary depending on local conditions. Racers must arrive several days before the Start and remain at the Terminus through the conclusion of the Awards Banquet as noted in the Race schedule of events. The Race Event, which extends beyond the official duration of the race, begins three days before the Arrival Deadline and ends at 5pm the day following the Awards Banquet.

Airplanes must meet ARC requirements and may enter in one of three classes – Competition, Intercollegiate or Non-competition. Competition and Intercollegiate Classes are limited to normally-aspirated, piston-powered airplanes. Non-Competition Class includes airplanes not qualified for the other classes and Teams not competing but entering for education and experience.

Entries are limited to 60 teams. Once a combined number of 55 Competition and Intercollegiate Teams, and 5 Non-competition Teams have been accepted, additional qualified teams will be waitlisted up to the registration closing date. Until May 15th, if an accepted Team withdraws, the next waitlisted Team will be selected in order of acceptance.

The Rules and Procedures

These Rules and Procedures (Rules), including the fines and penalties, are designed to promote safety, fairness, and an equal chance to compete.

For Rules that incur a speed penalty, the penalty will be listed with the rule. For all other rule violations, a fine may be imposed. The fine may or may not be listed with the rule. Some penalties and fines are specified in these Rules while others are at the Judges' discretion. Examples of conditions that may result in mandatory disqualification are listed in section 6.2.3

Any questions about these Rules may be emailed to governance@airraceclassic.org before or after the Race or discussed with non-racing Directors during the Race Event. These rules are in effect from Racer Registration Open until the end of the Race Event.

ARC expects Racers to respect ARC's Mission Statement by exhibiting good sportsmanship, professionalism, and exemplary behavior. Further, ARC expects Racers to be familiar with and abide by these Rules, exercise good judgment, and be diligent at all times.

ARC Directors, Assistant Directors and Officials will adhere to the ARC Code of Ethics in appendix B of these Rules.

Documents

These Rules supersede previous Rules and remain in effect until revised, in writing, by ARC's Board of Directors. ARC Handicap Requirements (H-01) and other documents posted on the Racers section of the website contain procedures, rules, and definitions, and are addenda to the Rules. The use of the ARC logo is restricted and must be approved by the ARC President. ARC documents and content posted on the ARC website and ARC social media sites are property of the Air Race Classic, Inc. and are intended for use for ARC activities only. Any use of these documents or content for other than ARC-related activities requires written permission from the ARC President. Racer lists are provided for Race purposes only and may not be used for electronic or paper communication beyond the scope of the Race. ARC may take legal action against anyone using these lists for personal or business promotions.

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1 Team—Requirements & Responsibilities

1.1 General Requirements—Competition and Intercollegiate Classes

1.1.1 Women pilots who qualify under these Rules are eligible to race as a Team. A Team must have a pilot and a copilot and may include additional crew members (teammates). The pilot, copilot and teammates are collectively referred to as a Team, and Team members are individually referred to as Racers.

1.1.2 Racers under the age of 18 at Credentials Open must have written permission from a parent or guardian to participate in the Race.

1.1.3 Each pilot and copilot must have the following at time of registration:

(a) a sport pilot or higher airman certificate; and

(b) a valid medical certificate, BasicMed documents, or driver's license, whichever is relevant to the pilot's airman certificate.

(c) This line intentionally left blank.

1.1.4 The pilot and copilot must have:

(a) a minimum of 100 pilot-in-command (PIC) flight hours, a current flight review, and recent flight experience to act as PIC logged in an airplane by Credentials Close, and

(b) completed the required online ARC safety courses or other ARC-approved safety training by Required Training Deadline.

(1) The courses must have been taken between Registration Open and Required Training Deadline.

(2) Completion certificates must be uploaded to the ARC website by Required Training Deadline.

(3) The courses are listed on the ARC web site. Contact safety@airraceclassic.org with questions.

(4) Names of Racers who do not complete and upload Safety Course Certificates in the required timeframe will be sent to the judges for possible assessment of fines.

(c) This line intentionally left blank

1.1.5 Any Racer acting as PIC during the Race must have the ratings (i.e., single-engine land or sea, multiengine land or sea) and endorsements (i.e., tailwheel, complex, high performance, endorsements for Sport Pilot) that are required to act as PIC for the Race airplane.

1.1.6 Either the pilot or copilot must have the following by Credentials Close:

(a) a minimum of 500 PIC hours logged in an airplane, or

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(b) an instrument rating, with current instrument experience or instrument proficiency check.

1.1.7 A teammate must have by Credentials Open a student pilot certificate or higher with a minimum of 5 hours logged in an airplane. If a teammate will act as pilot or copilot during the Race, she must satisfy the pilot or copilot requirements of this section.

(a) Teammates must also complete the required online ARC safety courses as described in rule 1.1.4(b).

1.1.8 Women from outside the United States may compete with valid pilot certificates from their home countries. If they fly U.S.-registered airplanes, they must meet the applicable U.S. requirements.

1.1.9 An Intercollegiate Racer must be affiliated with the university/college she represents, as a student, staff member, faculty, or instructor at the time she registers for the Race. When registering for the Race, the pilot must be enrolled as a student at the university/college. All Intercollegiate Team members must provide appropriate documentation that shows their university/college affiliation.

1.1.10 Each Racer must be familiar with and follow these Rules, including the ARC Handicap Requirements (H-01) and other documents posted on the Racers section of the website.

1.2 General Requirements—Non-Competition Class

1.2.1 A Team may enter the Non-Competition Class for a fun, self-paced cross-country experience, or to fly an airplane that does not qualify in Competition or Intercollegiate Class.

1.2.2 The pilot, copilot and teammate must meet the requirements in section 1.1,

1.2.3 Non-competition class Teams are required to follow the race rules as published with the exception of flying a handicap flight and fueling at the start. They may choose to execute flybys as published and briefed.

1.3 Racer and Team Registration

1.3.1 Racers must complete and submit the following online registration forms and information by the published Racer Registration Closing:

(a) **Racer Registration**, including copies of their required pilot certificate, medical certificate, BasicMed documents, or driver's license, whichever is relevant to the pilot's airman certificate; all Racers must submit a government-issued photo identification; and

(b) **Team Registration**, including the entry fee, Start and Terminus fees, and a photo. The team photo shall include each racer with preferably left to right: pilot, copilot and then teammate if applicable.

1.3.2 Only Racers who have registered by Racer Registration Closing will be allowed to participate on a Team.

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1.3.3 Team member changes must be made by Racer Registration Closing using the online registration forms and by submitting documents described online. At its sole discretion, ARC (Racer and Airplane Divisions) may approve a change after Racer Registration Closing and before the published Handicap Flight Deadline, but the Team will be charged a $200 change fee. A Team that changes its team members after Credentials Close will be disqualified (section 6.2.3).

1.3.4 Registrations are not accepted until the Team qualifies under section 1.1 or section 1.2, completes online registration, and submits the required photos and fees.

1.3.5 Race fees consist of two components, entry fees and Start/Terminus fees. The fee amounts are provided during the registration process.

1.3.6 Requests for refunds of registration fees are subject to the following:

(a) If the registration is rejected or a Team drops from the Race before Racer Registration Closing, the full entry fee will be refunded.

(b) If a non-Intercollegiate Team scratches from the Race, $100 of the entry fee will be applied to a Race entry credit for each Team member. The credit must be used within five years. The remaining balance of the entry fee will not be refunded.

(c) If an Intercollegiate team scratches, $100 of the entry fee will be applied to a Race entry credit for the university/college, not to the individual racer. The credit must be used within five years. The remaining balance of the entry fee will not be refunded.

(d) If the Race is canceled, $100 per person of the entry fee will be refunded.

(e) All refunds will be processed less credit card fees, if applicable.

1.3.7 Requests for refunds of Start and Terminus fees are subject to the following:

(a) If a Racer or Team drops before Racer Registration Closing, full Start/Terminus fees will be refunded.

(b) If a Racer or Team scratches after Racer Registration Closing and before June 1, Start/Terminus fees will be refunded minus a $70-per-Racer processing fee.

(c) If a Racer or Team scratches after June 1, Start/Terminus fees will not be refunded.

(d) If the race is canceled, Start and Terminus fees may not be refunded.

(e) All refunds will be processed less credit card fees, if applicable.

1.3.8 A $50 fine will be charged to each Racer who does not complete registration for Start and Terminus events by the published deadline.

1.3.9 ARC reserves the right to refuse an applicant’s entry or participation in the Race in ARC’s sole discretion.

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1.4 Pilot Responsibilities

The pilot must meet the following requirements:

1.4.1 Ensure that her airplane complies with Section 2 and meets FAA requirements for the Race route being flown.

1.4.2 Carry on board during the Race the certificates, books, placards, papers, and installed equipment manuals required to be carried for airworthiness.

1.4.3 Carry current (paper or electronic) navigation charts for the entire Race route during the Race.

1.4.4 Ensure that her Team has all required ARC documents (paper or electronic) in their possession during the Race Event. A list of required ARC documents can be found on the Air Race Classic website.

1.4.5 Carry and use, as briefed, all ARC-required timing and tracking devices.

1.4.6 Pay all fees, including lodging, fuel, airplane, and personal expenses when due.

1.4.7 Carry and use tie-down equipment, including stakes and ropes, or equivalent, suitable for securing the airplane in all terrain and weather conditions, throughout the Race Event. The Airplane must be secured to the ground at the tail and each wing.

(a) If applicable equipment is not on board during the Airplane Check, it must be placed in the airplane no later than Airplane Check Deadline.

1.4.8 Carry, at a minimum, survival equipment for:

(a) starting a fire;

(b) protection from the elements for each Team member;

(c) providing or purifying water; and

(d) visually signaling distress.

1.4.9 Provide, upon request, additional supporting data or documentation for the airplane or the Team.

1.4.10 Communicate, in a timely manner, when requested or required, with ARC Officials from registration throughout the Race Event.

1.5 Racer Responsibilities

Each Racer must meet the following requirements:

1.5.1 Ensure that the airplane and the Team comply with laws and regulations governing aviation in the U.S. and, when operating outside the U.S., with applicable local and international laws and regulations.

1.5.2 Attend all mandatory functions, including online briefings, unless the President, her designee, or the Judges excuse her.

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(a) A Racer who is absent when roll call starts will be fined $50, unless excused.

(b) A Racer who is more than ten minutes late or does not attend a mandatory function, without being excused, will be fined. If before Race Start, the Judges may require the Team to scratch from the race. A Racer must review the missed material with the presenter or her delegate.

(c) If a Racer misses or is late to the Awards Banquet without being excused, her Team will not receive any prizes, plaques, certificates, or awards.

(d) Only current-year Racers, Race Officials, presenters, and others who Race Officials allow may attend mandatory briefings.

1.5.3 Complete and sign the release of liability (C-02) form, waiving all rights to make a claim against or sue ARC, Race Officials, or any person connected with the Race.

1.5.4 Not disrupt or interfere with a Judge, Timer, or other Race Official.

1.5.5 Not be confrontational or unsportsmanlike.

1.5.6 Notify ARC if unable to fly the Race, as follows:

(a) if more than three (3) days before Arrival Deadline, notify Entry Administration; or

(b) if within three (3) days of Arrival Deadline, notify Race Central.

1.5.7 Wear clothing during the Race Event that shows good taste and fits the occasion. The dress code for the Start and Terminus banquets is cocktail attire.

1.5.8 Wear the ARC name badge, in a visible manner, at all Race Stops and functions, unless otherwise instructed by an ARC official.

1.5.9 Comply with requirements outlined in the current Health Safety Plan.

2 Airplane Requirements, Numbers, Insurance & Handicaps

2.1 Requirements for All Airplanes

All airplanes must meet the following requirements:

2.1.1 This line intentionally left blank.

2.1.2 This line intentionally left blank.

2.1.3 It has a current airworthiness certificate and registration and meets applicable FARs.

2.1.4 It has an operating rotating beacon or strobe, an FAA-approved ELT, a transponder, at least one Com radio or the equivalent, and installed equipment that meets FAA ADS-B requirements.

2.1.5 Its components and equipment modifications and alterations meet FAA requirements; or, if the registry country is not the U.S., meet the governing aviation authority’s requirements.

2.1.6 It has a pilot operating handbook, Airplane Flight Manual, or equivalent.

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2.1.7 Its annual, condition, or progressive inspections are current and conducted under either FAR Part 91 or Part 43, or the manufacturer's maintenance manual and published material.

2.1.8 Its logbooks have appropriate entries for all maintenance and required inspections.

2.1.9 This line intentionally left blank.

2.1.10 It carries on board all certificates, books, placards, papers, and installed equipment manuals required.

2.1.11 It has no external or temporary fuel tanks.

2.1.12 If the Race route goes outside the U.S., it meets ARC requirements, as well as requirements for any country on the route and carries the appropriate documents during the Race Event.

2.1.13 Airplanes with inoperable equipment that will remain inoperable for the Race must be in compliance with the requirements of FAR 91.213. The Pilot must notify airplane@airraceclassic.org as soon as it is known that inoperable equipment will exist during the Race.

2.1.14 ARC reserves the right to reject any airplane.

2.2 Requirements for Competition and Intercollegiate Class Airplanes

In addition to the requirements in section 2.1, an airplane in the Competition or Intercollegiate Class must meet the following requirements:

2.2.1 It is an airplane with one or two non-turbocharged and non-supercharged piston engines between 100 and 600 horsepower, rated for continuous operation at maximum engine and propeller RPM or meets the requirements for EDMA. Eligibility questions should be addressed to airplane@airraceclassic.org.

2.2.2 It must be able to sustain full throttle and propeller RPM during the handicap flight(s) and when racing unless it meets the requirements for and is racing as EDMA.

(a) If the engine specifications do not allow flight at continuous maximum power, or has other airworthiness operation limitations or the airplane does not meet EDMA requirements, the Team will not be eligible for Competition or Intercollegiate Class and must, before Team Takeoff, change to Non-Competition Class, drop or scratch.

2.2.3 Its engine must not be operated with non-dispersant oil during handicap flights or the Race.

2.2.4 It does not have any component or alteration that the Airplane Entry Committee determines is contrary to the intent and spirit of the Race.

2.3 Requirements for EDMA

2.3.1 EDMA is limited to the current, approved list of Air Race Classic EDMA. For more information, contact airplane@airraceclassic.org .

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2.3.2 It contains an engine monitoring system that allows for the capture and download of flight data at the immediate conclusion of the race. The engine monitoring system must capture RPM, at a minimum of once per second.

2.4 Requirements for Non-Competition Class Airplanes

2.4.1 Non-competition airplanes must meet the requirements in section 2.1.

2.4.2 An airplane in the Non-Competition Class may be driven by a turbocharged or super-turbocharged piston engine(s).

2.4.3 The Directors may allow Teams to participate in the Race Event whose airplane conforms to FAA requirements but does not meet these Rules. The purpose may be to explore technology and procedures, assist with the Race or for future planning. These “test” Teams will be identified, may be subject to special rules and conditions the Directors define, and are not eligible for Competition or Intercollegiate Class.

2.5 Airplane Registration

2.5.1 The complete Airplane Registration form must be submitted online before Airplane Registration Closing.

2.5.2 The Pilot must report a change of airplane from that shown on the registration form to entryadmin@airraceclassic.org and airplane@airraceclassic.org

2.5.3 A Team registering or changing an airplane registration after Airplane Registration Closing will be charged a fee of $100, unless both Racer and Airplane Divisions recommend reducing or eliminating the fine. The new airplane must successfully complete a handicap flight or accept a handicap assigned by the Handicap Committee.

2.6 Race Numbers

2.6.1 Race numbers 1 through 10 are assigned in a drawing held for Teams whose registrations are accepted by the drawing deadline and who want to enter the drawing.

2.6.2 Race numbers higher than 10 are assigned in the order in which applications are accepted, except as provided in sections 2.6.3 and 2.6.4.

2.6.3 A Racer may request a Race number from 11 to 99 for the current year’s Race by submitting a request online and paying $125. The request is considered on a first-come, first-served basis and is not guaranteed. If the requested reserved number cannot be assigned, the $125 will be refunded (less credit card fees). If a team scratches or the Race is canceled, the reserved number will be extended for one year.

2.6.4 A Racer may request a special number for a five-year period, together with a $500 donation to the ARC endowment fund. If the number is available, it will be assigned on a first-come, first-served basis. If the number is unavailable and another number cannot be assigned, the $500 will be refunded (less credit card fees). A reserved number may be renewed before it expires for another five-year period at additional cost by contacting entryadmin@airraceclassic.org.

2.6.5 Race numbers must be applied to both sides of the airplane and conform in size, placement, and color as specified in the Race Number Application (K-03a).

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2.6.6 Race numbers and all advertising must be applied before the team Airplane Check at the Start. Sponsor advertising may be applied to the fuselage area and must not interfere with the Race or registration numbers. Any other numbers that are different from the Race and registration numbers must be covered. Manufacturer livery and badging numbers are exempt.

(a) A pilot may request to have the Race numbers applied after the Airplane Check by e-mailing airplane@airraceclassic.org .

(b) If the request is granted, Race numbers must be applied no later than one hour after the Airplane Check has been completed.

2.7 Insurance

2.7.1 Each pilot must have liability insurance coverage for the airplane and a certificate of insurance issued to ARC as specified on the Insurance Form (K-02).

2.7.2 The insurance must be in force during the entire Race Event, including any extensions, name ARC as an additional insured, and have a ten-day cancellation clause. If the information and coverage described on form K-02 is included on the insurance company's certificate, the certificate will be acceptable. Each Team member who will act as PIC during the Race must be listed as an approved pilot on the certificate or qualify under an "open pilot" or similar clause on the policy.

2.7.3 If any of the Race route goes outside the U.S., the certificate must show liability coverage for the countries on the Race route.

2.7.4 The certificate must be uploaded as instructed on the K-02 form.

2.8 Handicaps

2.8.1 To race in Competition or Intercollegiate Class, a Team must be assigned a handicap. A Team will be assigned a handicap after flying an acceptable handicap flight for the current year's Race, under the rules described in ARC Handicap Flight Procedures (H-01).

2.8.2 A Team must fly an initial handicap flight before the published Handicap Flight Deadline, unless the Handicap Pilot Coordinator and Airplane Division leaders approve a later flight. A $100 fee may be charged for a late flight.

2.8.3 The Handicap Committee will evaluate each handicap flight, look at the quality of the flight data, historical data, and handicaps of comparable airplanes, and may approve the flight data or require re-flights.

(a) Handicap flights or re-flights must be completed, and flight data submitted, no later than seven days before the Start Arrival Deadline unless there are extraordinary and unavoidable circumstances and the Handicap Committee grants special permission for later flights.

(b) If an acceptable handicap value cannot be determined before the start of the Race, the Handicap Committee will assign a handicap based on historical or other data, and a race penalty of up to 15 mph may be imposed. The decision of the Handicap

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Committee is final. If a Team does not accept the handicap assigned by the committee, they must change to Non-Competition Class.

2.8.4 **Post-Handicap Maintenance**

(a) Regardless of who performs the work, if any preventative maintenance, maintenance, or alterations are performed after a handicap flight, the team must notify the Airplane Division within 48 hours after the work starts by sending an e-mail to airplane@airraceclassic.org This includes:

(1) All preventative maintenance items listed in 14 CFR part 43, appendix A, paragraph C

(2) Oil changes

(3) All major and minor repairs

(4) All major and minor alterations

(5) Inspections, including (but not exclusive to) annual inspections, 100-hour inspections, AD inspections, progressive inspections and phase inspections

(b) Within 48 hours after work is completed, the Team must also submit to airplane@airraceclassic.org copies of logbook entries, part lists, lists of discrepancies found, corrective actions, applicable conformity statements, and progressive inspection documents. If the Team does not submit the documents on time, without being excused, a minimum 3 mph race penalty for each infraction may be imposed. Requests to be excused should be sent to airplane@airraceclassic.org.

(c) The Airplane and Handicap Divisions will evaluate the work performed after a handicap flight and may require a re-flight. If a required re-flight cannot be flown, the Team's handicap may be approved, and a race penalty of at least 3 mph may be imposed, or they may not be assigned a handicap. A Team that is not assigned a handicap must change to Non-Competition Class, drop or scratch.

(d) In addition to the required notifications above, Race Central must be notified of any preventative maintenance, maintenance, alterations or inspections that are performed after the Race Event begins (3 days before the Arrival Deadline) and before the Start of the Race.

2.8.5 The Handicap Committee or the Judges may, if time, resources, and conditions permit, require handicap re-flights for any airplane at the Start or at the Terminus. The pilot of an airplane chosen for a handicap re-flight must be available for the flight.

3 Credentials, Check-Ins, Airplane Checks & Impound

3.1 Racers at the Start

3.1.1 A Racer must arrive at the Start and check-in by the Arrival Deadline. Racer and Airplane Credentials must be completed before Credentials Close. If a Racer cannot arrive at the Start by the deadline, she must notify Race Central before Arrival Deadline and explain the

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reason for the delay. The Judges may allow her to check in late and may impose a fine or a 1 mph race penalty for her Team.

3.1.2 At Credentials check-in:

(a) The pilot and copilot, and any teammate who will act as PIC, must present the following:

(1) Government issued photo ID;

(2) airman certificate, with the required Race airplane and instrument ratings;

(3) valid medical certificate, BasicMed documents or driver's license, whichever is relevant to the pilot's airman certificate;

(4) documentation (paper or electronic), showing the required: PIC flight hours logged, recent flight experience (including instrument experience or proficiency check), flight review, and any required endorsements;

(5) current navigation charts (paper or electronic) appropriate for the Race route;

(6) This line intentionally left blank.

(7) unless submitted earlier, a copy of the certificate of insurance; and

(8) other documents listed on the website (e.g., waivers, flyby instructions, rules).

(b) If the Race route goes outside the U.S., each Racer must bring a current passport, as well as other requirements for any country on the route.

(c) Each teammate must bring the required airman's certificate and other documents listed on the website.

(d) The Team must provide any other requested information.

3.1.3 The airplane key(s) must be attached to the ARC key chain, received during check-in and remain attached throughout the Race Event.

3.2 Airplanes at the Start

3.2.1 The airplane must be at the Start by Arrival Deadline unless the Judges give permission for late arrival under section 3.1.1.

3.2.2 The airplane must remain in the designated tie-down location until given the signal to taxi at the start of the Race, except for Airplane Checks, handicap flights, or as the Judges or Inspectors authorize.

3.2.3 The airplane must be prepared for the Airplane Check as follows:

(a) All Race preparations, including cleaning, waxing, oil changes, repairs, and maintenance, must be completed before the Airplane Check.

(b) The airplane's exterior must be in the same condition as it was for its handicap flight.

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(c) Repairs and adjustments must not be made after the Arrival Deadline, unless authorized by the Judges. All work must be completed before the Airplane Check.

(d) Except for tip tanks, fuel tanks must be topped off before Team Takeoff.

3.2.4 Airplane Checks are performed as follows:

(a) Only Team members and Race Officials may be present during the Airplane Check. The Racer most familiar with the airplane and its records must be present.

(b) If the Race Officials find the airplane does not conform to the Rules or airworthiness regulation, a Team member will be notified,

(1) The Team must have all remedial work completed, and submitted to ARC Officials before Credentials Close, unless the Judges give an extension.

(2) If the work cannot be completed in time or the airplane does not meet requirements for Competition or Intercollegiate Class, the Team must change to Non-Competition Class or scratch.

(c) ARC Officials may check an airplane at any time during the Race Event.

(d) This line intentionally left blank

3.2.5 If maintenance or repairs are required after arriving at the Start, the En Route Work Done (K-14) form must be completed and submitted to Race Central.

3.2.6 The airplane will be in Impound after:

(a) all remedial work is complete;

(b) it has passed the Airplane Check; and

(c) it is tied down at its designated location.

3.2.7 While in Impound, no one may access the airplane, except:

(a) FBO personnel for fueling or movement;

(b) the pilot and Handicap Pilot for a handicap flight; or

(c) a Racer accompanied by a Race Official. Only the Judges and non-racing Directors may authorize access to the airplane while impounded.

3.2.8 If necessary, the ground crew may move, but not taxi, the airplane.

3.2.9 The airplane is impounded at the owner's risk. ARC assumes no responsibility for fire, theft, windstorm, or any other disaster while the airplane is in Impound.

3.3 Racers at the Terminus

3.3.1 Upon arrival, the pilot must remove personal items from the airplane.

3.3.2 If any maintenance was performed during the race, a copy of the K-14 and the logbook entry must be left on the front seat of the airplane.

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3.3.3 Airplane keys on the ARC key chain, and the current tach time must be given to a Race Official as soon as practical after landing. Keys are returned to the pilot at the Terminus debriefing or when the airplane is released from Impound.

3.3.4 Timing and tracking devices must be returned as directed. If the device is damaged or not returned, the Team must pay replacement and other associated costs.

3.4 Airplanes at the Terminus

3.4.1 The airplane is impounded as soon as practical after landing at the Terminus.

3.4.2 A Team must not remove their airplane from Impound before it is released.

3.4.3 ARC Officials may perform an Airplane Check on any airplane.

(a) ARC Officials will notify Racers of a block of time when planes will be checked. If a Team member chooses to be present for the Airplane Check, it is her responsibility to be available at the airport when the inspectors reach her plane.

(b) Only Team members and Race Officials may be present during the Airplane Check.

(c) ARC Officials will advise the Judges immediately if they discover any performance-related change to the airplane since its last handicap flight or Impound at the Start.

(d) The Judges may impose penalties, require a new handicap flight, or disqualify the Team, even if the Inspectors clear the airplane.

3.4.4 An airplane against which a Protest has been filed must remain impounded until the Judges release it.

3.4.5 While in Impound, no one may access the airplane, except:

(a) FBO personnel for fueling or movement;

(b) the pilot and Handicap Pilot for a handicap re-flight; or

(c) a Racer accompanied by a Race Official.

3.4.6 The airplane is impounded at the owner’s risk. ARC assumes no responsibility for fire, theft, windstorm, or any other disaster while the airplane is in Impound.

4 Flying the Race

4.1 Race Start

4.1.1 Race Start is defined as the time when the first Race plane (not necessarily Team #1) crosses the Start timing line.

4.1.2 Teams take off in Race number order. Team Takeoff is defined as the moment each individual Race plane crosses the Start timing line.

4.1.3 If a Team does not take off in the assigned departure order, they must wait until all other Teams have been given the opportunity to depart before they can depart.

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4.1.4 If a Team cannot take off (cross the Start timing line) within four hours after Race Start, they must change to Non-Competition Class or scratch.

4.1.5 Teams should fly over the runway for the full length before turning on course unless otherwise directed by ATC.

4.1.6 A Team in the Non-Competition Class does not need to follow rule 4.1.4, but they must complete the first leg before ARC Sunset on the first day.

4.1.7 A Team may not change from Competition or Intercollegiate Class to Non-Competition Class after taking off at the Start.

4.2 Flight Planning

During the Race, a Team must meet the following requirements:

4.2.1 Follow takeoff, enroute, Flyby, and landing procedures and the provisions of the FAA waiver as published and briefed, except for deviations necessary to avoid an unsafe condition.

4.2.2 Comply with all applicable flight rules under FAR Part 91, subpart B (VFR flight rules). If a Team does not comply with the applicable flight rules, they will be disqualified (section 6.2.3).

4.2.3 May taxi but not take off before ARC Sunrise for the Stop (section 6.2.3).

4.2.4 Not take off under special VFR, except for maintenance flights under section 4.7.2 (section 6.2.3).

4.2.5 Fly legs in the order published and briefed (section 5.1.10).

4.2.6 Execute all Flyovers and Turn Points as published or briefed.

4.2.7 Execute the Flyby at each flyby location, except as provided in section 4.4.3.

4.2.8 Execute an arrival Flyby on the same day that the departure Flyby was executed for that leg. If they execute the arrival Flyby on a later day, they will be scored did not finish (DNF) for the leg.

4.2.9 Execute an arrival Flyby or receive an arrival time before ARC Sunset for the Stop (section 6.2.3).

4.2.10 Land no more than 30 minutes after ARC Sunset for that Stop (section 6.2.3).

4.2.11 Land at each Must Stop (section 6.2.3).

4.2.12 Use ARC-designated timing and tracking devices as briefed for all legs. If a Team does not turn on and monitor their timing and tracking devices as briefed, a minimum 1 mph penalty for each flyby that data is not recorded may be imposed.

4.2.13 Land only at a Stop, except:

(a) for maintenance or repairs under section 4.7.2;

(b) for a safety reason while flying a leg, to be verified by the Judges;

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(c) if withdrawing under section 4.8; or

(d) with permission from an ARC Official.

4.2.14 Notify Race Central as soon as possible if they land anywhere other than a Stop (section 6.2.3).

4.2.15 Not allow any non-Race airplane to fly with or ahead of her airplane during the Race or in alliance with other Team(s) to gain a race advantage for her Team

4.2.16 Appropriately secure the airplane at each Stop. When staying overnight at a Stop, the plane must be securely tied down or placed in a hangar during the night.

4.2.17 Operate the airplane in a safe manner at all times.

4.2.18 Operate ADS-B out in the transmit mode transmitting the FAA authorized airplane call sign during the entire Race. ADS-B transmission must be continuously activated on public tracking.

4.3 Flying a Flyover or Turn Waypoint

4.3.1 When ARC designates a mandatory Flyover or Turn Point, Teams must overfly the associated waypoint as briefed and within 0.5 nm laterally. If a Team fails to overfly the waypoint within 0.5 nm laterally, they may be disqualified, scored DNF, or a minimum 1 mph penalty may be imposed.

4.3.2 The distance from the Flyover waypoint or Turn Point is measured along a perpendicular line from the team's course line to the waypoint.

4.3.3 Flyovers and Turn Points must be overflown at a legal altitude as defined by FAR 91.119. If the waypoint is at or near an airport, it must be overflown at an altitude that does not interfere with the airport traffic pattern.

4.4 Flying a Timing Line

4.4.1 A Team must be familiar with and follow all Flyby Instructions (K-07) and the FAA Waiver as published and briefed.

4.4.2 A Team that executes a Flyby without following 4.4.1 may be disqualified, scored DNF, or a minimum 1 mph penalty may be imposed.

4.4.3 If a Team crosses an arrival timing line: (1) while landing, either VFR or special VFR; or (2) at an altitude higher than required for the Flyby, but no higher than needed for safety, the Scorer will attempt to assign an arrival time. Even if the Scorer can assign an arrival time, a minimum 1 mph penalty may be imposed for the leg.

4.4.4 A Team must execute a Flyby in weather greater than or equal to the ARC Flyby Weather Minima of 1,000-foot ceilings and 3 statute miles visibility (section 6.2.3).

4.4.5 Dual flybys are not permitted for Departure flybys.

4.4.6 A Team may not re-fly a Flyby, except under sections 4.5.1 (for emergencies) or 4.7.5 (for repairs).

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4.4.7 After executing a departure Flyby, a Team's time will continue to run for that leg until they execute an arrival Flyby or cross the timing line in accordance with 4.4.3 at the end of that leg, unless they:

(a) are able to re-start their time under sections 4.5.1 (for emergencies) or 4.7.5 (for repairs); or

(b) withdraw under section 4.8.

4.4.8 A Team must follow ATC instructions, even if they differ from ARC Flyby Instructions.

4.5 Emergencies

4.5.1 If a Team returns to a departure airport after executing its departure Flyby because of an emergency, they must give the reason for returning, in writing, to Race Central and the Stop Chair. The Team may then re-fly the departure Flyby without waiting for a ruling from the Judges. The Judges will determine if an unavoidable emergency existed. If the Judges agree, the second departure Flyby time will be used. If they do not agree, the first departure Flyby time will be used. A minimum 1 mph penalty may be imposed based on the reason for returning.

4.5.2 If a Team cannot establish two-way radio communication with a Stop ATC facility in Class B, C, or D airspace, they must not execute a Flyby. However, the Team may receive a time for the Flyby per section 4.4.3.

4.5.3 If a Team's radio fails, they must follow the Flyby Instructions (K-07) for "In Event of Radio Failure" for that airport. Before continuing the Race, the Team must land and complete repairs per section 4.7.

4.5.4 If a Team has an accident or mishap, they must notify Race Central immediately and refer all media questions to ARC. ARC will handle all communications with the media.

4.5.5 If there is an emergency at a Stop, Teams inbound to the timing line or the traffic area must give way to the airplane with the emergency. No adjustments to times will be made.

4.5.6 If there is an emergency enroute that requires maintenance, the Team must notify Race Central and follow the maintenance procedures in section 4.7.

4.6 Stop Procedures

4.6.1 The Stop Chair is the primary contact for Racers and Race Officials at each Stop.

4.6.2 After landing, a Team wanting to refuel must submit a completed Fuel Slip (K-13), which establishes the order for fueling their airplane.

(a) A Team that does not want a quick turnaround should give way to those who do.

(b) If a Team misses their turn, they must go to the end of the line.

(c) If a Team fuels their airplane out of order, without permission of those ahead, a minimum 2 mph penalty may be imposed for the next leg.

(d) If a Team fuels anywhere other than at a Stop, a minimum 2 mph penalty may be imposed, or they may be disqualified or scored DNF.

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(e) At least one Team member must stay with the airplane at all times while it is in a fueling line.

4.6.3 A remain overnight sheet, the RON Sign-in Sheet (R-09), is posted at each Stop and establishes the initial taxi and takeoff order for the following day.

(a) A Team that plans to spend the night at a Stop must sign the RON sheet after landing.

(b) If a Team signs the RON sheet and then decides to continue the same day, they must remove their name from the sheet before continuing to the next Stop.

(c) If a Team decides to remain for an additional night, they must sign the next day's RON sheet.

(d) The RON-sheet order applies only to those Teams ready for taxi and takeoff at ARC Sunrise or when the field first becomes VFR.

(e) If a Team takes off out of order, a minimum 2 mph penalty for the next leg may be imposed.

4.6.4 A Team must remain overnight at a Stop, unless the Judges give permission under section 4.7.2(b) (section 6.2.3).

4.6.5 Teams must upload data from their tracking device on a nightly basis.

4.6.6 Teams are responsible for moving and securing their own plane. FBO, line service or volunteers should not be expected to assist Teams.

4.7 Maintenance (during the Race)

4.7.1 Before any maintenance is performed, a Team must notify Race Central. If they are at a Stop, the Stop Chair must also be notified.

4.7.2 Before maintenance begins at a facility other than a Stop, a Team must coordinate with Race Central to obtain permission from the Judges to relocate the airplane (section 4.2.13).

(a) The Team need not operate under VFR while flying to or from the repair facility.

(b) If a Team cannot return to the departure Stop before evening civil twilight, they must receive permission from the Judges to remain overnight at the off-Race airport. If they remain overnight without permission, they may be disqualified (see 6.2.3).

4.7.3 After completing maintenance, the mechanic must complete and sign the K-14 form and make the appropriate logbook entries.

4.7.4 The pilot must keep the original completed K-14 with the airplane logbooks, submit a copy to the Stop Chair and Race Central, and pay the related expenses before departing.

4.7.5 If a Team does not finish a leg because of necessary maintenance, they may, after maintenance is complete, re-fly the departure Flyby to re-start their time for that leg.

4.7.6 A Racer must not perform any maintenance on her or any other airplane during the Race Event.

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4.7.7 A Racer may perform normal preflight operations to include but not exclusive to adding fuel, adding oil to the engine, adding air to the tires, tightening screws/fasteners, cleaning the airplane, and updating GPS databases without completing a K-14 or notifying Race Central or the Stop Chair.

4.8 Withdrawal After Team Takeoff

4.8.1 A Team may withdraw from the Race before completing the last leg by notifying Race Central immediately after deciding to withdraw. Until the Team notifies Race Central, they will not be considered withdrawn.

4.8.2 If a Team decides to withdraw while flying a leg, they may:

(a) return to the departure airport;

(b) land at a non-Race airport if necessary; or

(c) continue to the arrival airport.

(1) If they continue, they must not execute the arrival Flyby and must announce their intentions to the Timers at least two miles out. If they execute the Flyby or do not announce their intentions, they cannot withdraw for that leg. After landing, they must immediately notify Race Central.

4.8.3 A Team may land at Stops after withdrawing, but they must not execute any further Flybys. A withdrawn Team may attend Terminus events, including briefings and the Awards Banquet, and are eligible for leg prizes for legs completed.

4.8.4 A Team will not be penalized after withdrawing. However, if a Team violates any rule after withdrawing, they may not be eligible to enter future Races.

4.8.5 Penalties, including disqualification, for violations occurring before a Team withdraws will stand.

4.9 Start or Terminus Extensions

4.9.1 If Race Start is delayed for four hours or more, ARC may extend the Finish Deadline to ARC Sunset published on the Terminus Flyby Instructions (K-07) and may revise the route.

4.9.2 After Race Start, if ARC Officials determine that more than 60% of the airplanes cannot cross the finish line by the Finish Deadline, they may:

(a) extend the Finish Deadline to ARC Sunset published on the Terminus Flyby Instructions.

(b) terminate the Race at the furthest Stop where 60% of the Teams can finish; or

(c) revise the route.

4.9.3 Racers will be notified of any Race extensions or route revisions via an electronic messaging system as soon as possible after the decision is made.

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5 Scoring & Prizes

5.1 Scoring – Competition and Intercollegiate Classes

5.1.1 The Directors appoint the Scorer for a year's Race. The Scorer may not be a Racer for that year.

5.1.2 Time tracking devices must be turned in to Race Officials as soon as possible at the Terminus. Teams must turn in devices within three hours of landing at the Terminus to be considered for scoring.

5.1.3 The Scorer processes data from the tracking devices to capture times for each leg and then provides the times to the Team.

5.1.4 If a Team wants to discuss their times with the Scorer, they may contact the Scorer during the Score Sheet Inquiries session.

5.1.5 If a Team accepts the Scorer's times, they do not need to meet with the Scorer and they waive their right to protest their times.

5.1.6 After times are accepted, the Scorer calculates the results and prepares ARC reports. The Scorer calculates scores by subtracting penalties assessed by the Judges and the airplane's handicap from its ground speed. Scores are in statute miles per hour (mph).

5.1.7 A Team that starts the Race but does not finish all legs will be scored DNF for the Race, unless disqualified. A Team that does not start the Race will be scored did not start (DNS) for the Race.

5.1.8 A Team that does not finish a leg will be scored DNF for that leg and DNS for subsequent legs.

5.1.9 If the Scorer cannot assign a time, or the Team does not cross the timing line, they will be scored DNF.

5.1.10 A Team that flies a leg out of order will be scored DNF for that leg and DNS for all subsequently flown legs.

5.2 Additional Scoring for EDMA

5.2.1 Teams will be given a mathematically calculated adjustment for exceeding the base RPM established for the handicap flight. This is displayed as a penalty on the final score

5.3 Competition and Intercollegiate Class Prizes

5.3.1 The top finishing Teams receive prizes and ARC medallions. They are not eligible for leg prizes. The number of prizes will vary based on the number of teams entered in each class and will be announced after registration close and before the start of the race.

5.3.2 A Team is eligible for leg prizes if they:

(a) This line intentionally left blank.

(b) are not disqualified, and

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(c) This line intentionally left blank.

(d) are not considered a top finishing team

5.3.3 If two or more Teams tie, they will tie for the higher place and share equally the prizes for that tied place and the next lower places. Teams finishing below the tied Teams will place in their numerical order. For example, if three Teams tie for first, they will all be in first place, with the next Team placing fourth.

5.3.4 The SOS Claude Glasson Award is given to the Team across the Competition and Intercollegiate Classes with the lowest score without any penalties.

5.3.5 A Team that participates in the Race Event is given a participation certificate and a plaque at the Awards Banquet.

5.3.6 A Team that completes at least one leg of the Air Race Classic may purchase an ARC pin.

5.3.7 The non-racing Directors may award other prizes.

5.3.8 A Team is not eligible for awards or prizes if they are disqualified, or if a Team member does not attend the Awards Banquet without being excused.

5.4 Non-Competition Class Prizes

5.4.1 Non-competition teams are not eligible for Competition or Intercollegiate Class prizes.

5.4.2 A Team that participates in the Race is given a participation certificate and a plaque.

5.4.3 A Team that completes at least one leg of the Race may purchase an ARC pin.

5.4.4 The non-racing Directors may award other prizes.

6 Judging the Race

6.1 Judges

6.1.1 The Directors appoint the Judges for each year's Race. A Judge may not be a Racer that year.

6.1.2 During handicapping and the Race Event, the Judges:

(a) interpret and apply the Rules;

(b) review, assess and investigate reports, Protests, Requests for Investigation, and other evidence;

(c) decide on rule violations;

(d) impose fines and penalties; and

(e) disqualify Teams.

6.1.3 Teams may meet with the Judges at the Terminus to discuss possible penalties, fines or disqualifications.

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6.1.4 Judges may consult with Racers, Race Officials, or others before making a decision.

6.1.5 Judges' decisions are final.

6.1.6 Confronting Judges or Race Officials in a disrespectful manner may not only result in disqualification from the current Race but may also result in being banned from future Races.

6.2 Fines, Penalties and Disqualification

6.2.1 Fines are payable in U.S. dollars to the ARC Treasurer. A Team must pay their fines before the Meet Judges deadline. If a Team does not pay their fines, they will forfeit their prizes and awards and, until paid, will not be eligible to participate in future Races.

6.2.2 Penalties are in statute miles per hour (mph), expressed as whole numbers, and are either for a leg or for the Race. A leg penalty is applied to an individual leg and a race penalty is applied to all legs flown.

6.2.3 The Judges will disqualify a Team for any of the following rule violations, which are not exclusive:

(a) Changing Team members after Credentials Close.

(b) Exhausting all fuel while flying a leg.

(c) Taking off from a Stop before ARC Sunrise for that Stop as designated on the K-07.

(d) Taking off under special VFR, except when relocating the airplane for maintenance under section 4.7.2.

(e) Crossing a timing line after ARC Sunset for the Flyby location as designated on the K-07.

(f) Landing more than 30 minutes after ARC Sunset for that Stop as designated on the K-07.

(g) Failing to notify Race Central after landing at an off-Race airport.

(h) Not landing at a Must Stop.

(i) Executing a Flyby in weather less than the ARC Flyby Weather Minima.

(j) Failing to comply with FAR Part 91, subpart B during the Race, except as described in these Rules.

(k) Staying overnight anywhere other than at a Race Stop without prior permission.

(l) Flying in prohibited or active restricted areas, or in other areas as briefed.

(m) Flying in a reckless or unsafe manner.

(n) Tampering with timing device equipment or timing data in a manner that differs from Racer briefing instructions.

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6.3 Protests

6.3.1 A Racer, Race Official, or volunteer may file a protest for a possible Rule violation by completing a Protest and Request for Investigation (K-15) form, paying a $100 fee and sending the form to Race Central. If the Protest is safety related, it should be filed as soon as possible.

6.3.2 If the Judges uphold the Protest, the fee will be refunded (less credit card fees if applicable).

6.3.3 A Racer, Race Official, or volunteer's right to protest expires two hours after the Finish Deadline, except:

(a) If the Race Officials check a protested airplane at the Terminus, the protesting or protested pilot may file a protest regarding the review within one hour after receiving the Inspector's findings.

6.3.4 A Team will be notified when a Protest has been filed against them unless the Judges reject the Protest beforehand. A Team may meet with the Judges to discuss the protest.

6.4 Requests for Investigation

6.4.1 A Racer, Race Official, or volunteer may request an investigation (RFI) of any situation they question, or possible rule violation they observe, by filing a K-15 form and sending it to Race Central. The RFI should be filed as soon as possible but no later than two hours after the Finish Deadline. There is no fee to file an RFI.

6.4.2 If the RFI is safety related, the K-15 form should be filed as soon as possible to increase the likelihood that Race Officials will have time to investigate for the current Race.

6.4.3 In the interest of improving Race safety, all Safety-related RFIs, even those filed more than two hours after the Finish Deadline, will be reviewed by the ARC Safety Officer.

6.4.4 The Judges may consider an RFI as time permits.

(a) If the Judges consider an RFI, they will notify the Team that an RFI has been filed against the Team.

(b) A Team may meet with the Judges to discuss the investigation.

6.4.5 This line intentionally left blank.

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Appendix A – 2027 Substantive Changes

1) Expanded Pilot and Co-Pilot requirements to include pilot with Sport Pilot certificate as well as Private Pilot exercising the privileges of Sport Pilot. This change includes relevant medical certificate and airspace endorsement implications.

2) Revised Intercollegiate Team pilot requirement to reflect student of any type.

3) Revised airplane requirements to expand access to participation in accordance with MOSAIC.

4) Improved airplane registration and airplane review processes for efficiency and relevance with FARs and ARC focus on safety.

5) Expanded eligibility for leg prizes to include teams that have withdrawn and successfully completed at least one leg.

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Appendix B – Code of Ethics for Directors and Assistant Directors

Air Race Classic, Inc. is an all-volunteer, nonprofit 501(c)3 organization with a mission of encouraging and educating current and future female pilots, increasing public awareness of general aviation, demonstrating women's roles in aviation, and preserving and promoting the tradition of pioneering women in aviation. To further the organization's mission, the Air Race Classic, Inc. currently conducts two events for women pilots.

The traditional Air Race Classic (ARC) is an annual four-day, all-women airplane race, conducted in visual flight conditions during daylight hours and spanning approximately 2,400 statute miles.

The ARC Air Derby is a VFR flight flown by a Team of at least two pilots. Contestants may be male or female, but the pilot or co-pilot must be female. The ARC Air Derby incorporates a Team-created route that adheres to the ARC Air Derby Rules. The route is flown on a single day within a date range published by the ARC.

Air Race Classic Inc. directors and assistant directors are volunteers that strive to conduct events that are safe, fair and transparent. Virtually all volunteers are drawn from the ranks of current and former participants, and they shoulder enormous responsibilities throughout the year to present challenging events in the spirit of good sportsmanship and camaraderie. Air Race Classic Inc. directors and assistant directors are permitted to compete in both events; if they were not, it would be extremely difficult to find volunteers with the necessary understanding and direct knowledge to serve, and the Air Race Classic could cease to exist.

With this in mind, Air Race Classic Inc. has established this Code of Ethics as an affirmative set of principles to mitigate conflicts of interest before, during and after the events, and has put the following safeguards in place to ensure that competing directors and assistant directors are subject to the same rights, privileges and limitations as any other contestant.

In preparing for the Air Race Classic events:

Directors and assistant directors may have access to information about registration and handicapping, as appropriate, through the ARC website, as may non-directors who volunteer to conduct handicap flights, as needed, and perform other administrative tasks. Raw handicap data for the traditional race is captured electronically and processed by an ARC official who is not competing in the race. System and work assignment controls prevent competing directors and assistant directors from having the ability to influence or alter handicapping data or handicaps in any way. The ARC Air Derby does not have handicapping requirements.

A contestant list for the traditional race containing final handicaps is made available to all racers, including competing directors and assistant directors, on the ARC website before the race Start. Historical handicap data and race results are available to all racers, directors and assistant directors on the ARC website throughout the year. Results of the ARC Air Derby do not include any handicap data.

A core group of directors who are not competing is designated as the Ground Operations Team and empowered to make all decisions regarding the logistics of the event, from the first day of each event through the arrival of the final team on the last day of the event. The Ground Operations Team is not empowered to assess any penalties or act as a judge.

Immediately after Credentials Close at the traditional Race Start, competing directors' and assistant directors' access to administrative sections of the ARC website is disabled, so their ability to obtain information about

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the race is the same as that of any other racer. Access is restored after the Awards Banquet at the Terminus. Access to administrative sections of the ARC Air Derby website is similarly limited during the time the competing director or assistant director is acting as a contestant.

During the Air Race Classic events:

The Ground Operations Team makes decisions about the logistics of the event in accordance with the ARC Rules, whether in the traditional Air Race or the Air Derby. Those decisions are made with the interests of the event as a whole in mind and are not to benefit any individual competitor(s) or team(s).

Ground Operations Team decisions are made independently of competing directors and assistant directors. Competing directors and assistant directors are excluded from Ground Operations Team discussions and will receive notifications ahead of other participants only in the event of an emergency. Should an emergency occur during the traditional Air Race, competing directors and assistant directors are expected to cease acting as racers, even withdrawing from the race, if necessary, to ensure that the interests of the ARC and its entire field of racers come first.

Air Race Classic judges are autonomous. They may consult with contestants, event officials, volunteers and others, including ARC directors or assistant directors, before making any decision. Judges deliberate and make decisions independently of all board members. Competing and non-competing directors and assistant directors do not join in those deliberations and have no say in the judges' decisions. Per the ARC Rules, the judges' decisions are final.

The Executive Board of the ARC Board of Directors will review this Code of Ethics on an annual basis.

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Appendix C – ARC Terminology

Airplane Check – Will include compliance with FAA required aircraft documentation, VHF radio, external lights and other required ARC equipment.

Air Race Classic (ARC) – The official name of the organization, Air Race Classic, Inc., also referred to as ARC, and the annual Race that it conducts, commonly referred to as the Air Race Classic.

ARC Officials – For the purposes of these Race Rules, volunteers that include designated Judges, non-racing ARC Directors, and non-racing Assistant Directors.

Arrival Deadline – The time by which all Teams must have arrived at the Start airport.

Baby Bird – An ARC first-time Racer who has requested and has been assigned to a Mother Bird, who will answer questions and provide guidance. Baby Birds can be individuals who have never raced or have flown other races.

Board of Directors (Directors or ARC Directors) – A group of nine to fifteen volunteer Directors elected by Board majority vote to oversee, guide and promote the Air Race Classic.

Briefings – Meetings conducted for the Teams to provide Race instructions, flight procedures, safety guidelines, and other Race details.

Certificate of Insurance – A document used to provide information on specific insurance coverage.

Classic Racer – When combined with a Race number, the call sign authorized by the FAA for Teams to use during the Air Race Classic except when talking to ATC.

Competition Class – A class in the Race where airplanes and Teams meet the Competition Class rules.

Contestant – An individual whose entry application has been accepted by ARC for the current year's Race. A contestant is now referred to as a Racer.

Credentials Close - Air Race Classic (ARC) published time by which all Teams must have their Racer credentials validated and their airplanes checked at Start.

Credentials Open – Air Race Classic (ARC) published time for the Start of Credentials Check-In for Racers to have their credentials verified and to begin the Airplane Check process for their airplanes.

Debriefing – Meetings conducted at the Terminus after the Race when Teams and volunteers provide feedback and suggestions for future events.

Did Not Finish (DNF) – Did not finish the Race or a leg

Did Not Start (DNS) – Did not start the Race or a leg

Director – A member of the Air Race Classic Board of Directors.

Disqualification (DQ) – A ruling making a Team ineligible for awards and prizes as a result of a serious violation of the Rules.

Drop – A Team that is accepted but does not complete the Race registration process prior to the Racer Registration Closing will be classified as dropped.

EDMA – Electronic data monitoring airplane.

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eFlyby – The ARC general public informational electronic newsletter.

eRacer – The ARC registered Racer and volunteer electronic newsletter.

Extenuating Circumstances – Events, excluding weather, that are considered to be beyond the control of the Team.

Fine – A monetary penalty, in U.S. dollars, assessed due to a rule infraction.

First-Time Racer – A Racer who is participating in the Air Race Classic for the first time. As a First-Time Racer, she can request to be a Baby Bird and be assigned a Mother Bird mentor.

Flyby – An FAA-approved designated flight procedure, usually at a Stop, that is used to capture the Team's time.

Flyby Instructions – A document for each Flyby with specific information about that Flyby.

Flyby Weather Minima (ARC) – Criteria for weather needed to execute an ARC flyby (i.e., 1,000-foot ceilings and 3 statute miles visibility).

Flyover – A high pass that is a timing location, but there are no timers on the ground. Altitude may be defined and distance from the location is verified.

Fueling Slips – Forms that specify a Team's fueling requirements at a Stop, also used to determine the priority order for fueling.

Handicap – The maximum true airspeed of a specific airplane, used in scoring the Race to compare airplanes with differing capabilities.

Handicap Committee – Volunteers responsible for defining and monitoring the handicapping process, calculating Team handicaps, and making determinations for any handicap re-flights.

Handicap Flight Deadline – The date by which all initial handicap flights must be flown.

Handicap Flight Team – Volunteers responsible for coordinating the logistics of the flights necessary to gather data for the handicap committee.

Impound – Areas at the Start and Terminus airports designated as the ARC tie-down area where airplanes are off-limits to racers.

Intercollegiate Class - A class in the Race where airplanes and Teams meet the Intercollegiate Class rules

Intercollegiate Team – A Team whose members are closely affiliated with the college or university that they represent.

Inspectors – Volunteers appointed by ARC to oversee the Airplane Check teams at the Start and Terminus.

Judges – Volunteers appointed by ARC to interpret and uphold the Rules.

Leg – A segment of the Race between one Stop and the next Stop.

Maintenance – Maintenance includes the following:

a) All preventative maintenance items listed in 14 CFR part 43, appendix A, paragraph C

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b) Oil changes

c) All major and minor repairs

d) All major and minor alterations

e) Inspections, including (but not exclusive to) annual inspections, 100-hour inspections, AD inspections, progressive inspections and phase inspections

Modification – Alterations to the original airplane or repairs to existing airplane equipment or structure.

Mother Bird – An experienced ARC Racer or Team who has volunteered to mentor first-time Racers, called Baby Birds.

Must Stop – A Stop where a Team must land.

Non-Competition Class – A class of Racers for whom certain Team and airplane requirements are less restrictive or waived. Non-Competition Class Teams are not eligible for Competition Class awards.

Non-racing Director – A member of the ARC Board of Directors who is not participating in this year's race.

Penalty – A score deduction, in miles per hour, assessed to a Team's leg or overall score due to a rule infraction.

Protest – A written request on a designated form to investigate a potential violation of the Rules.

Race Central – A volunteer who provides Race coordination activities among Racers, Stop volunteers, and Race Officials during the Race Event.

Race Event – The total period that begins three (3) days before the Arrival Deadline and ends at 5pm the day following the Terminus banquet.

Race Officials - For the purposes of these Race Rules, volunteers that include designated Judges, Scorers, Timers, Stop Chairs, non-racing ARC Directors, and non-racing Assistant Directors.

Race Start – The point in time when the first Team (not necessarily Team #1) crosses the Start timing line.

Racer – A Team member who has been accepted to participate in the current year's Race. Previously, a Racer was known also as a Contestant.

Remain Over Night (RON) – Refers to Teams staying overnight at one of the Stops during the Race.

Remain Over Night List (RON List/Sheet) – The sign-in sheet at each Stop for Teams staying overnight at that Stop.

Request for Investigation (RFI) – A written request on a designated form for an appeal to the Judges to investigate any questionable situation with regard to the Race Rules.

Rules – A document that includes the rules, procedures, and policies of the Race.

Scorer – A volunteer, appointed by ARC, responsible for the overall scoring of the Race.

Scoring – The determination of each Team's official score, calculated by the Scorer.

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Scratch – A team that exits or is removed from the Race between Racer Registration Closing and Team Takeoff will be classified as scratched.

Special VFR (SVFR) – Meteorological conditions that are less than those required for basic VFR flight in controlled airspace and in which some airplanes are permitted flight under visual rules.

Start – The designated host airport where the Race begins.

Start Credentials – A review and verification of Racer and Airplane certificates and documents to confirm compliance with Rules and FARs.

Stop – One of the designated airports along the Race route, usually where Flybys are executed for timing purposes, and where Teams are authorized to remain overnight.

Stop Chair – The volunteer in charge of a particular Stop, including the Start and Terminus.

Supplemental Type Certificate (STC) – A type certificate (TC) issued when an applicant has received FAA approval to modify an aeronautical product from its original design.

Sunrise (ARC) – The earliest time at which a Team can take off from a Stop as listed on the Flyby Instructions (K-07).

Sunset (ARC) – The latest time before which a Team must have crossed the timing line as listed on the Flyby Instructions (K-07).

Team – The pilot, copilot, and teammates of an airplane participating in the Air Race Classic.

Team Takeoff – The point in time when a Race plane crosses the Start timing line.

Teammate – Additional Racer on a Team, in addition to the pilot and copilot.

Terminus – The designated host airport at the final Stop of the Race.

Timers – Volunteers who are responsible for the timing of racing airplanes.

Timing – The timing of airplanes between Stops.

Timing Device – An ARC-provided data logging instrument that uses GPS to record a Team's time and location during the Race.

Timing Line – An ARC-designated imaginary line at each timing location that marks the beginning or end of a Race leg.

Tracking Device – An ARC-provided GPS-tracking instrument that maintains awareness of the progression of the Team's flight, monitored by ARC for safety and displayed on the Internet.

Turn Point – A high pass that is not a timing point location, just a course change within a leg. Altitude may be defined and distance from the location is verified.

VFR – FAR Part 91, subpart B, rules that govern the procedures for conducting flight in visual conditions.

Waiver – An official document issued by the FAA that authorizes certain flight operations to deviate from a regulation under conditions that ensure an equivalent level of safety.

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Withdrawn – A Team that has requested and has been approved to be removed from competition after crossing the Start timing line and before crossing the Terminus timing line.

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