



Royal Aero Club Records, Racing and Rally Association

Rules 2019

**The Rules of the ROYAL AERO CLUB OF THE UNITED KINGDOM. Part 1- Rules of Records,
Racing, Rallying and Precision Flying.**

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INTERPRETATION OF THE RULES

The Royal Aero Club shall be empowered to decide any question raised within the Territory under its jurisdiction concerning the interpretation of The International Sporting Code of the F.A.I. or concerning these Rules. Any reference within these Rules to Masculine shall also mean Feminine. He shall also mean She.

EXECUTIVE AUTHORITY OF THE ROYAL AERO CLUB

The RAeC has caused to be constituted a Records, Racing and Rally Committee and has delegated to this Committee the exercise of the functions and powers conferred on the RAeC by the International Sporting Code of the F.A.I. (this effected in 1982). Nevertheless, the RAeC may reserve to itself the final approval of certain of the decisions of the Records, Racing and Rally Committee more particularly such as those appertaining to the drawing up of an Annual Calendar of Events.

ALTERATIONS OF THE RULES

The RRR's reserves to 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 RAeC shall be addressed to the Chairman, Records, Racing and Rally Association at the address of the Aviation Secretary as published on the Web Site www.royalaeroclubrrra.co.uk/or to such other address as may be duly notified from time to time.

Any communications required under these rules to be made to the holder of an F.A.I. Competitors Annual Licence from the RAeC or other National Aero Club shall be sent to the address on the Licence.

Any such communication to be sent to a Promoter shall be sent to the address upon the Application Form for an Organising Permit.

Any such communication to be sent to an Appellant shall be sent to the address upon the Notice of Appeal. Any communication so sent by Post shall be deemed to have reached the addressee in the course of Post.

DATE OF OPERATION

These Rules come into force on 1st April 2019 and thereby supersede all previous Competition Rules affecting Air Races, Records and Rallies operated by the R.Ae.C RRRRA.

For the purpose of application of these Rules, subject to any future decisions by the RAeC the following competitions are exempt from these Rules, and may be held without an Organising Permit from the RAeC

- A) Arrival and Landing Competitions
- B) Balloon Bursting Competitions
- C) Bombing Competitions
- D) Map reading and Pin Pointing Competitions which are in no way a Race. (Where the competition comprises a test of the Pilots ability to obtain the best overall cruising speed from his Aircraft in conjunction with the least amount of Fuel used, whilst navigating round a predetermined course as accurately as possible, the RAeC Competition Rules will apply.)
- E) Competition Races and Contests organised by the Formula Air Racing Association. (See Rule 4)
- F) National and International Air Rallies and Races which require an Organising Permit from the RAeC
- G) Records and Certified Performances are dealt with in a separate publication entitled: F.A.I. Sporting Code Part II - Powered Aerodynes.

CHAPTER I - JURISDICTION

1. International Control of Competitions

The Federation Aeronautique Internationale or F.A.I, is the sole international authority entitled to make and enforce Rules and Regulations for the encouragement and control of Aircraft Competitions (Including Records), and is the final International Court of Appeal for the settlement of disputes arising there from.

2. National Control of Competitions

The Royal Aero Club, being recognised by the F.A.I. as the "Recognised Aero Club" of the United Kingdom, who having acquiesced in, and declared to be bound by the Statutes and International Sporting Code of the F.A.I. now declares its sole right to administer such code and to draw up and administer Rules for the control of, and to control the sport of Aviation throughout the United Kingdom, and such associated territories which are not affiliated directly to the F.A.I.

3. General Competition Rules

In order that the above powers may be exercised in a fair and equitable manner, the RRR's has drawn up these - its General Competition Rules - hereinafter referred to as "These Rules", which are in conformity with the International Sporting Code of the F.A.I.

4. Delegation of the Sport of Formula Air Racing

The RAeC has, subject to its power of veto, delegated its control of the sport of Formula Air Racing for Aircraft to the Formula Air Racing Association, but retains its power of acting as a National Court of Appeal empowered to settle finally any dispute as to any sentence or decision pronounced by the Formula Air Racing Association.

5. Application of These Rules

These Rules shall apply to all competitions, competitors, navigators and RRR's members unless specifically exempted by the RAeC or RRR's.

CHAPTER II - NOMENCLATURE AND DEFINITIONS

6. 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.

7. F.A.I. (Federation Aeronautique International)

The International Aeronautical Federation of recognised National Aero Clubs of which the C.A.S.I. (International Sporting Aeronautics Committee) is the committee appointed to deal with competition matters.

8. Recognised National Aero Club or N.Ae.C.

A National Governing Body of Sport of Aeronautics, recognised as such by the F.A.I. and forming part thereof.

9. RAeC (Royal Aero Club)

The Recognised National Aero Club of the United Kingdom

10. RRR's (Records, Racing and Rally Association)

The Royal Aero Club Association responsible for the conduct of Records, Racing and Air Rallies to whom all such duties are delegated. Also known as the RRRA.

11. FARA (Formula Air Racing Association)

A body affiliated to the RAeC, to which the RAeC has delegated its control of the sport of Formula Air Racing in accordance with Chapter I No.4 of these Rules.

12. Club

A body recognised by RAeC as a Club.

13. Aircraft

All air supported vehicles except Gliders, Hang Gliders, Balloons.

14. Competent Authority

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

15. Competition

Any Meeting, Race, Attempt at Record, Trial or Test in which an Aircraft may take part. Competitions are "International", "National", or "Local". (See 16, 17 & 18 below)

A Competition may be promoted by the RAeC or by other clubs or other promoters approved by the RAeC to whom the RAeC has granted the necessary organising permit.

16. International Competition

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

17. National Competition

A Competition is National when it is open solely to competitors of the country in which it is organised.

18. Local Competition

A Local Competition is one organised by a single Flying Club or similar association and limited to members of that organisation.

A Local Competition need not be authorised by the RAeC

19. Authorised Competition

An Authorised Competition (International or National) is one for which the RAeC has granted an organising permit, where necessary, and is open only to Competitors holding an F.A.I. Competitors Annual Licence.

20. Display

A series of events which are not subject to these rules.

21. Meeting

An assembly of Competitors and Officials which includes one or more Competitions authorised by the RAeC and which may be held in conjunction with a Display or other non-competitive events.

22. Certified Trial

An authorised competition or trial in which each competitor can select his own time for carrying it out within a period fixed by the regulations of the Trial.

23. Race

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

24. Promoters

Any person or Body proposing to hold, holding or organising a meeting.

25. An Organising Permit

The Documentary Authority to organise and hold a Competition, granted solely by the RAeC

26. Supplementary Regulations

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

27. Course

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

28. Handicap

An allowance or penalty to adjust the chance of a Competitor.

29. Sealed Handicap

A Handicap which is not published to the Competitors until such time as may be fixed by the Supplementary Regulations.

30. Competitor

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

31. Entrant

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

32. Pilot

The person in control of an Aircraft in any Competition.

Pilots taking part in an Authorised Competition shall necessarily hold a valid Pilots Licence and an F.A.I. Competitors Licence, stating the activity in which the holder is licensed to take part.

33. Crew

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

34. Passenger

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

35. Register of Competitors

The lists kept by the RRR's of holders of F.A.I. Competitors Licences issued by the RAeC

36. Competitors Licence Numbers

The Numbers allotted by the RRR's. to holders of F.A.I. Competitors Licences and entered on its Register of Competitors.

37. Exclusion

A Person, Body 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.

38. Suspension

A Person, Body, 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 territory of the RAeC or in that of any country acknowledging the authority of the F.A.I., according to whether the sentence is National or International.

39. 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 - COMPETITIONS IN GENERAL

40. Promotion of Competitions

International or National Competitions may only be organised by:

- A) The Royal Aero Club of the United Kingdom
- B) One or more of the bodies affiliated to the Royal Aero Club to which the RAeC has delegated its authority.
- C) An organising committee approved by the RAeC where an Organisers Permit has been issued.

41. Scope of these Rules

Every Competition held within territories under the jurisdiction of the RAeC shall be held under these Rules.

42. Supplementary Regulations

For every Competition there shall 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.

43. Announcements

All Official Documents, every Prospectus and all Supplementary Regulations, Programmes, official instructions, and Entry Forms relating to a competition shall be conspicuously marked with the words "Organised under the Competition Rules of the RAeC and the Regulations of the Federation Aeronautique Internationale".

The RAeC Organising Permit Number, where issued, must be stated on the Supplementary Regulations and the Official Programme.

44. Acquaintance with and Submission to the Rules

Every Person, Group of Persons, etc., organising or participating in a competition shall by and upon applying for, a permit to organise or a F.A.I. Competitors Annual Licence from the RAeC or by and upon entering for a Competition or on becoming a RRR's member be deemed to have and recognise 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 exonerate the RAeC, its Stewards and Officials from any liability whatsoever in respect of, or in connection with any competition held under these rules.

45. Unauthorised Competitions (Paragraph Deleted)

46. Postponement, Abandonment or Cancellation

The Supplementary Regulations and Official Programme shall carry a notice that the Stewards of the Meeting reserve the right to postpone, abandon or cancel the Meeting or part thereof.

CHAPTER IV - PRELIMINARY ORGANISATION OF COMPETITIONS

47. Organising Committee

Competitions shall be organised by a permanently or temporarily formed group of persons who shall be known as the Organising Committee. (See Rule 40)

48. Recognition of Authority

No Organising Permit shall be granted by RAeC to a Local or National Authority unless the organising committee shall have first obtained such official permission as may be necessary from the competent Local or Governmental authority.

49. Necessary Permission and Approval

No competition shall be held without an organising permit having been granted and approval signified by RAeC or an affiliated organisation to whom the R. Ae. C has delegated authority, who may decline to grant or may withdraw an organising permit without stating a reason.

50. Application for an organising permit

Every application for an organising permit shall be received by RAeC RRR's at least six weeks before the date of the proposed meeting, and Inter Alia shall give the following information. A) A copy of the proposed programme of events.

B) A provisional copy of the Supplementary Regulations and Entry Form and details of prizes and security guaranteeing these prizes.

C) In the case of an Air Race - A diagram of the proposed course(s) showing length and location of each leg and specifically showing starting and finishing lines and scatter points with references to any buildings, hangars, contemplated enclosures and parking areas.

D) In the case of an Air Rally or Precision Flying Contest - the appropriate tasks.

E) The names, styles, occupations and addresses of the persons proposed to form the organising committee and its address.

F) The names of the following proposed officials of the meeting for the approval of R.Ae.C RRRs.

Steward(s)	Handicapper(s)	Clerk of the Course
Timekeeper(s)	Secretary of the Meeting	Chief Marshall

or such officials as are required for Rallies and Precision Flying Contests.

51. Entries

An organising permit having been granted, the organising committee may invite, receive and accept entries from eligible competitors.

Entries shall be submitted in writing on an official form supplied by the organising committee which shall provide for a statement of the name and address of the entrant and of the pilot nominated, together with the FAI Competitors Annual Licence Number of the Pilot. A standard Race entry form is available on the website.

52. Nomination of the Pilot

The Supplementary Regulations may allow the nominated pilot to be altered, but only the Stewards of the meeting may permit the alteration of the nominated pilot after three days before the published date of the competition.

53. Entry Fee

An entry not accompanied by the appropriate Entry Fee shall be null and void.

54. Announcement of Competition

Every Entry Form or invitation to enter, sent out by the organising committee shall be accompanied by an announcement of the competition which shall embody the whole information required to be furnished under Rule 50, as approved by RAeC

55. Entries for International Competitions (Paragraph Deleted)

56. Entries made by Fax, E-Mail etc.

Entries may be accepted by the above means provided that they include the information required under Rule 51 and that the Entry Fee is received before the date specified in the Supplementary Regulations.

57. Time Limit for Entries

Entries shall close not less than seven days prior to the published date of the competition unless provided otherwise in the Supplementary Regulations.

The Stewards of the Meeting may, provided the proper entry form is completed in accordance with Rule 51, permit entries to be accepted up to two hours before the time published for Race Practise Briefing, subject to receipt of a Late Entry Fee determined annually.

58. Alterations to Entries

Unless otherwise provided in Supplementary Regulations, the Stewards of the Meeting may authorise the substitution of a pilot or aircraft, subject to the provisions of Rules 51 and 52.

59. 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 RRR's.

60. Acceptance of Entries

If the number of entries received shall exceed the maximum number which may have been laid down in the Supplementary Regulations, or the maximum number allowed by use of the formula laid down in Rule 72, those to be accepted shall be selected either in the order of receipt or by ballot.

Alternatively the Stewards in agreement with other officials of the meeting may elect to run qualifying heats.

61. Nomination of Reserves

Should any competitors be eliminated in accordance with Rule 60 they may be accepted as Reserves if there is provision therefore in the Supplementary Regulations or at the discretion of the Stewards of the meeting.

62. Unauthorised Entries

The Promoters shall not enter on the programme or publish as entered the name of any competitor in respect of whom they have not received a duly authorised Entry Form or Nomination accompanied with the appropriate Entry Fee.

63. Refusal of Entries

A) In the case of an International Competition an entry may only be refused by RRR's.; therefore in the event of an entry for an International Competition not being acceptable to the Authorised Promoters, notification stating the reasons and full details must be given in writing to RRR's. within 24 hours of receipt of the entry. Provided that RRR's. upholds the refusal, it will immediately notify the applicant. Any Appeal against the refusal must be lodged with RRR's. not later than three days before the start of the competition.

B) In the case of a competition other than an International Competition, the Promoters may refuse an entry provided that notification of such refusal is given in writing to the address given on the Entry Form and posted so as to reach that address in the ordinary course of post not less than four days prior to the competition.

The Entrant may protest to RRR's. against such refusal on the grounds that it is capricious or unreasonable not less than three days before the competition and the provisions regarding

Protests shall apply. The RRR's shall thereupon determine the protest and the Entry shall be accepted or refused accordingly.

C) In the case of late entries under Rule 57 a protest against refusal of an entry, which refusal shall be notified not less than one hour before the start of Practise Briefing, shall be determined by the Stewards of the Meeting

In the event of a refusal being determined or upheld, the Entry Fee shall be returned to the entrant.

64. Programme

For all meetings which include one or more competitions, which are not organised by the R.Ae.C, the Promoters shall publish a Programme, a copy of which shall be sent to the RAeC and to each Official and Competitor at least one week before the time fixed for the commencement of the meeting, to be clearly marked on the first page with the words "Official Programme". All Programmes and lists of entries shall bear the words "Organised under the Competition Rules of the RAeC and the Regulations of the Federation Aeronautique Internationale".

65. Information to be furnished in the Programme

An Official Programme shall contain the exact information as approved by the RAeC 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 Number which each aircraft will carry in each competition.

66. Assumed Names

Any assumed name if duly registered shall be indicated on the Official Programme between inverted commas.

67. Alteration in Prospectus, Programme or Supplementary Regulations

No such alteration shall be made without the approval of the RAeC nor after the time for receiving entries, save as an exception, the Stewards of the meeting may authorise specific alterations when any of the eventualities provided for in Rules 46, 52 and 57 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 46, the Stewards may declare a postponement and/or cancellation due to weather conditions or safety conditions if in their opinion, safety of the event, crowd or competitors is in any way compromised.

68. 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 Clerk of the Course.

69. Insurance

The RAeC shall require the Promoters and Competitors taking part in any Competition to effect an approved policy of insurance against claims for damages arising out of the competition and shall require the Promoters and Competitors to submit such policies to the Clerk of the Course or the Stewards of the meeting, before the commencement of any competition or practice. Such policy of insurance shall contain a form of words available from the Aviation Secretary as approved from time to time by the Committee and provide cover to the value of £1000000.00 for third party risks

CHAPTER V - RACE COURSES

70. International Courses

When the course of a Competition, organised in the U.K., traverses the territory of another country, the organisers of the competition must first obtain through the RAeC RRR's the consent of each National Aero Club of the countries traversed.

Whilst the participants in any such competition are passing through any country the sporting control shall in principle be the prerogative of the RAeC, RRR's however, the National Aero Club of any country traversed may by arrangement exercise within its own territory sporting control of the competition on behalf of the R.Ae.C RRR's. It is understood that the announcement and confirmation of the results of the competition flown will be made by the R.Ae.C RRR's.

71. National Courses

The selection of any course for a competition shall be subject to the approval of the R.Ae.C RRR's. With every application for authorisation there shall be submitted a detailed itinerary marked on a map of not less than one inch to one statute mile giving the exact details of distances to be flown between each turning point, the total lap distance and the number of laps proposed and the latitude and longitude of each turning point.

The actual course from each turning point to the next shall be clearly marked, as shall all built up areas and areas of sensitivity.

72. Factors affecting Safety

Moved to Ops Manual Part C Section 1 Course Design

CHAPTER VI - RACE STARTS, TURNING POINTS, OVERTAKING AND FINISHES

73. Starts

For all classes of competitions, the Rules and Regulations shall compulsorily provide for the method of controlling the Start. Starts shall be one of the following;

A) Standing Start.

A Standing Start is one in which a stationary Aircraft is timed from the moment it receives the signal to start from an Official Starter. Normally the Official Starter will raise his Start Flag ten seconds prior to the pre - determined start time for each competitor, the Official Signal to Start will be the drop of the Flag. This will be repeated for each competitor.

Whenever the Handicapper(s) determine that one or more Aircraft should start within ten seconds of each other, or should start at the same time, the actual Start Times must be adjusted to ensure that no Aircraft shall start less than ten seconds after the preceding Aircraft. The finishing times and if necessary the finishing positions shall also be adjusted to reflect the adjusted Start Times. Where this is a regular occurrence during a season, the Handicapper(s) must alternate the determination as to which Aircraft starts earliest in each Race in order that during the season, no overall advantage accrues to one particular Aircraft or Entrant.

There shall be no paired starts, i.e. No two aircraft shall be started at the same time.

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 in the event of the Competition being a Formula Race or a Time Trial when only one Aircraft is in the circuit at a time.

C) Running Start.

A Running Start is one in which the Aircraft crosses the Starting Line whilst still in contact with the Ground or Water.

A Running Start may only be used in the event of the Competition being a Formula Race or a Time Trial when only one Aircraft is in the circuit at a time.

74. Order of Start

The Order of Start shall be determined by the Handicapper(s) in accordance with Rule 73(A) above and in accordance with the Rules of Handicapping which are the subject of a separate document not forming a part of these Competition Rules.

75. Starting Line

The position of the Starting Line shall be notified to all competitors by the Clerk of the Course at the Pre-Race Briefing.

In the case of a Standing Start each Competitor and Aircraft must be at the place notified at Briefing as the Holding Point at the time appointed by the Clerk of the Course.

Responsibility for being aware of the time and position of the Start, starting engine(s), taxiing to the Holding Point and knowing the order of starting positions, rest entirely with the Competitors concerned.

Competing Aircraft will be taxied into the Starting Grid as directed by the Starting Officials, Competitors must follow these directions without undue delay.

The Starter will position him/herself on the Starting Line in a position where, in their opinion, they can be best seen by the Competitors and will start each competitor in the manner described in Rule 73(A) above. Any Aircraft passing the Starting Line before this signal may be excluded or penalised by the addition of a time penalty at the discretion of the Clerk of the Course and/or Stewards. 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 give an allowance equivalent to the delay involved, subject to the approval of the Stewards.

76. Turning Points

The Aircraft must be flown round each Turning Point in such a manner that no part of the Aircraft shall pass over the Turning Point. Unless stated otherwise, a Scatter Point shall be deemed to be a Turning Point and all regulations appertaining to a Turning Point shall also apply to a Scatter Point. Having any part of the Aircraft over the Turning Point shall incur the addition of a 15 second time penalty, or if the Official Observer or GPS track, which ever alternative is in force, or both, determine that the Turning Point had been totally cut or missed, then the Aircraft shall be excluded from the results of that competition.

GPS Turn Point Inner Circle Description - This is derived to comply with visual observation rules using a factored $\frac{1}{2}$ wingspan value [GPS carried in middle of wingspan] and the accuracy of the GPS. The radius of this circle is 12 m for GPS pre – May 2019 and 8.5m for GPS post May 2019)

GPS Cut Description – The GPS trace passes inside both the turn point and the turn point inner circle.

GPS Miss Description – The GPS trace passes inside the turn point and outside the turn point inner circle.

Calls by turning point marshals for turn point cuts and misses will be noted to the handicapper to check via GPS track recorded on the official GPS. Penalties will be awarded as described above should a cut or miss be deemed to have occurred. Penalties can be protested according the rules in Chapter XII.

A Competitor who misses or cuts a Turning Point must not attempt to retake the turn on the same lap, and if they do so they shall be excluded from the results and have their competition licence endorsed for Dangerous Flying. At the discretion of the Stewards, their Competition Licence may be revoked.

77. Overtaking

The Pilot of the overtaking Aircraft shall be solely responsible for the safety of the manoeuvre - this shall not be an excuse for breaking any of the other rules governing the Competition i.e. Low Flying. Supplementary Regulations may be laid down to regulate overtaking during a specific Competition.

78. Finishes

The position of the Finishing Line shall be notified to all competitors by the Clerk of the Course 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.

79. Crossing a Control or Finishing Line

An Aircraft will be timed as crossing a Control Line or Finishing Line at the moment the forepart of the Aircraft passes over that line.

80. Race Height and Finishing Height

The minimum Race Height (normally 500ft) and minimum Finishing Height (normally 100 feet above ground level) will be communicated at the Pre - Race Briefing. Any one below the specified heights during the race and/or at the Finish is liable to exclusion from the results and may (at the discretion of the Stewards, see Rule 120) have their Competition Licence endorsed. Calls by a turning point marshal for turning low height infringements will be checked via the GPS track prior to posting of the provisional results. RRR GPS data may be used in the defence of a pilot, giving due consideration to the accuracy of the GPS set used, see Rule 76.

CHAPTER VII - HEATS AND DEAD HEATS

81. 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 Organising Committee and shall be published in the Programme 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. The Stewards 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 Competitors own making. Only those Competitors qualifying in the eliminating Heats, or those given a second chance, at the Stewards discretion, shall take part in the Semi-Finals (if any) or in the Final and only those qualifying in the Semi-Finals shall take part in the Final.

82. Re-Arrangement of Heats.

The Stewards 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.

83. Dead Heats

A) Air Races

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.

B) Competitions

In the event of a Dead Heat in any Competition, and/or at the end of the season the winner shall be determined by the highest number of first places achieved during the season in races qualifying for the competition in dispute.

If a tie still results then the number of second places achieved in qualifying races shall determine the winner, and thereafter third places similarly, and so on until a clear winner is determined.

CHAPTER VIII - COMPETITORS

84. Registration of Competitors

Any qualified person desirous of registering as a Competitor shall make formal request to the RRR's on the official application form obtainable from the web site or from the Aviation Secretary, for an F.A.I. Competitors Annual Licence.

85. Grant of an F.A.I. Competitor's Licence

An F.A.I. Competitor's Annual Licence will be issued by the RRR's., they may be granted to; A) A British Subject

B) A National of another country represented on the F.A.I. may be issued with a competitors licence by the RRR's valid only for use in races organised by the RRR's.

C) A National of a country not yet represented on the F.A.I., such licence valid only for use in races organised by the RRR's.

D) And subject to the successful completion of a Check Flight with an approved Check Pilot.

86. Grant of a Provisional F.A.I. Competitor's Licence

When the time limits are too short to receive prior authorisation the RRR's may grant a Provisional Licence to a foreign national, valid for one Competition only, provided the National Aero Club of the aforesaid foreigner is advised immediately.

87. Refusal of F.A.I. Competitor's Annual Licence

The RRR's may refuse to issue a Licence without stating reason for such refusal.

88. Period of validity of F.A.I. Competitor's Licence

Licences shall expire on 31st. December each year and are renewable annually

89. Chargeable Fees for issue of F.A.I. Competitor's Annual Licence

A Fee, to be determined by the RRR's in General Committee annually, will be charged by the RRR's for the issue of a Licence

90. Validity of F.A.I. Competitor's Annual Licence

An F.A.I. Competitor's Annual Licence granted by RRR's is valid in any country represented by the F.A.I. and shall entitle the holder to fly in any Competition organised in any such country subject to such restrictions as to refusal of entry.

91. Production of F.A.I. Competitors Annual Licence.

A Competitor shall ensure that he can produce his Licence, countersigned by himself, on the demand of a duly authorised official of a Meeting.

92. Penalties for participation in an un-authorised Competition

Any person who shall promote, enter for, fly in, officiate at or in any way whatsoever take part in a Competition not organised or held in accordance in all respects with these Rules shall become disqualified or suspended by the governing body of any sport recognised by the F.A.I. And shall thereby forfeit the right to;

A) Hold an F.A.I. Competitor's Annual Licence; and/or

B) Hold any official appointment in connection with the F.A.I., or RAeC for such time as the RRR's. may think fit, provided that where the prescribed competition has been or is to be held outside the jurisdiction of the RAeC the other National Aero Club concerned shall agree as to the Penalty. Should they fail to agree the question of Penalty shall be referred to the F.A.I. Whose decision thereon shall be final.

93. 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 Stewards of the Meeting. (See Rule 52 above)

94. Aircraft Identification Numbers

Competing Aircraft must carry Identification Numbers to be assigned by the RRR's. or organising committee, at least 11 inches high on both sides of the rudder or fin (or on the outer sides of each fin or rudder in the case of aircraft having twin rudders or fins), and 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 colour of the numbers should be in distinct contrast to the background.

Dispensation may be granted by the Stewards of the Meeting in special cases such as Military Aircraft or where the Rules of the Civil Aviation Licensing Authority or its equivalent in a country other than the U.K. so preclude. This dispensation must be obtained prior to the meeting commencing otherwise Aircraft not displaying the appropriate numbers correctly or not holding the relevant dispensation may not be allowed to compete

The RRR's will offer to the previous year's winner of the British Air Racing Championship the privilege of racing under the Number "1" for the forthcoming season. Should the holder of the British Air Racing Championship decline this privilege, Race Number 1" shall not be issued for that season.

95. 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.

96. Unauthorised substitution of one Competition for another by a Competitor

Any Competitor having entered or having undertaken to take part in any Competition who does not take part in that Competition and takes part in another Competition on the same day at some other venue may thereby become suspended as from the commencement of the latter Competition, for such time as the RRR's may deem fit.

If the two Competitions take place in two different countries, then the period of suspension shall be determined in a similar manner as in Rule 92 above.

97. Regulations and Standard Operating Procedures

All Competitors must comply with the Air Navigation Regulations, Standard Operating Procedures (Operations Manual Part B) and Briefings, subject to any specific concessions or dispensations made by the competent authorities in connection with any Competition. These concessions or dispensations will be communicated to all Entrants at Pre-Practise and/or Pre-Race Briefings.

98. Credentials

Competitors shall be required on arrival at any meeting, and within the time designated in the Supplementary Regulations, to report to The Clerk of the Course, or his designated official, and may be required to produce:

- A) A Current Pilots Licence including current class rating issued by the Civil Aviation Authority or other competent authority.
- B) An F.A.I. Competitors Annual Licence, appropriately endorsed to cover the type of event to be entered.
- C) An Aircraft Certificate of Airworthiness or Official Dispensation from such certificate
- D) All aircraft documents necessary to confirm the currency or validity of, for example, Certificate of Maintenance Review and Maintenance Statement, Radio Licence, Certificate of Registration, Noise Certificate etc.
- E) Proof of Third Party Insurance cover for not less than the minimum stated in the Supplementary Regulations which extends to the Aircraft whilst Racing or Rallying and

includes specific cover of the RAeC its Officials, Organisers, Attendants and Directors in the specific format laid down in the Supplementary Regulations.

F) A Current medical issued by the Civil Aviation Authority or other competent authority.

These documents should be carried and available for inspection by the Clerk of the course or his designated official at all competitions. See also rule 176.

99. Briefings

Prior to Race Practise and Races, all Competitors (Race Pilots and Navigators) shall be required to attend a Briefing, the time and place of which shall be posted up or otherwise advised to the Competitors (See Rule 112 - E). Competitors not present throughout the Briefing will not be allowed to start, unless they are able to receive a personal briefing from the Clerk of the Course. Such a personal briefing shall be given at the sole discretion of the Clerk of the Course bearing in mind the time available prior to the start and such personal briefing may be subject to a personal briefing fee of £5 payable at the time of the personal briefing.

CHAPTER IX - AIRCRAFT - RESULTS - ADVERTISEMENTS

100. Classification of Aircraft

The RRR's may adopt many methods of classification of Aircraft, but only classification laid down by the F.A.I, may be adopted for World or International records.

101. Dangerous Aircraft

The Stewards of a Meeting may exclude any Aircraft, the construction or condition of which they deem to be dangerous

102. False Advertisements

Any Firm or Individual publishing or permitting to be published, the results or any portion of the results of a Competition, Test or Trial, not held under these Rules, but which Competition, Test or Trial or any part thereof in the opinion of the RRR's could properly have been held under these Rules, shall be deemed to be guilty of a breach of these Rules.

103. Publication of Results

Any Competitor or other person or body advertising or publishing the results of a Competition, Trial, Test or Record attempt shall state the exact conditions of performance referred to, the nature of the Competition or Record, the category, class etc., of the Aircraft or engine, the position or result obtained and any such other additional information or particulars that the RRR's may require him or them to publish. Any such publication shall first be approved by the RRR's.

Any infraction of this Rule, whether by way of omission from or addition to the particulars required to be stated or otherwise, shall render the person or body by whose authority or on whose behalf the advertisement is published or issued liable to the Penalties provided by these Rules, and may entail the infliction of a penalty on the person or body responsible for drawing up the advertisement or publication.

104. Nomenclature of Aircraft

Any protest or dispute as to the name to be given to an Aircraft containing parts supplied by various different makers will be submitted to the committee of the RRR's if these various makers are all established in the country under the jurisdiction of the RAeC. If the various makers are established in different countries, the protest will be directed to the F.A.I whose decision will be final and binding.

CHAPTER X – RACE OFFICIALS

105. List of Race Officials

The following shall be termed "Race Officials" whose duty it shall be to direct and control a Meeting

- A) The Chief Steward of the Meeting
- B) The Clerk of the Course
- C) The Secretary of the Meeting
- D) The Chief Timekeeper
- E) The Starter
- F) The Chief Handicapper
- G) Other Stewards of the Meeting
- H) The Chief Marshall

Pilot Representative to be consulted as required.

106. Co-opted and ex-officio officials

Removed from Rules as set out in the Articles of Association.

107. Qualification Requisite

At meetings where a direction to the effect is given by the RRR's only Timekeepers and Handicappers who have been selected from amongst persons holding the Annual Appointment of the RRR's may officiate.

108. Separation of Duties

An Official shall not, at any Meeting, perform any other duties than those clearly attached to his appointment. An Official may not hold more than one primary position listed in Rule 105 (A-F) above other than Starter. An Official listed in Rule 105 (A-F) may hold the office of assistant to any of the other Officials, but must be clear and transparent to all other Officials and Competitors as to which capacity, any decision or instruction made pertains.

109. Remuneration of Officials

Officials shall all act in an Honorary Capacity.

Certain Officials, as laid down Expenses Policy are entitled to claim from the RRR's agreed rates of specific expenses incurred in the performance of their duties.

110. Stewards of the Meeting

Moved to Operations Manual Part A.

111 to 118. Duties of Officials

The duties of all Officials are stated in the Operations Manual Part A, Section 3 Post Descriptions and Duties

CHAPTER XI - PENALTIES

119. 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 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 RRR's contrary to the renunciation set out in clause 44(C) above.

120. 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 or body may be penalised. Before imposing any Penalty the Stewards of the Meeting or the RRR's as the case may be, shall summon the parties concerned before them. Such Summons shall either be served personally or in the appropriate cases, by post to the appropriate address.

The Stewards of a Meeting or the RRR's shall enquire into the matters in question in accordance with the procedure laid down in Rule 146 (Hearing) and Rule 162(Hearing of Appeal) respectively.

The Chief Steward has the power to endorse licences for safety issues as follows:

- (1) Insufficient fuel uploaded
- (2) Flying below designated heights and dangerous flying, i.e. orbiting or retaking of turning points, or any other dangerous manoeuvre decided by race officials

The period of the endorsement will be rolling for 12 months from date of incident, if a competitor gets three endorsements within this period he will be banned until the first endorsement has expired

121. Scale of Penalties

Penalties may be (1) Fines, (2) Exclusion, (3) Suspension or (4) Disqualification.

122. Fines

A Fine may be inflicted on any Competitor, Assistant or Passenger who does not comply with the provisions of the International Sporting Code of the F.A.I., these Rules, Supplementary Regulations, or Instructions to Competitors.

123. Authority to inflict Fines

The infliction of a Fine may be ordered by the RAeC or by the Stewards of a Meeting, provided that in the latter case the Fine shall not exceed £100 or its equivalent at current rates of exchange.

124. Liability to pay Fines

A Competitor, Pilot or Entrant shall if called upon to do so, be responsible for the payment of any Fine inflicted on his Assistants, Passengers etc., and in such circumstances in the event of non-payment may be suspended under Rule 125, equally and simultaneously with the person on whom the Fine has been inflicted.

125. Delay in Payment of Fines

Fines shall be paid within forty-eight hours of their being ordered. Any delay in making payment may entail suspension of the Competitors Licence during the period a Fine remains unpaid.

126. Allocation of Proceeds of Fines and/or Protest Fees

Proceeds of all Fines and forfeited Protest Fees shall be remitted to RRR's which will allocate them to a special fund to be used only for the provision of prizes including trophies or for charitable purposes and /or donations.

127. Authority to pronounce Exclusion

A sentence of Exclusion may be pronounced by the Stewards of a Meeting under the conditions provided for in Rule 111 above.

The person so sentenced shall thereby be excluded from one or more Competitions at a Meeting. In all cases of exclusion the Entry Fee shall be forfeited and shall accrue to the Promoters.

128. Authority to pronounce Suspension

A sentence of Suspension may only be pronounced by the RRR's and shall be reserved for grave offences.

129. Effect of Suspension.

A sentence of Suspension, so long as it remains in force, shall entail the loss of the right to enter or to take part, in any capacity whatsoever, in or in connection with any Competition held within any territory under the jurisdiction of the RAeC or within the territory of any country in which the authority of the F.A.I. is recognised according to whether the RAeC shall order the Suspension to be National or International. Suspension shall also render void any previous entry made for any such competition and shall also entail the forfeiture of any Fee paid.

If the RAeC desires the Sentence of Suspension to be recognised internationally, it shall notify its wishes without delay to the Secretary-General of the F.A.I., who will notify all other National Aero Clubs under its jurisdiction and the consequent disabilities made effective.

130. Withdrawal of F.A.I. Competitors Annual Licence.

A) National Suspension

Every Competitor who is suspended Nationally shall deliver his Licence to the RRR's which will endorse thereon the words "Not valid within the Territory under the jurisdiction of the Royal Aero Club until [date of expiry of suspension]" At the expiration of the period of National Suspension, the Licence will be returned endorsed with a record of the reason for suspension.

B) International Suspension

Every Competitor who is suspended internationally shall deliver his Licence to the RRR's who will return it at the expiration of the term of International Suspension.

131. Disqualification

A Sentence of Disqualification shall entail the loss of any right to take part, in any capacity whatsoever, in or in connection with any Competition.

A Sentence of Disqualification can only be pronounced by the RRR's and will be reserved for offences of exceptional gravity. It shall render void any previous entry made by the Disqualifyee for any competition and shall also entail the forfeiture of the Fees paid.

132. Effect of Disqualification

A Sentence of Disqualification shall always have International effect; it shall be notified to the F.A.I., and thereby to all National Aero Clubs in the manner laid down in Rule 129 above, and the Competitor disqualified shall hand back his licence to the RRR's.

133. Notification of Penalties to International Sporting Federations

A Suspension, when applicable internationally, and a Disqualification shall be communicated to those International Federations designated by the F.A.I., which have agreed to apply, on a reciprocal basis, those Penalties inflicted by the F.A.I.

Any Suspension or Disqualification made known to the F.A.I., by these Federations will be enforced to the same extent by the F.A.I.

134. Reasons for Suspension or Disqualification

In notifying Sentences of Suspension or Disqualification to the Secretary General of the F.A.I., it shall not be necessary for the RAeC to give its reasons for inflicting such Penalties.

135. 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.

136. Loss of Award

Any Competitor Excluded, Suspended or Disqualified in any Competition shall there by forfeit all right to Award in that Competition.

137. Amendment of Awards

In such cases covered in Rule 136 above, the Stewards of the Meeting shall declare the amended results in the Placing's and Awards.

138. Appeal no bar to effect of Sentence

Any Penalty inflicted under these Rules shall have effect forthwith, notwithstanding that it may have been appealed against, save as provided in Rule 157 below.

139. Publication of Penalty

The Authority empowered under these Rules to impose a Penalty shall have the right to publish, or cause to be published, a Notice stating that it has penalised any person, aircraft, or make of aircraft and, if it so desires, the reasons therefore.

The person(s), or body referred to in such Notice shall have no right of Action against such Authority, as the RAeC or the F.A.I., or against the person publishing the said Notice

140. Remission of Sentence

The RRR's shall have the right to remit the unexpired term of any Penalty inflicted under these Rules and shall in these circumstances advise the F.A.I., if necessary accordingly

CHAPTER XII - PROTESTS

141. Right to Protest

Any Competitor who may feel aggrieved by any decision, act or omission of a Promoter (Save as provided in Rule 63 above), Official (Save as provided in Rule 118 above), 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.

142. Lodging of Protest and Protest Fees

Every Protest shall be in writing signed by the Competitor, either on, or attached to, the RRR Protest Form. 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 £25 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 Stewards of the Meeting or the RRR's.

143. Addressing Protests

Protests arising out of a Competition shall be addressed to the Stewards of the Meeting, in their absence they may be addressed to the Clerk of the Course or the RRR's who will admit it to the Stewards for their consideration.

144. Time Limit for Protests

A Protest as to the Validity of an Entry, Qualification of a Competitor or Aircraft, Length of the Course, make up of the Heat or Handicap must be presented at the latest within two hours after the conclusion of the time fixed for the official examination of the Aircraft and in all cases at least one hour before the commencement of the Race Briefing.

Where this is impracticable due to the programme timings, the Protest shall be lodged within 15 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 list of Awards, shall be lodged within 30 minutes of the conclusion of the Competition, or 15 minutes of publishing of the Provisional Results.

145. Adjudication of Protests

Any Protest arising out of a Meeting, subject to the Rights of Appeal provided by these Rules, shall be adjudicated upon by the Stewards of the Meeting, and except as provided as to Rights of Appeal, shall be final and binding.

All other Protests shall be adjudicated upon by the RRR's.

146. 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. Stewards must be aware of this 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 Stewards of the Meeting must assure themselves 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, judgement may go by default.

If judgement 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.

147. Inadmissible Protests

Protests against Judges made in the performance of their duties, as laid down in Rule 118 above, will not be admitted.

148. Publication of Awards and Distribution of Prizes

The publication of Provisional Results signed by the Clerk of the Course shall be made immediately after the Timekeepers, Chief Marshall and Clerk of the Course 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 Clerk of the Course 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.

149. Judgement

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

150. 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 RRR's. may inflict upon him any one of the Penalties provided by these Rules.

151. Re-Run

Neither the Stewards of the Meeting nor the RRR's have the power to order a Competition to be run again, except in the case of a Handicap Competition where an error has been caused by an Authorised Official. They may however, in these circumstances, amend the List of Awards provided that sufficient information and knowledge is available to enable them to do so.

CHAPTER XIII - APPEALS

152. Right of Appeal

Every Competitor, whatever his Nationality, shall have the right of appeal against a Sentence or other decision, pronounced on him by the Stewards of a Meeting.

He must however, under pain of forfeiture of his right to appeal, notify the Chief Steward of the Meeting, through the Clerk of the Course in writing, within the hour that follows the Stewards decision, of his intention to make an appeal against that decision.

Such appeal will be heard and Judgement will be given thereon, by the committee of the RRR's.

153. Jurisdiction of the Royal Aero Club as to Appeals.

The Royal Aero Club shall constitute a Court of Judgement empowered to settle any dispute arising out of or in connection with the control by the RAeC of the sport of aviation within its own territory, save as provided specifically in Rules 154 and 156 below.

No members of this Court of Appeal may sit on a Hearing, who have taken part as Competitors or Officials in the Competition concerning which a decision is to be given, or who may have already participated in a decision on the affair in question, or who may have been directly or indirectly concerned in the matter under appeal.

154. Jurisdiction of the F.A.I., as to Appeals

The F.A.I., shall constitute a Final Court of Judgement empowered to settle finally any difference which may arise between the National Aero Clubs, or to revise any decision made by the RAeC against a Licensee, an Aircraft or type of Aircraft belonging to another National Aero Club, other than the RAeC

155. No Appeal outside own Country

When an Appeal is lodged with the RRR's arising from a National Event by the Holder of an F.A.I. Annual Competitors Licence issued by the RRR's the decision of the RRR's thereon shall be Final.

156. Appeal by Holder of F.A.I. Competitors Annual Licence not issued by RAeC In cases where a decision or Appeal to the RAeC concerns a Competitor licensed by a Foreign Aero Club, the Appeal may be carried only to the National Aero Club which issued the Licence. Such National Aero Club alone can decide whether or not an Appeal made by one of its Licence holders shall be carried to the F.A.I. and it is not compelled to give reasons for refusing to allow such Appeal to go on.

157. Appeals against an International Suspension or Disqualification

Whenever an Appeal brought by RAeC before the F.A.I., concerns an International Suspension or a Disqualification of one of its Licence holders by a Foreign National Aero Club, the introduction of this Appeal will suspend the said Penalty until a final decision by the F.A.I., has been given.

158. Form of National Appeal

Every Notice of Appeal shall be in writing and signed by the Appellant or by his Authorised Agent. An Appeal to the RRR's must be accompanied by a Fee of £100. This may be in Cash or Cleared Funds The Fee is payable immediately upon the Appellant giving Notice to the Chief Steward of his intention to Appeal against the Stewards decision, (See Rule 152 above) and is not returnable if the Appellant does not carry out his intention.

159. Form of International Appeal

An Appeal can only be lodged with F.A.I., by the RAeC

All Appeals to the F.A.I., must be in writing and signed by a duly authorised representative of RAeC and accompanied by a Fee of £250, in Cash or Cleared Funds

The Fee is payable immediately upon the Appellant giving Notice to the Chief Steward of his intention to Appeal against the Stewards decision, and is not returnable if the Appellant does not carry out his intention

160. Time Limit for National Appeals

The Right to lodge an Appeal to RRR's expires two days after the date of Notification of the decision of the Stewards (See Rule 152 above).

This Appeal may be lodged by Fax or E-Mail, and confirmed by letter of the same date. The RRR's must give its decision within a maximum of 30 days after receipt of the Notice of Appeal.

161. Time Limit for International Appeals

The time limit for forwarding an Appeal to F.A.I., expires 30 days from the publication of the decision of the RAeC. The Appeal may be lodged by Fax or E-Mail, and confirmed by letter of the same date (See Rule 159)

162. Hearing of Appeal

All parties concerned shall be given adequate notice of the Hearing of Appeal.

They shall be entitled to call witnesses, but their failure to attend the Hearing shall not interrupt the course of the proceedings.

In the case of an Appeal to the RRR's, the court may, at its complete discretion, permit all or any of the parties concerned to be represented by advocates, other than Barristers or Solicitors, provided that such advocates are providing their services gratuitously.

163. Judgement on Appeal

The Courts of Appeal, National or International, may decide that the Penalty or other decision may be waived, mitigated or increased, but they shall not be empowered to order any Competition to be re-run.

164. Order as to Appeal Fees and/or Costs

When giving judgement on the Appeal, the Courts of Appeal, National or International, shall make such order as to the return or forfeiture of the Appeal Fees and as to the imposition of costs as they may see fit.

165. Publication of Judgement

The F.A.I., and the RAeC, shall have the right to publish or cause to be published, the Judgement on Appeal and to state the names of all parties concerned or interested.

The persons or bodies so referred to in such Notices shall have no right of Action against the F.A.I., or the RAeC, or against any person publishing the said Notice.

CHAPTER XIV - ELIGIBILITY AND QUALIFICATION

166. Pilots

The Pilot must have experience of a minimum of 100 Hours as Pilot in Command (P1) and if total experience is less than 500 hours, at least 10 hours on the type to be raced. If total experience is in excess of 500 hours, at least 5 hours on type.

The Pilot must pass a Check Flight with one of the Check Pilots appointed by RRR's and will then be allowed to participate under supervision, until the Race Supervisor is satisfied the pilot is safe to race.

Pilots will also be required to undergo a check flight and supervised race if they have not raced for a period of three years or more, if the aircraft to be raced has a significantly upgraded performance to the aircraft previously raced, i.e., power increase in excess of 200 BHP., changes from a single engine to a twin engined aircraft, change from a nose wheeler to a tail dragger, or change to a "WarBird".

167. Aircraft

- A) All Aircraft must be piston engined with a maximum weight of 5,700 Kg. (12,500 lbs.) and be capable of a minimum speed of 100 statute miles per hour at sea level, at full power. Aircraft must be operated within manufactures' limitations.
- B) Gating of Throttles for aircraft not capable of being run at full power for the duration of a race shall not be permitted, unless the Gating device is Frangible and when removed is not possible to be replaced in flight thus providing evidence that the Gate has been exceeded. A physical throttle stop may be considered if an aircraft has sufficient power to perform a go-round from an aborted landing. . In either case any such device shall have to be approved by the Chief Steward and the Clerk of the Course.
- C) Aircraft must be capable of, and must, operate at full power (i.e. max throttle, max rpm, lowest drag configuration (undercarriage, flaps, cowl flaps etc)) for the duration of the whole race and during any speed trials. Engines must be operated within engine manufactures' limitations.
- D) A fuel state declaration by the pilot may be required at the commencement of a meeting and the pilot may be required to demonstrate that the aircraft conforms to such state at the commencement of each speed trial or race during the meeting.
- E) An aircraft may not be removed from the airfield at which a meeting is held for the duration of the meeting without the consent of the Clerk of the Course.
- F) Turbine aircraft may be permitted at the discretion of the committee, subject in all cases to the maximum straight and level speed of the aircraft at race height not exceeding 250kts.

CHAPTER XV – REGULATIONS FOR 2019 SEASON OF AIR RACING

These rules and regulations apply to ALL RACES organised by the Royal Aero Club Records Racing and Rally Association during the above season. Any alteration to these rules and regulations or additional rules and regulations applicable to any specific race or races will be notified to participants in the form of Supplementary Regulations.

168. Race Organisation

The Royal Aero Club Records Racing and Rally Association will appoint the Stewards of the races 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. They will appoint a Clerk of the Course, Secretary of the Meeting, Timekeepers, Handicappers, Turning Point Observers and any other officials as shall be deemed necessary for the efficient and safe operation of the events.

169. Race Weekend

A Race Weekend is defined as arrival at the Aerodrome commencing at 0930 hours for check in on the Saturday until departure from the Aerodrome when the final race is finished on the Sunday.

170. Trophies and Awards

Unless otherwise stated in Supplementary Regulations awards will be given to the pilots of the first three aircraft to complete a race in accordance with the rules and regulations applicable to that race.

171. Entries

Entry fees for each race are payable via bank transfer or debit/credit card at the rate set out in the annual fees schedule. The Race Entry Form must be submitted to the race secretary at the address given on the form, to be received no later than 7 DAYS PRIOR TO THE RACE WEEKEND.

Late entries may be accepted at the discretion of the Organisers, subject to space availability and with a late entry charge of £20.

ENTRY IS AVAILABLE ONLY TO CURRENT MEMBERS OF THE ASSOCIATION

172. Compulsory Check Flights

As stated in rule 166, pilots without previous racing experience, or who are racing in a new or more significantly powerful type of aircraft, or who have not raced within the past three years, will be required to undertake a check flight with an approved Air Race Check Pilot prior to their being able to take part in official practice. The check flight is to be carried out prior to the race weekend with one of the following approved Air Race Check Pilots, Tim Wassell (07816 814736), Geoffrey Boot (01624 801027), Roger Hayes (01285 851311), John Kelsall 07760 173261, Martin Gosling or Robert Miller (contact the Aviation Secretary for details).

173. The Race Course and Distance

Will be advised prior to the Race Weekend in Supplementary Regulations and all accepted competitors will receive a map of the course and confirmed at the Pre-Race briefing .

174. The Clerk of the Course Office

Will be situated on the Aerodrome where the race takes place and will be open from 09:45 hours on the Saturday morning (unless otherwise stated in the Supplementary Regulations or adjusted on the day by the Stewards).

175. Reporting by Competitors

Competing pilots with their aircraft must report to the Clerk of the Course Office to check in between 09:45 and 10:30 hours on the Saturday morning. Once checked in aircraft are under the scrutiny of the handicappers and **will not be allowed to land away** until following completion of

the race weekend, unless they have the approval of the Stewards and Clerk of the Course. Permission to land away between the Stewards Cup and the Kings Cup races will **NOT** be granted.

176. Documents

Apart from the properly completed entry forms and evidence of Insurance (specified as below) all competitors must be able to produce on request to the Clerk of the Course or Stewards all documents required by the Air Navigation Order or subsequent EASA/JAR's including, but not limited to, the following: **(Failure to produce the following will result in exclusion from racing)**

A valid pilots licence with a current certificate of experience/test or currency & class rating A
valid medical certificate

A valid certificate of airworthiness or permit to fly for the aircraft

A certificate of registration

An Aircraft radio licence

A certificate of maintenance review and maintenance statement

A noise certificate (if applicable)

A certificate of Insurance

A current FAI competitor's licence

177. Insurance

The Competitor undertakes to insure him/herself, his/her pilot(s) (if not the same person), crew/passengers, representatives and employees, against all damages, claims and demands whatsoever in connection with all Air Racing for a minimum of Third Party Legal Liability of £1,000,000 (one Million Pounds Sterling) or to at least the minimum value of mandatory insurance required under EC regulation EC785/2004 or as amended and this cover must state the following:

- (i) The Royal Aero Club Records Racing and Rally Association, its Directors, Officials and Agents are included herein as Additional Joint Assureds.**
- (ii) It is hereby noted and agreed that Royal Aero Club Records Racing and Rally Association approved check pilots and race supervisors are included as passengers under the passenger legal liability section of this policy when being carried for the purpose of training or checking a permitted pilot.**
- (iii) Insurers agree to hold harmless and waive rights of subrogation against The Royal Aero Club Records Racing and Rally Association, its Directors, Officials and Agents**

Subject otherwise to the terms conditions limitations and exclusions of the policy

178. Briefings (unless notified under Supplementary Regulations)

A) Pre Practice Briefings will be held at **11:00 hours** on the Saturday and at **09:15 hours** if required on the Sunday

B) Race Briefing will be held at **14:30 hours** for the Saturday race

C) Race Briefing will be held at, either or both, **09:15/13:00 hours** for the Sunday race. Both periods will be used if the Saturday practice has been completed but the race did not take place.

All briefings will be held on the departure airfields and **ATTENDANCE IS COMPULSORY** for all competitors. Late arrival or absence may result in exclusion or other penalty at the sole discretion of the Stewards and Clerk of the Course.

179. Race Practice (unless notified under Supplementary Regulations)

All Race Pilots shall practice the course including the start, the scatters and the approach to and landing. It should be noted that if for any reason there is a change of runway overnight resulting in a complex scatter, the new take off and scatter must be practiced.

Race practice will take place on Saturdays from 12:00 to 13:00 **hours**. If bad weather prevents this the reserve period will be between **10:15 to 11:45 hours** on the Sunday. It is essential that all practice takes place during these official practice times as these have been issued in NOTAM's.

180. Race Start Times (unless notified under Supplementary Regulations)

The Saturday race will start at **15:30 hours**. The Sunday race(s) will start at **10:30/14:00 hours**.

181. Postponement, Abandonment or Cancellation

The Stewards of the meeting reserve the right to postpone, abandon or cancel the meeting or part thereof.

If a meeting is abandoned or cancelled by the stewards at any time before the time for the opening of the office of the Clerk of the Course as prescribed in rule 174 then no points will be awarded to the competitors for that meeting. Should any race or a meeting be cancelled or abandoned at any time after the designated time for the opening of the office of the Clerk of the Course for the meeting, all entrants who present themselves in person, before registration would have otherwise closed and are eligible to be checked in for such a meeting will be awarded 80 points for each cancelled or abandoned race at that meeting.

182. Qualification

The following races will count towards the 2019 British Air Racing Championship:

Trophies

The committee discussed trophy allocation for the 2019 season, agreed as follows:

- 27/4 Beccles Saturday – City Livery Challenge Cup
- 28/4 Beccles Sunday – Society of British Aircraft Construction Challenge
- 25/5 Haverfordwest Saturday – Airborne
- 26/5 Haverfordwest Sunday – Gower Cup
- 29/6 Sherburn Saturday – Ginger Lacey
- 30/6 Sherburn Sunday – Rolls Royce Merlin
- 20/7 Sandown Saturday – Grosvenor Challenge
- 21/7 Sandown Sunday – Battle of Britain Challenge
- 21/7 Sandown best average – 305 Bruce & Ian hook Celebration Trophy
- 24/8 Leicester Saturday – RAeC Steward's Cup
- 25/8 Leicester Sunday – King's Cup
- 21/9 Alderney Saturday – Aurigny Air Services
- 22/9 Alderney Sunday – Schneider
- 22/9 Alderney best average – AEL Casquets Plate

The points gained in a pilot's best 8 races (see Rule 190) will be counted towards the British Air Racing Championship.

Owing to the reduced number of "European" races this year it has been decided to remove the European Trophy from the 2019 Programme

To qualify for entry into the Schneider Trophy, both pilot and aircraft, though not necessarily together, must have completed at least one Championship race weekend (2 races) prior to the race. In addition, both pilot and aircraft together must complete without exclusion for an endorsable offence, the Aurigny Air Services Trophy.

The 2019 Kings Cup Air Race will be held at Leicester on 25 August 2019. Entry is restricted to British and Commonwealth citizens who must have completed without exclusion for an endorsable offence, the Steward's Cup. In addition both pilot and aircraft, though not necessarily together,

must have completed at least two preliminary Championship race weekends (4 races) out of a season of six or more weekends.

The Sonic Trophy will comprise all Saturday races excluding the Steward's Cup.

The Mossey Preston Trophy & the Navigator's Trophy will comprise all races, including the Steward's and King's Cup and will be awarded to the pilot of an aircraft that has the highest aggregate points based on the British Air Racing Championship points system of all races.

Should a race commence, then points will only be awarded to a competitor who has taken the starters flag with their aircraft moving under its own power.

Should a competitor (pilot or navigator) be disqualified during a race they will not be eligible to receive points for that race.

183. Standard Rules and Regulations

Handicap air racing is organised under the competition rules of the Royal Aero Club Records Racing and Rally Association and the Regulations of the Federation Aeronautique International.

THE DECISION OF THE STEWARDS IS FINAL.

184. Other Information

May be obtained from Aviation Secretary on 07484 850640

185. Transport

During Air Racing weekends transport may be provided from the Aerodrome to the recommended hotel/s on the Saturday and from the recommended hotel/s to the Aerodrome on the Sunday.

Any other requirements are the responsibility of the Competitor.

186. Hotels

These are the responsibility of the Competitor.

187. Race Officials

Race officials will be notified at each event.

188. FAI Anti-Doping Rules and Procedures

All competitors must agree to comply with all current FAI Anti-Doping Rules and Procedures or those related to the FAI by other National Anti-Doping Organisations.

189. Octagon/GPS

All pilot/aircraft combinations may be required to fly an octagon with GPS (downloadable and approved by the Clerk of the Course) as briefed. Failure to provide an adequate octagon track for derivation of a handicap speed will lead to exclusion unless the handicapper has sufficient useable historical data. Any octagon speeds so derived will be used in accordance with the rules of handicapping.

190. THE BRITISH AIR RACING CHAMPIONSHIP – JUBILEE TROPHY

Championship races are run on both Saturday and Sunday. The points from the pilot's best eight races of the season will be calculated for the overall result. Should there be insufficient race results, this number will be reduced.

Qualification is restricted to British and Commonwealth citizens. If a non-British/Commonwealth person has a result, the points will be passed on to the next British/Commonwealth pilot, and so on, down the line.

Points are awarded to all qualifying competitors who complete a race without exclusion.

First	100 points	Fourth	80 points
Second	90 points	Fifth	79 points
Third	85 points	Sixth	78 points

191. THE EUROPEAN TROPHY (Not awarded in 2019)

This Trophy is awarded to the Pilot who gains the most points in the races designated as European races. Typically this will include races held in France, Alderney and Bembridge.

Points are awarded to all competitors who complete a race without exclusion.

First	100 points	Fourth	80 points
Second	90 points	Fifth	79 points
Third	85 points	Sixth	78 points

192. THE SCHNEIDER TROPHY

To qualify for entry into the Schneider Trophy, both pilot and aircraft, though not necessarily together, must have completed at least one Championship race weekend (2 races) prior to the race. In addition, both pilot and aircraft together must complete without exclusion for an endorsable offence, the Aurigny Air Services Trophy.

193. THE KING'S CUP

Entry is restricted to British and Commonwealth citizens who must have completed without exclusion for an endorsable offence, the Steward's Cup. In addition both pilot and aircraft, though not necessarily together, must have completed at least two preliminary Championship race weekends (4 races) out of a season of six or more weekends.

194. THE MOSSEY PRESTON TROPHY

This is presented to the pilot with the highest number of points overall and includes all races.

Points are awarded to all competitors who complete a race without exclusion.

First	100 points	Fourth	97 points
Second	99 points	Fifth	96 points
Third	98 points	Sixth	95 points

195. THE SONIC CHALLENGE TROPHY

The Sonic Challenge Trophy comprises of all races run on a Saturday with the exception of the Stewards Cup.

Points are awarded to all competitors who complete a race without exclusion.

First	100 points	Fourth	97 points
Second	99 points	Fifth	96 points
Third	98 points	Sixth	95 points

196. THE OUTRAM TROPHY

Points are given on every race, to pilots who are in their first season of air racing. They must not have raced in a Records, Racing & Rally Association air race before.

Points are awarded to all rookie competitors who complete a race without exclusion.

First	100 points	Fourth	80 points
Second	90 points	Fifth	79 points
Third	85 points	Sixth	78 points

197. THE MITEL SWORD

This award is presented to the season highest placed acting Service Person, or a person who has previously served in Her Majesty's Armed Forces.

Points are awarded to all qualifying competitors who complete a race without exclusion.

First	100 points	Fourth	80 points
Second	90 points	Fifth	79 points
Third	85 points	Sixth	78 points

198. THE ABC TROPHY

This Trophy is presented to the seasons highest placed home built aircraft owner.

Points are awarded to all qualifying competitors who complete a race without exclusion.

First	100 points	Fourth	80 points
Second	90 points	Fifth	79 points
Third	85 points	Sixth	78 points

199. THE TWIN ENGINE TROPHY (Alderney Only)

This Trophy is presented to the highest placed twin engine aircraft owner competing at the Alderney race weekend.

Points are awarded to all qualifying competitors who complete a race without exclusion.

First	100 points	Fourth	97 points
Second	99 points	Fifth	96 points
Third	98 points	Sixth	95 points

200. THE NAVIGATOR TROPHY

This Trophy is presented to the season's highest placed navigator.

The points from the navigator's best eight races of the season will be calculated for the overall result. Should there be insufficient race results, this number will be reduced.

Points are awarded to all navigators who complete a race without exclusion.

First	100 points	Fourth	97 points
Second	99 points	Fifth	96 points
Third	98 points	Sixth	95 points

201. THE PILOTS SALVER

The Pilots introduced the Salver in 1989. It is presented by election from the Pilot members, to a Cause, Person, or Organisation etc., that they think worthy of recognition.

202. ADDITIONAL INFORMATION

Should the Clerk of the Course cancel a race, (i.e.; due to poor weather conditions) all pilots and aircraft that are practiced and ready for the start line will be given 80 points each.

A cancelled British Air Racing Championship race would still be counted as a qualifying race towards the Kings Cup.

With the exception of a cancelled race, points will only be awarded to a competitor who has taken the starters flag with their aircraft moving under its own power.

Should a competitor (pilot or navigator) be disqualified during a race they will not be eligible to receive points for that race.