



JET 1 CUP CORPORATION

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OFFICIAL RULES OF OPERATIONS  
AND COMPETITION

June 9, 2022

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## I. DEFINITIONS

CERTIFIED: As referred to in these “Official Rules of Operations and Competition” and other documents issued by J1CC, the term “Certified” shall apply to a prospective pilot that has been deemed “ELIGIBLE.”

CFR: Crash Fire Rescue.

ELIGIBLE: As referred to in the Official Rules of Operations and Competition and other documents issued by J1CC shall refer to a prospective pilot or aircraft that has met all of the requirements.

FAA/GOVERNMENTAL WAIVERED COMPETITION AIRSPACE (AB): The outer-most limits that an aircraft can fly and remain in the FAA approved airspace.

AGL: Altitude Above Ground Level.

DOGFIGHTING ALTITUDE: The normal dogfighting altitude should be a minimum of 1500 feet AGL (at location from Sea Level to 2,500 feet MSL) and 2,000 feet AGL (at location above 2,500ft MSL). The maximum dogfighting altitudes will be 10,000 feet AGL for the competition airspace.

PASSENGER: For purposes of entering the event location airport during any period that the FAA Waiver is in effect, a passenger is defined as any person in any approved dogfight, pace, chase, or training aircraft who is not an approved pilot in command of said aircraft in accordance with J1CC pilot registration requirements. During PRS, an Instructor Pilot authorized by J1CC or a student duly registered for training are approved passengers who, in performing the training/instructing requirements of PRS, are authorized to enter the Airspace and descend to Airspace altitude.

PROGRAM LETTER: FAA Program Letters may be required, refer to your FAA issued Operating Limitations attached to your Experimental Airworthiness Certificate and CFR 21.193 (a) through (d). See Appendix B for example of program letter. This is only an example and may not include all the requirements of your Operating Limitations or CFR 21.193.

REPLACEMENT AIRCRAFT: All aircraft will be subject to FAA or governmental airworthiness inspection prior to any flight. Replacement aircraft are to be discouraged and aircraft information should be given to J1CC Direction of Operations no later than 14 days out from the competition.

TELEMETRY AREA: A Telemetry Area is an area NORTH of the pit/crowd line approved by FAA/J1CC for the placement of a bona fide telemetry unit of a dogfighting aircraft to receive

telemetry from said aircraft during a competition. A maximum of THREE (3) CREW MEMBERS of said aircraft who are wearing the proper credentials may be at the telemetry station at any time during their active dogfight. Any violation of the number of crew members shall result in the telemetry station for that aircraft being removed from the telemetry area for the remainder of the Championship for that season.

## II. PARTICIPATION IN THE INTERNATIONAL CHAMPIONSHIP

is on an invitation basis and is open to qualified pilots and aircraft meeting the eligibility requirements of these rules.

APPLICATIONS for entry must be on the "INVITATION TO PARTICIPATE IN THE INTERNATIONAL CHAMPIONSHIP" entry form furnished by the Jet 1 Cup Corp ("J1CC" or "The League.")

ENTRIES will be in writing, submitted to [admin@jet1cup.com](mailto:admin@jet1cup.com).

FEES will not be refunded for any reason other than rejection or refusal of the entry by J1CC. J1CC reserves the right to invite or exclude any owner, pilot, aircraft or gamer.

## III. OFFICIALS

AUTHORITY over all practice, qualification and competition events of the J1C Championships is vested in J1CC through its officials, as listed below, which shall conduct and judge the events in accordance with the Rules of Operations and Competition and the conditions of the FAA waiver.

- The Contest Committee consisting of a Chief Judge and not less than seven (7) nor more than nine (9) Contest Committee Judges, for a maximum of (10):
  - Lead Inspector
  - Director of Aviation Resources
  - Director of Operations
  - Director of Safety
  - Director of Flight Operations/Dogfight Director / Deputy Director of Flight Operations/Battle Director
  - Fight Control Supervisor and Fight Controllers
  - Chief Starter and Assistants
  - Chief Timer and Assistants (timers, starters, flaggers & scorer)
  - Ramp Chief

- The Aircraft Compliance Inspection Teams and their Pilot Qualifications Committees pursuant to J1CC Rules of Operation and Competition for J1CC and the FAA regulations.

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

THE CONTEST COMMITTEE shall act in a judicial capacity and will be responsible for the interpretation and application of contest rules pertaining to the J1CC event.

- Each Contest Committee member will act in an observer/umpire capacity during all qualification and dogfighting events and shall station himself/herself to best to observe each contest.
- Settle disputes and protests formally presented.
- Determine penalties and/or declare disqualification as defined in these rules to include FAA/Governmental Waivered Competition Airspace (AB) violations. The Contest Committee Chairman will ensure two Contest Committee Judges are located along the south, east, and west AB for all fights. An AB violation observed by any one Contest Committee Judge must be corroborated by the second Contest Committee Judge on the applicable FB and the Chief Judge before a AB violation is assessed. A confirmed AB violation shall result in a Disqualification for that fight.
- In consultation with J1CC, authorize deviations or special provisions to the rules when necessary for safety of spectators.
- May exclude any dogfight pilot from participation if the dogfight pilot is operating under any physical deficiency making him/her unable to meet the physical requirements for their current medical certificate. They may require a medical examination of any dogfight pilot if they deem it necessary.

#### **IV. AIRCRAFT ELIGIBILITY**

ALL AIRCRAFT must be in-place at event location no later than 1600 hours local time on the Wednesday of Championship Week. Any deviation from the arrival date/time, including weather, must be coordinated by the appropriate team member with J1CC Director of Aviation Resources. Approved late arrivals will retain "on-time" or "conditional" entry status. (Note: Any approved late arrivals must comply with the 0800 Friday deadline as specified in

SECTION IV: Aircraft Eligibility.) The intent of this rule is to ensure adequate time for the aircraft compliance inspection teams to complete the required aircraft inspections and associated logbook entries, including any corrective actions, prior to allowing said aircraft in the Airspace for practicing, qualifying, or fighting.

THE FOLLOWING certificates, permits, logs, forms, and documentation for an aircraft shall be available for inspection by the FAA and J1CC: Registration Certificate, Airworthiness Certificate, Special Flight Authorization, Operating Limitations, Airframe, Engine logs, Parachute Repack Certification and Program Letter as required.

ANY prospective Experimental aircraft that has undergone one or more major modifications (14 CFR21 Section 21.93 {a}) or major alterations ((14 CFR1.1) (Appendix A to Part 43)), or an aircraft with a new or unique Experimental design or new kit assembly must comply with the following requirements:

No Later than July 1<sup>st</sup> of each year, each team must notify J1CC that their aircraft is a new or unique Experimental design, new kit assembly, or a prior fight aircraft with one or more Major Modification(s) or Major Alteration(s). The notification will include the name, telephone number and email address of the FSDO who will be overseeing the flight test. Data analysis and certification of a new or modified aircraft. J1CC Operations will notify each location FSDO Office that an aircraft with a new or unique Experimental design or an aircraft with a major modification or major alteration has requested authorization to compete in an upcoming J1C Championship. This notification will include a copy of the data package provided by the owner/operator. The FSDO Office will establish contact with the geographically responsible FSDO where flight testing will be performed. Together, the FSDO personnel shall ensure 1 the proposed engineering evaluation, including flight demonstrations and analysis within the anticipated flight envelope for the aircraft, will meet J1CC eligibility requirements. If J1CC and the FSDO Office do not agree that the presented material is adequate for fight approval, the owner/operator may be given an opportunity to provide additional justification. All aircraft seeking authorization to participate in a J1C Championship must be designed to acceptable structural design criteria to meet the limiting load factors as specified by J1CC.

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

Weight and balance for an empty and full dogfight configuration will be required. Weight and balance documentation must include forward and aft center-of-gravity (CG) limits for the

potential dogfight aircraft within its flight envelope, at anticipated fight speeds, and fight power settings.

The flight test results must be documented to confirm that the potential fight pilot will be operating within the flight envelope, at anticipated fight speeds, and fight power settings. Flight testing must be completed, documented, and submitted by the dogfight aircraft owner/operator to J1CC and the appropriate FSDO office not later than 90 days before each championship prior to any participation in a J1C Championship event.

If a major modification or major alteration has been incorporated on any aircraft since the last time the aircraft fought or within the last twelve (12) month period preceding the anticipated fight month, all provisions established by the FAA for a major modification or major alteration, through the FAA approved Operating Limitations, must be accomplished, and documented in the aircraft records prior to arrival to the next J1C Championship event. Such documentation and related correspondence shall be made available to the FAA and J1CC at Pilot Registration and to the Aircraft Compliance Inspection Team prior to or during the inspection of the aircraft.

Each aircraft will undergo a maintenance inspection prior to the first flight at each location to ensure maintenance and integrity with dogfight stresses on the aircraft. The aircraft is required to be US Registered with N Numbers for each aircraft for participation in the US Championships. Canadian registration is acceptable but will be subject to more stringent FAA inspections.

All primary pilots and Alternate Pilots must submit a statement signed by the pilots certifying that, at the anticipated density altitude of the fight, the intended aircraft has demonstrated a true airspeed of 105% of its projected qualifying speed and a turn capability of 150% of the approved maximum designed g-load prior to being eligible to participate at J1C Championships. During qualification, any aircraft that exceeds this speed will be required to demonstrate, at the anticipated density altitude of the fight, a true airspeed of 105% of the new qualifying speed while at a turn capability of 150% of the approved maximum designated g-load. A new statement signed by the pilot will be submitted to J1CC prior to being permitted in the Airspace. Aircraft not in compliance certification may be based on historic flight data (e.g., previous event) for the same aircraft/primary pilot combination and the aircraft has received no major modifications or major alterations after the flight demonstration date.

The following, or similar worded statement, submitted to the J1CC Director of Aviation resources, will meet this requirement:



I certify that I have completed an air dogfighting flight demonstration, at the anticipated density altitude of the event, in [insert aircraft registration number, serial number, pilot license number] at a true airspeed of [insert speed] mph and a turning g-load of [insert g-load], and have found the aircraft has no hazardous characteristics or design features and is safe for dog fight operations. These parameters establish the aircraft has demonstrated, at the anticipated density altitude of the fight, a true airspeed of 105% of its projected qualifying speed while demonstrating a turn capability of 150% of the approved maximum designated g-load.

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

Flight Demonstration Date: \_\_\_\_\_

Primary Dogfight Pilot Name: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

-----  
Alternate Dogfight pilot(s) Name \_\_\_\_\_

I accept the conditions of the above statement Date: \_\_\_\_\_

Signature \_\_\_\_\_

Note: Alternate pilots must submit a new certification, prior to being permitted in the Airspace.

Each Aircraft Compliance Inspection Team will be comprised of a minimum of two qualified individuals, one of whom will be designated as the Lead Inspector. The Lead Inspector will be the primary point of contact for J1CC and the FAA. Each team will submit the names of their Aircraft Compliance Inspection Team members to J1CC, Attention: Director of Aviation Resources, no later than August 1<sup>st</sup> of each J1C Championship season. This submittal will include a brief resume of each Inspection team member’s qualifications to include EAA Credentials, FAA Certificates, type, and years of experience with aircraft or equivalent, and other data deemed relevant. Upon completion of the Aircraft Compliance Inspection the FAA, in consultation with J1CC shall have the final authority as to the eligibility of an aircraft for competition. Each Team is responsible for ensuring that their Aircraft Compliance Inspection

Team is available in a sufficient amount of time to accomplish the necessary aircraft inspection prior to any aircraft flight at J1C Championship that supports pilot qualification, fight qualification, fight practice or dogfighting. Discrepancies noted and corrective actions taken to correct such discrepancies must be documented on the aircraft inspection report prior to any aircraft flight at J1C Championships that supports pilot qualification, fight qualification, fight practice or dogfighting.

Aircraft Compliance Inspection Records, including discrepancies found and corrective action taken shall be submitted to the Director of Aviation Resources on a timely basis. The J1CC Director of Aviation resources will coordinate the completed inspection and corrective actions (as required) with the appropriate FSDO office and the J1CC Aircraft Maintenance Director prior to the aircraft being released for any flight involving pilot qualification, fight qualification, fight practice or dogfighting. Once the Aircraft Compliance Inspection Team, the FSDO Office, and the J1cc Aircraft Maintenance Director review have been confirmed by the J1CC Director of Aviation Resources, the J1CC Director of Aviation Resources will advise the Director of Flight Operations/Fight Director that the aircraft is/are released for pilot qualification, fight qualification, fight practice or dogfighting. Additionally, during Championship Week, J1CC encourages active dialogue amongst each teams' maintenance personnel and their respective Aircraft Compliance Team about the corrective actions taken to resolve aircraft system deficiencies experienced during dogfighting events or discovered while performing pre-flight and post-flight inspections. All aircraft system deficiencies considered flight critical, as determined by the Team and or Aircraft Compliance Team (e.g., engine change, cylinder change, flight control removal/replacement/re-rigging, etc.) as well as the corrective maintenance actions completed to resolve a declared Mayday recovery will be documented and that documentation reviewed by the Aircraft Compliance Inspection Team to ensure that the affected aircraft is safe for flight. The Aircraft Compliance Inspection Team will be required to keep an active log up to date that identifies those flight critical corrective actions initiated/completed on each aircraft. The log will include the aircraft dogfight number, the discrepancy discovered, and the corrective action taken place or in progress. The logs will be retained and made available each morning at the applicable morning briefing during the scheduled Briefing Session for J1CC and FAA to review. The review will be separate from, but in the same time frame as, the scheduled briefing. These logs will also be made available to J1CC and FAA should they be required to support any incident/accident investigation.

Any aircraft that is "trucked in" and "assembled" at the location shall require the Aircraft Compliance Inspection prior to any flight after the Aircraft Arrival Deadline – 1200 hours on Wednesday of Championship week.

After J1CC and the FAA concur with the determination of the Aircraft Compliance Inspection team that an aircraft is cleared for flight, the J1CC Director of Aviation Resources shall advise the Chief Judge of the Contest Committee that each aircraft has been inspected, corrective action accomplished (if necessary) and that the aircraft, by number, are cleared for flight.

ASSIGEND aircraft numbers must be property applied on each aircraft prior to flying in the Championship. The required location is: number(s) painted on the upper left wingtip reading from the leading edge towards the trailing edge, and on the bottom of the right wing and on each side of the fuselage clear of the wingtip, in readable block style and in contrasting color to the background on which they are applied. Characters should be AT LEAST THIRTY (30) INCHES HIGH, with minimum stroke of two and one half (2 ½) inches. If the size of an aircraft prohibits the use of a number of this size, the largest number possible must be applied. The Chief Timer shall have the right to require pilots to replace or change the size, type, color, or location of their dogfighting numbers.

OPERATIONAL transmit and receive VHF radios are required for all aircraft participating in J1C Championships. Additionally, each VHF installation will incorporate mechanization that allows keying the VHF microphone from either the throttle or the stick (i.e., hands on Throttle and Stick or HOTAS mechanization) and incorporate a headset to receive incoming VHF transmissions. The HOTAS requirement is a J1CC requirement, which is mandatory for all aircraft participating at a J1C Championship. Violations will result in disqualification. Pilots shall be responsible for furnishing their own APUs, tractors, and other ground support equipment. J1CC tow vehicles will be available to assist as requested.

## V. PILOT ELIGIBILITY

PILOTS and alternate pilots must meet the eligibility requirements. There will be no exceptions for non-compliance of requirements.

IT SHALL be the sole responsibility of the pilot to present his/her credentials to the FAA/J1CC representatives and to present the necessary aircraft documents to the Aircraft Compliance Inspection team for review upon arrival at the event site.

ALL PILOTS must have at least a Private Pilot Certificate. For monetary compensation, a commercial rating is required. All pilots must also present a valid photo identification from their country such as a valid Passport or Driver's License. This photo identification must be in the pilot's possession or readily accessible in the aircraft when exercising the privileges of that pilot certificate.

EVERY PILOT will be required to hold an ICAS ACE/SAC Card. The card must be available for review by the FAA/J1CC representative upon arrival at the event site.

J1CC requires each pilot to have a current Class I or II Medical Certificate issued within six (6) months of any J1C Championship event. Additionally, J1CC highly recommends that all pilots complete an EKG and a stress test and document same in the Entry Package.

PILOTS must agree to fly without oxygen mask unless in a state of emergency.

## **VI. BRIEFINGS**

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

IN ADDITION to the General Pilots Briefing, there will be a Daily Pilot Class Briefing. This briefing is mandatory for any pilot desiring to fly and all authorized occupants of the aircraft. The times of these briefings will be published in the daily schedule for each class. Pilots will be required to sign in on the pilot attendance roster. Any pilot failing to attend the briefing or failing to sign the roster will not be permitted to fly that day. Any pilot who has someone other than him/herself sign in on his/her behalf shall be disqualified for the remainder of the season.

Pilots who miss the mandatory general briefing won't be permitted to fly. Under extreme circumstances, will a private brief be done one on one with the Director of Operations or his designated representative before they are permitted to fly. Advance coordination with the Director of Operations is required.

J1CC shall hold a mandatory Crew Chief briefing at a time and place to be announced. This briefing will provide the crew chiefs information on aircraft maintenance documentation, corrective action and documentation requirements during the pre-inspection, practice,

qualifying and dogfight operations. The briefing will include information pertaining to the Ramp and Hangar rules.

## VII. PRACTICE & QUALIFYING PERIODS

THE VENUE opens for training on Friday. Each team may reserve 90 minutes for training which must be divided into sessions. Each session must not exceed fifteen (15) minutes. The amount of accumulated points of each team determines the reservations order. The draw process must specify the order of sessions for the first championship event of the season.

Before the first practice flight, each pilot will receive a medical evaluation from the J1CC medical team.

THE PRACTICE and qualifying periods will be controlled by Dogfight Control on the designated Dogfight Control radio frequencies. All pilots will be required to fly the first practice session prior any other training session or qualification dedicated to G build up. All pilots will fly 4 cycles of 8 Gs maintained during a minimum of 2 seconds per cycle provided airplane capability, and 4 cycles of 6 Gs maintained during 15 seconds. The purpose of the practice laps is to allow for G tolerance build-up prior to maximum speed qualification attempts. Each pilot will be required to submit a J1CC provided form that certifies that at least the minimum number of G tolerance build up laps were flown prior to attempting the training or to qualify, This form must be signed by the pilot and submitted to the J1CC Director of Aviation Resources within one hour of the end of the first practice period as the G tolerance build up after the G tolerance cycles are completed.

Any action requested by Dogfight Control must be adhered to or disqualification from further participation may occur. Pilots demonstrating their ignorance of, or disregard for, the Rules of Operations and Competition, the FAA Waiver or FARs will be immediately grounded and referred to the Contest Committee for appropriate action.

ALL AIRCRAFT will communicate with Dogfight Control on the Dogfight Control frequency to obtain permission prior any takeoff. They will be held on the ground before the pitt stop until the next available slot in the Airspace is available.

AT THE DAILY BRIEF, a brief with the Director of Flight Operations will be held regarding the maximum aircraft they allowed in the FAA/GOVERNMENTAL WAIVERED COMPETITION AIRSPACE. If approved by the Director of Flight Operations this information will be passed on to Dogfight Control so they can appropriately manage the number of the aircraft in the FAA/Governmental Waivered Competition Airspace. No mor than six (6) aircraft will ever be allowed in the FAA/Governmental Waivered Competition Airspace.

## VIII. QUALIFICATION OF AIRCRAFT

ALL PILOTS must have their aircraft at the event location, attend the mass in-brief, register, have their aircraft inspected, and be ready to qualify no later than 0800 hours local time on the Wednesday of championship week. On-time aircraft that are registered but undergoing on-field maintenance must be inspected and approved for flight in accordance with these Rules.

CFR AND OPERATIONS personnel will support authorized dogfight aircraft operations, including pilot certifications and practice flights, from 0800 hours to 1700 hours from Wednesday to Friday of championship week. Operations personnel will be ready to qualify aircraft from 0800 hours to 1700 hours Wednesday to Friday of Championship week. QUALIFICATION PERIODS will be posted on the daily schedule and announced at the daily briefing. Qualification periods may be shortened or extended by J1CC in the best interest of the League.

A set of 3 aircraft will take off and placed in the FAA/Governmental Waivered Competition Airspace. The qualifier will take off last and will try to shoot down one of the three other planes. The time needed for the qualifier will determine the takeoff position for the finals.

## IX. FAA/GOVERNMENTAL WAIVERED COMPETITION AIRSPACE / AIRSPACE

THE FAA/GOVERNMENTAL WAIVERED COMPETITION AIRSPACE shall be defined by the FAA and will be provided in the briefings of each event.

## X. DOGFIGHT

ALL PILOTS must line up for their take off clearance fifteen (15) minutes prior to the battle start. After takeoff clearance is received, the timer will start for the process of fueling, pyrotechnics and pit stop operations prior to take off. Once pit operations is complete, the pilot will lineup and take off.

On takeoff, the aircraft will fly runway heading for one mile at five hundred feet (500') AGL making a ninety degree (90°) turn while climbing to fifteen hundred feet (1500'). Thereafter, pilots will make a one hundred eighty-degree (180°) turn at fifteen hundred feet (1500') AGL to fly over the crowd and to enter the battlefield at midfield.

Each aircraft is allowed a total of 15 minutes of flight time per flight. Flight time starts at the clearance for take off. The pit stop, including refueling, pyrotechnic installation, and engine

start, is part of the considered flight time. Each aircraft must fly over the designated marker beacon, to be defined at the initial pilot briefing, every 120 seconds. To fly over the beacon, each aircraft must leave the dogfight airspace to reach an altitude of eight hundred feet AGL (800'), and perform a flat pass above the beacon equivalent to 1 statute mile. After the pass, the pilot can reach the dogfight airspace. The pilot cannot perform any manoeuvres exceeding thirty degree bank and twenty five degree pitch attitude between the fifteen hundred feet AGL deck (1,500') and the eight hundred AGL (800') Failure to comply will result in landing and going back to the takeoff line. It is advised for the interest of the pilots and the audience, to perform this pass as fast as possible.

Each flight may use eight direct shots, two missiles, and a set of flares ("weapons"). The aircraft will also be equipped with a smoke system to be offset upon the craft being shot. Upon a hit, the aircraft is advised to exit the competition airspace, land, and line up for the next available take off position. The e-gamer will determine which weapon to use. Upon usage of the weapons onboard, the aircraft is advised to land and line up for the next available take off position.

**STARTING POSITIONS:** Qualifying time will determine the takeoff positions defined in Section VIII.

**WIND LIMITATIONS:** The wind limitations for aircraft operations (practicing, qualifying, and dogfighting) during the Championships are listed below: (Note: Officials and J1CC Operations may mutually lower these limitations if, in their collective judgement, safe air and/or ground operations could be compromised.)

- Max Total Wind 35Ktx
- Max Cross Wind 25Kts
- Max Tail Wind for Takeoff 10Kts
- Max Tail Wind for Landing 10Kts

**THE MINIMUM BATTLE ALTITUDE** in the FAA/Governmental Waivered Competition Airspace is fifteen hundred feet AGL (1,500'). From fifteen hundred feet AGL (1,500') to thirty five hundred feet AGL (3,500'), each pilot cannot perform any maneuvers exceeding a sixty degree bank and a forty degree pitch attitude. The responsibility for calling violations of low flying shall vest in the unanimous decision of the Judges assigned that called the low flying violation and the Contest Committee when in position to view a violation. The timers may report to Contest Committee a low flying violation supported by the video evidence. Violators will be disqualified from the dogfight in which the violation occurred. Repeat violators will be disqualified from future participation.

THE AEROBATIC ALTITUDE – The maximum competition altitude is 10,000 feet AGL.

THE MAXIMUM AEROBATIC ALTITUDE – The maximum altitudes are established on the FAA approved FAA/Governmental Waivered Competition Airspace. All pilots are advised that limited deviations above maximum altitude will not result in a rules violation if such maneuvering is deemed to be in the interest of flying safety by the pilot in command and judged to be for that reason after review of the altitude deviation by the Contest Committee. Reasons for maneuvering above the maximum altitude include, but are not limited to, the following: maneuvering out of jet wash or wake turbulence; as required or safe passing due to an unforeseen change in position of the aircraft being passed; or a momentary loss of situation awareness. In the interest of safety, such altitude deviations without penalty are authorized if followed by a safe return to the box. A planned excursion above the maximum altitude solely for the purpose of passing is not acceptable. Alternatively, pilots may execute the escape route as discussed in the following paragraph, “A primary Escape Route” Oversight of pilot maximum altitude deviations will be provided by the Contest Committee and documented in J1CC Safety Management System (SMS).

A PRIMARY ESCAPE ROUTE is available for pilots unable to remain within the boundaries of the FAA/Governmental Waivered Competition Airspace. They must climb to 12,000 feet AGL while crossing their extended line. These escape routes are identical to the one over each even airport. No penalty will be incurred for performance of this maneuver.

## XI. EGAMING

THE EGAMING component of the competition will use the **Cubic SPEAR targeting software**. Aircraft will be equipped with **Vectornav VN-300 GNSS system** that will transmit the position of the plane 400 times per second. An e-gamer shooter shall be assigned by each pilot on each team as the shooter from the ground. A communication system should be set up between the e-gamer shooter and the pilot. Other than operations control, the E-gamer is the only point of contact with the pilot during the dogfight. The team strategist and other members of the team may be in communication with the e-gamer during the dogfight. In the instance of the operations control and the shooter communicating with the pilot simultaneously, the pilot will only hear the operations control.

Each flight may use eight direct shots, two missiles, and a set of flares (“weapons”). The aircraft will also be equipped with a smoke system to be offset upon the craft being shot. Upon a hit, the aircraft is advised to exit the competition airspace, land, and line up for the next available take off position. The e-gamer will determine which weapon to use. Upon



usage of the weapons onboard, the aircraft is advised to land and line up for the next available take off position.

## XII. SCORING

THE SCORE will be kept by the Judges and Referees. Points shall be earned and lost in the following manner:

- One point will be earned by the contestants for each successful hit.
- One point will be subtracted for each hit received.
- Teams may have negative scores at the end of each Championship weekend and/or the end of the season.
- Pilots and shooters will accumulate points for their team. The team with the highest score will earn the world title for the team category.

At the end of each championship event, the League will award the Pilot/Gamer pair with the highest score of the weekend the Grand Battle prize.

At the end of the season the League will award the World Title to the Best Pilot, the Best Shooter and the Best Team for the highest score earned in each category. The team that accumulates the highest score will not necessarily be the team that has won the Best Pilot or Best Shooter categories.

## XIII. FINISH

THE OFFICIAL FINISH for any competition shall occur when the timed competition elapses and is called by the Dogfight Director.

THE FINISHING POSITIONS of aircraft in the field shall be in the following order:

1. Highest number of points earned.
  - All finishing aircraft that are not disqualified are listed in order of highest accumulated points.
  - In case of a tie, with two or more aircraft having equal points, the place is replicated with subsequent places skipped. For example, if two fighters tie for 2<sup>nd</sup> place, both will be listed as 2<sup>nd</sup> place, followed by 4<sup>th</sup> place.
2. Competitors with no points.

- Competitors who start the competition, but do not finish, are listed as Did Not Finish (DNF) and listed in decreasing order of points earned. DNF aircraft are listed below aircraft with earned points.
- Competitors who do not start, that is, do not participate in the event, are listed as Did Not Start (DNS), below DNF dogfights.
- Disqualified competitors are listed below other competitors.

IF THE CRITERIA above do not distinguish two or more competitors, they are listed in pairing order for that event. Examples include ties, DNF competitors who complete the same number of laps and disqualified competitors. However, such finishes are considered equal, with the position on the dogfight report irrelevant.

UNOFFICIAL FINAL RESULTS will be posted as soon as practical after the event completion. Such results will become official one (1) hour following posting if there are no protests.

#### **XIV. EMERGENCY PROCEDURES**

WHEN A PILOT declares a 'MAYDAY', Fight Control will announce by radio that an emergency is in progress.

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

WHEN A 'MAYDAY' has been declared, all other aircraft will continue to compete.

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

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

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

IN THE EVENT that a competition must be terminated before its normal end due to an emergency condition. Fight Control will notify pilots by radio that the competition is terminated via radio communication. Aircraft shall pull up and off the course in trail as is normally done at the end of a competition. Landing instructions will be given as soon as

possible after the competition termination. This procedure is to prevent uncoordinated departures from the Airspace should a flight be terminated.

**XV. CANCELLATION OR POSTPONEMENT/IMPACT ON PAYOUTS**

THE J1CC Director of Operations/or his designee and the Chief Judge of the Contest Committee, in cooperation with J1CC, shall have the authority to postpone or delay a competition for reasons of safety or weather conditions.

IN DETERMINING whether a competition should be postponed, the Director of Operations/or his designee shall consult with representatives of the FAA and J1CC. Any postponement will remain in effect until those listed above agree to resume the competition. In determining whether a competition should be rescheduled, agreement must be unanimous between the Director of Operations/or his designee.

THE PURSE will constitute the total amount of dollars allocated for the current season’s event and distributed for Prize Money. J1CC will allocate and fund the Purse, predicated on a full competition as follows:

THE PURSE ALLOCATION

Ranking	Prize
First Place	USD \$100,000.
Second Place	USD \$50,000.
Third Place	USD \$30,000.
Total for each championship	USD \$180,000.

**XVI. SAFETY**

SAFETY IS THE MOST IMPORTANT CONSIDERATION OF THE JET 1 CUP CHAMPIONSHIPS. Any observed or reportable safety event or concern will be reported per the J1CC Safety Management System through the J1CC Director of Safety.

J1CC AND THE CONTEST COMPITEE will assure that the provisions of the FAA waiver are adhered to and will cooperate with the designated FAA officials in the interest of spectator and participant safety.

THE CONTEST COMMITTEE, Director of Flight Operations/Competition Director or Deputy Director for Flight Operations/Competition Director may order off the course any pilot who appears to be a menace to himself or to other participants.

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

## **XVII. VIOLATIONS – PENALTIES – FINES**

THE FOLLOWING shall be deemed violations of these Rules of Competition and will be grounds for disqualification. The length of a disqualification for any of the following shall be dependent upon the severity of the violation as determined by J1CC in consultation with the Contest Committee.

- Bribery or an attempt to bribe anyone connected with any competition and/or the acceptance of such offer.
- The intention to enter or to aid in the entry of an unqualified participant or aircraft.
- Failure to give way to an aircraft with an emergency.
- Any action or proceeding prejudicial to the event or to the best interest of the competition.
- Any unsportsmanlike conduct, any protest offensively formulated, any abusive language or threat uttered publicly or otherwise against participants, officials or committee members, before, during or after competition.
- Careless or reckless flying (14CFR 91.13).
- Violations of any FAA rules, regulations or the Waiver.
- Low flying (below 1500 ft AGL) over spectators at any time.
- Failure of pilot or aircraft to conform to regulations set forth in the specifications and Aircraft Compliance Inspection Regulations of the dogfighting class involved.

- Attempt to dogfight an unqualified aircraft in a dogfight as substitute for a qualified aircraft.
- Attempting to fly in the Airspace prior to personally attending and signing in for the required pilot briefing(s).
- Attempting to fly in the Airspace without an assigned number correctly applied on the aircraft.
- Any pilot taking an unauthorized passenger on the dogfight course at any time shall be disqualified from competing for that season and/or the following year dependent on the timing of the violation. Should the infraction occur during PRS, the practice period, the qualification period or Wednesday thru Friday of Competition Week, the disqualification shall be for the remainder of the current year. Should the infraction occur on Saturday or Sunday of Competition Week, the disqualification shall be for the remainder of the current year AND the following seasons.
- Should a pilot not climb to and maintain the twelve thousand (12,000) AGL altitude required by the ESCAPE ROUTE, discussed in Section X. He/she will be disqualified for that dogfight, receive last place money for that championship and will start in last place for next championship.
- A pilot displaying erratic, reckless, dangerous or unsportsmanlike flying will be ordered off the course by radio and Black Flag. There shall be no right of protest and the pilot shall receive last place money for that championship. The pilot will meet with the Contest Committee after landing to discuss the reason for the erratic behavior.
- Any participant "jumping the start", "slingshotting" or diving for the deck" at the start of a dogfight will be subject to disqualification and last place money for that dogfight. The Chief Judge of the Contest Committee will be the sole determiner of any of these infractions and no protest may be filed.
- Section XVII penalties.

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

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

A MONETARY FINE shall be assessed to any pilots that enter the Airspace in an aircraft without the appropriate documentation required by J1CC and the FAA to fly at any J1CC-sanctioned event. All fines shall be deducted from the annual Championship Purse for that Championship Season and retained by J1CC.

- DURING PRACTICE or QUALIFICATION, the aircraft which the pilot is/was flying when violation is/was discovered and documented shall be fined Fifteen Thousand (\$15,000.00) Dollars for the first violation is/was discovered and documented shall be fined Five Percent (5%) of the total Championship Purse for that dogfight day for each violation.

## **XVIII. PROTESTS**

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

ALL PROTESTS must be in writing and accompanied by the prescribed Fifteen Thousand Dollar (\$15,000.00) protest fee and delivered to the Chief Scorer’s office within one (1) hour of the posting of the unofficial results for protests relating to decisions or actions of the judges, timers, scorers, other officials or participants, and at least four (4) hours before the first scheduled competitions in which there is a protest against the validity of an entry aircraft or qualification of a participant.

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

- Protests relating to an air event and any error or irregularity committed during a competition will be presented to the Contest Committee, which will convene to deal with any issue under their jurisdiction as soon as practicable and in no event later than one (1) hour after finish of competition of the day and will remain in session until

all protests have been resolved and the official results posted. The decision of the Contest Committee shall be final and all parties concerned shall be bound by the decision and no further appeal to the decision will be granted.

- A technical protest of aircraft will be presented to the Contest Committee and the Chief Aircraft Compliance Inspector. When a protest has been made against the legality of the aircraft, the protestor will be responsible for the expenses incurred by the party protested against as a result of the protest if the aircraft is found to be legal.
- The Contest Committee shall notify all parties concerned of the time and place of the hearing of any protest. All parties shall be entitled to call witnesses and they and the witnesses shall be given the opportunity to be heard. Persons knowledgeable in specialized areas pertaining to the incident may be called by the Contest Committee to assist in a fair and equitable judgement.
- All prizes won by a competitor who has been protested against will be withheld until a final decision on the protest has been determined.
- Any disputes and/or unresolved conflicts concerning these rules that could directly jeopardize the J1CC Championship shall be resolved at the sole discretion of J1CC.

## **XIX. GENERAL**

J1CC WILL make available to each participant a copy of these Official Rules of Operations and Competition and the attached Appendices as well as the FAA Certificate of Waiver, and it shall be the responsibility for each pilot to read and comply with them before flying in the championships.

Each team member must always present a clean and professional appearance. During the five-day weekend events, team members are expected to be dressed in team gear during the entire event. All clothing must be clean, ironed, and free from tears and holes. Hair and beards must be kept clean. Women's makeup is to be kept conservative and natural-looking. Nails should be clean and well-groomed. All team members must present themselves at the highest standard of professionalism. The first violation of the appearance code results in a warning, and the person may be escorted out and may not be allowed to return until the appearance issue is

resolved—the second violation results in a \$1500.00 penalty. The third violation may permanently disqualify the person from Jet 1 Cup Championship. In the event of unsportsmanlike conduct, the team will receive a warning, and a violation resulting in disqualification. Failure of a team or the team member to follow an instruction or command directed to that team or team member may result in a point and financial penalty or disqualification.

## **XX. SPECIAL RULES**

SPECIAL RULE changes deemed necessary during the event will be approved by J1CC in consultation with FAA and the Contest Committee. Such changes will be acknowledged by the Director of Operations and the Chief Judge of the Contest Committee. These changes will be signed by the Chairman of the Board of J1CC and posted in the pilot areas and presented at the pilot briefings.

Authorization for a passenger ride around the Airspace shall be obtained from the J1CC Director of Operations, coordinated with the J1CC Director of Aviation Resources and the FAA will be notified. The passenger ride shall be no lower than fifteen hundred feet (1,500') AGL and non-aerobatic until above two thousand five hundred feet (2,500') AGL. Should an infraction of this height limitation occur, the same penalty shall be imposed as that for taking an unauthorized passenger into the Airspace.

J1CC has instituted the following policy to validate Pilot and Aircraft prior to taxi for qualification and dogfighting.

- Each team or its designated representative shall, prior to the initial briefing of the day, identify a member as the pilot coordinator responsible for ensuring that only those pilots or alternate pilots approved in writing via the J1CC Authorized Pilot/Aircraft List enter the airspace at any time the FAA waiver is in effect. The list is generated, updated, and maintained by the J1CC Director of Aviation Resources.
- Each coordinator will be issued a copy of the List on the opening Tuesday of competition week, prior to the Tuesday morning brief. Updates, as authorized by J1CC, will be provided to the coordinator during the initial briefing on the day after the day of approval by J1CC.
- The coordinator will be required to attend the first briefing on the day and ensure all pilots/alternate pilots who are scheduled to fly, as depicted on the Official Pairing



Sheets, sign-in prior to the start of the briefing. Additionally, the coordinator will identify himself or herself to the J1CC Authorized Pilot/Aircraft Monitor, who will also attend the first class briefing of the day.

- The J1CC Authorized Pilot/Aircraft Monitor and the coordinator will document in writing that all pilot/aircraft combinations contained on the pairing sheets for that day are consistent with the current J1CC Authorized Pilot/Aircraft List. If a pilot or alternate pilot is not authorized in a given aircraft consistent with the current J1CC Authorized Pilot/Aircraft List, the affected aircraft will be removed from the championship or the pairing sheet. Coordinators will notify the J1CC Scorer immediately via telephone (not later than aircraft taxi) if the primary pilot/aircraft qualification schedule or the pairing sheet does not accurately reflect the approved and briefed pilot/aircraft combination.
- The designated coordinator is responsible to ensure that only an authorized primary/alternate pilot enters a plane for either a qualification attempt or event. The J1CC Authorized Pilot/Aircraft Monitor will also be on the ramp and will visually confirm pilot/plane compliance to the degree possible consistent with the list.
- It is the responsibility of coordinator to ensure that only pilots that are certified, insured and named, either as the pilot or alternate pilot, fly at each championship in any practice, qualification or event. J1CC will monitor the briefing sign-ins and the announced pairings; however, should an ineligible pilot be found in an aircraft, flying within the waived airspace, the coordinator shall be held accountable for the violation! This is a serious breach of liability rules established by J1CC and its insurance carrier and could invalidate said event insurance.
- Any pilot who enters the airspace during practice, qualifications, or event periods without being authorized on the J1CC Authorized Pilot/Aircraft List shall cause the team to be fined in Accordance with VIOLATIONS, PENALTIES AND FINES.
- **ALCOHOL, MARIJUANA AND RELATED PRODUCTS, AND ILLEGAL DRUGS** (to include abuse of prescription drugs) are recognized by J1CC as substances that may have a negative effect on the performance of not only pilots but their mechanics and those crew members with physical interaction with their aircraft. As a privately operated organization responsible for all those involved with both J1CC and J1CC Championships, no alcohol consumption or drug use will be allowed by anyone

having the intentional or potential to work on or contact planes in a capacity that could in any way cause an aircraft to become altered from its tech-inspected state of safe operation. Therefore, J1CC bans any persons under the influence of alcohol or drugs from any maintenance or towing operations of any aircraft participating in any J2CC sanctioned event. Areas such as pit boxes, towing lanes, etc., where such operations occur, are designated as “alcohol and drug free” areas. The method of enforcement will be at the discretion of the J1CC staff and could result in penalties up to and including immediate dismissal from participation of the event with no refunds. J1CC will have zero tolerance when it comes to violation of this rule.

## **XXI. SHOW FEES**

SHOW FEES of SIXTY THOUSAND DOLLARS (\$60,000.00) will be awarded to each team for each championship weekend. One half of this fee is awarded on the date of arrival of the team to each location via wire transfer to the teams’ bank account to be provided to the league by September 1, 2022. The remaining fee will be paid at the close of the championship weekend via wire transfer to the team’s bank account. Any penalties and fines will be deducted from the final payment. Teams are liable for any excess amounts.

The show fee is intended to cover the team’s basic operating costs (i.e., crew, travel, and aircraft maintenance). Fuel during the events will be provided by the League in addition to the SHOW FEES.

## **XXII. PRIZE MONEY AND PURSE**

PRIZE MONEY SCHEDULES for a full field must be delivered to J1CC on the Saturday prior to competing.

J1CC will pay the winnings via bank wire transfer to the team’s bank account. All IRS 1099 forms will be issued to the payee on the bank account and thus it is the responsibility of the recipient to ensure the information provided to the League is correct and that J1CC has a correct form W9 on file for the team. SPECIAL prizes may be offered through J1CC by specific sponsors. Rules governing these prizes will be distributed prior to the competitions in accordance with J1CC rules.

### **XXIII. LIMITATION ON LIABILITY**

J1CC accepts no responsibility for any cost associated with any prizes, or a Participant's involvement in the Championship, that are not expressly stated to be its responsibility in the local, federal and international tax and financial regulation.

# ATTACHMENT A – FOR ALL AIRCRAFT

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## INTERNATIONAL CHAMPIONSHIP PIT, HANGAR AND RAMP RULES

On behalf of Jet 1 Cup Corporation (J1CC), we welcome you to the Jet 1 Cup World Championship. We hope your participation in our event is successful, rewarding, memorable and most of all, SAFE! To help ensure this, we solicit your cooperation and assistance in complying with the following rules, guidelines, and regulations.

### PIT RULES

1. Only registered aircraft are authorized to park in the pit parking area. (No support aircraft). Ramp space will be assigned by J1CC. Pit Parking areas will be assigned by J1CC.
2. All Aircraft assigned a parking space in the pits will make reasonable efforts to remain in the pits unless required maintenance deems it necessary for the Aircraft to moved to a hangar better suited to perform said maintenance. Aircraft removed from the pits must be repositioned in their pit space not later than 2 hours prior to takeoff for its scheduled competition or they will be officially scored as a “Did Not Start” for that competition. Should an aircraft undergoing maintenance outside the pits determine that the aircraft will not be in the pits two hours prior to takeoff for its scheduled competition, that team must contact the J1CC Scorer and indicate that they are officially withdrawing from the scheduled competition and will be assigned a “Did Not start” standing for the scheduled competition.
3. All support vehicles and trailers must be parked within the allocated Pit parking space boundaries. They will not be allowed to park on the Ramp until 0800 Hrs. on the Monday of Competition Week prior to the start of practice and qualifications. Semi-trailers used as support vehicles must have pads placed under the support feet to protect the ramp asphalt. RVs used as support vehicles cannot use any propane appliances while parked on the Ramp/Pit and must have the propane system turned off at the tank.
4. Oxygen servicing is NOT ALLOWED in the Pit parking area. Aircraft must be moved to the designated oxygen servicing area.

5. Vehicle traffic within the Pit area must be kept to an absolute minimum. Only authorized vehicles with the proper decals attached will be allowed in the Pit area and must be parked within the assigned pit parking square. Fire lanes, tow lanes and hangar access taxiways MUST be kept clear. Any unauthorized or improperly parked vehicles will be towed at the owner's expense.

## HANGAR RULES

6. Only registered aircraft are authorized to park in the hangars (No support aircraft or vehicles). Individual aircraft parking spaces will be allocated by each dogfighting class according to their rules and guidelines.
7. All support vehicles and trailers will be parked in the designated parking area. They are NOT to be parked on the asphalt areas around the hangars.

## RAMP RULES

8. FAA rules prohibit any aircraft to have engine power on the ramp that could blow into the crowd area. Jets shall have a set back distance of five hundred feet (500') minimum from back of aircraft to crowd line and use minimum power for maneuvering on the ramp. This rule is in effect 24 hours a day. NO EXCEPTIONS!!
9. All requests for engine runs (high power or low power) during the waiver period of each flying day will be directed to the Ramp Chief and he will direct where the requested engine run can be accomplished.
10. Aircraft engine runs are NOT ALLOWED in the Pit Parking Areas. Engine runs will only be accomplished on the ramp, north of the NO ENGINE TURN LINE. For any engine high powered runs, the aircraft will be moved to a designated High Power Run location **assigned by the Ramp Chief**.
11. All crews are required to have a fire guard with an approved fire extinguisher at their aircraft whenever engine starts are attempted. For group starts, J1CC will provide a CFR vehicle to stand by in the immediate vicinity for fire protection purposes.

12. Each aircraft shall have an Emergency Extraction Card on file prior to each flight and each location. The extraction card shall be prepared in accordance with the templates provided in APPENDIX A.
13. Each team will furnish its own tow crews and equipment. A J1CC coordinator will be assigned to the Pit Area to coordinate the timely movement of aircraft. Timely starting procedures are mandatory.
14. Prior to their scheduled Takeoff times, Aircraft will be pre-positioned in their designated areas. Special consideration will be given as to the facing direction for those aircraft that are wind sensitive during start.  
  
After completion of the championship, aircraft will return to the same designated area. All aircraft will be removed from this area as soon as possible after completion of the championship. Aircraft will not remain in these areas overnight.
15. Media wearing a "Ramp Vest" will not proceed past the No Engine Turn Line when in the vicinity (four to six airplane lengths or 100 feet) of airplanes that have engines running. Media will refrain from approaching pilots until after they have finished with their post flight cockpit work and have debriefed with their ground support crews. Each media representative will have to assist to the briefing and sign a liability release.
16. Children under the age of 18 are not allowed unattended in the pit areas including ramp areas and dogfight aircraft hangar areas.
17. Aircraft crewmembers authorized north of the "No Engine Turn Line" must be 18 years of age or older.
18. Closed-toe shoes must be worn by any dogfight crew member, J1CC worker or FAA attendee authorized to be on the north side of the "No Engine Turn Line".

## GENERAL RULES

19. All major aircraft discrepancies discovered after the aircraft's arrival at the event must have their corrective actions documented and forwarded to review and approval as described in the J1CC Official Rules of Operations and Competition.

20. Smoking, electronic cigarettes or the use of any flame-producing device is NOT ALLOWED on the ramp, on the open floor areas within the J1CC Hangars or within 100 feet. of any aircraft. Smoking may be allowed in designated areas within the VIP/Sponsor Chalet area or behind the J1CC hangars, provided there are no aircraft within 50 feet of these areas.
21. Refueling or de-fueling of aircraft is NOT ALLOWED in the hangars or Pit parking areas. Aircraft must be moved to the designated refuel/de-fuel area. See Ramp Chief for direction to an approved de-fueling area.
22. Crews bringing their own fuel must make arrangements to store their fuel in the designated fuel storage area. Fuel MUST be in approved containers and will not be stored or dispensed in their assigned aircraft Pit area.
23. Aircraft or engine wash downs WILL NOT be performed on the ramp or in the hangars. The designated wash rack must be used.
24. Waste drain oil containers are available in the Pit parking areas and near the hangars. PLEASE ensure all waste drain oil is properly collected and disposed of in the IDENTIFIED CONTAINERS. All other waste petroleum products, solvents, anti-freeze, etc. must be properly collected and not mixed with the engine waste drain oil. Specially identified containers are available for their disposal. SPECIAL EFFORT MUST BE MADE TO PREVENT ANY WASTE PETROLEUM PRODUCTS OR ANY OTHER HAZARDOUS MATERIALS FROM ENTERING THE STORM DRAINS ON THE RAMP!!
25. Each aircraft crew is responsible for the general housekeeping and cleanliness of their respective Pit or hangar parking area. We also appreciate any help you can give us in keeping the overall ramp and surrounding areas clean and free of debris.
26. Vehicular Traffic in the Pit area has become extremely hazardous and the following restrictions have been implemented:
  - a. **Scooters, ATV's, Segways, motorcycles, skateboards and rollerblades, "razor"-type scooters or other types of motor run transportation devices (with the exception of wheelchairs) are NOT ALLOWED.**
  - b. Bicycles and Golf Carts must be individually approved by J1CC and must have the proper decal affixed thereto.

- c. Driving any motorized or non-motorized vehicle under the influence of alcohol, or a controlled substance while within the Airport grounds during the Championship will result in Law Enforcement response and potential Criminal charges. In addition, the violator will be subject to immediate ejection from the grounds and will not be allowed to return. In the event the violator is not arrested, he/she may still be subject to enforcement action by J1CC such as permanent ejection from the event.
27. Sitting on ice chests, chairs, benches, etc. is NOT ALLOWED along the crowd line or in any of the aircraft taxi/access ways.
  28. **Pets, except for Service Animals, are not allowed in the Pit or hangar area.**
  29. In the event an aircraft becomes disabled on any airport runway or taxiway, ONLY J1CC DESIGNATED tow vehicles will respond for the recovery. If your aircraft requires special towing equipment, please be sure to inform your assigned J1CC tow crew. The J1CC Coordinator will make advance arrangements with the maintenance representative and will escort their tow crew to any disabled pilot for prompt recovery. Crew personnel and vehicles are NOT ALLOWED beyond the aircraft start/recovery area without a J1CC tow vehicle escort. NO EXCEPTIONS!!
  30. Test flights during normal dogfight hours MUST BE scheduled in advance with the Director of Flight Operations and cannot conflict with any J1CC activity.
  31. Crew support aircraft MUST have prior landing or take-off approval from the J1CC. They will not be allowed to park in the Pit area and they MUST observe the NO ENGINE TURN LINE. Due to limited parking space and traffic, support aircraft are discouraged.
  32. Each Team is designated maximum of aircraft support crew members beyond the crowd line during any aircraft launch/recovery; duel/de-fuel; engine runs or any other maintenance actions. These support personnel must wear the proper credentials and must be essential to the operation in progress. They must clear the ramp as soon as possible by returning back behind the Pit/Crowd line or to an authorized observation area. Only specifically designated individual crew members may be in the FAA/J1CC telemetry area as defined in the Official Rules of Operations and Competition.

**VIOLATIONS OF THESE PROCEDURES WILL RESULT IN PENALTIES AND/OR FINES BEING LEVIED AGAINST THE DOGFIGHT CLASS INVOLVED AS OUTLINED IN THE "OFFICIAL RULES OF OPERATIONS AND COMPETITION".**



33. Please note, until 0800 Friday morning of “competition Week”, the airport is an active general aviation facility. All normal airport rules and regulations apply and must be observed. No vehicle or foot traffic is permitted outside of the ramp area. Beginning at noon (1200) on Tuesday of Competition Week, J1CC ramp and security officials will be available to meet arriving aircraft and assist in controlling Ramp Operations.
34. Please help us prevent unnecessary conflicts by ensuring all dogfight crew members wear the proper credentials at all times. This is most important when crew members are required to go out beyond the crowd line. The appropriate credentials must be worn at all times while in the launch/recovery and fuel/de-fuel areas. NO EXCEPTIONS!! Other required wristbands, vehicle decals, etc. must be properly worn and displayed. Violations of these requirements shall cause the individual's credentials to be revoked and expelled from the pit area.

## FIRST AID/EMERGENCIES

First aid stations are located as depicted on the airfield locator maps, published in the “official program”. For other emergencies, contact Dogfight Control or Security at the phone numbers provided during the initial pilot briefing. Any air dogfight official or dial 911. A fire station with an Emergency Medical Technician assigned is within three blocks of the airport.

## MAINTENANCE SUPPORT

The following Aircraft repair Facilities are located at the Airports:

J1CC Terminal

Director of Maintenance: Floyd Heiskell

Phone number provided at the initial pilot briefing.

As professionals in your field, we know you realize and understand the necessity of these requirements and will help us in ensuring their compliance. If you have any questions, please contact any J1CC operations staff personnel.

**APPENDIX A**  
**Emergency Extraction Information for Aircraft**  
**N**

Place overall picture of Aircraft here.

Be certain the N number is plainly visible

Once you insert the picture, delete or cut this text box

Be sure and enter all the information in the box below on each page

Aircraft Type:  
Registration:  
Pilot Name:  
Emergency Contact Name:  
Emergency Contact Number:  
Date:

## Electrical/Ignition System

N

Place picture of Electrical/Ignition System info here.

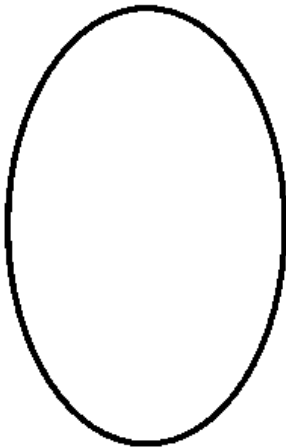
Adjust and use Arrows and Oval as necessary to identify important information

Once you insert the picture, delete or cut this text box



## Harnesses

N



Place picture of Harnesses here.

Adjust and use Arrows and Oval as necessary to identify important information

Once you insert the picture, delete or cut this text box

Aircraft Type:  
Registration:  
Pilot Name:  
Emergency Contact Name:  
Emergency Contact Number:  
Date:

## Ejection System N

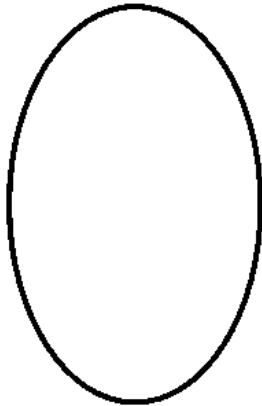
Place picture of Ejection System info here.

Adjust and use Arrows and Oval as necessary to identify important information

Once you insert the picture, delete or cut this text box



## Hazmat N



Place picture of any Hazmat, Oxygen, hydrazine etc info here.

Adjust and use Arrows and Oval as necessary to identify important information

Once you insert the picture, delete or cut this text box

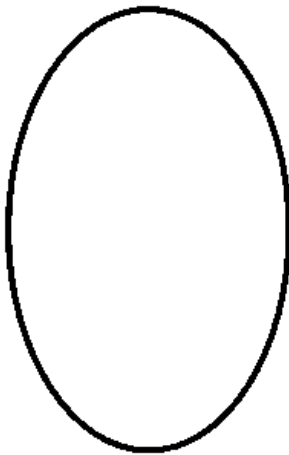
Aircraft Type:  
Registration:  
Pilot Name:  
Emergency Contact Name:  
Emergency Contact Number:  
Date:

## Fuel System N

Place picture of Fuel System info here.

Adjust and use Arrows and Oval as necessary to identify important information

Once you insert the picture, delete or cut this text box



## Canopy System N

Place picture of Canopy System info here.

Adjust and use Arrows and Oval as necessary to identify important information

Include information about canopy jettison as appropriate

Once you insert the picture, delete or cut this text box

Aircraft Type:  
Registration:  
Pilot Name:  
Emergency Contact Name:  
Emergency Contact Number:  
Date:

**APPENDIX B**

**APPLICANT/PROGRAM LETTER SPECIAL AIRWORTHINESS CERTIFICATE**

***EXPERIMENTAL EXHIBITION/RACING***

<b>1. Registered Owner (as shown on Certificate of Aircraft Registration)</b>		
Name:		Address:
		Telephone Number:
<b>2. Aircraft Description</b>		
a. Registration Mark:	b. Aircraft Builder Name (Make)	c. Year Mfg.
N		
d. Aircraft Serial No.	e. Aircraft Model Designation	
f. Aircraft's home base	g. Name of the person responsible for the operation and maintenance of the aircraft	
	Operation Name:	
	Maintenance Name:	
<b>3. The estimated time or number of flights</b>		
<b>4. List the airshows, motion picture, television, and similar productions in which the aircraft is to be Exhibited/Raced.</b>		

Name of Event		Location and State	Month
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
<b>5. Describe the geographical areas in which the flights are to be conducted</b>			
<b>Date</b>	<b>Name &amp; Title (Print or Type)</b>	<b>Signature</b>	