Rule GL 8 is excerpt from current SCORE rule book.

GL 8 A Mandatory pilot and Unmanned Aircraft System (UAS) Operator meeting or conference call will be held before each event at a specified location, date and time. (Refer to event schedule.) Participation in the meeting and signing of waivers is mandatory or no operating privileges will be granted.

All support aircraft, fixed wing or rotary, must register with SCORE **two (2) weeks** prior to the start of the event. The registration must include aircraft tail number, pilot name and license number, insurance company name and policy number, and the frequency the aircraft will be using for radio support. All aircraft must monitor, respond to, and announce their location on air-to-air frequency 122.750 while in the airspace of the race course. In case of an emergency, SCORE will monitor 122.750 MHz while the SCORE Rescue Helicopter is in the air, otherwise SCORE uses 151.625 MHz as its race operations frequency.

All UAS operators must register with SCORE **two (2) weeks** prior to the start of the event. The registration must include the FAA License number or Mexico Permit number. Include the make, model, serial number of the UAS, owners name, operator's name, insurance company name and policy number with proof the operator is covered by the insurance.

Transmissions from any aircraft to any race or support vehicle(s) are not allowed unless the aircraft is being used **solely** as a manual or digital repeater for ground crews. SCORE will allow the aircraft to announce as a general broadcast on the frequency the aircraft is using for race support the following message(s): "Aircraft is going off the air." or "Aircraft is landing to refuel and will be back on the air in ___ minutes." SCORE's intent on radio transmissions is to not allow aircraft supported entries an unfair advantage over non-aircraft supported entries.

No aircraft may be used to drop parts, tools, mechanics, pit support personnel, or otherwise create an unfair advantage over non-aircraft support entries. Aircraft shall not be used to transport a driver/rider of record, co-driver/co-rider to and from locations on course. This rule does not prohibit transportation of contestants to points on the course, so long as, at the time he/she is transported, he/she has not driven any portion of the course, or the contestant is being transported from the course and will not be further competing in the event. Aircraft cannot be operated in such a fashion, so as to constitute a nuisance or danger to the race vehicles, officials or spectators. **NOTE:** Aircraft can transport driver to another location to drive a **DIFFERENT** vehicle.

All fixed wing aircraft must maintain a minimum altitude of 1200' AGL at all times within the confines of the race course. All rotary aircraft must maintain a minimum altitude of 500' AGL and 500' off the edge line of the race course when traveling with or against the direction of the race or when traveling near pit and/or spectator areas. All rotary aircraft below 1200' AGL must travel with the race course located on the left side of the aircraft, i.e. traveling with race traffic, aircraft will be on racer's right side, traveling against race traffic, aircraft will be on racer's left side. All rotary aircraft cannot land within a 1/4 mile of the race course in any area. All UAS devices must not exceed an altitude of 150' AGL at all times within the confines of the race course.

Other than SCORE Medical aircraft, only **under extreme circumstances, and with SCORE permission**, may a fixed wing or rotary aircraft transport an injured person from the vicinity of the race course. SCORE must be contacted immediately when an aircraft observes an accident with injuries.

Any violation of the aircraft support rule may be grounds for a penalty, revocation of media credentials or other privileges, disqualification, suspension or ban from future races against the pilot(s); aircraft ownership, drivers, riders of record, teams(s) or affiliates as the case may be and depending up the circumstances.