



This 2025-03 Competition Directive was initiated the H1 Rules and Competition Committee Liaison Steve Compton, clarifying the N2 percentage limits, and how many decimal points to specify when reading the data. This rule change was submitted to the H1 Board of Directors on February 14, 2025, and approved on February 24, 2025. This change was omitted from being incorporated into the 2025 Technical Manual.

TECHNICAL RULES

C • ENGINE and FUEL

7. N2 SPEED RESTRICTION

a) The maximum allowable sustained N2 RPM ("Maximum N2 RPM") shall be ~~110%~~ **110.0%** (For reference: ~~100%~~ **110.0%** N2 for a T55-L-7C is 15,330 RPM, and for a T53-L-13-BA is 6471 RPM)

9. N2 SPEED VIOLATION.

"Flagrant N2 Violation" occurs any time - during the same Time Trial or a Heat:

- a). Maximum N2 RPM is exceeded for more than three (>3.00) continuous seconds, 3 or more times,
- b). Maximum N2 RPM is exceeded for more than five (>5.00) continuous seconds; N2 RPM exceeds ~~115%~~ **115.0%** for more than one (>1.00) second; or c). The N2 RPM reaches ~~118%~~ **118.0%** and there is no indication of a decrease in high pressure fuel flow (defueling) within 25 data points, 3 or more times.

Note: The sampling rate on the data recorders is currently set at 50 samples/data points per second.

Approved by:

A handwritten signature in blue ink, appearing to read 'Michael Denslow', written over a horizontal line.

Michael Denslow

H1 Chairman of the Board

Date Approved: June 6, 2025

Expiration Date: Dec. 31, 2025