FEDERATION INTERNATIONALE DE L'AUTOMOBILE

2026 *APPENDIX* D – REGULATIONS FOR LAND SPEED *RECORD ATTEMPTS*

CONTENTS

ARTICLE D1 ELIGIBLE *AUTOMOBILES*

ARTICLE D1.1 *Automobiles*. Only *Automobiles* of categories, groups and classes conforming to Articles D1, D2, and D18 may attempt to establish/break the different types of recognised *Records*.

D1.1.1 Construction. In all cases, the *Automobiles* must be in compliance with the International Sporting Code (the *Code)*, must have at least one seat equipped for the *Driver*, must not be of a dangerous construction, and must not be subject to a *Suspension* or *Disqualification*.

D1.1.2 Safety Equipment. The use of *safety equipment as detailed in Supplement A* is compulsory. The *ASN* of the country in which the *Record Attempt* is made may make the use of such safety equipment obligatory.

D1.1.3 Fuel. Where utilized in Appendix D, fuel containing carbon shall mean fuel whose chemical formula contains at least one C (carbon) atom.

D1.1.4 Oxidant: The use of any oxidant (e.g. NOx) is allowed in Land Speed *Record Attempts*, notwithstanding the provisions of Appendix J, Article 252.9.4. In accordance with Appendix J, Article 251.2.3, an engine using an on-board source of oxidant will be considered as a supercharged engine and an *automobile* fitted with such an engine will be classified in a supercharged group.
This Article does not apply to Category D vehicles whose fuel shall comply with the FIA *Drag Racing: Technical Regulations and Race Procedures*.

D1.1.5 Aerodynamic Stability.

D1.1.5.a For *Automobiles* conducting *Record Attempts* where speeds between 550 and 800 kph are anticipated, the following information must be provided:

- Relationship between the Centre of Pressure in yaw and the Centre of Gravity,
- Anticipated front and rear axle loads in pitch,
- Brief summary of the method used to measure the data above.

D1.1.5.b This information is to be submitted to the FIA as a supplement to the registration form for the *Record Attempt*. *Automobiles* that have previously participated in an officially sanctioned land speed *Event* and have proof of speed attainment in this speed range are exempt from the D1.1.5.a requirement, but must provide with the registration form:

- official *Event* timing documentation indicating the automobile, speed attained and date of attainment
- confirmation that the vehicle did not undergo any modifications resulting in a change of position of the Centre of Pressure and/or of the Centre of Gravity.

The FIA reserves the right to require a more detailed stability analysis, after a review of the provided summary and the methods used.

D1.1.5.c For *Automobiles* conducting *Record Attempts* where speeds above 800 kph are anticipated, the following information must be provided:

- Relationship between the Centre of Pressure in yaw and the Centre of Gravity
- Anticipated front and rear axle loads,
- Full supporting aerodynamic analysis including transonic and, if appropriate, supersonic behaviour.

This information is to be submitted to the FIA as a supplement to the registration form for the *Record Attempt*.

D1.1.6 Braking. *Automobiles* conducting *Record Attempts* where speeds are anticipated above 550 kph must show an analysis of stopping distance for any speed regime in which the car will be run. This information is to be submitted to the FIA as a

supplement to the registration form for the *Record Attempt*. *Automobiles* that have previously participated in an FIA *Record Attempt* in this speed range are exempt from this requirement, but must provide proof of that participation with the registration form.

D1.1.7 The competitor is solely responsible for the integrity of the information provided to the FIA.

ARTICLE D2 CATEGORIES, GROUPS AND CLASSES

ARTICLE D2.1 *National Records.* For *National Records*, *ASNs* may elect categories, groups and classes according to their national sporting regulations, in compliance with Appendices D and J of the *Code*.

ARTICLE D2.2 *World Records*. *World Records* can only be established by *Automobiles* of the defined categories.

ARTICLE D2.3 Categories.

D2.3.1 Category A: *Automobiles* answering exclusively to the standards fixed in Article D1.1.1, using free fuel and divided into groups and classes according to Articles D1 and D18.

D2.3.2 Category B: Series-production *Automobiles* in production at the time of the application for the *Record Attempt* and *certified to be a production representative model by a senior executive of the automobile manufacturer*.

D2.3.2.a Before the running of the *Record Attempt*, each Automobile used for the Record Attempt must be selected from three *Automobiles* which must come from the assembly line of the production site under supervision of an official nominated by the *ASN* of the manufacturing country and/or by the *FIA*.

D2.3.2.b These *Automobiles* will be run in under constant supervision of this official and once the running in is completed, the *Competitor* will choose from amongst the three *Automobiles* the one which he will retain for the *Record Attempt*.

D2.3.2.c The running in must be a simple rolling over a maximum of 2000 kilometres.

D2.3.2.d Any defective part may be replaced with identical parts on condition that the replacement operations are carried out under the control of the nominated official.

D2.3.2.e For the running in and the *Record Attempt*, the fuel used must comply with Article 252 of *Appendix* J or be commercial bio-fuel homologated for the *Automobile* by its manufacturer.

D2.3.3 Category C: *Special Automobiles*.

D2.3.3.a These *Records* may be subdivided according to the type of engine used (jet, rocket, etc.).

D2.3.3.b The use of moveable aerodynamic devices is permitted.

D2.3.4 Category D: *Drag race Automobiles* complying with the *FIA Drag Racing* regulations.

ARTICLE D2.4 Groups. Categories are further divided into Groups, as listed in Article D18. For clarity purposes, detailed definitions of the following groups are provided below :

D2.4.1 Categories A and B, Group VII: Solar powered *Automobiles*. *Automobiles* powered by direct conversion of solar energy only, with no onboard storage of solar energy.

D2.4.2 Categories A and B, Group XI: Hybrid engines. Engines with two different power sources. The second power source must rely on self-rechargeable energy. Each power source must be independently able to propel the *Automobile* via its wheels without the help of the other power source and for at least:

D2.4.2.a 1 km/30 kph (0.621 M/18.64 mph) for *Records* up to and including 10 *Mile*s.

D2.4.2.b 10 km/30 kph (6.21 M/18.64 mph) for *Records* in excess of 10 *Mile*s.

ARTICLE D2.5 Classes. Groups are further divided into classes by cylinder capacity or by unloaded weight, depending upon the Group, as detailed in Article D18.

ARTICLE D3 DRIVER LICENSING

Please refer to Appendix L, Article 15.

ARTICLE D4 TIMES AND DISTANCES RECOGNISED

ARTICLE D4.1 *National Records.* For *National Records*, *ASN*s will fix the distances and times, as well as any other regulations which they deem appropriate.

ARTICLE D4.2 *World Records.* For *World* or *Absolute* World *Records*, the recognised times and distances are as follows:

D4.2.1 Acceleration *Records*, standing *Start*: 1/8 *Mile* (201.17 m); 1,000 feet (304.80 m); 1/4 *Mile* (402.34 m)

D4.2.2 Distance *Record*, flying *Start*: 1 km; 1 *Mile*

D4.2.3 Distance *Records* in kilometres, standing *Start*: 0.5 km; 1 km; 10 km; 100 km; 500 km; 1,000 km; 5,000 km; 10,000 km; 25,000 km; 50,000 km; 100,000 km

D4.2.4 Distance *Records* in *Mile*s, standing *Start*: 1 *Mile*; 10 *Mile*s; 100 *Mile*s; 500 *Mile*s; 1,000 *Mile*s; 5,000 *Mile*s; 10,000 *Mile*s; 25,000 *Mile*s; 50,000 *Mile*s; 100,000 *Mile*s

D4.2.5 Time *Records* in hours, standing *Start*: 1 H; 6 H; 12 H; 24 H

D4.2.6 *Absolute World* Closed *Course Record*: Average lap speed

D4.2.7 *Absolute World* Wheel-Driven *Record*

D4.2.8 *Absolute World* Electrical Engine *Record*

D4.2.9 The FIA reserves the right to recognise other records at its sole discretion.

ARTICLE D5 CONDITIONS

ARTICLE D5.1 *National Record Attempts.* *National Record Attempts* will be considered *National Competitions*, independently from the nationality of the *Competitors* or *Drivers* and will be governed by National Sporting Regulations, unless specified otherwise by the *Code*.

ARTICLE D5.2 *World Record Attempts.* *World* or *Absolute World Record Attempts* will be considered *International Competitions* and are governed by the *Code*.

ARTICLE D5.3 *Drag Racing Attempts.* *Drag Racing* attempts are governed by section 8 of the *FIA Drag Racing: Technical Regulations and Race Procedures*, and by Article D5.

ARTICLE D5.4 *Combined Record Attempts*. It is explicitly allowed for multiple competitors to join together in a group *Record Attempt* at a *course*, in order to share expenses for required support, as long as all the regulations in this Appendix are observed.

ARTICLE D5.5 *ASN Event.* Each *ASN* is allowed to hold *Events* dedicated to *World Record Attempts* by *Competitors* in all categories / groups / classes, over the following distances: 1/8 *Mile*; 1/4 *Mile*; 0.5 km; 1 km; 1 *Mile.*

D5.5.1 Notification. It is not necessary to give prior notification of the categories / groups / classes entered, or of the *Records* attempted. If new *Records* are set, the fees will be paid to the *FIA*, in accordance with the *Code*.

ARTICLE D5.6 Name of *Competition.* It is forbidden to use the appellation of "*Record*" in the name of any *Competition* which is not run in compliance with the *Code*.

ARTICLE D5.7 Licences. *Competitors* and *Drivers* taking part in *Record Attempts* must have their respective valid *Licences*, of the type recognised by the *ASN* for *National Records* or of the international type as required in Article D3 and Appendix L for *World* or *Absolute World Records*.

ARTICLE D5.8 *Organising Permit.* *Record Attempts* will be organised by the holder of an *Organising Permit (as detailed in Article D7.3)* delivered by the *ASN* or by the *ASN* itself or through a *Circuit* holding a permanent authorisation from the *ASN.*

ARTICLE D6 *COURSE*

ARTICLE D6.1 General Conditions

D6.1.1 *Course.* The *Course* used for *Record Attempts* may be a track of either permanent or temporary character or a *Circuit*.

D6.1.2 Measurement. The length of the *Course* must be measured and duly certified to within 1/10,000 of its length except for *Courses* containing both straight sections and curved sections. For example, for an oval *Course* configuration, the straight sections must be measured to 1/10,000 precision and the curved sections must be measured to not less than 1/5,000 precision. The results shall be combined to obtain the total *Course* length. *Courses* containing no straight sections must be measured to not less than 1/5,000 precision.

D6.1.2a Temporary *Courses* (dry lakebed, closed public roads, etc.) must be measured (surveyed by a licensed surveyor) within 30 days of the *Record Attempt*.

D6.1.2b Permanent *Courses* (speedways, test courses, etc.) the original construction survey information can be used if no changes to the *course* have been made. If changes have been made to the course and those changes include a resurvey of the *course*, that survey can be used. If the *Course* has been changed and there is no applicable survey documentation, a resurvey will be required. That resurvey must be within six months of the *Record Attempt*.

D6.1.3 Markings. The *Start* and *Finish Lines* must be indicated.

D6.1.4 Licence. The *Course* must always be the subject of a valid *Licence*, of the national type for *National Records*, and of the international type for *World* or *Absolute World Records*, in compliance with the *Code*.
D.6.1.4.a In the case of a temporary course being used for Flying Start Mile and/or Kilometre records where a course survey cannot be done until shortly before an event, a licence request must be submitted to the FIA at least two weeks prior to the event, requesting a licence subject to a formal survey of the course.
D6.1.4.b The temporary venue licence will then be issued subject to a formal survey pursuant to this Appendix, which must be validated by an LSRC-approved FIA steward.
D6.1.4.c In the case of a naturally formed venue, gradient measurements in accordance with this Appendix are not required.

D6.1.5 Use of Track. During a *World* or *Absolute World Record Attempt* of 24 hours or less, no *Automobile* is allowed to use the track besides those taking part in the *Record Attempt* except the vehicles of the nominated *Official*s and the minimum number of officially authorised vehicles necessary, which must be nominated in advance of the attempt.

D6.1.6 Type of *Course.* The *Course* may be of the open type, with a *Control Line* at each end of the measured distance, or of the closed type, with a single *Control Line*.

ARTICLE D6.2 *Records* up to 1 *Mile*:

D6.2.1 *Driver* Changes. *Driver* changes are forbidden.

D6.2.2 *Type of Course.* The *Course* will be of the open type and must be covered in both directions for other than acceleration records.

D6.2.3 Duration. The duration of the *Record Attempt* must not exceed 1 hour including the return run, as further detailed in Article D13.2.3.

D6.2.4 Gradient. The *Course* will have a maximum gradient of 1% over any 100-metre section. In the case of a flying *Start*, this gradient limit will apply to the whole run of the *Automobile*, i.e. the measured distance plus the two extensions at the beginning and end, even if they are not straight, and which form an actual part of the *Course* during the flying *Start*.

D6.2.5 Multiple Start and Finish Lines. For *Record Attempts* by very high-speed vehicles where the potential speed exceeds 650 kph (400 mph) and the *attempt* is conducted at a naturally formed site (dry lake, salt flat, etc.), it is permitted to have one set of Start/Finish lines for the outbound run, and another set of Start/Finish lines for the return run in the opposite direction.

These Start/Finish lines may be positioned according to the competitor's preference and not necessarily in the centre of the *Course* total length. The outbound *Course* Start/Finish and the return *Course* Start/Finish may be located longitudinally on the same *Course* centreline, or separately on two exactly parallel courses, provided that the distance between outbound *Course* centreline and the return *Course* centreline is no more than 100 metres.

If the competitor plans to simultaneously attempt both 1 mile and 1 kilometre records during the same outbound and return runs, the 1 kilometre Start/Finish must be centred within the timed 1 mile for both outbound and return *Courses*.

ARTICLE D6.3 *Records* of 10 km and 10 *Mile*s

D6.3.1 *Driver* Changes. *Driver* changes are forbidden.

D6.3.2 *Type of Course.* The *Course* may be of the open or closed type.

D6.3.3 Duration. The duration of the *Record Attempt* must not exceed 1 hour including the return run (open *Course* only), as further detailed in Article D13.2.3.

ARTICLE D6.4 *Records* over 10 *Mile*s and time *Records*

D6.4.1 Type of *Course.* The *Course* must be of the closed type. The direction of the running is free.

D6.4.2 Direction of Running. For *Records* over 5,000 km and *Records* over 24 hours taking place on a *Circuit* where all curves are in the same direction, the direction of the running may be reversed every 5,000 km during the *Record Attempt*, by crossing the *Control Line* at the end of a lap and then turning back and crossing it again in the opposite direction at the beginning of the following lap, without stopping.

ARTICLE D7 *ORGANISING PERMIT*

ARTICLE D7.1 Breach of the Rules. Any breach of the following rules by either the *Competitor* or the *ASN* may result in the refusal of the *Record Attempt* homologation and the imposition of additional penalties at the discretion of the *FIA*.

ARTICLE D7.2 *Organiser.* In the case of a single *competitor Record Attempt*, the *competitor* may be the organiser.

ARTICLE D7.3 *Competitor* Responsibilities. Any *Competitor* wishing to make a *Record Attempt* must comply with the following:

D7.3.1 Date. Contact the *ASN* for the chosen *Course* to fix the date and to secure the use of the *Course* during the validity of the *Organising Permit*.

D7.3.2 ***Course*** **Fees.** Pay the fees for use of the *Course,* as required.

D7.3.3 ***Licence.*** Hold a *Competitor's Licence* delivered by his home *ASN* and, if he is a foreigner, the authorisation of his home *ASN* for the *Record Attempt.*

D7.3.4 **Application.** Send to the *ASN* for the chosen *Course* a signed application for an *Organising Permit* for the *Record Attempt* (on an approved form, if there is one).

D7.3.5 ***ASN*** **Fees.** Pay the *ASN* to whom the application has been sent the necessary fees as fixed by said *ASN*.

ARTICLE D7.4 ***Organising Permit.*** The Competitor will sign and send to the *ASN* an *Organising Permit* bearing the following details:

D7.4.1 ***Course.*** Name and length of the *Circuit* chosen.

D7.4.2 ***Competitor.*** First name, surname or company name, address, number, type, and date of the *Licence*, name of the *ASN* having delivered it (and letter of authorisation, in the case of a foreigner).

D7.4.3 ***Automobile.*** Characteristics which allow its *Classification* according to the *Code* and *Appendix* D (category, group, class, cylinder capacity, weight of the unloaded *Automobile* and, when applicable, make of the chassis and engine). Unloaded weight is defined as the Automobile without driver, which is in ready to run condition and does not contain any gases, liquids or solids that are consumed during the attempt.

D7.4.3.a For turbine engines, the following must be stated and justified, in accordance with the equivalence formula explained in Article 252 of *Appendix* J: S (High pressure nozzle area), R (Pressure ratio), and C (Calculated equivalent cubic capacity).

D7.4.3.b For identical categories, groups and classes, the same *Competitor* may make several simultaneous *Record Attempts*. In this case, the *Competitor* must submit a separate *Registration* for each *Automobile*.

D7.4.4 **Nature of the *Record Attempts***. Types, times and distances.

D7.4.5 **Time and duration.** Date and time of the beginning of the *Record Attempt*, duration of the validity of the *Organising Permit* applied for, the duration which may be extended according to the regulations established by each *ASN*.

D7.4.6 ***Drivers.*** For each *Driver* (official and reserve): first name, surname, type, number and date of the *Licence*, and the name of the *ASN* having delivered it (and letter of authorisation, in the case of a foreigner).

D7.4.6.a A change of *Driver* during *Record Attempt*s is allowed, with the prior authorisation of the *ASN* and under the conditions specified in this *Appendix*; no other modification of the programme as established by the *Organising Permit* is allowed.

ARTICLE D7.5 ***ASN*** **Responsibilities.**

D7.5.1 **Deadline.** Forward the *Record Attempt* Organising Permit to the *FIA* no later than the number of days prior to the *Record Attempt* stated below for each specified type of *Record Attempt*.

D7.5.1.a *World Records* – 7 days.

D7.5.1.b *Absolute* and *Outright World Records* – 30 days.

D7.5.1.c Category B *World Records* – 60 days.

D7.5.2 **Fees.** Fix the fees of the officials.

D7.5.3 **Officials.** In accordance with the *Code* and to avoid any conflict of interest, such officials will be remunerated for their work within the framework of a *Record Attempt*. They shall be paid by the *ASN*, which may pass along the associated costs to the *Competitor*(s) involved.

D7.5.4 **Conditions.** After having ascertained that the conditions provided for the execution of the *Record Attempt* have been fulfilled, the *ASN* will:

D7.5.4.a Establish the conditions of the organisation (control points, safety measures, etc.).

D7.5.4.b Nominate the officials in charge of the supervision.

D7.5.4.c Deliver the *Organising Permit* which will include all this information as well as that entered on the application by the *Competitor*.

D7.5.4.d Give a copy of the *Organising Permit* to the Steward, in conformity with the *Code*.

D7.5.5 **Track *Licence.*** If the *Record Attempt* takes place on a *Course* which does not have a regular *Licence*, after measuring the track, deliver one (in the case of a *National Record* track) or ask the *FIA* for one (in the case of a *World* or *Absolute World Record*), the validity of which will be equivalent to the duration of the *Organising Permit*.

ARTICLE D8 OFFICIALS

ARTICLE D8.1 **Supervision.** The supervision of a *Record Attempt* includes the supervision of the attempt, the scrutineering of the *Automobile* and the timekeeping. The officials in charge of the supervision must be in sufficient number to ensure that the *Record Attempt* is made in conformity with the *Code*. Stewards will be assigned in accordance with Articles 11.3.7 and 11.3.8 of the Code.

ARTICLE D8.2 **Nominated Officials.** The *ASN* will nominate the following officials:

D8.2.1 **Steward.** The Steward who, as the representative of the *ASN,* will be totally responsible for the running of the *Event*, with, among other rights, the power to stop it, suspend it or modify the programme thereof for serious safety reasons. He will supervise control operations, and after the attempt, will send to the *ASN* a complete, detailed, signed final report, appending to this report: the report of the Timekeepers; where applicable, the list of the parts replaced; and the report of the Scrutineer.

D8.2.2 **Officials.** Officials, chosen by the *ASN* from amongst qualified officials, in such number that between them and the Steward they shall ensure the continuity of control carried out in compliance with this *Appendix*.

D8.2.3 **Scrutineer.** A Scrutineer who will conduct the scrutineering, in compliance with Article D11.

D8.2.4 **Timekeepeers.** Official timekeepers in sufficient number to ensure the continuity of timekeeping, in compliance with Article D13.

ARTICLE D9 CONTROL

ARTICLE D9.1 **Procedures.** The officials in charge of the control of a *Record Attempt* will proceed in the following manner:

D9.1.1 **Prior to the Attempt.** Before the beginning of the *Record Attempt*: they will ensure that the *Competitor* fulfils all the conditions of the *Organising Permit*, review his *Licence*, and those of the *Drivers*, and verify the identities of the *Drivers*. If, on request of the *Competitor*, preliminary scrutineering has been carried out, they will ensure that the report of the Scrutineer is favourable and will control the list of all material and instruments submitted by the *Competitor* and add it to the final report. Finally, they must ensure that the *Course* and all installations are ready for the beginning of the *Record Attempt*.

D9.1.2 **During the Attempt.** During the *Record Attempt*: they will make sure that each *Start* and each operation or manoeuvre is in compliance with this *Appendix* and will particularly identity the *Drivers* at each change of *Driver*. They must supervise the driving of the *Automobile* along the *Course*; intervene on the spot in the

case of a stop along the *Course* to enquire the reason thereof; supervise the successive operations and manoeuvres carried out by the *Driver*; and, finally, they must ensure the intervention, if necessary, of aid vehicles (fire-protection vehicle, ambulance, breakdown vehicle).

D9.1.3 Dangerous Conditions. Should dangerous conditions appear due to atmospheric conditions, state of the *Course*, of the *Automobile* or of the *Drivers*, etc., they shall immediately inform the Steward who will decide upon the advisability of stopping the *Record Attempt*, suspending it or modifying the programme.

D9.1.4 Control of Automobile. At the end of the *Record Attempt* (or after it has been suspended on request of the *Competitor*): they will hand the *Automobile* over to the Scrutineer for verification or, if this official is absent, they will affix the seals so that none of the parts to be verified can be modified, or they will have the *Automobile* parked in a sealed area until the Scrutineer may intervene.

D9.1.5 Staffing of Control Posts. All control posts will be permanently occupied by an official and a system of relief will be established. At the end of his duty, each official will pass the instructions to the person replacing him and will draw up a short report on the facts which may have occurred during his watch, and he will give this report to the Steward for the final report.

ARTICLE D10 CONTROL STATIONS

ARTICLE D10.1 Applicability. This article applies as appropriate for *Record Attempts* of 100 kilometres or longer conducted on a closed *Course* and all time *Record Attempts.*

ARTICLE D10.2 Station Location. The stations shall be located along the *Course*, on the side of the track and be equipped with the necessary installations to receive and protect the staff and material provided for each station.

ARTICLE D10.3 Prescribed Stations. The prescribed stations are the following: one next to the *Start Line*, one next to the *Finish Line* (or a single station if these two lines coincide), and intermediate stations in sufficient number to be placed at a maximum interval of 5 km (2.5 km in the case of simultaneous attempts), in order to permit an efficient control along the whole length of the *Course*; in any case an *Automobile* shall not be out of sight for more than one minute during its travel.

ARTICLE D10.4 Start Station. The station near the *Start Line* will be the main station where any operation allowed will be carried out.

ARTICLE D10.5 Supplementary Stations. On request of the *Competitor*, some of these stations may be used as refuelling stations and supplementary stations may also be created. Nevertheless, the maximum number of refuelling stations may not be more than 2 for 5 km of track.

ARTICLE D10.6 Main and Refuelling Stations. The main station and refuelling stations will be equipped with the necessary installations to carry out all operations allowed. The latter must be carried out on the side of the track, within a section which shall not exceed 40 metres in length.

ARTICLE D11 SCRUTINEERING

ARTICLE D11.1 Scrutineer. The Scrutineer shall compulsorily intervene at the end of the *Record Attempt* and optionally, on request of the *Competitor*, before the beginning of the *Record Attempt* or the resuming thereof in case of suspension of the *Record Attempt*.

ARTICLE D11.2 Classification. The scrutineering shall be carried out so as to ascertain that the *Automobile* conforms to the characteristics mentioned on the *Organising Permit*, in order to classify the *Automobile* according to *Appendices* D and J.

ARTICLE D11.3 Required Checks.

D11.3.1 Cockpit Egress. All drivers, both currently holding *licences* and attempting to qualify for *licences*, must pass the two following tests at the beginning of each *Record Attempt* event sanctioned by the FIA.

D11.3.2 Blindfolded Cockpit Orientation Test. The driver must pass a blindfolded cockpit orientation test at the beginning of every *Record Attempt* event. Wearing all required personal safety equipment and seated in the vehicle, the blindfolded driver must be able to point out the following: main shut off and/or fuel shut off, fire extinguisher actuator (if present), door/cockpit latch or handle (if present), brake chute actuator (if present), seat belt latch, and anything else critical to the safe operation of the vehicle. This ensures that the driver is familiar with the vehicle.

D11.3.3 Egress Test. Wearing all required personal safety equipment and seated in the vehicle with the seat belts properly fastened and the door/canopy closed, the driver must show that he can exit the vehicle without assistance in less than:

Type of car	Drivers' Clothing Standard	Egress time [seconds]
Saloon (categories A, B and C)	All	7
All other cars (categories A and C)	SFI 3.2A/5	10
	FIA 8856-2000 or 8856-2018 (overalls + underwear) or SFI 3.2A/10	15
	SFI 3.2A/15 or SFI 3.2/A20	20

D11.3.4 For Category B *Automobiles*, the verification of the weight shall be done beforehand. Verification that the *Automobile* complies with the homologation form appended to the permit and is complete with all its parts will be done both at the beginning and at the end of the *Record Attempt*.

D11.3.5 Braking Mechanisms. It is strongly recommended that all braking mechanisms (brakes, chutes, flaps, skids, etc.) are operated in a normal manner even during a low speed run. The FIA official can demand that all braking mechanisms be operated (provided that it is technically possible). If the car is equipped with one or more brake chutes, at least one brake chute must be successfully deployed during the licensing run.

ARTICLE D11.4 Seals. Before the compulsory scrutineering at the end of the *Record Attempt*, and if the Scrutineer is unable to take the *Automobile* over at its arrival, the integrity of the seals affixed by the officials in charge of the control shall be ascertained.

ARTICLE D11.5 Competitor Responsibilities. The *Competitor* shall leave the *Automobile* at the disposal of the Scrutineer during all the time necessary for the scrutineering and, if necessary, have it transported, at his own expense, under control of the official in question, to the nearest workshop specially equipped for this verification.

ARTICLE D11.6 Report. At the end of each *Record Attempt*, the Scrutineer will draw up a report and will forward it to the Steward.

ARTICLE D12 CONDUCT

ARTICLE D12.1 *Start*. At the beginning of the *Record Attempt*, the *Start* will be in compliance with the *Code* for a flying *Start* without pace car or standing *Start*, as appropriate, under the control of an official. No penalties are provided for in the case of a false *Start*.

D12.1.1 For Category A Open *Course* Flying *Start Records*, a push start is allowed solely for the purpose of starting the car. This push start cannot be for more than 300 metres from stationary.

ARTICLE D12.2 *Driver.* During the attempt, there shall only be the *Driver* aboard the *Automobile* and he must comply with any security rule prescribed as compulsory by the National Sporting Regulations.

ARTICLE D12.3 Applicability. The following sections of this article apply as appropriate for *Record Attempts* of 100 kilometres or longer conducted on a closed *Course* and all time *Record Attempts.*

ARTICLE D12.4 Starting the *Automobile.*

D12.4.1 Assistance. At the main station and refuelling stations, the *Automobile* may be pushed with the help of the staff, within the limits of the station. The *Automobile* must be stationary with or without engine running before restarting, except as provided in Article D12.1.1, and it must start by its own means of propulsion under the control of an official.

D12.4.2 Restarting. If the *Automobile* stops during the *Record Attempt*, it may be restarted by its own means and continue.

D12.4.3 Outside Assistance. Should the *Automobile* stop along the *Course*, the *Driver* may push the *Automobile* without any outside assistance to the nearest station for authorised replenishment or repairs to enable the *Automobile* to resume the *Record Attempt*.

ARTICLE D12.5 Manifest. Before the *Record Attempt*, except for replenishment materials, all spare parts, auxiliary materials and tools to be held at the main station shall be entered on a manifest list together with the total weight which must be submitted to the Steward. Only listed items are permitted to be used during the attempt with the exception of body panels, window glass and exhaust systems which are deemed to be replenishment materials and therefore are not required to be listed.

ARTICLE D12.6 Authorised Operations at Main and Refuelling Stations. Operations at main and refuelling stations may be carried out with the assistance of the staff using authorised spare parts, auxiliary materials and tools of the station. The *Automobile* must be stationary during such operations.

ARTICLE D12.7 Authorised Operations at the Main Station. All operations concerning refuelling, cleaning, tuning, fitting, replacement of wheels, tyres, sparking plugs, injectors, repairs and welding are authorised. Welding of the fuel tank, its lines and attachments, however, is not allowed in any station and can only be carried out in a designated area, under the supervision of the Steward or appointed official.

D12.7.1 Equipment. The station may have tools, materials and equipment similar to that of a normal road service station to lift, clean, lubricate, inflate tyres, balance and align wheels, replenish all fluids and effect small mechanical and electrical repairs to the *Automobile*(s).

D12.7.2 Replenishment Materials. Replenishment materials shall be deemed to be wheels, tyres, sparking plugs, injectors, water, oil, fuel, hydraulic fluids, hoses, fastening devices and items normally found at a normal road service station. Coachwork, body panels, window glass and exhaust systems shall also be considered as replenishment materials.

D12.7.3 Driver Changes. Changes of authorised *Drivers*.

ARTICLE D12.8 Authorised Operations at Refuelling Stations. Replenishment is permitted at the designated stations. Any other operation not provided for at these stations may only be made by the *Driver* alone using the parts, tools and materials authorised for this *Record Attempt*.

ARTICLE D12.9 Operations Outside of a Station. The only operations permitted shall be those made by the *Driver* alone using the parts, materials and tools authorised for the *Record Attempt* and without any outside assistance.

ARTICLE D12.10 Materials Allowed to be Carried in the *Automobile.* All tools and ballast to be carried on the *Automobile* shall be properly positioned and firmly secured in accordance with Article 253 of *Appendix* J.

D12.10.1 Spare Parts. For *Records* over 10 *Mile*s and time *Records*, except for replenishment materials, all spare parts and auxiliary materials (cleaning, repair materials) shall be at the main station. Spare parts shall not contain major powertrain assemblies, including engine and transmission / transaxle.

ARTICLE D12.11 Weight. The total weight of spare parts and ballast shall not exceed 5% of the homologated or declared weight of the *Automobile*, plus 20 kg. The weight of the replenishment material is free.

ARTICLE D12.12 Multiple *Automobiles* on *Course.* In the case of there being simultaneously several *Automobiles* on the *Course*, they must not interfere with each other.

ARTICLE D13 TIMEKEEPING

ARTICLE D13.1 Devices. The devices used for recording times will be of the type and accuracy specified in this Article, with an official certificate of verification issued less than 2 years before, the validity of which has not expired on the date of the *Record Attempt*.

D13.1.1 All Record Attempts. For all *Record Attempts*, timing devices must be of the automatic type with an accuracy of 1/1,000th of a second, the recording being produced directly by the passage of the *Automobile* without any human intervention.

D13.1.2 Redundant Timing Systems. For all *Record Attempts*, it is recommended to use parallel, redundant, and entirely independent timing systems to time the event.
Provisions must be made for manual triggering should the automatic triggering system become disabled in any timing system. *Competitors* may request redundant timing systems for any attempt, potentially at additional *competitor* cost.

D13.1.3 Timing Event Logging. For all *Record Attempts*, the timing system(s) must log, using a non-volatile method (computer memory that can retrieve stored information even after having been power cycled), all *Record Attempt* timing events. This log will be available to timing officials and the *Steward* at the conclusion of the attempt.

ARTICLE D13.2 Procedure

D13.2.1 Registering Times. Times must be registered at the actual passage of the *Automobile* over the *Start* and *Finish Line*s in the case of an open *Course*, or over the single *Start-Finish Line* in the case of a closed *Course*. In the latter case, times will be recorded lap after lap.

D13.2.2 Timing Line. Should several devices be used, times will be registered on the same line by all devices.

D13.2.3 Turnaround Time. For *Records* including travel in both directions, with a break at the end of the first *Course*, times will be recorded at the passage over the *Start Line* and *Finish Line* in both directions.

D13.2.3.a For *Records* up to 10 *Mile*s on an open *Course*, a maximum time of 60 minutes will be allowed to complete a run in the opposite direction used to calculate the average of the times for the *Record* distance.

D13.2.3.b The 60-minute duration is measured from the *Start* of the measured distance on the first run to the end of the measured distance on the return run.

ARTICLE D13.3 Speed Calculation

D13.3.1 Average Speed. For *Records* up to 10 *Mile*s on an open *Course*, other than acceleration *Records*, the average speed used for the establishment of the *Record* will be calculated on the average of the times registered on consecutive runs in opposite directions.

D13.3.2 Time Accuracy. *Record* time with an accuracy of 1/1,000th of a second and calculate the mean time with an accuracy of 1/1,000th of a second with no rounding off.

D13.3.3 Speed Accuracy. Calculate and record speed with an accuracy of 1/1,000th of mph or kph.

D13.3.4 Conversion. Convert speed thus calculated to kph or mph, **with no rounding off**, using the defined conversion factor.

D13.3.5 Precision. If the timekeeping equipment has accuracy greater than 1/1,000th of a second, its precision shall be set to record times to the 1/1,000th of a second, **with no rounding off**, to allow direct use of all readings.

D13.3.6 Speed Calculation. The speed must be calculated and recorded from the time thus recorded, and only the result up to 1/1,000th of mph or kph shall be retained with **no rounding off**.

D13.3.7 Distance *Records*. For distance *Records* on a *closed Course* (100 km and over), the *Automobile* must cross the *Finish Line* at the end of the lap during which the *Record* distance has been covered.

D13.3.7.a Once the average speed "V" of this last lap has been calculated, the time required to cover, at this speed "V", the section of track necessary to reach the distance of the *Record* will be added to the times recorded to cover the previous laps.

D13.3.7.b If circumstances allow it, this section may be measured and the actual time taken to cover it will then be recorded at the end of the section in question. It will then be added to the times recorded for the previous laps in order to allow the computation of the average speed of the *Record*.

D13.3.8 Time *Records*. For time *Records* (on a closed *Course*), the *Automobile* must cross the *Finish Line* at the end of the lap during which the time of the *Record* to be recognised has elapsed.

D13.3.8.a The average speed "V" of this last lap will then be calculated and the extra distance necessary to reach, at a speed "V", the duration of the *Record* will then be added to the distance covered during the previous laps.

D13.3.8.b Whenever it can be proved that the *Automobile* has stopped on the *Course* at the time limit for the *Record*, and at the *Competitor*'s express request, the distance between the point of stopping and the *Finish Line* (extra distance) may be measured and added to the distance covered during the previous laps.

D13.3.8.c In any case, the performance will only be valid for homologation if the *Automobile* has actually been running during a period of time at least equal to 90% of the *Record* duration, the average speed of the *Record* then being calculated on the basis of this duration.

ARTICLE D13.4 *Record*ed Times. Whatever the reason may be, it is not authorised to correct, round up or modify the times actually recorded, or to use other time-recording apparatus or other means of computing speeds than those prescribed above.

ARTICLE D13.5 Report. At the end of the *Record Attempt*, the Timekeepers will prepare and sign a report and submit it to the Stewards together with the original timesheets.

ARTICLE D14 HOMOLOGATION

ARTICLE D14.1 Conditions of Homologation

D14.1.1 *ASN* Authority. Each *ASN* will adjudicate applications for homologation of *Records* established on its territory.

D14.1.2 *FIA* Authority. The *FIA* will adjudicate applications for homologation of *World* or *Absolute World Records* submitted by the *ASNs* concerned.

D14.1.3 Multiple *Records*. The same *Record* may be homologated in all types of *Records* addressed in this *Appendix*.

D14.1.4 *Record* Homologation. A *Record* cannot be homologated in categories, groups and classes of *Automobiles* different from those to which the *Automobile* used for the *Record Attempt* belongs. A *National* class *Record* may nevertheless be homologated as an absolute *National Record*, and a *World Record* may be homologated as an *Absolute World Record*.

D14.1.5 Homologation Conditions. In any case, the homologation of a *Record* is subject to the following conditions, in accordance with the *Code*.

D14.1.5.a The *Record Attempt* must have been made in compliance with this *Appendix*.

D14.1.5.b The holder of the *Record*, whose name will be mentioned on the certificate of homologation, will be the *Competitor* listed on the *Organising Permit*.

ARTICLE D14.2 Homologation Process

D14.2.1 *ASN* Review. At the end of a *Record Attempt* or an annual *Event*, the *ASN* will review the final report and, if need be, after further inquiries, certify that the *Record Attempt* was run in compliance with the *Code*.

D14.2.1.a For *National Records*, the *ASN* shall homologate the *Records* established in accordance with its own regulations.

D14.2.2 Preliminary Report. For *World* or *Absolute World Records*, the *ASN* shall, within 3 business days, send to the *FIA* a preliminary report stating whether a *Record* has been broken or not. The final report shall be sent to the *FIA* within 30 days.

D14.2.3 Final Report. The final report must include at least the following documents:

D14.2.3.a The FIA World Land Speed Record Attempt Checklist (Supplement C).

D14.2.3.b The official *FIA* final report duly filled in, signed and stamped for each *Record*.

D14.2.3.c The final reports of the Steward, Timekeeper, and Scrutineer.

D14.2.3.d The report on the selection and running in of *Automobiles* (Category B only).

D14.2.3.e The *Licence* of the *Course.*

D14.2.3.f The *Course* measurement certificate.

D14.2.3.g The certificate for the calibration of the time-keeping devices.

D14.2.3.h The original time-keeping sheets for each *Record.*

D14.2.3.h.i A high-definition (300 dpi) photo of the *Automobile* used during the *Record Attempt*(s) to be printed on the certificate of homologation.

D14.2.4 *FIA* Requirements. The *FIA* may, at its discretion, vary these requirements.

D14.2.5 *Land Speed Records* Commission Review. As soon as complete documentation of the *Record Attempt* is received by the *FIA*, the report will be reviewed by its *Land Speed Records* Commission for determination that a new *Record* has been established. Only then will such a new *Record* be confirmed by its publication in the Bulletin of the *FIA*.

ARTICLE D14.3 Certificate of Homologation

D14.3.1 Delivery. After approval by the *Land Speed Records* Commission, the *FIA* will then deliver to the *Competitor*, through the applying *ASN*, and with a copy to the *ASN* for registration purposes, a certificate of homologation.

D14.3.2 Certificate. The certificate for *National, World,* and *Absolute World Records* shall include the following information:

D14.3.2.a Type of *Record* and, except for *Absolute National* and *Absolute World Records*, its *Classification* according to the category, group, and class of the *Automobile*.

D14.3.2.b Date and venue of the *Record Attempt*.

D14.3.2.c Name and surname of the *Competitor* and of the *Driver(s)*.

D14.3.2.d Make and type of the declared *Automobile* and engine.

D14.3.2.e List of the *Records* established or broken, with indication of the distance or duration, time and average speed.

ARTICLE D15 *FIA* OFFICIAL *RECORD* LISTING

ARTICLE D15.1 Register. *National, World,* or *Absolute World Records* will be registered by types of recognised *Records.*

ARTICLE D15.2 Division. Excepting *Absolute National* and *Absolute World Records*, each type shall be divided into categories and groups of *Automobiles*, each group being subdivided into classes.

ARTICLE D15.3 Order of Listing. Finally, each *Record* will be entered on the list in increasing order of distance and duration.

ARTICLE D16 PUBLICATION OF *RECORDS*

ARTICLE D16.1 Publication Restriction. Whilst awaiting homologation, the *Competitor* may not publish, or have published, distribute or have distributed the results of an attempt at a *National, World* or *Absolute World Record* except with the authorisation of the *ASN* of the country where the attempt was run, and subject to the following conditions:

ARTICLE D16.2 Publication Caveat. The results may not be published or circulated without the statement **"Subject to *FIA* (or *ASN*) homologation"** in clearly visible letters.

D16.2.1 Penalty. Non-compliance with this requirement will entail the refusal of the homologation, in addition to any penalties which the *ASN* may inflict for *National Records* and which the *FIA* may inflict for *World* and *Absolute World Records*.

ARTICLE D16.3 Publication. Once a *Record* is homologated, all publication and circulation must clearly include the statement "*FIA* approved" and/or the appropriate *FIA World Record* Logo.

ARTICLE D16.4 Copyright. The official List of *FIA Land Speed Records* and the *FIA World Record* Logo are the copyright of the *FIA*.

ARTICLE D17 SPECIFIC REGULATIONS FOR *DRAG RACING RECORD ATTEMPTS*

ARTICLE D17.1 General Conditions. Drag Racing Records are determined based on the average speed over a recognised distance. The average speed is calculated from the time measured between the moment the car crosses the start line and when it reaches the end of the recognised distance (elapsed time). Drag Racing Records set in accordance with the provisions of ARTICLE 17 will be listed in the Category D Record Listing.

ARTICLE D17.2 Categories of *Automobiles*

D17.2.1 Categories: Top Methanol Dragster, Pro Modified, Pro Stock, Funny Car, Top Methanol Funny Car, Top Fuel Dragster.

ARTICLE D17.3 Times and Distances Recognised

D17.3.1 *National Records.* For *National Records*, the *ASNs* concerned will fix the distances, as well as any other regulations which they shall deem appropriate.

D17.3.2 *World Records.* For Drag Racing *World* or *Absolute World Records*, the recognised distances are as follows: Acceleration *Records*, standing *Start*: 1/8 *Mile* (600 feet, 201.17 m), 1000 feet (304.78 m) (Top Fuel and Funny Car only), 1/4 *Mile* (1320 feet, 402.33 m).

D17.3.3 Speeds. The speeds measured for *Record Attempts* will be specified to the thousandth of a *Mile* per hour and thousandth of a *Kilometre* per hour.

ARTICLE D17.4 Record Attempts

D17.4.1 General. In addition to Article 2.7.4 of the *Code*, the conduct, homologation, recording and publication of all record attempts will be done in accordance with Articles D6 through D9, D11 and D13, with the following explicit exceptions.

D17.4.2 Required Runs. According to the *FIA European Drag Race Championship*'s and the *National Hot Rod Association*'s Sporting and Technical Regulations, a single run exceeding the existing record will be used to set the new record.

D17.4.2.a Opposite Direction Runs. Opposite direction runs are not required in drag racing.

D17.4.3 Ties.

D17.4.3.a In the *Event* of a tie, the *Competitor* accomplishing the *Record* run earlier in the *Event* will be awarded the *Record*.

D17.4.3.b If the *Record* is tied at a later race, the *Record* will stay with the *Competitor* who established it first.

D17.4.3.c *Records* may be set until the *Competitor* is eliminated from further Competitions in the *Event*.

D17.4.4 Automobile Change. A *Competitor* cannot set *Records* with one *Automobile*, then compete in eliminations with another one.

D17.4.5 *Record* Holder. Only the *Competitor* holding the *Record* at the conclusion of the *Event* will be credited with the *Record*. A *Competitor* setting and then losing a *Record* during the same *Event* will not receive credit for establishing a *Record*.

D17.4.6 Class Entry. *Competitor*s may not enter one class and claim a *Record* in another.

D17.4.7 Timekeeping. Timekeeping will be in accordance with Article D13. However, the conditions specified for *Drag Racing* must be satisfied (see "Timing Equipment" in the *FIA Drag Racing: Technical Regulations and Race Procedures*).

ARTICLE D18 CLASSIFICATION

ARTICLE D18.1 CATEGORY A: *AUTOMOBILES.*

External power source type / Engine type	GROUPS: Fuels containing carbon	Hydrogen	Electricity	Solar
Otto cycle engine with supercharger	I	XV		
Otto cycle engine without supercharger	II	XVI		
Diesel cycle engine with supercharger	III			
Diesel cycle engine without supercharger	IV			
Rotary engine with supercharger	V	XV		
Rotary engine without supercharger	VI	XVI		
Electrical Engine	XVII	XIV	VIII	VII
Turbine engine	IX			
Steam engine	X			
Hybrid engine	XI (Any combination)			

CLASSES: *Cylinder capacity (cc)*	*Over*	*Up to and including*
1		250
2	250	350
3	350	500
4	500	750
5	750	1100
6	1100	1500
7	1500	2000
8	2000	3000
9	3000	4000
10	4000	5000
11	5000	6000
12	6000	7000
13	7000	8000
14	8000	

Unloaded weight (kg)	*Over*	*Up to and including*
1		500
2	500	1000
3	1000	1500
4	1500	2000
5	2000	2500
6	2500	3000
7	3000	3500
8	3500	4000
9	4000	4500
10	4500	5000
11	5000	

ARTICLE D18.2 CATEGORY B: SERIES PRODUCTION *AUTOMOBILES.*

External power source type / Engine type	GROUPS: Fuels containing carbon	Hydrogen	Electricity	Solar
Otto cycle engine with supercharger	I	XV		
Otto cycle engine without supercharger	II	XVI		
Diesel cycle engine with supercharger	III			
Diesel cycle engine without supercharger	IV			
Rotary engine with supercharger	V	XV		
Rotary engine without supercharger	VI	XVI		
Electrical Engine	XVII	XIV	VIII	VII
Turbine engine				
Steam engine	X			
Hybrid engine	XI (Any combination)			

CLASSES	*Cylinder capacity (cc)*	
	Over	*Up to and including*
1		500
2	500	600
3	600	700
4	700	850
5	850	1000
6	1000	1150
7	1150	1400
8	1400	1600
9	1600	2000
10	2000	2500
11	2500	3000
12	3000	3500
13	3500	4000
14	4000	4500
15	4500	5000
16	5000	5500
17	5500	6000
18	6000	

Unloaded weight (kg)		
	Over	*Up to and including*
1		500
2	500	1000
3	1000	1500
4	1500	2000
5	2000	2500
6	2500	3000
7	3000	3500
8	3500	4000
9	4000	4500
10	4500	5000
11	5000	

ARTICLE D18.3 CATEGORY C: *SPECIAL AUTOMOBILES.*

Special Automobiles. *These Automobiles may be sub-divided according to the type of engine used (jet, rocket, etc.).*

ARTICLE D18.4 CATEGORY D: *DRAG RACING AUTOMOBILES.*

Drag Racing Automobiles. *Automobiles which comply with the FIA regulations for Drag Racing Automobiles.*

SUPPLEMENT A
DRIVER AND COCKPIT SAFETY EQUIPMENT

ARTICLE DA1. DRIVER SAFETY EQUIPMENT

ARTICLE DA1.1 Driver safety equipment, minimum requirements for categories A, B, and C
DA 1.1.1 The use of safety equipment mentioned below is compulsory. The use of equipment of higher protection levels is encouraged. Required equipment is summarized in Table 1.

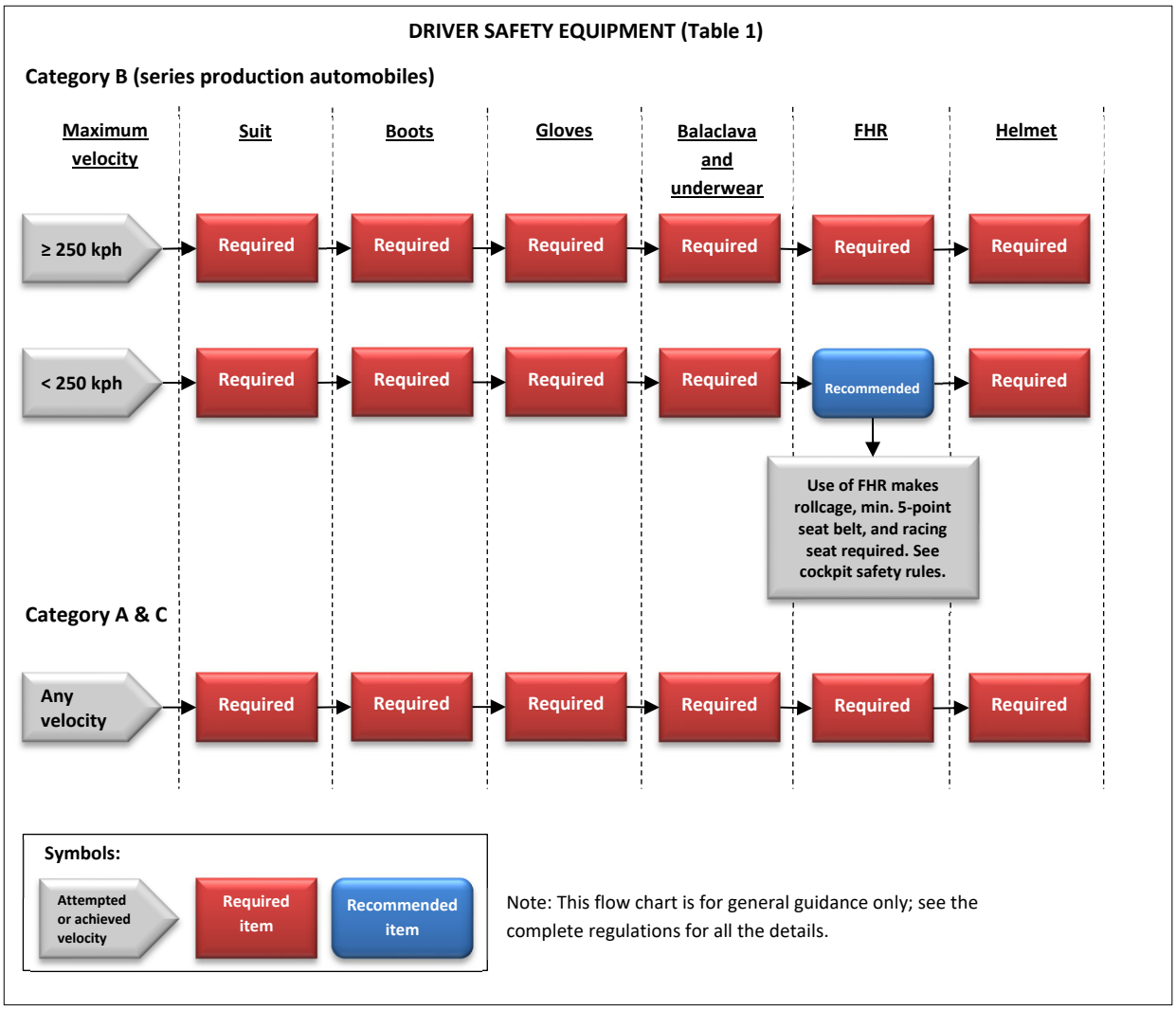
DA 1.1.2 **Driver's clothing**
DA 1.1.2.a The driver shall wear a racing suit, boots, gloves, balaclava, and fire-proof underwear (top, pants, and socks) approved in accordance with the following standards:

	<250 kph	**≥250 kph**
Suit	FIA standard 8856-2000 or 8856-2018 or SFI 3.2A/5	FIA standard 8856-2000 or 8856-2018 or SFI 3.2A/15
Boots	FIA standard 8856-2000 or 8856-2018 or SFI 3.3/5	FIA standard 8856-2000 or 8856-2018 or SFI 3.3/5 (SFI 3.3/15 recommended)
Gloves	FIA standard 8856-2000 or 8856-2018 or SFI 3.3/5	FIA standard 8856-2000 or 8856-2018 or SFI 3.3/5 (SFI 3.3/15 recommended)
Balaclava	FIA standard 8856-2000 or 8856-2018 or SFI 3.3	FIA standard 8856-2000 or 8856-2018 or SFI 3.3
Underwear (top, pants, and socks)	FIA standard 8856-2000 or 8856-2018 or SFI 3.3	FIA standard 8856-2000 or 8856-2018 or SFI 3.3

Note: When using FIA-approved clothing, Chapter III – Drivers' Equipment, Article 2 of Appendix L of the FIA International Sporting Code shall be respected.

DA 1.1.3 **Frontal head restraint (FHR)**
DA 1.1.3.a An FHR device in compliance with FIA Standard 8858-2002 or 8858-2010 or SFI 38.1 is required for all vehicles at all velocities, with the exception of Category B at velocities <250 kph.
For FIA Standard 8858-2002 or 8858-2010 approved devices, the FHR device must comply with Chapter III – Drivers' Equipment, Article 3 of Appendix L of the FIA International Sporting Code. For SFI 38.1 approved devices, the device must be used in accordance with manufacturers user manual.
Note: The use of the FHR makes a rollcage, minimum 5-point harness and racing seat a requirement (see cockpit safety rules).

DA 1.1.4 **Helmet**
DA 1.1.4.a The driver shall wear a full-face helmet with face shield. Eyeglasses worn under the helmet shall be shatterproof.
DA 1.1.4.b The helmet must be homologated to FIA standard 8858-2010, 8859-2015, 8860-2010, 8860-2018, or Snell standard SA2010 or SA2015 or SA2020.
DA 1.1.4.c Helmets approved in accordance with FIA standards 8860-2010 or 8860-2018 are recommended for velocities ≥250 kph.
DA 1.1.4.d Helmets approved in accordance with FIA standards 8860-2010 or 8860-2018 are strongly recommended for velocities ≥800 kph.
Note: When using FIA-approved helmet Chapter III – Drivers' Equipment, Article 1 of Appendix L of the FIA International Sporting Code shall be respected.



ARTICLE DA2. COCKPIT SAFETY

ARTICLE DA2.1 Cockpit safety equipment, minimum requirements for category B (series production automobiles)
DA2.1.1 The use of safety equipment mentioned below is compulsory. The use of equipment of higher protection levels is encouraged. Required equipment is summarized in Table 2.

DA2.1.2 "SCTA" refers to the current rulebook for the Southern California Timing Association.
Note: The use of the FHR device makes a rollcage, minimum 5-point harness and racing seat a requirement at any velocity.

DA2.1.3 **Rollcage and rollcage padding (mandatory ≥250 kph)**
DA2.1.3.a A rollcage and rollcage padding is mandatory for ≥250 kph and optional for <250kph. It shall comply with FIA Article 253.8 of Appendix J or SCTA 3.B.

DA2.1.4 **Harness**
DA2.1.4.a All vehicles running at velocities ≥250 kph shall have a minimum 5-point harness (seat belt). All belts shall be in good condition.
DA2.1.4.b The harness shall comply with FIA standard 8853-2016 or SFI 16.1 or 16.5 or 16.6.
DA2.1.4.c FIA- and SFI-certified harnesses must not have expired. SFI-certified harnesses with the old labelling system shall have a manufacturer's tag with a legible date not more than 2 years old on the label.
DA2.1.4.d The installation shall comply with FIA Article 253.6 of Appendix J, independently if the harness is FIA or SFI approved.
DA2.1.4.e All vehicles running at velocities <250 kph can use the original 3-point harness or FIA or SFI approved harnesses.
NOTE: The use of FIA or SFI approved harnesses makes the installation of a racing seat compulsory.

DA2.1.5 **Racing seat (mandatory ≥250 kph or if FIA or SFI certified seat belt is used)**
DA2.1.5.a A racing seat is mandatory for velocities ≥250 kph and recommended at velocities <250 kph.
DA2.1.5.b. A racing seat is mandatory at all velocities if FIA or SFI certified harness is used.
DA2.1.5.c The seat shall comply with FIA Article 253.16 of Appendix J. The racing seat must have head and shoulder support. FIA standard 8862-2009 seat is recommended for ≥250 kph.
DA2.1.5.d A racing seat certified according to SFI 39.1 or 39.2 is accepted provided that it has adequate head and shoulder support, and that the pelvis, shoulder and head supports are symmetrical.

DA2.1.6 **Fuel tank**
DA2.1.6.a The vehicle shall have the original fuel tank, a FIA-approved safety fuel tank complying with FIA Article 253.14 of Appendix J, or a SFI-approved safety fuel tank. Fuel tank complying with FIA Article 253.14 of Appendix J or an SFI-approved safety fuel tank is recommended for ≥250 kph.
DA2.1.6.b When an OEM fuel tank is replaced by an FIA- or SFI-approved safety fuel tank, its capacity must be ≤ the OEM fuel tank capacity; the complete weight of the safety fuel tank must be ≥ the OEM fuel tank; the safety fuel tank installation must be similar to the OEM installation and must not be lower in the chassis; the refuelling neck must be ≤ the refuelling neck in the OEM fuel tank; and the safety fuel tank cannot be used to gain a performance advantage.

DA2.1.7 **Fire extinguisher system**
DA2.1.7.a A plumbed-in fire extinguisher system is mandatory for velocities ≥250 kph. The system shall meet the articles DA2.1.7.c to DA2.1.7.g.
DA2.1.7.b A plumbed-in fire extinguisher system is mandatory for velocities <250 kph if the total track length including the shut-down area is ≥5 km. The system shall meet the articles DA2.1.7.c to DA2.1.7.g.
DA2.1.7.c The system shall be designed to protect the driver and the engine area.
DA2.1.7.d The system can be automatic and driver activated, or driver activated only.
DA2.1.7.e The system shall have a minimum of 2.25 kg (5 lb.) of fire extinguishing agent. It is strongly recommended that the system and the installation complies with FIA Article 253.7.2 of Appendix J or SFI 17.1.
DA2.1.7.f Each agent cylinder shall have a current inspection/filling certification tag no more than 24 months old.
DA2.1.7.g The tags shall be visible to the scrutineer without removing the cylinder.
DA2.1.7.h Vehicles running at velocities <250 kph on tracks <5 km are required to have a hand-held extinguisher system. It is recommended to be in accordance with FIA Article 253.7.3 of Appendix J. A plumbed-in fire extinguisher system is strongly recommended; however, if installed, the hand-held system will no longer be required.

DA2.1.8 **Window net, racing nets and arm restraints (mandatory ≥250 kph)**
DA2.1.8.a Window nets and racing nets are mandatory at velocities ≥250 kph.
DA2.1.8.b Window nets shall comply with FIA Article 253.11 of Appendix J or SFI 27.1.
DA2.1.8.c Racing nets (also known as rollcage nets) shall comply with FIA standard 8863-2013 or SFI 37.1, and that the installation shall be in accordance with the FIA Racing Nets Installation specifications.
DA2.1.8.d SFI 3.3 arm restraints are recommended at all velocities.
DA2.1.8.e SFI 3.3 arm restraints may replace window nets.
NOTE: Window nets and racing nets can only be used if the car is fitted with a rollcage.

DA2.1.9 **Braking parachute**
DA2.1.9a Except for attempts being conducted on circuits (e.g. closed courses, speedways or test courses), braking parachute(s) is recommended at all velocities and required per DA 2.2.9. Braking parachute(s) and systems cannot be used to gain a performance advantage. If installed, the braking parachute and actuation system shall comply with DA2.2.9.d-i and its actuation in accordance with article DA2.2.9.j-k.

ARTICLE DA2.2 Cockpit safety equipment, minimum requirements for categories A and C
DA2.2.1 The use of safety equipment mentioned below is compulsory. Use of equipment of higher protection levels is encouraged. Required equipment is summarized in Table 2.

DA2.2.2 “SCTA” refers to the current rulebook for the Southern California Timing Association.

DA2.2.3 **Rollcage and rollcage padding**
DA2.2.3.a Saloon cars shall have a rollcage and rollcage padding. The rollcage and rollcage padding shall comply with FIA Article 253.8 of Appendix J or SCTA 3.B.
DA2.2.3.b All other vehicles where FIA Article 253.8 of Appendix J is not applicable shall comply with SCTA 3.B-3.C. Vehicles of monocoque design must provide equivalent safety.

DA2.2.4 **Harness**
DA2.2.4.a All vehicles shall have a minimum 5-point harness (seat belt). All belts shall be in good condition.
DA2.2.4.b The harness shall be approved in accordance with FIA standard 8853-2016 or SFI 16.1 or 16.5 or 16.6.
DA2.2.4.c FIA- and SFI-certified belts must not have expired. SFI-certified harnesses with the old labelling system shall have a manufacturer’s tag with a legible date not more than 2 years old.
DA2.2.4.d The installation shall follow FIA Article 253.6 of Appendix J, independently if the harness is FIA- or SFI-approved.
DA2.2.4.e Extremely reclined drivers shall use 7-point harnesses. The installation shall follow SCTA 3.D.2.

DA2.2.5 **Racing seat**
DA2.2.5.a The seat shall comply with FIA Article 253.16 of Appendix J. The seat must have head and shoulder support. FIA standard 8862-2009 is recommended for velocities ≥250 kph.
DA2.2.5.b If the seat is an integral part of the rollcage structure and a racing seat as described above cannot be used, the seat and rollcage padding shall comply with SCTA 3.D.1 and 3.B.2-3.C. It is recommended that the headrest should be manufactured in line with the following criteria:
DA2.2.5.b.a Use three areas of padding for the headrest (one on the back of the helmet and two lateral areas). The foam to be used should be ‘Confor’ CF45 (Blue) or ‘Confor’ CF45M (Blue) – see FIA Technical List n°17;
DA2.2.5.b.b It is recommended to build these areas complying with Article 17.6 of the 2015 Technical Regulations for LMP1 Prototype.
DA2.2.5.c A racing seat certified according to SFI 39.1 or 39.2 is accepted provided that it has adequate head and shoulder support, and that the pelvis, shoulder and head supports are symmetrical.

DA2.2.6 **Fuel tank**
DA2.2.6.a Saloon cars shall have the original fuel tank, or an FIA-approved safety fuel tank complying with FIA Article 253.14 of Appendix J, or a SFI-approved fuel tank. It is strongly recommended that vehicles manufactured as from 2016 and running ≥250 kph use an FIA-approved safety fuel tank complying with FIA Article 253.14 of Appendix J or an SFI-approved safety fuel tank.
DA2.2.6.b For all other vehicles manufactured as from 2016, it is strongly recommended to use an FIA-approved safety fuel tank or an SFI-approved safety fuel tank. For thrust-powered vehicles, other installations may be used subject to FIA approval.

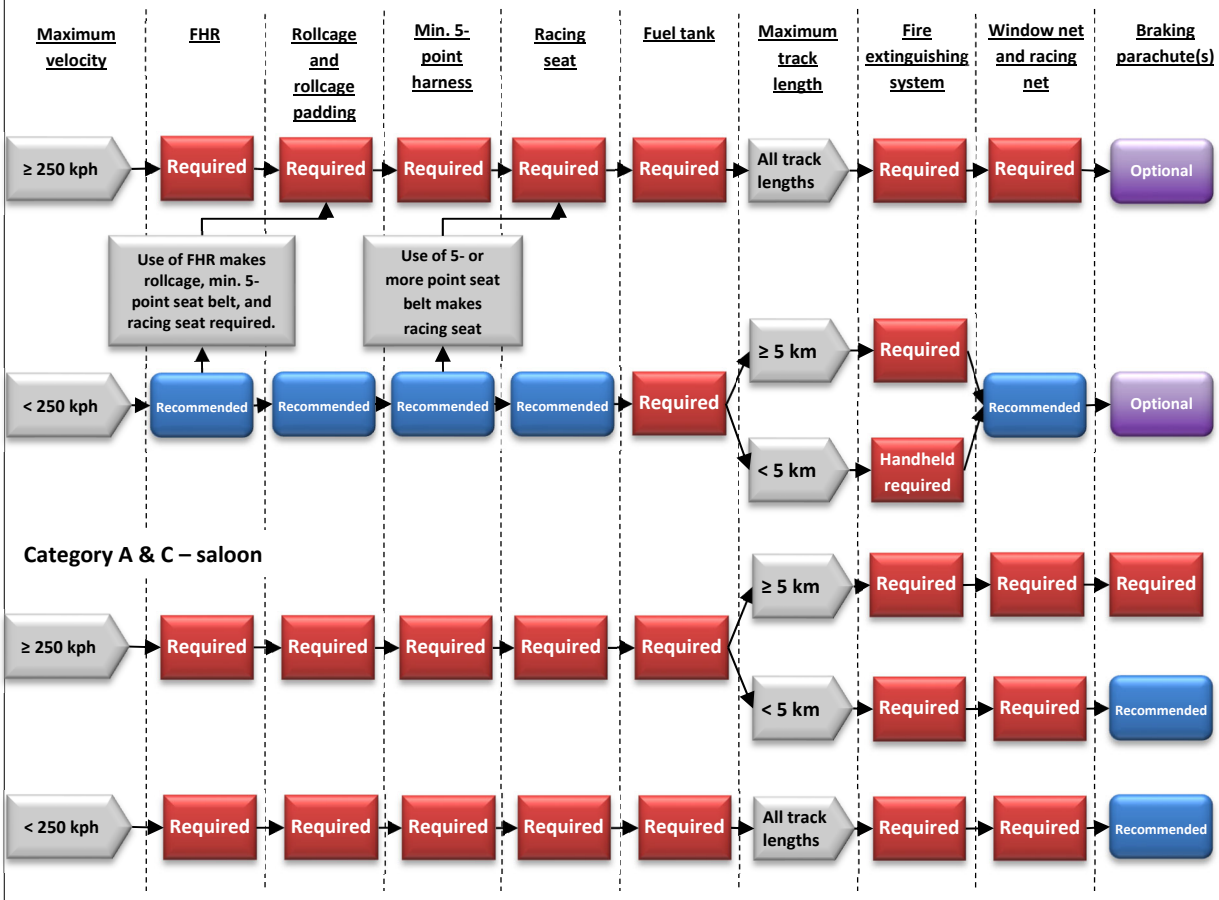
DA2.2.7 **Fire extinguisher system**
DA2.2.7.a A plumbed-in fire extinguisher system is mandatory. The system shall meet the articles DA2.2.7.b to DA2.1.7.f.
DA2.2.7.b The system shall be designed to protect the driver and enclosed engine areas. For non-enclosed engine areas, such as jet engine bays, the safety plan must address how to respond to a fire from the outside.
DA2.2.7.c The system can be automatic and driver activated, or driver activated only.
DA2.2.7.d The system shall have a minimum of 4.5 kg (10 lbs) of fire extinguishing agent. It is strongly recommended that the system and the installation complying with FIA Article 253.7.2 of Appendix J or SFI 17.1.
DA2.2.7.e Each agent cylinder shall have a current inspection/filling certification tag no more than 24 months old.
DA2.2.7.f The tags shall be visible to the scrutineer without removing the cylinder.

DA2.2.8 **Window net, racing nets and arm restraints**
DA2.2.8.a **Saloon Cars**
DA2.2.8.a.a Window nets and racing nets are mandatory.
DA2.2.8.a.b The window nets shall complying with FIA Article 253.11 of Appendix J or SFI 27.1.
DA2.2.8.a.c The racing nets (also known as roll cage nets) shall comply with FIA standard 8863-2013 or SFI 37.1, and the installation shall be in accordance with the FIA racing nets Installation specifications.
DA2.2.8.a.d SFI 3.3 arm restraints are recommended.
DA2.2.8.a.e SFI 3,3 arm restraints may replace window nets.
DA2.2.8.b **Other types**
DA2.2.8.b.a Window nets and racing nets may not be a suitable solution for special construction vehicles, in that case arm restraints are mandatory, as well as a built-in head support. Leg restraints are recommended.
DA2.2.8.b.b The arm restraints shall be SFI 3.3 certified. It is recommended that the arm restraints are sewn onto the suit by the suit manufacturer. Both arm and leg restraints may be necessary to prevent the driver's arms and legs from extending outside the rollcage structure. It is recommended that arm and leg restraints complying with SCTA 3.D.3.

DA2.2.9 **Braking parachute**
DA2.2.9.a Minimum of one (1) braking parachute is mandatory except for attempts being conducted on circuits (e.g. closed courses, speedways or test courses) for velocities ≥250 kph. The braking parachute and actuation system shall comply with DA2.1.9.d-f.
DA2.2.9.b A minimum of two (2) braking parachutes is mandatory except for attempts being conducted on circuits (e.g. closed courses, speedways or test courses) for velocities ≥400 kph. The braking parachutes shall be independently actuated. The braking parachutes and actuation systems shall comply with DA2.2.9.d-f.
DA2.2.9.c The use of braking parachute(s) is strongly recommended at all other velocities and all other track lengths.
DA2.2.9.d All braking parachute actuation systems shall be designed in a fail-safe manner.
DA2.2.9.e The braking parachute system can be automatic and driver actuated, or driver actuated only.
DA2.2.9.f The braking parachute attachment location should be aligned with the car's centre of mass on the pitch and yaw axes, to whatever extent is practical.
DA2.2.9.g The braking parachute activation switch/lever should be positioned in a way that minimises the influence on the steering and control of the car. It is strongly recommended that the activation switch/lever is mounted so that it can be activated without removing a hand from the steering wheel.
DA2.2.9.h The braking parachute size, type and tether type/length should be carefully selected based on the velocity and mass of the car, and the available shutdown distance.
DA2.2.9.i When a car is fitted with a braking parachute, it must be in working condition during all runs, regardless of attempted velocity.
DA2.2.9.j When a car is fitted with a braking parachute, it must be actuated at any run ≥250 kph.
DA2.2.9.k When a car is fitted with a braking parachute, it must be actuated during any run counting towards driver's licensing, regardless of attempted velocity."

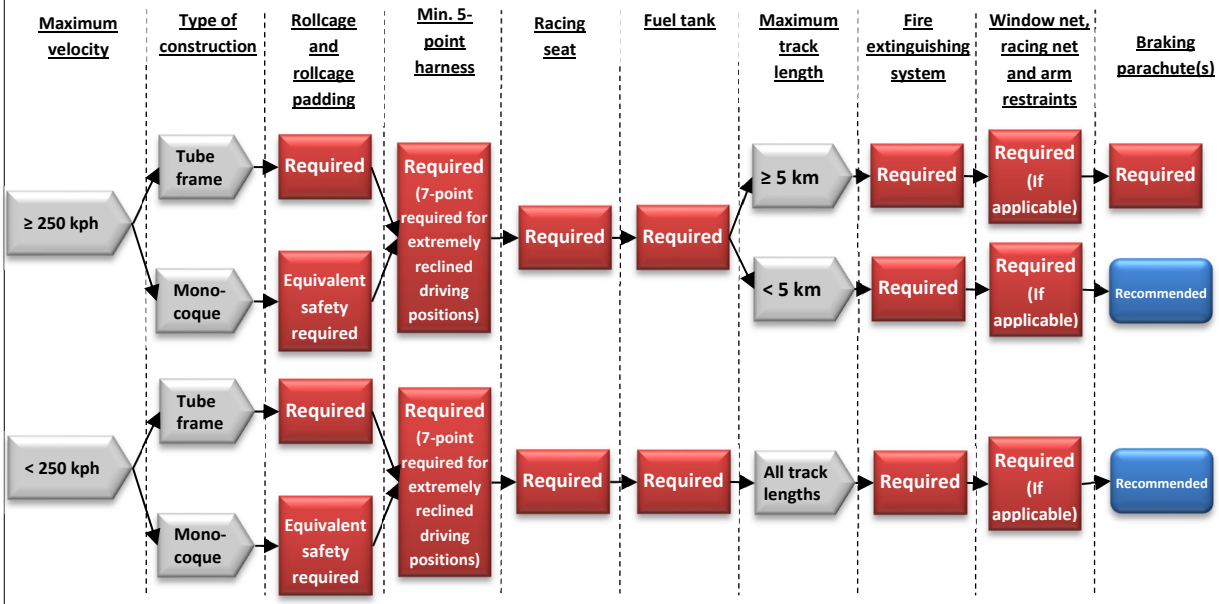
COCKPIT SAFETY EQUIPMENT (Table 2)

Category B (series production automobiles)



Category A & C – saloon

Category A & C – all other types



Symbols:

Property of vehicle or venue | Required item | Recommended item | Optional item

Note: This flow chart is for general guidance only; see the complete regulations for all the details.

SUPPLEMENT B

SAFETY PLAN

ARTICLE DB1 SAFETY OFFICER

The Organiser must appoint a Safety Officer for each event. This person reports to the Organiser and is responsible for ensuring that a suitable Safety Plan is prepared and implemented for each event. A copy of the plan must be provided to the Chief Steward, and for Absolute and Outright Land Speed Record attempts to the FIA, one month prior to the commencement of the competition.

ARTICLE DB2 TRACK LAYOUT

ARTICLE DB2.1 The *track* is defined as the length from the starting line, through the timed distance, and through the shutdown area. Its beginning, end, and sides should be clearly marked with lines, flags or other means.
ARTICLE DB2.2 Except for events at homologated or licensed circuits or drag racing strips, the Safety Plan should specify the location(s) of spectators. No spectator may be located within:

DB2.2.1 152 metres (500 feet) of the track for attempts up to 402 kph (250 mph);
DB2.2.2 305 metres (1000 feet) of the track for attempts with speeds above 402 kph (250 mph) and up to 805 kph (500 mph);
DB2.2.3 610 metres (2000 feet) of the track for attempts over 805 kph (500 mph).

ARTICLE DB2.3 Preferably, spectators should be located parallel to the general mid-point area of the track. In the case of record attempts by Category C cars, the minimum distance may need to be increased. For such attempts, the Safety Plan must be submitted to the FIA no later than one month prior to the event.

ARTICLE DB2.4 Track observers, control tower, return roads, portable toilets, shade tents, and staff will maintain 305 metres (1000 feet) clearance from the closest edge of the track.

ARTICLE DB2.5 Parallel race tracks will have minimum lateral separation of the closest track edges of 610 metres (2000 feet) one from the other.

ARTICLE DB2.6 At venues such as Bonneville Salt Flats, the axial clearance from obstacles such as a dike will be a minimum of 457 metres (1500 feet) from the end of the measured track, first and last mile boards, at each end of the track. Soft, rough, and / or unprepared surface conditions do not constitute an obstacle.

ARTICLE DB3 MARSHALS AND PERSONNEL IN THE SAFETY ZONE

ARTICLE DB3.1 The Safety Officer must ensure that there are sufficient marshals located in appropriate positions to ensure that spectators are directed to and contained within the Spectator Areas as detailed in the Safety Plan.
ARTICLE DB3.2 The Safety Plan must show the location of all course officials' posts. Except for events at homologated or licensed circuits or drag racing strips, no official post should be located within 305 metres (1000 feet) of the competition course.
ARTICLE DB3.3 The following personnel may enter the race track and safety zone:
DB3.3.1 Hot track (attempt in progress): only racing car drivers in their cars may enter a hot track and only on command of an authorized starter who has been given clear track permission from Course Control.
DB3.3.2 Cold track (no attempt in progress): maintenance and other personnel may enter a controlled cold track during the event hours with the permission of the course control ONLY. These personnel must have radio communications with Course Control.

ARTICLE DB4 LOCATION OF PIT AREA

Unless there is a suitable restraining or protection device, or natural barrier, to prevent the car from going through the pit area, the location of the pit area should be shown in the Safety Plan and should be located no less than 305 metres (1000 feet) laterally from the course.

ARTICLE DB5 MEDICAL, FIRE, AND RESCUE

The Safety Plan must specify the Intervention (Medical, Fire and Rescue) resources that will be provided at the event. These must at a minimum comply with the following:

ARTICLE DB5.1 Medical and First Intervention

DB5.1.1 There will be at least one, ALS (Advanced Life Support) staffed and equipped ambulance on site during event racing operations. A second ambulance, staffed and equipped to the same standard, is highly recommended.

DB5.1.2 The Safety Officer will determine suitable standby locations for each of the Medical and Rescue Resources to ensure a timely response to an incident, preserving the safety of the track, vehicles and personnel.

DB5.1.3 Ambulances will have adequately qualified crew to meet state laws and rules for public first responders with a minimum of two paramedics per ambulance plus the driver.

DB5.1.4 The detailed list of equipment carried by the Medical resources will be advised from time to time by the FIA. (refer to appendix H for the equipment carried by both track ambulances and "Intensive Care" level ambulances used for transfer)

DB5.1.5 For all Land Speed Record attempts a designated "Rapid Response Vehicle" (RRV) is required. A minimum of one RRV must be suitably dedicated to the course by the Saftey Officer as it's purpose is to minimise the time between an incident and the most appropriate first rescue intervention. To this effect, an RRV may be a Medical Car (M- RRV), an Ambulance (A-RRV) or Rescue (and Fire) truck (R-RRV) as determined by the Safety Officer as the most suitable for the type of Record attempt. Additional RRV's may be required by the Safety Officer (and documented in the Safety plan) depending upon the type of record attempt, terrain and location.

DB5.1.5.a The order in which the RRV's attend an incident will normally be pre-determined by the Safety Officer and indicated in the Safety plan. It is recommended that a Rescue (and Fire) R-RRV is the first resource on scene, with the most appropriate Medical resources (either A-RRV or M-RRV) following immediately thereafter.

DB5.1.5.b All RRV's must be fitted with suitable seats and seat belts / harnesses to ensure crew safety.

DB5.1.5.c For the M-RRV and A-RRV, it is highly recommended that the medical crew consists of a minimum of 1 Doctor and 1 Paramedic who are both proficient in resuscitation and experienced in the management of trauma victims. The vehicle driver may also be a Paramedic, however they will be considered additional to the medical crew. The Doctor may be replaced by a Paramedic who is also proficient in resuscitation and experienced in the management of trauma victims. The reasons for the replacement must be documented in the Safety plan by the Safety Officer, with a full explanation and risk analysis, as to the decision for the substitution. All medical crew members will be licenced to practice within the location of the attempt or permitted under local agreement (as documented in the Safety Plan) to provide life saving and life preserving interventions, including the administration of life saving medications where necessary.

DB5.1.5.d It is essential that at least one member of each RRV crew (Medical, Rescue and Ambulance) have a good command of spoken English. The Safety Officer must ensure that where the local language is not English and RRV crews interact with local personnel, services and Medical facilities, verbal communication is assured by the presence of a bi-lingual crew member (i.e. English & local / national language) or the immediate presence of an experienced interpreter.

DB5.1.5.e For all types of RRV, the driver must be experienced and competent to drive at high speeds on the terrain where the attempt is taking place.

DB5.1.5.f All crew must wear appropriate personal protective equipment, including helmets and fire resistant clothing. A vehicle intercom system connecting each member of the crew is highly recommended

DB5.1.6 All Medical resources will have, and monitor, radio communication on track radio safety and medical networks.

DB5.1.7 All Medical resources are dispatched from their location only by the course control and they must remain in communication with course control during an incident.

DB5.1.8 All Medical resources must be at their standby positions before racing operations can begin.

ARTICLE DB5.2 Fire and Rescue

DB5.2.1 The Fire and Rescue resources will consist of a minimum of one 4 wheel-drive vehicle with an experienced Rescue crew. The Safety Officer will determine the number and composition of the crew, which must be documented in the Safety Plan. If this vehicle is designated as "R-RRV" then the standards in paragraph 5.1 apply. A second water tanker truck is advised.

DB5.2.2 Fire and Rescue vehicles will have adequate fire suppression capability to suppress fire during the rescue of the driver from the most flammable vehicle at the event. Carbon fibre bodied stream liner for example. (Capability of supressing all types of fuel used at a particular event, i.e. jet fuel, exotic mixes, solid rocket fuel)

DB5.2.3 Hand-held fire extinguishers and a fire fighting water tank of 190 litres (50 gallons) are the minimum required.

DB5.2.4 "Jaws of Life" type extrication equipment is required on-board the rescue truck.

DB5.2.5 Portable chop saw equipment is required if carbon fibre or fibreglass bodied enclosed streamliner type vehicles are at the event.

DB5.2.6 Personnel must be trained in firefighting and equipped to protect themselves during incidents. They must be trained and competent in driver extrication from the relevant type of vehicles.

DB5.2.7 Fire and Rescue response vehicles will only be dispatched by course control during racing operations.

DB5.2.8 Fire and Rescue response vehicles must be at their stations before racing can begin.

DB5.2.9 Fire and Rescue crews will monitor the relevant course control radio channel at all times.

DB5.2.10 The detailed list of equipment will be advised from time to time by the FIA.

ARTICLE DB5.3 Casualty Transfer and Hospitals

DB5.3.1 The Safety plan will specify the hospital(s) which will deal with burns, orthopaedic, cardiothoracic and general surgery, neurosurgical and general trauma, including:

DB5.3.1.a Where possible, that all specialties will be present at a single hospital site, i.e a Level 1 Trauma Facility.

DB5.3.1.b For each hospital, written confirmation must be obtained from them indicating that, for the duration of the attempt, unrestricted access to that facility has been granted by the Hospital Administration.

DB5.3.1.c For each hospital, the Chief of the Medical Staff (or equivalent) must be informed in writing directly of the record attempt. He is required to confirm, in writing (including electronic means), that the necessary resuscitation, surgical and support services are available, and sufficient, to deal with life threatening / life changing injuries. Support services include, but are not limited to, Radiology (CT and plain Xray) and blood transfusion services.

DB5.3.1.d Documentation as to the presence of an Intensive Care Service capable of providing cardio-respiratory support.

DB5.3.2 The Safety plan will specify the method of transportation and transit time to the most appropriate Medical facility.

DB5.3.3 For remote locations, locations where road conditions are difficult, or transportation times are actually or potentially prolonged, a Medical evacuation aircraft (rotary or fixed wing) is highly recommended. The airframe and crew must be in place, and ready to fly, before the attempts begin. They should be stood down only by the Safety Officer once the attempts have concluded. All aircraft should be equipped to "Intensive Care" standards, to allow for the safe transfer of an unconscious / sedated and ventilated patient. The Safety plan should indicate the rationale for the use or absence of a Medical evacuation aircraft.

DB5.3.4 The evacuation of a casualty with life threatening / life changing injuries should be by the most rapid method and route possible. The method of transfer and total time for transfer (from departure / takeoff to the arrival of the patient to the medical facility) must be:

DB5.3.4.a Approved by the Safety Officer.

DB5.3.4.b Documented in the Safety Plan, including any alternative / secondary routes

DB5.3.5 If transportation requires road transport by the track ambulance, then competition must cease until a replacement is in place.

ARTICLE DB6 ANTI-DOPING:

ARTICLE DB6.1 FIA anti-doping regulations and procedures will apply to FIA Land Speed Record attempts

ARTICLE DB6.2 In view of the special nature of Land Speed Record attempts, i.e. the location and environment, it is recognised that establishing facilities for anti-doping will be highly challenging. Fixed premises will be extremely rare, and so the Safety Officer must ensure that the most appropriate and practical facilities, e.g a tent or a room within a temporary building, will be made available to conform as closely as possible to established regulations. The Safety plan will include details for the practical conduct of anti-doping procedures at, or close to, the Record attempt location.

ARTICLE DB7 UNCONVENTIONAL FUELS (E.G. ROCKET FUEL)

When vehicles are using unconventional fuels such as solid rocket fuel or liquid oxidiser (for example high test peroxide (HTP)), fire and rescue should be trained and equipped to deal with the components in use. Training and equipment needs depend on the fuel(s) used and the hazards present, and should be specified in the Safety Plan. It is the racing team's responsibility to arrange for training sessions for the fire and rescue teams.

SUPPLEMENT C

FIA World Land Speed Record Attempt Checklist

Appendix D Article	Applicable/ Verified by Steward	Date (dd/mm)	Comment(s)
ARTICLE D1 ELIGIBLE *AUTOMOBILES*			
ARTICLE D1.1*Automobiles*. Only *Automobiles* of categories, groups and classes conforming to Articles D1, D2, and D18 may attempt to establish/break the different types of recognised *Records*.			
D1.1.1 Construction. In all cases, the *Automobiles* must be in compliance with the International Sporting Code (the *Code)*, must have at least one seat equipped for the *Driver*, must not be of a dangerous construction, and must not be subject to a *Suspension* or *Disqualification*.			
D1.1.2 Safety Equipment. The use of *safety equipment as detailed in Supplement A* is compulsory. The *ASN* of the country in which the *Record Attempt* is made may make the use of such safety equipment obligatory.			
D1.1.3 Fuel. Where utilized in Appendix D, fuel containing carbon shall mean fuel whose chemical formula contains at least one C (carbon) atom.			
D1.1.4 Oxidant: The use of any oxidant (e.g. NOx) is allowed in Land Speed *Record Attempts*, notwithstanding the provisions of Appendix J, Article 252.9.4. In accordance with Appendix J, Article 251.2.3, an engine using an on-board source of oxidant will be considered as a supercharged engine and an *automobile* fitted with such an engine will be classified in a supercharged group. **This Article does not apply to Category D vehicles** whose fuel shall comply with the FIA *Drag Racing: Technical Regulations and Race Procedures*.			
D1.1.5 Aerodynamic Stability. **D1.1.5.a** For *Automobiles* conducting *Record Attempts* where speeds between 550 and 800 kph are anticipated, the following information must be provided: - Relationship between the Centre of Pressure in yaw and the Centre of Gravity, - Anticipated front and rear axle loads in pitch, - Brief summary of the method used to measure the data above..			
D1.1.5.b This information is to be submitted to the FIA as a supplement to the registration form for the *Record Attempt*. *Automobiles* that have previously participated in an officially sanctioned land speed *Event* and have proof of speed attainment in this speed range are exempt from the D1.1.5.a requirement, but must provide with the registration form: - official *Event* timing documentation indicating the *Automobile*, speed attained and date of attainment - confirmation that the vehicle did not undergo any modifications resulting in a change of position of the Centre of Pressure and/or of the Centre of Gravity. The FIA reserves the right to require a more detailed stability analysis, after a review of the provided summary and the methods used.			
D1.1.5.c For *Automobiles* conducting *Record Attempts* where speeds above 800 kph are anticipated, the following information must be provided: - Relationship between the Centre of Pressure in yaw and the Centre of Gravity			

- Anticipated front and rear axle loads, - Full supporting aerodynamic analysis including transonic and, if appropriate, supersonic behaviour. This information is to be submitted to the FIA as a supplement to the registration form for the *Record Attempt*.			
D1.1.6 Braking. *Automobiles* conducting *Record Attempts* where speeds are anticipated above 550 kph must show an analysis of stopping distance for any speed regime in which the car will be run. This information is to be submitted to the FIA as a supplement to the registration form for the *Record Attempt*. *Automobiles* that have previously participated in an FIA *Record Attempt* in this speed range are exempt from this requirement, but must provide proof of that participation with the registration form.			
D1.1.7 The competitor is solely responsible for the integrity of the information provided to the FIA.			
ARTICLE D2 CATEGORIES, GROUPS AND CLASSES			
ARTICLE D2.3Categories.			**Category**：
D2.3.1 Category A: *Automobiles* answering exclusively to the standards fixed in Article D1.1.1, using free fuel and divided into groups and classes according to Articles D1 and D18.			
D2.3.2 Category B: Series-production *Automobiles* in production at the time of the application for the *Record Attempt* and *certified to be a production representative model by a senior executive of the automobile manufacturer*.			
D2.3.2.a Before the running of the *Record Attempt*, each Automobile used for the Record Attempt must be selected from three *Automobiles* which must come from the assembly line of the production site under supervision of an official nominated by the *ASN* of the manufacturing country and/or by the *FIA*.			
D2.3.2.b These *Automobiles* will be run in under constant supervision of this official and once the running in is completed, the *Competitor* will choose from amongst the three *Automobiles* the one which he will retain for the *Record Attempt.*			
D2.3.2.c The running in must be a simple rolling over a maximum of 2000 kilometres.			
D2.3.2.d Any defective part may be replaced with identical parts on condition that the replacement operations are carried out under the control of the nominated official.			
D2.3.2.e For the running in and the *Record Attempt*, the fuel used must comply with Article 252 of *Appendix* J or be commercial bio-fuel homologated for the *Automobile* by its manufacturer.			
D2.3.3 Category C: *Special Automobiles.*			
D2.3.3.b The use of moveable aerodynamic devices is permitted.			
D2.3.4 Category D: *Drag race Automobiles* complying with the *FIA Drag Racing* regulations.			
ARTICLE D2.4Groups. Categories are further divided into Groups, as listed in Article D18. For clarity purposes, detailed definitions of the following groups are provided below :			**Group**:
D2.4.1 Categories A and B, Group VII: Solar powered *Automobiles*. *Automobiles* powered by direct conversion of solar energy only, with no onboard storage of solar energy.			
D2.4.2 Categories A and B, Group XI: Hybrid engines. Engines with two different power sources. The second power source must rely on self-rechargeable energy. Each power source must be independently able to propel the *Automobile* via its wheels without the help of the other power source and for at least:			
D2.4.2.a 1 km/30 kph (0.621 M/18.64 mph) for *Records* up to and including 10 *Mile*s.			
D2.4.2.b 10 km/30 kph (6.21 M/18.64 mph) for *Records* in excess of 10 *Mile*s.			
ARTICLE D2.5Classes. Groups are further divided into classes by cylinder capacity or by unloaded weight, depending upon the Group, as detailed in Article D18.			**Class**:
ARTICLE D3 DRIVER LICENSING			
Please refer to Appendix L, Article 15.			
ARTICLE D4 TIMES AND DISTANCES RECOGNISED			
ARTICLE D4.2*World Records.* For *World* or *Absolute* World *Records*, the recognised times and distances are as follows:			**Record(s) to be attempted:**

D4.2.1 Acceleration *Records*, standing *Start*: 1/8 *Mile* (201.17 m); 1,000 feet (304.80 m); 1/4 *Mile* (402.34 m)			
D4.2.2 Distance *Record*, flying *Start*: 1 km; 1 *Mile*			
D4.2.3 Distance *Records* in kilometres, standing *Start*: 0.5 km; 1 km; 10 km; 100 km; 500 km; 1,000 km; 5,000 km; 10,000 km; 25,000 km; 50,000 km; 100,000 km			
D4.2.4 Distance *Records* in *Mile*s, standing *Start*: 1 *Mile*; 10 *Mile*s; 100 *Mile*s; 500 *Mile*s; 1,000 *Mile*s; 5,000 *Mile*s; 10,000 *Mile*s; 25,000 *Mile*s; 50,000 *Mile*s; 100,000 *Mile*s			
D4.2.5 Time *Records* in hours, standing *Start*: 1 H; 6 H; 12 H; 24 H			
D4.2.6 *Absolute World* Closed *Course Record*: Average lap speed			
D4.2.7 *Absolute World* Wheel-Driven *Record*			
D4.2.8 *Absolute World* Electrical Engine *Record*			
ARTICLE D5 CONDITIONS			
ARTICLE D5.2*World Record Attempts.* *World* or *Absolute World Record Attempts* will be considered *International Competitions* and are governed by the *Code*.			
ARTICLE D5.3*Drag Racing Attempts.* *Drag Racing* attempts are governed by section 8 of the *FIA Drag Racing: Technical Regulations and Race Procedures*, and by Article D5.			
ARTICLE D5.4*Combined Record Attempts*. It is explicitly allowed for multiple competitors to join together in a group *Record Attempt* at a *course*, in order to share expenses for required support, as long as all the regulations in this Appendix are observed.			
ARTICLE D5.5*ASN Event.* Each *ASN* is allowed to hold *Events* dedicated to *World Record Attempts* by *Competitors* in all categories / groups / classes, over the following distances: 1/8 *Mile*; 1/4 *Mile*; 0.5 km; 1 km; 1 *Mile*.			**Event Date:**
D5.5.1 Notification. It is not necessary to give prior notification of the categories / groups / classes entered, or of the *Records* attempted. If new *Records* are set, the fees will be paid to the *FIA*, in accordance with the *Code*.			
ARTICLE D5.6Name of *Competition.* It is forbidden to use the appellation of "*Record*" in the name of any *Competition* which is not run in compliance with the *Code*.			
ARTICLE D5.7Licences. *Competitors* and *Drivers* taking part in *Record Attempts* must have their respective valid *Licences*, of the type recognised by the *ASN* for *National Records* or of the international type as required in Article D3 and Appendix L for *World* or *Absolute World Records*. **(Enclose copies of the licenses.)**			
ARTICLE D5.8*Organising Permit.* *Record Attempts* will be organised by the holder of an *Organising Permit (as detailed in Article D7.3)* delivered by the *ASN* or by the *ASN* itself or through a *Circuit* holding a permanent authorisation from the *ASN*. **(Enclose copy of the Organising Permit.)**			
ARTICLE D6 *COURSE*			
D6.1.1 *Course.* The *Course* used for *Record Attempts* may be a track of either permanent or temporary character or a *Circuit*.			
D6.1.2 Measurement. The length of the *Course* must be measured and duly certified to within 1/10,000 of its length except for *Courses* containing both straight sections and curved sections. For example, for an oval *Course* configuration, the straight sections must be measured to 1/10,000 precision and the curved sections must be measured to not less than 1/5,000 precision. The results shall be combined to obtain the total *Course* length. *Courses* containing no straight sections must be measured to not less than 1/5,000 precision. **(Enclose certified survey document that specifies the accuracy of the surveyed measurements.)**			
D6.1.2a Temporary *Courses* (dry lakebed, closed public roads, etc.) must be measured (surveyed by a licensed surveyor) within 30 days of the *Record Attempt*.			

D6.1.2b Permanent *Courses* (speedways, test courses, etc.) the original construction survey information can be used if no changes to the *course* have been made. If changes have been made to the course and those changes include a resurvey of the *course*, that survey can be used. If the *Course* has been changed and there is no applicable survey documentation, a resurvey will be required. That resurvey must be within six months of the *Record Attempt*.			
D6.1.3 Markings. The *Start* and *Finish Lines* must be indicated.			
D6.1.4 Licence. The *Course* must always be the subject of a valid *Licence*, of the national type for *National Records*, and of the international type for *World* or *Absolute World Records*, in compliance with the *Code*. **(Enclose copy of Course license.)**			
D.6.1.4.a In the case of a temporary course being used for Flying Start Mile and/or Kilometre records where a course survey cannot be done until shortly before an event, a licence request must be submitted to the FIA at least two weeks prior to the event, requesting a licence subject to a formal survey of the course.			
D6.1.4.b The temporary venue licence will then be issued subject to a formal survey pursuant to this Appendix, which must be validated by an LSRC-approved FIA steward.			
D6.1.4.c In the case of a naturally formed venue, gradient measurements in accordance with this Appendix are not required.			
D6.1.5 Use of Track. During a *World* or *Absolute World Record Attempt* of 24 hours or less, no *Automobile* is allowed to use the track besides those taking part in the *Record Attempt* except the vehicles of the nominated *Official*s and the minimum number of officially authorised vehicles necessary, which must be nominated in advance of the attempt.			
D6.1.6 Type of *Course*. The *Course* may be of the open type, with a *Control Line* at each end of the measured distance, or of the closed type, with a single *Control Line*.			
ARTICLE D6.2*Records* up to 1 *Mile*:			
D6.2.1 *Driver* Changes. *Driver* changes are forbidden.			
D6.2.2 *Type of Course*. The *Course* will be of the open type and must be covered in both directions for other than acceleration records.			
D6.2.3 Duration. The duration of the *Record Attempt* must not exceed 1 hour including the return run, as further detailed in Article D13.2.3.			
D6.2.4 Gradient. The *Course* will have a maximum gradient of 1% over any 100-metre section. In the case of a flying *Start*, this gradient limit will apply to the whole run of the *Automobile*, i.e. the measured distance plus the two extensions at the beginning and end, even if they are not straight, and which form an actual part of the *Course* during the flying *Start*. **(The certified survey document must specifically address the gradient of the course.)**			
D6.2.5 Multiple Start and Finish Lines. For *Record Attempts* by very high-speed vehicles where the potential speed exceeds 650 kph (400 mph) and the *attempt* is conducted at a naturally formed site (dry lake, salt flat, etc.), it is permitted to have one set of Start/Finish lines for the outbound run, and another set of Start/Finish lines for the return run in the opposite direction. These Start/Finish lines may be positioned according to the competitor's preference and not necessarily in the centre of the *Course* total length. The outbound *Course* Start/Finish and the return *Course* Start/Finish may be located longitudinally on the same *Course* centreline, or separately on two exactly parallel courses, provided that the distance between outbound *Course* centreline and the return *Course* centreline is no more than 100 metres. If the competitor plans to simultaneously attempt both 1 mile and 1 kilometre records during the same outbound and return runs, the 1 kilometre Start/Finish must be centred within the timed 1 mile for both outbound and return *Courses*.			
ARTICLE D6.3*Records* of 10 km and 10 *Mile*s			
D6.3.1 *Driver* Changes. *Driver* changes are forbidden.			
D6.3.2 *Type of Course*. The *Course* may be of the open or closed type.			

D6.3.3 Duration. The duration of the *Record Attempt* must not exceed 1 hour including the return run (open *Course* only), as further detailed in Article D13.2.3.			
ARTICLE D6.4 *Records* over 10 *Mile*s and time *Records*			
D6.4.1 Type of *Course*. The *Course* must be of the closed type. The direction of the running is free.			
D6.4.2 Direction of Running. For *Records* over 5,000 km and *Records* over 24 hours taking place on a *Circuit* where all curves are in the same direction, the direction of the running may be reversed every 5,000 km during the *Record Attempt*, by crossing the *Control Line* at the end of a lap and then turning back and crossing it again in the opposite direction at the beginning of the following lap, without stopping.			
ARTICLE D7	***ORGANISING PERMIT***		
ARTICLE D7.1 Breach of the Rules. Any breach of the following rules by either the *Competitor* or the *ASN* may result in the refusal of the *Record Attempt* homologation and the imposition of additional penalties at the discretion of the *FIA*.			
ARTICLE D7.2 *Organiser.* In the case of a single *competitor Record Attempt*, the *competitor* may be the organiser.			
ARTICLE D7.3 *Competitor* Responsibilities. Any *Competitor* wishing to make a *Record Attempt* must comply with the following:			
D7.3.1 Date. Contact the *ASN* for the chosen *Course* to fix the date and to secure the use of the *Course* during the validity of the *Organising Permit*.			
D7.3.2 *Course* Fees. Pay the fees for use of the *Course,* as required.			
D7.3.3 *Licence.* Hold a *Competitor's Licence* delivered by his home *ASN* and, if he is a foreigner, the authorisation of his home *ASN* for the *Record Attempt*.			
D7.3.4 Application. Send to the *ASN* for the chosen *Course* a signed application for an *Organising Permit* for the *Record Attempt* (on an approved form, if there is one).			
D7.3.5 *ASN* Fees. Pay the *ASN* to whom the application has been sent the necessary fees as fixed by said *ASN*.			
ARTICLE D7.4 *Organising Permit.* The Competitor will sign and send to the *ASN* an *Organising Permit* bearing the following details:			
D7.4.1 *Course*. Name and length of the *Circuit* chosen.			**Course Name and Length:**
D7.4.2 *Competitor*. First name, surname or company name, address, number, type, and date of the *Licence*, name of the *ASN* having delivered it (and letter of authorisation, in the case of a foreigner).			**Name:** **Address:** **Lic #:** **Lic Type:** **Lic Date:** **ASN Issuing:** **Letter of Authorization?:**
D7.4.3 *Automobile.* Characteristics which allow its *Classification* according to the *Code* and *Appendix* D (category, group, class, cylinder capacity, weight of the unloaded *Automobile* and, when applicable, make of the chassis and engine). Unloaded weight is defined as the Automobile without driver, which is in ready to run condition and does not contain any gases, liquids or solids that are consumed during the attempt.			**Cylinder Capacity:** **Empty Weight:** **Chassis Make:** **Engine Make/Model:**
D7.4.3.a For turbine engines, the following must be stated and justified, in accordance with the equivalence formula explained in Article 252 of *Appendix* J: S (High pressure nozzle area), R (Pressure ratio), and C (Calculated equivalent cubic capacity).			**S =** **R =** **C =**
D7.4.3.b For identical categories, groups and classes, the same *Competitor* may make several simultaneous *Record Attempts*. In this case, the *Competitor* must submit a separate *Registration* for each *Automobile*.			
D7.4.4 Nature of the *Record Attempts*. Types, times and distances.			**Types:** **Times:** **Distances:**

D7.4.5 Time and duration. Date and time of the beginning of the *Record Attempt*, duration of the validity of the *Organising Permit* applied for, the duration which may be extended according to the regulations established by each *ASN*.			**Start Date and Time:** **Duration:**
D7.4.6 *Drivers*. For each *Driver* (official and reserve): first name, surname, type, number and date of the *Licence*, and the name of the *ASN* having delivered it (and letter of authorisation, in the case of a foreigner). **(Duplicate Data for each driver.)**			**Name:** **Address:** **Lic #:** **Lic Type:** **Lic Date:** **ASN Issuing:** **Letter of Authorization?:**
D7.4.6.a A change of *Driver* during *Record Attempt*s is allowed, with the prior authorisation of the *ASN* and under the conditions specified in this *Appendix*; no other modification of the programme as established by the *Organising Permit* is allowed.			
ARTICLE D7.5*ASN* Responsibilities.			
D7.5.1 Deadline. Forward the *Record Attempt* Organising Permit to the *FIA* no later than the number of days prior to the *Record Attempt* stated below for each specified type of *Record Attempt*.			**FIA Notification Date:**
D7.5.1.a *World Records* – 7 days.			
D7.5.1.b *Absolute* and *Outright World Records* – 30 days.			
D7.5.1.c Category B *World Records* – 60 days.			
D7.5.2 Fees. Fix the fees of the officials.			
D7.5.3 Officials. In accordance with the *Code* and to avoid any conflict of interest, such officials will be remunerated for their work within the framework of a *Record Attempt*. They shall be paid by the *ASN*, which may pass along the associated costs to the *Competitor*(s) involved.			
D7.5.4 Conditions. After having ascertained that the conditions provided for the execution of the *Record Attempt* have been fulfilled, the *ASN* will:			
D7.5.4.a Establish the conditions of the organisation (control points, safety measures, etc.).			
D7.5.4.b Nominate the officials in charge of the supervision.			**Nominated Officials:**
D7.5.4.c Deliver the *Organising Permit* which will include all this information as well as that entered on the application by the *Competitor*.			
D7.5.4.d Give a copy of the *Organising Permit* to the Steward, in conformity with the *Code*.			
D7.5.5 Track *Licence*. If the *Record Attempt* takes place on a *Course* which does not have a regular *Licence*, after measuring the track, deliver one (in the case of a *National Record* track) or ask the *FIA* for one (in the case of a *World* or *Absolute World Record*), the validity of which will be equivalent to the duration of the *Organising Permit*.			
ARTICLE D8 OFFICIALS			
ARTICLE D8.1Supervision. The supervision of a *Record Attempt* includes the supervision of the attempt, the scrutineering of the *Automobile* and the timekeeping. The officials in charge of the supervision must be in sufficient number to ensure that the *Record Attempt* is made in conformity with the *Code*. Stewards will be assigned in accordance with Articles 11.3.7 and 11.3.8 of the Code.			
ARTICLE D8.2Nominated Officials. The *ASN* will nominate the following officials:			

D8.2.1 Steward. The Steward who, as the representative of the *ASN,* will be totally responsible for the running of the *Event*, with, among other rights, the power to stop it, suspend it or modify the programme thereof for serious safety reasons. He will supervise control operations, and after the attempt, will send to the *ASN* a complete, detailed, signed final report, appending to this report: the report of the Timekeepers; where applicable, the list of the parts replaced; and the report of the Scrutineer.			**Steward:**
D8.2.2 Officials. Officials, chosen by the *ASN* from amongst qualified officials, in such number that between them and the Steward they shall ensure the continuity of control carried out in compliance with this *Appendix*.			**Officials:**
D8.2.3 Scrutineer. A Scrutineer who will conduct the scrutineering, in compliance with Article D11.			**Scrutineer:**
D8.2.4 Timekeepeers. Official timekeepers in sufficient number to ensure the continuity of timekeeping, in compliance with Article D13.			**Timekeepers:**
ARTICLE D9 CONTROL			
ARTICLE D9.1 Procedures. The officials in charge of the control of a *Record Attempt* will proceed in the following manner:			
D9.1.1 Prior to the Attempt. Before the beginning of the *Record Attempt*: they will ensure that the *Competitor* fulfils all the conditions of the *Organising Permit*, review his *Licence*, and those of the *Drivers*, and verify the identities of the *Drivers*. If, on request of the *Competitor*, preliminary scrutineering has been carried out, they will ensure that the report of the Scrutineer is favourable and will control the list of all material and instruments submitted by the *Competitor* and add it to the final report. Finally, they must ensure that the *Course* and all installations are ready for the beginning of the *Record Attempt*.			
D9.1.2 During the Attempt. During the *Record Attempt*: they will make sure that each *Start* and each operation or manoeuvre is in compliance with this *Appendix* and will particularly identity the *Drivers* at each change of *Driver*. They must supervise the driving of the *Automobile* along the *Course*; intervene on the spot in the case of a stop along the *Course* to enquire the reason thereof; supervise the successive operations and manoeuvres carried out by the *Driver*; and, finally, they must ensure the intervention, if necessary, of aid vehicles (fire-protection vehicle, ambulance, breakdown vehicle).			
D9.1.3 Dangerous Conditions. Should dangerous conditions appear due to atmospheric conditions, state of the *Course*, of the *Automobile* or of the *Drivers*, etc., they shall immediately inform the Steward who will decide upon the advisability of stopping the *Record Attempt*, suspending it or modifying the programme.			
D9.1.4 Control of Automobile. At the end of the *Record Attempt* (or after it has been suspended on request of the *Competitor*): they will hand the *Automobile* over to the Scrutineer for verification or, if this official is absent, they will affix the seals so that none of the parts to be verified can be modified, or they will have the *Automobile* parked in a sealed area until the Scrutineer may intervene.			
D9.1.5 Staffing of Control Posts. All control posts will be permanently occupied by an official and a system of relief will be established. At the end of his duty, each official will pass the instructions to the person replacing him and will draw up a short report on the facts which may have occurred during his watch, and he will give this report to the Steward for the final report.			
ARTICLE D10 CONTROL STATIONS			
ARTICLE D10.1 Applicability. This article applies as appropriate for *Record Attempts* of 100 kilometres or longer conducted on a closed *Course* and all time *Record Attempts*.			
ARTICLE D10.2 Station Location. The stations shall be located along the *Course*, on the side of the track and be equipped with the necessary installations to receive and protect the staff and material provided for each station.			
ARTICLE D10.3 Prescribed Stations. The prescribed stations are the following: one next to the *Start Line*, one next to the *Finish Line* (or a single station if these two lines coincide), and intermediate stations in sufficient number to be placed at a maximum interval of 5 km (2.5 km in the case of simultaneous attempts), in order to permit an efficient control along the whole length of the *Course*; in any case an *Automobile* shall not be out of sight for more than one minute during its travel.			

ARTICLE D10.4 Start Station. The station near the *Start Line* will be the main station where any operation allowed will be carried out.			
ARTICLE D10.5 Supplementary Stations. On request of the *Competitor*, some of these stations may be used as refuelling stations and supplementary stations may also be created. Nevertheless, the maximum number of refuelling stations may not be more than 2 for 5 km of track.			
ARTICLE D10.6 Main and Refuelling Stations. The main station and refuelling stations will be equipped with the necessary installations to carry out all operations allowed. The latter must be carried out on the side of the track, within a section which shall not exceed 40 metres in length.			
ARTICLE D11 SCRUTINEERING			
ARTICLE D11.1 Scrutineer. The Scrutineer shall compulsorily intervene at the end of the *Record Attempt* and optionally, on request of the *Competitor*, before the beginning of the *Record Attempt* or the resuming thereof in case of suspension of the *Record Attempt*.			
ARTICLE D11.2 Classification. The scrutineering shall be carried out so as to ascertain that the *Automobile* conforms to the characteristics mentioned on the *Organising Permit*, in order to classify the *Automobile* according to *Appendices* D and J.			
ARTICLE D11.3 Required Checks.			
D11.3.1 Cockpit Egress. All drivers, both currently holding *licences* and attempting to qualify for *licences*, must pass the two following tests at the beginning of each *Record Attempt* event sanctioned by the FIA.			
D11.3.2 Blindfolded Cockpit Orientation Test. The driver must pass a blindfolded cockpit orientation test at the beginning of every *Record Attempt* event. Wearing all required personal safety equipment and seated in the vehicle, the blindfolded driver must be able to point out the following: main shut off and/or fuel shut off, fire extinguisher actuator (if present), door/cockpit latch or handle (if present), brake chute actuator (if present), seat belt latch, and anything else critical to the safe operation of the vehicle. This ensures that the driver is familiar with the vehicle.			
D11.3.3 Egress Test. Wearing all required personal safety equipment and seated in the vehicle with the seat belts properly fastened and the door/canopy closed, the driver must show that he can exit the vehicle without assistance in less than the relevant required time (see Appendix D).			
D11.3.4 For Category B *Automobiles*, the verification of the weight shall be done beforehand. Verification that the *Automobile* complies with the homologation form appended to the permit and is complete with all its parts will be done both at the beginning and at the end of the *Record Attempt*.			
D11.3.5 Braking Mechanisms. It is strongly recommended that all braking mechanisms (brakes, chutes, flaps, skids, etc.) are operated in a normal manner even during a low speed run. The FIA official can demand that all braking mechanisms be operated (provided that it is technically possible). If the car is equipped with one or more brake chutes, at least one brake chute must be successfully deployed during the licensing run.			
ARTICLE D11.4 Seals. Before the compulsory scrutineering at the end of the *Record Attempt*, and if the Scrutineer is unable to take the *Automobile* over at its arrival, the integrity of the seals affixed by the officials in charge of the control shall be ascertained.			
ARTICLE D11.5 Competitor Responsibilities. The *Competitor* shall leave the *Automobile* at the disposal of the Scrutineer during all the time necessary for the scrutineering and, if necessary, have it transported, at his own expense, under control of the official in question, to the nearest workshop specially equipped for this verification.			
ARTICLE D11.6 Report. At the end of each *Record Attempt*, the Scrutineer will draw up a report and will forward it to the Steward.			
ARTICLE D12 CONDUCT			
ARTICLE D12.1 *Start*. At the beginning of the *Record Attempt*, the *Start* will be in compliance with the *Code* for a flying *Start* without pace car or standing *Start*, as appropriate, under the control of an official. No penalties are provided for in the case of a false *Start*.			

D12.1.1 For Category A Open *Course* Flying *Start Records*, a push start is allowed solely for the purpose of starting the car. This push start cannot be for more than 300 metres from stationary.			
ARTICLE D12.2 *Driver.* During the attempt, there shall only be the *Driver* aboard the *Automobile* and he must comply with any security rule prescribed as compulsory by the National Sporting Regulations.			
ARTICLE D12.3 Applicability. The following sections of this article apply as appropriate for *Record Attempts* of 100 kilometres or longer conducted on a closed *Course* and all time *Record Attempts*.			
ARTICLE D12.4 Starting the *Automobile*.			
D12.4.1 Assistance. At the main station and refuelling stations, the *Automobile* may be pushed with the help of the staff, within the limits of the station. The *Automobile* must be stationary with or without engine running before restarting, except as provided in Article D12.1.1, and it must start by its own means of propulsion under the control of an official.			
D12.4.2 Restarting. If the *Automobile* stops during the *Record Attempt*, it may be restarted by its own means and continue.			
D12.4.3 Outside Assistance. Should the *Automobile* stop along the *Course*, the *Driver* may push the *Automobile* without any outside assistance to the nearest station for authorised replenishment or repairs to enable the *Automobile* to resume the *Record Attempt*.			
ARTICLE D12.5 Manifest. Before the *Record Attempt*, except for replenishment materials, all spare parts, auxiliary materials and tools to be held at the main station shall be entered on a manifest list together with the total weight which must be submitted to the Steward. Only listed items are permitted to be used during the attempt with the exception of body panels, window glass and exhaust systems which are deemed to be replenishment materials and therefore are not required to be listed.			
ARTICLE D12.6 Authorised Operations at Main and Refuelling Stations. Operations at main and refuelling stations may be carried out with the assistance of the staff using authorised spare parts, auxiliary materials and tools of the station. The *Automobile* must be stationary during such operations.			
ARTICLE D12.7 Authorised Operations at the Main Station. All operations concerning refuelling, cleaning, tuning, fitting, replacement of wheels, tyres, sparking plugs, injectors, repairs and welding are authorised. Welding of the fuel tank, its lines and attachments, however, is not allowed in any station and can only be carried out in a designated area, under the supervision of the Steward or appointed official.			
D12.7.1 Equipment. The station may have tools, materials and equipment similar to that of a normal road service station to lift, clean, lubricate, inflate tyres, balance and align wheels, replenish all fluids and effect small mechanical and electrical repairs to the *Automobile*(s).			
D12.7.2 Replenishment Materials. Replenishment materials shall be deemed to be wheels, tyres, sparking plugs, injectors, water, oil, fuel, hydraulic fluids, hoses, fastening devices and items normally found at a normal road service station. Coachwork, body panels, window glass and exhaust systems shall also be considered as replenishment materials.			
D12.7.3 Driver Changes. Changes of authorised *Drivers*.			
ARTICLE D12.8 Authorised Operations at Refuelling Stations. Replenishment is permitted at the designated stations. Any other operation not provided for at these stations may only be made by the *Driver* alone using the parts, tools and materials authorised for this *Record Attempt*.			
ARTICLE D12.9 Operations Outside of a Station. The only operations permitted shall be those made by the *Driver* alone using the parts, materials and tools authorised for the *Record Attempt* and without any outside assistance.			
ARTICLE D12.10 Materials Allowed to be Carried in the *Automobile*. All tools and ballast to be carried on the *Automobile* shall be properly positioned and firmly secured in accordance with Article 253 of *Appendix* J.			
D12.10.1 Spare Parts. For *Records* over 10 *Mile*s and time *Records*, except for replenishment materials, all spare parts and auxiliary materials (cleaning, repair materials) shall be at the main station. Spare parts shall not contain major powertrain assemblies, including engine and transmission / transaxle.			

ARTICLE D12.11 Weight. The total weight of spare parts and ballast shall not exceed 5% of the homologated or declared weight of the *Automobile*, plus 20 kg. The weight of the replenishment material is free.			**Automobile Weight:** **Spare Parts and ballast:**
ARTICLE D12.12 Multiple *Automobiles* on *Course*. In the case of there being simultaneously several *Automobiles* on the *Course*, they must not interfere with each other.			
ARTICLE D13 TIMEKEEPING			
ARTICLE D13.1 Devices. The devices used for recording times will be of the type and accuracy specified in this Article, with an official certificate of verification issued less than 2 years before, the validity of which has not expired on the date of the *Record Attempt*. **(Enclose official certificate of verification.)**			**Certification and Expiration Dates:**
D13.1.1 All Record Attempts. For all *Records Attempts*, timing devices must be of the automatic type with an accuracy of 1/1,000th of a second, the recording being produced directly by the passage of the *Automobile* without any human intervention.			
D13.1.2 Redundant Timing Systems. For all *Record Attempts*, it is recommended to use parallel, redundant, and entirely independent timing systems to time the event. Provisions must be made for manual triggering should the automatic triggering system become disabled in any timing system. *Competitors* may request redundant timing systems for any attempt, potentially at additional competitor cost.			
D13.1.3 Timing Event Logging. For all *Record Attempts*, the timing system(s) must log, using a non-volatile method (computer memory that can retrieve stored information even after having been power cycled), all *Record Attempt* timing events. This log will be available to timing officials and the *Steward* at the conclusion of the *attempt*.			
ARTICLE D13.2 Procedure			
D13.2.1 Registering Times. Times must be registered at the actual passage of the *Automobile* over the *Start* and *Finish Line*s in the case of an open *Course*, or over the single *Start-Finish Line* in the case of a closed *Course*. In the latter case, times will be recorded lap after lap.			
D13.2.2 Timing Line. Should several devices be used, times will be registered on the same line by all devices.			
D13.2.3 Turnaround Time. For *Records* including travel in both directions, with a break at the end of the first *Course*, times will be recorded at the passage over the *Start Line* and *Finish Line* in both directions.			**Turnaround Time:**
D13.2.3.a For *Records* up to 10 *Mile*s on an open *Course*, a maximum time of 60 minutes will be allowed to complete a run in the opposite direction used to calculate the average of the times for the *Record* distance.			
D13.2.3.b The 60-minute duration is measured from the *Start* of the measured distance on the first run to the end of the measured distance on the return run.			
ARTICLE D13.3 Speed Calculation.			
D13.3.1 Average Speed. For *Records* up to 10 *Mile*s on an open *Course*, other than acceleration *Records*, the average speed used for the establishment of the *Record* will be calculated on the average of the times registered on consecutive runs in opposite directions.			
D13.3.2 Time Accuracy. *Record* time with an accuracy of 1/1,000th of a second and calculate the mean time with an accuracy of 1/1,000th of a second with no rounding off.			
D13.3.3 Speed Accuracy. Calculate and record speed with an accuracy of 1/1,000th of mph or kph.			
D13.3.4 Conversion. Convert speed thus calculated to kph or mph, **with no rounding off**, using the defined conversion factor.			
D13.3.5 Precision. If the timekeeping equipment has accuracy greater than 1/1,000th of a second, its precision shall be set to record times to the 1/1,000th of a second, **with no rounding off**, to allow direct use of all readings.			
D13.3.6 Speed Calculation. The speed must be calculated and recorded from the time thus recorded, and only the result up to 1/1,000th of mph or kph shall be retained with **no rounding off**.			

D13.3.7 Distance *Records*. For distance *Records* on a *closed Course* (100 km and over), the *Automobile* must cross the *Finish Line* at the end of the lap during which the *Record* distance has been covered.			
D13.3.7.a Once the average speed "V" of this last lap has been calculated, the time required to cover, at this speed "V", the section of track necessary to reach the distance of the *Record* will be added to the times recorded to cover the previous laps.			
D13.3.7.b If circumstances allow it, this section may be measured and the actual time taken to cover it will then be recorded at the end of the section in question. It will then be added to the times recorded for the previous laps in order to allow the computation of the average speed of the *Record*.			
D13.3.8 Time *Records*. For time *Records* (on a closed *Course*), the *Automobile* must cross the *Finish Line* at the end of the lap during which the time of the *Record* to be recognised has elapsed.			
D13.3.8.a The average speed "V" of this last lap will then be calculated and the extra distance necessary to reach, at a speed "V", the duration of the *Record* will then be added to the distance covered during the previous laps.			
D13.3.8.b Whenever it can be proved that the *Automobile* has stopped on the *Course* at the time limit for the *Record*, and at the *Competitor*'s express request, the distance between the point of stopping and the *Finish Line* (extra distance) may be measured and added to the distance covered during the previous laps.			
D13.3.8.c In any case, the performance will only be valid for homologation if the *Automobile* has actually been running during a period of time at least equal to 90% of the *Record* duration, the average speed of the *Record* then being calculated on the basis of this duration.			
ARTICLE D13.4 *Record*ed Times. Whatever the reason may be, it is not authorised to correct, round up or modify the times actually recorded, or to use other time-recording apparatus or other means of computing speeds than those prescribed above.			
ARTICLE D13.5 Report. At the end of the *Record Attempt*, the Timekeepers will prepare and sign a report and submit it to the Stewards together with the original timesheets.			
ARTICLE D14 HOMOLOGATION			
ARTICLE D14.1 CONDITIONS OF HOMOLOGATION			
D14.1.2 *FIA* Authority. The *FIA* will adjudicate applications for homologation of *World* or *Absolute World Records* submitted by the *ASNs* concerned.			
D14.1.3 Multiple *Records*. The same *Record* may be homologated in all types of *Records* addressed in this *Appendix*.			
D14.1.4 *Record* Homologation. A *Record* cannot be homologated in categories, groups and classes of *Automobiles* different from those to which the *Automobile* used for the *Record Attempt* belongs. A *National* class *Record* may nevertheless be homologated as an absolute *National Record*, and a *World Record* may be homologated as an *Absolute World Record*.			
D14.1.5 Homologation Conditions. In any case, the homologation of a *Record* is subject to the following conditions, in accordance with the *Code*.			
D14.1.5.a The *Record Attempt* must have been made in compliance with this *Appendix*.			
D14.1.5.b The holder of the *Record*, whose name will be mentioned on the certificate of homologation, will be the *Competitor* listed on the *Organising Permit.*			
ARTICLE D14.2 HOMOLOGATION PROCESS			
D14.2.1 *ASN* Review. At the end of a *Record Attempt* or an annual *Event*, the *ASN* will review the final report and, if need be, after further inquiries, certify that the *Record Attempt* was run in compliance with the *Code*.			
D14.2.2 Preliminary Report. For *World* or *Absolute World Records*, the *ASN* shall, within 3 business days, send to the *FIA* a preliminary report stating whether a *Record* has been broken or not. The final report shall be sent to the *FIA* within 30 days.			
D14.2.3 Final Report. The final report must include at least the following documents:			
D14.2.3.a The FIA World Land Speed Record Attempt Checklist (Supplement C).			
D14.2.3.b The official *FIA* final report duly filled in, signed and stamped for each *Record*.			

D14.2.3.c The final reports of the Steward, Timekeeper, and Scrutineer.			
D14.2.3.d The report on the selection and running in of *Automobiles* (Category B only).			
D14.2.3.e The *Licence* of the *Course*.			
D14.2.3.f The *Course* measurement certificate.			
D14.2.3.g The certificate for the calibration of the time-keeping devices.			
D14.2.3.h The original time-keeping sheets for each *Record*.			
D14.2.3.h.i A high-definition (300 dpi) photo of the *Automobile* used during the *Record Attempt*(s) to be printed on the certificate of homologation.			
D14.2.5 *Land Speed Records* Commission Review. As soon as complete documentation of the *Record Attempt* is received by the *FIA*, the report will be reviewed by its *Land Speed Records* Commission for determination that a new *Record* has been established. Only then will such a new *Record* be confirmed by its publication in the Bulletin of the *FIA*.			
ARTICLE D14.3 CERTIFICATE OF HOMOLOGATION			
D14.3.1 Delivery. After approval by the *Land Speed Records* Commission, the *FIA* will then deliver to the *Competitor*, through the applying *ASN*, and with a copy to the *ASN* for registration purposes, a certificate of homologation.			
D14.3.2 Certificate. The certificate for *National, World,* and *Absolute World Records* shall include the following information:			
D14.3.2.a Type of *Record* and, except for *Absolute National* and *Absolute World Records*, its *Classification* according to the category, group, and class of the *Automobile*.			
D14.3.2.b Date and venue of the *Record Attempt*.			
D14.3.2.c Name and surname of the *Competitor* and of the *Driver(s)*.			
D14.3.2.d Make and type of the declared *Automobile* and engine.			
D14.3.2.e List of the *Records* established or broken, with indication of the distance or duration, time and average speed.			
ARTICLE D16 PUBLICATION OF *RECORDS*			
ARTICLE D16.1 Publication Restriction. Whilst awaiting homologation, the *Competitor* may not publish, or have published, distribute or have distributed the results of an attempt at a *National, World* or *Absolute World Record* except with the authorisation of the *ASN* of the country where the attempt was run, and subject to the following conditions:			
ARTICLE D16.2 Publication Caveat. The results may not be published or circulated without the statement **"Subject to *FIA* (or *ASN*) homologation"** in clearly visible letters.			
D16.2.1 Penalty. Non-compliance with this requirement will entail the refusal of the homologation, in addition to any penalties which the *ASN* may inflict for *National Records* and which the *FIA* may inflict for *World* and *Absolute World Records*.			
ARTICLE D16.3 Publication. Once a *Record* is homologated, all publication and circulation must clearly include the statement "*FIA* approved" and/or the appropriate *FIA World Record* Logo.			
ARTICLE D16.4 Copyright. The official List of *FIA Land Speed Records* and the *FIA World Record* Logo are the copyright of the *FIA*.			
ARTICLE D17 SPECIFIC REGULATIONS FOR *DRAG RACING RECORD ATTEMPTS*			
ARTICLE D17.1 General Conditions. Drag Racing *Records* are determined based on the average speed over a recognised distance. The average speed is calculated from the time measured between the moment the car crosses the start line and when it reaches the end of the recognised distance (elapsed time). Drag Racing *Records* set in accordance with the provisions of ARTICLE 17 will be listed in the Category D *Record* Listing.			
ARTICLE D17.2 Categories of Automobiles			
D17.2.1 Categories: Top Methanol Dragster, Pro Modified, Pro Stock, Funny Car, Top Methanol Funny Car, Top Fuel Dragster.			**Category:**
ARTICLE D17.3 TIMES AND DISTANCES RECOGNISED			

D17.3.2 *World Records.* For Drag Racing *World* or *Absolute World Records*, the recognised distances are as follows: Acceleration *Records*, standing *Start*: 1/8 *Mile* (660 feet, 201.17 m), 1000 feet (304.78 m) (Top Fuel and Funny Car only), 1/4 Mile (1320 feet, 402.33 m).			**Distance**:
D17.3.3 Speeds. The speeds measured for Record Attempts will be specified to the thousandth of a Mile per hour and thousandth of a Kilometre per hour..			
ARTICLE D17.4 RECORD ATTEMPTS			
D17.4.1 General. In addition to Article 2.7.4 of the *Code*, the conduct, homologation, recording and publication of all record attempts will be done in accordance with Articles D6 through D9, D11 and D13, with the following explicit exceptions.			
D17.4.2 Required Runs. According to the *FIA European Drag Race Championship*'s and the *National Hot Rod Association*'s Sporting and Technical Regulations, a single run exceeding the existing record will be used to set the new record.			
D17.4.2a Opposite Direction Runs. Opposite direction runs are not required in drag racing.			
D17.4.3 Ties.			
D17.4.3.a In the *Event* of a tie, the *Competitor* accomplishing the *Record* run earlier in the *Event* will be awarded the *Record*.			
D17.4.3.b If the *Record* is tied at a later race, the *Record* will stay with the *Competitor* who established it first.			
D17.4.4.c *Records* may be set until the *Competitor* is eliminated from further *Competitions* in the *Event*.			
D17.4.5 Automobile Change. A *Competitor* cannot set *Records* with one *Automobile*, then compete in eliminations with another one.			
D17.4.6 *Record* Holder. Only the *Competitor* holding the *Record* at the conclusion of the *Event* will be credited with the *Record*. A *Competitor* setting and then losing a *Record* during the same *Event* will not receive credit for establishing a *Record.*			
D17.4.7 Class Entry. *Competitor*s may not enter one class and claim a *Record* in another.			
D17.4.8 Timekeeping. Timekeeping will be in accordance with Article D13. However, the conditions specified for *Drag Racing* must be satisfied (see "Timing Equipment" in the *FIA Drag Racing: Technical Regulations and Race Procedures*).			

Responsibility	Name	Signature	Date
Competitor (Verified by ASN or Steward)			
Steward			
ASN			
FIA			