LOG OF MAIN CHANGES

This is a non-exhaustive list and has no regulatory value.

VERSION PUBLISHED ON 03/08/2023

SUPPLEMENT A

DA 1.1.3 Frontal head restraint (FHR)
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.

D2.3.3.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.

D2.3.3.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.

D2.3.3.c The running in must be a simple rolling over a maximum of 2000 kilometres.

D2.3.3.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.

D2.3.3.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 Miles.

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

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, ASNs 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; 50 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 Miles, standing Start: 1 Mile; 10 Miles; 100 Miles; 500 Miles; 1,000 Miles; 5,000 Miles; 10,000 Miles; 25,000 Miles; 50,000 Miles; 100,000 Miles

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.

D6.1.4.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 Officials 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 Miles

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 Miles 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 apply for separate Organising Permits 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 Attempts 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.**

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.

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 will conduct the scrutineering, in compliance with Article D11.

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

**ARTICLE D9 CONTROL.**

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 identify 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 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, except for replenishment materials, all spare parts, auxiliary materials and tools of the station. The Automobile must be stationary during such operations.

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 exhaust systems which are deemed to be replenishment materials, all spare parts, auxiliary materials and tools of the station. The Automobile must be stationary during such operations.

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 Miles 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 Lines 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 Miles 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 Miles 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 Recorded 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 timekeeping 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:
ARTICLE D17 SPECIFIC REGULATIONS FOR RECORD ATTEMPT

D17.2.1 Categories: The categories of the attempt will be listed in the Category D Record Listing.

D17.3.1 National Records: For National Records, the ASN will fix the distances, as well as any other regulations which shall deem appropriate.

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.

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

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. Competitors 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.

<table>
<thead>
<tr>
<th>Engine type</th>
<th>Cavities</th>
<th>Groups</th>
<th>Clasess</th>
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</thead>
<tbody>
<tr>
<td>External power source type</td>
<td>Fuels containing carbon</td>
<td>Hydrogen</td>
<td>Electricity</td>
</tr>
<tr>
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<tr>
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<tr>
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<thead>
<tr>
<th>Cylinder capacity (cc)</th>
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<tr>
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<tr>
<th>Unloaded weight (kg)</th>
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<td>Over</td>
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</table>

**External power source type:**
- Electrical Engine: XVII, XIV, VIII, VII
- Turbine engine: IX
- Steam engine: X
- Hybrid engine: XI (Any combination)
ARTICLE D18.2  CATEGORY B: SERIES PRODUCTION AUTOMOBILES.

<table>
<thead>
<tr>
<th>Engine type</th>
<th>External power source type</th>
<th>Groups</th>
<th>Classes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Otto cycle engine with supercharger</td>
<td>Fuels containing carbon</td>
<td>Group XV</td>
<td>Cylinder capacity (cc)</td>
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<td>Group XVI</td>
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</tr>
<tr>
<td>Diesel cycle engine with supercharger</td>
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<td>Group XVI</td>
<td></td>
</tr>
<tr>
<td>Diesel cycle engine without supercharger</td>
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<td>Group XVI</td>
<td></td>
</tr>
<tr>
<td>Rotary engine with supercharger</td>
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<td>Group XVI</td>
<td></td>
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<tr>
<td>Rotary engine without supercharger</td>
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<td>Group XVI</td>
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<table>
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<tr>
<th>Unloaded weight (kg)</th>
<th>Over</th>
<th>Up to and including</th>
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<tr>
<td>11</td>
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<td></td>
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</tbody>
</table>
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.
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:

<table>
<thead>
<tr>
<th>Equipment</th>
<th>&lt;250 kph</th>
<th>≥250 kph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suit</td>
<td>FIA standard 8856-2000 or 8856-2018 or SFI 3.2A/5</td>
<td>FIA standard 8856-2000 or 8856-2018 or SFI 3.2A/15</td>
</tr>
<tr>
<td>Boots</td>
<td>FIA standard 8856-2000 or 8856-2018 or SFI 3.3/5</td>
<td>FIA standard 8856-2000 or 8856-2018 or SFI 3.3/5 (SFI 3.3/15 recommended)</td>
</tr>
<tr>
<td>Gloves</td>
<td>FIA standard 8856-2000 or 8856-2018 or SFI 3.3/5</td>
<td>FIA standard 8856-2000 or 8856-2018 or SFI 3.3/5 (SFI 3.3/15 recommended)</td>
</tr>
<tr>
<td>Balaclava</td>
<td>FIA standard 8856-2000 or 8856-2018 or SFI 3.3</td>
<td>FIA standard 8856-2000 or 8856-2018 or SFI 3.3</td>
</tr>
<tr>
<td>Underwear (top, pants, and socks)</td>
<td>FIA standard 8856-2000 or 8856-2018 or SFI 3.3</td>
<td>FIA standard 8856-2000 or 8856-2018 or SFI 3.3</td>
</tr>
</tbody>
</table>

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.c Helmets approved in accordance with FIA standards 8860-2004, 8860-2010 or 8860-2018 are recommended for velocities ≥250 kph.
DA 1.1.4.d Helmets approved in accordance with FIA standards 8860-2004, 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 <250 kph. 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.
APPENDIX D  FIA LAND SPEED RECORDS REGULATIONS

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 ≥ 25 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 nets, 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 rollocage 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 rollocage.

DA2.1.9 Braking parachute
DA2.1.9.a 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 rollocage padding
DA2.2.3.a Saloon cars shall have a rollcage and rollocage padding. The rollcage and rollocage 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 monoconque 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 rollocage structure and a racing seat as described above cannot be used, the seat and rollocage 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 for velocities ≥250 kph if the total track length including the shut-down area is ≥5 km. The braking parachute and actuation system shall comply with DA2.1.9.d-f.
DA2.2.9.b Minimum of two (2) braking parachutes is mandatory for velocities ≥400 kph if the total track length including the shut-down area is ≥5 km. 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)

<table>
<thead>
<tr>
<th>Maximum velocity</th>
<th>FHR</th>
<th>Rollcage and rollocage padding</th>
<th>Min. 5-point harness</th>
<th>Racing seat</th>
<th>Fuel tank</th>
<th>Maximum track length</th>
<th>Fire extinguishing system</th>
<th>Window net and racing net</th>
<th>Braking parachute(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>≥ 250 kph</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>All track lengths</td>
<td>Required</td>
<td>Required</td>
<td>Optional</td>
</tr>
<tr>
<td>&lt; 250 kph</td>
<td>Recommended</td>
<td>Recommended</td>
<td>Recommended</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>Recommended</td>
<td>Optional</td>
</tr>
</tbody>
</table>

Use of FHR makes rollcage, min. 5-point seat belt, and racing seat required.

Use of 5- or more point seat belt makes racing seat.

≥ 5 km Required

< 5 km Handheld required

Category A & C – Saloon

<table>
<thead>
<tr>
<th>Maximum velocity</th>
<th>Type of construction</th>
<th>Rollcage and rollocage padding</th>
<th>Min. 5-point harness</th>
<th>Racing seat</th>
<th>Fuel tank</th>
<th>Maximum track length</th>
<th>Fire extinguishing system</th>
<th>Window net, racing net and arm restraints</th>
<th>Braking parachute(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>≥ 250 kph</td>
<td>Tube frame</td>
<td>Required</td>
<td>Required (7-point required for extremely reclined driving positions)</td>
<td>Required</td>
<td>Required</td>
<td>≥ 5 km</td>
<td>Required</td>
<td>Required</td>
<td>Required (if applicable)</td>
</tr>
<tr>
<td></td>
<td>Mono-coque</td>
<td>Equivalent safety required</td>
<td></td>
<td></td>
<td></td>
<td>&lt; 5 km</td>
<td>Required</td>
<td>Required</td>
<td>Recommended</td>
</tr>
<tr>
<td>&lt; 250 kph</td>
<td>Tube frame</td>
<td>Required</td>
<td>Required (7-point required for extremely reclined driving positions)</td>
<td>Required</td>
<td>Required</td>
<td>All track lengths</td>
<td>Required</td>
<td>Required</td>
<td>Required (if applicable)</td>
</tr>
<tr>
<td></td>
<td>Mono-coque</td>
<td>Equivalent safety required</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Recommended</td>
</tr>
</tbody>
</table>

Category A & C – All Other Types

<table>
<thead>
<tr>
<th>Maximum velocity</th>
<th>Type of construction</th>
<th>Rollcage and rollocage padding</th>
<th>Min. 5-point harness</th>
<th>Racing seat</th>
<th>Fuel tank</th>
<th>Maximum track length</th>
<th>Fire extinguishing system</th>
<th>Window net, racing net and arm restraints</th>
<th>Braking parachute(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>≥ 250 kph</td>
<td>Tube frame</td>
<td>Required</td>
<td>Equivalent safety required</td>
<td>Required</td>
<td>Required</td>
<td>≥ 5 km</td>
<td>Required</td>
<td>Required</td>
<td>Required (if applicable)</td>
</tr>
<tr>
<td></td>
<td>Mono-coque</td>
<td>Equivalent safety required</td>
<td></td>
<td></td>
<td></td>
<td>&lt; 5 km</td>
<td>Required</td>
<td>Required</td>
<td>Recommended</td>
</tr>
<tr>
<td>&lt; 250 kph</td>
<td>Tube frame</td>
<td>Required</td>
<td>Equivalent safety required</td>
<td>Required</td>
<td>Required</td>
<td>All track lengths</td>
<td>Required</td>
<td>Required</td>
<td>Required (if applicable)</td>
</tr>
<tr>
<td></td>
<td>Mono-coque</td>
<td>Equivalent safety required</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Recommended</td>
</tr>
</tbody>
</table>

Symbols:

- **Required Item**
- **Recommended Item**
- **Optional Item**

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

DB5.1.6 A vehicle intercom system connecting each member of the crew is highly recommended

DB5.1.7 All Medical resources will have, and monitor, radio communication on track radio safety and medical networks.

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 streamliner type vehicles 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.
# FIA World Land Speed Record Attempt Checklist

<table>
<thead>
<tr>
<th>2021 Appendix D Article</th>
<th>Applicable/ Verified by Steward</th>
<th>Date (dd/mm)</th>
<th>Comment(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D1.1.5.a For Automobiles conducting Record Attempts where speeds between 550 and 800 kph are anticipated, the following information must be provided:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Relationship between the Centre of Pressure in yaw and the Centre of Gravity,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Anticipated front and rear axle loads in pitch,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Brief summary of the method used to measure the data above.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- official Event timing documentation indicating the Automobile, speed attained and date of attainment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D1.1.5.c For Automobiles conducting Record Attempts where speeds above 800 kph are anticipated, the following information must be provided:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Relationship between the Centre of Pressure in yaw and the Centre of Gravity</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
- 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

**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 D2.4 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 Miles.
- **D2.4.2.b** 10 km/30 kph (6.21 M/18.64 mph) for Records in excess of 10 Miles.

**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 LICENCING

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:
### APPENDIX D

#### FIA LAND SPEED RECORDS REGULATIONS

**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; 100,000 km

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

**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**

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**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 D5.5ASN 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.

(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.)

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**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.
<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>D6.1.2b</td>
<td><strong>Permanent Courses</strong> (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 <strong>Record Attempt</strong>.</td>
</tr>
<tr>
<td>D6.1.3</td>
<td><strong>Markings.</strong> The <strong>Start and Finish Lines</strong> must be indicated.</td>
</tr>
<tr>
<td>D6.1.4</td>
<td><strong>Licence.</strong> The <strong>Course</strong> must always be the subject of a valid <strong>Licence</strong>, of the national type for <strong>National Records</strong>, and of the international type for <strong>World or Absolute World Records</strong>, in compliance with the <strong>Code</strong>. <em>(Enclose copy of Course license.)</em></td>
</tr>
<tr>
<td>D6.1.4.a</td>
<td>In the case of a temporary course being used for <strong>Flying Start Mile and/or Kilometre records</strong> 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.</td>
</tr>
<tr>
<td>D6.1.4.b</td>
<td>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.</td>
</tr>
<tr>
<td>D6.1.4.c</td>
<td>In the case of a naturally formed venue, gradient measurements in accordance with this Appendix are not required.</td>
</tr>
<tr>
<td>D6.1.5</td>
<td><strong>Use of Track.</strong> During a <strong>World or Absolute World Record Attempt</strong> of 24 hours or less, no <strong>Automobile</strong> is allowed to use the track besides those taking part in the <strong>Record Attempt</strong> except the vehicles of the nominated <strong>Officials</strong> and the minimum number of officially authorised vehicles necessary, which must be nominated in advance of the attempt.</td>
</tr>
<tr>
<td>D6.1.6</td>
<td><strong>Type of Course.</strong> The <strong>Course</strong> may be of the open type, with a <strong>Control Line</strong> at each end of the measured distance, or of the closed type, with a single <strong>Control Line</strong>.</td>
</tr>
<tr>
<td>ARTICLE D6.2</td>
<td><strong>Records up to 1 Mile:</strong></td>
</tr>
<tr>
<td>D6.2.1</td>
<td><strong>Driver Changes.</strong> Driver changes are forbidden.</td>
</tr>
<tr>
<td>D6.2.2</td>
<td><strong>Type of Course.</strong> The <strong>Course</strong> will be of the open type and must be covered in both directions for other than acceleration records.</td>
</tr>
<tr>
<td>D6.2.3</td>
<td><strong>Duration.</strong> The duration of the <strong>Record Attempt</strong> must not exceed 1 hour including the return run, as further detailed in Article D13.2.3.</td>
</tr>
<tr>
<td>D6.2.4</td>
<td><strong>Gradient.</strong> The <strong>Course</strong> will have a maximum gradient of 1% over any 100-metre section. In the case of a flying <strong>Start</strong>, this gradient limit will apply to the whole run of the <strong>Automobile</strong>, 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 <strong>Course</strong> during the flying <strong>Start</strong>. <em>(The certified survey document must specifically address the gradient of the course.)</em></td>
</tr>
<tr>
<td>D6.2.5</td>
<td><strong>Multiple Start and Finish Lines.</strong> For <strong>Record Attempts</strong> by very high-speed vehicles where the potential speed exceeds 650 kph (400 mph) and the <strong>attempt</strong> is conducted at a naturally formed site (dry lake, salt flat, etc.), it is permitted to have one set of <strong>Start/Finish lines</strong> for the outbound run, and another set of <strong>Start/Finish lines</strong> for the return run in the opposite direction. These <strong>Start/Finish lines</strong> may be positioned according to the competitor’s preference and not necessarily in the centre of the <strong>Course</strong> total length. The outbound <strong>Course Start</strong>/Finish and the return <strong>Course Start</strong>/Finish may be located longitudinally on the same <strong>Course centreline</strong>, or separately on two exactly parallel courses, provided that the distance between outbound <strong>Course centreline</strong> and the return <strong>Course centreline</strong> 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 <strong>Start/Finish</strong> must be centred within the timed 1 mile for both outbound and return <strong>Courses</strong>.</td>
</tr>
<tr>
<td>ARTICLE D6.3</td>
<td><strong>Records of 10 km and 10 Miles:</strong></td>
</tr>
<tr>
<td>D6.3.1</td>
<td><strong>Driver Changes.</strong> Driver changes are forbidden.</td>
</tr>
<tr>
<td>D6.3.2</td>
<td><strong>Type of Course.</strong> The <strong>Course</strong> may be of the open or closed type.</td>
</tr>
</tbody>
</table>
**APPENDIX D FIA LAND SPEED RECORDS REGULATIONS**

**ARTICLE D6.3**

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**

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**

D7.1.1 **Breach of the Rules.** Any breach of the following rules by either the Competitor or theASN 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**

D7.2.1 **Organiser.** In the case of a single competitor Record Attempt, the competitor may be the organiser.

**ARTICLE D7.3**

D7.3.1 **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**

D7.4.1 **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 apply for separate Organising Permits 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.

<table>
<thead>
<tr>
<th>Start Date and Time:</th>
<th>Duration:</th>
</tr>
</thead>
</table>

### 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.)

<table>
<thead>
<tr>
<th>Name:</th>
<th>Address:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lic #:</td>
<td>Lic Type:</td>
</tr>
<tr>
<td>Lic Date:</td>
<td>ASN Issuing:</td>
</tr>
<tr>
<td>Letter of Authorization?:</td>
<td></td>
</tr>
</tbody>
</table>

### D7.4.6.a A change of Driver during Record Attempts 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.

### 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.

<table>
<thead>
<tr>
<th>Type of Record Attempt</th>
<th>Number of Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>World Records</td>
<td>7 days</td>
</tr>
<tr>
<td>Absolute and Outright World Records</td>
<td>30 days</td>
</tr>
<tr>
<td>Category B World Records</td>
<td>60 days</td>
</tr>
</tbody>
</table>

### 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:

- Establish the conditions of the organisation (control points, safety measures, etc.).
- Nominate the officials in charge of the supervision.
- Deliver the Organising Permit which will include all this information as well as that entered on the application by the Competitor.
- 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.

### D8.1 Supervision

The supervision of a Record Attempt includes the supervision of the attempt, the scrutiny 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.

### D8.2 Nominated Officials

The ASN will nominate the following officials:
### APPENDIX D

**FIA LAND SPEED RECORDS REGULATIONS**

| **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 Timekeepers.** Official timekeepers in sufficient number to ensure the continuity of timekeeping, in compliance with Article D13. | Timekeepers: |

**ARTICLE D9 CONTROL**

**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 identify 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**

**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.

**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.

**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 following tests at the beginning of Record Attempt events 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.
### APPENDIX D  FIA LAND SPEED RECORDS REGULATIONS

**D12.1** 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, 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 Miles 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. (Enclose official certificate of verification.)

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 Lines 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 Miles 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 Miles 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 Recorded 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

D14.1 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.

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.
### APPENDIX D

**FIA LAND SPEED RECORDS REGULATIONS**

<table>
<thead>
<tr>
<th>D14.2.3.c</th>
<th>The final reports of the Steward, Timekeeper, and Scrutineer.</th>
</tr>
</thead>
<tbody>
<tr>
<td>D14.2.3.d</td>
<td>The report on the selection and running in of Automobiles (Category B only).</td>
</tr>
<tr>
<td>D14.2.3.e</td>
<td>The Licence of the Course.</td>
</tr>
<tr>
<td>D14.2.3.f</td>
<td>The Course measurement certificate.</td>
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<tr>
<td>D14.2.3.g</td>
<td>The certificate for the calibration of the time-keeping devices.</td>
</tr>
<tr>
<td>D14.2.3.h</td>
<td>The original time-keeping sheets for each Record.</td>
</tr>
<tr>
<td>D14.2.3.h.i</td>
<td>A high-definition (300 dpi) photo of the Automobile used during the Record Attempt(s) to be printed on the certificate of homologation.</td>
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</tbody>
</table>

**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**

| 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: |
| 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. |
| 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. |
| 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**

| 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. |
| 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. |
| D17.3 | TIMES AND DISTANCES RECOGNISED | Category: |
### APPENDIX D FIA LAND SPEED RECORDS REGULATIONS

**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).

**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.

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### 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.** Competitors 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).

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<tr>
<th>Responsibility</th>
<th>Name</th>
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<th>Date</th>
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<tbody>
<tr>
<td><strong>Competitor</strong> (Verified by ASN or Steward)</td>
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<td>Steward</td>
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