



“Speed Over a Commercial Airline Route”

NATIONAL AERONAUTIC ASSOCIATION

*United States Representative of the
Fédération Aéronautique Internationale*



Record Attempt Kit

Preface

The National Aeronautic Association is the National Aero Club of the United States. It traces its roots back to 1905 when The Aero Club of America was founded. It is the nation's oldest aviation organization.

Since its beginning, NAA's primary mission has been the advancement of the art, sport and science of aviation in the United States. In recent years, its mission has been broadened to include space flight.

NAA was a founding member of the Fédération Aéronautique Internationale (FAI) and has remained as a member since 1905. FAI is the international organization responsible for the coordination of air sports, competition, and certification of all aviation and space records in the world. NAA, as the U.S. representative of FAI, is responsible for coordination and certification of all aviation and space records originating in the United States.

The founders of The Aero Club of America concluded very early that one of the most effective ways to encourage the advancement of the art, sport, and science of aviation was through competition. Competition encouraged individuals and organizations to push the science of aeronautics to the limit of existing technology. This is as true today as it was in the early days of aviation.

For many years, Orville Wright was chairman of NAA's Contest and Records Board. He encouraged pilots of all levels of experience to compete and set records. It is in this spirit that we encourage all pilots to seek out and to set records, whether in a Piper Cub or in a Boeing 777 on a scheduled international flight.

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RECORD ATTEMPT KIT

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Records for "Speed Over a Commercial Airline Route"

Introduction

The National Aeronautic Association, as the United States representative of the Fédération Aéronautique Internationale, is the sole authority within the U.S. for certifying aviation and space records.

All official attempts of National and World records must be made in accordance with the Sporting Code of FAI, the world authority for the certification of international records. While the Sporting Code outlines the specific rules and requirements for each record class, the procedures in this kit generally apply to all record attempts sanctioned by NAA.

Record Description and Distance Requirements

"Speed Over a Commercial Airline Route" records represent the fastest certified speed of an aircraft on a regularly scheduled flight carrying passengers or cargo. Records may be flown between any cities designated for that purpose, and any time spent on the ground (i.e., for refueling) will count as flying time.

The minimum distance between the start and finish points for World records is 400 kilometers (249 statute miles) when the start and finish points are in the same country. The minimum distance has been reduced to 200 kilometers (125 statute miles) for U.S. National records. There is no minimum distance requirement for international flights. The great circle distance between the start and finish points will be used to calculate the certified speed, regardless of the route of flight.

Aircraft Classifications

The following classifications of aircraft are used for "Speed Over a Commercial Airline Route" records:

Class C: Landplane (C-1), Seaplane (C-2), Amphibian (C-3)

Class H: Jetlift Aircraft (Special rules apply to records in Class H. Please contact NAA for details if you are planning a record attempt in this class.)

Record Claims

Due to the nature of commercial airline route records, NAA does not issue sanctions in advance of the flight. Accordingly, record claims are accepted on a first-come, first-serve basis. See "Checklist for Claiming a Record" on page 7 for the procedures for claiming a record.

The contestant and sponsor must agree to hold NAA harmless and to indemnify NAA and its officers, agents, directors, and employees from any expense, losses, or damages as a result of claims or action that might be brought as a result of the record attempt.

Record claims will only be accepted from contestants who hold a valid FAA certificate (except a Student Pilot Certificate) or military aeronautical rating for the type of vehicle flown.

Record claims will not be accepted for any flight that violates applicable Federal Aviation Regulations unless a waiver was first obtained from the FAA permitting such operations.

Record Fees

Record registration fees are non-refundable and must be submitted within 30 days of the attempt. The registration fee includes one mounted NAA National certificate and one mounted FAI diploma (if appropriate) for the applicant.

For a list of other fees, please see the current NAA Record Fee Schedule.

Membership and Sporting License Requirements

Contestants must apply for NAA membership and an FAI Sporting License *at least 5 business days prior to attempting a record*. Both applications can be completed online at:

<http://naa.aero/membership/membership-application>

The sporting license is available to U.S. citizens and residents through NAA, and is valid for 12 months. While it is not a requirement that all flight crew members participate in the record attempt, those who do wish to be officially recognized must also satisfy the membership and sporting license requirements.

Margin Over an Existing Record

For a speed record to be certified, the new performance must be better than the existing record by 1%.

Initial Notification to NAA

Contestants must notify NAA in writing of *each* new record claim *within 72 hours of the attempt*. The preliminary results of the attempt, including the date and estimated ground speed, must be provided. This notification must be made by E-mail or through the NAA web site at: <http://naa.aero/records/record-claim-statement>

If a world record is being claimed, NAA will notify FAI of the preliminary results.

You must also telephone NAA at (703) 416-4888 within 24 hours of submitting your claim to confirm that it was received. See "Checklist for Claiming a Record" on page 7 for complete information.

Submission of Documentation to NAA

Within 30 days of the record, complete documentation on the flight must be forwarded to NAA. It is the responsibility of the contestant to ensure that all the required documentation is sent to NAA. In some instances, the documentation will be forwarded directly to NAA by airline representatives or Official Observers. All documentation submitted becomes the property of NAA (for U.S. National records) and FAI (for World records).

National Records versus World Records

United States "National" records are approved by the National Aeronautic Association. "World" records are approved by the Fédération Aéronautique Internationale.

A potential World record must first be certified as a U.S. National record. Once NAA has approved the record claim as a U.S. National record, NAA will issue a certificate and, if a World record is also being claimed, forward the documentation to FAI.

Generally, once the completed paperwork has been submitted to NAA, it takes approximately 30-60 days for NAA to approve the claim as a National record. It oftentimes takes FAI several months to review and approve the claim as a World record.

Recognition of Your Achievement

In recognition of your achievement, you may have your awards presented to you in person at a suitable occasion. NAA holds its own awards ceremonies periodically, and also makes presentations at other events throughout the year. You may request to receive your awards at one of these events, or they can be sent to you.

The details of your record will be published on NAA's website at www.naa.aero

Other Questions

This abbreviated guide cannot attempt to answer all questions that may arise. Please contact NAA for further information.

Requirements for Documenting Record Attempts

Record attempts for "Speed Over a Commercial Airline Route" may be documented with the aircraft's Automated Carrier Activity Reporting System (ACARS) or by Official Observers. The documentation requirements are described below. Documentation forms are available for download at NAA's web site (<http://www.naa.aero>).

Documentation Required	Reasons for Documentation
ACARS printout <i>or</i> Certification of Takeoff (Form 1) and Certification of Landing (Form 7)	To certify the start and finish times of the attempt
Weight manifest	To certify that the aircraft carried passengers or cargo
Record Claim Statement (Form SC or Form S, as appropriate)	To certify various details of the attempt

Certification using ACARS

When using ACARS to document a record attempt, the following information is required:

1. Original ACARS printout showing the month and day of the attempt and *actual* takeoff ("off") and landing ("on") times¹.
2. Original weight manifest printout showing cargo and/or passenger weights.
3. Record Claim Statement (Form SC).

Each item *must be verified and signed* by a Captain or Dispatcher of the contestant's airline *who is not otherwise associated with the record flight*. Items must be originals—faxes and photocopies are not acceptable. Do not use highlighter pens on thermal paper printouts.

Certification by Official Observers

Normally, on-duty FAA Air Traffic Controllers (and their foreign or military equivalents) can serve as Official Observers for your record attempt. Where it is not possible to utilize FAA personnel, the Official Observers must be designated in advance by NAA to serve in this capacity.²

When Official Observers assist in documenting a record attempt, the following information is required:

1. Certification of Takeoff (Form 1) signed by an NAA Official Observer, or FAA personnel (or their foreign or military equivalent). The form must be given to the

¹One minute will be added to the elapsed time when the ACARS does not display time to the nearest second.

²Failure to adhere to these requirements will result in rejection of the certification.

appropriate person before the start of the attempt and mailed directly to NAA by the signatory.

2. Certification of Landing (Form 7) signed by an NAA Official Observer, or FAA personnel (or their foreign or military equivalent). The form must be given to the appropriate person before the start of the attempt and mailed directly to NAA by the signatory.
3. Record Claim Statement (Form S)

Other Information

At the completion of the flight, the Record Claim Statement (Form S or Form SC, as appropriate) must be prepared by the NAA Official Observer, or by the pilot making the record attempt. The completed form, payment, and any additional documentation must be submitted to NAA as soon as possible, but no later than 30 days from the date of the record attempt.

Checklist for Claiming a Record

- Contact NAA in writing *within 72 hours of the flight* to claim your record. Use one of the following methods:

- Website..... <http://naa.aero/records/record-claim-statement>
- E-mail..... records@naa.aero

Provide the following details of the flight:

- name of Captain;
 - name(s) of additional flight crew member(s);
 - start / finish points (including cities);
 - date of the flight;
 - airline;
 - aircraft make and model;
 - time enroute;
 - estimated ground speed.
- You must telephone NAA at (703) 416-4888 *within 24 hours* of submitting your claim to confirm that it was received.
 - Within 30 days*, be sure NAA has been sent complete details of the flight as follows:

For certification using ACARS:

- Record Claim Statement (Form SC)
- Original printout of the weight or passenger manifest
- Original printout showing actual "off" and "on" times

For certification by Official Observers (aircraft without ACARS):

- Record Claim Statement (Form S)
- Weight manifest
- Certification of Takeoff (Form 1)
- Certification of Landing (Form 7)

- Please include payment for record fees and any other items ordered. We accept the following forms of payment: check, money order, and credit cards (American Express, Discover, MasterCard, or Visa).