

2025 FORMULA ONE SPORTING REGULATIONS

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ART	CONTENTS	PAGE	ART	CONTENTS	PAGE
1	REGULATIONS	2	38	FREE PRACTICE	45
2	GENERAL UNDERTAKING	2	39	QUALIFYING AND SPRINT	
3	GENERAL CONDITIONS	2		QUALIFYING SESSIONS	46
4	LICENCES	3	40	PRE-SPRINT AND PRE-RACE PARC FERMÉ	48
5	CHAMPIONSHIP COMPETITIONS	3	41	VOID	52
6	WORLD CHAMPIONSHIP	4	42	THE GRID FOR THE SPRINT OR THE RACE	52
7	DEAD HEAT	6	43	SPRINT SESSION STARTING PROCEDURE	53
8	COMPETITORS APPLICATIONS	7	44	RACE STARTING PROCEDURE	56
9	CAR LIVERY AND COMPETITION NUMBERS	8	45	EXTRA FORMATION LAP	58
10	TRACK RUNNING TIME OUTSIDE A COMPETITION	8	46	DELAYED START	59
11	PROMOTER	16	47	ABORTED START	59
12	ORGANISATION OF COMPETITIONS	17	48	FALSE START	60
13	INSURANCE	17	49	FORMATION LAP(S) BEHIND THE SAFETY CAR	60
14	FIA DELEGATES	17	50	STARTING PROCEDURE SUSPENDED	61
15	OFFICIALS	17	51	STANDING START	61
16	INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS	18	52	ROLLING START	62
17	PROTESTS, APPEALS AND RIGHT OF REVIEW	18	53	SPRINT SESSION AND THE RACE	62
18	SANCTIONS	19	54	INCIDENTS DURING THE SPRINT SESSION OR THE RACE	62
19	PRESS CONFERENCES, MEDIA OPPORTUNITIES, DRIVER ACTIVITIES AND NATIONAL ANTHEM	19	55	SAFETY CAR	64
20	MEETINGS	22	56	VIRTUAL SAFETY CAR	67
21	COVERING OF COMPONENTS DURING A COMPETITION	23	57	SUSPENDING A SPRINT SESSION OR A RACE	68
22	DRIVER ADJUSTABLE BODYWORK	23	58	RESUMING A SPRINT SESSION OR A RACE	69
23	OPERATIONAL PERSONNEL DURING A COMPETITION	24	59	FINISH	72
24	COMPETITOR FACTORY SHUTDOWN PERIODS	25	60	POST SPRINT AND POST RACE PARC FERMÉ	73
25	POWER UNIT MANUFACTURER SHUTDOWN PERIODS	27	61	SPRINT SESSION CLASSIFICATION	73
26	GENERAL SAFETY	28	62	RACE CLASSIFICATION	73
27	SPARE CARS	30	63	PODIUM CEREMONY AND POST COMPETITION PRESS CONFERENCE	74
28	POWER UNIT USAGE	31	64	TEAM EQUIPMENT	74
29	VOID	32		APPENDIX 1: INFORMATION REQUIRED BY THE FIA 90 DAYS BEFORE A COMPETITION	75
30	SUPPLY OF TYRES IN THE CHAMPIONSHIP AND TYRE LIMITATION DURING THE COMPETITION	32		APPENDIX 2: ENTRY FORM	76
31	SCRUTINEERING	39		APPENDIX 3: REGULATIONS OF THE DRIVER CONTRACT RECOGNITION BOARD	87
32	CHANGES OF DRIVER	40		APPENDIX 4: ENTRY FEES	88
33	DRIVING	40		APPENDIX 5: PODIUM CEREMONY	89
34	PIT ENTRY ROAD, PIT LANE AND PIT EXIT ROAD	41		APPENDIX 6: SUPPLY OF POWER UNITS	92
35	WEIGHING	43		APPENDIX 7: AERODYNAMIC TESTING RESTRICTIONS	98
36	REFUELLING	44		APPENDIX 8: POWER UNIT TEST BENCH RESTRICTIONS	111
37	PRACTICE SESSIONS	44		APPENDIX 9: APPROVED CHANGES FOR SUBSEQUENT YEARS	119

1) REGULATIONS

- 1.1** The FIA will organise the FIA Formula One World Championship (the Championship) which is the property of the FIA and comprises two titles of World Champion, one for drivers and one for constructors. It consists of the Formula One Grand Prix races which are included in the Formula One calendar and in respect of which the ASNs and organisers have signed organisation agreements with the FIA. All the participating parties (FIA, ASNs, organisers, Competitors and circuits) undertake to apply as well as observe the rules governing the Championship and must hold the appropriate FIA Licences which are issued to drivers, Competitors, officials, organisers and circuits.
- 1.2** The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
- 1.3** These Sporting Regulations apply to the whole calendar year referred to in the title, and to the Championship taking place within that calendar year (“the Championship”). Any changes made by the FIA for safety reasons may come into effect without notice or delay.

2) GENERAL UNDERTAKING

- 2.1** All drivers, Competitors and officials participating in the Championship undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the Formula One Technical Regulations (Technical Regulations), the Formula One Financial Regulations (Financial Regulations) and the present Formula One Sporting Regulations together referred to as “the Regulations”.
- 2.2** The Championship and each of its Competitions is governed by the FIA in accordance with the Regulations.
- 2.3** Competition means any competition entered into the FIA Formula One Championship Calendar for any year commencing four (4) hours before P1 is scheduled to start and ending at the time for the lodging of a protest under the terms of the Code or the time when a technical or sporting certification has been carried out under the terms of the Code, whichever is the later.
- 2.4** Any special national regulations must be submitted to the FIA with the original application for inclusion of a Competition on the international calendar. Only with the approval of the FIA can such special regulations come into force for a Competition.

3) GENERAL CONDITIONS

- 3.1** It is the Competitor’s responsibility to ensure that all persons concerned by his entry observe all the requirements of the Regulations. If a Competitor is unable to be present in person at the Competition, he must nominate his representative in writing. The person having charge of an entered car during any part of a Competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.
- 3.2** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout each free practice session, qualifying session, sprint qualifying session, sprint session and the race.
- 3.3** The presentation of a car for initial scrutineering in accordance with Article 31.1 will be deemed an implicit statement of conformity.

- 3.4 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or track must always wear an appropriate pass.
- 3.5 No pass may be issued or used other than with the agreement of the FIA. A pass may be used only by the person and for the purpose for which it was issued.
- 3.6 Each Competitor must hold the minimum of 3 Star FIA Environmental Accreditation.
- 3.7 Each Competitor and each PU Manufacturer must ensure that upon request the FIA and persons authorised by it are granted such access, without undue delay, to its premises, facilities, individuals, information and documentation (whether these are stored digitally or not), as it may reasonably require to perform its regulatory function as provided for by the Regulations.

4) LICENCES

- 4.1 All drivers, Competitors and officials participating in the Championship must hold an FIA Super Licence. Applications for Super Licences must be made annually to the FIA through the applicant's ASN.
- 4.2 With the exception of a reprimand or fine, when a penalty is applied under the Code or Article 54.3 the stewards may impose penalty points on a driver's Super Licence. If a driver accrues twelve (12) penalty points his licence will be suspended for the following Competition, following which twelve (12) points will be removed from the licence.

Penalty points will remain on a driver's Super Licence for a period of twelve (12) months after which they will be respectively removed on the twelve (12) month anniversary of their imposition.

5) CHAMPIONSHIP COMPETITIONS

- 5.1 Competitions are reserved for Formula One cars as defined in the Technical Regulations.
- 5.2 Each Competition will have the status of an international restricted competition.
- 5.3 A sprint session will take place at up to six (6) Competitions.
 - a) The distance of each sprint session, from the start signal referred to in Article 43.11 to the end-of-session signal referred to in Article 59.1, shall be equal to the least number of complete laps which exceed a distance of 100km, with the exception of the following circumstance:
 - i) If the formation lap is started behind the safety car (see Article 49) the number of sprint session laps will be reduced by the number of laps carried out by the safety car minus one.

An exception to the provisions of Article 59.1 for the end-of-session signal will be made under the following circumstances:

- ii) Should one (1) hour elapse from the start signal before the scheduled sprint session distance is completed, the leader will be shown the end-of-session signal when he crosses the control line (the Line) at the end of the lap following the lap during which the one (1) hour period ended, provided this does not result in the scheduled number of laps being exceeded.

- iii) Should the sprint session be suspended (see Article 57) the length of the suspension will be added to this one (1) hour period up to a maximum total sprint session time of one and a half (1.5) hours, and the leader will be shown the end-of-session signal when he crosses the control line (the Line) at the end of the lap following the lap during which the sum of these periods ended, provided this does not result in the scheduled number of laps being exceeded.

If the formation lap **for the sprint session** is started behind the safety car (see Article 49), the maximum total sprint session time of one and a half (1.5) hours will commence at the **time the green lights on the start gantry are illuminated to signal the safety car will leave the grid in accordance with Article 49.2 scheduled sprint session start time.**

- 5.4 The distance of all races, from the start signal referred to in Article 44.10 to the end-of-session signal referred to in Article 59.1, shall be equal to the least number of complete laps which exceed a distance of 305km, with the exception of the two following circumstances:
- a) The distance of the race in Monaco shall be equal to the least number of complete laps which exceed a distance of 260km.
 - b) If the formation lap is started behind the safety car (see Article 49) the number of race laps will be reduced by the number of laps carried out by the safety car minus one.

An exception to the provisions of Article 59.1 for the end-of-session signal will be made under the following circumstances:

- c) Should two hours elapse from the start signal before the scheduled race distance is completed, the leader will be shown the end-of-session signal when he crosses the control line (the Line) at the end of the lap following the lap during which the two (2) hour period ended, provided this does not result in the scheduled number of laps being exceeded.
- d) Should the race be suspended (see Article 57) the length of the suspension will be added to this two (2) hour period up to a maximum total race time of three (3) hours, and the leader will be shown the end-of-session signal when he crosses the control line (the Line) at the end of the lap following the lap during which the sum of these periods ended, provided this does not result in the scheduled number of laps being exceeded.

If the formation lap **for the race** is started behind the safety car (see Article 49), the maximum total race time of three (3) hours will commence at the **time the green lights on the start gantry are illuminated to signal the safety car will leave the grid in accordance with Article 49.2 scheduled race start time.**

- 5.5 The maximum number of Competitions in the Championship is 24 the minimum is 8.
- 5.6 The final list of Competitions is published by the FIA before 1 January each year.
- 5.7 A Competition which is cancelled with less than three months' written notice to the FIA will not be considered for inclusion in the following year's Championship unless the FIA judges the cancellation to have been due to force majeure.
- 5.8 A Competition may be cancelled if fewer than twelve (12) cars are available for it.

6) WORLD CHAMPIONSHIP

- 6.1 The Formula One World Championship driver's title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Competitions which have actually taken place. (see Article 6.4 and Article 6.5)

6.2 The Formula One World Champion Constructor's title will be awarded to the Competitor which has scored the highest number of points, taking into consideration the results from both cars obtained during the Competitions which have actually taken place. (see Article 6.4 and Article 6.5)

6.3 A constructor is the person (including any corporate or unincorporated body) which designs the Listed Team Components (LTCs) as defined in Article 17 of the Technical Regulations. The make of an engine or chassis is the name attributed to it by its constructor.

The obligation to design and use LTCs set out in Article 17 of the Technical Regulations shall not prevent a constructor from outsourcing the design and/or manufacture of any LTC to a third party in accordance with the provisions of Article 17 of the Technical Regulations.

If the make of the chassis is not the same as that of the engine, the title will be awarded to the former which shall always precede the latter in the name of the car.

6.4 Points for both titles will be awarded at each Competition according to the following scale:

Position	Points
1 st	25
2 nd	18
3 rd	15
4 th	12
5 th	10
6 th	8
7 th	6
8 th	4
9 th	2
10 th	1

At those Competitions where a sprint session takes place, points for both titles will be awarded based on the final sprint session classification according to the following scale:

Position	Points
1 st	8
2 nd	7
3 rd	6
4 th	5
5 th	4
6 th	3
7 th	2
8 th	1

6.5 If the race distance from the start signal to the end-of-session signal is less than the scheduled race distance, points for each title will be awarded in accordance with the following criteria:

- No points will be awarded If the leader has completed less than two (2) laps.
- In each case detailed in Article 6.5c), 6.5d), 6.5e) and 6.5f), no points will be awarded unless a minimum of two (2) laps have been completed by the leader without a Safety Car and/or VSC intervention.
- If the leader has completed two (2) laps but less than 25% of the scheduled race distance, points will be awarded in accordance with column 1 of the table below.
- If the leader has completed 25% but less than 50% of the scheduled race distance, points will be awarded in accordance with column 2 of the table below.

- e) If the leader has completed 50% but less than 75% of the scheduled race distance, points will be awarded in accordance with column 3 of the table below.
- f) If the leader has completed 75% or more of the scheduled race distance, full points will be awarded in accordance with Article 6.4.

Position	Points Column 1	Points Column 2	Points Column 3
1 st	6	13	19
2 nd	4	10	14
3 rd	3	8	12
4 th	2	6	10
5 th	1	5	8
6 th		4	6
7 th		3	4
8 th		2	3
9 th		1	2
10 th			1

- 6.6 If the sprint session distance from the start signal to the end-of-session signal is less than the scheduled sprint session distance, points for each title will be awarded with the following criteria:
 - a) No points will be awarded unless a minimum of two (2) laps have been completed by the leader without a Safety Car and/or VSC intervention.
 - b) If the leader has completed less than 50% of the scheduled sprint session distance, no points will be awarded.
 - c) If the leader has completed 50% or more of the scheduled sprint session distance, points will be awarded in accordance with Article 6.4.
- 6.7 If the formation lap is started behind the safety car (see Article 49), the original sprint session distance will be deemed to be the distance calculated in accordance with Article 5.3a) i).
- 6.8 If the formation lap is started behind the safety car (see Article 49), the original race distance will be deemed to be the distance calculated in accordance with Article 5.4b).
- 6.9 A representative of the Competitor finishing first in the Championship for Constructors and the drivers finishing first, second and third in the Championship for drivers must be present at the annual FIA Prize Giving ceremony.

7) DEAD HEAT

- 7.1 Prizes and points awarded for all the positions of Competitors who tie, will be added together and shared equally.
- 7.2 If two or more constructors or drivers finish the Championship with the same number of points, the higher place in the Championship (in either case) shall be awarded to:
 - a) The holder of the greatest number of first places in a race.
 - b) If the number of first places is the same, the holder of the greatest number of second places in a race.
 - c) If the number of second places is the same, the holder of the greatest number of third places in a race and so on until a winner emerges.
 - d) If this procedure fails to produce a result, the FIA will nominate the winner according to such criteria as it thinks fit.

8) COMPETITORS APPLICATIONS

- 8.1** Applications to compete in the Championship may be submitted to the FIA during the period 21 October to 1 November inclusive of the year prior to the year to which the application relates on an entry form as set out in Appendix 2 hereto accompanied by an undertaking to pay the entry fee, calculated in accordance with Appendix 4, to the FIA no later than 15 December of the year prior to the year to which the application relates. Applications at other times will only be considered if a place is available and on payment of a late entry fee to be fixed by the FIA. Entry forms will be made available by the FIA who will notify the applicant of the result of the application within thirty (30) days of its receipt.

Successful applicants are automatically entered in all Competitions of the Championship and will be the only Competitors at Competitions.

- 8.2** Applications shall include:

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.
- b) The name of the team (which must include the name of the chassis).
- c) The make of the competing car.
- d) The make of the engine.
- e) The names of the drivers. A driver may be nominated subsequent to the application upon payment of a fee fixed by the FIA.
- f) An undertaking by the applicant to participate in every Competition with the number of cars and drivers entered.

- 8.3** A Competitor may change the make of engine at any time during the Championship. All points scored with an engine of different make to that which was first entered in the Championship may count (and will be aggregated) for the assessment of a commercial benefit, however such points will not count towards (nor be aggregated for) the FIA Formula One Constructors Championship. A major car manufacturer may not directly or indirectly supply engines for more than three (3) Competitors of two (2) cars each without the consent of the FIA. For the purposes of this Article 8.3, a major car manufacturer is a company whose shares are quoted on a recognised stock exchange or the subsidiary of such a company.

- 8.4** With the exception of those whose cars have scored points in the Championship of the previous year, applicants must supply information about the size of their company, their financial position and their ability to meet their prescribed obligations.

- 8.5** All applications will be studied by the FIA and accepted or rejected at its absolute discretion. The FIA will publish the list of cars and drivers accepted together with their race numbers on or before 19 December of the year prior to the year to which the applications relate, having first notified unsuccessful applicants as set out in Article 8.1. Out-of-time applications will be considered separately.

- 8.6** No more than twenty-six (26) cars will be admitted to the Championship, two (2) being entered by each Competitor.

- 8.7** If in the opinion of the F1 Commission, a Competitor fails to operate his team in a manner compatible with the standards of the Championship or in any way brings the Championship into disrepute, the FIA may exclude such Competitor from the Championship forthwith.

9) CAR LIVERY AND COMPETITION NUMBERS

9.1 Car Livery

- a) The provisions of the Code relating to national colours shall not apply to the Championship.
- b) Both cars entered by a Competitor must be presented in substantially the same livery at every Competition, any significant change to this livery during a Championship may only be made with the agreement of the FIA and the Commercial Rights Holder.
- c) In order that the cars of each Competitor may be easily distinguished from one another whilst they are on the track, the on-board cameras located above the principal roll structure of the first car must remain as it is supplied to the Competitor and the second car must be predominantly fluorescent yellow.
- d) The name or the emblem of the make of the car must appear on the front of the nose of the car and in either case be at least 25mm in its largest dimension.
- e) The name of the driver must appear on the external bodywork of the car and be clearly legible.
- f) Each car will carry the competition number of its driver as published by the FIA at the beginning of the Championship or the competition number that has been allocated to his replacement in accordance with Article 32.4c). This number must be clearly visible from the front of the car and on the driver's crash helmet.

9.2 Competition Numbers

- a) Prior to the start of the 2014 FIA Formula One World Championship competition numbers were permanently allocated to drivers by ballot, such numbers must then be used by that driver during every Formula One World Championship Competition he takes part in throughout his career in Formula 1.
- b) A driver's career in Formula 1 will be deemed to have ended if he does not participate in a Competition for two (2) entire consecutive Championships.
- c) Any new drivers, either at the start of or during a Championship, will also be allocated a permanent competition number in the same way.
- d) The only exception to this allocation process will be for the reigning World Champion who will have the option to use the number one. The competition number that was previously allocated to him will be reserved for him in subsequent Championship if he does not retain the title of World Champion.

10) TRACK RUNNING TIME OUTSIDE A COMPETITION

10.1 Testing of Current Cars (TCC)

- a) Testing of Current Cars (TCC) shall be defined as any track running time, not part of a Competition, in which a Competitor entered in the Championship participates (or in which a third party participates on behalf of a Competitor or a supplier of a homologated power unit), using cars which were designed and constructed in order to comply with the Technical Regulations of the Championship, or those of the preceding year's or the following year's Championship. No Competitor may sell or make available any such car to any third party without the prior authorisation of the FIA.
- b) During any TCC, cars must be fitted with the FIA ECU required by Article 8.3 of the Technical Regulations.

- c) Red flag and end-of-session procedures must be respected.
- d) The fuel handling procedures set out in Article 36 must be respected.
- e) Except for TCC organised in accordance with Article 10.8e), no type of automobile other than those defined in Article 10.1a) (a “Current Car”) is permitted on the track.
For TCC organised in accordance with Article 10.8e), no type of automobile other than those defined in Article 10.1a) (a “Current Car”), Article 10.2a) (a “Previous Car”), or Article 10.10a) (a “Mule Car”) is permitted on the track.
- f) Cars being driven by drivers who do not qualify for a Super Licence must be fitted with a green main rear light which must be illuminated at all times the car is on the track.
- g) Every reasonable effort should be made to ensure that the recommendations concerning emergency services detailed in Supplement 1 of Appendix H to the Code are followed.

10.2 Testing of Previous Cars (TPC)

- a) Testing of Previous Cars (TPC) shall be defined as any track running time, not part of a Competition, in which a Competitor entered in the Championship participates (or in which a third party participates on behalf of a Competitor or a supplier of a homologated power unit), using cars which were designed and constructed in order to comply with the Technical Regulations of any of the three (3) calendar years falling immediately prior to the calendar year preceding the year of the Championship. No Competitor may sell or make available any such car to any third party without the prior authorisation of the FIA.
- b) TPC may only be carried out with cars constructed to the specification of the period. Cars must only use components and software of a specification that have been used in at least one (1) Competition or TCC of a Championship season during the period stated in Article 10.2.a.
- c) Exceptionally, and at the sole discretion and prior approval of the FIA, components and/or software may be fitted for TPC that do not comply with Article 10.2b, for cost, reliability, safety, lack of availability or track condition reasons. In such cases Competitors must submit a formal request to the FIA detailing the reasons such components and/or software need to be fitted.
- d) Each Competitor may not have more than one (1) car available for the purpose of TPC, and may not use more than one (1) car for the purpose of TPC during any day of TPC. A day of TPC shall be considered to be a single continuous duration of nine (9) hours between the times of 09:00 and 19:00 as defined in Article 10.6a and declared under Article 10.7.
- e) TPC may only take place on circuits holding an FIA Grade 1 or FIA Grade 1T Circuit Licence, and may not take place on a circuit hosting a Competition in the Championship:
 - i) In the sixty (60) days prior to the start of the relevant Competition in the Championship, as defined in Article 2.3.
 - ii) If the circuit did not host a Competition of the Championship in the year falling immediately prior to the year of the Championship.
 - iii) if the circuit is deemed, at the sole discretion of the FIA, to have undergone significant modification following the relevant Competition of the Championship in the year falling immediately prior to the year of the Championship.
- f) Each Competitor may complete a maximum of twenty (20) days of TPC in each calendar year.

- g) Each Competitor may complete a maximum of one thousand (1000) kilometres of TPC in each calendar year using drivers entered in the Championship, or which they intend to enter in the Championship, such distance being accumulated over a maximum of four (4) of the days allowed under Article 10.2f. If a driver is replaced at any time during the Championship their replacement will be deemed to be the original driver for the purposes of calculating TPC mileage.
- h) During any TPC, cars must be fitted with the FIA ECU required by Article 8.3 of the Technical Regulations.
- i) Only tyres manufactured specifically for this purpose by the appointed tyre supplier may be used.

10.3 Testing of Historic Cars (THC)

- a) Testing of Historic Cars (THC) shall be defined as any track running time, not part of a Competition, in which a Competitor entered in the Championship participates (or in which a third party participates on behalf of a Competitor), using cars which were designed and constructed in order to comply with the Technical Regulations in force during the years preceding those referred to in Article 10.2 above.
- b) THC may only be carried out with cars constructed to the specification of the period.
- c) Only tyres manufactured specifically for this purpose by the appointed tyre supplier, or tyres of the period, may be used.

10.4 ~~TCC~~ Promotional Events (PE)

- a) A Promotional Event (PE) shall be defined as an event in which a Competitor participates purely for marketing or promotional purposes **using cars defined in Article 10.1 (Current car)**.
- b) A PE must not exceed 200km and only one may be carried out per team per day.
- c) During any PE, cars must be fitted with the FIA ECU required by Article 8.3 of the Technical Regulations.
- d) Only tyres manufactured specifically for this purpose by the appointed tyre supplier may be used.
- e) Each Competitor will be permitted to carry out two (2) PE's with the cars defined in Article 10.1 which will not be considered a TCC.

10.5 Demonstration Events (DE)

- a) A Demonstration Event (DE) shall be defined as an event in which a Competitor participates purely for demonstration purposes.
- b) No DE using cars defined in Article 10.1 may exceed 15km.
- c) No DE using cars defined in Article 10.2 may exceed 50km.
- d) During any DE, only tyres manufactured specifically for this purpose by the appointed tyre supplier may be used.
- e) During any DE, cars must be fitted with the FIA ECU required by Article 8.3 of the Technical Regulations.
- f) At the sole discretion of the FIA, each Competitor will be permitted to carry out:
 - i) Two (2) DE's with the cars defined in Article 10.1 which will not be considered a TCC.
 - ii) DE's organised by the Commercial Rights Holder with the cars defined in Article 10.1 which will not be considered a TCC.

10.6 Safety and Technical Requirements for TCC, TPC, TMC, PE and DE

- a) TCC, TPC and TMC running may only take place for a maximum continuous duration of nine (9) hours between the times of 09:00 and 19:00.
- b) Competitors may only participate in TCC, TPC, TMC or PE using cars which:
 - i) Have been subjected to and fulfilled the requirements of the static and dynamic tests described in the Technical Regulations of the relevant year.
 - ii) Comply with all the safety-related requirements of the Technical Regulations. Minimal exceptions will be accepted for the sole purpose of test sensor installations, provided they do not compromise the safety of the driver, team personnel or marshals. Any such exceptions must be communicated to the FIA no less than seven (7) days prior to the start of the activity. The FIA may, at its absolute discretion deem such a design to be unsafe and request for the modification to be taken off the car.
- c) If, after an incident during a TCC, TPC or TMC, the Impact Warning Light is activated the driver must present themselves for examination in the circuit medical centre without delay.

10.7 Information to be provided to the FIA and Competitors

- a) In order that an FIA observer may be appointed, Competitors must inform the FIA and all other Competitors of any planned TPC, PE or DE at least 72 hours before it is due to commence, and the following information must be provided:
 - i) The precise specification of the car(s) to be used.
 - ii) The name(s) of the driver(s).
 - iii) The type of activity.
 - iv) The date(s) and intended hours during which the activity will take place.
 - v) The purpose of the activity.
 - vi) The circuit or venue, as applicable for TPC, PE or DE, at which the activity will take place.

10.8 TCC Opportunities

- a) TCC's may only take place on tracks located in Europe (unless agreed by the majority of the Competitors and the FIA, or as specified in Article 10.8e)) and may never occur whilst a Championship Competition is taking place.
- b) TCC's shall be limited to the opportunities detailed in this Article 10.8.
- c) One (1) test, which is open to all Competitors, of three (3) consecutive days' duration carried out between 1 February and ten (10) days before the start of the first Competition of the Championship (or four (4) days if agreed by the majority of the Competitors and the FIA). Each Competitor may only use one (1) car on each day:
 - i) During this test, and between the running times as specified in Article 10.6a), the provisions of Article 21 will apply, with the following additional exceptions, when covers may be used:
 - Anytime the floor of a car being used for testing is not fitted.
 - During the recovery and repair of a car damaged during track running
 - ii) One (1) day from this test may be set aside for testing of wet-weather tyres if requested by the appointed tyre supplier. Arrangements for this day of testing will be made in full consultation with all Competitors and the FIA.

- d) One (1) test, one (1) day in duration carried out on the circuit at which the last Competition of the Championship was held, such test commencing no less than thirty-six (36) hours after the end of the Competition.
- i) Each Competitor must use one (1) car at this test which must fully comply with the provisions of the Technical Regulations.
 - ii) The car must be for the sole purpose of providing Young Drivers with the opportunity to test current Formula 1 cars. This car must only use components and software of a specification that have been used in at least one (1) race or TCC during the current year or the year preceding the year of the Championship. This requirement does not apply to Power Units or their associated software. Drivers eligible for this purpose must:
 - Be in possession of an FIA International A Licence.
 - Not have competed in more than two (2) Formula 1 World Championship races during their career.
 - iii) The car must use Power Unit elements of a homologated specification, and associated software, which may include any modifications already approved by the FIA under Article 5 of Appendix 4 of the Technical Regulations, even if such modifications were not included in any of the elements used in the Competitions of the current year.
- e) A maximum of ten (10) car days of testing organised by the FIA in consultation with all Competitors and the appointed tyre supplier, for the sole purpose of providing the appointed tyre supplier with the chance to test improvements to the design of their tyres.
- i) Drivers participating in these tests must be eligible for a Full Super Licence, and must have either competed in at least one (1) Formula 1 Competition during their careers or have previously completed a minimum of 500 km of running in a current Formula One Car consistently at racing speeds.
 - ii) Any such testing scheduled at a circuit hosting a Competition of the Championship may only be carried out after that Competition has taken place.
 - iii) Tests arranged by the appointed tyre supplier may be carried out between the end of the first Competition of the Championship and 31 December. Cars at these tests must satisfy one of the two following conditions:
 - a) Be designed and constructed in order to comply with the Technical Regulations of the Championship and must only use components and software of a specification that have been used in at least one (1) race or TCC during the current year or the year preceding the year of the Championship. These cars must fully comply with the provisions of the Technical Regulations.
 - b) Be designed and constructed in order to comply with the Technical Regulations of the calendar year falling immediately prior to the calendar year of the Championship and must only use components and software of a specification that have been used in at least one (1) race or TCC during the year preceding the year of the Championship.
 - iv) Tests arranged by the appointed tyre supplier may be carried out between 1 January and the end of the first Event of the Championship. Cars at these tests must have been designed and constructed in order to comply with the Technical Regulations of the calendar year falling immediately prior to the calendar year of

the Championship and must only use components of a specification that have been used in at least one (1) race or TCC during the year preceding the year of the Championship.

- f) One (1) day, carried out between the start of a ten (10) day period which precedes the start of the second Competition and the last Competition of the Championship, in case a Competitor declares that one of its current race drivers is to be substituted by a driver who has not participated in a Formula 1 World Championship race in the two (2) previous calendar years. The following must be observed:
 - i) Any such day may only be carried out by the new driver and may not take place on a circuit hosting a race in the current Championship year.
 - ii) Any such day may only take place within a period fourteen (14) days prior to the substitution and fourteen (14) days after the substitution has taken place.
 - iii) If a Competitor, having declared the driver's substitution and performed the test, does not then enter a Competition with the new driver, the Competitor will be penalised by a reduction of one (1) day from the pre-season TCC days available in the following year.
 - iv) Only one (1) car may be used.

10.9 Car limitations during testing

- a) Test parts, test software and component changes
 - i) For testing carried out under Articles 10.8d) and 10.8e):

No test parts, test software or component changes will be permitted which give any sort of information to the Competitor that is unrelated to the tyre test, unless specifically requested by the FIA. Software and component changes are only permitted if they are necessary for the correct evaluation of the tyres or to complete the tyre test and must be approved by the FIA. A replacement component may be approved in cases such as damage to the original and should be of the same specification. Exceptionally, if a same specification component is unavailable, a component of a different specification which has been previously used at a Competition or TCC may be approved. For the avoidance of doubt, components permitted under Article 40.2 c) may be changed, only if absolutely necessary for changes in climatic conditions, subject to the provisions of Article 10.8d). The provisions of Article 8.15 of the Technical Regulations will not be applicable.
 - ii) For testing carried out under Articles 10.2 (TPC):

No test parts, sensors, instrumentation, test software, component changes, operational tests or procedural tests will be permitted which give any sort of information to the Competitor that is related to cars of the current Championship or cars complying with TCC. The provisions of Article 8.15 of the Technical Regulations will not be applicable. For the avoidance of doubt, only instrumentation and sensors that are required for the reliable operation of the car and have been fitted at one or more races of the period will be permitted.
- b) Set-up changes
 - i) For testing carried out under Article 10.8d) and 10.2 (TPC):

Mechanical set-up changes and driver control changes are permitted.

- ii) For testing carried out under Article 10.8e):
Mechanical set-up changes and driver control changes are only permitted if they are necessary for the correct evaluation of the tyres or to complete the tyre test. These changes must be agreed in advance with the tyre supplier.
- c) Additional sensors and logging
 - i) For testing carried out under Article 10.8d) ii) and 10.2 (TPC):
Additional logging and sensors are prohibited.
 - ii) For testing carried out under Article 10.8e):
Additional sensors may only be fitted on the car to measure tyre state and or performance and must be agreed with the appointed tyre supplier and the FIA in advance. Data collected from such sensors must be shared with the appointed tyre supplier in due time after the test session, and processed data from such sensors (having removed any team-specific information) may be shared by the appointed tyre supplier with the other Competitors.

10.10 Testing of Mule Cars (TMC)

- a) Testing of Mule Cars (TMC) shall be defined as any track running time, not part of a Competition, in which a Competitor entered in the Championship participates (or in which a third party participates on behalf of a Competitor or a supplier of a homologated power unit), using cars which were designed and constructed in order to comply with the Technical Regulations or with the Technical Regulations of any of the four (4) calendar years falling immediately prior to the calendar year of the Championship, but suitably modified for the purpose of providing the appointed tyre supplier with a means of track testing of its future products or for providing the FIA with a means of testing components or systems for future Championship seasons. No Competitor may sell or make available any such car to any third party without the prior authorisation of the FIA.
- b) Cars must include and are limited to the minimal modifications necessary for the purpose of testing development tyres or for testing components or systems on behalf of the FIA for future Championship seasons, as determined by the FIA.
- c) During any TMC, cars must be fitted with the FIA ECU required by Article 8.3 of the Technical Regulations.
- d) Red flag and end-of-session procedures must be respected.
- e) The fuel handling procedures set out in Article 36 must be respected.
- f) During any TMC, no type of automobile other than those defined in Article 10.10 a) (a “Mule Car”), Article 10.1 a) (a “Current Car”) or Article 10.2 a) (a “Previous Car”) is permitted on the track.
- g) Every reasonable effort should be made to ensure that the recommendations concerning emergency services detailed in Supplement 1 of Appendix H to the Code are followed.
- h) All TMC may only take place on tracks currently holding an FIA Grade 1 or FIA Grade 1T Track Licence.
- i) Exceptionally, and at the sole discretion and prior approval of the FIA, components and/or software may be fitted for TMC that do not comply with Article 10.10.a), for cost, reliability, safety, lack of availability or track condition reasons. In such cases Competitors must submit a formal request to the FIA detailing the reasons such components and/or software need to be fitted.

- j) Only tyres manufactured specifically by the appointed tyre supplier for development for the future Championship season or as determined as suitable by the FIA and the appointed tyre supplier for the testing required by the FIA may be used.
- k) A maximum of forty (40) car days of testing is permitted between 1 January and 31 December organised by the FIA in consultation with all Competitors, and if required by the testing objectives the appointed tyre supplier, and for the sole purpose of TMC.
 - i) Drivers participating in these tests must be eligible for a Full Super Licence, and must have either competed in at least one (1) Formula 1 Competition during their careers or have previously completed a minimum of 500 km of running in a current Formula One Car consistently at racing speeds.
 - ii) Any such testing scheduled at a circuit hosting a Competition of the Championship may only be carried out prior to that Competition if the following conditions are met:
 - a) The car used is a suitably modified car designed and constructed in order to comply with the Technical Regulations of any of the four (4) calendar years falling immediately prior to the year of the Championship and with the exception of changes permitted under b), i) and m) must only use components and software of a specification that have been used in at least one (1) race or TCC during any of the four (4) calendar years falling immediately prior to the year of the Championship.
 - b) The circuit hosted a Competition of the Championship in the year falling immediately prior to the year of the Championship.
 - iii) Subject to Article 10.10 k) ii), tests carried out between the end of the first Competition of the Championship and 31 December must use mule cars satisfying one of the two following conditions:
 - a) Be a suitably modified car designed and constructed in order to comply with the Technical Regulations of the Championship and with the exception of changes permitted under b), i) and m) must only use components and software of a specification that have been used in at least one (1) race or TCC during the current year or any of the four (4) years falling immediately prior to the year of the Championship.
 - b) Be a suitably modified car designed and constructed in order to comply with the Technical Regulations of any of the four (4) calendar years falling immediately prior to the year of the Championship and with the exception of changes permitted under b), i) and m) must only use components and software of a specification that have been used in at least one (1) race or TCC during any of the four (4) calendar years falling immediately prior to the year of the Championship.
 - iv) Tests carried out between 1 January and the end of the first Competition of the Championship must use mule cars that are a suitably modified car designed and constructed in order to comply with the Technical Regulations of any of the four (4) calendar years falling immediately prior to the year of the Championship and with the exception of changes permitted under b), i) and m) must only use components and software of a specification that have been used in at least one (1) race or TCC during any of the four (4) calendar years falling immediately prior to the year of the Championship.

- l) In addition to the testing described in Article 10.10k, one (1) test, of one (1) day duration, will be organised at the circuit at which the last Competition of the Championship was held, for the sole purpose of providing Competitors with the opportunity to test the tyre specifications to be used the following Championship. Such test will be conducted coincident with the TCC defined in Article 10.8d:
 - i) Drivers participating in this test must be eligible for a Full Super Licence, and must have either competed in at least one (1) Formula 1 Competition during their careers or have previously completed a minimum of 500 km of running in a current Formula One Car consistently at racing speeds
 - ii) Each Competitor must use one (1) mule car at this test which complies with the provisions of Article 10.10a and Article 10.10b, and with the exception of changes permitted under b), i) and m) must only use components and software of a specification that have been used in at least one (1) race or TCC during the current year or any of the four (4) years falling immediately prior to the year of the Championship.
- m) All TMC must comply with the following:
 - i) No test parts, test software or component changes will be permitted which give any sort of information to the Competitor that is unrelated to the mule car test, unless specifically requested by the FIA. Software and component changes are only permitted if they are necessary for the correct evaluation of the test items or to complete the test programme and must be approved by the FIA. A replacement component may be approved in cases such as damage to the original and should be of the same specification. Exceptionally, if a same specification component is unavailable, a component of a different specification which has been previously used at a Competition or TCC or TPC may be approved. For the avoidance of doubt, components permitted under Article 40.2 c) may be changed, only if absolutely necessary for changes in climatic conditions.
 - ii) Mechanical set-up changes and driver control changes are only permitted if they are necessary for the correct evaluation of the test items or to complete the test programme. These changes must be agreed in advance with the FIA and the tyre supplier if tyre testing is to be carried out.
 - iii) Additional sensors may only be fitted on the car to measure tyre state and or performance or if requested by the FIA and must be agreed with the appointed tyre supplier when tyre testing is to be carried out and the FIA in advance. When tyre testing is carried out data collected from such sensors must be shared with the appointed tyre supplier in due time after the test session, and processed data from such sensors (having removed any team-specific or FIA confidential information) may be shared by the appointed tyre supplier with the other Competitors.

11) PROMOTER

- 11.1 An application to promote a Competition must be made to the ASN of the country in which the Competition is to take place, which will apply to the FIA. It must be accompanied by written evidence that the promoter has made arrangements to secure the participation of Competitors, which arrangements are conditional only upon the FIA entering the Competition on the Championship calendar.

12) ORGANISATION OF COMPETITIONS

- 12.1** An organiser is a body nominated by the ASN and appointed by the FIA. Upon deciding to grant an application to hold a Competition, the FIA will invite the relevant ASN to organise it or to nominate an organiser. If the ASN is not in a position to do so, the FIA may itself appoint an organiser. The organiser must be a club or body acceptable to the FIA and must enter into an organisation agreement with the FIA when it applies to organise the Competition.

13) INSURANCE

- 13.1** The promoter of a Competition must procure that all Competitors, their personnel and drivers are covered by third party insurance in accordance with the FIA requirements.
- 13.2** Ninety (90) days before the Competition, the promoter must send the FIA details of the risks covered by the insurance policy which must comply with the national laws in force as well as the FIA requirements. Sight of the policy must be available to the Competitors on demand.
- 13.3** Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a Competitor or any other participant in the Competition.
- 13.4** Drivers taking part in the Competition are not third parties with respect to one another.

14) FIA DELEGATES

- 14.1** For each Competition the FIA will nominate the following delegates:

- a) Safety Delegate.
- b) Medical Delegate.
- c) Technical Delegate.
- d) Media Delegate.

And may nominate:

- e) A representative of the President of the FIA.
- f) A Deputy Race Director.
- g) A Deputy Medical Delegate
- h) An Observer.
- i) A safety car driver.
- j) A medical car driver.

- 14.2** The role of the FIA delegates is to help the officials of the Competition in their duties, to see within their fields of competence that all the regulations governing the Championship are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Competition.
- 14.3** The Technical Delegate nominated by the FIA is responsible for scrutineering. In this respect he may carry out, or have carried out by scrutineers, at his discretion, any checks to verify the compliance of the cars entered in the Competition, at any time until the end of the Competition, without prior request from the stewards or clerk of the course. The Technical Delegate has full authority over the national scrutineers.

15) OFFICIALS

- 15.1** From among holders of an FIA Super Licence the following officials will be nominated by the FIA:
- a) A minimum of three (3) and a maximum of four (4) stewards, one of whom will be appointed Chair.

- b) A Race Director.
 - c) A Permanent Starter.
- 15.2** From among holders of an FIA Super Licence the following officials will be nominated by the ASN and their names sent to the FIA at the same time as the application to organise the Competition:
- a) One steward from among the ASNs nationals.
 - b) The clerk of the course.
- 15.3** The clerk of the course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the clerk of the course may give orders in respect of them only with his express agreement:
- a) The control of free practice, qualifying session, sprint qualifying session, sprint session and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations.
 - b) The stopping of any car in accordance with the Code or Sporting Regulations.
 - c) The stopping of free practice, qualifying session or sprint qualifying session, suspension of a sprint session or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
 - d) The starting procedure.
 - e) The use of the safety car.
- 15.4** The stewards, the Race Director, the clerk of the course and the Technical Delegate must be present at the start of the Competition.
- 15.5** In exceptional circumstances, should any stewards not be present at the start of the Competition, they must be available and contactable at all times to fulfil their duties.
- 15.6** The Race Director must be in radio contact with the clerk of the course and the chairman of the stewards at all times when cars are permitted to run on the track. Additionally, the clerk of the course must be in race control and in radio contact with all marshal's posts during these times.
- 15.7** The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact.

16) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 16.1** The stewards or Race Director may give instructions to Competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all Competitors who must acknowledge receipt.
- 16.2** All classifications and results of free practice, qualifying session, sprint qualifying session, sprint session and the race, as well as all decisions issued by the officials, will be published using the FIA document management system.
- 16.3** Any decision or communication concerning a particular Competitor should be given to him within twenty-five (25) minutes of such decision, and receipt must be acknowledged.

17) PROTESTS, APPEALS AND RIGHT OF REVIEW

- 17.1** Protests shall be made in accordance with the Code and accompanied by a deposit of €2000.
- 17.2** Appeals shall be made in accordance with the Code and accompanied by a deposit of €6000.

17.3 Appeals may not be made against decision concerning the following:

- a) Penalties imposed under Articles 54.3a), 54.3b), 54.3c), 54.3d), 54.3e), 54.3f) or 54.3g), including those imposed during the last three (3) laps or after the end of a sprint session or a race.
- b) Any drop of grid positions imposed under Article 28.
- c) Any penalty imposed under Article 37.4.
- d) Any decision taken by the stewards in relation to Article 42.
- e) Any penalty imposed under Articles 43.5, 44.4 or 58.3.
- f) Any decision taken by the stewards under Article 4.2.

17.4 Petitions for review shall be made in accordance with the Code and accompanied by a deposit of €2000.

18) SANCTIONS

18.1 The stewards may impose the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

18.2 Any driver who receives five (5) reprimands in the same Championship will, upon the imposition of the fifth, be given a ten (10) grid place penalty for the race at that Competition. If the fifth reprimand is imposed following an Incident during a race the ten (10) grid place penalty will be applied for the race at the driver's next Competition.

The ten (10) grid place penalty will only be imposed if at least four (4) of the reprimands were imposed for a driving infringement.

19) PRESS CONFERENCES, MEDIA OPPORTUNITIES, DRIVERS ACTIVITIES AND NATIONAL ANTHEM

19.1 Day before on track running

- a) Up to six drivers will be selected to participate in official media and promotional activities (as defined by the Media Delegate) for a maximum duration of one (1) hour during a two (2) hour period, commencing 23 hours prior to the scheduled start of P1.
 - i) Any driver not taking part in an official FIA Press Conference (as designated by the Media Delegate) must take part in a separate media and broadcast session organised by their team.
 - ii) These separate media sessions will take place in time slots defined by the Media Delegate and must not be held at the same time as any official FIA Press Conference.
- b) Within a one (1) hour period commencing 20 hours and 30 minutes prior to the scheduled start of P1, six (6) drivers must be available for fan engagement activities for a maximum period of thirty (30) minutes each (this window includes the time required to travel to and return from the fan activity) within the one (1) hour period. This time period may be subject to change according to specific event requirements; any changes will be communicated to the relevant Competitors no later than four (4) weeks in advance.
- c) Each Competitor must provide a summary document to the Media Delegate listing the name and brief description of all major aerodynamic and bodywork components and assemblies that have not been run at a previous Competition or TCC and are intended to be run at the Competition (requirements and format as defined by the Media Delegate,

in conjunction with the Commercial Rights Holder). This summary document must be provided no later than twenty-three (23) hours prior to the scheduled start of P1.

- i) The contents of this document will remain with the FIA and the Commercial Rights Holder and will not be provided to the media until one (1) hour before the start of the pre-event car display, at which time it will be distributed by the official messaging system.

19.2 First day of on track running

- a) Each Competitor must make both of its cars available outside their designated garage area for the pre-event car display for a period of up to one (1) hour, which will commence no later than one and a half (1.5) hours prior to the start of P1.
 - i) Each car must be nominally complete and fitted with all major aerodynamic and bodywork components that are intended to be used when the car leaves the pit lane for the first time in P1.
 - ii) During this period, each car must be positioned as determined by the Media Delegate and one (1) car may be used for pit-stop practice or electronic / optical scanning of its surfaces. If only one car will carry the major aerodynamic and bodywork components and assemblies that have not been run at a previous Competition or TCC and are intended to be run at the Competition, this car must be the one displayed to media.
 - iii) During this period one (1) car from three (3) different Competitors (as specified by the Media Delegate and Technical Delegate) and a senior technical representative of the Competitor must be available for a period of at least 10 minutes to describe to the media all major aerodynamic and bodywork component updates made to their car. Pit stop practice is not permitted during the Competitors' presentation period.
 - iv) Competitors may not prevent media from filming or photographing the cars during the Car Presentation.
 - v) Exceptions to the pre-event car display will be permitted with prior written approval of the Technical Delegate.
- b) Each registered Power Unit Manufacturer must be available at one (1) Competition during the season to give a media presentation for a duration of at least 30 minutes. The Power Unit Manufacturer will be notified of the event at which it must give the presentation by the Media Delegate not later than four (4) weeks in advance.
- c) Within a one (1) hour period finishing no later than one and a half (1.5) hours prior to the scheduled start of P1, ten (10) drivers must be available for fan engagement activities for a maximum period of thirty (30) minutes each (this window includes the time required to travel to and return from the fan activity) within the one (1) hour period.
- d) At Competitions where a sprint session is not scheduled, all drivers must be made available to media in a format as defined by the Media Delegate for a minimum of five (5) minutes within the one (1) hour and fifteen (15) minute period after the end of P2.
- e) At Competitions where a sprint session is scheduled:
 - i) All drivers who participate in the sprint qualifying session must make themselves available for media interviews immediately after the session in which they are

eliminated (there will be no Press Conference for the top three (3) following the sprint qualifying session).

- f) A maximum of six (6) team representatives will be selected by the Media Delegate to participate in media activities (as defined by the Media Delegate) for a period of one (1) hour, one (1) hour after the scheduled end of P1.
 - i) At the sole discretion of the Media Delegate, the Competitor representatives may be split into two (2) groups of three (3) and rotate between different media activities.
 - ii) Each Competitor must have at least four (4) senior Competitor representatives to take part in these media activities during the Championship. The available senior Competitor representatives must comprise as a minimum the Team CEO (where applicable), Team Principal and Technical Director.
 - iii) The Media Delegate must be informed if any of these senior Competitor representatives are not attending a Competition at least 10 days prior to the start of the Competition.
 - iv) Three (3) Team Principals not taking part in the media activities will be selected by the Media Delegate in conjunction with the Commercial Rights holder to take part in fan engagement activities for a maximum period of thirty (30) minutes each (this window includes the time required to travel to and return from the fan activity) within the same one (1) hour period as the media activities.

19.3 Second day of on track running

- a) Within a one (1) hour period finishing no later than one and a half (1.5) hours prior to the scheduled start of P3 (or no later than one and a half (1.5) hours prior to the scheduled start of the formation lap for the sprint for each Competition where a Sprint session is scheduled), ten (10) drivers who did not take part in fan activities on the first day of track running must be available for fan engagement activities for a maximum period of thirty (30) minutes each (this window includes the time required to travel to and return from the fan activity) within the one (1) hour period.
- b) All drivers eliminated in Q1 or Q2 must make themselves available for media interviews immediately following the end of each part of the session. In addition, all drivers who participated in Q3, and who are not required to take part in the post-qualifying press conference, must make themselves available for media interviews immediately following Q3.
- c) Immediately after the end of the qualifying session the first three (3) drivers in the qualifying session will take part in the post-qualifying procedures as prescribed in a Media Delegate's Note issued prior to the session.
- d) For the duration of the TV pen interviews and post qualifying press conference, all Drivers must remain attired in their respective teams' uniform only.
- e) At each Competition where a sprint session is scheduled:
 - i) any driver retiring before the end of sprint must make themselves available for media interviews after their return to the paddock.
 - ii) All drivers who finish the sprint session outside the top three (3) must make themselves available immediately after the sprint session for media interviews.

- iii) Immediately after the sprint session the first three (3) drivers in the session will be required to attend a press conference in the media centre for a maximum period of fifteen (15) minutes, then make themselves available for television interviews for a maximum period of fifteen (15) minutes.

19.4 Third day of on track running

- a) All drivers must attend a thirty (30) minute drivers parade or presentation (including, but not limited to, group photos, social media activities, celebrity interaction or trackside fan engagement) commencing two (2) hours before the scheduled start of the formation lap. Competitors will be given details of the activity by the Media Delegate.
- b) Competitors will be provided the pre-race procedures as set out in the Media Delegate's Note issued prior to the session.

If required to do so by that document, all drivers must be present, no less than twenty-two (22) minutes before the scheduled start of the formation lap, at the defined meeting point and follow the procedures set out in that document.

In any case, no less than sixteen (16) minutes before the scheduled start of the formation lap all drivers must be present at the front of the grid for the playing of the national anthem.
- c) Any driver retiring before the end of the race must make themselves available for media interviews after his return to the paddock.
- d) Immediately after the race, the first three (3) drivers will take part in the post-race procedures as set out in the Media Delegate's Note issued prior to the session.
- e) All drivers who finish the race outside the top three (3) must make themselves available immediately after the end of the race for media interviews. In addition, any driver who does not have a written media session organised by their team after the race must attend a group media session as defined by the Media Delegate.
- f) During the race, each Competitor must make at least one (1) senior spokesperson available for interviews by officially accredited TV crews.
- g) Commencing one (1) and ending two (2) hours after the end of the race, each Competitor must make one (1) senior spokesperson available to media at their team's hospitality for a minimum of five (5) minutes.

20) MEETINGS

- 20.1** At each Competition where a sprint session is scheduled, Meetings, chaired by the Race Director, will take place three (3) hours before the start of P1, one (1) hour after the end of P1 and one and a half (1.5) hours after the end of the sprint qualifying session. The first must be attended by all team managers and the second and third by all drivers and team managers.
- 20.2** At each Competition where a sprint session is not scheduled, Meetings, chaired by the Race Director, will take place three (3) hours before the start of P1 and one and a half (1.5) hours after the end of P2. The first must be attended by all team managers and the second by all drivers and team managers.
- 20.3** Should the Race Director consider another meeting necessary it will take place three hours before the start of the race. Competitors will be informed no later than five (5) hours before the start of the race. All drivers and team managers must attend.

21) COVERING OF COMPONENTS DURING A COMPETITION

21.1 Commencing twenty-nine (29) hours prior to the scheduled start of P1, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire.

21.2 In addition to the restrictions detailed in Article 21.1, the following are specifically not permitted:

- a) Engine, gearbox or radiator covers whilst engines are being changed or moved around the garage.
- b) Covers over spare wings when they are on a stand in the pit lane not being used.
- c) Parts such as (but not limited to) spare floors, fuel rigs or tool trolleys may not be used as an obstruction.

21.3 The following are permitted:

- a) Covers which are placed over damaged cars or components.
- b) A transparent tool tray, no more than 50mm deep, placed on top of the rear wing.
- c) Warming or heat retaining covers for the engine and gearbox on the grid.
- d) A rear wing cover designed specifically to protect a mechanic starting the car from fire.
- e) Covers over the tyre manufacturer's code numbers (not the FIA bar code numbers).
- f) A cover over the car in the parc fermé overnight.
- g) A cover over the car in the pit lane or grid if it is raining.
- h) Tyre heating blankets as described in Article 10.8.4d) and 10.8.5 of the Technical Regulations.

22) DRIVER ADJUSTABLE BODYWORK

22.1 Driver adjustable bodywork permitted by Article 3.10.10 of the Technical Regulations.

- a) The driver adjustable bodywork may only be activated by the driver in any of the pre-determined activation zones around each circuit. The Race Director may, at his absolute discretion, disable all such systems.
- b) If the adjustable bodywork is disabled in this way at any time during any of the three periods of the qualifying session (Q1, Q2, or Q3) or the sprint qualifying session (SQ1, SQ2 or SQ3) it will remain disabled for the remainder of the relevant period.
- c) For the sole purpose of improving overtaking opportunities during the sprint session and the race the adjustable bodywork may be activated by the driver after he has completed one (1) lap after the start or following a safety car period.
- d) The driver may only activate the adjustable bodywork in a sprint session or the race when he has been notified via the control electronics (see Article 8.2 of the Technical Regulations) that it is enabled. It will be enabled, and may only be used by the driver, if he is less than one (1) second behind another at any of the pre-determined detection points around each track.
- e) The system will be disabled by the control electronics the first time the driver uses the brakes after he has activated the system.

- f) In conditions of poor visibility, or if yellow flags are being shown in the activation zone, the Race Director may, at his absolute discretion, disable all such systems until conditions improve or yellow flags are withdrawn.
- g) The FIA may, after consulting all Competitors, adjust the above time proximity in order to ensure the stated purpose of the adjustable bodywork is met.
- h) In the event of a failure in the system which notifies the driver that he was within one (1) second of the car in front, and is hence authorised to use the adjustable bodywork, the Competitor concerned may ask the Race Director for permission to override the system. If permission is given in this way the onus will be upon the Competitor concerned to ensure that their driver only uses the adjustable bodywork if he is within one (1) second of the car in front of him.
- i) If the failure in the system is rectified the driver may no longer use this override, the Race Director will notify the Competitor if and when the fault has been remedied.

23) OPERATIONAL PERSONNEL DURING A COMPETITION

- 23.1** At each Event during the period beginning twenty-nine (29) hours before the scheduled start of the first free practice session (P1) and ending two (2) hours after the start of the race, each Competitor may not have more than a total of fifty-eight (58) team personnel who are associated in any way with the operation of the cars within the confines of the circuit. However, during the period starting forty-five (45) minutes before the start of the first formation lap until fifteen (15) minutes after the scheduled start of the race the number of such operational personnel is unlimited.
- 23.2** For the avoidance of doubt race drivers and staff whose duties are solely connected with hospitality, team motorhomes, sponsors, marketing, public relations, security or driving trucks to or from the Competition are not considered operational personnel. Furthermore, during each Restricted Period, non-operational personnel are permitted to:
- a) Load or unload (but not pack or unpack) freight
 - b) Prepare equipment solely in support of other racing series
 - c) Prepare the presentation of garages for display
- 23.3** In addition to the fifty-eight (58) personnel described in Article 23.1, each Competitor will be permitted sixteen (16) individual exceptions during a Championship for trainee personnel, however, no individual trainee may attend more than three (3) Competitions in this capacity.
- 23.4** A list of all operational, exempt, trainee and single race personnel must be submitted to the FIA prior to each Competition using the official template provided by the FIA.
- 23.5**
- a) At each Competition, with the exception of the provisions of Article 23.5d), team personnel who are associated in any way with the operation of the cars are not permitted within the confines of the circuit during the restricted periods detailed below in this Article 23.5e) to 23.5g).
 - b) For the avoidance of doubt, race drivers and personnel whose duties are solely connected with catering, media, marketing and/or loading or unloading (but not packing or unpacking) freight deliveries are exempt from these requirements.
 - c) Boards warning anyone attempting to enter the paddock that the restricted period is in operation will be placed immediately before the turnstiles at the appropriate times.
 - d) Operational personnel specified in Articles 23.1 and 23.3 will be permitted to:

- i) Enter the Paddock thirty (30) minutes prior to the end of each restricted period to ease congestion at the turnstiles; and
- ii) Remain in the confines of the circuit for up to one (1) hour after the start of Restricted Periods One and Two for the sole purpose of exercise on the circuit, meals and socialising.

During these periods these personnel must not conduct operational activities. This includes and is not limited to work on the cars or car components necessary to operate the cars and engineers working on computers. Failure to comply with this will be treated as a breach of the relevant Restricted Period.

- e) Restricted Period One: Commencing forty-two (42) hours prior to the scheduled start of P1 and ending twenty-nine (29) hours prior to the scheduled start of P1.
- f) Restricted Period Two: Commencing eighteen (18) hours prior to the scheduled start of P1 and ending four (4) hours prior to the scheduled start of P1.
- g) Restricted Period Three:
 - i) At each Competition where a sprint session is not scheduled, commencing fourteen (14) hours prior to the scheduled start of P3 and ending three (3) hours prior to the scheduled start of P3. If the unrestricted time between the end of P2 and the start of the third restricted period exceeds four (4) hours the excess will be added to the start of the third restricted period.
 - ii) At each Competition where a sprint session is scheduled, commencing fourteen (14) hours prior to the scheduled start of the formation lap for the sprint and ending three (3) hours prior to the scheduled start of the formation lap for the sprint. If the unrestricted time between the end of the sprint qualifying session and the start of the third restricted period exceeds three (3) hours the excess will be added to the start of the third restricted period.

23.6 Each Competitor will be permitted the following exceptions during the Championship to the requirements of Articles 23.5 and 38.2:

- a) Restricted Period One: Four (4) exceptions in each Championship
- b) Restricted Period Two: Three (3) exceptions in each Championship
- c) Restricted Period Three and/or cars covered after P2 (Article 38.2a)i)) at any one Competition: Two (2) exceptions in each Championship
- d) For the avoidance of doubt, these exceptions may not be used consecutively during a single Competition.
- e) In the case of a breach of this Article both drivers must start the race from the pit lane and follow the procedures prescribed in Article 44.2.

23.6 No later than 12 hours prior to the start of Restricted Period 1, and at the sole discretion of the Race Director, following the failure of an official supplier to deliver the required services for the preparation of a Competition in a timely manner an exception to Restricted Period One may be granted to all Competitors. In such circumstances this exception shall not be counted as one of the exceptions permitted under Article 23.6a).

24) COMPETITOR FACTORY SHUTDOWN PERIODS

24.1 All Competitors must observe two shutdown periods:

- a) The first period of fourteen (14) consecutive calendar days during the months of July and/or August. If two consecutive Competitions during this period are separated by only seventeen (17) days a shutdown period of thirteen (13) consecutive calendar days must be observed. In either case Competitors should notify the FIA of their intended shutdown period within thirty (30) days of the start of the Championship.
 - b) The second period of nine (9) consecutive calendar days starting on the 24 December.
- 24.2** During the shutdown periods no Competitor or affiliate to a Competitor may carry out or instruct a third party supplier to carry out any of the following activities for or on behalf of the Competitor:
- a) Operation or use of any wind tunnel, except as specifically permitted by Article 24.4.
 - b) Operation or use of any computer resource for CFD Simulations, except as specifically permitted by Article 24.4.
 - c) Production or development of wind tunnel parts, car parts, test parts or tooling.
 - d) Sub-assembly of car parts or assembly of cars.
 - e) Any work activity by any employee, consultant or sub-contractor engaged in design, development or production (excluding any work activity to be undertaken at the circuit in preparation for the Competition immediately following the shutdown periods).
- 24.3** Each Competitor must notify its suppliers of the dates of its shutdown periods and must not enter into any agreement or arrangement with the intention of circumventing the prohibition on the above activities.
- 24.4** During the shutdown periods the following activities will not be considered a breach of the above:
- a) Repairs carried out with the agreement of the FIA to a car seriously damaged during the Competition preceding the shutdown period.
 - b) The assembly and servicing of running or static show cars, none of which may entail the production, assembly or servicing of any current car parts.
 - c) The operation and use of any wind tunnel provided this is being carried out for projects with no direct relation to Formula One or for or on behalf of a Competitor that is not at that time within its own shutdown period or for the purposes of maintenance or modifications to the facility (at the exclusion of any activity defined as Restricted Wind Tunnel Testing in Appendix 7 of the Sporting Regulations).
 - d) The operation and use of any computer for CFD simulations provided this is being carried out for projects with no direct relation to Formula One, or for or on behalf of a competitor that is not at that time within its own shutdown period or for the purposes of system or software upgrade or maintenance (but not for activities which may be deemed as methodological development or are defined as Restricted CFD Simulations in Appendix 7 of the Sporting Regulations).
 - e) Any activity the sole purpose of which is supporting projects unconnected to Formula One, subject to the prior written approval of the FIA.
 - f) Any activity the sole purpose of which is the maintenance of factory facilities.
 - g) Any activity the sole purpose of which is the maintenance of factory IT networks and associated systems.
 - h) Any activity relating to the loading, unloading, and preparation of sea freight, with the exception of car components or assemblies.
 - i) Any activity the sole purpose of which is staff wellbeing or entertainment.

25) POWER UNIT MANUFACTURER FACTORY SHUTDOWN PERIODS

- 25.1** All Power Unit Manufacturers or affiliate to a PU Manufacturer must also observe the shutdown periods described in Article 24.1 with an exception for factories based in countries where law and/or unions impose a different closing week. In this case, these factories may replace one week out of two weeks of the shutdown period specified in Article 24.1a) by the locally imposed week and have their second shutdown period specified in Article 24.1b) starting no later than 31 December. Power Unit Manufacturers affected by this must make a declaration to the FIA that the staff concerned will not be permitted to transfer to work in the country that isn't shutdown during these periods. In any case Power Unit Manufacturers should notify the FIA of their intended shutdown periods within thirty (30) days of the start of the Championship.
- 25.2** During the shutdown periods no Power Unit Manufacturer or affiliate to a Power Unit Manufacturer may carry out or instruct a third-party supplier to carry out any of the following activities for or on behalf of the Power Unit Manufacturer:
- a) Any work activity by any employee, consultant or sub-contractor engaged in design, development or production (excluding any work activity to be undertaken at the circuit in preparation for the Competition immediately following the shutdown period).
 - b) Operation or use of any test bench except as specifically permitted by Article 25.4. During the shutdown periods no occupancy hours nor operations hours may be incremented neither unrestricted test bench hours for projects connected to Formula One.
 - c) Operation or use of any computer resource for simulations except as specifically permitted by Article 25.4.
 - d) Production or development of Power Unit parts, test parts, car parts, or tooling.
 - e) Sub-assembly of Power Unit parts or assembly of Power Units.
- 25.3** Each Power Unit Manufacturer must notify its suppliers of the dates of its shutdown periods and must not enter into any agreement or arrangement with the intention of circumventing the prohibition on the above activities.
- 25.4** During the shutdown periods the following activities will not be considered a breach of the above:
- a) The assembly or servicing of Power Units for running show cars, none of which may entail the production, assembly or servicing of any power unit parts.
 - b) Work on any test bench or computer resource for the purposes of maintenance or modifications to the facility (at the exclusion of any activity defined as Restricted Power Unit Testing in Appendix 8 of the Sporting Regulations).
 - c) Any activity the sole purpose of which is supporting projects unconnected to Formula One, subject to the written approval of the FIA.
 - d) Any activity the sole purpose of which is the maintenance of factory facilities.
 - e) Any activity the sole purpose of which is the maintenance of factory IT networks and associated systems.
 - f) Any activity relating to the loading, unloading, and preparation of sea freight, with the exception of power unit components or assemblies.
 - g) Any activity the sole purpose of which is staff wellbeing or entertainment.
 - h) ES Charging and/or balancing of an Energy Store containing ES cell(s) may be carried out with the agreement of the FIA. The DC current involved in these operations is limited to

5A while charging the ES cells and to a maximum rate of 0.1C during the balancing. This activity must not take place in any nominated test bench and must involve a maximum of two personnel.

26) GENERAL SAFETY

26.1 Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags or lights similar to these. In accordance with Appendix H of the Code, the light signals displayed on the trackside light panels have the same meaning as flag signals. *In accordance with and supplementary to Article 2.5.5b of Appendix H of the Code:*

- a) *Single Waved Yellow Flag: Any driver passing through a waved yellow flag marshalling sector must reduce their speed and be prepared to change direction. In order for the stewards to be satisfied that any such driver has complied with these requirements they are expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.*
- b) *Double Waved Yellow Flag: Any driver passing through a double waved yellow flag marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the stewards to be satisfied that any such driver has complied with these requirements it must be clear that the driver has not attempted to set a meaningful lap time on the relevant lap. Furthermore, during a sprint qualifying or qualifying session, any driver passing through a double waved yellow flag marshalling sector will have that lap time deleted.*
- c) *Double Waved Yellow Flag during a Safety Car or Virtual Safety Car Period: Any driver passing through a double waved yellow flag marshalling sector during a safety car or virtual safety car period, in addition to the requirements of b), must stay above the minimum time set by the FIA ECU in each marshalling sector concerned.*

26.2 Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all free practice sessions, the qualifying session, the sprint qualifying session and sprint session as for the race.

26.3 Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.

26.4 If a car stops on the track, it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. Under no circumstances may a driver stop his car on the track without justifiable reason.

26.5 A driver who abandons a car must leave it in neutral or with the clutch disengaged, with the ERS shut down and with the steering wheel in place.

26.6 Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the Competitors' designated garage area, the pit lane or on the starting grid.

26.7 During the period commencing fifteen (15) minutes prior to and ending five (5) minutes after every free practice session, qualifying session and sprint qualifying session and the period between the commencement of the formation lap which immediately precedes the sprint session and the race and the time when the last car enters the parc fermé, no one is allowed on the track, the pit entry road or the pit exit road with the exception of:

- a) Marshals or other authorised personnel in the execution of their duty.
- b) Drivers when driving or on foot, having first received permission to do so from a marshal.

- c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
 - d) Team personnel when assisting marshals to remove a car from the grid after the start of the sprint session or the race.
- 26.8** During a sprint session and a race, the engine may only be started with the starter except in the pit lane or the Competitors' designated garage area where the use of an external starting device is allowed.
- 26.9** Drivers taking part in any free practice session, qualifying session, sprint qualifying session, sprint session or the race must always wear flame-resistant clothing, helmets, and Frontal Head Restraints (FHR) specified in the Code.
- 26.10** Any driver whose car has significant and obvious damage to a structural component which results in it being in a condition presenting an immediate risk of endangering the driver or others, or whose car has a significant failure or fault which means it cannot reasonably return to the pit lane without unnecessarily impeding another competitor or otherwise hindering the Competition must leave the track as soon as it is safe to do so.
- At the sole discretion of the Race Director, should a car be deemed to have such significant and obvious damage to a structural component, or such significant failure or fault, the Competitor may be instructed that the car must leave the track as soon as it is safe to do so.
- 26.11** The lights described in Article 14.3 of the Technical Regulations must be illuminated at all times when using intermediate or wet-weather tyres. All lights must be in working order when the car leaves the pit lane for the first time for any free practice session, qualifying session, sprint qualifying session, sprint session, or race. It shall be at the discretion of the Race Director to decide whether or not a driver should be stopped if the central rear light described in Article 14.3.2 of the Technical Regulations and at least one of the side lights described in Article 14.3.3 of the Technical Regulations are not working. Should a car be stopped in this way the driver may re-join when the fault has been remedied.
- 26.12** Only twelve (12) team members for each Competitor are permitted in the signalling area during any free practice session, qualifying session, sprint qualifying session, sprint session and the race.
- 26.13** Unless authorised by the FIA no one under the age of 16 is permitted in the pit lane at the following times:
- a) The period commencing fifteen (15) minutes prior to and ending five (5) minutes after every free practice session, the qualifying session, and the sprint qualifying session.
 - b) The period commencing fifteen (15) minutes before the pit exit is opened to allow cars to cover reconnaissance laps and the time when the last car enters the parc fermé after the sprint session or the race has ended.
- 26.14** The Race Director, the Chief Medical Officer (CMO) or the Medical Delegate can require a driver to have a medical examination at any time during a Competition.
- If, after an incident, the Impact Warning Light is activated the driver may, at the discretion of the Race Director, the Chief Medical Officer (CMO) or the Medical Delegate, be required to be examined by the Competition medical service without delay. The Medical Delegate will determine the most appropriate time and place for this examination.
- 26.15** The organiser must make at least two (2) fire extinguishers of 5kg capacity available to each Competitor and ensure that they work properly.

- 26.16** Animals, except those which may have been expressly authorised by the FIA for use by security services, are forbidden on the track, in the pit lane, in the paddock or in any spectator area.
- 26.17** Other than where permitted in Articles 57 and 58, tyre blankets are not permitted in the Pit Lane at any time during the sprint session or the race and must be removed before the tyres are carried to the pit stop area.
- 26.18** Except during a sprint session suspension or race suspension, any car abandoned on the circuit by its driver, even temporarily, shall be considered as withdrawn from the session. In exceptional circumstances, cars abandoned on the circuit during a sprint session suspension or race suspension may be allowed to participate when that session resumes, provided they were not abandoned because of a mechanical issue, car damage or in order to gain an advantage.
- 26.19** If the Official Weather Service predicts that the Heat Index will be greater than 31.0°C at some time during the sprint session or the race at a Competition, or at the sole discretion of the Race Director, a Heat Hazard may be declared twenty-four (24) hours prior to the scheduled start of the Competition. Once a Heat Hazard is declared it shall remain in force for the Competition. All competitors will be notified via the official messaging system. Once a Heat Hazard is declared:
- All components of the Driver Cooling System, with the exception of any cooling medium and any items of a driver's personal equipment that form part of the system must be fitted.
 - At the start of any sprint session or race for which a Heat Hazard has been declared, all components of the Driver Cooling System must be fitted. The system must be functional and available for use by the driver, meeting the specific provisions provided in Article 14.6.1 of the Technical Regulations for these sessions.

However, any driver may elect not to wear any items of personal equipment that form part of the driver cooling system. In such circumstance, all other components, including any cooling medium, of the Driver Cooling System must be fitted. In addition, the difference in mass between the driver's personal equipment normally used and any items of a driver's personal equipment that form part of the system must be compensated by the fitting of 0.5kg of ballast in the cockpit, such ballast designated for this purpose will be included in sum of masses described in Article 4.7b of the Technical Regulations.
 - In accordance with Articles 4.1 and 4.7 of the Technical Regulations the Heat Hazard Mass Increases shall apply.

27) SPARE CARS

- 27.1** Each Competitor may have no more than two (2) cars available for use at any one time during a Competition, except when all the following circumstances are met:
- A car has suffered genuine accident damage, as specified in Article 40.2 g) or has suffered a significant failure or fault as demonstrated to the Technical Delegate, accepted by the Technical Delegate as necessitating a change of survival cell.
 - The Competitor has provided a written request to the FIA to change the survival cell, and this has been approved by the Technical Delegate.
 - There are no more than two cars available for one driver at any one time, and this period is only sufficient to facilitate the change of car.
- 27.2** In the context of this article, a car is defined as an assembly consisting of:
- a survival cell,

- with a Power Unit or components of a Power Unit installed or partially installed. A Power Unit is as defined in Article 5.1.2 and Appendix 3 column three (titled 'Art.5.1.2 Defin.') of the Technical Regulations,
- and any other car components fitted or installed.

28) POWER UNIT USAGE

28.1 The only power unit that may be used at a Competition during the 2022-2025 Championship seasons is a power unit which is constituted only of elements that were in conformity, at the date they were introduced in the race pool, with the latest submitted and approved homologation dossier as defined in Appendix 4 of the Technical Regulations.

28.2 Unless a driver drives for more than one (1) Competitor (see Article 28.4 below), and subject to the additions described below, each driver may use no more than four (4) engines (ICE), four (4) motor generator units-heat (MGU-H), four (4) turbochargers (TC), two (2) energy stores (ES), two (2) control electronics (CE), four (4) motor generator units-kinetic (MGU-K) and eight (8) of each of the four (4) elements constituting a set of Engine exhaust systems during a Championship. For the purpose of this article a set of Engine exhaust systems is deemed to comprise the following four (4) elements: primaries LHS, primaries RHS, secondary LHS and secondary RHS.

28.3 Should a driver use more Power Unit elements than the numbers prescribed in Article 28.2 of any one of the elements during a Championship, a grid place penalty for the race will be imposed upon him at the first Competition during which each additional element is used. Penalties will be applied according to the following table and will be cumulative:

- a) The first time an additional element of each type is used: Ten (10) grid place penalty for the race.
- b) The next times an additional element of each type is used: Five (5) grid place penalty for the race.

Any of the seven (7) elements will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.

During any single Competition, if a driver introduces more than one of the same Power Unit element which is subject to penalties, only the last element fitted may be used at subsequent Competitions without further penalty.

28.4 If a driver is replaced at any time during the Championship his replacement will be deemed to be the original driver for the purposes of assessing Power Unit usage.

28.5 After consultation with the relevant Power Unit Manufacturer the FIA will attach seals to each of the relevant elements of the Power Unit prior to them being used for the first time at a Competition in order to ensure that no significant parts can be rebuilt or replaced. Exhaust elements defined in Article 28.2 above should be permanently and uniquely marked, which is then clearly visible directly or using an optical device in a timely manner when a Power Unit is fitted to a chassis.

Within two (2) hours of the end of the post-race Parc Fermé additional seals will be applied to all used power unit elements in order to ensure that they cannot be run or dismantled between Competitions. The sealing method must be agreed with the Technical Delegate.

Upon request to the FIA, these additional seals will be removed twenty-four (24) hours before the scheduled start of P1 at the next Competition at which the Power Unit elements are required. All such Power Unit elements must remain within the Competitor's designated garage

area when not fitted to a car and may not be started at any time during a Competition other than when fitted to a car eligible to participate in the Competition.

If any of the FIA seals are damaged or removed from the relevant components within the Power Unit after they have been used for the first time those parts may not be used again unless they were removed under FIA supervision.

29) VOID

30) SUPPLY OF TYRES IN THE CHAMPIONSHIP AND TYRE LIMITATION DURING THE COMPETITION

30.1 Supply of tyres

- a) The single tyre manufacturer (the appointed tyre supplier) appointed by the FIA must undertake to provide:
 - i) At each Competition, three (3) specifications of dry-weather tyre, one (1) specification of intermediate tyre, and one (1) specification of wet-weather tyre. Each of which must be visibly distinguishable from one another when a car is on the track.
 - ii) At certain Competitions where a sprint session is not scheduled, one additional specification of dry-weather tyre may be made available to all Competitors for evaluation purposes. Competitors will be informed about such an additional specification at least one (1) week before the start of the relevant Competition.
 - iii) At a maximum of two Competitions where a sprint session is not scheduled, additional specifications of dry-weather tyres may be made available to all Competitors for evaluation purposes. Should either of these Competitions be found to be unsuitable for an effective evaluation of these tyres (due to issues such as weather), additional dry-weather tyres may be made available at a third Competition.

30.2 Quantity, selection, and specification of tyres during a Competition

- a) Except for additional tyres that are supplied according to Articles 30.1a)ii), 30.1a)iii), 30.5e), 30.5f), and 30.5o)
 - i) At each Competition where a sprint session is scheduled, **except the competition in Monaco**, each driver may use no more than twelve (12) sets of dry-weather tyres, five (5) sets of intermediate tyres and two (2) sets of wet-weather tyres during a Competition.
For the competition in Monaco, if a sprint session is scheduled each driver may use no more than twelve (12) sets of dry-weather tyres, five (5) sets of intermediate tyres and three (3) sets of wet-weather tyres during the Competition.
 - ii) At each Competition where a sprint session is not scheduled and additional tyres are not made available under Article 30.1a)iii), **except the competition in Monaco**, each driver may use no more than thirteen (13) sets of dry-weather tyres, five (5) sets of intermediate tyres and two (2) sets of wet-weather tyres during a Competition.
For the competition in Monaco, if a sprint session is not scheduled and additional tyres are not made available under Article 30.1a)iii), each driver may use no more than thirteen (13) sets of dry-weather tyres, five (5) sets of intermediate tyres and three (3) sets of wet-weather tyres during the Competition.

- iii) At each Competition where a sprint session is not scheduled and additional tyres are made available under Article 30.1a)iii), **except the competition in Monaco**, each driver may use no more than twelve (12) sets of dry-weather tyres, five (5) sets of intermediate tyres and two (2) sets of wet-weather tyres during a Competition.
- For the competition in Monaco, if a sprint session is not scheduled and additional tyres are made available under Article 30.1a)iii), each driver may use no more than twelve (12) sets of dry-weather tyres, five (5) sets of intermediate tyres and three (3) sets of wet-weather tyres during the Competition.**
- b) A complete set of tyres will be deemed to comprise two (2) front and two (2) rear tyres all of which must be of the same specification and as allocated by the FIA, however, sets of the same specification may be mixed following the qualifying session.
- c) Unless otherwise determined by the FIA and with the agreement of the appointed tyre supplier, no less than two (2) weeks prior to each Competition for items i), ii), and iii), and no less than four (4) weeks prior to each Competition for item iv) below, the FIA will provide all Competitors with the following information relevant to the Competition in question:
- i) Which tyre specifications will be made available by the appointed tyre supplier.
 - ii) The mandatory dry-weather race tyre specification(s) (up to two (2)).
 - iii) The mandatory dry-weather Q3 tyre specification (which will always be the softest of the three (3) specifications).
 - iv) Whether additional tyres will be made available under Article 30.1a)iii), and in these circumstances:
 - For these additional tyres; the quantity of tyres per Driver, and for each Competitor, the expected run plans for that Competitor.
 - For tyres that are not these additional tyres; the specification of the tyres and any changes to the timing of electronic returns.
 - Procedures that will be adopted, tyre quantities and specifications if the Competition is found to be unsuitable to evaluate the additional tyres.
- d) Unless otherwise determined by the FIA and with the agreement of the appointed tyre supplier, each Driver will be allocated the following specification of dry-weather tyres:
- i) At each Competition where a sprint session is scheduled:
 - Two (2) sets of the hard specification of tyres.
 - Four (4) sets of the medium specification of tyres.
 - Six (6) sets of the soft specification of tyres.
 - ii) At each Competition where a sprint session is not scheduled and additional tyres are not made available under Article 30.1a)iii):
 - Two (2) sets of the hard specification of tyres.
 - Three (3) sets of the medium specification of tyres.
 - Eight (8) sets of the soft specification of tyres.
 - iii) At each Competition where a sprint session is not scheduled and additional tyres are made available under Article 30.1a)iii):
 - Two (2) sets of the hard specification of tyres.

- Three (3) sets of the medium specification of tyres.
 - Seven (7) sets of the soft specification of tyres.
 - The additional tyres for evaluation.
- e) Once the above selections have been made the Technical Delegate will allocate sets of tyres to each driver from among the stock of tyres the appointed tyre supplier makes available for the Competition.
- f) Each driver must only use tyres allocated to him.

30.3 Control of tyres

- a) The outer sidewall of all tyres which are to be used at a Competition must be marked with a unique identification.
- b) Other than in cases of force majeure (accepted as such by the stewards), all tyres intended for use at a Competition must be presented to the Technical Delegate for allocation prior to the start of the Competition.
- c) At any time during a Competition, and at his absolute discretion, the Technical Delegate may select alternative tyres to be used by any Competitor or driver from among the stock of tyres the appointed tyre supplier has present at the Competition.
- d) A Competitor wishing to replace one unused tyre by another identical unused one must present both tyres to the Technical Delegate.
- e) The use of tyres without appropriate identification may result in a race grid position penalty or disqualification from the sprint session or the race as appropriate.

30.4 Return of Tyres

- a) The official return of tyres will be made electronically using the FIA Race Team Client. In the event of an issue with the system, and when instructed to do so by the FIA, each Competitor will be requested to provide the tyre return data in a CSV file format via email.
- b) Any set of electronically returned tyres must also be physically returned to the appointed tyre supplier before the start of the following session.

30.5 Use of Tyres

- a) All tyres must be operated in accordance with the prescriptions issued prior to each Competition by the FIA and the appointed tyre supplier, including any additional or modified procedures set out in the Appendix to these Sporting Regulations or as communicated directly by the FIA and the appointed tyre supplier.
- b) The only sets of tyres which may be used during a Competition are those which are defined in Article 30.2a).
Any driver who uses a set of tyres of differing specifications or tyres not allocated to him during the sprint session or the race may not cross the Line on the track more than twice before returning to the pits and changing them for a set of tyres of the same specification. A penalty under Article 54.3d) will be imposed on any driver who does not change tyres as specified above. For the avoidance of doubt, a set of tyres of differing specifications will not be considered when assessing the number of specifications used during the race.
- c) Tyres fitted in the pit lane will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane with these tyres fitted. Tyres fitted on

the grid will be deemed to have been used when the car leaves its grid position under its own power with these tyres fitted.

- d) If an additional driver is used (see Articles 32.4, 32.5) he must use the tyres allocated to the nominated driver he replaced.
- e) If an additional specification of dry-weather tyre is made available in accordance with Article 30.1a)ii) two (2) sets of these tyres will be allocated to each driver for use during P1 and P2. Any such tyres must be electronically returned no later than two (2) hours after the end of P2.
- f) At each Competition where a sprint session is scheduled, each driver may be granted a maximum of one (1) additional set of intermediate tyres, under the following circumstances:
 - i) If either P1 or the sprint qualifying session are declared wet, one (1) additional set of intermediate tyres will be made available to any driver who used a set of intermediate tyres during either session. Under such circumstances, one (1) used set of intermediate tyres must be electronically returned no later than the covers-on time after the end of the sprint qualifying session, defined in Article 40.6.
 - ii) One (1) additional set of intermediate tyres will be made available to any driver who used a set of intermediate tyres during the sprint session and who was not allocated an additional set under Article 30.5f)i). Under such circumstances, this set may not be used before the pit exit is opened before the start of the race, and one (1) set of used intermediate tyres must be electronically returned no later than the covers-on time after the qualifying session, defined in Article 40.6.
- g) **For all competitions**, from the five (5) sets of intermediate tyres allocated to each driver under Article 30.2a)ii) or Article 30.2a)iii), if P1, P2 or P3 is declared wet, one (1) set of intermediate tyres must be electronically returned no later than two (2) hours after the end of P3.
- h) From the twelve (12) sets of dry-weather tyres allocated to each driver under Article 30.2a)i):
 - i) One (1) set must be electronically returned no later than two (2) hours after the end of P1.
 - ii) One (1) set must be electronically returned no later than two (2) hours after the end of the sprint session. For any driver who used a set during the sprint session, this must be the set with the highest number of laps completed in the sprint session.
 - iii) Three (3) sets must be electronically returned no later than the covers-on time after the qualifying session, defined in Article 40.6.
 - iv) In each of the periods SQ1 and SQ2 of the sprint qualifying session, up to one set may be used, and this must only be a new set of the medium specification.
 - v) In the period SQ3 of the sprint qualifying session, up to one set may be used, and this must only be a set of the soft specification.
 - vii) If any of the periods SQ1, SQ2 or SQ3 gets declared wet, the specification, mileage or number of sets that may be used in the remainder of the sprint qualifying session will be free.

- i) From the thirteen (13) sets of dry-weather tyres allocated to each driver under Article 30.2a)ii):

- i) One (1) set of the mandatory Q3 tyre specification may not be used nor returned before Q3 and, for the cars that qualified for Q3, one set of the same specification must be electronically returned no later than the covers-on time defined in Article 40.6.
- ii) Two (2) sets of the mandatory race specification(s) may not be returned before the race. For the avoidance of doubt, if there are two (2) mandatory race tyre specifications, one (1) set of each specification may not be returned before the race.

From the ten (10) remaining sets:

- iii) Two (2) sets must be electronically returned no later than two (2) hours after the end of P1.
- iv) Two (2) further sets must be electronically returned no later than two hours after the end of P2 unless both P1 and P2 are either declared wet or cancelled, in which case one of these sets may be retained by each driver but must be electronically returned no later than two (2) hours after the end of P3.
- v) Two (2) further sets must be electronically returned no later than two (2) hours after the end of P3.

- j) From the twelve (12) sets of dry-weather tyres allocated to each driver under Article 30.2a)iii):

- i) One (1) set of the mandatory Q3 tyre specification may not be used nor returned before Q3 and, for the cars that qualified for Q3, one set of the same specification must be electronically returned no later than the covers-on time defined in Article 40.6.
- ii) Two (2) sets of the mandatory race specification(s) may not be returned before the race. For the avoidance of doubt, if there are two (2) mandatory race tyre specifications, one (1) set of each specification may not be returned before the race.

From the nine (9) remaining sets:

- iii) One (1) set must be electronically returned no later than two hours after the end of P1, unless the driver is a replacement driver under the provisions of Article 32.4c) in which case two (2) sets must be returned.
- iv) One (1) set of medium specification tyres may not be used nor returned before P2. This set and one (1) further set (two sets in total) must be electronically returned no later than two hours after the end of P2 unless:
 - i) the driver was replaced in P1 by a driver under the provisions of Article 32.4c) in which case only one (1) set must be returned,
 - ii) or both P1 and P2 are either declared wet or cancelled, in which case one of these sets may be retained by each driver but must be electronically returned no later than two (2) hours after the end of P3.
- v) Two (2) further sets must be electronically returned no later than two (2) hours after the end of P3

- k) Once all tyres have been returned electronically after the end of each day of on track activity the appointed tyre supplier will publish a list of the tyres which each driver has available to him for the remainder of the Competition.
- l) During any free practice session intermediate and wet-weather tyres may only be used after the track has been declared wet by the Race Director, following which intermediate, wet or dry-weather tyres may be used for the remainder of the session.
During the sprint qualifying session, the number of sets of intermediate or wet-weather tyres is free within the allocation of each driver.
- m) For all races except the race in Monaco, unless they have used intermediate or wet-weather tyres during the race, each driver must use at least two (2) different specifications of dry-weather tyres during the race, at least one (1) of which must be a mandatory dry-weather race tyre specification as defined in Article 30.2c)ii).

For the race in Monaco, each driver must use at least three (3) sets of tyres of any specification described in Article 30.1a)i) during the race and, unless they have used intermediate or wet-weather tyres during the race, each driver must use at least two (2) different specifications of dry-weather tyres during the race, at least one (1) of which must be a mandatory dry-weather race tyre specification as defined in Article 30.2c)ii).

Unless the race is suspended and cannot be re-started, failure to comply with these requirements will result in the disqualification of the relevant driver from the race results.

For all races except the race in Monaco, if the race is suspended and cannot be re-started, thirty (30) seconds will be added to the elapsed time of any driver who did not, when required to do so, use at least two (2) specifications of dry-weather tyre during the race.

For the race in Monaco, if the race is suspended and cannot be re-started, thirty (30) seconds will be added to the elapsed time of any driver who did not, when required to do so, use at least two (2) specifications of dry-weather tyre during the race, or who did not use at least three (3) sets of tyres of any specification during the race. Furthermore, an additional thirty (30) seconds will be added to the elapsed time of any driver who used only one (1) set of tyres of any specification during the race.
- n) If the formation lap is started behind the safety car in accordance with Article 49.1a, or the sprint session or race is resumed in accordance with Article 58.1, the use of wet-weather tyres until the safety car orange lights are extinguished and it returns to the pit lane is compulsory. A penalty under Article 54.3d) will be imposed on any driver whose tyre(s) are changed for a different specification or who uses any other specification of tyres whilst the safety car is on the track at such times.
- o) If additional specifications of dry-weather tyres are made available in accordance with Article 30.1a)iii), these tyres will be allocated to each Driver for use during P2. If P2 is unsuitable for the evaluation of these tyres (such as due to poor weather) they will not be made available to each Driver and they may be carried over to the back-up Competition, as advised by the FIA. Unless the additional tyres have not been made available, or the session is declared wet, all Drivers will have to use them during P2, according to run plans specified by the appointed tyre supplier with the same number of laps per Driver, and the only dry weather tyres that may be used are those allocated under Article 30.1a)iii).

i) Drivers participating in this session to evaluate additional tyres must be in possession of a Super Licence or Free Practice Super Licence, and must have competed in at least one (1) Formula 1 Competition during their careers.

ii) Test parts, test software, component changes and set-up changes

Test parts and test software are permitted. However, the car must remain in a fixed specification, configuration and set-up. Mechanical set-up changes, driver control changes, software and component changes are only permitted if they are necessary for the correct evaluation of the tyres or to complete the tyre test. Set-up changes and driver control changes must be agreed in advance with the tyre supplier. Component and software changes must be approved by the FIA. A replacement component may be approved in cases such as damage to the original and should be of the same specification. Exceptionally, if a same specification component is unavailable, a component of a different specification which has been previously used at a Competition or TCC may be approved.

iii) Additional sensors and logging

Additional sensors may be fitted on the car to measure tyre state and or performance and must be agreed with the appointed tyre supplier and the FIA in advance. Data collected from such sensors must be shared with the appointed tyre supplier in due time after the test session, and processed data from such sensors (having removed any team-specific information) may be shared by the appointed tyre supplier with the other Competitors.

iv) All additional tyres allocated in accordance with Article 30.1a)iii) must be electronically returned no later than two (2) hours after the end of P2.

30.6 Testing of tyres

- a) From the time at which each Competitor receives fitted tyres from the appointed tyre supplier at or before a Competition these may not be used on any rig, simulator or vehicle, other than the Formula One car for which they were intended.
- b) Tyres supplied to any Competitor at any time may not be used on any rig or vehicle (other than a Formula One car on an FIA Grade 1 or FIA Grade 1T Circuit, at the exclusion of any kind of road simulator), either Competitor owned or rented, providing measurements of forces and/or moments produced by a rotating full size Formula One tyre, other than forces acting within 10° of Zw as defined in Article 2.11.3 of the Technical Regulations, tyre rolling resistance and aerodynamic drag.
- c) Tyres may be used on a test rig providing forces control and monitoring by Formula One rim manufacturers for the sole purpose of proof testing their products.

30.7 Irrespective of the provisions of Articles 30.5o), if a Driver is unable to participate in P1 because he has been replaced with a Driver under the provisions of Article 32.4c), the Driver not participating in P1 may use tyres other than those allocated under Article 30.1a)iii) after 60 minutes of the P2 session has elapsed. This exception is permitted on one occasion only for each Competitor during the Championship.

- a) The driver must comply with the provisions of Article 30.5o)i).
- b) The car must comply with the provisions of Articles 30.5o)ii) and 30.5o)iii) other than the exceptions stated in 30.7c) below.
- c) After 60 minutes of the P2 session has elapsed, despite the provisions of Article 30.5o)ii), mechanical set-up changes and driver control changes are permitted. These do not need to be necessary for the correct evaluation of the tyres or to complete the tyre test and they do not need to be agreed in advance with the tyre supplier.

- d) During the first 60 minutes of the P2 session the full provisions of Article 30.5o)ii) apply and mechanical set-up changes and driver control changes are not permitted unless for the reasons stated in Article 30.5o)ii) and must be agreed in advance with the tyre supplier.
- e) Additional tyres must be returned in accordance with Article 30.5o)iv)

31) SCRUTINEERING

31.1 Each Competitor will be required to carry out initial scrutineering of his cars which will commence four (4) hours prior to the start of P1 and submit the duly completed declaration no later than two (2) hours before the start of P1.

The declaration form template will be provided by the FIA.

31.2 Unless prior written permission has been granted by the Technical Delegate, any Competitor who do not keep to these time limits will be referred to the stewards.

31.3 No car may take part in the Competition until the declaration described in Article 31.1 has been submitted, and the Technical Delegate has confirmed to the Competitor that he is satisfied it has been fully and correctly completed.

31.4 Any Competitor whose car has a change of survival cell after initial scrutineering (see Article 31.1) must complete a new declaration for approval by the Technical Delegate. However:

- a) At each Competition where a sprint session is not scheduled, any such car scrutineered after the start of P1 may not be used until the start of P3 and any such car scrutineered after the start of P3 may not be used until the pit exit is opened before the race, as described in Article 44.1.
- b) At each Competition where a sprint session is scheduled, any such car scrutineered after the start of P1 may not be used until the pit exit is opened before the sprint session, as described in Article 43.2.

31.5 The scrutineers may:

- a) Check the eligibility of a car or of a Competitor at any time during a Competition.

This includes and is not limited to; a period of up to one hour, after the covers are fitted following a sprint qualifying or qualifying session according to Article 40.6, and after the covers are removed before the scheduled start of the formation lap for the sprint according to Article 40.7 or the race according to Article 40.8, and immediately after the race.
- b) Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a Competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.
- d) Require a Competitor to supply them with such parts or samples as they may deem necessary.

31.6 The Race Director or the clerk of the course may require that any car involved in an accident be stopped and checked.

31.7 Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the parc fermé and who alone are authorised to give instructions to the Competitors.

- 31.8** From twenty-four (24) hours prior to the start of the Competition, it is the sole responsibility of the Competitor to provide without delay, upon request of the Technical Delegate, any Team specific items such as, but not limited to, adaptors, fixtures, lifting devices, tools, wiring looms or connectors defined in and required by the Appendices to the Technical Regulations to facilitate the undertaking of scrutineering checks.
- 31.9** The stewards will publish the findings of the scrutineers each time cars are checked during the Competition. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

32) CHANGES OF DRIVER

- 32.1** During a Championship each Competitor will be permitted to use a maximum of four (4) drivers in races.
- 32.2** Provided any change proposed after the end of initial scrutineering receives the consent of the stewards, a change of driver may be made:
- a) At each Competition where a sprint session is not scheduled, at any time before the start of the qualifying session.
 - b) At each Competition where a sprint session is scheduled, at any time before the start of the sprint qualifying session for a driver who will participate in the sprint session, or at any time before the start of the qualifying session for a driver who will participate in the race.

Additional changes for reasons of force majeure will be considered separately.

- 32.3** Any new driver may score points in the Championship.
- 32.4** In addition to the provisions of Article 32.1, each Competitor will be permitted to use additional drivers during P1 and P2 provided that:
- a) The FIA are informed which cars and drivers each Competitor intends to use in each session no less than twenty-four (24) hours before the scheduled start of P1. Any changes less than two (2) hours before the scheduled start of P1 may only be made with the consent of the stewards.
 - b) No more than two (2) drivers are used in any one (1) session.
 - c) On two (2) occasions during the Championship, for each car entered for the Championship, each Competitor must use a driver who has not participated in more than two (2) Championship races in their career. Each Competitor must advise the FIA in writing seven (7) days prior to the start of the relevant Competition with the details of the driver that they will use.
 - d) They carry the competition number that has been allocated to them.
 - e) They use the power unit and tyres which are allocated to the nominated driver.
 - f) They are in possession of a Super Licence or Free Practice Super Licence.

- 32.5** If one of the Competitor's nominated drivers is unable to drive at some stage after the end of initial scrutineering, and the stewards consent to a change of driver, the replacement driver must use the engine, gearbox and tyres which were allocated to the original driver (see Articles 28.2, 29 and 30.5).

33) DRIVING

- 33.1** The driver must drive the car alone and unaided.

- 33.2** Drivers must observe the provisions of the Code relating to driving behaviour on circuits at all times.
- 33.3** Drivers must make every reasonable effort to use the track at all times and may not leave the track without a justifiable reason.
- Drivers will be judged to have left the track if no part of the car remains in contact with it and, for the avoidance of doubt, any white lines defining the track edges are considered to be part of the track but the kerbs are not.
- Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.
- 33.4** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person.
- 34) PIT ENTRY ROAD, PIT LANE AND PIT EXIT ROAD**
- 34.1** Unless otherwise defined by the Race Director, the section of track leading to the pit lane, between the first safety car line and the beginning of the pit lane, will be designated the “pit entry road”.
- 34.2** Unless otherwise defined by the Race Director, the section of track from the end of the pit lane leading to the track, between the end of the pit lane and the second safety car line, will be designated the “pit exit road”.
- 34.3** At no time may a car be reversed in the pit lane under its own power.
- 34.4** The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the “fast lane” and may be no more than 3.5 metres wide, the lane closest to the garages will be designated the “inner lane”.
- Other than when cars are at the end of the pit lane in accordance with Articles 43.3. 44.2 and 57, the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.
- 34.5** The FIA will allocate garages and an area in the pit lane on an equal basis where each Competitor may work and, within each of these designated garage areas, one position where pit stops during any free practice session, qualifying session, sprint qualifying session, sprint session or the race may be carried out. For safety reasons, no car should be driven from its pit stop position at any time unless:
- a) It has first been driven into the pit stop position having just entered the pit lane from the track; and
 - b) It is then driven immediately back onto the track from the pit stop position.
- 34.6** No powered device may be used to lift any part of a car in the pit lane.
- 34.7** A speed limit of 80km/h will be imposed in the pit lane during the whole Competition. However, this limit may be amended by the Race Director following a recommendation from the Safety Delegate.

- a) Any Competitor whose driver exceeds the limit during any free practice session, qualifying session, or sprint qualifying session will be fined €100 for each km/h above the limit, up to a maximum of €1000.
- b) In accordance with Article 18.1 the stewards may impose an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage.
- c) During a sprint session or the race, the stewards may impose any of the penalties under Article 54.3a), 54.3b), 54.3c) or 54.3d) on any driver who exceeds the limit.

34.8 Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the Competitors' designated garage area to the end of the pit lane.

Any car(s) driven to the end of the pit lane prior to the start or re-start of a free practice session, qualifying session or sprint qualifying session must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.

34.9 With the exception of the reconnaissance laps permitted by Articles 43.2 and 44.1, any driver that is required to start the sprint session or the race from the pit lane may not drive his car from his Competitors designated garage area until the pit lane exit is closed before the scheduled start of the formation lap in accordance with Articles 43.3 or 44.2 and must stop in a line in the fast lane.

Under these circumstances working in the fast lane will be permitted for a period ending fifteen (15) seconds prior to the commencement of the Formation lap, after which all personnel and equipment must be clear of the fast lane. Any such work is restricted to:

- a) Starting the engine and any directly associated preparation.
- b) The fitting or removal of permitted cooling and heating devices.
- c) Changes made for driver comfort.
- d) Subject to the provisions of Article 43.5 for the sprint session and Article 44.4 for the race, changing wheels and tyres.
- e) The aerodynamic set up of the front wing may be adjusted using the existing parts. No parts may be added, removed, or replaced.

At all times drivers must follow the directions of the marshals.

34.10 Other than by drying or sweeping, or by laying tyre rubber when cars leave their pit stop position, Competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the Safety Delegate.

34.11 Competitors must not paint lines on any part of the pit lane.

34.12 Other than when detailed in Article 34.9, no equipment may be left in the fast lane.

34.13 Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as the work is complete.

All team personnel carrying out any work on a car in the pit lane when the car is in its pit stop position for the purpose of adjusting or replacing components, or serving a penalty during the qualifying session, the sprint qualifying session, the sprint session or the race, must be wearing helmets which meet or exceed the requirements of ECE 22.05 – European motorcycle road helmet, DOT – USA motorcycle road helmet or JIS T8133-2015, class 2 – JPN protective helmets for automobile users. The use of appropriate eye protection is compulsory.

34.14 In all of the cases detailed in this Article 34.14, a car will be deemed to have been released either when it has been driven out of its designated garage area (when leaving from the garage) or after it has completely cleared its pit stop position following a pit stop.

- a) Cars must not be released from a garage or pit stop position in way that could endanger pit lane personnel or another driver, or that is likely to cause damage to another car.
- b) Competitors must provide a means of clearly establishing, when being viewed from both above and in the front of the car, when a car was released.
- c) If a car is deemed to have been released in an unsafe condition during any free practice, or qualifying session or sprint qualifying session, the stewards may drop the driver such number of grid positions as they consider appropriate. Such penalty will be applied to the race unless the infringement has been committed during the sprint qualifying session, in which case the penalty will be applied to the sprint session.
- d) If a car is deemed to have been released in an unsafe condition during a sprint session or a race, a penalty in accordance with Article 54.3d) will be imposed on the driver concerned. However, if the driver retires from the sprint session or the race as a result of the car being released in an unsafe condition a fine may be imposed upon the Competitor.
- e) An additional penalty will be imposed on any driver who, in the opinion of the stewards, continues to drive a car knowing it to have been released in an unsafe condition.

34.15 In exceptional circumstances the Race Director may ask for the pit entry to be closed during the sprint session or the race for safety reasons.

- a) At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.
- b) A penalty in accordance with Article 54.3d) will be imposed on any driver who, in the opinion of the stewards, entered the pit lane for any other reason whilst it was closed.

35) WEIGHING

35.1 After any free practice session or during the qualifying session or during the sprint qualifying session cars will be weighed as follows:

- a) When signalled to do so the driver will proceed directly to the FIA garage and stop his engine.
- b) Any driver who fails to stop when asked to do so, and then fails to bring the car back to the FIA garage, or if work is carried out on the car before it is returned to the FIA garage, will be referred to the stewards.
- c) Each driver must be weighed by the Technical Delegate at the end of the last part of the qualifying session or sprint qualifying session in which they participated.
- d) At the end of the qualifying session or the sprint qualifying session all cars which took part in Q3 (or SQ3) will be weighed. If a driver wishes to leave his car before it is weighed, he must ask the Technical Delegate to weigh him in order that this weight may be added to that of the car.
- e) If a car stops on the circuit during the qualifying session or the sprint qualifying session and the driver leaves the car, he must go to the FIA garage immediately on his return to the pit lane in order for his weight to be established.

35.2 After the sprint session or the race any classified car may be weighed. If a driver wishes to leave his car before it is weighed, he must ask the Technical Delegate to weigh him in order that this weight may be added to that of the car.

35.3 The relevant car may be disqualified should its weight be less than that specified in Article 4.1 of the Technical Regulations when weighed in accordance with Articles 35.1 or 35.2, save where the deficiency in weight results from the accidental loss of a component of the car.

- 35.4** No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the sprint session or the race or during the weighing procedure. (Except by a scrutineer when acting in his official capacity).
- 35.5** In the event of any breach of these provisions for the weighing of cars the stewards may drop the driver such number of grid positions as they consider appropriate or disqualify him from the sprint session or the race.

36) REFUELLING

- 36.1** Refuelling is only permitted in the Competitors' designated garages.
- 36.2** Fuel may not be added to nor removed from a car after it has left the pit lane to start the reconnaissance lap(s) permitted in accordance with Articles 43.2 or 44.1 until the end-of-session signal has been shown in accordance with Article 59.1.
- 36.3** No car may be refuelled, nor may fuel be removed from a car, at a rate greater than 0.8 litres per second.
- 36.4** The driver may remain in his car throughout refuelling but the engine must be stopped.
- 36.5** During all refuelling or fuel handling operations:
- a) The relevant personnel must be wearing outer garments which are in compliance with either FIA Standard 8867-2016, FIA Standard 8856-2000 or FIA Standard 8856-2018.
 - b) An assistant equipped with a suitable fire extinguisher of appropriate capacity must be present and must be wearing outer garments which are in compliance with either FIA Standard 8867-2016, FIA Standard 8856-2000 or FIA Standard 8856-2018.
 - c) All cars, refuelling equipment and containers must be suitably grounded where necessary.
 - d) Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.

37) PRACTICE SESSIONS

- 37.1** No driver may start a sprint session or the race without taking part in at least one (1) practice session.
- 37.2** During all practice sessions there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit road to warn drivers leaving the pit lane if cars are approaching on the track.
- 37.3** Unless written permission has been given by the FIA to do otherwise, the circuit may only be used for purposes other than the Competition after the last practice session on each day of practice, after the sprint session (where it is scheduled), and on the day of the race no less than one (1) hour before the end of the pit lane is opened to allow cars to cover a reconnaissance lap.
- 37.4** In the event of a driving infringement during any free practice session, qualifying session or the sprint qualifying session the Stewards may delete a driver's lap time (or lap times) or drop the driver such number of grid positions as they consider appropriate.
- a) Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session.

- b) Any such grid position penalties will be served in the race, unless the driving infringement occurred in the sprint qualifying session, in which case such penalty will be applied to the grid of the sprint session.
 - c) Where appropriate, regard will also be given to the provisions of Article 18.1.
- 37.5** Any driver taking part in any free practice session, the qualifying session or the sprint qualifying session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 37.4.
- 37.6** Should it become necessary to stop any free practice session, the qualifying session or the sprint qualifying session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the ~~orange abort~~ lights ~~on the start gantry~~ to be ~~illuminated shown~~ at the Line.
- a) When the signal is given to stop all cars must immediately reduce speed and proceed slowly back to the pit lane. In order to ensure that drivers reduce speed sufficiently, from the time at which the “RED FLAG” message appears on the official messaging system until the time that each car crosses the first safety car line when entering the pit lane, drivers must stay above the minimum time set by the FIA ECU at least once in each marshalling sector (a marshalling sector is defined as the section of track between each of the FIA light panels).
 - b) All cars abandoned on the track will be removed to a safe place.
 - c) At the end of each free practice session, any period of the qualifying session (Q1, Q2, Q3) or any period of the sprint qualifying session (SQ1, SQ2, SQ3) no driver may cross the Line more than once.
- 37.7** The clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. However, only during the qualifying session or the sprint qualifying session will the session be extended as a result.
- a) Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start the race or the sprint session.

38) FREE PRACTICE

38.1 At each Competition where a sprint session is scheduled:

- a) One (1) free practice session (P1), lasting one (1) hour will take place on the first day of on track running.

38.2 At each Competition where a sprint session is not scheduled:

- a) Two (2) free practice sessions (P1 and P2), each lasting one (1) hour and separated by no less than two (2) hours and no more than three (3) hours, take place on the first day of on track running.
 - i) Within three (3) hours of the end of the second free practice session (P2) all cars used during each session (or which were intended for use but failed to leave the pit lane) must be covered and ready for FIA seals to be applied in order to ensure that they remain secure until the following day. Failure to comply with this requirement will be equivalent to a breach of Article 23.5g)i) and failure to comply with both Articles will be considered as a single breach.

- ii) Whilst cars are covered overnight, they may be fitted with devices to keep them warm.
- iii) For the purpose of this Article 38.2 only, a car is defined as consisting of all the components required to comply with the Technical Regulations with the exception of the Floor, the nose, the Front Wing and the Rear Wing as detailed in Articles 3.5, 3.6.1, 3.9 and 3.10 of the Technical Regulations respectively. Components must be of a specification already used at the Competition or intended as an option at the Competition. Obsolete components or dummy components are not permitted. If the car is supported on stands, all car components must be present under the cover. The complete car, minus any exceptions described in this Article and including any non-fitted components must remain in view of the overhead camera at all times. Permitted breather, heating or cooling devices may be fitted.
- b) A further free practice session (P3), lasting one (1) hour and starting no less than eighteen (18) hours after the end of P2, will take place on the second day of on track running.
 - i) Three (3) hours before the start of P3, the FIA seals and covers may be removed.
- c) If additional specifications of tyres are provided for evaluation under Article 30.1a)iii), (or if this has been scheduled and subsequently postponed or cancelled) free practice session P2 will be increased in duration to last one and a half (1.5) hours. In such instances the free practice session P3 will start no less than seventeen and a half (17.5) hours after the end of P2.

38.3 After the end of each free practice session, as defined in Articles 38.1 and 38.2, any driver on track when the end-of-session signal is shown may carry out a practice start on the grid. Any such driver wishing to perform a practice start must:

- a) Cross the Line following the end-of-session signal being shown, complete one (1) further lap and proceed to the grid.
- b) Perform the start from a marked grid position, pulling as far forward on the grid as possible.
- c) Under no circumstances perform a practice start if another car remains stationary in front of them on the same side of the grid.

If the Race Director considers it is necessary to stop the conduct of practice starts, a red flag will be displayed, and the ~~orange abort~~ lights on the start gantry will be illuminated ~~shown~~ at the Line. In the event of a red flag any driver remaining on the grid must move away slowly and all cars remaining on track must proceed slowly into the pit lane.

39) QUALIFYING AND SPRINT QUALIFYING SESSIONS

39.1 The starting grid of the race and the sprint session (if scheduled) will be respectively determined by the results of the following practice sessions:

- a) The “qualifying session”. This session will take place at the following times:
 - i) For Competitions where a sprint session is scheduled: on the second day of track running, starting no less than three (3) hours, and no more than four (4) hours after the end of the Sprint.
 - ii) For Competitions where a sprint session is not scheduled: on the second day of on track running, starting no less than two (2) hours, and no more than three (3) hours after the end of P3.

- b) The “sprint qualifying session”. For Competitions where a sprint session is scheduled, this session will take place on the first day of track running and start no less than two and a half (2.5) hours, and no more than three and a half (3.5) hours after the end of P1.

39.2 The qualifying session will be run as follows:

- a) For the first eighteen (18) minutes of the session (Q1) all cars will be permitted on the track and at the end of this period the slowest five (5) cars will be prohibited from taking any further part in the session.
Lap times achieved by the fifteen (15) remaining cars will then be deleted.
- b) After a seven (7) minute break the session will resume for fifteen (15) minutes (Q2) and the fifteen (15) remaining cars will be permitted on the track. At the end of this period the slowest five (5) cars will be prohibited from taking any further part in the session.
Lap times achieved by the ten (10) remaining cars will then be deleted.
- c) After an eight (8) minute break the session will resume for twelve (12) minutes (Q3) and the ten (10) remaining cars will be permitted on the track.

39.3 The sprint qualifying session will be run as follows:

- a) For the first twelve (12) minutes of the session (SQ1) all cars will be permitted on the track and at the end of this period the slowest five (5) cars will be prohibited from taking any further part in the session. Lap times achieved by the fifteen (15) remaining cars will then be deleted.
- b) After a seven (7) minute break the session will resume for ten 10 minutes (SQ2) and the fifteen (15) remaining cars will be permitted on the track. At the end of this period the slowest five (5) cars will be prohibited from taking any further part in the session. Lap times achieved by the ten (10) remaining cars will then be deleted.
- c) After a seven (7) minute break the session will resume for eight 8 minutes (SQ3) and the ten (10) remaining cars will be permitted on the track.

39.4 The qualifying session or sprint qualifying session Classification under Articles 39.2 and 39.3 will be determined in the following way:

- a) Classified drivers will be ordered according to the sequence below:
 - i) The top ten positions will be allocated to the drivers who took part in Q3 or SQ3, in accordance with the best time set by each driver in Q3 or SQ3, the fastest in the first position.
 - ii) The next five positions will be allocated to the drivers who got eliminated in Q2 or SQ2, in accordance with the best time set by each driver in Q2 or SQ2, the fastest in the 11th position.
 - iii) The next five positions will be allocated to the drivers who got eliminated in Q1 or SQ1, in accordance with the best time set by each driver, the fastest in the 16th position.
 - iv) If two (2) or more drivers set identical times during Q1, Q2 or Q3 or SQ1, SQ2 or SQ3 priority will be given to the one who set it first.
 - v) If more than one driver fails to set a time during Q2 or Q3, or SQ2 or SQ3, they will be arranged in the following order:
 - Any driver who attempted to set a qualifying time by starting a flying lap.
 - Any driver who failed to start a flying lap.
 - Any driver who failed to leave the pits during the period.

The relative classification of drivers in each of the categories described above shall be determined in accordance with the order they were classified in the previous period of the relevant qualifying, or sprint qualifying, session.

- b) Drivers will be considered to be “unclassified” in the following circumstances:
- i) If they got eliminated in Q1 or SQ1 and their best session lap exceeded 107% of the fastest time set during that session, unless the track was declared wet by the Race Director.
 - ii) If they failed to set a time in Q1 or SQ1, or if all their laps were deleted
 - iii) If they got disqualified by the Stewards from the Qualifying session or sprint qualifying session

The relative classification of such drivers will be determined as follows:

- Drivers who are unclassified because of conditions (i) or (ii) will be allocated the top positions in accordance with the order they were classified in P3 (or, in the case a Sprint Session is scheduled, P1)
- Drivers who are unclassified because of condition (iii) will be allocated the lower positions in accordance with the order they were classified in P3 (or, in the case a Sprint Session is scheduled, P1)

The participation of unclassified drivers in the remainder of the Competition will be determined in each case by the Stewards, who may exceptionally consider parameters such as:

- A suitable lap time being set in another practice session
- The general performance of the driver in previous Competitions of the Championship
- The gravity of the offence which caused the driver’s disqualification

39.5 The procedure detailed in Article 39.2 and 39.3 is based upon twenty (20) cars being officially eligible to take part in the Competition. If twenty-two (22) cars are eligible six (6) will be eliminated after Q1, Q2, SQ1 and SQ2, if twenty-four (24) cars are eligible seven (7) cars will be eliminated after Q1, Q2, SQ1 and SQ2, and so on if more cars are eligible.

39.6 Any driver whose car stops in any area other than the Pit Lane during the qualifying session or the sprint qualifying session and receives physical assistance will not be permitted to take any further part in that session.

39.7 At the end of the qualifying session or sprint qualifying session the times achieved by each driver will be officially published.

39.8 An AOT, as defined in Technical Regulations, must be empty during the complete qualifying session or sprint qualifying session.

40) PRE-SPRINT AND PRE-RACE PARC FERME

40.1 Each Competitor must provide the Technical Delegate with a suspension set-up sheet for both of their cars before each of them leaves the pit lane for the first time during the sprint qualifying session and the qualifying session.

40.2 Each car will be deemed to be in parc fermé from the time at which it leaves the pit lane for the first time during the sprint qualifying session until the start of the sprint, and from the time at which it leaves the pit lane for the first time during the qualifying session until the start of the

race. Any car which fails to leave the pit lane during the sprint qualifying session or qualifying session will be deemed to be in parc fermé at the end of SQ1 or Q1 respectively.

Between these times, other than when the cars are sealed overnight in accordance with Article 40.6, the following work may be carried out:

- a) Brakes
 - i) Brake friction material may be removed, measured, de-glazed and refitted.
 - ii) The brake system may be bled.
- b) Bodywork
 - i) The aerodynamic set up of the front wing may be adjusted using the existing parts. No parts may be added, removed or replaced.
 - ii) Bodywork (excluding radiators and heat exchangers) may be removed.
 - iii) The front and rear wing assemblies may be inspected with the use of NDT methods, provided no disassembly takes place.
 - iv) Cosmetic changes may be made to the bodywork and tape may be added.
 - v) Any part of the car may be cleaned.
 - vi) Bodywork fixings (consumable fasteners) may be replaced.
 - vii) Any bodywork component may be repaired where the damage is patched, bonded, or fixed together. Any such repair must cause no more than incidental changes in bodywork geometry, and no replacement components or sub-components may be used.
- c) Climatic Conditions – If the Technical Delegate is satisfied that changes in climatic conditions necessitate alterations of the specification of a car, all competitors will be notified (via the official messaging system) with the message “CHANGE IN CLIMATIC CONDITIONS”. From this point onwards until the start of the subsequent sprint session or race changes may be made to:
 - i) Components specified in Articles 3.13.3 and 3.13.4 of the Technical Regulations.
 - ii) Power unit and / or gearbox cooling bodywork that lies within RV-BODY-REAR and / or RV-RBW-EC reference volumes as defined in Appendix 1 of the Technical Regulations.
 - iii) The settings of any bypass valves or flow restrictors used within the liquid part(s) of the cooling system(s) may also be adjusted, for the sole purpose of adjusting power unit and / or gearbox cooling.
 - iv) Pitot tubes may be covered or uncovered.
 - v) The addition or removal of the Driver Cooling Scoop described in Article 3.6.5 of the Technical Regulations.
- d) Driver Comfort
 - i) Changes to improve the driver’s comfort. In this context anything other than the adjustment of the mirrors, seat belts and pedals may only be carried out with the specific permission of the Technical Delegate.
 - ii) Should ambient temperature change significantly, Competitors will be requested (via the official messaging system) to change the head padding required by Article 12.6.1 of the Technical Regulations.

- iii) The additional or removal of padding (or similar material) is also permitted but may only be carried out under supervision and, if required by the Technical Delegate, must be removed before the post-race weighing procedure.
 - iv) If a Heat Hazard has been declared in accordance with Article 26.19, the cooling medium used in the Driver Cooling System, as defined in Article 14.6 of the Technical Regulations, may be added, replenished or replaced.
 - v) If a Heat Hazard has been declared in accordance with Article 26.19 and the driver has elected not to wear any items of personal equipment that form part of the driver cooling system, the 0.5kg of ballast in the cockpit described in Article 26.19b may be fitted. Such fitment may only take place after validation of the mass of the ballast to be fitted by the FIA Technical Delegate or their nominated representative, and under the direct supervision of the FIA Technical Delegate or their nominated representative.
- e) Electronics
 - i) On board cameras, marshalling system components, timing transponders and any associated equipment may be removed, refitted or checked.
 - ii) A jump battery may be connected and on-board electrical units may be freely accessed via a physical connection to the car.
 - iii) Charging and / or discharging of the ERS energy storage devices.
 - iv) The repair of an electronic component (e.g. damaged connector pin, wiring loom involving heatshrink, protecting sleeving, enclosure bonding)
- f) Fluids
 - i) Fuel may be drained or added.
 - ii) Compressed gases may be drained or added.
 - iii) Permitted breather, heating or cooling devices may be fitted.
 - iv) Fluids may be drained and/or replenished, however, fluids used for replenishment must conform to the same specification as the original fluids(s).
 - v) Drinking fluid for the driver may be added at any time, however, the capacity of the container for any such fluid must not exceed 1.5 litres.
- g) Repair of genuine accident damage, defined as any of the following:
 - i) Damage sustained as a result of contact with a barrier.
 - ii) Damage sustained as a result of contact with another car on track.
 - iii) Damage incurred whilst off track limits, which also result in significant loss of lap time or a lap time which is deleted by the Race Director.
- h) Powertrain
 - i) Engines may be started.
 - ii) Spark plugs may be removed in order to carry out an internal engine inspection and cylinder compression checks.
- i) Tyres
 - i) Wheels, wheel fasteners and tyres may be removed, changed or rebalanced.
 - ii) Tyre pressures may be adjusted.

- j) A change of car, as defined in Article 27.2, if that car has suffered genuine accident damage or has suffered a significant failure or fault, as defined in Article 27.1, necessitating a change of survival cell. All components of the replacement car must be the same in design and similar in mass, inertia, and function to the original car. The set-up of the suspension must be the same.
 - k) Work required by the Technical Delegate.
- 40.3** Any parts which are removed from the car in order to carry out any work specifically permitted in Article 40.2, or any parts removed to carry out essential safety checks, must remain close to the car and, at all times, be visible to the scrutineer assigned to the relevant car. Furthermore, any parts removed from the car in order to carry out any such work must be refitted before the car leaves the pit lane.
- Any work not listed in Article 40.2 may only be undertaken with the approval of the Technical Delegate following a written request from the Competitor concerned. It must be clear that any replacement part a Competitor wishes to fit is the same in design and similar in mass, inertia and function to the original. Any parts which are removed shall be retained by the FIA.
- If a Competitor wishes to change a part during the sprint qualifying session, qualifying session, on the grid before the start of the sprint session and between reconnaissance laps and / or on the grid before the start of the race, this may be done without first seeking the permission of the Technical Delegate, provided it is reasonable for the relevant Competitor to believe permission would be given if there was time to ask and the broken or damaged part remains in full view of the scrutineer assigned to the car at all times.
- 40.4** Exceptionally, at each Competition where a sprint session is scheduled, requests made under 40.3 for replacement parts that are different in design will be considered for approval where the Competitor can demonstrate there is a shortage of parts, and provided that the replacement part is of a specification that has been previously used in a sprint qualifying session, a sprint session, a qualifying session or a race. In such cases, the Competitor must inform the FIA in writing prior to the start of the sprint session of any parts where this may be necessary.
- 40.5** At the end of each sprint qualifying and qualifying session the FIA will select specific cars to undergo further checks. Once informed their car has been selected the Competitor concerned must take the car to the Parc Fermé immediately.
- 40.6** Within two (2) hours of the end of both the sprint qualifying (where it is scheduled) and the qualifying session all cars used during each session (or which were intended for use but failed to leave the pit lane) must be covered and ready for FIA seals to be applied. For marketing purposes this deadline may be extended for one car from each Competitor for a maximum of two (2) hours by prior arrangement with the Technical Delegate. Whilst cars are covered overnight, they may be fitted with devices to keep them warm. In the case of a breach of this Article, it will also be considered that the Competitor has breached Article 40.9. The relevant driver will be penalised by a single penalty for the combination of both offences.
- 40.7** At each Competition where a sprint session is scheduled, three (3) hours before the scheduled start of the formation lap for the sprint, the seals and covers may be removed but the cars will remain under parc fermé conditions until the start of the sprint.
- 40.8** Five (5) hours before the scheduled start of the formation lap for the race, the seals and covers may be removed but the cars will remain under parc fermé conditions until the start of the race.

40.9 A Competitor may not modify any part on the car or make changes to the set-up of the suspension whilst the car is being held under parc fermé conditions. In the case of a breach of this Article:

- a) At each Competition where a sprint session is not scheduled, the relevant driver must start the race from the pit lane and follow the procedures prescribed in Article 44.2.
- b) At each Competition where a sprint session is scheduled, if the parc fermé conditions are breached before the start of the sprint session, the relevant driver must start the sprint session from the pit lane and follow the procedures prescribed in Article 43.3. If the parc fermé conditions are breached after the start of the qualifying session the relevant driver must start the race from the pit lane and follow the procedures prescribed in Article 44.2.

In order that the scrutineers may be completely satisfied that no alterations have been made to the suspension systems or aerodynamic configuration of the car (with the exception of the front wing) whilst in pre-race parc fermé, it must be clear from physical inspection that changes cannot be made without the use of tools.

40.10 One (1) scrutineer will be allocated to each car for the purpose of ensuring that no unauthorised work is carried out whilst cars are being held under parc fermé conditions.

40.11 A list of parts replaced with the specific agreement of the Technical Delegate whilst cars are being held under parc fermé conditions will be published and distributed to all Competitors prior to the race.

40.12 The mass of oil contained in each oil tank, with the exception of the main oil tank, must be declared to the FIA one (1) hour before the scheduled start of the race.

41) VOID

42) THE GRID FOR THE SPRINT OR THE RACE

42.1 The grid for the race will be formed in accordance with the results of the qualifying session described in Article 39.2, the classification process defined in Article 39.4 and the procedure defined in Article 42.3. Any penalties received for the race will be added up and be applied using the procedure defined in Article 42.3.

In the exceptional circumstance that the qualifying session does not take place at a Competition, and with acceptance of the Stewards that the session cannot take place, the grid for the race will be defined based upon the Drivers' Championship classification. In such circumstance, the procedure defined in Article 42.3 shall be applied using the Drivers' Championship classification of each driver instead of their qualifying session classification, all drivers shall be considered to be classified.

If neither of the methods of forming the grid for the race described above can be applied, the formation of the grid for the race shall be at the sole discretion of the Stewards.

42.2 The grid for the sprint session, if scheduled, will be formed in accordance with the results of the sprint qualifying session described in Article 39.3, the classification process defined in Article 39.4 and the procedure defined in Article 42.3. Any penalties received for the sprint session will be added up and be applied using the procedure defined in Article 42.3.

In the exceptional circumstance that the sprint qualifying session does not take place at a Competition, and with acceptance of the Stewards that the session cannot take place, the grid for the sprint will be defined based upon the Drivers' Championship classification. In such circumstance, the procedure defined in Article 42.3 shall be applied using the Drivers'

Championship classification of each driver instead of their sprint qualifying session classification, all drivers shall be considered to be classified.

If neither of the methods of forming the grid for the sprint session described above can be applied, the formation of the grid for the sprint session shall be at the sole discretion of the Stewards.

42.3 Starting from a nominally empty grid, drivers will be allocated their grid positions in the following sequence of steps:

- a) Classified drivers who have received 15 or less cumulative grid penalties will be allocated a temporary grid position equal to their qualifying session or sprint qualifying session classification plus the sum of their grid penalties. If two or more drivers share a temporary grid position, their relative order will be determined in accordance with their qualifying session or sprint qualifying session classification, with the slowest driver keeping their allocated temporary grid position, and the other drivers getting temporary grid positions immediately ahead of them.
- b) Following the allocation of temporary grid positions to penalised drivers in accordance with (a), unpenalised classified drivers will be allocated any unoccupied grid position, in the sequence of their qualifying session or sprint qualifying session classification.
- c) Following the allocation of grid positions to unpenalised classified drivers, penalised drivers with a temporary grid position, as defined in (a), will be moved up to fill any unoccupied grid position.
- d) Classified drivers who have accrued more than 15 cumulative grid position penalties will start behind any other classified driver. Their relative position will be determined in accordance with their qualifying session or sprint qualifying session classification.
- e) Unclassified drivers who have been permitted to participate by the Stewards will be allocated grid positions behind all the classified drivers. Their relative positions will be determined in accordance with Article 39.4 (b).

42.4 The provisional starting grid will be published no less than two (2) hours before the scheduled start of the formation lap for the sprint session or the race. Any Competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the stewards accordingly at the earliest opportunity and, in any event, no later than one and a quarter (1¼) hours before the scheduled start of the formation lap of the sprint session or the race.

- a) If one or more cars are withdrawn the grid will be closed-up accordingly.
- b) The final starting grid will be published one (1) hour before the scheduled start of the formation lap for the sprint session or the race.
- c) The Grid position of any car(s) withdrawn or unable to start after the time referred to by 42.4 b) will remain vacant.

42.5 The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 16 metres.

43) SPRINT SESSION STARTING PROCEDURE

43.1 The sprint session start procedure detailed below will only be used at those Competitions where a sprint session is scheduled.

- 43.2** 30 minutes before the scheduled start of the formation lap the pit exit will be opened and all cars, including any that are required to start the sprint session from the pit lane, will be permitted to leave the pit lane to cover one (1) reconnaissance lap.

At the end of this lap all cars starting the sprint session from the grid should stop on the grid in starting order with their engines stopped and all cars required to start the sprint session from the pit lane must enter the pit lane.

All drivers going to the pit exit at this time must do so at a constant speed and with constant throttle. This applies over the whole of the pit lane.

Any car which does not complete a reconnaissance lap and reach the grid under its own power will not be permitted to start the sprint session from the grid.

- 43.3** 27 minutes before the scheduled start of the formation lap, a warning signal will be given indicating that the end of the pit lane will be closed in two minutes.

25 minutes before the scheduled start of the formation lap the pit exit will be closed and a second warning signal will be given.

Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected, they must line up in the order **established under Article 42.3** ~~in which they qualified~~. However, any car reaching the end of the pit lane after the five (5) minute signal must start behind any car already at the pit exit.

- 43.4** The approach of the start will be announced by signals shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute and fifteen (15) seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten (10) minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

- 43.5** When the five (5) minute signal is shown all cars on the grid and any cars in the pit lane fast lane must:

- a) have their wheels fitted; and
- b) tyre blankets on the wheels fitted must be disconnected from any power supply at this time and must not be reconnected during the start procedure, unless the delayed start or aborted start signal is subsequently shown; and
- c) team personnel and equipment trolleys must commence leaving the grid.

A penalty in accordance with Article 54.3d) will be imposed on any driver whose car did not have all its wheels fully fitted at the five (5) minute signal.

After this signal wheels may only be removed in the pit lane inner lane.

- 43.6** When the three (3) minute signal is shown, no more than sixteen (16) team personnel for each Competitor are permitted on the grid.

- 43.7** When the one (1) minute signal is shown, engines should be started and all team personnel must leave the grid, and the pit lane fast lane if working in accordance with Article 34.9, by the time the fifteen (15) second signal is given taking all equipment with them.

- a) If any team personnel are touching a car or team equipment is connected to a car on the grid after the fifteen (15) second signal has been shown, the driver of the car concerned must start the sprint session from the pit lane as specified in Article 43.3. A penalty in accordance with Article 54.3d) will be imposed on any driver who fails to start the sprint session from the pit lane.

If any team personnel are touching a car or team equipment is connected to a car that is in the pit lane fast lane after the fifteen (15) second signal has been shown a penalty in accordance with Article 54.3 c will be imposed on that driver.

- b) If any driver needs assistance after the fifteen (15) second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane inner lane.

In either of the above cases, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

- 43.8** When the green lights on the start gantry are illuminated, all cars on the grid able to do so should begin the formation lap with the pole position driver leading. When leaving the grid all drivers must respect the pit lane speed limit until they pass pole position.

Once all cars on track have passed the end of the pit lane on the formation lap, the pit exit will be opened and all cars starting from the pit lane able to do so must leave the pit lane and join the formation lap. When such cars are permitted to leave the pit lane they must do so in the order that was established under Article 43.3 unless another car is unduly delayed. Once all such cars have left the pit lane the pit exit will be closed. All such cars must enter the pit lane at the end of the formation lap.

- 43.9** During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

- 43.10** Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 43.12.

A penalty in accordance with Article 54.3d) will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

- 43.11** When the cars starting from the grid return to the grid at the end of the formation lap or laps, they must stop within their respective starting grid positions, keeping their engines running.

- a) There will be a standing start, the signal being given by means of lights activated by the permanent starter.
- b) Once all the cars have come to a halt the five (5) second light will appear followed by the four, three, two and one second lights. At any time after the one-second light appears, the sprint session will be started by extinguishing all red lights.

- 43.12** When the cars required to start from the pit lane return to the pit lane at the end of the formation lap or laps, they must proceed to pit exit **at a constant speed and with constant throttle** and stop in a line in the fast lane in the order in which they arrive, keeping their engines running. Once all cars on track have passed the end of the pit lane for the first time after the start, the pit exit will be opened and all cars starting from the pit lane may then join the sprint session.

- 43.13** If a car is immobilised on the starting grid at any time after the formation lap has commenced and prior to the sprint session start:

- a) The driver must immediately raise their hands above their head to signal they have a problem;

- b) The marshals alongside the grid, responsible for that row, must immediately wave a yellow flag and/or activate the yellow grid light panel to signal that a car is immobilised on the grid;
- c) When the Race Director deems it is safe to do so, it shall be the duty of the marshals to push any immobilised car into the pit lane inner lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car; and
- d) Once the car is in the pit lane inner lane team personnel may attempt to start it, if successful the driver may enter the fast lane once the pit exit is opened in accordance with Article 43.12 and re-join the sprint session. The driver and mechanics must follow the instructions of the marshals at all times during such a procedure.

43.14 Unless specifically authorised by the Safety Delegate, during the start of a sprint session the pit wall must be kept free of all persons with the exception of the team personnel permitted under Article 26.12, officials and fire marshals.

44) RACE STARTING PROCEDURE

44.1 Forty (40) minutes before the scheduled start of the formation lap the pit exit will be opened and all cars, including any that are required to start the race from the pit lane, will be permitted to leave the pit lane to cover a reconnaissance lap. Should any driver wish to cover more than one reconnaissance lap, this must be done by driving down the pit entry road and pit lane at greatly reduced speed between each of the laps. If a driver stops in his pit between reconnaissance laps the car may only re-join the track by being driven from the driver's garage and not from his pit stop position.

At the end of these laps all cars starting the race from the grid should stop on the grid in starting order with their engines stopped and all cars required to start the race from the pit lane must enter the pit lane.

All drivers going to the pit exit at this time must do so at a constant speed and with constant throttle. This applies over the whole of the pit lane whether a driver is going to the pit exit from his garage or travelling through the pit lane between reconnaissance laps.

Any car which does not complete a reconnaissance lap and reach the grid under its own power will not be permitted to start the race from the grid.

44.2 Thirty-two (32) minutes before the scheduled start of the formation lap, a warning signal will be given indicating that the end of the pit lane will be closed in two minutes.

Thirty (30) minutes before the scheduled start of the formation lap the pit exit will be closed and a second warning signal will be given.

Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected, they must line up in the order **established under Article 42.3** ~~in which they qualified~~. However, any car reaching the end of the pit lane after the five (5) minute signal must start behind any car already at the pit exit.

44.3 The approach of the start will be announced by signals shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute and fifteen (15) seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten (10) minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

44.4 When the five (5) minute signal is shown all cars on the grid and any cars in the pit lane fast lane must:

- a) have their wheels fitted; and
- b) tyre blankets on the wheels fitted must be disconnected from any power supply at this time and must not be reconnected during the start procedure, unless the delayed start or aborted start signal is subsequently shown; and
- c) team personnel and equipment trolleys must commence leaving the grid.

A penalty in accordance with Article 54.3d) will be imposed on any driver whose car did not have all its wheels fully fitted at the five (5) minute signal.

After this signal wheels may only be removed in the pit lane inner lane.

44.5 When the three (3) minute signal is shown, no more than sixteen (16) team personnel for each Competitor are permitted on the grid.

44.6 When the one (1) minute signal is shown, engines should be started and all team personnel must leave the grid, and the pit lane fast lane if working in accordance with Article 34.9, by the time the fifteen (15) second signal is given taking all equipment with them.

- a) If any team personnel are touching a car or team equipment is connected to a car on the grid after the fifteen (15) second signal has been shown the driver of the car concerned must start the race from the pit lane as specified in Article 44.2. A penalty in accordance with Article 54.3d) will be imposed on any driver who fails to start the race from the pit lane.

If any team personnel are touching a car or team equipment is connected to a car that is in the pit lane fast lane after the fifteen (15) second signal has been shown a penalty in accordance with Article 54.3c will be imposed on that driver.

- b) If any driver needs assistance after the fifteen (15) second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane inner lane.

In either of the above cases, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

44.7 When the green lights on the start gantry are illuminated, all cars on the grid able to do so should begin the formation lap with the pole position driver leading. When leaving the grid all drivers must respect the pit lane speed limit until they pass pole position.

Once all cars on track have passed the end of the pit lane for the formation lap, the pit exit will be opened and all cars starting from the pit lane able to do so must leave the pit lane and join the formation lap. When such cars are permitted to leave the pit lane they must do so in the order that was established under Article 44.2 unless another car is unduly delayed. Once all such cars have left the pit lane the pit exit will be closed. All such cars must enter the pit lane at the end of the formation lap.

44.8 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

44.9 Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 44.11.

A penalty in accordance with Article 54.3d) will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

- 44.10** When the cars starting from the grid return to the grid at the end of the formation lap or laps, they must stop within their respective starting grid positions, keeping their engines running.
- There will be a standing start, the signal being given by means of lights activated by the permanent starter.
 - Once all the cars have come to a halt the five (5) second light will appear followed by the four, three, two and one second lights. At any time after the one-second light appears, the race will be started by extinguishing all red lights.
- 44.11** When the cars required to start from the pit lane return to the pit lane at the end of the formation lap or laps, they must proceed to pit exit **at a constant speed and with constant throttle** and stop in a line in the fast lane in the order in which they arrive, keeping their engines running. Once all cars on track have passed the end of the pit lane for the first time after the start, the pit exit will be opened and all cars starting from the pit lane may then join the race.
- 44.12** If a car is immobilised on the starting grid at any time after the formation lap has commenced and prior to the race start:
- The driver must immediately raise their hands above their head to signal they have a problem;
 - The marshals alongside the grid, responsible for that row, must immediately wave a yellow flag and/or activate the yellow grid light panel to signal that a car is immobilised on the grid;
 - When the Race Director deems it is safe to do so, it shall be the duty of the marshals to push any immobilised car into the pit lane inner lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car; and
 - Once the car is in the pit lane inner lane team personnel may attempt to start it, if successful the driver may enter the fast lane once the pit exit is opened in accordance with Article 44.11 and re-join the race. The driver and mechanics must follow the instructions of the marshals at all times during such a procedure.
- 44.13** Unless specifically authorised by the Safety Delegate, during the start of a race the pit wall must be kept free of all persons with the exception of the team personnel permitted under Article 26.12, officials and fire marshals.

45) EXTRA FORMATION LAP

- 45.1** If at any time after the formation lap has commenced and prior to the start of the sprint session or race a problem arises that could endanger the start, but that does not necessitate the start to be aborted (see Article 47), the Race Director may decide an Extra Formation Lap is required, in such case the following procedures shall apply:
- Once all cars starting from the grid, able to do so, have completed the formation lap and returned to their allocated starting position on the grid, the orange lights on the start gantry will be illuminated, a board saying "EXTRA FORMATION LAP" will be displayed and all Competitors will be informed using the official messaging system. After two (2) seconds the green lights on the start gantry will be illuminated, signalling that all cars able to do so must leave the grid and complete an extra formation lap.
 - When leaving the grid to complete the extra formation lap all drivers must respect the pit lane speed limit until they pass pole position.
 - Every time this happens the sprint session or the race will be shortened by one (1) lap.

- d) Any cars that were starting the sprint session or the race from the pit lane must enter the pit lane at the end of the formation lap in accordance with Article 43.8 for the sprint session or Article 44.7 for the race, proceed to pit exit in accordance with Article 43.12 for the sprint session or Article 44.11 for the race and join the Extra Formation Lap once all cars on track have passed the end of the pit lane for the first time on the Extra Formation Lap. Any such cars must enter the pit lane at the end of the Extra Formation Lap and start the sprint session or the race from the end of the pit lane in the order they get there.
- 45.2 If an extra formation lap is caused by a car that is immobilised on and pushed from the grid in accordance with Article 43.13 or 44.12, once the car is in the pit lane team personnel may attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.
- 45.3 If another problem arises which does not necessitate the start to be aborted (see Article 47), the Race Director may decide another extra formation lap is required, in such case drivers must carry out another extra formation lap as described in Article 45.1.
- 45.4 ~~a)~~ Any driver who caused an extra formation lap, and is then able to start ~~the, or any~~ subsequent, extra formation lap must enter the pit lane at the end of the that lap and ~~must~~ start the sprint session or the race ~~from the end of the pit lane~~ as specified in Articles 43.3 or 44.2. ~~b)~~ A penalty under Article 54.3d) will be imposed on any driver who fails to start the race from the pit lane.
- 45.5 Should Article 45.1 apply, the sprint session or the race will nevertheless count for the Championship no matter how often the procedure is repeated, or how much the sprint session or the race is shortened as a result.

46) DELAYED START

- 46.1 If the Race Director decides the start should be delayed, and the formation lap has not started the ~~orange abort~~ lights ~~on the start gantry~~ will be ~~illuminated switched-on~~ and a board saying "DELAYED START" will be displayed. The starting procedure will begin again at the ten (10) minute signal.

47) ABORTED START

- 47.1 If at any time after the formation lap has commenced and prior to the start of the sprint session or race a problem arises that could endanger the start, the Race Director may decide the start should be aborted, in such case the following procedures shall apply:
- Once all cars able to do so have completed the formation lap and returned to their allocated position on the grid, the orange lights on the start gantry will be illuminated, a board saying "ABORTED START" will be displayed, and all Competitors will be informed using the official messaging system.
 - All cars starting from the grid should remain in their allocated position on the grid, and all cars starting from the pit lane should remain in their position in the fast lane. Team personnel and equipment trolleys will be permitted access to the grid. All Competitors will be informed of the likely delay using the official messaging system.
 - When a new start time is known, all Competitors will be informed using the official messaging system. The starting procedure will begin again at the ten (10) minute signal, and will be conducted in accordance with Article 43 for the sprint session or Article 44 for the race.

d) Every time this happens the sprint session or the race will be shortened by one (1) lap.

47.2 Any driver who caused an aborted start, and is then subsequently able to start the sprint session or race must start from the end of the pit lane, as specified in Articles 43.3 or 44.2. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane. A penalty under Article 54.3d) will be imposed on any driver who fails to start the race from the pit lane.

48) FALSE START

48.1 Any of the penalties under Articles 54.3a), 54.3b), or 54.3c) will be imposed on any driver who is judged to have:

- a) Moved after the four (4) second light is illuminated and before the start signal is given by extinguishing all red lights, as defined in Article 44.10 b), or;
- b) Positioned his car on the starting grid in such a way that the transponder is unable to detect the moment at which the car first moved from its grid position after the start signal is given, or;
- c) Any part of the contact patch of its front tyres outside of the lines (front and sides) at the time of the Start signal.

49) FORMATION LAP(S) BEHIND THE SAFETY CAR

49.1 If track conditions are considered unsuitable to start the sprint session or the race at the scheduled time, the formation lap(s) may take place behind the safety car. If this is the case, and:

- a) If the Race Director deems it necessary to mandate the use of wet-weather tyres, at the ten (10) minute signal the orange lights of the safety car will be illuminated; this being the signal to the drivers that the formation lap(s) will take place behind the safety car and the use of wet-weather tyres as specified under Article 30.5n is compulsory. At the same time this will be confirmed to all Competitors using the official messaging system.
- b) If the Race Director does not deem it necessary to mandate the use of wet-weather tyres, at the five (5) minute signal the orange lights of the safety car will be illuminated; this being the signal to the drivers that the formation lap(s) will take place behind the safety car. At the same time this will be confirmed to all Competitors using the official messaging system.

If the formation lap is started behind the safety car, the number of sprint session laps, as described in Article 5.3a)i), or race laps as described in Article 5.4b), will be reduced by the number of laps carried out by the safety car minus one.

49.2 When the green lights **on the start gantry** are illuminated the safety car will leave the grid and all drivers must follow in grid order, no more than ten (10) car lengths apart, and must respect the pit lane speed limit until they pass pole position. The safety car will continue until conditions are considered suitable for competition.

49.3 Any cars that were starting the sprint session or the race from the pit lane must join the formation lap(s) once all cars on track have passed the end of the pit lane for the first time during the formation lap(s) behind the safety car. Any such cars must complete all formation laps and must enter the pit lane after the safety car returns to the pits and start the sprint session or the race from the end of the pit lane in the order they get there.

- 49.4** With the exception of entering the pit lane to follow the safety car, should the safety car use the pit lane in accordance with Article 55.11, any other car entering the pit lane during the formation laps may re-join the track but must enter the pit lane after the safety car returns to the pits and start the sprint session or the race from the end of the pit lane in the order they get there.
- 49.5** Overtaking during the lap(s) behind the safety car is only permitted under the following circumstances:
- a) If a car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
 - b) If there is more than one car starting from the pit lane and one of them is unduly delayed.
 - c) If any car slows with an obvious problem, or
 - d) If a car is delayed during the formation lap(s) behind the safety car.
- 49.6** In any of the cases detailed in Article 49.5, drivers may only overtake to re-establish the original starting order or the order the cars were in at the pit exit when the formation lap was started.
- a) Under a “STANDING START” as detailed in Article 51, the driver of any car that is delayed in any of the cases detailed in Article 49.5 may overtake to re-establish the original starting position provided they do so before they cross the first safety car line on the lap the safety car returns to the pits. Should they fail to do so, they must re-enter the pit lane and may only join the sprint session or the race once the whole field has passed the end of the pit lane after the start of the sprint session or the race.
A penalty in accordance with Article 54.3d) will be imposed on any driver who fails to re-enter the pit lane if they have not re-established the original starting order before they reach the first safety car line on the lap the safety car returns to the pits.
 - b) As detailed in Article 52, the driver of any car that is delayed in any of the cases detailed in Article 49.5 may overtake to re-establish the original starting order provided they do so before the message “ROLLING START” is sent to all competitors using the official messaging system. Should they fail to do so, they must start the sprint session or race from where they are.

50) STARTING PROCEDURE SUSPENDED

- 50.1** If at any time after ~~one or more~~ the formation lap(s) behind the safety car (See Article 49) have commenced, track conditions are considered unsuitable to start the sprint session or the race, the message “STARTING PROCEDURE SUSPENDED” will be sent to all Competitors using the official messaging system, red flags will be shown at all marshal posts and at the line, and the orange lights on the start gantry will be illuminated. ~~and~~ All cars must enter the pit lane behind the safety car. The procedures described in Articles 57 and 58 must then be followed. The race will start when the safety car leaves the pit lane as described in Article 58.6.

51) STANDING START

- 51.1** If, after one or more formation laps behind the safety car, the track conditions are considered suitable to start the sprint session or the race from a standing start, the message “STANDING START” will be sent to all Competitors via the official messaging system, all FIA light panels will display “SS”, the pit lane exit will be closed, and the ~~car's~~ orange lights on the safety car will be extinguished. This will be the signal to the Competitors and drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten (10) car lengths behind it.

- 51.2** Once the safety car has entered the pit lane all cars, with the exception of those required to start from the pit lane, can return to the grid, take up their grid positions and follow the procedures set out in Articles 43.11, 43.13 and 43.14 or Articles 44.10, 44.12 and 44.13 as relevant.

In accordance with Article 49.3, cars that were required to start the sprint session or the race from the pit lane must re-enter the pit lane and may start the sprint session or the race once the last car has passed the pit exit, **and the pit exit is opened**, after the start. A penalty in accordance with Article 54.3d) will be imposed on any driver who fails to start the sprint session or race from the pit lane.

52) ROLLING START

- 52.1** If, after one or more formation laps behind the safety car, the track conditions are considered unsuitable to start the sprint session or the race from a standing start, the message “ROLLING START” will be sent to all Competitors using the official messaging system, all FIA light panels will display “RS” , **the pit lane exit will be closed**, and the ~~cars~~ orange lights **on the safety car** will be extinguished. This will be the signal to the Competitors and drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten (10) car lengths behind it.

- 52.2** As the safety car is approaching the pit entry road the FIA light panels will be extinguished and a green flag and/or green light panel will be displayed at the Line.

No driver may overtake another car on the track until he passes the Line (see Article 5.3) for the first time after the safety car has returned to the pits. The sprint session or the race will be deemed to have started when the leading car crosses the Line after the safety car has returned to the pits.

In accordance with Article 49.3, cars that were required to start the sprint session or the race from the pit lane must re-enter the pit lane and may start the sprint session or the race once the last car has passed the pit exit, **and the pit exit is opened**, after the start. A penalty in accordance with Article 54.3d) will be imposed on any driver who fails to start the sprint session or race from the pit lane.

53) SPRINT SESSION AND THE RACE

- 53.1** During a sprint session or the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag and/or a flashing blue light, will also warn the driver if cars are approaching on the track.
- 53.2** Except for the circumstances described in Article 26.7d) or Article 57.3, any driver whose car stops in any area other than the Pit Lane during a sprint session or race and receives physical assistance resulting in the car re-joining may be disqualified from that sprint session or race.

54) INCIDENTS DURING THE SPRINT SESSION OR THE RACE

- 54.1** The Race Director may report any on-track incident or suspected breach of these Sporting Regulations or the Code (an “Incident”) to the stewards. After review it shall be at the discretion of the stewards to decide whether or not to proceed with an investigation.

The stewards may also investigate an Incident noted by themselves.

- 54.2** a) It shall be at the discretion of the stewards to decide if any driver involved in an Incident should be penalised.

Unless it is clear to the stewards that a driver was wholly or predominantly to blame for an Incident no penalty will be imposed.

- b) If an Incident is under investigation by the stewards a message informing all Competitors which driver or drivers are involved will be sent using the official messaging system.
- i) Provided that such a message is displayed no later than sixty (60) minutes after the sprint session or the race has finished the driver or drivers concerned may not leave the circuit without the consent of the stewards.

- 54.3** The stewards may impose any one of the penalties below on any driver involved in an Incident:

- a) A five (5) second time penalty. The driver must enter the pit lane, stop in his pit stop position for at least five seconds and then re-join the sprint session or the race. The relevant driver may however elect not to stop, provided he carries out no further pit stop before the end of the sprint session or the race. In such cases five (5) seconds will be added to the elapsed time of the sprint session or race time of the driver concerned.
- b) A ten (10) second time penalty. The driver must enter the pit lane, stop in his pit stop position for at least ten seconds and then re-join the sprint session or the race. The relevant driver may however elect not to stop, provided he carries out no further pit stop before the end of the sprint session or the race. In such cases ten (10) seconds will be added to the elapsed time of the sprint session or race time of the driver concerned.

In both of the above cases the driver concerned must carry out the penalty the next time he enters the pit lane and, for the avoidance of doubt, this includes any stop the driver makes whilst a VSC or safety car procedure is in use.

- c) A drive-through penalty. The driver must enter the pit lane and re-join the sprint session or the race without stopping.
- d) A ten second stop-and-go time penalty. The driver must enter the pit lane, stop in his pit stop position for at least ten seconds and then re-join the sprint session or the race.

If any of the four (4) penalties above are imposed upon a driver, and that driver is unable to serve the penalty due to being unclassified in the sprint session or the race in the case of a) or b) or due to retirement from the sprint session or the race in the case of c) or d), the stewards may impose a grid place penalty on the driver at their next race.

If any of the four (4) penalties above are imposed during the last three (3) laps, or after the end of a sprint session or a race, Article 54.4b) will not apply and five seconds will be added to the elapsed time of the driver concerned in the case of (a) above, 10 seconds in the case of (b), 20 seconds in the case of (c) and 30 seconds in the case of (d).

- e) A time penalty.
- f) A reprimand.
- g) A drop of any number of grid positions at the driver's next race.

If any of the seven penalties above are imposed they shall not be subject to appeal.

- h) Disqualification from the results.
- i) Suspension from the driver's next Competition.

- 54.4** Should the stewards decide to impose any of the penalties under Article 54.3a), 54.3b), 54.3c) or 54.3d), the following procedure will be followed:

- a) The stewards will give written notification of the penalty which has been imposed to the Competitor concerned and will inform all Competitors using the official messaging system.
- b) With the exception of Articles 54.3a) and 54.3b) above, from the time the Competitor concerned is notified of the stewards' decision using the official messaging system the relevant driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty in accordance with Article 54.3d), proceeding to his pit stop position where he shall remain for the period of the time penalty.
However, unless the driver was already in the pit entry road for the purpose of serving his penalty, he may not carry out the penalty if the VSC procedure is in use or after the safety car has been deployed. The number of times the driver crosses the Line behind the safety car or during the VSC procedure will be added to the maximum number of times he may cross the Line on the track.
- c) Whilst a car is stationary in the pit lane as a result of incurring a penalty in accordance with Articles 54.3a) or 54.3b) above, it may not be worked on until the car has been stationary for the duration of the penalty. In this context, touching the car or driver by hand or tools or equipment will all constitute working.
- d) Whilst a car is stationary in the pit lane as a result of incurring a time penalty in accordance with Article 54.3d) above it may not be worked on. However, if the engine stops any work necessary to re-start it may be carried out after the time penalty period has elapsed. If the Competitor is unable to start the engine the car may then only be worked on in the driver's garage.
- e) Any breach or failure to comply with Articles 54.4b), 54.4c) or 54.4d) may result in a further penalty, such penalty will supersede and replace the penalty which was subject to the breach or failure to comply.

55) SAFETY CAR

- 55.1** The FIA safety car will be driven by an FIA appointed safety car driver and will carry an FIA safety car observer capable of recognising all the competing cars who is in permanent radio contact with race control.
- 55.2** Prior to the pit lane opening for a reconnaissance lap, the safety car will leave the pit lane and take up position at the front of the grid and remain there until the five (5) minute signal is given. At this point (except under Article 49) it will cover a lap of the track and take up position.
- 55.3** The safety car may be brought into operation to neutralise a sprint session or a race upon the order of the clerk of the course. It will be used only if Competitors or officials are in immediate physical danger on or near the track but the circumstances are not such as to necessitate suspending the sprint session or the race.
- 55.4** When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will be sent to all Competitors via the official messaging system, all FIA light panels will display "SC" and all marshal's posts will display waved yellow flags and "SC" boards for the duration of the intervention.
- 55.5** No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the safety car is deployed. This will apply whether any such car is being driven on the track, the pit entry road, or the pit lane.

55.6 The safety car will join the track with its orange lights illuminated and will do so regardless of where the leader is.

55.7 All competing cars must reduce speed and form up in line behind the safety car no more than ten car lengths apart. In order to ensure that drivers reduce speed sufficiently, from the time at which all Competitors have been sent the "SAFETY CAR DEPLOYED" message using the official messaging system until the time that each car crosses the first safety car line for the second time, drivers must stay above the minimum time set by the FIA ECU at least once in each marshalling sector and at both the first and second safety car lines (a marshalling sector is defined as the section of track between each of the FIA light panels).

The stewards may impose either of the penalties under Article 54.3a), 54.3b), 54.3c) or 54.3d) on any driver who fails to stay above the minimum time as required by the above.

55.8 With the exception of the cases listed under a) to h) below, no driver may overtake another car on the track, including the safety car, until he passes the Line (see Article 5.3) for the first time after the safety car has returned to the pits.

The exceptions are:

- a) If a driver is signalled to do so from the safety car, **by use of the green light on the safety car.**
- b) Under Articles 49.5, 55.14, 58.7, and 58.11.
- c) When entering the pits a driver may pass another car remaining on the track, including the safety car, after he has reached the first safety car line.
- d) When leaving the pits a driver may overtake, or be overtaken by, another car on the track before he reaches the second safety car line.
- e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has reached the first safety car line.
- f) Subject to the provisions of Article 55.11, whilst in the pit entry road, pit lane or pit exit road a driver may overtake another car which is also in one of these three areas.
- g) Any car stopping in its designated garage area whilst the safety car is using the pit lane (see Article 55.11 below) may be overtaken.
- h) If any car slows with an obvious problem.

55.9 When ordered ~~to do so~~ by the clerk of the course the **green light on observer in the safety car will use be illuminated a green light** to signal to **any** cars between it and the leader that they **are required to should** pass. **Once all such cars have passed the safety car the green light on the safety car will be extinguished to signal that overtaking is no longer permitted, with the exception of the cases listed in Article 55.8.**

These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

55.10 Except under Article 55.14 below, the safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him.

Once behind the safety car, the leader must keep within ten (10) car lengths of it (except under Article 55.14 below).

55.11 Under certain circumstances the clerk of the course may ask the cars and the safety car to use the pit lane. In these cases, a signal to use the pit lane will be displayed before the start of the pit entry road and all Competitors will be informed using the official messaging system, all cars must then enter the pit lane, drive through it and re-join the track. In these circumstances, whilst

in the pit entry road or pit exit road a driver may not overtake another car which is also in one of these areas, unless any car slows with an obvious problem. Any car entering the pit lane under these circumstances may stop at its designated garage area. A penalty in accordance with Article 54.3c) will be imposed on any driver who fails to enter the pit lane when required to do so.

55.12 Other than when the cars and the safety car are required to use the pit lane, no car may enter the pits whilst the safety car is deployed unless it is for the purpose of changing tyres.

55.13 If the clerk of the course considers track conditions are unsuitable for overtaking the message “OVERTAKING WILL NOT BE PERMITTED” will be sent to all Competitors using the official messaging system.

55.14 If the clerk of the course considers it safe to do so, ~~and~~ the message “LAPPED CARS MAY NOW OVERTAKE” ~~will be has been~~ sent to all Competitors using the official messaging system, ~~and the green light on the safety car will be illuminated to signal to~~ all cars that have been lapped by the leader ~~that they are will be~~ required to pass the cars on the lead lap and the safety car.

This will only apply to cars that were lapped at the time they crossed the Line at the end of the lap during which they crossed the first Safety Car line for the second time after the safety car was deployed.

~~Whilst they are overtaking the cars on the lead lap and the safety car, and in order to ensure this may be carried out safely, the cars on the lead lap must always stay on the racing line unless deviating from it is unavoidable.~~

~~Once all such cars have passed the safety car, the green light on the safety car will be extinguished to signal that overtaking is no longer permitted, with the exception of the cases listed in Article 55.8.~~

Having overtaken the cars on the lead lap and the safety car these cars should then proceed around the track at an appropriate speed, without overtaking and ~~they must~~ make every effort to take up position at the back of the line of cars behind the safety car. ~~Whilst such cars are proceeding around the track to rejoin the line of cars behind the safety car, and at the sole discretion of the race director, the pit lane exit may be closed when the safety car and line of cars behind it are approaching and passing the pit lane exit.~~

~~Whilst they are overtaking, and in order to ensure this may be carried out safely, the cars on the lead lap must always stay on the racing line unless deviating from it is unavoidable.~~

Unless the clerk of the course considers the presence of the safety car is still necessary, once the message “LAPPED CARS MAY NOW OVERTAKE” has been sent to all Competitors using the official messaging system, the safety car will return to the pits at the end of the following lap.

55.15 When the clerk of the course decides it is safe to call in the safety car the message “SAFETY CAR IN THIS LAP” will be sent to all Competitors using the official messaging system and the car’s orange lights will be extinguished. This will be the signal to the Competitors and drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten (10) car lengths behind it.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry road the SC boards will be withdrawn and, other than on the last lap of the sprint session or the race, as the leader approaches the Line the yellow flags will be withdrawn and a green flag and/or green light panel will be displayed at the Line.

- 55.16** Each lap completed while the safety car is deployed will be counted as a sprint session lap or race lap. However, if the procedure set out in Article 49 is followed, Article 5.3a)ii) or Article 5.4c) as appropriate will apply.
- 55.17** If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the end-of-session signal as normal without overtaking.

56) VIRTUAL SAFETY CAR (VSC)

- 56.1** The VSC procedure may be initiated to neutralise a practice session, sprint session or a race upon the order of the clerk of the course.
- a) It will normally be used when double waved yellow flags are needed on any section of track and Competitors or officials may be in danger, but the circumstances are not such as to warrant use of the safety car itself.
- 56.2** When the order is given to initiate the VSC procedure a message “VSC DEPLOYED” will be sent to all Competitors using the official messaging system and all FIA light panels will display “VSC”.
- 56.3** No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the VSC procedure is in use. This will apply whether any such car is being driven on the track, the pit entry road, or the pit lane.
- 56.4** When initiated during a sprint session or a race, no car may enter the pits whilst the VSC procedure is in use unless it is for the purpose of changing tyres.
- 56.5** All competing cars must reduce speed and stay above the minimum time set by the FIA ECU at least once in each marshalling sector and at both the first and second safety car lines (a marshalling sector is defined as the section of track between each of the FIA light panels). All cars must also be above this minimum time when the FIA light panels change to green (see Article 56.7 below).
- When initiated during the sprint session or a race, the stewards may impose any of the penalties under Article 54.3a), 54.3b), 54.3c) or 54.3d) on any driver who fails to stay above the minimum time as required by the above.
- 56.6** With the exception of the cases listed under a) to d) below, no driver may overtake another car on the track whilst the VSC procedure is in use.

The exceptions are:

- a) When entering the pits a driver may pass another car remaining on the track after he has reached the first safety car line.
- b) When leaving the pits a driver may overtake, or be overtaken by, another car on the track before he reaches the second safety car line.
- c) Whilst in the pit entry road, pit lane or pit exit road a driver may overtake another car which is also in one of these three areas.
- d) If any car slows with an obvious problem.

- 56.7 When the clerk of the course decides it is safe to end the VSC procedure the message “VSC ENDING” will be sent to all Competitors via the official messaging system and, at any time between 10 and 15 seconds later, “VSC” on the FIA light panels will change to green and drivers may continue the session or continue racing immediately. After 30 seconds the green lights will be extinguished.
- 56.8 Each lap completed whilst the VSC procedure is in use during a sprint session or the race will be counted as a lap.

57) SUSPENDING A SPRINT SESSION OR A RACE

- 57.1 If Competitors or officials are placed in immediate physical danger by cars running on the track, and the clerk of the course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the sprint session or the race will be suspended.

Should it become necessary to suspend the sprint session or the race, the clerk of the course will order red flags to be shown at all marshal posts and the ~~about~~ orange lights on the start gantry to be illuminated ~~shown~~ at the Line.

- 57.2 When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane, all the other cars should form up in a line behind the first car.

In exceptional circumstances, for reasons of safety the pit entry may be closed before cars have returned to the pit lane. In such circumstances all cars must proceed slowly to the starting grid, the first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive. The remainder of the procedures detailed in Articles 57.3, 57.4, 57.5 and 58 shall remain unchanged, but will be conducted on the grid instead of in the fast lane.

- 57.3 Any cars unable to return to the pit lane as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the sprint session or the race was suspended.

Any cars in the pit lane or pit entry road at the time the sprint session or the race was suspended will be arranged in the order they occupied before the sprint session or the race was suspended. Any cars in their garage at the time the sprint session or the race was suspended will be arranged at the back of the line of cars in the fast lane in the order they got there.

In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the sprint session or the race.

The Safety Car will then be driven to the front of the line of cars in the fast lane.

- 57.4 Whilst the sprint session or the race is suspended:

- a) The sprint session, the race nor the timekeeping system will stop, however, in accordance with Article 5.3a)iii) the length of the sprint session suspension or in accordance with Article 5.4d) the length of the race suspension will be added to the maximum time period.
- b) Cars may be worked on once they have stopped in the fast lane but any such work is restricted to that listed in Articles 57.4b)i) to x) and must not impede the resumption of the sprint session or the race.
 - i) Starting the engine and any directly associated preparation.
 - ii) The addition of compressed gases (see Article 4.5 of the Technical Regulations).
 - iii) The fitting or removal of permitted cooling and heating devices.
 - iv) Changes to the air ducts around the front and rear brakes.

- v) Changes to the radiator ducts.
 - vi) Changes made for driver comfort.
 - vii) Changing wheels and tyres.
 - viii) Repair of genuine accident damage, as specified in Article 40.2 g), including the replacement of assemblies containing such damaged parts.
 - ix) The aerodynamic set up of the front wing may be adjusted using the existing parts. No parts may be added, removed or replaced.
 - x) If a Heat Hazard has been declared in accordance with Article 26.19, the cooling medium used in the Driver Cooling System, as defined in Article 14.6 of the Technical Regulations, may be replenished or replaced.
- c) Only team members, officials and duly accredited television cameramen will be permitted in the pit lane.

57.5 Unless asked to do so by the FIA, cars may not be moved from the fast lane whilst the sprint session or the race is suspended. Any driver whose car is moved from the fast lane to any other part of the pit lane will be arranged at the back of the line of cars in the fast lane in the order they got there. At all times drivers must follow the directions of the marshals.

58) RESUMING A SPRINT SESSION OR A RACE

58.1 The delay will be kept as short as possible and as soon as a resumption time is known all Competitors will be informed via the official messaging system, in all cases at least ten (10) minutes warning will be given.

If the sprint session or the race is being resumed in wet conditions and the Race Director deems it necessary, the use of wet-weather tyres as specified under Article 30.5n is compulsory. If this is the case, at the ten (10) minute signal the orange lights on ~~of~~ the safety car will be illuminated. At the same time this will be confirmed to all Competitors using the official messaging system.

58.2 Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

58.3 When the five (5) minute signal is shown, if not already illuminated in accordance with Article 58.1, the orange lights of the safety car will be illuminated. All cars must have their wheels fitted. Tyre blankets must ~~also~~ be disconnected from any power supply at this time and must not be reconnected during the start procedure, unless the delayed start signal is shown. After this signal wheels may only be removed if the car has been moved out of the fast lane or during a further suspension.

A penalty in accordance with Article 54.3d) will be imposed on any driver whose car did not have all its wheels fully fitted at the five (5) minute signal or has any of its wheels changed before it leaves the pit lane after the sprint session or the race has been resumed.

58.4 ~~At the~~ Two (2) minutes ~~point~~ prior to the resumption any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the sprint session or the race was suspended, will be allowed to leave the pit lane and complete a further lap, without overtaking, enter the pit lane and ~~then~~ re-join the line of cars behind the safety car.

If track conditions are considered suitable to resume the sprint session or the race from a standing start, the message "STANDING START PROCEDURE" will be sent to all Competitors. If track conditions are considered unsuitable to resume the sprint session or the race from a standing start, the message "ROLLING START PROCEDURE" will be sent to all Competitors. In

both cases such messages will be sent using the official messaging system at a time no later than one (1) minute signal detailed in Article 58.5.

- 58.5 When the one (1) minute signal is shown, engines should be started and all team personnel must leave the fast lane by the time the fifteen (15) second signal is given taking all equipment with them. If any team personnel are touching a car or team equipment is connected to a car in the fast lane after the fifteen (15) second signal has been shown the driver of the car concerned must enter the pit lane following the reconnaissance laps behind the Safety Car described in Article 58.10, or the formation lap described in Article 58.11, and resume the race from the pit lane as specified in Article 44.2. A penalty in accordance with Article 54.3d) will be imposed on any driver who fails to start the race from the pit lane.

If any driver needs assistance after the fifteen (15) second signal, he must raise his arm and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the inner lane. In this case, marshals with yellow flags will stand beside any car concerned to warn drivers behind. ~~Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.~~

- 58.6 The sprint session or the race will be resumed when the pit exit is opened. Subject to the provisions of a), at this point the safety car will leave the pit lane and all drivers must follow the safety car no more than ten car lengths apart.

- a) In the case of a standing start procedure, see Article 58.11, at the sole discretion of the Race Director the safety car may remain in the pit lane. In such case the message "SAFETY CAR WILL REMAIN IN THE PIT LANE" will be sent to all Competitors using the official messaging system, and the orange lights on the safety car will be extinguished, at a time after the one (1) minute signal detailed in Article 58.5 and prior to the pit lane opening to resume the sprint session or race. When the pit exit is opened to resume the sprint session or race, all cars should leave the pit lane and proceed directly to the grid. The first car in line may dictate the pace.

- 58.7 Overtaking behind the safety car, ~~or during the lap to grid described in Article 58.6a)~~, is only permitted in the following cases:

- a) Drivers may leave the fast lane in order to overtake any car delayed with an obvious problem when leaving its position in the fast lane, or
b) Whilst in the ~~pit entry road, pit lane or pit exit road~~ a driver may overtake another car which is also in ~~this one of these three areas~~, or
c) If any car slows with an obvious problem, or
d) If a car is delayed during the lap(s) behind the safety car, ~~or during the lap to grid described in Article 58.6a)~~.

- 58.8 In any of the cases detailed in Article 58.7, drivers may only overtake to re-establish the original starting order or the order the cars were in at the pit exit when the sprint session or race was resumed:

- a) Under a "STANDING START PROCEDURE" as detailed in Article 58.11, ~~the driver of any car that is delayed in any of the cases detailed in Article 58.7 may overtake to re-establish the original starting position~~ provided they do so before they cross the first safety car line on ~~either the lap the safety car returns to the pits, or the lap to grid described in Article 58.6a)~~ as applicable. Should they fail to do so they must re-enter the pit lane and may only re-join the race once the whole field has passed the end of the pit lane after the sprint session or the race has been resumed.

A penalty in accordance with Article 54.3d) will be imposed on any driver who fails to re-enter the pit lane if they have not re-established the original starting order before they reach the first safety car line on the lap the safety car returns to the pits.

- b) Under a “ROLLING START PROCEDURE” as detailed in Article 58.12, ~~the driver of any car that is delayed in any of the cases detailed in Article 58.7 may overtake to re-establish the original starting order~~ provided they do so before the message “ROLLING START” is sent to all competitors using the official messaging system. Should they fail to do so, they must resume the sprint session or race from where they are.

~~58.8 The sprint session or the race will be resumed behind the safety car when the pit exit is opened, and the safety car leaves the pit lane. Drivers must follow the safety car no more than ten car lengths apart.~~

58.9 Either of the penalties prescribed in Article 54.3c) or 54.3d) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the lap (or laps).

58.10 Unless it remained in the pit lane in accordance with Article 58.6a, the safety car will enter the pit lane after one (1) lap unless:

- a) ~~The sprint session or the race is being resumed in wet conditions and~~ The Race Director deems more than one lap is necessary.
- b) All cars are not yet in a line behind the safety car.
- c) A further incident occurs necessitating another intervention.

58.11 ~~If track conditions are considered suitable to resume the sprint session or the race from a standing start, the message “STANDING START PROCEDURE” will be sent to all Competitors using the official messaging system at a time no later than one (1) minute signal detailed in Article 58.5.~~

~~All FIA light panels will display “SS” and the safety car’s orange lights will be extinguished.~~

~~At the discretion of the Race Director, the safety car may (a) stay in the pit lane, or (b) extinguish its orange lights and pull to the side of the track, letting all cars that are eligible to take the standing start overtake it. In such case(s), the signal “ALL CARS MAY OVERTAKE THE SAFETY CAR” will be sent to all Competitors using the official messaging system.~~

In the case of a standing start procedure, when the clerk of the course decides it is safe to do so, the message “STANDING START” will be sent to all Competitors using the official messaging system, all FIA light panels will display “SS”, the pit lane exit will be closed, and, if deployed, the orange lights on the safety car will be extinguished. This will be the signal to the Competitors and drivers that, if applicable, the safety car will be entering the pit lane at the end of that lap, and that from this point the first car in line behind the safety car may dictate the pace, if necessary falling more than ten (10) car lengths behind the safety car.

With the exception of those that were in their garage at the time the sprint session or the race was suspended (see Article 57.3), or those who have been moved from the fast lane (see Article 57.5), can return to the grid, take up their grid positions and follow the procedures set out in Articles 43.11, 43.13 and 43.14 or Articles 44.10, 44.12 and 44.13 as relevant.

Cars that were in their garage at the time the sprint session or the race was suspended (see Article 57.3), or those who have been moved from the fast lane (see Article 57.5) will be permitted to leave the pit lane when the sprint session or the race is resumed, but must re-enter the pit lane and may join the sprint session or the race once the last car has passed the pit exit after the re-start. A penalty in accordance with Article 54.3d) will be imposed on any driver who fails to resume the sprint session or race from the pit lane.

Each lap completed using the procedures set out above will be counted as a sprint session lap or a race lap as appropriate.

- 58.12** ~~If track conditions are considered unsuitable to resume the sprint session or the race from a standing start, the message “ROLLING START PROCEDURE” will be sent to all Competitors using the official messaging system, at a time no later than one (1) minute signal detailed in Article 58.5.~~

~~In the case of a rolling start procedure, when the clerk of the course decides it is safe to do so, call in the safety car the message “ROLLING START” will be sent to all Competitors using the official messaging system, all FIA light panels will display “RS”, the pit lane exit will be closed, and the safety car’s orange lights on the safety car will be extinguished. This will be the signal to the Competitors and drivers that the safety car will be entering the pit lane at the end of that lap, and that from this point the first car in line behind the safety car may dictate the pace and, if necessary, falling more than ten (10) car lengths behind the safety car.~~

As the safety car is approaching the pit entry road the FIA light panels will be extinguished and a green flag and/or green light panel will be displayed at the Line.

Cars that were in their garage at the time the sprint session or the race was suspended (see Article 57.3), or those who have been moved from the fast lane (see Article 57.5) will be permitted to leave the pit lane when the sprint session or the race is resumed, but must re-enter the pit lane and may join the sprint session or the race once the last car has passed the pit exit after the re-start. A penalty in accordance with Article 54.3d) will be imposed on any driver who fails to resume the sprint session or race from the pit lane.

No driver may overtake another car on the track until he passes the Line (see Article 5.3) for the first time after the safety car has returned to the pits.

Each lap completed while the safety car is deployed will be counted as a sprint session lap or a race lap as appropriate.

- 58.13** ~~If at any time after one or more the laps behind the safety car at the resumption have commenced, or during the lap to grid described in Article 58.6a), track conditions are considered unsuitable to resume competition, the message “RE-START PROCEDURE SUSPENDED” will be sent to all Competitors using the official messaging system, red flags will be shown at all marshal posts and at the line, and the orange lights on the start gantry will be illuminated. and All cars must enter the pit lane behind the safety car. The procedures set out in Articles 57 and 58 must then be followed.~~

- 58.14** If the sprint session or the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the sprint session or the race was given.

59) FINISH

- 59.1** A chequered flag will be the end-of-session signal and will be shown at the Line as soon as the leading car has covered the full distance in accordance with Article 5.3.

- 59.2** Should for any reason the end-of-session signal be given before the leading car completes the scheduled number of laps, or the prescribed time has been completed, the sprint session or the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

Should the end-of-session signal be delayed for any reason, the sprint session or the race will be deemed to have finished when it should have finished.

- 59.3** After receiving the end-of-session signal all cars must proceed on the circuit directly to the parc fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

An exception to Article 26.4 and to the above will be made for the winning driver of the race who may perform an act of celebration before reaching parc fermé, provided any such act:

- a) Is performed safely and does not endanger other drivers or any officials.
- b) Does not call into question the legality of his car.
- c) Does not delay the podium ceremony.

Any classified car which cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the parc fermé.

60) POST SPRINT AND POST RACE PARC FERMÉ

- 60.1** Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.
- 60.2** When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.
- 60.3** The parc fermé shall be secured such that no unauthorised persons can gain access to it.
A maximum of three (3) team personnel per car will be permitted access to the Parc Fermé area for the sole purpose of fitting cooling fans and undertaking any work required by those officials charged with supervision of parc fermé.
- 60.4** Each Driver must remain fully attired until after they have been weighed (e.g.: Helmet, Gloves, etc.)
- 60.5** Drivers must not interfere with parc fermé protocols in any way.

61) SPRINT SESSION CLASSIFICATION

- 61.1** The car placed first will be the one having covered the scheduled distance in the shortest time, or, where appropriate, passed the Line in the lead at the end of the one (1) hour (or more under Article 5.3). All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.
- 61.2** Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.
- 61.3** The provisional classification will be published after the sprint session. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

62) RACE CLASSIFICATION

- 62.1** The car placed first will be the one having covered the scheduled distance in the shortest time, or, where appropriate, passed the Line in the lead at the end of two (2) hours (or more under Article 5.4). All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

- 62.2** Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.
- 62.3** The provisional classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

63) PODIUM CEREMONY AND POST RACE PRESS CONFERENCE

- 63.1** The drivers finishing the race in 1st, 2nd and 3rd positions and a representative of the winning constructor must attend the prize-giving ceremony on the podium and abide by the podium procedure set out in Appendix 5 (except Monaco); and immediately thereafter make themselves available for a period of one and a half (1.5) hours for the purpose of television interviews and the press conference in the media centre.
- 63.2** For the duration of the Podium Ceremony and post-race interview procedure, the drivers finishing the race in 1st, 2nd and 3rd positions must remain attired only in their Driving Suits, 'done up' to the neck, not opened to the waist.
- 63.3** For the duration of the TV pen interviews and FIA Post Race Press Conference, all Drivers must remain attired in their respective teams' uniform only.
- 63.4** If no points are awarded, the podium ceremony specified in Article 63.1 will not take place, however, the television interviews specified in Article 63.1 will take place at the time the podium ceremony would have taken place.

64) TEAM EQUIPMENT

- 64.1** All equipment used to cool the car on the Grid using forced air flow (or any other gaseous flow) must only be powered by electricity.

APPENDIX 1

INFORMATION REQUIRED BY THE FIA 90 DAYS BEFORE A COMPETITION

PART A.

1. NAME AND ADDRESS OF THE NATIONAL SPORTING AUTHORITY (ASN).
2. NAME AND ADDRESS OF THE ORGANISER.
3. DATE AND PLACE OF THE COMPETITION.
4. START TIME OF THE RACE (AS AGREED WITH THE PERMANENT BUREAU OF THE FIA F1 COMMISSION).
5. ADDRESS AND TELEPHONE, FAX AND TELEX NUMBERS TO WHICH ENQUIRIES CAN BE ADDRESSED.
6. DETAILS OF THE CIRCUIT, WHICH MUST INCLUDE:
 - LOCATION AND HOW TO GAIN ACCESS.
 - LENGTH OF ONE LAP.
 - NUMBER OF LAPS FOR RACE.
 - DIRECTION (CLOCKWISE OR ANTI-CLOCKWISE).
 - LOCATION OF END OF THE PIT LANE IN RELATION TO LINE.
7. PRECISE LOCATION AT THE CIRCUIT OF:
 - STEWARDS' OFFICE.
 - RACE DIRECTOR'S OFFICE.
 - FIA OFFICE.
 - PARC FERMÉ.
 - DRIVERS' AND COMPETITORS' BRIEFING.
 - WINNER'S PRESS CONFERENCE.
8. LIST OF ANY TROPHIES AND SPECIAL AWARDS.
9. THE NAMES OF THE FOLLOWING OFFICIALS OF THE COMPETITION APPOINTED BY THE ASN:
 - STEWARDS.
 - CLERK OF THE COURSE.
 - SECRETARY OF THE COMPETITION.
 - CHIEF NATIONAL SCRUTINEER.
 - CHIEF NATIONAL MEDICAL OFFICER.

PART B.

- | | |
|------------------------|--|
| 1. FIA STEWARDS. | AND, IF APPROPRIATE. |
| 2. RACE DIRECTOR. | 9. A REPRESENTATIVE OF THE PRESIDENT OF THE FIA. |
| 3. SAFETY DELEGATE. | 10. A DEPUTY RACE DIRECTOR |
| 4. PERMANENT STARTER. | 11. A DEPUTY MEDICAL DELEGATE |
| 5. MEDICAL DELEGATE. | 12. AN OBSERVER. |
| 6. TECHNICAL DELEGATE. | 13. A SAFETY CAR DRIVER. |
| 7. MEDIA DELEGATE. | 14. A MEDICAL CAR DRIVER. |
| 8. STEWARD'S ADVISER. | |



APPENDIX 2

**FEDERATION INTERNATIONALE DE L'AUTOMOBILE
2025 ENTRY FORM FOR THE FIA FORMULA ONE WORLD CHAMPIONSHIP**

Entry for the 2025 FIA Formula One World Championship

THE APPLICANT

Full company name

Country of incorporation

Registration number

Date of incorporation

Country of residence

Registered office

.....

.....

.....

Trading Address

Tel

Fax

E-mail

Directors

Team Principal

Team Manager

Authorised Representatives with sole power to bind the company

Title

Title

Title

CONSTRUCTOR'S DETAILS OF ENTRY

National Competitor Licence

Issued By

Number

Team Name

(Which must include the name of the chassis)

We hereby apply to enter the FIA Formula One World Championship and we undertake to participate in each and every Competition:

- i) With the make of the car referred to below which we nominate for the purpose of Article 8.2 c) & d) of the Sporting Regulations

Name of the Chassis

Make of the Engine

- ii) With the drivers referred to below which we nominate for the purpose of Articles 8.2e) & 26.1 of the Sporting Regulations

Driver of the first car [or*]

Licence Number Issued By

Driver of the second car [or*]

Licence Number Issued By

(tick only if applicable)

☐* We wish to nominate the name of the driver of the first car subsequent to this application. For this purpose we expressly agree to be bound by the provisions of Article 8.2(e) of the Sporting Regulations.

☐* We wish to nominate the name of the driver of the second car subsequent to this application. For this purpose we expressly agree to be bound by the provisions of Article 8.2(e) of the Sporting Regulations.

We confirm that we have read and understand the provisions of the International Sporting Code, the Formula One Technical Regulations, the Formula One Sporting Regulations **and the Formula One Financial Regulations**. We agree to be bound by them (as supplemented or amended) and further we agree on our own behalf and on behalf of everyone associated with our participation in the FIA Formula One World Championship to observe them.

We declare that we have examined this Entry Form and that the information given is true, correct and complete and we undertake to pay the entry fee, calculated in accordance with Appendix 4 **of the Sporting Regulations**, to the FIA no later than 15 December of the year prior to the year to which this application relates. We understand and agree that any changes must be notified to the FIA in writing within 7 days of such change to allow reappraisal of the entry.

SIGNED BY (SIGNATURE)

(PRINT NAME OF THE PERSON SIGNING)

Being a person duly authorised to sign for and on behalf of

(PRINT FULL NAME OF APPLICANT)

Date

We confirm that we have read the Data Protection Notice at the end of this document and made this available to the individuals referred to in this document ☐

TO BE COMPLETED BY THE FIA

Super Licence Number Driver n°1

Super licence Number Driver n°2

Date of Acceptance

DATA PROTECTION NOTICE

The security of your personal data is extremely important to the Fédération Internationale de l'Automobile ("FIA", "us", "we", "our").

The FIA processes your personal data to fulfil its commercial and regulatory functions as the international federation for Motorsport. This includes processing your personal data for the enforcement of our rules, to ensure participant safety and to promote the sport.

For more information on how we use your personal data, your data subject rights and how to exercise them, please see our Motorsport Privacy Notice, available at <https://www.fia.com/motorsport-privacy-notice> and available below.

If you have any questions, please contact: dpo@fia.com

FIA Motorsport Privacy Notice

Last updated: July 2023

Summary of how the FIA uses your data

- The FIA processes the data of individuals and personnel participating in motorsport, as well as their relatives and associates, in order to carry out its commercial and regulatory functions as set out in the FIA's official Statutes, and for the purposes identified in the International Sporting Code and the FIA's Sporting, Technical and Financial Regulations, Judicial and Disciplinary Rules, and any other FIA rules and regulations that may apply from time to time. This notice addresses how we process personal data relating to Competitors, Participants and other Competitor, Promoter or Organiser personnel, owners or directors, Drivers, officials, manufacturers and suppliers and their personnel, and any other individual who may be subject to the FIA's Statutes, International Sporting Code, or Sporting, Technical or Financial Regulations from time to time, or whose data may be processed in connection with these regulations or motorsport related activities, such as members of the press or media who seek accreditation.
- The FIA will particularly use your data to allow it to administer and govern its authorised Competitions and Championships, ensure that on and off-track discipline and health and safety are maintained, to uphold the integrity of motorsport and to promote motorsport, the FIA and our Competitions, merchandise and services.
- The FIA will process some special category personal data in carrying out these functions. This will usually be done for the purposes of protecting safety within motorsport, particularly Driver safety, for integrity related processing such as anti-doping, and for conducting relevant research into motorsport safety.
- Subject to your consent, and applicable law, the FIA may collect personal data relating to diversity, inclusion and disability for monitoring purposes, and for the distribution of Disabled Drivers' Grants and similar initiatives operated by the FIA from time to time.
- Data may be obtained from and shared with a number of third parties. We may obtain data from your employer, or the Competitor or team or motorsport participant with which you have a relationship, or from Promoters or Organisers. Your data may in turn be shared with

Promoters, Organisers, Competitors and teams or other motorsport participants and contacts referenced in relevant applications, for example in relation to your conduct or the conducting of due diligence. We share information with our suppliers and professional advisors as necessary for the purposes identified in this notice. Information may be shared with law enforcement or regulatory authorities where there is evidence of relevant criminal conduct. Data is also shared with courts and tribunals as necessary for disciplinary or any other legal proceedings.

- This notice sets out more details in respect of your data protection rights, including your right to object to certain processing.

What does this notice cover?

This notice describes how the Fédération Internationale de l'Automobile (the “**FIA**”, “**we**”, “**us**”) will make use of your data where your data is processed in connection with the FIA’s role as the international federation responsible for the governance and commercial promotion of motorsport, and as an organisation responsible for authorising and organising certain motorsport competitions. The FIA also has other privacy notices which may be relevant to you (for example the Main Privacy Notice [<https://www.fia.com/data-privacy-notice>] available on its website, its employee privacy notice, or notices that may be presented in relation to a specific processing activity).

This notice describes your data protection rights, including a right to object to some of the processing which the FIA carries out. More information about your rights, and how to exercise them, is set out in the “What rights do I have?” section.

What categories of personal data do we collect?

The FIA collects and processes personal data in a number of ways. It collects the following types of personal data:

- **Identification data:** your name, log-in details where you make use of FIA platforms and portals, your gender, age and date of birth;
- **Contact details:** your personal and work addresses, email addresses and phone numbers as appropriate;
- **Travel related data:** personal data necessary to allow the FIA to arrange your travel in addition to your identification information, including your passport and visa details, information on your right to work, dietary requirements and travel preferences and details of any assistance you may require, including if needed details of your disability;
- **Motorsport participation data:** details of your involvement in motorsport or with an individual or body involved in motorsport, including as appropriate information about your role, your employer, details of your licences including your licence number, your FIA driver categorisation, and information collected upon your registration for a licence or during your attendance at or entry application for an event including your health data where required for the issue of a licence or other compliance with the FIA’s Sporting Regulations or details of your close contacts in relation to Covid regulations;
- **Motorsport performance data:** details of your performance in FIA authorised Competitions or other motorsport competitions, including as a Competitor and/or as a Driver;
- **Integrity and conduct data:** details of your behaviour and conduct, including any intelligence or allegations passed to the FIA, and relevant intelligence and evidence collected about such behaviour and conduct including through testimony, press reports, imagery and footage. This include information collected about you where you are subject to the FIA’s Anti-Doping or Anti-Alcohol Regulations, including health information collected as part of an associated test;
- **Safety data:** where you are a Driver, the FIA may process biometric data collected for safety purposes (including through FIA approved biometric gloves), and other information relating to your health including information collected through medical forms, your involvement in an accident taking place during an FIA authorised Competition or Championship, and information collected through re-integration consultations or through management or scrutiny of medical and rescue teams at FIA Championships or FIA authorised Competitions;

- **Financial data:** your payment and bank details, where you are required to make a payment or where we are required to make a payment to you, and details of your compensation where this must be disclosed under the FIA's Financial Regulations;
- **Imagery and promotional data:** details of your biography, photos and footage of your participation in FIA authorised Competitions or Championships or as otherwise collected in connection with your participation;
- **Equality, diversity and inclusion data:** information required to offer specific FIA grants, such as Disabled Drivers Grants, such as details of disability and impairment, and information requested through equal opportunity monitoring surveys, such as information about your ethnicity, sexual orientation, religion or belief, social background and health conditions.

We collect much of this information from you directly, such as through our various registration, entry and licence forms and portals. We also collect some of this information from other motorsport participants with whom you interact, such as your employer, officials, your previous employers, other Drivers and Competitors and from broadcasters and the media. This is especially true where we carry out our integrity and disciplinary role.

As part of our integrity activities, we also actively gather intelligence from relevant sources, including members of the public and publicly available sources. We also collect data from anti-doping organisations (such as the World Anti-Doping Agency and National Anti-Doping Organisations) and our appointed anti-doping service provider.

Where you choose to involve a third party, for example, your employer, a representative, lawyer or relative, we will receive and share data with this person or organisation.

Why we collect, use and store this personal data

We are usually required to have a lawful basis to process your data. We explain each of these legal bases below. We also set out the purposes for which we process your data. For each purpose, we explain the lawful basis for that processing, the processing operations that we carry out and the categories of data that we process.

Legal bases relied on by the FIA for motorsport related processing

Consent – sometimes we ask for your consent to use your data.

Contract – if we have an agreement in place with you, we may process your data where it is necessary for us to meet our obligations or enforce our rights under the contract.

Legitimate interest – we can process your data when this is necessary for us to achieve a legitimate business purpose, or where this is necessary for someone else to achieve their legitimate purpose. We explain below what interests we, or others, are trying to achieve when we process your data. Where we process personal data on the basis of a legitimate interest, we consider what the impact of the processing will be on affected individuals and determine whether those individuals' interests outweigh our interests in the processing taking place.

Legal obligation – we have obligations to comply with legal and regulatory requirements under various applicable laws. In certain cases, we have to use your data to meet these obligations.

Vital interests – in exceptional circumstances, we may rely on the need to protect your vital interests to process certain data, particularly sharing information as needed with medical professionals for safety purposes.

Where we process your special category data – such as information relating to your health, biometric data that might identify you, your ethnicity, your religion, your sex life or sexual orientation, your trade union membership or your political opinions – we usually require a further lawful basis. These are as follows:

Explicit consent – we may ask you to consent to use this data;

Medical diagnosis/preventative and occupation medicine – we will only process data for medical purposes where required by law, or under the supervision of a health professional who is subject to an obligation of professional secrecy;

Substantial public interest, as set out in law – the law may make special provision for our processing, for example in relation to health and safety requirements;

Establishment, exercise or defence of legal claims – we are entitled to process special category data where this is necessary to establish, exercise or defend our legal rights;

Scientific research, as permitted by law – we will use your special category data for research where we can demonstrate that we meet legal requirements and have applied appropriate safeguards;

Vital interest – again, in exceptional circumstances, we rely on the need to protect your vital interests to process your special category data.

For certain types of processing, the FIA may be exempt from the requirement to have a lawful basis. This is notably the case where the FIA processes personal data to allow academic or artistic expression. The FIA has explained in this notice where this is relevant to its motorsport related processing.

FIA purposes of processing

The FIA processes your data for the following purposes:

Administering and managing Competitions and Championships, including selecting and authorising Competitors, manufacturers and suppliers, issuing motorsport licences and categorising Drivers, and associated health assessment (legitimate interests, healthcare processing, explicit consent)

We collect and use your personal data so that we can carry out the FIA's role as a Competition and Championship organiser, and as a governing body providing administrative assistance and management of Competitions and Championships it authorises but does not directly organise. This reflects our legitimate interest in administering and managing these Competitions and Championships, and the legitimate interest of other motorsport participants in ensuring these authorised Competitions and Championships can take place. This includes the collection of personal data to carry out due diligence in the selection and authorisation of Competitors, suppliers and manufacturers, to issue motorsport licences and categorise drivers, to issue media and other access accreditations, to allow Competitors and Drivers to register for specific Competitions and Championships, to appoint and manage relevant officials and to provide administrative support to Competitions and Championships such as issuing additional accreditation, liaising with third parties such as venues, Promoters or Organisers. This also includes our processing relating to checks of your fitness to attend an event, and arranging your travel and accommodation where required. It may also involve the taking of certain payments where required for entry or registration for a particular Competition or Championship or for obtaining a particular categorisation or accreditation.

Where we collect any special category data, particularly safety data collected in accordance with the role of the FIA's medical teams and medical delegates set out in the International Sporting Code, we rely upon our need to assess your health under the supervision of a healthcare professional where appropriate safeguards are in place. Where we receive your health data in connection with your fitness to attend an event, particularly as this relates to rules connected to Covid-19 protocols, we will typically process this to ensure the health and safety of other participants at these events.

In some cases, if you provide us with special category data to provide administrative or other assistance, we seek your explicit consent to process this information to the extent required by applicable data protection laws. Failure to provide this information, or withdrawing your consent, may result in the revoking of a licence if this would mean you are not eligible for the relevant licence, or may mean that the FIA is unable to provide appropriate assistance.

We use your identification data, contact details, travel related data, motorsport participation data, motorsport performance data, financial data and safety data for this purpose.

We share your information with Organisers, our officials, with appropriate authorities involved in the organisation of a Competition or Championship, with Promoters and with our suppliers for example our IT service providers who host relevant platforms, our professional advisors, and travel agencies involved in our administrative role. Where you are a Driver seeking a licence, we share information relating to your application with your team and representatives and your ASN. We also publish certain information, such as the names and categories of categorised Drivers and details of individuals who have had motorsport licences suspended. We also share information with law enforcement authorities

if they have specific questions regarding the administration and management of Competitions and Championships.

Carry out the FIA's governance, integrity and disciplinary role (legitimate interests, establishing, exercising and defending legal claims, substantial public interest, explicit consent)

We process personal data to carry out the FIA's governance role in motorsport, including the collection and processing of information to confirm and enforce compliance with the FIA's Statutes, International Sporting Code and the FIA's Sporting, Technical and Financial Regulations, Judicial and Disciplinary Rules, and any other FIA rules and regulations that may apply from time to time. This includes the collection of information directly from you, and from third parties with whom you may interact in motorsport, such as your ASN, your employer or team or your relatives. We also receive information from a wider variety of third-party sources where this provides relevant information or intelligence, including the media, members of the public and other motorsport participants.

We will use the data to carry out any necessary disciplinary and other legal processes, including appropriate investigations into possible breaches of our rules and regulations, to take decisions and enforce our decisions, and to publish details of the integrity decisions we take, including details of any bans we may impose. This processing is done to pursue our legitimate interest in maintaining the integrity of our sport, and the legitimate interest of other competitors to ensure motorsport is fair and free from improper influence or cheating.

In some cases, where we collect special category data for this purpose, we may rely on an additional lawful basis to the extent required by or data protection laws. Some of our integrity processing relies on specific local laws in the substantial public interest, for example to justify the processing of anti-doping data. We are also entitled to process special category data where we are seeking to establish, exercise and defend legal claims in the enforcement of our rules and regulations, including our Anti-Doping Regulations. However, in some cases we may need to seek your explicit consent. Where we rely on this consent, you may refuse or withdraw this consent at any time, but this may limit your ability to participate in motorsport if this undermines our ability to ensure compliance with our regulations.

The information we use for this purpose is your identification data, your contact details, your motorsport participation data, your motorsport performance data and your integrity and conduct data. It will also include your financial data where disclosure is required under the FIA's Financial Regulations.

We share your information with other participants in motorsport, including Organisers, Promoters, with your representatives and advisors, with your ASN, your employer, with our officials, with appropriate authorities involved in the organisation of a Competition or Championship, and with our suppliers for example our IT service providers who host relevant platforms, our professional advisors including our legal counsel, forensic experts and auditors, and with the world at large if we choose to publish a decision. We share your information with other sports governing bodies and the World Anti-Doping Agency as required under the World Anti-Doping Code and our own International Sporting Code. We may discuss integrity matters with the media where appropriate. We also share information with law enforcement authorities and other regulatory authorities if they have specific questions regarding integrity matters Competitions and Championships, or where there is evidence of unlawful activity.

Ensuring the health and safety of all participants (legitimate interests, compliance with laws, vital interest, healthcare processing or laws in the substantial public interest)

We collect information about you, including information about your health, for the purposes of ensuring the health and safety of all participants in motorsport, including yourself. This includes information collected from you in relevant medical forms. This will involve the processing of personal data to assess your health and safety whilst participating in a Competition, to ensure that you receive appropriate medical attention in the event of an incident during a Competition, and to ensure we carry out appropriate scrutiny of medical and rescue service providers and can carry investigations of health and safety related incidents during Competitions. We process much of this data on the basis of our legitimate interest of ensuring the health and safety of the participants in motorsport, and the interests of those participants both current and future. In some instances, we may be required to process data by law, where local laws require the maintaining of health and safety records or the engagement with

public authorities conducting health and safety investigations. We may also use your personal data for the protection of your vital interests where, exceptionally, we need to share your data with medical professionals in the event of an incident.

Where this data involves the processing of special category data, in particular your safety data, we process this to protect your vital interests, or as necessary to provide medical treatment under the supervision of a healthcare professional. If we are required to collect or share your data to comply with health and safety laws, we rely on these laws in the substantial public interest to justify our processing.

The information we use for this purpose is your identification data, your contact details, your motorsport participation data, your motorsport performance data and your safety data.

We share your information with appropriate medical professionals where this is needed for your diagnosis, treatment or care, including the local ASN doctor present at the relevant Competition. We will also share data with appropriate public authorities as required by local laws. We also share data with our advisors and third-party IT providers to the extent we need to retain information relation to your incident on our systems.

Promoting motorsport, the FIA and our Competitions, merchandise and services (legitimate interest, contractual necessity)

We will use information we collect and receive as part of your participation in Competitions, Championships and any connected media work for the purposes of our legitimate interest in promoting motorsport, the FIA, and our connected Competitions, Championships, merchandise, services and assets. If we have a specific agreement with you, giving us certain rights to use your personal data, we may instead process this on the basis of contractual necessity.

The information we use for this purpose is your identification data, your contact details, your motorsport participation data, your motorsport performance data, your imagery and promotional data and, where necessary for performing a contract with you, your financial data.

We share the information widely for the promotional purposes described above. This involves the sharing of data with specific media partners and broadcasters and commercial partners, but also involves the publication of your data. We also share data with our advisors and third-party IT providers.

Conducting safety related research (consent)

We collect and process data relating to incidents logged in the World Accident Database, for the purpose of analysis and compilation of findings. In accordance with the World Accident Database Guide, we rely on your explicit consent to process any identifiable information in the World Accident Database. We may, if you do not consent or later withdraw your consent, retain anonymised information relating to relevant incidents. We are a joint controller with ASNs for the details of the reports submitted to the World Accident Database. Affected data subjects can find out more about the split of responsibilities between the FIA and its joint controllers, and steps taken to ensure data minimisation, by reviewing the [WADB Guide](#).

The information we use for this purpose is your identification data, your motorsport participation data, your motorsport performance data and your safety data.

We share your information within the World Accident Database with ASNs, our advisors and our provider who hosts and operates the WADB on behalf of the FIA. We also share your data with consultants and administrators who engage in FIA safety research projects or who otherwise assist the FIA with administering the WADB.

Maintaining a record of motorsport (legitimate interests, academic/artistic expression)

As the governing body for motorsport, we collect and retain personal data for our legitimate academic and artistic purposes in creating and curating a history of motorsport. This includes the creation of our electronic library of FIA archives.

The information we use for this purpose is your identification data, your motorsport performance data, and your imagery and promotional data. In the event this contains special category data, for example in placing materials relating to published details of accidents within our electronic library, we process this to allow academic and artistic expression.

We may share this information widely for the purpose set out above. We may publish the information on our websites, share it with journalists or historians, or relevant broadcasters and media contacts, or share it with museums or art galleries. We also share data with our advisors and third-party suppliers.

Equality, diversity and inclusion, including grants (consent)

As a responsible sports organisation, the FIA is committed to ensuring it supports inclusivity in motorsport. The FIA may in some circumstances seek personal data relating to diversity, inclusion and disability for monitoring purposes, based always on your consent. It may also collect equality, diversity and inclusion data for the purposes of providing inclusion related grants, including distribution of the Disabled Drivers Grants and similar initiatives operated by the FIA from time to time.

The information we use for this purposes is your equality, diversity and inclusion data. This will always be collected with your consent. Where it is possible to ensure the anonymisation of your data for these purposes, the FIA will take such steps.

We will not share your identifiable equality, diversity and inclusion data with third party controllers without your consent. We may share your information with our third-party suppliers to the extent that they are assisting us with relevant activities, such as administering a Disabled Driver Grant request. Any information used for diversity monitoring is likely to be shared with a specialist company that advises us on diversity, or that assists us with ensuring that responses are appropriately anonymised.

Business interests (legitimate interests, establishment, exercise and defence of legal claims)

We have a legitimate interest in protecting our business interests and legal rights, including, use in connection with legal claims, compliance, regulatory, auditing, investigative and disciplinary purposes and ethics and compliance reporting requirements. Where we process your special category data for these purposes, we will typically rely upon our need to establish, exercise or defend ourselves from legal claims.

We may process any of the types of data mentioned in this notice for these purposes.

This information will be shared with our advisors and suppliers who provide our IT systems and storage. We share information with legal and other advisers if there are investigations or potential claims. We also disclose information of this nature in connection with legal processes or litigation or to other relevant regulators, other governing bodies, law enforcement bodies or to teams and other employers where appropriate.

Compliance with laws (legal obligations)

Where necessary to comply with a legal obligation we will store and use your data. This may include responding to requests by government regulators, law enforcement authorities or any other regulatory authority conducting an investigation.

We may process any of the types of data mentioned in this notice for these purposes.

This information will be shared as required to comply with law, including with law enforcement or public authorities as required.

Withdrawing consent

Wherever we rely on your consent, including explicit consent, you will always be able to withdraw that consent. This will not undermine the legitimacy of any processing carried out prior to your consent being withdrawn. If you withdraw consent, this may in some cases impact on your ability to access certain services or events as explained above.

How is personal data shared, where and when?

Your data may be shared with a variety of third parties as described above. Personal data is also shared as necessary within the FIA and within the FIA group, including with our sporting, legal, privacy and IT departments. Your personal data will be shared with the FIA's third-party service providers, who will process it on behalf of the FIA for the purposes identified above. This may include the providers of insurance services, IT and technology services, survey providers and event organisers. We also share information with our professional advisers.

Personal data may be shared with government authorities and/or law enforcement officials if required for the purposes above, if mandated by law or if required for the legal protection of our legitimate interests in compliance with applicable laws.

In the event that FIA's business is sold or integrated with another business, your details may be disclosed to our advisers and any prospective purchaser's adviser and will be passed to the new owners of the business as required for the purposes above.

For a number of purposes set out above, the data sharing described is likely to result in the sharing of your data with third parties located outside your country; in principle, this may be any country in the world. Where information is transferred outside the EEA, Switzerland or the UK, and where this is to a third party in a country that is not to a country considered adequate under Swiss, EU or UK law, data is usually adequately protected by approved standard contractual clauses, or a vendor's Processor Binding Corporate Rules. In some limited circumstances our transfers may be exempt from adequacy obligations, where transfers are for important reasons of public interest, such as sharing of data for anti-doping purposes. Where we transfer on the basis of an adequacy mechanism, a copy of the relevant mechanism can be provided for your review on request by contacting us using the details set out below.

What rights do I have?

You have the right to **ask us for a copy** of your personal data; to **correct, delete or restrict** (stop any active) processing of your personal data; and to **obtain the personal data you provide to us for a contract or with your consent in a structured, machine-readable format**.

In addition, you can **object to the processing** of your personal data in some circumstances (in particular, where we don't have to process the data to meet a contractual or other legal requirement, or where we are using the data for direct marketing).

These **rights may be limited**, for example if fulfilling your request would reveal personal data about another person, where it would infringe the rights of a third party (including our rights) or if you ask us to delete information which we are required by law to keep or have compelling legitimate interests in keeping. Relevant exemptions are included in European, Swiss and UK data protection laws and under applicable member state laws. We will inform you of relevant exemptions we rely upon when responding to any request you make.

To exercise any of these rights, you can contact us – or our Data Protection Officer – using the details set out below. If you have unresolved concerns, you have the **right to complain** to an EU data protection authority where you live, work or where you believe a breach may have occurred. This may be the CNIL in France. You may also complain to the Federal Data Protection and Information Commissioner in Switzerland.

We will always inform you where information you provide is mandatory. Information that is provided in order to comply with the FIA's various rules and regulations listed above is mandatory. Failure to provide this information breach our regulations.

Details of the FIA as a controller

The FIA has two primary entities: a French association having its registered office in 8 Place de la Concorde, Paris, and a Swiss association having its registered office in 2 Chemin de Blandonnet, Geneva.

Both entities work together as joint controllers in the processing of personal data relating to motorsport. These entities collaborate on the determination of the purposes and means of processing described in this notice.

The FIA's Swiss association takes primary responsibility for supporting data subjects, and in handling any requests data subjects may have. You can find the relevant contact details below.

How do I contact you, or your data protection officer?

We hope that we can satisfy queries you may have about the way we process your data. If you have any concerns about how we process your data, you can get in touch with us and our Data Protection Officer at dpo@fia.com or by writing to: Commercial Legal, 2 Chemin de Blandonnet, 1215 Geneva 15, Switzerland.

How long will you retain my data?

FIA will retain and process personal data relating to Participants for as long as necessary for the purposes identified above, including for the purposes of satisfying any specific legal requirements, such as accounting or health and safety rules, and, where required for us to assert or defend against legal claims, until the end of the relevant limitation period or until the claims in question have been settled.

After this period, we will take steps to delete your personal data or hold it in a form that no longer identifies you provided that we have no further lawful basis requiring us to maintain your data.

Where we maintain a record of motorsport, we retain your data indefinitely in order to maintain a historically accurate record.

Updates to this privacy notice

We reserve the right to update this privacy notice at any time (please check regularly the following page <https://www.fia.com/data-privacy-notice> to see if the privacy notice was updated with minor changes), and we will provide you with a new privacy notice when we make any substantial updates. We may also notify you in other ways from time to time about the processing of your personal information.

APPENDIX 3

REGULATIONS OF THE DRIVER CONTRACT RECOGNITION BOARD

("Reserved for the exclusive use of Competitors entered in the FIA Formula One World Championship")

APPENDIX 4

ENTRY FEES FOR THE 2025 FIA FORMULA ONE WORLD CHAMPIONSHIP

- i) The winner of the 2024 World Championship for Constructors will be required to pay a basic fee of US\$680,203¹ plus US\$8,161¹ for each point gained in the 2024 World Championship for Constructors.
- ii) Every other Competitor will be required to pay a basic fee of US\$680,203¹ plus US\$6,799¹ for each point that the Competitor gained in the 2024 World Championship for Constructors.
- iii) In both cases the basic fee is due at the time of the application and the remainder by 15 December of the year prior to the year to which this application relates.

¹ Indexed by US CPI (3.4%)

APPENDIX 5

PODIUM CEREMONY

At each Event the procedure for the Podium Ceremony is detailed below.

1. MASTER OF CEREMONIES

A master of ceremonies will be appointed by the FIA to conduct and take responsibility for the entire podium ceremony.

2. PODIUM

a) ROSTRUM AND DAIS

The dimensions of the dais must follow those found in the FIA graphic design manual.

The distance between the edge of the winner's dais and the retaining barrier of the podium should be a minimum of 120cm to provide a walkway.

The place where each person presenting a trophy should stand must be marked on the floor of the podium.

Trophies must be laid out on a single table on one side of the podium. The champagne must be on the dais.

b) FLAGS

Olympic Games style "flat flags" should be used. There must be a minimum space of 50cm behind the podium structure for the flag men.

c) FLOOR

The podium and steps should be covered in green or dark blue carpet.

3. ANTHEMS

a) The national anthem of the winning driver and winning constructor will be played. The Nationalities of the constructors and drivers will be notified to the organiser by the FIA and will accord with Article 9.5.2 of the Code.

b) A suitable sound system should be installed to ensure that national anthems, (initiated by the master of ceremonies) are clearly heard with an audio link to the TV broadcast.

c) When the champagne shower begins, music should be played. This should not start until the presenters have left the podium.

d) A commentary of the podium ceremony should be broadcast to the general public from the platform erected for the TV cameras.

4. TROPHIES

Only 4 trophies will be presented during the podium ceremony:

a) Winning driver.

b) A representative of the winning constructor.

c) Second driver.

d) Third driver.

The trophies, which must be in the form of traditional cups, will be provided by the ASN and must show:

- e) The FIA Formula 1 World Championship official logo.
- f) The official name of the Competition.
- g) The driver's position.

The height of the trophies shall be:

- h) Winner's and constructor's trophies - no less than 50cm and no more than 65cm high.
- i) Second and third drivers' trophies - no less than 35cm and no more than 45cm high.

The maximum weight per trophy must not exceed 5kg. Trophies must be of a design that is capable of being handled and transported without damage.

5. SCENARIO

- a) Only three persons should be on the podium to present the trophies. In exceptional circumstances, the master of ceremonies may increase this to four.
- b) No police, bodyguards or persons not authorised by the master of ceremonies are allowed on the podium.
- c) The master of ceremonies will inform the TV and public address commentator of the names of the persons presenting the trophies.
- d) The master of ceremonies must be on the side of the podium where the trophies are located. The persons presenting the trophies will be on the other side. The master of ceremonies will hand the trophies to those presenting them.

6. TELEVISION

The ideal position for the TV camera is immediately opposite the podium and at the same height. Under no circumstances must there be a TV camera man on the podium.

7. PARC FERMÉ

The parc fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access.

As soon as all the cars have crossed the Line, a course car must go round the track to collect any driver who has finished in the first three but is stranded on the circuit.

The drivers must not be delayed in the parc fermé. One person, nominated by the master of ceremonies and in radio contact with him, will be responsible for moving the drivers from the parc fermé to the podium without delay. Only persons authorised by the master of ceremonies may make contact with the drivers before the end of the TV unilateral interviews.

8. UNILATERAL ROOM

The unilateral room must be adjacent to the podium. The master of ceremonies will see that the drivers proceed there immediately after the podium ceremony. The room should be suitably ventilated (or air conditioned if the temperature is above 25°C).

9. PRESS ROOM

Immediately after the TV interviews, drivers must go to the press room for interviews.

10. WATER + TOWELS

3 bottles of water must be put in the parc fermé (no identification).

3 bottles of water must be put in the unilateral room (no identification).

3 towels must be available in the unilateral room.

No other drinks are permitted in the parc fermé or unilateral room.

11. PODIUM PROTOCOL (except for Monaco)

The winning driver's award will be presented by the head of state or the prime minister of the host country or the FIA President. If such a person is not available, a comparable person within the host country, or a dignitary of international status should be invited. Should neither of these be available, the President of the ASN will be invited to present the winner's trophy.

The constructor's award must be presented by the official representative of the naming rights sponsor of the Competition. In the absence of a naming rights sponsor, the master of ceremonies will select a suitable person.

The second and third drivers' awards must be presented by the President of the ASN, unless local circumstances require an additional dignitary to be present. In this case, the latter will present the second award and the ASN president the third. Should the ASN president be unavailable or presenting the winning driver's trophy, the master of ceremonies will select a suitable replacement.

An invitation will be issued to each person attending the podium ceremony, with clear instructions as to the procedure to follow.

APPENDIX 6

SUPPLY OF POWER UNITS FOR THE 2021-2025 CHAMPIONSHIP SEASONS

Preamble: The FIA and the Commercial Rights Holder remain entitled to decide jointly that this Appendix being withdrawn at any time if the number of Power Unit Manufacturers supplying power units in a Championship season is less than 3 (three).

- a. Any Power Unit Manufacturer wishing to supply power units to a Competitor must fulfil the obligations set out in section 1.1 of Appendix 4 of the Technical Regulations.
- b. No power unit may be used in a given Championship season unless the Power Unit Manufacturer supplying such power unit accepts and adheres to the following conditions.

Each of the Power Unit Manufacturers of an homologated power unit must:

1. provide the FIA, before 15 May (or such other date as agreed in writing between all the Power Unit Manufacturers and the FIA) of the season preceding that in which such power units are to be supplied, with the list of teams (clearly identifying the appointed “works/factory” team, if any) to which a supply agreement has been concluded for the given Championship season;
2. if called upon to do so by the FIA before 1 June (or such other date as agreed in writing between all the Power Unit Manufacturers and the FIA) of the season preceding that in which such power units were to be supplied, supply at least a number of teams (“T”) equal to the following equation:

$$T = (11^1 - A) / (B - C)$$

- **A** = Total number of teams (including “works/factory” teams) having a supply agreement concluded for the given Championship season with a New Power Unit Manufacturer.
- **B** = Total number of manufacturers of homologated Power Units for the given Championship season.
- **C** = Total number of New Power Unit Manufacturers for the given Championship season.

provided that if the result contains a fraction then the fraction shall count as a full team (e.g. 11 teams divided by 4 manufacturers = 2.75, each manufacturer must, if called upon to do so by the FIA, supply at least 3 teams).

¹ This figure will be reviewed each year as the “total number of entered teams” will not be known until November preceding the Championship season. The figure of 11 covers supply of 12 teams or less in compliance with the calculation rule.

In doing so, the FIA will first allocate the power unit supply between the Power Unit Manufacturers that are supplying the fewest number of teams, provided that the teams without a supply agreement shall be allocated to the Power Unit Manufacturer(s) that supplies (supply) the lowest number of teams and so on. If there is more than one Power Unit Manufacturer supplying the fewest number of teams (i.e. in the same position) and/or more than one team requesting a supply the allocation between such Power Unit Manufacturers shall occur by ballot (which ballot shall be transparent and undertaken by the FIA in the presence of a representative of each of the Power Unit Manufacturer(s) and the new Customer Team concerned).

Any such allocation made by the FIA will have to be formalised by a supply agreement with the concerned team by 1 August at the latest (or such other date as agreed in writing between all the Power Unit Manufacturers and the FIA).

A New Power Unit Manufacturer will not be required to comply with this obligation of supply as set out above.

- c. The FIA shall be entitled to request a Power Unit Manufacturer to supply a team ("**New Customer Team**") with a power unit under the terms of this Appendix except if, at the date set out in Article b) i) above:
- Such team has entered into a supply agreement with a Power Unit Manufacturer for a given Championship season before the date set out in Article b) i) above, and
 - Such team has been granted a right, under a currently binding offer with a Power Unit Manufacturer, to be supplied with a power unit for such given Championship season.

Moreover, such Power Unit Manufacturer shall only be required to supply a New Customer Team if the following cumulative conditions are met. If such conditions are not met, then the Power Unit Manufacturer may, at its sole and exclusive discretion, decline the request to supply such New Customer Team and the decline of such request shall not be deemed to be a breach of the terms set out in this Appendix (however Article c) cannot be applied or interpreted by the Power Unit Manufacturer in a way which would deprive the obligation of supply as referred to in Article b) above of any effect and/or that would prevent the FIA from making and enforcing the provisions set out in Article b) above. The Power Unit Manufacturer undertakes to exercise in good faith the conditions referred to in paragraph 1 to 11 below). The teams and the Power Unit Manufacturers remain free to negotiate the terms of the supply agreement, subject to the fall-back positions set out below which shall apply should a team and a Power Unit Manufacturer fail to reach an agreement, despite negotiating in good faith.

1. For the purpose of this paragraph, supply contract only refers to the contract related to the FIA Supply Perimeter as per the Sporting and Technical Regulations and as set out in the relevant column of the first table in Appendix 3 of the Technical Regulations.
 - 1.1. Any supply contract entered into with the New Customer Team must be on substantially the same terms as those entered into between the Power Unit Manufacturer and the other customer teams (other than its appointed "works/factory" team) to whom it already supplies a power unit at the date of the FIA request ("**Existing Customer Team**"), other than the Price as referred to in paragraph 8 below. In particular, the Power Unit Manufacturer may impose and the team cannot refuse to sign up to any terms which at least one of its other Existing Customer Teams has agreed to and the Power Unit Manufacturer may refuse and the team cannot request the inclusion of terms which are not included in the supply agreements with other Existing Customer Teams.
 - 1.2. In the event that a Power Unit Manufacturer has not supplied a power unit to any other Existing Customer Team, the Power Unit Manufacturer shall have the right to decide, at its sole and exclusive discretion, the payment terms and conditions (including the price of additional goods and services not included in the supply perimeter designated 'EXC' in the relevant column of the first table in Appendix 3 of the Technical Regulations, but excluding the Price which shall be determined in

compliance with the definition of Price below) applicable to the New Customer Team subject to the provisions of paragraph 8 below.

- 1.3. In case of a dispute about the application or the interpretation of paragraph 1 hereto, the FIA will be entitled to request copies of the contracts being entered into by the Power Unit Manufacturer with any customer team, provided that such contracts are not disclosed to any new Customer Team and subject to the FIA agreeing to comply with strict customary confidentiality obligations.
2. The Power Unit Manufacturer shall determine, at its sole and exclusive discretion, the duration of the term of the power unit supply which:
 - 2.1. may not be lower than one Championship season; and
 - 2.2. shall not exceed three Championship seasons nor go beyond the end of the 2025 Championship season, unless jointly agreed by the Power Unit Manufacturer and the New Customer Team
3. The Power Unit Manufacturer shall determine, at its sole and exclusive discretion, whether the New Customer Team shall use the name of the Power Unit Manufacturer or the New Customer Team shall operate under a white label/unbranded way and, for this purpose, use a different name:
 - 3.1. The use of this different name shall always be agreed in advance by the Power Unit Manufacturer, which agreement shall not be unreasonably withheld; and
 - 3.2. In the event that the white label/unbranded supply is required without being requested by the New Customer Team, this supply will not incur additional fees for the New Customer Team except if the use of the power unit name leads to the conclusion of a commercial agreement between the New Customer Team and any third party. In that case, the Power Unit Manufacturer and the New Customer Team shall enter into good faith negotiations and shall commonly agree on the fair and reasonable part of the revenues generated by the commercial agreement which could be considered as additional fees;
 - 3.3. In the event that the white label/unbranded supply is requested by the New Customer Team and agreed by the Power Unit Manufacturer, this supply may incur additional fees for the New Customer Team, such fees being determined at the sole and exclusive discretion of the Power Unit Manufacturer in a fair and reasonable manner.
4. The New Customer Team shall provide a warranty that it has no binding contracts or option(s) in place with another power unit manufacturer for future supply of power units. The New Customer Team shall be required to terminate any such contracts or option(s) which do exist in so far as they conflict with any part of the period of the contract being entered into with the Power Unit Manufacturer.
5. The New Customer Team shall not (unless the Power Unit Manufacturer agrees) be an Automotive Manufacturer or any of its affiliated companies which has been set up with the purpose amongst other things of participating in the Championship.

6. The New Customer Team shall not (unless the Power Unit Manufacturer agrees) have any sponsorship agreement in place with any entity, which is in competition with the Core Activities of an Automotive Manufacturer which are carried out by the Power Unit Manufacturer.
7. The New Customer Team and/or any senior executives, directors or beneficial shareholders of the New Customer Team should not at any time (i) be listed or included in the official EU and/or US published sanction lists; (ii) have been convicted of any indictable criminal offence; (iii) have been convicted by any government or government agency in connection with fraud, money laundering, racketeering or terrorism activities; and/or (iv) have been declared bankrupt; and/or (v) have committed other identified action which, in the reasonable opinion of the Power Unit Manufacturer, harms the reputation of such Power Unit Manufacturer. This clause shall also reciprocally apply to the Power Unit Manufacturer.
8. The Power Unit Supply Perimeter listed in the relevant column of the first table in Appendix 3 of the Technical Regulations and designated 'INC' shall be supplied to New Customer Teams at the Price.

The supply of additional goods or services not listed in Appendix 3 of the Technical Regulations (which shall be agreed between the Power Unit Manufacturer and the New Customer Team) shall incur additional charges, the amount of which shall be substantially the same as that applied by the Power Unit Manufacturer to its Existing Customer Team. In the event that a Power Unit Manufacturer has not supplied a power unit to any other Existing Customer Team, the Power Unit Manufacturer shall decide the price of the above-mentioned additional goods and services based on the usages and practices generally recognised and respected in the market for the supply of parts and services in the Championship.

9. The FIA shall confirm in writing to the Power Unit Manufacturer that, to the best of its knowledge, the New Customer Team, including its officers, directors and beneficial shareholders, has not been convicted of non-complying at all times with the FIA Code of Good Standing.
10. Payment of the fees (directly or indirectly through a payment guarantee) under the supply contract for each season shall as a fall-back position (unless otherwise agreed between the Power Unit Manufacturer and the New Customer Team) and, notwithstanding the terms of any contract with an Existing Customer Team or its own factory team, be made in four instalments:
 - 25% on the date of signature of the supply contract;
 - 25% on or before 30 October of the calendar year prior to the year of supply;
 - 30% before the start of the Championship season; and
 - The remaining 20% before the fifth Formula One Competition of the Championship.
- 10.1. In case of any delayed payment for an amount greater than €100,000, the Power Unit Manufacturer shall send the New Customer Team a written notice of the breach, with a copy to the FIA and the Commercial Rights Holder. Should the New Customer Team fail to resolve this breach to the satisfaction of the Power Unit

Manufacturer (with or without the involvement of the FIA and the Commercial Rights Holder) within thirty days from the issuing of this notice the Power Unit Manufacturer shall be entitled to either terminate the supply contract immediately by serving written notice on the New Customer Team, with a copy to the FIA and the Commercial Rights Holder, or, suspend delivery of the power units to the New Customer Team.

10.2. In case of breach of the obligation to deliver the power units and/or to supply additional goods or services to the New Customer Team pursuant to the supply agreement, such New Customer Team may send the Power Unit Manufacturer a written notice of the breach (but only in the event that the New Customer Team is not itself in breach of contract including for non-payment except if that non-payment is justified by an alleged breach of the supply contract by the Power Unit Manufacturer), with a copy to the FIA and the Commercial Rights Holder. Should the Power Unit Manufacturer fail to resolve this breach to the satisfaction of the New Customer Team (with or without the involvement of the FIA and the Commercial Rights Holder) within thirty days from the issuing of this notice the New Customer Team shall be entitled to suspend payment of the fees to the Power Unit Manufacturer.

11. The New Customer Team and the Power Unit Manufacturer shall not, and will procure its affiliates and/or their respective senior executives, employees, directors and shareholders shall not take any action and/or make any omission, deceptive, misleading or disparaging or negative comments, which directly injures, damages or brings into disrepute the public reputation, goodwill or favourable name or image of the other party to the supply agreement.

d. Notwithstanding the provisions of Article 8.3 of the Sporting Regulations, unless agreed otherwise by the FIA, each of the manufacturers of an homologated power unit may not directly or indirectly supply power units for more than (T+1) teams, with T as defined in Article b). Such consent shall not be given if one or more of the other Power Unit Manufacturers are supplying less than T teams.

e. Ceasing the supply of the power units.

Any manufacturer of a homologated power unit wishing to cease the supply of power units must notify the FIA of its intention to do so no later than 1 January of the year preceding that in which such power units will no longer be supplied.

f. In case of any alleged material breach or alleged material failure to comply with any of the obligations of the present Appendix, the FIA shall engage good faith and active discussions with the Power Unit Manufacturer and, in the absence of amicable solution within one month, be entitled to engage proceedings before the FIA International Tribunal against the Power Unit Manufacturer. In the case that, in accordance of the provisions of the Code and of the Judicial and Disciplinary Rules, the International Tribunal rules that the Power Unit Manufacturer has materially breached or materially failed to comply with Articles b) and/or d), the International Tribunal may impose on the Power Unit Manufacturer concerned, to the exclusion of any other sanction it may have the power to impose, a fine (the amount of which shall be no more than fifteen million euros and shall be determined, on a case by case basis, depending on the merits and circumstances of the applicable case).

DEFINITIONS

New Power Unit Manufacturer: During its first two Championship seasons (or part thereof), whether consecutive or not, within the 2014-2025 period, a power unit manufacturer will be considered as a New Power Unit Manufacturer within the meaning of this Appendix.

Automotive Manufacturer: Manufacturer of at least one model of automobile (as defined in the Code) produced at least 3'000 units during the past 12 months.

Core Activities of an Automotive Manufacturer: Design, production and sale of automobiles (as defined in the Code) by an Automotive Manufacturer.

Price:

Fifteen million euros (unless agreed otherwise between the Power Unit Manufacturer and the New Customer Team).

Notwithstanding the above, the Price shall not be applicable to any customer team who is at any time in breach of its payment obligations to the Power Unit Manufacturer under any supply agreement.

The Price will be reviewed by the Power Unit Manufacturers and the FIA in good faith and amended accordingly should the F1 governing bodies decide any change to the Power Unit Technical and Sporting Regulations¹ that would materially affect the financial conditions concerning the supply of power units (except if the change is supported by at least 75% of the Power Unit Manufacturers which, at the date of the consultation, are supplying power units in the corresponding Championship season and have not officially announced their intention to stop supplying power units to teams in any subsequent Championship season).

The "Power Unit Technical and Sporting Regulations" (based on the 2022 Technical and Sporting Regulations) comprise:

- Technical Regulations: Articles 2.7, 2.8, 5, 16 and Appendices 3 to 4.
- Sporting Regulations: Articles 25 and 28, Appendices 6 and 8

APPENDIX 7

AERODYNAMIC TESTING RESTRICTIONS (ATR)

The ATR, and the definitions and rules which will apply to aerodynamic testing, are as follows:

1 General conditions

- a. Restricted Aerodynamic testing is the testing by a Competitor or any Associate of a Competitor and/or by any contracted party of a Competitor or of any Associate of a Competitor or any external entity working on behalf of a Competitor or for its own purposes and subsequently providing the results of its work to a Competitor in a test environment or numerical simulation of a representation of an F1 car or sub-component in order to measure, observe or infer any forces, displacements, pressures or air flow direction resulting directly or indirectly from the incident air flow.
- b. A three-dimensional representation of an F1 car or sub-component subject to Restricted Aerodynamic testing, defined either physically or digitally, will be considered for the purposes of this Article as a Restricted Aerodynamic Test Geometry (RATG) and save for where specifically permitted by this Article may not be added to, removed from, morphed or modified. In order to prevent Restricted Aerodynamic testing methodologies intended to subvert any limits on the number or nature of RATGs permitted under the ATR the following will apply:
 - i. The purpose of a RATG is to allow aerodynamic assessment of a single new geometry, with aerodynamic dependency maintained throughout the simulated flow field. Any attempt to derive aerodynamically independent results for subcomponents of a RATG, either in the initial simulation or test, or by subsequent modification to the simulation or test conditions, is not permitted. Any attempt to use boundary conditions or similar to infer the effect of combining RATGs, without accruing a further RATG, is also not permitted. The use of boundary conditions cannot be exploited to simulate the effect on the fluid of a geometry which is different from the RATG in use.
 - ii. If the representation contains external bodywork surfaces on both sides of the centre plane of the car these must be symmetrical about this plane with the exception of the wheel bodywork defined by Article 3.13 of the Technical Regulations. Minimal exceptions for parts directly associated with the cooling of the power unit, or changes of car attitude allowed under sections 3d (roll and steer) and 4 will be permitted.
 - iii. Excluding permitted degrees of freedom for RWTT and changes in RCFDs, the substitution or replacement of any part of a RATG with a non-F1 car geometry, or the placement of any physical or computational boundary condition or solver setting, that simulates or attempts to simulate a modification to this RATG will be considered as a new RATG.
 - iv. Sections (or sub-models) of a RATG which is used for RCFDs may be created by removing geometry from the parent RATG and placing boundary conditions of velocity or pressure profiles generated entirely from the same RATG to replicate

the flow field resulting from the geometry that has been removed. This will not be considered as a new RATG provided any geometry within the section is identical to the parent RATG. Exceptionally where downstream portions of the RATG are removed these may be replaced with a single geometry approved for this purpose by the FIA.

- v. Sections (or sub-models) of a RATG used for RCFDs and created by removing geometry from a parent RATG may not be subsequently geometrically modified without being considered as a new RATG. Any boundary conditions of velocity or pressure profiles added in the process of creating the section (or sub-model) and used to replicate the flow field resulting from the geometry that has been removed may not be changed to boundary condition or profiles other than those generated from the parent RATG without being considered a new RATG.
 - vi. If the representation contains surfaces that represent components of more than one F1 car then it shall be construed as the equivalent number of RATGs. Excluding permitted degrees of freedom for RWTT and changes in RCFDs, any subsequent modification of the relative position of the representations of F1 cars will be considered as new RATGs equivalent to the number of F1 car representations.
 - vii. A baseline RATG is defined as a reference chosen from time to time that serves for comparison purposes.
- c. An Aerodynamic Testing Period (ATP) is a period of consecutive calendar weeks for the purposes of evaluation of the limits within this Article. As soon as one ATP ends a new one begins, with no gaps between them.

There will be 6 ATPs in any year. The dates of these periods will be as follows:

- i. Period 1 will start on 1 January and finish at the end of week 9.
- ii. Periods 2, 3 and 5 will run for exactly 8 weeks each.
- iii. Period 4 will run for 10 weeks, comprising the Summer Factory Shutdown described in Article 24.1.
- iv. Period 6 will end on the 31 December.

For the above definition, weeks are assumed to start on a Monday and week 1 is the first week of four days or more in the calendar year.

In exceptional circumstances the FIA may revise these ATP at its absolute discretion in accordance with changes or events likely to affect these restrictions.

- d. In the context of this Article the words bodywork and sprung suspension will have the same definition as those provided by Article 3 and Article 10 of the Technical Regulations.
- Any data acquired during Restricted Aerodynamic testing may only be available to the Competitor that acquired it through use of the restricted aerodynamic testing available to it in accordance with the limits in this Article.

2 Restricted Wind Tunnel Testing (RWTT)

RWTT may only be carried out in wind tunnels which have been nominated by the Competitor to the FIA. Each Competitor may nominate only one wind tunnel for use in any one twelve month period and declare it in writing to the FIA. For a new entrant, the nomination must be made no later than 7 days after the date on which it officially becomes a Competitor. No re-nominations may be made for at least 12 months. Nominations should include the facility location, unique identification of the wind tunnel and the scale of model and RATG to be used. The FIA will consider, at its absolute discretion, earlier or temporary nominations if a wind tunnel already nominated by a Competitor suffers a long term failure or for the purpose of evaluating alternative wind tunnels. If a different facility is to be used or if the existing facility is changed or upgraded, other than for routine maintenance or replacement, then a new declaration must be submitted to the FIA within one month of the change or at the time of submission of a testing period report whichever is earlier.

For the avoidance of doubt, any RWTT carried out on behalf of or for the benefit of the Competitor by an Associate, a contracted party of the Competitor or of any Associate of the Competitor or any external entity working on behalf of the Competitor or for its own purposes and subsequently providing the results of its work to a Competitor must take place in the wind tunnel nominated by the Competitor.

- a. The limits for RWTT will be the number of runs of RWTT, the amount of wind tunnel occupancy time and wind tunnel wind-on time.
 - i. During RWTT a single run will be deemed to commence each time the wind tunnel air speed rises above 5m/s and will end the first time thereafter it falls below 5m/s.
 - ii. During RWTT, once the wind tunnel air speed rises above 5m/s the RATG must remain fixed and unmodified until the wind tunnel air speed returns below 1m/s.
 - iii. Between runs of RWTT detail changes to the RATG and model are permitted.
- b. Wind on time is defined as the amount of time in hours summed over the ATP, where the wind tunnel air speed exceeds 15m/s for RWTT.
- c. During RWTT, the first shift of occupancy will be deemed to commence the first time the wind tunnel air speed is above 5m/s on a given calendar day, and will end at a time, declared by the Competitor, when the wind tunnel air speed falls below 5m/s on the same calendar day. A second shift of occupancy will be deemed to commence the first time the wind tunnel air speed is above 5m/s following the end of the first shift of occupancy (on the same calendar day) and will end, either when the wind tunnel air speed falls below 5m/s for the last time on the same calendar day or, at the end of the calendar day in the event a run is still in progress. Only two shifts of occupancy may be carried out in any one calendar day.
- d. In the event of a demonstrated wind tunnel failure or other Force Majeure the FIA will consider, at its absolute discretion, permitting additional occupancy to be used to compensate for that which is lost as a result.
- e. For the avoidance of doubt any RWTT performed for the Competitor by any Associate of the Competitor and/or by any contracted party of the Competitor or of any Associate of the Competitor or any external entity working on behalf of the Competitor or for its own

purposes and subsequently providing the results of its work to the Competitor during an ATP will be subject to these same limits as if the tests were performed by the Competitor.

3 RWTT Permitted technology

The following restrictions apply during RWTT:

- a. Only wind tunnels that use air at atmospheric pressure as the test fluid are permitted. Other than rotations of the RATG and model or ground plane about the yaw axis, designs which attempt to create curved flow conditions relative to the RATG are not permitted. For closed section wind tunnels adaption of vertical walls and the ceiling to improve air flow uniformity is permitted. Particle image velocimetry systems where the wind tunnel air transports a flow visualisation medium are permitted.
- b. No RWTT may be carried out using a scale model and RATG which is greater than 60% of full size neither may it be carried out at a wind tunnel air speed exceeding 50m/s measured relative to the scale model and RATG. Furthermore, during restricted wind tunnel testing the magnitude of the rate of change of the wind tunnel air speed measured relative to the scale model and RATG must be less than 4.5m/s^2 . The rate of change of the wind tunnel air speed will be defined as the derivative of wind tunnel air speed and smoothed using a moving average filter, centred on each sample, of period 0.5 seconds during each wind tunnel air speed ramp up and ramp down phase. These phases are defined as the periods when the wind tunnel air speed is varying between 15m/s and 95% of the maximum wind tunnel air speed during a run.
- c. Only one model and RATG may be used per run. A maximum of two models may be used and a single model change made per Competitor per 24 hour period. For the avoidance of doubt, a model in this context is defined by its underlying spine, motors and sensors.

In order to prevent testing which aims to develop for the 2026 season, from 1/12/2023 until 1/1/2025 inclusive, RWTT may only be carried out using a scale model that substantially complies with the 2023, 2024 or 2025 F1 Technical Regulations. With the exception of dyno testing aimed to develop brake system components with minimal air ducting and provided such tests do not concurrently test (or in any way provide incidental data or knowledge on) the performance or endurance of parts or systems classified as bodywork, no wind tunnel testing may be carried out using car geometry partially or wholly compliant with and/or substantially derived from drafts and/or published versions of the 2026 F1 Technical Regulations or FIA proposed 2026 bodywork geometries and concepts.

- d. The only permitted degrees of freedom of the model and RATG during a run of RWTT are:
 - i. Wheel rotation about the wheel axis
 - ii. Changes of ride height and roll angle relative to the ground plane and associated articulation of the elements representing the RATG suspension
 - iii. Changes of load applied to wheels through the elements representing the RATG suspension
 - iv. Steering of the front wheels
 - v. Changes of yaw angle relative to the incident air flow and/or ground plane

- vi. Simulation of differing exhaust flow
 - vii. Adjustment of the flap angle of the front wing for a RATG which is substantially compliant with the 2025 Technical Regulations, or the flap angles of the adjustable regions of the Front Wing Profiles (as defined by C3.10.10 of the 2026 Technical Regulations) for a RATG which is substantially compliant with the 2026 Technical Regulations.
 - viii. Adjustment of the incidence of the rearmost and uppermost element of the top rear wing for a RATG which is substantially compliant with the 2025 Technical Regulations, or the incidence of the RW Flap (as defined by C3.11.6 of the 2026 Technical Regulations) for a RATG which is substantially compliant with the 2026 Technical Regulations.
 - ix. Adjustment or operation of sensors
 - x. Application of flow visualisation liquids
- e. Changes of attitude of the model and RATG may not occur at a rate that requires changes of ride height at the front or rear axle centreline greater than the scale equivalent of 0.033 m/s on the full size F1 car and/or rotation about the yaw or roll axes at a rate greater than 1.0 deg./s.
 - f. Where non-rigid wind tunnel tyres are used for RWTT these may only be produced by the appointed tyre supplier. Furthermore, devices that actively modify the shape of the tyre during RWTT other than as a result of vertical and lateral loads reacted at the contact patch are not permitted. Tyre pressure control is permitted but the complete wheel must contain only a single fixed internal gas volume. Systems which apply lubricant directly or indirectly to the wind tunnel tyres in order to reduce friction at the contact patches are permitted.

4 Restricted CFD (RCFD) simulations

RCFDs are Computational Fluid Dynamics (CFD) simulations by a Competitor or any Associate of a Competitor and/or by any contracted party of a Competitor or of any Associate of a Competitor or any external entity working on behalf of a Competitor or for its own purposes and subsequently providing the results of its work to a Competitor of flows that are gaseous in the case of a F1 car and are not classified as power unit simulations. Any simulation of flows contained within the power unit cooling or lubrication systems, air, air/fuel mixtures, combustion process or products of combustion from a boundary commencing at the power unit's atmospheric air intake ducts, passing through the power unit and finishing at the exit of the exhaust tailpipe will be classified as a power unit simulation.

For the avoidance of doubt, if any CFD simulation (other than the power unit simulation defined above) reveals information to a Competitor or to an Associate of the Competitor whether directly, via a contracted party or via an external entity working on behalf of a Competitor or for its own purposes and subsequently providing the results of its work to a Competitor, about flows that are gaseous on a F1 car then it is a RCFD simulation. For example, any CFD simulations conducted at scales other than 1:1 or using non-gaseous fluids are still RCFDs as they reveal information about flows that are gaseous on the full size F1 car.

- a. A RCFDs refers to the pre-processing, the solver part or parts of the simulation process, and the post processing of the results of the simulation.
- i. Pre-processing refers to the meshing, decomposition and setup of the simulation.
 - ii. Solver refers to the program or programs that compute the solution of the equations describing the flow including any extension of the simulation or simulations involving additional numerical computation (for example but not limited, to adjoint computation).
 - iii. Post processing refers to the generation of representations of the flow solution that require numerical processing, for example but not limited to the computation of pressure coefficients, velocity, shear stress, flow streamlines or vorticity. Generation of videos or images displaying this information and any form or application of machine learning, deep learning or artificial intelligence (AI) based on simulation results is included in this definition.

During or prior to RCFDs the only permitted changes to the RATG are its attitude (ride height, roll, yaw, steer and associated tyre shape or contact patch) and front wing flap angle or rear wing rearmost and uppermost element incidence for a RATG which is substantially compliant with the 2025 Technical Regulations, or the flap angles of the adjustable regions of the Front Wing Profiles (as defined by C3.10.10 of the 2026 Technical Regulations) and incidence of the RW Flap (as defined by C3.11.6 of the 2026 Technical Regulations) for a RATG which is substantially compliant with the 2026 Technical Regulations. Furthermore, if a change in attitude causes an intersection between the Floor Bodywork and/or plank assembly and simulated ground plane, a local trim will be permitted to the Floor Bodywork and/or plank assembly only. Any trim must be the minimum required to remove the intersection, must be visible from below and must lie between $X_F=400$ and $X_R=0$. For avoidance of doubt, should any other changes be made to the RATG during any stage or pause in process ii. above (such as a morphing, or the addition or substitution of any boundary condition with the intent to replicate an alternative geometry) a new RATG must be counted each time a change occurs.

Changes to parts classified as LTC, TRC or OSC and contained entirely within the drum volume defined by article 3.13.2 and the scoop defined by article 3.13.3 of the Technical Regulations and outboard of $Y_W=0$ and only for the purpose of developing cooling are permitted.

Modifications to surface and volume mesh resolution and type provided they have the purpose of resolving and solving exactly the same geometry to a tolerance of 0.5mm scaled to a 1:1 car, as well as the extent of the far field domain, changing the simulation between a wind tunnel or track environment, initialisation, boundary conditions, solver settings and methodology are allowed. None of these modifications may be exploited to circumvent the requirements of the ATR by otherwise creating the effect of a change to the RATG. For the purposes of the ATR “far field” will be considered to be greater than 1m from any part of the F1 car or sub-component scaled to a 1:1 car.

A RATG may be used in RCFDs with geometry on only one side of the car centre plane, using a symmetric boundary condition on that plane, or with geometry on both sides of

the car centre plane, subject to the geometric symmetry requirements of section 1.b.ii. Changing between these two representations will not be considered a new RATG.

The addition of non-gaseous computational regions (including but not limited to coupled structural solver elements and conjugate heat transfer solid models) are not considered changes to the RATG provided that no geometric changes to the RATG itself take place during or prior to RCFDs.

The solver part or parts of all RCFDs must only be carried out using a compute resource that contains a set of homogeneous processing units and that has been nominated by the Competitor to the FIA. Each Competitor must declare to the FIA in writing the compute resources that are employed for the purpose of the solver part or parts of RCFD simulations. Floating, fixed point and integer operations from the solver part or parts of RCFD simulations must only run on and may not be offloaded from these CPU cores. From 1st January 2028 onwards, regulation will be introduced that will allow the use of GPU cores.

- b. The declaration of a compute resource by the Competitor to the FIA must include:
 - i. The computer or cluster identification, manufacturer, model and location and the manufacturer, name and full unique model number of the Processing Units.
 - ii. Number of processing unit cores in the compute resource.
 - iii. Processor speed at which each Processing Unit is configured to run at 100% CPU load (CCF). In order to prevent deliberate underclocking this value may not be lower than the standard or base clock frequency given by the Manufacturer's specification.

Any specification of compute resource declared must be available on a non-exclusive basis to all Competitors.

- c. If the compute resource is changed or upgraded then a new declaration must be submitted to the FIA within one month of the change or at the time of submission of a testing period report whichever is earlier. Such changes might include, but are not limited to, a change of the hardware specification, addition or removal of processing units or change of location of any part of the compute resource.
- d. The amount of compute resource used for the solve part or parts of all RCFDs shall be measured in Mega Allocation Unit hours (MAUh) and will be calculated as follows.

$$\text{AUh} = (\text{NCU} * \text{NSS} * \text{CCF}) / 3600$$

Where:

AUh = The total number of Unit hours allocated to a CFD solver run. An Allocation Unit hour represents the use of a unit of resource allocation for one hour (and 1 x MAUh = 1,000,000 x AUh). An Allocation Unit hour is equivalent to a core hour on a physical CPU core.

CCF = Peak Processing Unit clock frequency in GigaHertz achieved during the CFD solver run. This will be the peak frequency theoretically achievable during the run based on one of the following:

- i) The standard or base clock frequency value from the Processing Unit Manufacturer's specification (if overclocking or enhanced modes are not used in the run).
- ii) The maximum "turbo", "HPC" or other enhanced mode frequency value.
- iii) The maximum overclocked frequency value.

NCU = Number of Processing Unit cores used for the solver run. The effects of multi-threading, where simultaneous threads run on the same physical core will be ignored.

NSS = Number of solver wall clock seconds elapsed during the run. Message passing time during calculation must also be included.

All information required for auditing of this calculation must be present in the output from the run including the CCF value.

- e. Non-RCFDs can be made by a Competitor provided that:
 - i. They have been requested by the FIA and use a previously-simulated RATG, and that these simulations are run as specified by the FIA and the results made available to the FIA; or
 - ii. They use a unique RATG which has been simulated in CFD more than 30 months ago and are for the purpose of optimising CFD methodology; or
 - iii. They use an FIA approved CAD geometry provided to all Competitors on an equitable and transparent basis and are for the purpose of optimising CFD methodology; or
 - iv. Subject to v. and for the sole purpose of contributing toward the development of future regulations only, they use an FIA approved geometry provided for this purpose or as a basis for modification a unique RATG which has been simulated in CFD less than 30 months ago.
 - v. Non-RCFDs for future regulations are conditional on the full list and details of all such Non-RCFDs (including but not limited to geometries, attitudes, flow conditions) being approved by the FIA in advance of any work being carried out and full reports of the results being made available to all Competitors, via the FIA, with no team-specific Intellectual Property shared.
 - vi. They are carried out using only the nominated compute resources described above.
 - vii. The unique RATG or FIA approved geometry is not changed, added to, removed from, morphed or modified. Exceptions to this are permitted for the replacement of elements of the RATG or FIA approved geometry, with boundary conditions for the purposes of developing CFD sub-modelling methodology provided it does not attempt to simulate a modification to this RATG or FIA approved geometry, or where geometry changes are explicitly permitted and pre-approved by the FIA for the development of future regulations.

For the avoidance of doubt, any Non-RCFDs carried out on behalf of or for the benefit of the Competitor by an Associate, a contracted party of the Competitor or of any Associate of the Competitor or any external entity working on behalf of the Competitor or for its

own purposes and subsequently providing the results of its work to a Competitor must also meet all the requirements set out in 4.e above.

In order to prevent CFD simulations which aim to develop for the 2026 season, from 1/12/2023 until 1/1/2025 inclusive, RCFDs may only be carried out using geometries that substantially comply with the 2021-2025 F1 Technical Regulations. Except for the sole purpose of the development of brake system components and associated test rigs but excluding any development of parts or systems classified as bodywork, no RCFD simulations may be carried out using car geometry partially or wholly compliant with and/or substantially derived from drafts and/or published versions of the 2026 F1 Technical Regulations or FIA proposed 2026 bodywork geometries and concepts.

- f. In the case of Non-RCFDs using a unique RATG which has been simulated in CFD more than 30 months ago or Non-RCFDs using an FIA approved geometry, geometry manipulations (e.g. in CAD clean-up or meshing software) having the sole purpose of reproducing exactly the same geometry previously solved in CFD or represented in the FIA approved CAD model or list (to a tolerance of 1.5mm scaled to a 1:1 car) are allowed. This tolerance is introduced only to allow for unintentional and incidental changes in geometry detail caused by the revisions in software and process. For the avoidance of doubt, static changes to car attitude (ride height, roll, yaw, steer and associated tyre shape or contact patch) and front wing flap angle or rear wing rearmost and uppermost element incidence (for a RATG which is substantially compliant with the 2025 Technical Regulations) are permitted, as are changes to the flap angles of the adjustable regions of the Front Wing Profiles (as defined by C3.10.10 of the 2026 Technical Regulations) and incidence of the RW Flap (as defined by C3.11.6 of the 2026 Technical Regulations) for a RATG which is substantially compliant with the 2026 Technical Regulations. Furthermore, when using an FIA approved geometry the FIA may approve additional incidence changes to bodywork ("active aerodynamics") which will be clearly identified within the FIA approved CAD files and associated documentation.
- g. Modifications to surface and volume mesh resolution and type as well as the extent of the far field domain including changing the simulation between a wind tunnel or track environment, are allowed.
- h. The limits for RCFDs will be revised periodically, to take account of advances in CFD simulations.

5 Exceptions to the Aerodynamic Testing Restrictions (ATR)

- a. Any aerodynamic test conducted by an F1 car at any Competition or any aerodynamic test conducted by an F1 car during and at track testing as defined by Article 10 of the Sporting Regulations will not be considered as Restricted Aerodynamic testing.
- b. Wind tunnel testing solely for the development of power unit heat exchangers that reject heat to air, or the running of the power unit from a boundary commencing at the power unit air intake ducts, passing through the power unit and finishing at the exit of the exhaust tailpipe will not be considered as Restricted Aerodynamic testing, provided that there is no direct or indirect measurement of aerodynamic force during the test. In this context, pressure and flow measurements within a duct shall not be considered to be measurements of aerodynamic force.

- c. Steady state and dynamic engine dynamometer work with an F1 car or subcomponent will not be considered as Restricted Aerodynamic testing provided that:
 - i. The bodywork used in the test has no front wing assembly as described in Article 3.9 of the Technical Regulations) or rear wing assembly (described in Article 3.10 of the Technical Regulations) present.
 - ii. No devices designed to measure directly, or indirectly aerodynamic forces or flow field characteristics are installed in the facility used.
 - iii. No sensor installed on the car or subcomponent which are capable of measuring displacements, pressures or air flow direction of the external airstream resulting directly or indirectly from the incident air flow may be logged. Logging files have to be available, if required, during the independent audit inspection.
 - iv. The gas flow exiting from the exhaust system is ducted away from the testing area before impacting on any bodywork component (other than the exhaust itself).
- d. Wind tunnel testing solely for the development of brake systems (Article 11 of the Technical Regulations), wheels and tyres (Article 10 of the Technical Regulations), and for development and calibration of pressure sensing instrumentation (such as pitot tubes, multi-directional probes and Kiel tubes), provided such tests do not concurrently test, or in any way provide incidental data or knowledge on, the performance or endurance of parts or systems classified as bodywork will not be considered as Restricted Aerodynamic testing. Parts classified as wheel bodywork may be fitted for Wind tunnel testing solely for the development of brake systems, wheels and tyres.
- e. Wind tunnel testing that uses a RATG for the sole purpose of the conditioning of wind tunnel infrastructure or the development of wind tunnel infrastructure (including all of its sub-systems such as rolling road, model motion system, force balance, wind tunnel model spine, sensors etc.) and methodology may be performed and will not count towards the accumulation of runs, wind-on time, and occupancy subject to the testing complying with either of the following restrictions:
 - i. The front wing group and the rear wing group of the RATG must be removed from the wind tunnel for the duration of the testing. Alternatively, either one of or both the wing groups may be retained on the model, but each that remains must be fitted with a bluff cover that has been approved for this purpose by the FIA. The front and rear wing groups will be considered to be bodywork described by Articles 3.9 and 3.10 of the 2025 Technical Regulations respectively for a RATG which is substantially compliant with the 2025 Technical Regulations, or the bodywork described by Articles C3.10 and C3.11 of the 2026 Technical Regulations respectively for a RATG which is substantially compliant with the 2026 Technical Regulations.
 - ii. A RATG is used which is more than 12 months old, or represents an FIA approved CAD geometry provided for this purpose and that no modification is made to this previously tested RATG or FIA approved geometry.

During audit Competitors may be requested to demonstrate compliance of any such testing through the production of supporting data.

For the avoidance of doubt, any wind tunnel testing to develop bodywork parts other than as referred to above even without aerodynamic force measurement is within the definition of Restricted Aerodynamic testing.

6 Limits, Reporting, Inspection and Audit

- a. The limits for RWTT and RCFDs are as set out in the tables below where:
 - i. P is the Competitor's final position in the Constructors' Championship of the previous year for the first 3 Aerodynamic Testing Periods, or the position in the current Constructors' Championship at the end of the last day of the third Aerodynamic Testing Period, for the last 3 Aerodynamic Testing Periods.
 - ii. C is the coefficient (expressed in percentage form) by which the various parameters need to be multiplied in order to obtain the individual RWTT and RCFD limits for each Competitor. For RWTT Runs and RATGs the result of the multiplication will be rounded up to the nearest integer.

Wind tunnel limits for C=100%:

RWTT Runs	#	320
RWTT Wind On Time	hours	80
RWTT Occupancy	hours	400

CFD limits for C=100%:

3D new RATGs used for solve or solve part of all RCFDs	#	2000
Compute used for solve part or parts of all RCFDs	MAUh	6

Coefficient C as a function of Championship position, P in 2022-2025:

Championship Classification	P	1	2	3	4	5	6	7	8	9	10+ or New Team
Value of C	%	70	75	80	85	90	95	100	105	110	115

- b. In the event that a change in ATR limits is applicable to a Competitor after the start of an ATP, the change will be applied pro-rata according to the time remaining in the ATP during which the change occurs. At its absolute discretion and following a request from the Competitor the FIA may permit over or under use of available Restricted Aerodynamic testing in the ATP during which the change occurred to be amortised or absorbed over the subsequent ATP.
- c. In the event that the Championship order established at the end of the last day of the 3rd Aerodynamic Testing Period is subsequently changed following revisions to the results of a Competition or Competitions and therefore the limits applicable to certain Competitors change, the FIA will require Competitors to adjust Restricted Aerodynamic testing in order to comply with the revised limits from the start of the next ATP. At its absolute discretion the FIA may require or permit over or under use of available Restricted Aerodynamic testing in the ATP during which the change occurred to be amortised or absorbed before the end of the year.

- d. Each Competitor shall report to the FIA details of its RWTT and RCFDs for the preceding ATP within 14 days of the end of that ATP. The data must be provided in the exact format specified by the FIA, details of which may be found in the Appendix to the Technical and Sporting Regulations.
- e. Digital wind tunnel image files in colour and with sufficient unobstructed field of view of the wind tunnel working section to include the entire model must be recorded, referenced to other data collected and a copy saved including a unique time stamp to at least one second accuracy for the start of each individual run.

Should the FIA wish to access the images for inspection at any time they must be of adequate quality such that it is possible to use them to verify, for example, whether the front wing group (as described in Article 3.9 of the Technical Regulations) and rear wing group (as described in Article 3.10 of the Technical Regulations) are fitted. In the case of other runs deemed to be non-RWTT in the context of this Article, for example using a RATG greater than 12 months old, or using the approved wing covers, the images must also provide a clear visual reference to assist in verifying this aspect of the test.

- f. In order to permit RCFDs to continue across the end of an ATP an RATG that is used for solve or solve parts of RCFDs in an ATP may be used in any subsequent ATP subject to the requirements of Sections 1 and 4 above, without being counted again.
- g. The complete surface mesh subject to the solver part or parts of each RCFD and any non-RCFD that includes a representation of an F1 car must be recorded and stored for a period of at least 24 months or until an earlier deletion is agreed by the FIA. It must be referenced to all data relating to the RCFDs or non-RCFDs including but not limited to solution monitoring data and any boundary condition of velocity and pressure profiles applied to the far field or domain boundaries and clearly and uniquely identifiable. It must be possible from these data to verify any changes made to the RATG and identify each individual flow solution generated using it. It must be possible to trace RCFDs used to generate velocity or pressure profiles applied as boundary conditions in subsequent sections or sub-models of the RATG that have not been counted as new RATGs.
- h. A description correct at the start of the simulation or test of each RATG that is subject to RWTT or that is counted against the maximum permitted new RATGs for RCFDs in any ATP must be recorded with a clear description such that it is possible to easily identify the nature of the changes under evaluation. These descriptions will form part of the report required by Section 6. d) above.
- i. In order to verify the Restricted Aerodynamic testing facilities employed by the Competitors and as a means of assuring common application of the restrictions set out in this Article, the FIA will arrange for independent benchmarking inspections of both wind tunnel and CFD activities to be carried out from time to time. Recommendations arising from these inspections will be incorporated into this Article.
- j. Failure to comply with the limits of the ATR by a Competitor will result in a reduction of the limits that will apply to subsequent ATP or ATPs for that Competitor at the FIA's absolute discretion but by a minimum reduction equivalent to 10 multiples of the amount by which the relevant limit or limits were exceeded without prejudice to further appropriate action. (For example, if a Competitor carries out 325 restricted wind tunnel

runs against a maximum of 320 in an ATP, that Competitor shall only be permitted to make 270 restricted wind tunnel runs during the next ATP).

7 Movement of personnel

No Competitor may use movement of personnel involved in the development, design or testing of aerodynamic surfaces (whether employee, consultant, contractor, secondee or any other type of permanent or temporary personnel) with another Competitor, either directly or via an external entity, for the purpose of circumventing the requirements of this Article. In order that the FIA may be satisfied that any such movement of staff is compliant with this Article, each Competitor must inform the FIA of all relevant staff movements at the end of each ATP using the template which may be found in the Appendix to the Technical and Sporting Regulations and must demonstrate that they have implemented all reasonable measures to avoid the disclosure of information, data or designs between the Competitors involved.

APPENDIX 8

POWER UNIT TEST BENCH RESTRICTIONS

1 Engine dyno test limitations

a) Definitions:

- Engine Test Bench: An Engine Test Bench is either a Power Unit Test Bench, a Power Train Test Bench or a Full Car Dyno.
- Power Unit Test Bench: A test bench facility cell where a fired engine with more than 1 cylinder representative of a Formula One engine may be tested. In addition to test bench components, it may include and is limited to the following power unit and car components:
 - Items listed in Technical Regulations Appendix 3 column 1 (art 5.1.2 Defin) listed as 'INC'.
 - The clutch, flywheel, and clutch actuation system.
 - Fuel, engine oil and PU related liquids other than fuel and engine oil.
 - Heat exchangers and their associated accessories. (including but not limited to housings, tubes, pipes, hoses, supports, brackets and fasteners).
 - The PU intake upstream of compressor inlet up to and including the air filter.
 - The FIA Standard ECU.
 - The regulatory fuel flow meter (FFM).
 - Up to twelve M12 studs used to connect the ICE to the survival cell or gearbox case.
 - Additional items required for this test bench at the sole discretion of the FIA.
- Power Train Test Bench: A test bench facility cell where a fired engine and transmission can be tested together. In addition to test bench components, it may include and is limited to the following power unit and car components in addition to those included in a Power Unit Test Bench:
 - Items listed in Technical Regulations Appendix 3 column 1 (art 5.1.2 Defin) listed as 'EXC'.
 - A gearbox.
 - Driveshafts and any components associated with their operation (such as joints, grease and housings).
 - Heat exchangers for gearbox oil and accessories associated with their operation.
 - The complete car fuel system.
 - A survival cell or close representation of a survival cell.
 - Bodywork and air ducts or close representations of bodywork and air ducts associated with the air intake and exit of heat exchangers and compressor inlet, provided that it is for the sole purpose of representing air flow into or out of heat exchangers or the PU thermal environment.
 - Minimal suspension and steering systems required to solely and exclusively mount the survival cell and/or powertrain to the test bench facility.
 - Braking systems that are inoperable.
 - Additional items required for this test bench at the sole discretion of the FIA.

- Full Car Dyno: A test bench facility where a fired engine can be tested, where either:
 - o any car components that are not listed as included in a Power Train Test Bench are fitted or,
 - o more than two power take-offs / drives are utilised, or any power take-offs / drives are utilised on the front axles.
- Sole Purpose of Testing Power Units for Performance and Reliability: The testing of Power Units where car components or fluids supplied by each Competitor remain of the same fixed specification as the specification last used in the previous calendar year or may be changed in specification by each Competitor no more than once per calendar year with the express permission of the FIA and for the sole purpose of the evaluation of their effects on Power Unit performance and reliability. For a new supply arrangement with a Competitor a single specification of car components or fluids must be used for the entire calendar year.

Car components fitted to a Power Train Test Bench will no longer be classed as being provided for the sole purpose of testing power units for performance and reliability for the sum of all Power Train Test Bench operation for any type of test beyond the limit stated in Appendix 8 Item 1d) Limitations, irrespective of which Competitor's car components are fitted.

Car components in this definition are all components not listed in Technical Regulations Appendix 3 column 1 (art 5.1.2 Defin) 'INC'.

Car systems control configurations must remain unchanged other than for the sole purpose of ensuring the reliable operation of the test bench installation and with the express permission of the FIA.

- Test Bench Occupancy Hours: Time interval between first work in the bench and last work in the bench in any 24 hours calendar day. Work can be organized in shifts but only two shifts of occupancy may be carried out in any one calendar day. The first shift of occupancy will be deemed to commence the first time the engine speed is above 1000rpm on a given calendar day, or at the start of the calendar day if the engine speed is already above 1000rpm, and will end at a time, declared by the competitor, when the engine speed falls below 1000rpm on the same calendar day. A second shift of occupancy will be deemed to commence the first time the engine speed is above 1000rpm following the end of the first shift of occupancy (on the same calendar day) and will end, either when the engine speed falls below 1000rpm for the last time on the same calendar day or, at the end of the calendar day in the event a run is still in progress.
- Test Bench Operation Hours: Time with engine speed > 7500 RPM.
- Restricted Power Unit Testing: Restricted Power Unit Testing is any testing by a PU manufacturer, or any Related Party of that PU manufacturer, or any agent or sub-contractor of the PU manufacturer or any of its Related Parties, in a test environment of a complete or incomplete F1 PU, but always including the engine, in order to measure the torque produced by this assembly or any parameters related to the function of this assembly.
- Annual shutdown: Period when no occupancy hours nor operations hours may be incremented.

b) Facility Limitations:

- Allowed Power Unit Test Benches are:
 Power Unit stationary in space, installed with horizontal crankshaft.
 No more than one power take-off / drive.

No chassis force actuators.

Test cell pressure +/-10mBar of ambient. Methods to mimic reduced ambient pressure at the engine air inlet and exhaust exits are permitted.

- Allowed Power Train Test Benches are:

Power Unit stationary in space, installed with horizontal crankshaft.

No more than two power take-offs / drives.

No chassis force actuators.

Test cell pressure +/-10mBar of ambient. Methods to mimic reduced ambient pressure at the engine air inlet and exhaust exits are permitted.

- Allowed Full Car Dynos are:

Power Unit stationary in space, installed with horizontal crankshaft.

No chassis force actuators.

Test cell pressure +/-10mBar of ambient. Methods to mimic reduced ambient pressure at the engine air inlet and exhaust exits are permitted.

c) Implementation:

- Yearly limit divided into 10 weeks periods.
- The time limit for a 10 weeks period may be exceeded twice by up to 20% without being in breach if the time recorded for the complete year remains within the yearly limit.
- One single limit for all bench types (One number of test benches limit, One Occupancy hour limit, one Operation hour limit).
- Time monitoring based on declaration based on approved software measurement (Certified software application time counter, developed by the engine test bed automation supplier).
- Number of Engine test benches:
 - o Before the 1st of December of the preceding year: Declaration from the PU supplier of the identities (Name, description, location) of Power Unit Test Benches, Power Train Test Benches and Full Car Dynos to be used in a calendar year. This includes any bench whatever their location, ownership or duration of use during the calendar year.
 - o Should a Manufacturer suffer a demonstrated long-term failure of a bench or other Force Majeure the FIA will consider at its absolute discretion changes of declaration or temporary declaration.
 - o No later than 2 weeks after the end of each 10 week period:
 - Designation by the PU supplier of the benches that were used for the period
 - No limitation of the number of changes of bench type (between PUTB, PTTB and FCD) per calendar year but all benches must be among the ones declared at the start of the year (unless subject to the exception for 1st July 2022 updated declaration).
 - o In order to check on the hardware employed by the PU manufacturers and as a mean of assuring common application of the restrictions set out, the FIA will arrange for independent benchmarking inspections of dynos activities to be carried out from time to time.
 - o Any of the Engine test benches declared above may also be used for testing any element of a power unit constructed in order to comply with the 2026 Technical Regulations once

officially ratified or, in the absence of such regulations, with the agreed technical provisions of the 2026 Championship, as determined by the FIA.

- Test Bench occupancy and definition:

- o Sum of each individual bench occupancy hours:

Total Occupancy hours: OCH

$$OCH = \sum_{n=1}^{n=N} NOCHn$$

With:

- N = Number of test benches
 - NOCHn = Number of occupancy hours during the period for bench number n
- o Declaration 14 days after each 10 weeks period from PU manufacturers signed by top management.
 - o PU manufacturers must keep records of bench tests until 1 month after the end of the calendar year
 - o Photographic and component identification records must be retained for each period of occupancy that enable the FIA to confirm the Engine Test Bench definition and the purpose of testing.

- Test Bench Operation Hours:

- o Sum of each individual bench operation hours.

Total Operation hours: OPH

$$OPH = \sum_{n=1}^{n=N} NOPHn$$

With:

- N = Number of test benches
 - NOPHn = Number of operation hours during the period for bench number n
- o Declaration 14 days after each 10 weeks period from PU manufacturers signed by top management
 - o PU manufacturers must keep records of bench tests until 1 month after the end of the calendar year

d) Limitations:

Base:

Year	2022	2023	2024	2025
Max test benches per year	9	9	9	9
Max Occupancy hours per year	6000	4000	2880	1680
Max Occupancy hours per period	1200	800	2880	1680
Max Overall Operation hours per year	750	500	360	210
Max Overall Operation hours per period	150	100	360	210
Max Operation hours per year on a Power Train Test Bench where car components can be classed as being provided for the sole purpose of PU performance and reliability	150	100	100	100

This base dyno testing limitations includes the provision for any testing for a team for a calendar year (Including but not limited to gearbox, car systems, fuel and engine oil testing).

Should a PU supplier provide PU's for use during the 2022-25 Championships to other customer Competitors who design any of their own car components as listed below or who have their own fuel or oil supplier, a quota of 30 additional operation hours will be allocated per calendar year and per additional customer Competitor. This quota to be used only during a maximum of six separate periods of up to three weeks each for the testing of Current generation PU for any combination of the components subject to agreement with the PU supplier and the FIA:

- Gearbox and/or gearbox case
- Exhaust system up to the turbine inlet and/or beyond turbine exit and WG exit
- Heat exchangers, their associated accessories and coolant header tanks
- Clutch and clutch actuation system between the PU and the gearbox
- Fuel system operating at less than 10 barG and its associated accessories
- Hydraulic system and hydraulic heat exchangers, other than servo valve(s) and actuator(s) for PU control

These additional operation hours will not be included in the sum of the operational hours stated in Appendix 8 Item 1a) '*Sole Purpose of Testing Power Units for Performance and Reliability*' and will be specifically and exclusively for the following:

- Approving the items listed
- and / or for the sole purpose of the evaluation of the effects of the car components defined on a Power Train Test Bench on Power Unit performance and reliability.

Should an additional customer team requests to its PU supplier and the FIA to be able to run with a fuel and/or an engine oil different to the one(s) that is(are) already homologated for use with their engine; and should the PU supplier considers that this fuel and/or engine oil is(are) ready to be used in race Competitions, the PU supplier may request approval of this(ese) fuel and/or engine oil. Once this(ese) fuel and/or engine oil are approved, an extra allocation of 30 operation hours for the testing of Current generation PU may be given by the FIA specifically and exclusively for endurance validation of this(ese) fuel and/or engine oil. This extra allocation can only happen a maximum of 2 times per championship season in 2022 and 1 time per championship season from 2023 onwards.

In all cases, these additional hours must be jointly declared to FIA by the PU supplier and the customer team.

Additional occupancy hours to support the additional operation hours above will be granted at a ratio of 8:1

e) Exceptions:

ICE motoring, i.e., any activity done on a PUTB with no ignition and not showing any positive torque for the whole recorded activity, will not be counted towards the Operation or Occupancy hours of these PUTBs.

Testing activities using any element of a power unit constructed in order to comply with the 2026 Technical Regulations once officially ratified or, in the absence of such regulations, with the agreed technical provisions of the 2026 Championship, as determined by the FIA are not

counted either for occupancy or operation. Any such testing activity must not be contrived to provide benefit for any other power unit development.

2 ERS dyno limitations

a) Definitions:

- **ERS Test Bench:** An ERS test bench is either an ES test bench, a Power Electronics test bench and/or an MGU test bench.
- **ES Test Bench:** Test bench facility cell where a complete ES representative of a Formula One ES may be tested. This excludes test bench falling into the Engine test bench definition.
- **MGU Test Bench:** Test bench facility cell where an MGU (MGU-H or MGU-K) representative of a Formula One part can be tested. This excludes test bench falling into the Engine test bench definition.
- **Power Electronics Test Bench:** Test bench facility cell where an ERS Control Unit, representative of a Formula One part can be tested. This excludes test bench falling into the Engine test bench definition.
- **Test Bench Occupancy Hours:** Time interval between first work in the bench and last work in the bench in any 24 hours calendar day. Work can be organized in shifts but only two shifts of occupancy may be carried out in any one calendar day. The first shift of occupancy will be deemed to commence the first time the current in or out of the tested system is above 10 Amp or when MGU speed is above 1000 rpm on a given calendar day, or at the start of the calendar day if these criteria are already met, and will end at a time, declared by the competitor, when these criteria are no more met on the same calendar day. A second shift of occupancy will be deemed to commence the first time the current in or out of the tested system is above 10 Amp or when MGU speed is above 1000 rpm following the end of the first shift of occupancy (on the same calendar day) and will end, either when these criteria are no more met for the last time on the same calendar day or, at the end of the calendar day in the event a run is still in progress
- **Test Bench Operation Hours:** Time with current in or out of the tested system above 10 Amps or time with MGU speed above 1000 rpm.
- **Restricted ERS Testing:** Restricted ERS Testing is any testing by a PU manufacturer, or any Related Party of that PU manufacturer, or any agent or sub-contractor of the PU manufacturer or any of its Related Parties, in a test environment of a complete or incomplete F1 ERS system, but always including at least 3 out of 5 of the main ERS components (ES, CU-H, CU-K, MGU-K, MGU-H) in order to measure any parameters related to the function of this assembly. Testing falling into the scope of the Engine dyno limitation are outside this restriction. Any sign off test or end of line test are included.
- **Annual shutdown:** Period when no occupancy hours nor operations hours may be incremented.

b) Facility Limitations:

- **Allowed ES Test Benches are:**

Any bench where an ES can be installed and run.

This includes the benches where other PU elements can be tested as, for example, the engine.

ES stationary in space.

- Allowed MGU Test Benches are:

Any bench where an MGU can be installed and run.

This includes the benches where other PU elements can be tested as, for example, the engine.

MGU stationary in space, installed with horizontal shaft.

MGU-K and MGU-H can be tested simultaneously but no more than one MGU of the same type (ie: MGU-K or MGU-H) can be tested at the same time.

It is permissible to use MGU-K and MGU-H hardware that is at least two years old within the test bench solely as a dynamometers, and these may be controlled using CU's that are also at least two years old. These devices must be declared to the FIA

No chassis force actuators.

- Allowed Power Electronics Test Benches are:

Any bench where an ERS Control Unit it can be installed and run.

This includes the benches where other PU elements can be tested as, for example, the engine.

CU stationary in space

c) Implementation:

- Yearly limit divided into 10 weeks periods.
- The time limit for a 10 weeks period may be exceeded twice by up to 20% without being in breach if the time recorded for the complete year remains within the yearly limit.
- One single limit for all bench types (One number of test benches limit, One Occupancy hour limit, one Operation hour limit).
- Time monitoring based on declaration based on approved software measurement (Certified software application time counter, developed by the ERS test bed automation supplier.)
- Number of ERS Test Bench:
 - o Before the 1st of December of the preceding year: Declaration from the PU supplier of the identities (Name, description, location) of ERS test benches to be used in a calendar year. This includes any bench whatever their location, ownership or duration of use during the calendar year.
 - o Should a Manufacturer suffer a demonstrated long-term failure of a bench or other Force Majeure the FIA will consider at its absolute discretion changes of nomination or temporary nomination.
 - o No later than 2 weeks after the end of each 10 week period:
 - Designation by the PU supplier of the benches that were used for the period
 - For Restricted Current generation ERS testing no limitation of the number of changes of bench type per calendar year but all benches must be among the ones declared at the start of the year.
 - o In order to check on the hardware employed by the PU manufacturers and as a mean of assuring common application of the restrictions set out, the FIA will arrange for independent benchmarking inspections of dynos activities to be carried out from time to time.
 - o Any of the ERS test benches declared above may also be used for testing any element of an ERS constructed in order to comply with the 2026 Technical Regulations once officially

ratified or, in the absence of such regulations, with the agreed technical provisions of the 2026 Championship, as determined by the FIA.

- Test bench occupancy:

- o Sum of each individual bench occupancy hours:

Total Occupancy hours: OCH

$$OCH = \sum_{n=1}^{n=N} NOCHn$$

With:

- N = Number of test benches
- NOCHn= Number of occupancy hours during the period for bench number n
- o Declaration 14 days after each 10 weeks period from PU manufacturers signed by top management.
- o PU manufacturers must keep records of bench tests until 1 month after the end of the calendar year

- Test Bench Operation Hours:

- o Sum of each individual bench operation hours.

Total Operation hours: OPH

$$OPH = \sum_{n=1}^{n=N} NOPHn$$

With:

- N = Number of test benches
- NOPHn= Number of operation hours during the period for bench number n
- o Declaration 14 days after each 10 weeks period from PU manufacturers signed by top management
- o PU manufacturers must keep records of bench tests until 1 month after the end of the calendar year

d) Limitations:

Year	2022	2023	2024	2025
Max test benches	4	4	4	4
Max Occupancy hours per year	1600	1200	880	480
Max Occupancy hours per period	320	240	880	480
Max Operation hours per year	400	300	210	110
Max Operation hours per period	80	60	210	110

e) Exceptions:

Testing activities using any element of an ERS constructed in order to comply with the 2026 Technical Regulations once officially ratified or, in the absence of such regulations, with the agreed technical provisions of the 2026 Championship, as determined by the FIA are not counted either for occupancy or operation. Any such testing activity must not be contrived to provide benefit for any other ERS development.

APPENDIX 9

APPROVED CHANGES FOR SUBSEQUENT YEARS

Convention:

Dark red text: All changes previously agreed for subsequent years

Dark red highlighted (yellow) text: new changes for subsequent years, approved by the WMSC

1 Changes for 2026