



FIA DRIVER CATEGORISATIONS REGULATIONS

GENERAL PRINCIPLES

- An FIA Driver Categorisation list has replaced the former FIA WEC and FIA GT3 lists from 2015 onwards.
- The FIA Driver Categorisation is the basis for all FIA Championships that use a driver system, and can be adopted by any series, which are free to make any modifications they wish (as long as these are clearly visible).
- All series that will be using the FIA Driver Categorisation must include in their regulations a provision specifying that they must refer to this categorisation system.
- If a Competition uses the FIA system, it may not use a second categorisation system.
- Any series which aims to use the FIA Driver Categorisation list should provide the contact information of a person who will be able to provide good advice about the series, the races and the drivers taking part.
- The initial categorisation is based on the driver's age and career record, which may be adjusted in subsequent seasons according to the recorded race pace and results of the series that are using the categorisation system.
- All series using this system will be requested to submit standardised data after each race to the FIA administration.
- All series shall make an official statement if they use the FIA Driver Categorisation system.
- Any series may retain the right to adjust the categorisation to the specific nature of their own series.
- Drivers will be removed from the list after 3 years should the Committee have insufficient data.
- The list of competitors allowed to take part in any competition will indicate the category attributed to each driver.
- Any driver requesting a categorisation must specify in which series he is taking part.
- Drivers who have not been categorised will not be allowed to take part in any competition which depends on driver categorisation.
- Any such driver given a temporary categorisation exemption will be indicated on the entry list with an asterisk or other marking. The conditions and regulations governing this should be specified in the sporting regulations of the series in question
- The "bronze", "silver", "gold" and "platinum" designations are "FIA copyright". If a championship does not use the FIA Driver Categorisation, it cannot use these designations as they are.
- A national series may use the FIA Driver Categorisation system.

ADMINISTRATIVE MATTERS

- Drivers wishing to compete in any Series using the FIA categorisation process must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the first competition in which they wish to take part, using the following link <http://private.fia.com/categorisation>. The drivers will normally be informed of their categorisation at the latest two weeks from the Friday after which they submit their request.
- The fees for initial categorisation and re-categorisation must be sent to the FIA administration, and will be in the amount of 150 euros for initial categorisation and 250 euros for re-categorisation . Decisions by the FIA administration may be reviewed at the request of the driver alone within 15 days of the communication of the Categorisation Committee's decision, and at a cost of 250 euros , backed up by all the necessary proof and documents. Without proof, the request will not be examined.
- Only the driver can contest the Committee's decision. Therefore, the direct email address of the driver (and not that of the team manager or any other representative) must be entered on the request form.
- Only one request for re-categorisation will be accepted. Once the 15-day period has passed, the categorisation cannot change until the end of the year.
- The fee for an emergency categorisation request, for which a reply is required within 8 days, will be 350 euros.
- It is the duty of a driver to submit a new request for categorisation before the start of the season if he/she is aware of a career event that would indicate a change of category.
- A driver is obliged to immediately inform the FIA Drivers Categorisation Committee during the season in case of getting the status of a factory driver.
- New requests can be made at any point in the year. Current drivers may request a review, which must be received by 30 September for consideration for the following year. Any re-categorisation by the Committee on the basis of data received will be published by 15 November at the latest. Protests against this new categorisation must be submitted within two weeks of publication. The definitive list will be published in the first week of December. Exceptional cases will be handled by the Committee during the season.
- The Panel of Stewards of any Series may provisionally categorise drivers who announce themselves with their record of achievements after a competition has already begun. A fee may be charged for this, the amount of which will depend on the Series concerned. Any such provisional categorisations will not constitute an FIA categorisation. It is the duty of the series to send the result of the provisional categorization and the driver's contact details to the FIA Driver Categorisation committee within three days of the event.
- Driver Evaluation Procedure

Drivers will be evaluated initially on their record of achievements (age + career record), then on their average time during the races.

Each Series using the FIA Driver Categorisation is requested to provide the following information after each race:

- A "cahier des charges" will be provided to the promoters about timekeeping. On the other side, someone on the Driver Categorisation Committee will be responsible for compiling all the data received.
- There is a need for good coordination with the promoters and timekeepers in order to collect time sheets.
- The Timekeepers are requested to provide a file after each race listing all the drivers and their 10 fastest laps.
- These laps will be used to calculate the average lap time per driver. Any laps that are significantly out of line must be discounted (for example, if most laps are around 1:51, discount a lap of 2:30 or 3:00 which is likely to indicate a problem on that lap).
- The drivers must be sorted by average lap time.
- The gap between each driver and the fastest driver in that race is to be calculated.
- Setting of time ranges per category of driver (platinum, gold, silver, bronze).
- External factors which might influence performance should be known, such as weather conditions, race incidents, or any other factor that might have an influence on the race.
- Each Series must send the Driver Categorisation Committee one Excel file, with each race of a competition in a different tab.
- The file should contain Series Name, Race Name, Circuit and Weather Conditions, as well as anything else that could affect the results. The results of the race and the qualifying must be provided.
- There is a re-categorisation of a driver if his time does not correspond to the required time range of his category. This re-categorisation can only happen between seasons.

DEFINITIONS OF THE CATEGORISATIONS:

PLATINUM: professional driver satisfying at least two of the following criteria:

- has held a Super Licence (for Formula One);
- has won the Le Mans 24 Hours in a professional category (LMP1 / LMGTE Pro);
- has won the FIA World Endurance Championship in a professional category;
- has been a Factory Driver, paid by a car manufacturer, with results to match;
- has finished in the top 5 in the general classification in the FIA International F3000, CART/Champcar, IRL, IndyCar or GP2; all FIA World Championships and FIA World Cups; Grand-Am Rolex series (DP only); and FIA Formula E Championship.
- has finished in the top 3 in the general classification of an F3 international series* (FIA F3, British/EuroF3 until 2011) or major international single-seater championship* (Example: F2, Nissan World Series, Formula Renault 3.5, etc.);
- has won the International V8 Supercars Championship;
- has won the Porsche Supercup;
- has won the American Le Mans Series in a professional category;
- has won the IMSA Sportscar Championship in a professional category;
- satisfies 3 or more Gold criteria (including repetition of the same criteria);

- is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as Platinum by the FIA.

**Non-exhaustive list*

GOLD: amateur or professional driver in FIA international and national series satisfying at least one of the following criteria:

- satisfies one criterion from platinum;
- has finished in the top 3 in the general classification of a secondary international single-seater series * (A1 GP, GP3, Renault V6, Superleague, Eurocup FR2.0, Firestone Indy Lights);
- has won the general classification of a regional or national single-seater series * (F3, FR2.0, Atlantic Championship up to and including 2009, Euro V8 Series);
- has finished in the top 3 in the general classification of the Porsche Supercup / DTM / BTCC / Super GT series or won a major national Porsche Carrera Cup;
- has finished in the top 3 in the general classification of the International V8 Supercars Championship;
- has won a major GT series* (FIA GT, Blancpain GT Series (Pro), FIA GT1 World Championship, FIA GT3 European Championship, ADAC GT Masters, British GT Championship, GT Asia) or GT category of a major Sportscar series* (ILMC, ELMS, ALMS, Asian Le Mans Series, LMP2 WEC, IMSA Sportscar Championship) with driver(s) of a lower or the same categorisation;
- has raced in championships counting towards Article 5.1.7(a) of Appendix L of the International Sporting Code with racing wins, podiums and pole positions;
- is a driver, otherwise categorised as Silver, whose average lap time is consistently as fast or faster over the majority of the season than the average lap time of Gold drivers competing in the same event of the season
- is a driver whose main professional activity is based around motor sport, and whose performances and achievements, despite not being covered by one of the definitions above, may be considered as Gold by the FIA.

**Non-exhaustive list*

SILVER: amateur driver satisfying at least one of the following criteria:

- driver aged under 30 and not satisfying the criteria of categories Platinum and Gold;
- driver who has finished in 1st place in the general classification of regional or major national championships or international series, or has won a major endurance race;
- driver who has won a non-professional drivers' series* (Ferrari Challenge, Maserati Trophy, Lamborghini Supertrophy, Porsche GT3 Cup Challenge) or a regional, national or international single-make lower category series organised by a Manufacturer (not including Series which are restricted only to Bronze drivers);
- has competed competitively in high-level international karting competitions;
- is a driver, otherwise categorised as Bronze, whose average lap time is consistently as fast or faster over the majority of the season than the average lap time of Silver drivers competing in the same event of the season

- driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as Silver by the FIA.

**Non-exhaustive list*

BRONZE: amateur driver.

- any driver who was over 30 years old when his/her first licence was issued, and who has little or no single-seater experience;
- any driver over 30, previously categorised as Silver, but with no significant results (titles, pole positions or race wins);
- any driver under 30 years old with a licence issued for the first time during the year of his first categorisation.

The following apply to all categorisations:

- The driver categorisation of any driver over 50 years old will be reduced by one grade for the season following his/her 50th birthday;
- The driver categorisation of any driver over 55 will be reduced by two grades for the season following his/her 55th birthday;
- Any driver over 60 will be categorised Bronze;
- Any driver who has downgraded in the 3-year period before his 50th, 55th and 60th birthdays will not be downgraded again.
- A driver aged over 30 years old who has been out of racing for at least five years (no more than one race per year) may return to racing one grade lower than the grade indicated by his/her career record, to be reviewed after one year;
- It is not possible to cumulate downgrades of categories due to age and due to absence from racing for at least five years (as above);
- Once a driver has been downgraded because of his age, he will not be upgraded again, unless he gets the status of a factory driver;
- An active factory driver cannot be downgraded below the Gold category;
- A driver's category will not be adjusted during the year due to a change in circumstances as listed above (e.g. winning Le Mans). This does not apply to errors or to deliberately withheld information, or to drivers being named as factory drivers before the season of the specific series in which they are taking part.
- Results from series or races contested over 10 years ago may be excluded from examination on decision of the Committee, on condition that they are combined with recent proof of lap times;
- Special cases will be examined at the FIA's discretion.

After a driver has raced in any monitored series for a minimum of one season, his/her categorisation may be adjusted according to the monitored race pace, with the exception of drivers under 30 with race experience who will remain Silver as a minimum.