



FIA DRIVER CATEGORISATION REGULATIONS

1 GENERAL PRINCIPLES

The FIA Driver Categorisations are determined by the decisions taken by the FIA Driver Categorisation Committee members. The Committee consists of representatives of the main series that use the Categorisations, who are advised by members of the FIA Drivers' Commission and assisted by the FIA Administration.

The FIA Driver Categorisation is the basis for all FIA Championships that use a driver categorisation system, and can be adopted by any series. A national series may use the FIA Driver Categorisation system.

- 1.1 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 to describe the categorisation of drivers.
- 1.2 Any series that will be using the FIA Driver Categorisation must include in its regulations a provision specifying that it will refer to this categorisation system.
- 1.3 All International series shall declare their use of the FIA Driver Categorisation system when registering their Series with the FIA.
- 1.4 Any other series shall make an official statement to the FIA Driver Categorisation Committee to confirm that they will be using the FIA Driver Categorisation system. They 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 contact details of this person should be sent by email to driverscategorisation@fia.com.
- 1.5 All series using this system will be requested to submit standardised data after each race and download it to the platform FIA Box, accessible via the FIA website. For credentials please contact the FIA administration at the email address driverscategorisation@fia.com.
- 1.6 If a series uses the FIA system it may not use a second categorisation system, except as described in 1.12 below.
- 1.7 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.

- 1.8 No driver may be categorised before he or she reaches his or her sixteenth birthday. Any requests for categorisation received before a driver is aged 16 will be valid only from his or her sixteenth birthday.
- 1.9 Any driver requesting a categorisation must specify in which series he or she plans to take part.
- 1.10 The list of competitors allowed to take part in any competition will indicate the category attributed to each driver.
- 1.11 Any series may retain the right to adjust the categorisation to the specific nature of that series. The conditions and regulations governing this should be specified in the sporting regulations of the series in question.
- 1.12 Any driver who is given a temporary categorisation exemption will be indicated on the entry list with an asterisk or other marking.
- 1.13 Drivers who have not been categorised will not be allowed to take part in any competition which depends on driver categorisation, with the exception of provisional categorisations in accordance with Article 4.

2 INITIAL CATEGORISATION REQUESTS

- 2.1 New requests can be made at any point in the year.
- 2.2 Drivers wishing to compete in Competitions using the FIA categorisation system must complete an online application, truthfully and comprehensively: <https://driverscategorisation.fia.com>.
- 2.3 The fees for initial categorisation, in the amount of €150, must be sent to the FIA administration. The decision will be given within 15 days of the application being completed.
- 2.4 The fee for drivers requesting an emergency initial categorisation, and needing a reply within seven days, will be €350.
- 2.5 Decisions by the FIA administration may be reviewed at the request of the driver alone, using his or her unique (or “own”) email address, within 15 days of the publication of the Categorisation Committee’s decision, and at a cost of €250, backed up by all the necessary proof and documents. Without proof (notably data-based analysis), the request will not be examined.
- 2.6 Only one request for review of the decision on categorisation will be accepted. Once the 15-day period has passed, the categorisation cannot be re-assessed except in accordance with Article 3.
- 2.7 Exceptional cases will be handled by the Committee during the season, at the Committee’s sole discretion.

3 ANNUAL REVISION OF CATEGORISATIONS

- 3.1 Drivers who are on the current categorisation list may request a revision at any point during the season but by 15 September at the latest, for consideration for the following calendar year.
- 3.2 The Committee will also decide at the same time regarding any requests for re-categorisation from Series Organisers, or according to Age or Championship Results.
- 3.3 Any re-categorisation by the Committee on the basis of data received will be published by 15 November at the latest.
- 3.4 Drivers whose category has been changed, those whose request for revision has not been accepted, or those who expected to but did not receive a change due to their age, may challenge this new categorisation within two weeks of the list's publication on the FIA website, at a cost of €250. Any such challenge must include new data or information in order to be considered. No requests for review from any other driver will be accepted.
- 3.5 Downgrades due to age alone (after 50, 55 and 60 years of age) will be free of charge and no request for revision needs to be entered for these cases.
- 3.6 The FIA Driver Categorisation public list will be considered definitive after the first week of December, except for new categorisation requests and relevant cases outlined in Article 9.
- 3.7 The dates stated in this article are given as a reference. Any changes or delays will be communicated via a Bulletin.

4 ANNUAL REVISION OF CATEGORISATIONS FOR SERIES SPANNING ACROSS TWO YEARS

- 4.1 Championships or Series which use the Driver Categorisation System and which have a season spanning across two calendar years, or those which take place after the Annual Revision of Categorisation Meeting, must submit their requested changes within one month of the end of their season. The exact dates will be announced by the Committee in collaboration with the Series in question.
- 4.2 The Committee will decide on these requested categorisation changes. The changes will apply for the following calendar year for all Series, but may be used by any series with a Winter Series for their next season.
- 4.3 Any Drivers having requested a change of categorisation mentioning their planned participation in any such Series may have their cases examined at the same time.
- 4.4 The Championship or Series in question will clarify in its regulations which Categorisation will apply for any such driver.

5 PROVISIONAL CATEGORISATIONS

- 5.1 The Panel of Stewards of any Series, or an equivalent body for National Series, may provisionally categorise drivers in accordance with these Regulations up until the end of the administrative checks. A fee must be charged for this, the amount of which will depend on the Series concerned but which should not be lower than the FIA categorisation fee.
- 5.2 Any such provisional categorisations will not constitute an FIA categorisation. Provisionally categorised drivers must undertake the steps described in Article 2 without delay and specify in their request that they have been provisionally categorised.
- 5.3 The Organiser of each Series is requested to inform the Driver Categorisation Committee of any such provisional categorisations by email on driverscategorisation@fia.com.

6 DRIVER EVALUATION PROCEDURE

- 6.1 Drivers will be evaluated initially on their record of achievements (age + career record), then on their overall performance during races (measured as per Article 6.4 and according to the criteria listed under Article 8).
- 6.2 After a driver has received an initial categorisation, this may be adjusted according to their monitored race pace after their first season in a monitored series, with the exception of drivers under the age of 27 who will remain Silver as a minimum.
- 6.3 After a driver has raced in any monitored series for a minimum of three seasons, taking part in at least 75% of the Events in that Series, with an average lap time consistently as slow as or slower than the average lap time of drivers of a lower grade competing in the same event, he or she may be considered for a downgrade at the end of the year, with the exception of drivers under 27 who will remain Silver as a minimum.
- 6.4 Average calculations are performed based on the lap times set by each driver during the races which have taken place during a season. For Sprint races, the ten fastest laps are used. For endurance races, 20 laps are recommended where possible.
- 6.5 There may be a re-categorisation of a driver if his or her time does not correspond to the expected time range of his or her category. This re-categorisation can only happen between seasons.

7 DATA COLLECTION AND SUBMISSION

- 7.1 Each Series using the Categorisation is requested to provide the following information by the end of the season.

7.2 For each race, the Organisers are requested to provide a CSV file listing all the drivers and their 10 or 20 fastest racing laps. The class, car number, Team name and car type should also be included. The document must include the Series Name, Race Name, Circuit and Weather Conditions.

7.3 Organisers must also note any significant information related to the race (for example, a long safety car period or serious weather problems, mainly in sprint races, which could affect the calculations, or anything that changes the results, such as success ballast) and provide pdf versions of the race and qualifying results.

7.4 Drivers submitting data for consideration by the Committee should present information in manner complying with Article 7.2 and 7.3 as a minimum. The name of the applicant driver and his or her categorisation should appear clearly, as well as those of competing drivers. Qualifying and Free Practice (or private testing laps) will not be considered. The submission of compiled standard timing analysis, displaying performance over the course of one or more seasons, is strongly recommended.

7.5 The information above must be supplied to the following email address : xxxx

8 DEFINITIONS OF THE CATEGORISATIONS

8.1 A driver's initial categorisation is established primarily based on his or her record of achievements (age and career record) as listed below. Continuing categorisation is determined on the assessment of his or her average times during the races and also on his or her standing within the criteria listed below. The absence of lap times (non-participation) does not demonstrate declining performance.

8.2 PLATINUM

A driver satisfying at least two of the following criteria:

- satisfies 3 or more Gold criteria (including repetition of the same criteria);
- is (or was) a Super Licence holder, practice licences excluded;
- Is (or was) a works driver, paid by a car manufacturer, with results to match;
- is a driver whose performances and achievements, despite not being covered by one of the definitions above or below, may be considered as Platinum by the FIA.

Career record criteria:

- has won:
 - the Le Mans 24 Hours in a professional category (Hypercar, LMP1 or LMGTE Pro);
 - the FIA World Endurance Championship in a professional category (Hypercar, LMP1 or LMGTE Pro);
 - the V8 Supercars Championship;
 - the Porsche Supercup;
 - the American Le Mans Series or IMSA SportsCar Championship in a professional category;

- The Nascar Cup Championship.
- has finished in the top 5 in the general classification of:
 - FIA Formula 2/GP2/FIA International F3000; CART/ChampCar/IRL/IndyCar;
 - all FIA World Championships and FIA World Cups (excluding the FIA GT Nations Cup, the FIA Motorsport Games);
 - IMSA P or DPi;
 - FIA Formula E Championship until 2020.
- has finished in the top 3 in the general classification of:
 - A major international single-seater championship* (Example: Nissan World Series, Formula Renault 3.5, Super Formula etc.);
 - An F3 international series*, or equivalent (FIA F3, British/EuroF3 until 2011).

**Non-exhaustive list*

8.3 GOLD

A driver satisfying at least one of the following criteria:

- is a driver who satisfies one criterion from platinum;
- is a driver whose average lap time has been consistently as fast as or faster over the majority of the season than the average lap time of Gold drivers competing in the same event of the season (if this time factor was not taken into account, the driver would be categorised as Silver);
- is a driver named by a manufacturer as a 'junior driver' or other similar title, with lap times to match those of a Gold driver;
- 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 or below, may be considered as Gold by the FIA.

Career record criteria:

- 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);
 - A major GT series* (FIA GT, GT World Challenge, Blancpain GT Series (Pro), FIA GT1 World Championship, FIA GT3 European Championship, ADAC GT Masters, British GT Championship, Blancpain GT Series Asia, GT Asia, DTM from 2021 onwards);
 - A category of a major Sportscar series* (ILMC, ELMS, ALMS, Asian Le Mans Series, WEC, IMSA Sportscar Championship) with driver(s) of a lower or the same categorisation (GT4 and LMP3 categories are not included);
 - A major national Porsche Carrera Cup, TC Europe, TC2000 or the BTCC;
 - The NASCAR Xfinity or Nationwide championship.

- 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);
 - the V8 Supercars Championship; the Porsche Supercup / DTM (until 2020) / Super GT (GT500 or GT300) / Stock Car Brasil (2016 onwards), the NASCAR Cup Championship.
- Has finished:
 - on the podium of the following series on three or more occasions in one calendar season: FIA Formula 2, FIA Formula 3, GP2, GP3 and Super Formula since 2012.

**Non-exhaustive list*

8.4 SILVER

A driver satisfying at least one of the following criteria:

- is a driver aged under 30 and not satisfying the criteria of categories Platinum and Gold;
- is a driver whose average lap time has been consistently as fast as or faster over the majority of the season than the average lap time of Silver drivers competing in the same event of the season (if this time factor was not taken into account, the driver would be categorised as Bronze);
- is a driver who is actively involved in race coaching and instructing with race times to match;
- is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as Silver by the FIA.

Career record criteria:

- Has won:
 - the general classification of regional or major national championships or international series;
 - an endurance race with cars of GT3 level or higher with drivers of the same or lower categorisation;
 - a significant non-professional drivers' series* (Ferrari Challenge, Maserati Trophy, Lamborghini Super Trofeo, Porsche GT3 Cup Challenge);
 - 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.

**Non-exhaustive list*

8.5 BRONZE

- is a driver who was over 30 years old when his or her first licence was issued, and who has little or no single-seater experience;
- is a driver over 30, previously categorised as Silver but with no significant results (titles, pole positions or race wins) and whose performance has been shown to be that of a Bronze driver in a monitored series;
- is a driver aged 27 or older in accordance with Art. 6.2 and Art. 6.3 with no significant results (titles, pole positions or race wins) and whose performance has been shown to be that of a Bronze driver.

9 CATEGORISATION GENERAL RULES

The following apply to all categories:

9.1 A driver's categorisation will not be adjusted during the current season due to a change in circumstances as listed in Article 8. This does not apply to nominations from Manufacturers as works drivers (see Appendix 1) if such nomination would change the driver's categorisation. Corrections to a categorisation due to errors, omissions or deliberately withheld information may take place at any time. A driver's categorisation may be altered or withdrawn if false information has been given to the Committee (who may request extra information from a driver at any time) or if relevant information has been omitted from his or her initial request. This alteration or withdrawal can be applied retroactively.

9.2 Silver drivers with no significant results will not be automatically downgraded to Bronze upon reaching the age of 30. A request must be made in accordance with Article 3 above and will be subject to the decision of the Committee.

9.3 Age downgrades are given compared to the potential highest categorisation a driver has or would have held, based on his or her career as a whole. Furthermore, they remain subject to approval from the Driver Categorisation Committee, who will provide a written explanation in case of refusal.

9.4 Except for the cases listed below, the driver categorisation of a driver over 50 will be reduced by one grade for the season following his or her 50th birthday.

9.5 Except for the cases listed below, the driver categorisation of a driver over 55 will be reduced by an additional grade for the season following his or her 55th birthday.

9.6 Except for the cases listed below, a driver over 60 will be categorised Bronze for the season following his or her 60th birthday.

9.7 Any driver who has been downgraded in the 3-year period before his or her 50th, 55th or 60th birthday will not be downgraded again on reaching that birthday.

9.8 A driver will not be downgraded for any reason (including age) at the end of a year in which he or she has won a category of a series or championship listed in the definitions in section 8 above.

9.9 A driver aged between 30 and 40 who has been out of racing for at least ten years (no more than one race / race meeting per year) may, subject to the approval of the Committee, return to racing one grade lower than the grade indicated by his or her career record, to be reviewed after one year in accordance with Article 9.15 below.

9.10 A driver aged over 40 who has been out of racing for at least five years (no more than one race / race meeting per year) may, subject to the approval of the Committee, return to racing one grade lower than the grade indicated by his or her career record, to be reviewed after one year in accordance with Article 9.15 below.

9.11 It is not possible to cumulate downgrades of categories due to age and due to absence from racing for at least five years (e.g. a driver aged 50 who has been away for more than 5 years will go down only one grade).

9.12 Results from series or races contested over 10 years ago, combined with recent proof of lap times, may be excluded from examination on decision of the Committee.

9.13 The Committee may decide to disregard any series mentioned under the criteria for any category should the level or number of participants of a specific season be considered to be unrepresentative.

9.14 Drivers returning from significant injury or illness and with written medical proof may, subject to the approval of the Committee, return to racing one grade lower than their grade before the accident or illness, to be reviewed after one year in accordance with Article 9.15 below.

9.15 Downgrades which are granted in the following cases:

- drivers who reach the age of 30 with no significant results
- drivers returning after time away from racing
- drivers returning after accident or illness

will be indicated as Provisional on the Driver Categorisation public list. All drivers benefiting from such a downgrade will be reviewed at the end of the next season in which they participate and will either have their new categorisation confirmed or will revert to their previous grade.

9.16 Special cases will be examined at the FIA's discretion.

APPENDIX

FACTORY DRIVER DEFINITIONS FOR THE PROCESS OF DRIVER CATEGORISATION

The following guidelines have been prepared to assist manufacturers in defining the status of the drivers with whom they have a contractual relationship, especially in terms of submitting lists to the Driver Categorisation Committee.

Manufacturers should place their drivers in one of these seven (7) categories, with the understanding of the respective consequences for the categorisation of these drivers.

If manufacturers use different titles or criteria, they must nevertheless inform the FIA of the category below, under which they should be considered for categorisation purposes.

1. Factory driver

A factory driver is one directly contracted and paid by:

- a car manufacturer;
- an official importer of the brand in question;
- or a team entering a car on behalf of a manufacturer or official importer.

This definition includes:

- full-time factory drivers;
- factory drivers supplied to supported teams;
- factory drivers hired for a single race or series of races.

Such drivers will normally be described as a 'factory driver' on press releases and driver profiles.

2. Junior / Young driver

Junior or Young drivers are drivers who have been specified or announced as a Junior or Young driver for a manufacturer or take part in a Junior programme.

The support from the manufacturer must be limited to expenses, engineers, coaching, etc.

A driver should only be considered a 'Junior' driver for a limited time, and should normally be aged under 30.

3. Development driver

Development drivers are drivers that have been specified or announced as a development driver for a manufacturer, or who take part in regular development testing of race or road cars.

Their contract with the manufacturer includes testing, coaching, training for the manufacturer, and has little or no race opportunities.

They are not paid by the manufacturer for racing activities and are not given drives with race teams.

This category also includes:

- Drivers moving up from Academy programmes who are being given support by the manufacturer without any other involvement.
- Drivers working for the manufacturer in non-racing capacities.

These drivers must not be referred to as 'factory drivers' in press releases or on social media, otherwise the Driver Categorisation Committee will consider them as such.

4. Academy driver

This category is reserved for drivers in their first full season in racing, normally being a driver who has taken part in a selection process and who has had no previous racing experience.

5. Heritage / Marketing driver

This category is reserved for drivers who have a historic link to the manufacturer, and who are therefore kept on the lists for marketing / commercial / sponsorship reasons, or who have another specific role within the manufacturer's advertising or support programme. The value of these drivers is understood not to be their current performance on the track.

6. E-sport drivers

This category is for drivers who exclusively take part in digital / e-sport racing competitions for the manufacturers, and who have no role in circuit racing.

7. Not categorized

This category is for drivers whose relationship with a manufacturer does not fit any of the categories above, and whose exact role should be defined in detail on a case-by-case basis.