

SECTION B: SPORTING REGULATIONS

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[Red Text]: Information on applicable Governance and relevant Advisory Committee

[Orange Text]: Reference information on relevant FIA F1 Documents

[Green Text]: Comments / explanations / indication of further work: non-binding and non-regulatory

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ARTICLE B1: ORGANISATION OF A COMPETITION*Advisory Committee: SAC**Governance: F1 Commission / WMSC***B1.1 General Principles & Provisions**

B1.1.1 A Competition commences four (4) hours before FP1 is scheduled to start and ends at the time for the lodging of a protest under the terms of the ISC or the time when a technical or sporting certification has been carried out under the terms of the ISC, whichever is the later.

B1.1.2 Instructions And Communications To Competitors

- a. 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.
- b. All classifications and results of free practice, sprint qualifying session, sprint session, qualifying session, and the Race, as well as all decisions issued by the officials, will be published using the Document Management System. Any decision or communication concerning a particular Competitor should be given to them within twenty-five (25) minutes of such decision, and receipt must be acknowledged.

B1.1.3 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 **free** practice session on each day of practice, **after Sprint Qualifying**, after Qualifying, and on the day of the Race no less than one (1) hour before ~~the end of~~ the Pit Lane **exit** is opened to allow F1 Cars to cover **a** reconnaissance laps.

B1.1.4 Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.

B1.1.5 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.

B1.2 FIA Delegates

B1.2.1 For each Competition the FIA will nominate the following delegates:

- | | |
|------------------------|------------------------------|
| a. Safety Delegate. | d. Sporting Delegate. |
| b. Medical Delegate. | e. Media Delegate. |
| c. Technical Delegate. | |
- And may nominate:
- | | |
|--|---------------------------------|
| f. A representative of the President of the FIA. | i. An Event Observer. |
| g. A Deputy Race Director. | j. A Safety Car driver. |
| h. A Deputy Medical Delegate | k. A Medical Car Driver. |

- B1.2.2** 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.
- B1.2.3** The Technical Delegate nominated by the FIA is responsible for scrutineering. In this respect the Technical Delegate may carry out, or have carried out by scrutineers, at their discretion, any checks to verify the compliance of the F1 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.
- B1.3 Officials**
- B1.3.1** From among holders of an FIA Super Licence the following officials will be nominated by the FIA:
- A minimum of three and a maximum of four stewards, one of whom will be appointed chair.
 - A Race Director.
 - A Permanent Starter.
- B1.3.2** 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:
- One steward from among the ASNs nationals.
 - The clerk of the course.
- B1.3.3** 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 their express agreement:
- The control of free practice, qualifying session, sprint qualifying session, sprint session and the Race, adherence to the timetable and, if they deem it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the ISC or FIA F1 Regulations.
 - The stopping of any F1 Car in accordance with the ISC or FIA F1 Regulations.
 - 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 FIA F1 Regulations if they deem it unsafe to continue and ensuring that the correct restart procedure is carried out.
 - The starting procedure.
 - The use of the Safety Car.
- B1.3.4** The stewards, the Race Director, the Clerk of the Course and the Technical Delegate must be present at the start of the Competition.
- B1.3.5** 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.
- B1.3.6** The Race Director must be in radio contact with the clerk of the course and the chairman of the Stewards at all times when F1 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.

B1.3.7 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact.

B1.4 Official Meetings

B1.4.1 At each Alternative Format Competition, meetings, chaired by the Race Director, will take place three (3) hours before the start of FP1, one (1) hour after the end of FP1 and one and a half (1.5) hours after the end Sprint Qualifying. The first must be attended by all team managers and the second and third by all drivers and team managers.

B1.4.2 At each Standard Format Competition, meetings, chaired by the Race Director, will take place three (3) hours before the start of FP1 and one and a half (1.5) hours after the end of FP2. The first must be attended by all team managers and the second by all drivers and team managers.

B1.4.3 Should the Race Director consider another meeting necessary it will take place three (3) 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.

B1.5 General Safety

B1.5.1 Save where these FIA F1 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.

B1.5.2 If an F1 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 their F1 Car on the track without justifiable reason.

B1.5.3 Save as specifically authorised by the ISC or these FIA F1 Regulations, no one except the driver may touch a stopped F1 Car unless it is in the paddock, the Competitor's Designated Garage Area, the Pit Lane or on the starting grid.

B1.5.4 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 F1 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. F1 Team personnel when either pushing an F1 Car or clearing equipment from the grid after all F1 Cars able to do so have left the grid on the formation lap.
- d. F1 Team personnel when assisting marshals to remove an F1 Car from the grid after the start of the TTCS.

B1.5.5 Car Safety Lights

- a. **Rear Lights:** The rear lights described in Article C14.3 must be illuminated at all times when using intermediate or wet-weather tyres. All rear lights must be in working order when the F1 Car leaves the Pit Lane for the first time for any LTCS or TTCS. 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 C14.3.2 and at least one of the side lights described in Article C14.3.3 are not working. Should an F1 Car be stopped in this way the driver may re-join when the fault has been remedied.

- b. Lateral Lights: The lateral lights described in Article C14.7 must be in working order when the F1 Car leaves the Pit Lane for the first time for any LTCS or TTCS.

B1.5.6 The organiser must make at least two (2) fire extinguishers of 5kg capacity available to each Competitor and ensure that they work properly.

B1.5.7 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.

B1.5.8 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.

B1.5.9 Refuelling

- a. Refuelling is only permitted in the Competitors' designated garages.
- b. No F1 Car may be refuelled, nor may fuel be removed from an F1 Car, at a rate greater than 0.8 litres per second.
- c. The driver may remain in their F1 Car throughout refuelling, but the engine must be stopped.
- d. During all refuelling or fuel handling operations:
 - i. 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.
 - ii. 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.
 - iii. All F1 Cars, refuelling equipment and containers must be suitably grounded where necessary.
 - iv. 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.

B1.5.10 Heat Hazard

If the Official Weather Service predicts that the Heat Index will be greater than 31.0°C at some time during the Sprint 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:

- a. 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.
- b. At the start of any Sprint 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 included in Article C14.6.1 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 C4.6b.

- c. In accordance with Articles C4.1 and C4.6 the Heat Hazard Mass Increase shall apply.

B1.5.11 Rain Hazard

If the Official Weather Service predicts that the probability of precipitation is greater than 40% at some point during the Sprint or the Race at a Competition, or at the sole discretion of the Race Director, a “**Rain Hazard**” may be declared.

- a. At each AFC a Rain Hazard will be declared for the Sprint no later than two (2) hours before the start of Sprint Qualifying, in such case it will remain in force from the time of declaration until the end-of-session signal for the Sprint is given.
- b. At all Competitions a Rain Hazard will be declared for the Race no later than two (2) hours before the start of Qualifying, in such case it will remain in force from the time of declaration until the end-of-session signal for the Race is given.

When an F1 Car is deemed to be in parc fermé whilst a Rain Hazard is in force, other than when the F1 Cars are sealed in accordance with Article B3.4.2 or B3.4.3, the work described in *FIA-F1-DOC-080* may be carried out.

B1.5.12 Normal & Low Grip Condition(s)

- a. The Race Director may at any time and at their sole discretion declare “**Low Grip Conditions**”, in such circumstances the message “LOW GRIP CONDITIONS” will be sent to all Competitors.
- b. Subject to the provisions below, and subsequent to a declaration of Low Grip Conditions, the Race Director may at any time and at their sole discretion declare “**Normal Grip Conditions**”, in such circumstances the message “NORMAL GRIP CONDITIONS” will be sent to all Competitors.
- i. A declaration of Normal Grip Conditions may only be made during any of the three periods of Sprint Qualifying or Qualifying when there is more than five (5) minutes remaining in the relevant period.

B1.6 Pit Entry Road, Pit Lane And Pit Exit Road

B1.6.1 Allocation of Designated Garage Areas

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 Area(s)**”, one position, a “**Designated Pit Stop Position**”, where pit stops during any session may be carried out.

Competitors may not:

- a. Paint lines on any part of the Pit Lane.

- b. Attempt to enhance the grip of the surface in the Pit Lane, other than by drying, sweeping, or by laying tyre rubber when F1 Cars leave their **Designated Pit Stop Position**, unless a problem has been clearly identified and a solution agreed to by the Race Director.
- c. Leave equipment in the Fast Lane, other than when specifically detailed in Article B5.3.
- d. Use any powered device to lift any part of an F1 Car in the Pit Lane.
- e. Other than when F1 Cars are at the end of the Pit Lane in accordance with Article B5.3 and Article B5.14, the Inner Lane is the only area where any work can be carried out on an F1 Car. However, no work may be carried out in the Fast Lane if it is likely to hinder other F1 Cars attempting to leave the Pit Lane.

One (1) **“Pit Stop Camera”** will be allocated to each Competitor, which the Competitor must install directly above their **Designated Pit Stop Position**, with a view of the whole car when it is stationary in their **Designated Pit Stop Position**. The Pit Stop Camera must always be uncovered and operational during any TTCS. Further details of the installation, field of view, connection and operational requirements for Parc Fermé Cameras are set out in the document [FIA-F1-DOC-079](#).

B1.6.2 Pit Lane Safety

In all of the cases detailed in this article, an F1 Car will be deemed to have been released from the Competitors' Designated Garage Area either when it has been driven out of its Designated Garage Area when leaving from the garage or after the rear axle has passed the position occupied by the front axle when it was stationary in its **Designated Pit Stop Position** following a pit stop. Competitors must provide a means of clearly establishing, when being viewed from both above and in the front of the F1 Car, when an F1 Car was released.

- a. F1 Cars must not be released from a garage or **Designated Pit Stop Position** in any way that could endanger Pit Lane personnel or another driver, or that is likely to cause damage to another car.
- b. F1 Cars must not be released from a garage or **Designated Pit Stop Position** in an unsafe condition.
 - i. If an F1 Car is deemed to have been released in an unsafe condition during any LTCS, 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.
 - ii. If an F1 Car is deemed to have been released in an unsafe condition during a TTCS, a Stop-and-Go Penalty will be imposed on the driver concerned. However, if the driver retires from the TTCS as a result of the F1 Car being released in an unsafe condition a fine may be imposed upon the Competitor.
 - iii. An additional penalty will be imposed on any driver who, in the opinion of the stewards, continues to drive an F1 Car knowing it to have been released in an unsafe condition.
- c. F1 Team personnel are only allowed in the Pit Lane immediately before they are required to work on an F1 Car and must withdraw as soon as the work is complete.

- d. All team personnel carrying out any work on an F1 Car in the Pit Lane when the F1 Car is in its **Designated Pit Stop Position** for the purpose of adjusting or replacing components, or serving a penalty during the qualifying session, the sprint qualifying session or a TTCS, 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.
- e. Unless authorised by the FIA no one under the age of 16 is permitted in the Pit Lane at the following times:
 - i. 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.
 - ii. The period commencing fifteen (15) minutes before the **Pit Lane** exit is opened to allow F1 Cars to cover reconnaissance laps and the time when the last F1 Car enters the parc fermé after the TTCS has ended.

B1.6.3 Driving in the Pit Entry Road, Pit Lane And Pit Exit Road

- a. A speed limit of 80km/h will be imposed in the Pit Lane during the whole Competition. However, to ensure the safe and orderly conduct of the Competition this limit may be amended by the Race Director.
 - i. 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.
 - ii. In accordance with Article B1.9.3 the stewards may impose an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage.
 - iii. During a TTCS, the stewards may impose either a 5-Second Penalty, a 10-Second Penalty, a Drive-Through Penalty or a Stop-and-Go Penalty on any driver who exceeds the limit.
- b. At no time may an F1 Car be reversed in the Pit Lane under its own power.
- c. No F1 Car should be driven from its **Designated Pit Stop Position** at any time unless:
 - i. It has first been driven into the **Designated Pit Stop Position** having just entered the Pit Lane from the track; and
 - ii. It is then driven immediately back onto the track from the **Designated Pit Stop Position**.
- d. Unless an F1 Car is pushed from the grid at any time during the start procedure, F1 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 LTCS must form up in a line in the Fast Lane and leave in the order they got there unless another F1 Car is unduly delayed.
- e. There will be a green and a red light at the end of the Pit Lane. F1 Cars may only be driven out of the Pit Lane when the light at the end of the Pit Lane is green. 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 F1 Cars are approaching on the track.

B1.6.4 Closing of the Pit Lane

In exceptional circumstances the Race Director may ask for the pit entry to be closed for safety reasons. At such times drivers may only enter the Pit Lane in order for essential and entirely evident repairs to be carried out to their F1 Car.

- a. During a LTCS, a penalty in accordance with Article B1.9.4 may be imposed on any driver who, in the opinion of the stewards, entered the Pit Lane without justifiable reason whilst it was closed.
- b. During a TTCS, a Stop-and-Go Penalty 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.

B1.7 Changes Of Driver

B1.7.1 During a Championship each Competitor will be permitted to use a maximum of four (4) drivers in Races, and any new driver may score points in the Championship.

B1.7.2 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.

B1.7.3 In addition to the provisions of Article B1.7.1, each Competitor will be permitted to use additional drivers during FP1 and FP2 provided that:

- a. The FIA are informed which F1 Cars and drivers each Competitor intends to use in each session no less than twenty-four (24) hours before the scheduled start of FP1. Any changes less than two (2) hours before the scheduled start of FP1 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. During two (2) Competitions of the Championship, for each F1 Car entered in 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 inform the FIA in writing seven (7) days prior to the start of the relevant Competition of:
 - i) The details of the driver, who has not participated in more than two (2) Championship Races in their career, that they will use.
 - ii) Which of the Competitors entered F1 Cars this driver 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.

B1.7.4 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 Power Unit and tyres which were allocated to the original driver (Articles B8.2 and B6.2).

B1.8 Driving

B1.8.1 The driver must drive the F1 Car alone and unaided.

B1.8.2 Drivers taking part in any session must always wear flame-resistant clothing, helmets, and Frontal Head Restraints (FHR) specified in the ISC.

B1.8.3 Drivers must observe the provisions of the ISC relating to driving behaviour on circuits at all times.

B1.8.4 Official instructions will be given to drivers by means of the signals laid out in the ISC. Competitors must not use flags or lights similar to these. In accordance with Appendix H of the ISC, 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 ISC:

- 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.

B1.8.5 At no time may an F1 Car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person.

B1.8.6 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 F1 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 an F1 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 they gained by leaving the track.

B1.8.7 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.

B1.8.8 A driver who abandons an F1 Car must leave it in neutral or with the clutch disengaged, with the ERS shut down and with the steering wheel in place.

B1.8.9 Except during the suspension of a TTCS, any F1 Car abandoned on the circuit by its driver, even temporarily, shall be considered as withdrawn from the session. In exceptional circumstances, F1 Cars abandoned on the circuit during the suspension of a TTCS may be allowed to participate when that session resumes, provided they were not abandoned because of a mechanical issue, F1 Car damage or in order to gain an advantage.

B1.9 Incidents, Infringements & Penalties

B1.9.1 Reporting of Incident(s)

The Race Director may report any on-track incident or suspected breach of these FIA F1 Regulations or the ISC (an “**Incident**”) to the stewards.

B1.9.2 Investigation of Incident(s)

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.

If an Incident is under investigation by the stewards a message informing all Competitors which driver or drivers are involved will be sent. Provided that such message is displayed no later than sixty (60) minutes after the end-of-session signal of a TTCS the driver or drivers concerned may not leave the circuit without the consent of the stewards.

B1.9.3 Imposition of Penalties

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.

The stewards may impose the penalties specifically set out in these FIA F1 Regulations in addition to or instead of any other penalties available to them under the ISC.

B1.9.4 Penalties for Incident(s) during a LTCS

In the event of an incident during any LTCS 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, in which case such penalty will be applied to the grid of the Sprint.
- c. Where appropriate, regard will also be given to Article B1.9.3.

B1.9.5 Penalties for Incident(s) during a TTCS

In the event of an incident during any TTCS, the stewards may impose any one of the penalties below on any driver involved in an Incident:

- a. A five (5) second time penalty ("**5-Second Penalty**"): The driver must enter the Pit Lane, stop in their **Designated Pit Stop Position** for at least five seconds and then re-join the TTCS.
- b. A ten (10) second time penalty ("**10-Second Penalty**"): The driver must enter the Pit Lane, stop in their **Designated Pit Stop Position** for at least ten seconds and then re-join the TTCS.
- c. A drive-through penalty ("**Drive-Through Penalty**"): The driver must enter the Pit Lane and re-join the TTCS without stopping.
- d. A ten second stop-and-go time penalty ("**Stop-and-Go Penalty**"): The driver must enter the Pit Lane, stop in their **Designated Pit Stop Position** for at least ten seconds and then re-join the TTCS.
- e. A time penalty.
- f. A Driver reprimand.
Any driver who receives five (5) reprimands, at least four (4) of which being imposed for a driving infringement, 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.
- g. A Competitor (F1 Team) reprimand.
- h. A drop of any number of grid positions for the next Sprint or Race in which the driver participates in the subsequent twelve (12) month period.
- i. Disqualification from the results.
- j. Suspension from the driver's next Competition.

B1.9.6 Procedure(s) for Serving a Penalty

Should the stewards impose a 5-Second Penalty, a 10-Second Penalty, a Drive-Through Penalty or a Stop-and-Go Penalty, the following procedures must 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 OMS.
- b. In the case of a 5-Second Penalty or a 10-Second Penalty:
 - i. With the exceptions of entering the Pit Lane for the sole purpose of following the Safety Car (Article B5.13.3) or entering the Pit Lane following the red flag during a suspension procedure (Articles B5.14.1, B5.14.2 and B5.14.3), the driver concerned must carry out the penalty the next time they enter the Pit Lane.

For the avoidance of doubt, the driver concerned must carry out the penalty if they elect to stop in their Designated Garage Area whilst a VSC or Safety Car procedure is in use, including when following the Safety Car through the Pit Lane.

- ii. The relevant driver may elect not to serve the penalty during the TTCS provided they carry out no further pit stop before the end of the TTCS. In such cases five (5) seconds will be added to the elapsed time of the driver concerned in the case of a 5-Second Penalty or ten (10) seconds will be added to the elapsed time of the driver concerned in the case of a 10-Second Penalty.
 - iii. Whilst an F1 Car is stationary in the Pit Lane as a result of incurring a 5-Second Penalty or a 10-Second Penalty, it may not be worked on until the F1 Car has been stationary for the duration of the penalty. In this context, touching the F1 Car or driver by hand or tools or equipment will all constitute working.
- c. In the case of a Drive-Through Penalty or a Stop-and-Go Penalty:
- i. From the time the Competitor concerned is notified of the stewards' decision 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 Stop-and-Go Penalty, proceeding to their Designated Pit Stop Position where they shall remain for the period of the time penalty.
 - ii. Unless the driver was already in the Pit Entry Road or Pit Lane for the purpose of serving their penalty, they 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 on the track behind the Safety Car or during the VSC procedure will be added to the maximum number of times they may cross the Line on the track defined above.
 - iii. If either of these two (2) penalties are imposed during the last three (3) laps, the relevant driver may cross the Line on the track three times, and twenty (20) seconds will be added to the elapsed time of the driver concerned in the case of a Drive-Through Penalty or thirty (30) seconds will be added to the elapsed time of the driver concerned in the case of a Stop-and-Go Penalty.
 - iv. Whilst an F1 Car is stationary in the Pit Lane as a result of incurring a Stop-and-Go Penalty it may not be worked on. However, if the engine stops, and the driver is unable to restart it unaided, 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 F1 Car may then only be worked on in the driver's garage.
- d. If any of these four (4) penalties are imposed after the end of a TTCS, five (5) seconds will be added to the elapsed time of the driver concerned in the case of a 5-Second Penalty, ten (10) seconds in the case of a 10-Second Penalty, twenty (20) seconds in the case of a Drive-Through Penalty and thirty (30) seconds in the case of a Stop-and-Go Penalty.
- e. If any of these four (4) penalties above are imposed upon a driver, and that driver is unable to serve the penalty due to being unclassified in the TTCS in the case of a 5-Second Penalty or a 10-Second Penalty or due to retirement from the TTCS in the case of a Drive-Through Penalty or Stop-and-Go Penalty, the stewards may impose a grid place penalty on the driver at their next Race.

- f. Any breach or failure to comply with Articles B1.9.6b or B1.9.6c may result in a further penalty, such penalty will supersede and replace the penalty which was subject to the breach or failure to comply.

B1.9.7 Appeal of a Penalty

Pursuant to Articles A7.5.1 and A7.5.6, appeals may not be made against a decision concerning the following:

- a. Penalties imposed under Articles B1.9.5 a. to h., including those imposed during the last three (3) laps or after the end of a TTCS.
- b. Any drop of grid positions imposed under Article B8.2.
- c. Any penalty imposed under Article B1.9.4.
- d. Any decision taken by the stewards in relation to Article B2.3.4 or B2.5.4.
- e. Any penalty imposed under Articles B5.5.3 or B5.15.2b.
- f. Any decision taken by the stewards under Article A3.3.1b.

ARTICLE B2: FORMAT OF A COMPETITION

Advisory Committee: SAC

Governance: F1 Commission / WMSC

B2.1 Free Practice Session(s)**B2.1.1 Standard Format Competition(s)**

At each Standard Format Competition:

- a. Two (2) free practice sessions (“**Free Practice 1**” or “**FP1**” and “**Free Practice 2**” or “**FP2**”), 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. If additional specifications of tyres are provided for ICTT, (or if this has been scheduled and subsequently postponed or cancelled) FP2 will be increased in duration to one and a half (1.5) hours.
- b. A further free practice session (“**Free Practice 3**” or “**FP3**”), lasting one (1) hour and starting no less than eighteen (18) hours after the end of FP2, will take place on the second day of on track running.
 - i. If additional specifications of tyres are provided for ICTT, (or if this has been scheduled and subsequently postponed or cancelled) FP3 will start no less than seventeen and a half (17.5) hours after the end of FP2.

B2.1.2 Alternative Format Competition(s)

At each Alternative Format Competition:

- a. One (1) free practice session (“**Free Practice 1**” or “**FP1**”), lasting one (1) hour will take place on the first day of on track running.
 - i. No later than 7 days prior to the start of a Competition, if agreed by the FIA, the CRH, and a simple majority of Competitors, Free Practice 1 may be increased in duration to one and a half (1.5) hours.

B2.1.3 Free Practice Session Classification

The classification of all free practice sessions shall **first** be determined based upon fastest lap time set by each driver during the session, with the driver with the fastest lap time in first position, the driver with the second fastest lap time in second position, and so on and so forth.

If two (2) or more drivers set identical lap times during a Free Practice session, those drivers' relative positions will be determined by the chronological order in which their lap times were set, the driver who set the lap time first having the highest relative classification, followed by the driver who set the lap time second, and so on and so forth.

B2.2 Sprint Qualifying Session

- B2.2.1** At each Alternative Format Competition, the starting grid of the Sprint will be determined by the results of the sprint qualifying session (“**Sprint Qualifying**” or “**SQ**”), which 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 FP1.

B2.2.2 Sprint Qualifying Format

The Sprint Qualifying will be run as follows:

- a. For the first twelve (12) minutes of the session (“**Sprint Qualifying 1**” or “**SQ1**”) all F1 Cars will be permitted on the track and at the end of this period the slowest six (6) F1 Cars will be prohibited from taking any further part in the session.

Lap times achieved by the sixteen (16) remaining F1 Cars will then be deleted.

- b. After a seven (7) minute break the session will resume for ten 10 minutes (“**Sprint Qualifying 2**” or “**SQ2**”) and the sixteen (16) remaining F1 Cars will be permitted on the track. At the end of this period the slowest six (6) F1 Cars will be prohibited from taking any further part in the session.

Lap times achieved by the ten (10) remaining F1 Cars will then be deleted.

- c. After a seven (7) minute break the session will resume for eight 8 minutes (“**Sprint Qualifying 3**” or “**SQ3**”) and the ten (10) remaining F1 Cars will be permitted on the track.

B2.2.3 Sprint Qualifying Classification

The Sprint Qualifying Classification will be determined in the following way:

- a. Classified drivers will be ordered according to the procedure below:
 - i. The top ten (10) positions will be allocated to the drivers who took part in SQ3, in accordance with the fastest lap time set by each driver in SQ3, the fastest in the first position.
 - ii. The next six (6) positions will be allocated to the drivers who got eliminated in SQ2, in accordance with the fastest lap time set by each driver in SQ2, the fastest in the 11th position.
 - iii. The next six (6) positions will be allocated to the drivers who got eliminated in SQ1, in accordance with the fastest lap time set by each driver, the fastest in the 17th position.
 - iv. If two (2) or more drivers set identical lap times during a period of Sprint Qualifying, 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 lap time during SQ2 or SQ3 they will be arranged in the following order:
 - (A) Any driver who attempted to set a lap time by starting a flying lap.
 - (B) Any driver who failed to start a flying lap.
 - (C) Any driver who failed to leave the pits during the period.

The relative classification of drivers in each of the categories (A), (B), or (C) above shall be determined in accordance with the order they were classified in the previous period of Sprint Qualifying.

- b. Drivers will be considered to be “unclassified” in the following circumstances:
 - i. If they got eliminated in SQ1 and their best lap in SQ1 exceeded 107% of the fastest lap time set during SQ1, unless the track was declared wet by the Race Director.

- ii. If they failed to set a lap time in SQ1, or if all their lap times were deleted.
- iii. If they got disqualified by the Stewards from Sprint Qualifying.

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

- (A) Drivers who are unclassified because of conditions i) or ii) will be allocated relative positions in accordance with the order they were classified in FP1.
- (B) Drivers who are unclassified because of condition iii) will be allocated relative positions, behind those allocated under (A) above, in accordance with the order they were classified in FP1.

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, or the gravity of the offence which caused the driver's disqualification

The procedures detailed in Articles B2.2.2 and B2.2.3 are based upon twenty-two (22) F1 Cars being eligible to take part in the Competition. If twenty (20) F1 Cars are eligible, five (5) F1 Cars will be eliminated after SQ1 and SQ2. If twenty-four (24) F1 Cars are eligible, seven (7) F1 Cars will be eliminated after SQ1 and SQ2, and so on if more F1 Cars are eligible.

At the end of Sprint Qualifying the times achieved by each driver will be officially published.

B2.3 Sprint Session

B2.3.1 At each Alternative Format Competition, a sprint session ("**Sprint**" or "**SP**") will take place on the second day of track running.

B2.3.2 Sprint Session Distance

The distance of each Sprint, from the start signal referred to in Article B5.7.1 to the end-of-session signal referred to in Article B5.16.1, shall be equal to the least number of complete laps which exceed a distance of 100km, with the exception of the following circumstance:

- a. If the formation lap(s) is started behind the Safety Car (Article B5.10) the number of Sprint laps will be reduced by the number of laps carried out by the Safety Car minus one.

B2.3.3 Sprint Session Duration

An exception to the provisions of Article B5.16.1 for the end-of-session signal will be made under the following circumstances:

- a. Should one (1) hour elapse from the start signal before the scheduled Sprint distance is completed, the leader will be shown the end-of-session signal when they cross 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.
- b. Should the Sprint be suspended (Article B5.14.2) the duration of the suspension will be added to this one (1) hour period up to a maximum total Sprint duration of one and a half (1.5) hours, and the leader will be shown the end-of-session signal when they cross 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 is started behind the Safety Car (Article B5.10), the maximum total Sprint duration 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 B5.10.2.

B2.3.4 Grid for the Sprint Session

- a. The grid for the Sprint, if scheduled, will be formed in accordance with the results of Sprint Qualifying (Article B2.2.2), the Sprint Qualifying classification process (Article B2.2.3) and the procedure defined in this article. Any penalties received for the Sprint will be added up and be applied using the procedure defined in this article.

If Sprint Qualifying 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 B2.3.4b shall be applied using the Drivers' Championship classification of each driver instead of their Sprint Qualifying classification, all drivers shall be considered to be classified.

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

- b. Starting from a nominally empty grid, drivers will be allocated their grid positions in the following sequence of steps:
 - i. Classified drivers who have 15 or less cumulative unserved grid penalties for the Sprint imposed in the previous twelve (12) months will be allocated a temporary grid position equal to their Sprint Qualifying classification plus the sum of their unserved grid penalties. If two or more drivers share a temporary grid position, their relative order will be determined in accordance with their Sprint Qualifying classification, with the slowest driver keeping their allocated temporary grid position, and the other drivers getting temporary grid positions immediately ahead of them.
 - ii. Following the allocation of temporary grid positions to penalised drivers in accordance with (b)(i), unpenalised classified drivers will be allocated any unoccupied grid position, in the sequence of their Sprint Qualifying classification.
 - iii. Following the allocation of grid positions to unpenalised classified drivers, penalised drivers with a temporary grid position, as defined in (b)(i), will be moved up to fill any unoccupied grid position.
 - iv. Classified drivers who have accrued more than 15 cumulative unserved grid position penalties for the Sprint imposed in the previous twelve (12) months will start behind any other classified driver. Their relative position will be determined in accordance with their Sprint Qualifying classification.
 - v. 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 B2.2.3b.
- c. The provisional starting grid will be published no less than two (2) hours before the scheduled start of the formation lap for the Sprint. Any Competitor whose F1 Car is unable to start for any reason whatsoever (or who has good reason to believe that their F1 Car 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.

- i. If one or more F1 Cars are withdrawn the grid will be closed-up accordingly.
- ii. The final starting grid will be published one (1) hour before the scheduled start of the formation lap for the Sprint.
- iii. The Grid position of any F1 Cars withdrawn or unable to start after the time referred to in Article B2.3.4c will remain vacant.

B2.3.5 Sprint Session Classification

- a. The F1 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 B2.3.3b). All F1 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.
- b. F1 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.
- c. The provisional classification will be published after the Sprint. It will be the only valid result subject to any amendments which may be made under the ISC and these FIA F1 Regulations.

B2.4 Race Qualifying Session

B2.4.1 The starting grid of the Race will be determined by the results of the Race qualifying session (“**Qualifying**” or “**Q**”), which will take place:

- a. At each Standard Format Competition 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 FP3.
- b. At each Alternative Format Competition 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.

B2.4.2 Race Qualifying Format

The Qualifying will be run as follows:

- a. For the first eighteen (18) minutes of the session (“**Qualifying 1**” or “**Q1**”) all F1 Cars will be permitted on the track and at the end of this period the slowest six (6) F1 Cars will be prohibited from taking any further part in the session.

Lap times achieved by the sixteen (16) remaining F1 Cars will then be deleted.

- b. After a seven (7) minute break the session will resume for fifteen (15) minutes (“**Qualifying 2**” or “**Q2**”), and the sixteen (16) remaining F1 Cars will be permitted on the track. At the end of this period the slowest six (6) F1 Cars will be prohibited from taking any further part in the session.

Lap times achieved by the ten (10) remaining F1 Cars will then be deleted.

- c. After a seven (7) minute break the session will resume for thirteen (13) minutes (“**Qualifying 3**” or “**Q3**”), and the ten (10) remaining F1 Cars will be permitted on the track.

B2.4.3 Race Qualifying Classification

The Qualifying Classification will be determined in the following way:

- a. Classified drivers will be ordered according to the procedure below:
 - i. The top ten (10) positions will be allocated to the drivers who took part in Q3, in accordance with the best time set by each driver in Q3, the fastest in the first position.
 - ii. The next six (6) positions will be allocated to the drivers who got eliminated in Q2, in accordance with the fastest lap time set by each driver in Q2, the fastest in the 11th position.
 - iii. The next six (6) positions will be allocated to the drivers who got eliminated in Q1, in accordance with the fastest lap time set by each driver, the fastest in the 17th position.
 - iv. If two (2) or more drivers set identical times during a period of Qualifying, Q1, Q2 or Q3, priority will be given to the one who set it first.
 - v. If more than one driver fails to set a lap time during Q2 or Q3 they will be arranged in the following order:
 - (A) Any driver who attempted to set a lap time by starting a flying lap.
 - (B) Any driver who failed to start a flying lap.
 - (C) Any driver who failed to leave the pits during the period.

The relative classification of drivers in each of the categories (A), (B), or (C) above shall be determined in accordance with the order they were classified in the previous period of Qualifying.

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

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

- (A) Drivers who are unclassified because of conditions i. or ii. will be allocated relative positions in accordance with the order they were classified in the last LTCS in which all such Drivers participated during the relevant Competition.
- (B) Drivers who are unclassified because of condition iii. will be allocated relative positions, behind those allocated under (A) above, in accordance with the order they were classified in the last LTCS in which all such Drivers participated during the relevant Competition.

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, or the gravity of the offence which caused the driver's disqualification

The procedures detailed in Articles B2.4.2 and B2.4.3 are based upon twenty-two (22) F1 Cars being eligible to take part in the Competition. If twenty (20) Cars are eligible, five (5) F1 Cars will be eliminated after Q1 and Q2. If twenty-four (24) F1 Cars are eligible, seven (7) F1 Cars will be eliminated after Q1 and Q2, and so on if more F1 Cars are eligible.

At the end of Qualifying the times achieved by each driver will be officially published.

B2.5 Race Session

B2.5.1 The Race session (“**Race**” or “**R**”) will take place on the third day of track running at all Competitions.

B2.5.2 Race Session Distance

The distance of the Race, from the start signal referred to in Article B5.7.1 to the end-of-session signal referred to in Article B5.16.1, 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. If the formation lap(s) is started behind the Safety Car (Article B5.10) the number of Race laps will be reduced by the number of laps carried out by the Safety Car minus one.
- b. The distance of the Race in Monaco shall be equal to the least number of complete laps which exceed a distance of 260km.

B2.5.3 Race Session Duration

An exception to the provisions of Article B5.16.1 for the end-of-session signal will be made under the following circumstances:

- a. 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 they cross 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.
- b. Should the Race be suspended (Article B5.14.2) the duration of the suspension will be added to this two (2) hour period up to a maximum total Race duration of three (3) hours, and the leader will be shown the end-of-session signal when they cross 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 (Article B5.10), the maximum total Race duration 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 B5.10.2.

B2.5.4 Grid for the Race Session

- a. The grid for the Race will be formed in accordance with the results of Qualifying (Article B2.4.2), the Qualifying classification process (Article B2.4.3) and the procedure defined in this article. Any penalties received for the Race will be added up and be applied using the procedure defined in this article.

If Qualifying 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 B2.5.4b shall be applied using the Drivers' Championship classification of each driver instead of their Qualifying 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.

- b. Starting from a nominally empty grid, drivers will be allocated their grid positions in the following sequence of steps:
 - i. Classified drivers who have 15 or less cumulative unserved grid penalties for the Race imposed in the previous twelve (12) months will be allocated a temporary grid position equal to their Qualifying classification plus the sum of their unserved grid penalties. If two or more drivers share a temporary grid position, their relative order will be determined in accordance with their Qualifying classification, with the slowest driver keeping their allocated temporary grid position, and the other drivers getting temporary grid positions immediately ahead of them.
 - ii. Following the allocation of temporary grid positions to penalised drivers in accordance with (b)(i), unpenalised classified drivers will be allocated any unoccupied grid position, in the sequence of their Qualifying classification.
 - iii. Following the allocation of grid positions to unpenalised classified drivers, penalised drivers with a temporary grid position, as defined in b. i., will be moved up to fill any unoccupied grid position.
 - iv. Classified drivers who have accrued more than 15 cumulative unserved grid position penalties for the Race imposed in the previous twelve (12) months will start behind any other classified driver. Their relative position will be determined in accordance with their Qualifying classification.
 - v. 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 B2.4.3b.
- c. The provisional starting grid will be published no less than two (2) hours before the scheduled start of the formation lap for the Race. Any Competitor whose F1 Car is unable to start for any reason whatsoever (or who has good reason to believe that their F1 Car 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 Race.
 - i) If one or more F1 Cars are withdrawn the grid will be closed-up accordingly.
 - ii) The final starting grid will be published one (1) hour before the scheduled start of the formation lap for the Race.
 - iii) The Grid position of any F1 Cars withdrawn or unable to start after the time referred to by B2.5.4c will remain vacant.

B2.5.5 Race Session Classification

- a. The F1 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 B2.5.3). All F1 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.
- b. F1 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.
- c. 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 ISC and these FIA F1 Regulations.

ARTICLE B3: PROCEDURES DURING A COMPETITION

Advisory Committee: SAC

Governance: F1 Commission / WMSC

B3.1 Scrutineering

- B3.1.1** Each Competitor will be required to carry out initial scrutineering of their F1 Cars, which will commence four (4) hours prior to the start of FP1 and, unless prior written permission has been granted by the Technical Delegate, submit the duly completed declaration no later than two (2) hours before the start of FP1. The declaration form template will be provided by the FIA.
- B3.1.2** No F1 Car may take part in the Competition until the declaration described in Article B3.1.1 has been submitted, and the Technical Delegate has confirmed to the Competitor that they are satisfied it has been fully and correctly completed.
- B3.1.3** Any Competitor whose F1 Car has a change of survival cell after initial scrutineering (Article B3.1.1) must complete a new declaration for approval by the Technical Delegate. However:
- At each Standard Format Competition, any such F1 Car scrutineered after the start of FP1 may not be used until the start of FP3 and any such F1 Car scrutineered after the start of FP3 may not be used until the Pit Lane exit is opened before the Race (Article B5.2).
 - At each Alternative Format Competition, any such F1 Car scrutineered after the start of FP1 may not be used until the Pit Lane exit is opened before the Sprint (Article B5.2).
- B3.1.4** The scrutineers may:
- Check the eligibility of an F1 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 Sprint Qualifying according to Article B3.4.2 or Qualifying according to Article B3.4.3, and after the covers are removed before the scheduled start of the formation lap for the Sprint according to Article B3.4.2 or the Race according to Article B3.4.3, and immediately after the Race.
 - Require an F1 Car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - Require a Competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.
 - Require a Competitor to supply them with such parts or samples, including those used for FIA regulatory activities, as they may deem necessary, at a location determined by the FIA. In such circumstance:
 - The Competitor will be responsible for the adequate packaging of such parts or samples to avoid damage during transport, and the shipping (including any insurance) of such parts to the location determined by the FIA. The Competitor shall bear all associated costs of both.
 - The packaging must allow the FIA to apply anti-tamper features or seals. At no point may any anti-tamper feature or seal be broken or removed, except with the express written consent of the Technical Delegate, or their designated representative.

- iii. The FIA and the Competitor will agree a schedule for the delivery of such parts to the location determined by the FIA.
- iv. The final packaging, anti-tamper features or seals, and delivery schedule must be approved in writing by the Technical Delegate, or their designated representative, prior to shipment to the location determined by the FIA.

B3.1.5 The Race Director may require that any F1 Car involved in an accident be stopped and checked.

B3.1.6 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.

B3.1.7 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 F1 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 Regulations to facilitate the undertaking of scrutineering checks.

B3.1.8 The stewards will publish the findings of the scrutineers each time F1 Cars are checked during the Competition. These results will not include any specific figure except when an F1 Car is found to be in breach of the FIA F1 Regulations.

B3.2 Weighing

B3.2.1 After any LTCS, during Sprint Qualifying or during Qualifying F1 Cars will be weighed as follows:

- a. When signalled to do so the driver will proceed directly to the FIA garage and stop their engine.
- b. Any driver who fails to stop when asked to do so and then fails to bring the F1 Car back to the FIA garage, or if work is carried out on the F1 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 period of the Qualifying or Sprint Qualifying session in which they participated.
- d. At the end of Qualifying or Sprint Qualifying all F1 Cars which took part in Q3 (or SQ3) will be weighed. If a driver wishes to leave their F1 Car before it is weighed, they must ask the Technical Delegate to weigh them in order that this weight may be added to that of the F1 Car.
- e. If an F1 Car stops on the circuit during Qualifying or Sprint Qualifying and the driver leaves the F1 Car, they must go to the FIA garage immediately on their return to the Pit Lane in order for their weight to be established.

B3.2.2 After any TTCS any classified F1 Car may be weighed. If a Driver wishes to leave their F1 Car before it is weighed, they must present themselves to the Technical Delegate and request to be weighed separately in order that the Driver's weight may be added to that of the F1 Car.

B3.2.3 The relevant F1 Car may be disqualified should its weight be less than that specified in Article C4.1 when weighed in accordance with Articles B3.2.1 or B3.2.2, save where the deficiency in weight results from the accidental loss of a component of the F1 Car.

B3.2.4 No substance may be added to, placed on, or removed from an F1 Car after it has been selected for weighing or has finished any TTCS or during the weighing procedure. (Except by a scrutineer when acting in their official capacity).

B3.2.5 In the event of any breach of these provisions for the weighing of F1 Cars the stewards may drop the driver such number of grid positions as they consider appropriate or disqualify them from the TTCS.

B3.3 Covering of Components

B3.3.1 Commencing twenty-nine (29) hours prior to the scheduled start of FP1, no screen, cover or other obstruction which in any way obscures any part of an F1 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.

B3.3.2 In addition to the restrictions detailed in Article B3.4.1, 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.

B3.3.3 The following are permitted:

- a. Covers which are placed over damaged F1 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 F1 Car from fire.
- e. Covers over the tyre manufacturer's code numbers (not the FIA bar code numbers).
- f. A cover over the F1 Car in the parc fermé overnight.
- g. A cover over the F1 Car in the Pit Lane or grid if it is raining.
- h. Tyre heating blankets as described in Article C10.8.4.

B3.4 Sealing of Cars

B3.4.1 Standard Format Competition(s)

At each Standard Format Competition:

- a. With the exception of when a Competitor is using one of their permitted exceptions to Restricted Period 3 (Article B9.5.3), within three (3) hours of the end of FP2 all F1 Cars used during the 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 the purpose of this Article only, an F1 Car is defined as consisting of all the components required to comply with the Regulations with the exception of the Floor Bodywork, the Nose Bodywork, the Front Wing Bodywork and the Rear Wing Bodywork as defined in in Articles C3.5.13, C3.7.1, C3.10.12 and C3.11.8 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 F1 Car is supported on stands, all F1 Car components must be present under the cover. The complete F1 Car, minus any exceptions described in this Article and including any non-fitted components must remain in view of the **overhead Parc Fermé** Camera at all times. Permitted breather, heating or cooling devices may be fitted.

Failure to comply with this requirement will be equivalent to a breach of Restricted Period 3 (Article B9.5.1c.i.) and failure to comply with both Articles will be considered as a single breach.

- b) Three (3) hours before the start of FP3, the FIA seals and covers may be removed.

B3.4.2 Alternative Format Competition(s)

At each Alternative Format Competition:

- a. Within two (2) hours of the end of Sprint Qualifying all F1 Cars used during the 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 F1 Car from each Competitor for a maximum of two (2) hours by prior arrangement with the Technical Delegate.

In the case of a breach of this Article, it will also be considered that the Competitor has breached Article B3.5.7. The relevant driver will be penalised by a single penalty for the combination of both offences.

- b. Three (3) hours before the scheduled start of the formation lap for the sprint, the seals and covers may be removed but the F1 Cars will remain under parc fermé conditions until the start of the sprint.

B3.4.3 All Competitions

At each Competition:

- a. Within two (2) hours of the end of Qualifying all F1 Cars used during the 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 F1 Car from each Competitor for a maximum of two (2) hours by prior arrangement with the Technical Delegate.

In the case of a breach of this Article, it will also be considered that the Competitor has breached Article B3.5.7. The relevant driver will be penalised by a single penalty for the combination of both offences.

- b. Five (5) hours before the scheduled start of the formation lap for the Race, the seals and covers may be removed but the F1 Cars will remain under parc fermé conditions until the start of the Race.

- B3.4.4** Whilst F1 Cars are covered and sealed, they may be fitted with devices to keep them warm.

B3.5 Pre-Sprint & Pre-Race Parc Fermé

- B3.5.1** Each F1 Car will be deemed to be in parc fermé from the time:

- a. At which it leaves the Pit Lane for the first time during the Sprint Qualifying until the start of the Sprint, and
- b. From the time at which it leaves the Pit Lane for the first time during Qualifying until the start of the Race.

Any F1 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.

B3.5.2 Each Competitor must provide the Technical Delegate with a suspension set-up sheet for both of their F1 Cars before each of them leaves the Pit Lane for the first time during the sprint qualifying session and the qualifying session.

B3.5.3 When an F1 Car is deemed to be in parc fermé, no part of the car may be replaced or modified and no changes to the setup or configuration of the car may be made. Other than when the F1 Cars are sealed in accordance with Article B3.4.2 or B3.4.3, only the work listed in Appendix B2 or approved by the Technical Delegate under Article B3.5.4 may be carried out.

In the case of a breach of this Article:

- a. At each Standard Format Competition, the relevant driver must start the Race from the Pit Lane.
- b. At each Alternative Format Competition, if the parc fermé conditions are breached before the start of the Sprint, the relevant driver must start the Sprint from the Pit Lane. If the parc fermé conditions are breached after the start of Qualifying the relevant driver must start the Race from the Pit Lane.

B3.5.4 Any parts which are removed from the F1 Car in order to carry out any work specifically permitted in Article B3.5.3, or any parts removed to carry out essential safety checks, must remain close to the F1 Car and, at all times, be visible to the scrutineer assigned to the relevant F1 Car. Furthermore, any parts removed from the F1 Car in order to carry out any such work must be refitted before the F1 Car leaves the Pit Lane.

Any work not listed in Article B3.5.3 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 Sprint Qualifying, Qualifying, on the grid before the start of the Sprint 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 F1 Car at all times.

B3.5.5 Exceptionally, six (6) times during the Championship a request made under Article B3.5.4 for replacement parts of Front Wing Bodywork, Rear Wing Bodywork, Rear Bodywork, or Floor Bodywork that are different in design will be considered for approval provided that the replacement part is of a specification that has been previously used in Pre-Season Public Collective Testing, a Sprint Qualifying, a Qualifying or a TTCS.

- B3.5.6** At the end of each Sprint Qualifying and Qualifying the FIA will select specific F1 Cars to undergo further checks. Once informed their F1 Car has been selected the Competitor concerned must take the F1 Car to the Parc Fermé immediately.
- ~~**B3.5.7** A Competitor may not modify any part on the F1 Car or make changes to the set-up of the suspension whilst the F1 Car is being held under parc fermé conditions. In the case of a breach of this Article:~~
- ~~a. At each Standard Format Competition, the relevant driver must start the Race from the Pit Lane.~~
- ~~b. At each Alternative Format Competition, if the parc fermé conditions are breached before the start of the Sprint, the relevant driver must start the Sprint from the Pit Lane. If the parc fermé conditions are breached after the start of Qualifying the relevant driver must start the Race from the Pit Lane.~~
- B3.5.7** In order that the scrutineers may be completely satisfied that no alterations have been made to the suspension systems or aerodynamic configuration of the F1 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.
- B3.5.8** One (1) scrutineer will be allocated to each F1 Car for the purpose of ensuring that no unauthorised work is carried out whilst F1 Cars are being held under parc fermé conditions. In addition, one (1) “**Parc Fermé Camera**” will be allocated to each F1 Car, which the Competitor must install within their Designated Garage Area in a position directly above and with a view of the whole car. The Parc Fermé Camera must always be uncovered and operational during a Competition. Further details of the installation, field of view, connection and operational requirements for Parc Fermé Cameras are set out in the document *FIA-F1-DOC-079*.
- B3.5.9** A list of parts replaced with the specific agreement of the Technical Delegate whilst F1 Cars are being held under parc fermé conditions will be published and distributed to all Competitors prior to the Race.
- B3.6 Post Sprint & Post Race Parc Fermé**
- B3.6.1** Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.
- B3.6.2** When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.
- B3.6.3** The parc fermé shall be secured such that no unauthorised persons can gain access to it.
- A maximum of three (3) team personnel per F1 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.
- B3.6.4** Each Driver must remain fully attired until after they have been weighed (e.g.: Helmet, Gloves, etc.)
- B3.6.5** Drivers must not interfere with parc fermé protocols in any way.

ARTICLE B4: LAP TIME CLASSIFIED SESSIONS (LTCS)

Advisory Committee: SAC

Governance: F1 Commission / WMSC

B4.1 General Provisions for LTCS

- B4.1.1** Any driver taking part in any LTCS 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 B1.9.4.
- B4.1.2** Should it become necessary to stop any LTCS, the Race Director will order red flags to be shown at all marshal posts and the orange lights on the start gantry to be illuminated at the Line.
- a. When the signal is given to stop all F1 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 is sent until the time that each F1 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 F1 Cars abandoned on the track will be removed to a safe place.
 - c. At the end of each LTCS, any period of Qualifying (Q1, Q2, Q3) or any period of Sprint Qualifying (SQ1, SQ2, SQ3) no driver may cross the Line more than once.
- B4.1.3** The Race Director may interrupt a LTCS as often and for as long as they deem necessary to ensure the safe and orderly conduct of the Competition. 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 TTCS.
- B4.1.4** The VSC procedure may be initiated to neutralise a LTCS on the order of the Race Director. When the order is given to initiate the VSC procedure a message “VSC DEPLOYED” will be sent to all Competitors and all FIA light panels will display “VSC”. At any time whilst the VSC procedure is in use:
- a. No F1 Car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such F1 Car is being driven on the track, the Pit Entry Road, or the Pit Lane.
 - b. All competing F1 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 F1 Cars must also be above this minimum time when the FIA light panels change to green.
 - c. With the exception of the cases listed under i) to iv) below, no driver may overtake another F1 Car on the track. The exceptions are:
 - i. When entering the pits a driver may ~~overtake pass~~ another F1 Car remaining on the track after they have reached the first safety car line.
 - ii. When leaving the pits a driver may overtake, ~~or be overtaken by~~, another F1 Car on the track before they reach the second safety car line.

- iii. Whilst in the Pit Entry Road, Pit Lane or Pit Exit Road a driver may overtake another F1 Car which is also in one of these three areas.
- iv. If any F1 Car slows with an obvious problem.

When the Race Director decides it is safe to end the VSC procedure the message “VSC ENDING” will be sent to all Competitors 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.

B4.2 Specific Provisions for Free Practice Session(s)

B4.2.1 Subject to the provisions of Article B2.2.1 **and only if FP1 has not already been extended in accordance with Article B2.1.2a.i.**, if Free Practice 1 at an Alternative Format Competition is interrupted in accordance with B4.1.3 before forty-five (45) minutes of the session has elapsed, this session may be extended such that the time cars are permitted on track during this session is maintained in accordance with Article B2.1.2a.

B4.2.2 Practice Starts on the Grid

After the end of each free practice session, as defined in Articles B2.1.1 and B2.1.2, 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 F1 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 lights on the start gantry will be illuminated at the Line. In the event of a red flag any driver remaining on the grid must move away slowly and all F1 Cars remaining on track must proceed slowly into the Pit Lane.

B4.3 Specific Provisions for Sprint Qualifying and Qualifying Session(s)

B4.3.1 If any period of a Sprint Qualifying or Qualifying session is interrupted in accordance with B4.1.3:

- a. Subject to b. below, the interrupted period will be extended such that the time cars are permitted on track during that period is maintained in accordance with Article B2.2.2 or B2.4.2 as applicable.
- b. If any period is interrupted at a point when the Race Director determines that no F1 Car could subsequently leave the Pit Lane and start a timed lap prior to the end of that period, at the sole discretion of the Race Director the interrupted period may not be resumed, i.e. that part of the Competition will be stopped.

B4.3.2 Any driver whose F1 Car stops in any area other than the Pit Lane during Sprint Qualifying or Qualifying and receives physical assistance will not be permitted to take any further part in that session.

ARTICLE B5: TOTAL TIME CLASSIFIED SESSIONS (TTCS)

Advisory Committee: SAC

Governance: F1 Commission / WMSC

B5.1 General Provisions for TTCS

- B5.1.1** No driver may start a TTCS without taking part in at least one (1) LTCS.
- B5.1.2** The layout of the Grid will be in a staggered 1 x 1 formation and the rows on the Grid will be separated by 16 metres.
- B5.1.3** All equipment used to cool the F1 Car on the Grid using forced air flow (or any other gaseous flow) must only be powered by electricity.
- B5.1.4** Fuel may not be added to nor removed from an F1 Car after it has left the Pit Lane to start the reconnaissance lap(s) permitted in accordance with Articles B5.2 until the end-of-session signal has been shown in accordance with Article B5.16.
- B5.1.5** Other than where permitted during the suspension of a TTCS in accordance with Article B5.14, tyre blankets are not permitted in the Pit Lane at any time during a TTCS and must be removed before the tyres are carried to the pit stop area.
- B5.1.6** Except for the circumstances described in Article B1.5.4d or Article B5.14, any driver whose F1 Car stops in any area other than the Pit Lane during a TTCS and receives physical assistance resulting in the F1 Car re-joining may be disqualified from that TTCS.
- B5.1.7** 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 F1 Cars who is in permanent radio contact with Race control.
- B5.1.8** Unless specifically authorised by the Race Director, during the start of any TTCS the pit wall must be kept free of all persons with the exception of the team personnel permitted under Article B1.5.8, officials and fire marshals.

B5.2 Reconnaissance Lap(s)

- B5.2.1** Prior to the Pit Lane opening for the reconnaissance lap(s), 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 B5.10) it will cover a lap of the track and take up position.
- B5.2.2** Prior to the scheduled start of the formation lap for each TTCS the Pit Lane exit will be opened and all F1 Cars, including any that are required to start the TTCS from the Pit Lane, will be permitted to leave the Pit Lane to cover reconnaissance lap(s). All drivers going to the Pit Lane 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 Lane exit from their garage or travelling through the Pit Lane between reconnaissance laps
- For each Sprint, the Pit Lane exit will be opened thirty (30) minutes before the scheduled start of the formation lap and shall remain open for five (5) minutes. Each driver may complete one (1) reconnaissance lap.
 - For each Race, the Pit Lane exit will be opened forty (40) minutes before the scheduled start of the formation lap and shall remain open for ten (10) minutes. Should any driver wish to cover

more than one (1) 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 their Designated Garage Area between reconnaissance laps the F1 Car may only re-join the track by being driven from the driver's garage and not from their **Designated Pit Stop Position**.

B5.2.3 At the end of these laps all F1 Cars starting the TTCS from the grid should stop on the grid in starting order with their engines stopped and all F1 Cars required to start the TTCS from the Pit Lane must enter the Pit Lane.

B5.2.4 Any F1 Car which does not complete a reconnaissance lap and reach the grid under its own power will not be permitted to start the TTCS from the grid.

B5.2.5 Any F1 Car which is still in the Pit Lane when the **Pit Lane** exit is closed after the reconnaissance laps can start the TTCS from the end of the Pit Lane provided it got there under its own power.

B5.3 Pit Lane Starters

B5.3.1 With the exception of the reconnaissance laps (Article B5.2), any driver that is required to start the TTCS from the Pit Lane may not drive their F1 Car from their Competitors Designated Garage Area until the Pit Lane exit is closed before the scheduled start of the formation lap (Article B5.6) and must stop in a line in the Fast Lane.

B5.3.2 If more than one F1 Car will start the TTCS from the Pit Lane, they must line up in the order established under Article B2.3.4 for the Sprint or under Article B2.5.4 for the Race. However, any F1 Car reaching the end of the Pit Lane after the five (5) minute signal must start behind any F1 Car already at the **Pit Lane** exit.

B5.3.3 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 B5.5.3, changing wheels and tyres.
- e. In accordance with Article C3.10.10, adjustment of the position, not controlled by the FIA Standard ECU, of the Front Wing Profiles. No parts may be added, removed, or replaced.

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

B5.4 Delayed Start

B5.4.1 If at any point during the grid procedure (Article B5.5), the Race Director decides the start of the TTCS should be delayed, and the formation lap has not started, the orange lights on the start gantry will be illuminated and a board saying "DELAYED START" will be displayed and the message "DELAYED START" will be sent to all Competitors.

B5.4.2 The starting procedure will begin again at the ten (10) minute signal.

B5.5 Grid Procedure

B5.5.1 The approach of the start of a TTCS 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.

B5.5.2 When the ten (10) minute signal is shown:

- a. everybody except drivers, officials and team technical staff must leave the grid.
- b. if track conditions are considered unsuitable to start the TTCS at the scheduled time, the formation lap(s) may take place behind the Safety Car (Article B5.10). In such circumstance:
 - i. The orange lights of the Safety Car will be illuminated, this being the signal to the drivers that the formation lap will be started behind the Safety Car. At the same time all Competitors will be informed using the OMS.
 - ii. The use of wet-weather tyres as specified under Article B6.3.7 is compulsory.

B5.5.3 When the five (5) minute signal is shown:

- a. All F1 Cars on the grid and any F1 Cars in the Pit Lane Fast Lane must have their wheels fitted. After this signal wheels may only be removed in the Inner Lane.

A Stop-and-Go Penalty will be imposed on any driver whose F1 Car did not have all its wheels fully fitted at the five (5) minute signal.
- b. Tyre blankets on the wheels fitted must be disconnected from any power supply and must not be reconnected during the start procedure, unless the delayed start or aborted start signal is subsequently shown.
- c. F1 Team personnel and equipment trolleys must commence leaving the grid.

B5.5.4 When the three (3) minute signal is shown:

- a. No more than sixteen (16) team personnel for each Competitor are permitted on the grid.

B5.5.5 When the one (1) minute signal is shown:

- a. Engines should be started and all team personnel must leave the grid, and the pit lane Fast Lane if working in accordance with B 5.3.3, by the time the fifteen (15) second signal is given taking all equipment with them.
 - i. If any team personnel are touching an F1 Car or team equipment is connected to an F1 Car on the grid after the fifteen (15) second signal has been shown, the driver of the F1 Car concerned must start the TTCS from the Pit Lane. A Stop-and-Go Penalty will be imposed on any driver who fails to start the TTCS 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 Drive-Through Penalty will be imposed on that driver.

- ii. If any driver needs assistance after the fifteen (15) second signal they must immediately raise their hands above their head. When the remainder of the F1 Cars able to do so have left the grid, marshals will be instructed to push the F1 Car into the Pit Lane Inner Lane in accordance with Article B5.7.1.

In either of the above cases, marshals with yellow flags will stand beside any F1 Car (or F1 Cars) concerned to warn drivers behind.

B5.5.6 Any car, having stopped on the grid in accordance with Article B5.2.3, that is moved from the grid to the Pit Lane Inner Lane or to the Competitors Designated Garage Area prior to the start of the formation lap may not be returned to the grid prior to the start of the TTCS. Any such car, able to do so, will be required to start the TTCS from the Pit Lane. The order of cars starting from the Pit Lane, including any such cars moved from the grid, shall be determined in accordance with Article B5.3.2.

B5.6 Formation Lap

B5.6.1 When the green lights on the start gantry are illuminated, all F1 Cars on the grid able to do so should leave the grid and begin the formation lap with the pole position driver leading.

Once all cars on track have passed the end of the Pit Lane on the formation lap, the Pit Lane 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 B5.3.2 unless another car is unduly delayed. Once all such cars have left the Pit Lane the Pit Lane exit will be closed. All such cars must enter the Pit Lane at the end of the formation lap.

B5.6.2 When leaving the grid all drivers must respect the Pit Lane speed limit until they pass pole position.

B5.6.3 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

B5.6.4 Overtaking during the formation lap is only permitted if an F1 Car is delayed and F1 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 they reach the first safety F+ car line, must enter the Pit Lane and start the TTCS from the end of the Pit Lane.

A Stop-and-Go Penalty will be imposed on any driver who fails to enter the Pit Lane if they have not re-established the original starting order before they reach the first safety F+ car line.

B5.7 Start Procedure

B5.7.1 At any time after the formation lap has commenced and prior to the start of the TTCS, if:

- a. A F1 Car is immobilised on the starting grid:
 - i. The driver must immediately raise their hands above their head to signal they have a problem;
 - ii. The marshals alongside the grid, responsible for that row, must immediately wave yellow flags and/or activate the yellow grid light panel to signal that an F1 Car is immobilised on the grid.
 - iii. When the Race Director deems it is safe to do so, it shall be the duty of the marshals to push any immobilised F1 Car into the Pit Lane Inner Lane by the fastest route. Any driver being pushed from the grid may not attempt to start the F1 Car.

- iv. Once the F1 Car is in the Pit Lane Inner Lane the Competitor may then attempt to start the F1 Car, if successful the F1 Car may only enter the Fast Lane once the TTCS has started and may join the TTCS.

The driver and mechanics must follow the instructions of the marshals at all times during such a procedure.

- b. The Race Director decides the start should be aborted the procedures defined in Article B5.8 will be followed.
- c. The Race Director decides an extra formation lap is required the procedures defined in Article B5.9 will be followed.

B5.7.2 When the F1 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 to start the TTCS being given by means of five red lights on the start gantry, operated by the permanent starter.
- b. Once all the F1 Cars have come to a halt the first red light will be illuminated followed sequentially by the second, third, fourth and fifth red lights. At any time after the fifth red light is illuminated, the signal to start the TTCS will be given by extinguishing all red lights on the start gantry.
 - i. The time interval between the illumination of each of the five red lights in the sequence described above shall be one (1) second.
 - ii. The time interval between the illumination of the fifth light and all lights being extinguished, to signal the start of the TTCS, is at the sole discretion of the permanent starter.

B5.7.3 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 the Pit Lane 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 Lane exit will be opened and all cars starting from the Pit Lane may then join the TTCS.

B5.8 Aborted Start

B5.8.1 If at any time after the formation lap has commenced and prior to the start of the TTCS 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:

- a) 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 the message “ABORTED START” will be sent to all Competitors.
- b) 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. F1 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.

- c) 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 B5.5, B5.6 and B5.7.

B5.8.2 Any driver who caused an aborted start and is then subsequently able to start the TTCS must start from the end of the Pit Lane, as specified in Article B5.3. 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 Stop-and-Go Penalty will be imposed on any driver who fails to start the TTCS from the Pit Lane.

B5.8.3 For each Aborted Start procedure completed the TTCS will be shortened by one (1) lap.

B5.9 Extra Formation Lap(s)

B5.9.1 If at any time after the formation lap has commenced and prior to the start of the TTCS, a problem arises that could endanger the start, but that does not necessitate the start to be aborted (See Article B5.8), the Race Director may decide an extra formation lap is required. In such circumstances the following procedures shall apply:

- a. 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 the message “EXTRA FORMATION LAP” will be sent to all Competitors. 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.
- b. When leaving the grid to complete the extra formation lap all drivers must respect the Pit Lane speed limit until they pass pole position.
- c. Any cars that were starting the TTCS from the Pit Lane must enter the Pit Lane at the end of the formation lap in accordance with B5.6.1, proceed to the Pit Lane exit in accordance with B5.7.2 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 TTCS from the end of the Pit Lane in the order they get there.

B5.9.2 If an extra formation lap is caused by a car that is immobilised on and pushed from the grid in accordance with B5.7.1, 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.

B5.9.3 If another problem arises which does not necessitate the start to be aborted (see Article B5.8), 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 B5.9.1.

B5.9.4 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 lap and must start the TTCS from the end of the Pit Lane as specified in B5.3.

A Stop-and-Go Penalty will be imposed on any driver who fails to start the TTCS from the Pit Lane.

B5.9.5 For each Extra Formation Lap procedure completed the TTCS will be shortened by one (1) lap.

- B5.9.6** Should Article B5.9 apply, the TTCS will nevertheless count for the Championship no matter how often the procedure is repeated, or how much the TTCS is shortened as a result.
- B5.10 Formation Lap(s) Behind Safety Car**
- B5.10.1** If track conditions are considered unsuitable to start the TTCS at the scheduled time, formation lap(s) may take place behind the Safety Car. If this is the case, and:
- 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 and the message “FORMATION LAP(S) BEHIND SAFETY CAR - WET WEATHER TYRES MUST BE USED” will be sent to all Competitors; 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 B6.3.7 is compulsory.
 - 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 and the message “FORMATION LAP(S) BEHIND SAFETY CAR” will be sent to all Competitors; this being the signal to the drivers that the formation lap(s) will take place behind the Safety Car.
- B5.10.2** 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 the maximum allowable gap of ten (10) car lengths apart. At the sole discretion of the Race Director, the maximum allowable gap between F1 Cars, including between the leader and the Safety Car, may be increased to twenty (20) car lengths in poor visibility conditions. In such circumstance the message “LOW VISIBILITY – MAXIMUM GAP TWENTY CAR LENGTHS” will be sent to all Competitors. The Safety Car will continue until conditions are considered suitable for competition.
- B5.10.3** When leaving the grid all drivers must respect the Pit Lane speed limit until they pass pole position.
- B5.10.4** Any F1 Cars that were starting the TTCS 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 F1 Cars must complete all formation laps and must enter the Pit Lane after the Safety Car returns to the pits and start the TTCS from the end of the Pit Lane in the order they get there.
- B5.10.5** 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 B5.13.3, any other F1 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 Pit Lane and start the TTCS from the end of the Pit Lane in the order they get there.
- B5.10.6** Overtaking during the formation lap(s) behind the Safety Car is only permitted under the following circumstances:
- If an F1 Car is delayed when leaving the grid and F1 Cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
 - If there is more than one F1 Car starting from the Pit Lane and one of them is unduly delayed.
 - If any F1 Car slows with an obvious problem, or
 - If an F1 Car is delayed during the formation lap(s) behind the Safety Car.

- e. In any of the cases detailed in a to d above, drivers may only overtake to re-establish the original starting order or the order the F1 Cars were in at the Pit Lane exit when the formation lap was started:
- i. During a standing start as detailed in Article B5.10.8, the driver of any F1 Car that is delayed 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 TTCS once the whole field has passed the end of the Pit Lane after the start of the TTCS.
- A Stop-and-Go Penalty will be imposed on any driver who fails to re-enter the Pit Lane if they have not re-established the original starting position before they reach the first safety car line.
- ii. During a rolling start as detailed in Article B5.10.9, the driver of any F1 Car that is delayed may overtake to re-establish the original starting order provided they do so before the message “ROLLING START” is sent to all competitors. Should they fail to do so, they must start the TTCS from where they are.

B5.10.7 If the formation lap(s) is started behind the Safety Car, the TTCS will be shortened by the number of laps carried out by the Safety Car minus one, as described in Article B2.3.2a for the Sprint, or as described in Article B2.5.2a for the Race.

B5.10.8 Standing Start

- a. If after the formation laps behind the Safety Car have commenced, the track conditions are considered suitable to start the TTCS from a standing start, the message “STANDING START” will be sent to all Competitors, all FIA light panels will display “SS”, the Pit Lane exit will be closed, and the 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 F1 Car in line behind the Safety Car may dictate the pace and may fall back from the Safety Car, exceeding the maximum allowable gap between the leader and the Safety Car defined in Article B5.10.2.

- b. Once the Safety Car has entered the Pit Lane all F1 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 Article B5.7.

In accordance with Article B5.10.4, F1 Cars that were required to start the TTCS from the Pit Lane must re-enter the Pit Lane and may start the TTCS once the Pit Lane exit is opened after the start.

A Stop-and-Go Penalty will be imposed on any driver who fails to start the TTCS from the Pit Lane.

B5.10.9 Rolling Start

- a. If after the formation laps behind the Safety Car have commenced, the track conditions are considered unsuitable to start the TTCS from a standing start, the message “ROLLING START” will be sent to all Competitors, all FIA light panels will display “RS”, the Pit Lane exit will be

closed, and the 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 F1 Car in line behind the Safety Car may dictate the pace and may fall back from the Safety Car, exceeding the maximum allowable gap between the leader and the Safety Car defined in Article B5.10.2.

- b. 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 F1 Car on the track until they pass the Line for the first time after the Safety Car has entered the Pit Entry Road to return to the Pit Lane returned to the pits. The TTCS will be deemed to have started when the leading F1 Car crosses the Line after the Safety Car has entered the Pit Entry Road to return to the Pit Lane returned to the pits.

In accordance with Article B5.10.4, F1 Cars that were required to start the TTCS from the Pit Lane must re-enter the Pit Lane and may start the TTCS once the Pit Lane exit is opened after the start.

A Stop-and-Go Penalty will be imposed on any driver who fails to start the TTCS from the Pit Lane.

B5.11 False Start

B5.11.1 During any standing start (Articles B5.7.2 or B5.10.8) or standing start resumption (Article B5.15.4), all cars must be:

- a. Stationary in their allocated grid position for the period after the third red light is illuminated and before the start signal is given by extinguishing all red lights, as defined in Article B5.7.1b.
- b. Positioned in their allocated grid position on the starting grid in such a way that the transponder is able to detect the moment at which the F1 Car first moved from its grid position after the start signal is given.
- c. Positioned in their allocated grid position such that no part of the contact patch of their front tyres are outside of the lines (front and sides) at the time of the start signal.

At the sole discretion of the stewards, a 5-Second Penalty, a 10-Second Penalty, a Drive-Through Penalty or a Stop-and-Go Penalty, will be imposed on any driver who is judged to have breached this article.

B5.12 Virtual Safety Car (VSC)

The Virtual Safety Car will 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.

B5.12.1 Deployment of VSC

The VSC procedure may be initiated to neutralise a TTCS upon the order of the Race Director. When the order is given to initiate the VSC procedure a message "VSC DEPLOYED" will be sent to all Competitors and all FIA light panels will display "VSC".

B5.12.2 During a VSC Deployment

At any time whilst the VSC procedure is in use:

- a. No F1 Car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such F1 Car is being driven on the track, the Pit Entry Road, or the Pit Lane.
- b. All F1 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 F1 Cars must also be above this minimum time when the FIA light panels change to green.

When initiated during a TTCS, the stewards may impose either a 5-Second Penalty, a 10-Second Penalty, a Drive-Through Penalty or a Stop-and-Go Penalty on any driver who fails to stay above the minimum time.

- c. With the exception of the cases listed under i. to iv. below, no driver may overtake another F1 Car on the track whilst the VSC procedure is in use. The exceptions are:
 - i. When entering the pits a driver may **overtake pass** another F1 Car remaining on the track after they have reached the first safety car line.
 - ii. When leaving the pits a driver may overtake, ~~or be overtaken by,~~ another F1 Car on the track before they reach the second safety car line.
 - iii. Whilst in the Pit Entry Road, Pit Lane or Pit Exit Road a driver may overtake another F1 Car which is also in one of these three areas.
 - iv. If any F1 Car slows with an obvious problem.

B5.12.3 Use of Pit Lane during VSC Deployment

When initiated during a TTCS, no F1 Car may enter the pits whilst the VSC procedure is in use unless it is for the purpose of changing tyres.

B5.12.4 Withdrawal of VSC

When the Race Director decides it is safe to end the VSC procedure the message “VSC ENDING” will be sent to all Competitors 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.

B5.12.5 Each lap completed whilst the VSC procedure is in use during a TTCS will be counted as a lap.

B5.13 **Safety Car (SC)**

The Safety Car 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 TTCS.

B5.13.1 Deployment of Safety Car

The Safety Car may be brought into operation to neutralise a TTCS upon the order of the Race Director. When the order is given to deploy the Safety Car the message “SAFETY CAR DEPLOYED” will be sent to all Competitors, all FIA light panels will display “SC”, all marshal’s posts will display

waved yellow flags and “SC” boards, and the Safety Car will join the track with its orange lights illuminated regardless of where the leader is.

B5.13.2 During a SC Deployment

At any time whilst the Safety Car is deployed:

- a. No F1 Car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such F1 Car is being driven on the track, the Pit Entry Road, or the Pit Lane.
- b. All F1 Cars must reduce speed and form up in a queue behind the Safety Car no more than the maximum allowable gap of ten (10) 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 until the time that each F1 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 a 5-Second Penalty, a 10-Second Penalty, a Drive-Through Penalty or a Stop-and-Go Penalty on any driver who fails to stay above the minimum time.

Once behind the Safety Car, the first F1 Car in line must stay less than the maximum allowable gap of ten (10) car lengths behind it, except under Article B5.13.6.

At the sole discretion of the Race Director, the maximum allowable gap between F1 Cars, including between the first car and the Safety Car, may be increased to twenty (20) car lengths in poor visibility conditions. In such circumstance the message “LOW VISIBILITY – MAXIMUM GAP TWENTY CAR LENGTHS” will be sent to all Competitors.

- c. With the exception of the cases listed under i to viii below, no driver may overtake another F1 Car on the track, including the Safety Car, until they pass the Line for the first time after the Safety Car has entered the Pit Entry Road to return to the Pit Lane. The exceptions are:
 - i. If a driver is signalled to do so from the Safety Car, by use of the green light on the Safety Car.
 - ii. Under Articles B5.10.6, B5.10.8, B5.13.4c, and B5.15.3.
 - iii. When entering the pits a driver may **overtake pass** another F1 Car remaining on the track, including the Safety Car, after they have reached the first safety car line.
 - iv. When leaving the pits a driver may **overtake, or be overtaken by,** another F1 Car on the track before they reach the second safety car line.
 - v. When the Safety Car is returning to the Pit Lane it may be overtaken by F1 Cars on the track once it has reached the first safety car line.
 - vi. Subject to the provisions of Article B5.13.3, whilst in the Pit Entry Road, Pit Lane or Pit Exit Road a driver may overtake another F1 Car which is also in one of these three areas.
 - vii. Any F1 Car stopping in its Designated Garage Area whilst the Safety Car is using the Pit Lane (Article B5.13.3) may be overtaken.
 - viii. If any F1 Car slows with an obvious problem.

B5.13.3 Use of Pit Lane during a SC Deployment

Under certain circumstances the Race Director may ask the F1 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 OMS, all F1 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 a car slows with an obvious problem. Any F1 Car entering the Pit Lane under these circumstances may stop at its designated garage area.

A Drive-Through Penalty will be imposed on any driver who fails to enter the Pit Lane when required to do so.

Other than when the F1 Cars and the Safety Car are required to use the Pit Lane, no F1 Car may enter the pits whilst the Safety Car is deployed unless it is for the purpose of changing tyres.

B5.13.4 Order of Cars Behind the SC

- a. When instructed by the Race Director the green light on the Safety Car will be illuminated to signal to F1 Cars between it and the leader that they are required to 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 B5.13.2c.

These F1 Cars will continue at reduced speed and without overtaking until they reach the queue of F1 Cars behind the Safety Car.

- b. If the Race Director considers track conditions are unsuitable for overtaking the message “OVERTAKING WILL NOT BE PERMITTED” will be sent to all Competitors.
- c. If the Race Director considers it safe to do so, the message “LAPPED CARS MAY NOW OVERTAKE” will be sent to all Competitors, and the green light on the Safety Car will be illuminated to signal to all F1 Cars that have been lapped by the leader that they are required to pass the F1 Cars on the lead lap and the Safety Car.

This will only apply to F1 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 B5.13.2c.

Having overtaken the F1 Cars on the lead lap and the Safety Car these F1 Cars should then proceed around the track at an appropriate speed, without overtaking, and make every effort to take up position at the back of the queue of F1 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.

B5.13.5 Duration of SC Period

- a. Except under Article B5.13.4c, the Safety Car shall be used at least until the leader is behind it and all remaining F1 Cars are queued behind them.
- b. Unless the Race Director considers the presence of the Safety Car remains necessary, once the message “LAPPED CARS MAY NOW OVERTAKE” has been sent to all Competitors in accordance with Article B5.13.4c, the Safety Car will return to the pits at the end of the following lap.

B5.13.6 Withdrawal of Safety Car

When the Race Director decides it is safe to end the Safety Car period, the message “SAFETY CAR IN THIS LAP” will be sent to all Competitors and the 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 F1 Car in line behind the Safety Car may dictate the pace and may fall back from the Safety Car, exceeding the maximum allowable gap between the leader and the Safety Car defined in Article B5.13.2b.

In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the orange lights on the Safety Car are extinguished 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 TTCS, 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.

B5.13.7 Each lap completed while the Safety Car is deployed will be counted as a lap of the TTCS. However, if the procedure set out in Article B5.10 is followed, B2.3.3a or B2.5.3a as appropriate will apply.

B5.13.8 If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, unless the Race Director deems the continued presence of the Safety Car after the end-of-session signal is required, it will enter the Pit Lane at the end of the lap and the F1 Cars must proceed to take the end-of-session signal without overtaking before the Line.

In such circumstance, the SC boards and the yellow flags will not be withdrawn but, as the Safety Car is approaching the Pit Entry Road, the orange lights on the Safety Car will be extinguished. This will be the signal to all Competitors and drivers that the Safety Car will be entering the Pit Lane at the end of that lap. The chequered flag will be shown at the Line in accordance with Article B5.16.1.

If the Race Director deems the continued presence of the Safety Car after the end-of-session signal is required the orange lights on the Safety Car will remain illuminated, this being the signal to all drivers that they must follow the Safety Car. The Safety Car will lead all cars across the Line, either on track or in the pit lane as instructed by the Race Director. The chequered flag will be shown at the Line in accordance with Article B5.16.1. The Safety Car will subsequently lead all cars into the pit lane, and into the designated Parc Fermé area, at the end of the following lap.

B5.14 Suspension Procedure(s)**B5.14.1** Suspension of a Starting Procedure

If at any time after the formation laps behind the Safety Car have commenced, track conditions are considered unsuitable to start the TTCS, the message “STARTING PROCEDURE SUSPENDED” will be sent to all Competitors, red flags will be shown at all marshal posts and at the line, and the orange lights on the start gantry will be illuminated. All F1 Cars must enter the Pit Lane behind the Safety Car.

The first F1 Car to arrive in the Pit Lane should proceed directly to the Pit Lane exit, unless an alternative location in the Pit Lane has been defined by the Race Director. All the other F1 Cars should form up in a line behind the first F1 Car in the order they entered the Pit Lane behind the Safety Car when the starting procedure was suspended. All cars must stay in the Fast Lane.

In exceptional circumstances, for reasons of safety the pit entry may be closed before F1 Cars have returned to the Pit Lane. In such circumstances all F1 Cars must proceed slowly to the starting grid, the first F1 Car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive.

The procedures described in Article B5.15 must then be followed.

B5.14.2 Suspension of a TTCS

If the Race Director deems it is necessary to suspend a TTCS, the message “RED FLAG - SPRINT SUSPENDED” or “RED FLAG - RACE SUSPENDED”, as applicable, will be sent to all Competitors, red flags will be shown at all marshal posts and at the Line, and the orange lights on the start gantry will be illuminated. When the signal is given:

- a. Overtaking is forbidden.
- b. The Pit Lane exit will be closed, and all F1 Cars must proceed slowly into the Pit Lane. The first F1 Car to arrive in the Pit Lane should proceed directly to the Pit Lane exit, **unless an alternative location in the Pit Lane has been defined by the Race Director**, staying in the Fast Lane. All the other F1 Cars should form up in a line behind the first F1 Car **in the order they entered the Pit Lane. All F1 Cars must stay in the Fast Lane.**

In exceptional circumstances, for reasons of safety the pit entry may be closed before F1 Cars have returned to the Pit Lane. In such circumstances all F1 Cars must proceed slowly to the starting grid, the first F1 Car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive. The procedures detailed in Articles B5.14.4, B5.15.1 and B5.15.2 shall remain unchanged but will be conducted on the grid instead of in the Fast Lane.

The TTCS nor the timekeeping system will stop. However, in accordance with B2.3.3b the length of the Sprint suspension or in accordance with B2.5.3b the length of the Race suspension will be added to the maximum time period.

The procedures set out in Article B5.15 must then be followed.

If the TTCS 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 TTCS was given.

B5.14.3 Suspension of a Resumption Procedure

If at any time after the laps behind the Safety Car at the resumption have commenced track conditions are considered unsuitable to resume competition, the message “RESUMPTION PROCEDURE SUSPENDED” will be sent to all Competitors, red flags will be shown at all marshal posts and at the line, and the orange lights on the start gantry will be illuminated. All F1 Cars must enter the Pit Lane.

The first F1 Car to arrive in the Pit Lane should proceed directly to the Pit Lane exit, unless an alternative location in the Pit Lane has been defined by the Race Director. All the other F1 Cars should form up in a line behind the first F1 Car in the order they entered the Pit Lane. All F1 Cars must stay in the Fast Lane.

In exceptional circumstances, for reasons of safety the pit entry may be closed before F1 Cars have returned to the Pit Lane. In such circumstances all F1 Cars must proceed slowly to the starting grid, the first F1 Car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive.

The procedures set out in Article B5.15 must then be followed.

B5.14.4 Provisions Applicable During a Suspension

Following a suspension of the starting procedure as described in Article B5.14.1, a suspension of a TTCS as described in Article B5.14.2 or the suspension of a resumption procedure as described in Article B5.14.3, and prior to the resumption time the following provisions shall apply:

- a. F1 Cars may be worked on once they have stopped in the Fast Lane, but any such work is restricted to that listed in i) to x) below and must not impede the resumption of the TTCS.
 - i. Starting the engine and any directly associated preparation.
 - ii. The addition of compressed gases (Article C4.5).
 - 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 Appendix B2 Section 7, including the replacement of assemblies containing such damaged parts.
 - ix. In accordance with Article C3.10.10, adjustment of the position, not controlled by the FIA Standard ECU, of the Front Wing Profiles. No parts may be added, removed or replaced.
 - x. If a Heat Hazard has been declared in accordance with B1.5.10, the cooling medium used in the Driver Cooling System, as defined in Article C14.6 may be replenished or replaced.
- b. Only team members, officials and accredited television cameramen will be permitted in the Pit Lane.
- c. Unless asked to do so by the FIA, F1 Cars may not be moved from the Fast Lane during a suspension. Any driver whose F1 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 F1 Cars in the Fast Lane in the order they got there.

B5.15 Resumption Procedure**B5.15.1 Ordering of Cars**

The order of cars for the resumption, the “**Resumption Order**”, will be established, and all cars will be ordered accordingly in the Fast Lane prior to the resumption.

- a. Following a suspension of the starting procedure (Article B5.14.1):
 - i. Any F1 Cars that entered the Pit Lane behind the Safety Car when the start procedure was suspended will be arranged in the order they entered the Pit Lane, with cars that were penalised to start the TTCS from the Pit Lane at the back of the line.
 - ii. 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 B5.13.3, any F1 Cars that entered the Pit Lane during the formation laps behind the Safety Car prior to the starting procedure being suspended will be arranged at the back of the line of F1 Cars in the Fast Lane in the order they get there.
- b. Following the suspension of a TTCS (Article B5.14.2):
 - i. Any F1 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 TTCS was suspended in accordance with iii. below.
 - ii. Any F1 Cars in the Pit Lane or Pit Entry Road at the time the TTCS was suspended will be arranged in the order they occupied before the TTCS was suspended in accordance with iii. below.
 - iii. In all cases the order will be taken at the last point at which it was possible to determine the position of all F1 Cars. All such F1 Cars will then be permitted to resume the TTCS.
- c. Following a suspension of the resumption procedure (Article B5.14.3):
 - i. Any F1 Cars which entered the Pit Lane behind the Safety Car when the resumption procedure was suspended will be arranged in the order they entered the Pit Lane.
 - ii. 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 B5.13.3, any F1 Cars that entered the Pit Lane during the laps behind the Safety Car prior to the resumption procedure being suspended will be arranged at the back of the line of F1 Cars in the Fast Lane in the order they get there.

In all cases described in a) to c) above, any F1 Cars that were in their garage at the time of the suspension, or that have been moved from the Fast Lane during the suspension will be arranged at the back of the line of F1 Cars in the Fast Lane in the order they get there.

For the avoidance of doubt, all such F1 Cars will be permitted to leave the Pit Lane at the resumption time. The Safety Car will be positioned at the front of the line of F1 Cars in the Fast Lane.

Competitors will be informed of the Resumption Order prior to the 10-minute signal being shown in accordance with Article B5.15.2a.

B5.15.2 Resumption

As soon as a “**Resumption Time**” is known all Competitors will be informed using the OMS, in all cases at least ten (10) minutes warning will be given. Signals will be shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute and fifteen (15) seconds before the resumption and each of these will be accompanied by an audible warning.

- a. When the ten (10) minute signal is shown, if the Race Director deems it necessary the use of wet-weather tyres as specified under Article B6.3.7 is compulsory. In this case the orange lights on the Safety Car will be illuminated and the message “SAFETY CAR LIGHTS ON - WET WEATHER TYRES MUST BE USED” will be sent to all Competitors.
- b. When the five (5) minute signal is shown, if not already illuminated in accordance with Article B5.15.2a, the orange lights on the Safety Car will be illuminated and the message “SAFETY CAR LIGHTS ON” will be sent to all Competitors. All F1 Cars must have their wheels fitted. Tyre blankets must 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 F1 Car has been moved out of the Fast Lane or during a further suspension.

A Stop-and-Go Penalty will be imposed on any driver whose F1 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 for the first time after the resumption time.

- c. In the case of a resumption following the suspension of a TTCS (Article B5.14.2), two (2) minutes prior to the resumption any F1 Cars between the Safety Car and the leader, in addition to any F1 Cars that had been lapped by the leader at the time the TTCS was suspended, will be allowed to leave the Pit Lane and complete a further lap, without overtaking, enter the Pit Lane and re-join the line of F1 Cars in the Fast Lane.
- d. When the one (1) minute signal is shown the Safety Car will leave the Pit Lane and proceed to its resumption position on track. Unless otherwise defined by the Race Director such resumption position will be at the end of the first timing sector.
- e. 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 an F1 Car or team equipment is connected to an F1 Car in the Fast Lane after the fifteen (15) second signal has been shown, the driver of the F1 Car concerned must enter the Pit Lane following the laps behind the Safety Car described in Article B5.15.2(f), and may join the TTCS from the end of the Pit Lane, once the Pit Lane exit is opened after the standing or rolling start resumption. A Stop-and-Go Penalty will be imposed on any driver who fails to enter the Pit Lane and resume from the Pit Lane.

If any driver needs assistance after the fifteen (15) second signal, they must raise their arm and, when the remainder of the F1 Cars able to do so have left the Pit Lane, marshals will be instructed to push the F1 Car into the Inner Lane. In this case, marshals with yellow flags will stand beside any F1 Car concerned to warn drivers behind.

- f. At the resumption time the **Pit Lane** exit will be opened, all cars should leave the Pit Lane and proceed around the track to meet the Safety Car at its resumption position. When leaving the

Pit Lane, and until such time as they are behind the Safety Car, the first F1 Car in line may dictate the pace. Once behind the Safety Car, the first F1 Car in line must stay less than the maximum allowable gap of ten (10) car lengths behind it, and all F1 Cars must form up in a queue behind the Safety Car no more than the maximum allowable gap of ten (10) car lengths apart.

At the sole discretion of the Race Director, the maximum allowable gap between F1 Cars, including between the first F1 Car in line and the Safety Car, may be increased to twenty (20) car lengths in poor visibility conditions. In such circumstance the message “LOW VISIBILITY – MAXIMUM GAP TWENTY CAR LENGTHS” will be sent to all Competitors.

The Safety Car will remain on track until such time as the Race Director decides it is safe to undertake a standing start resumption (Article B5.15.4) or rolling start resumption (Article B5.15.5).

- g. In the case of a resumption following the suspension of a starting procedure (Article B5.14.1), the TTCS will start when the when the Pit Lane exit is opened. In the case of a resumption following the suspension of a TTCS (Article B5.14.2) or the suspension of a resumption procedure (Article B5.14.3), the TTCS will be deemed to have resumed when the Pit Lane exit is opened. Each lap completed using the procedures set out above will be counted as a lap of the TTCS.
- h. 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 B5.13.3, any other F1 Cars entering the Pit Lane during the laps behind the Safety Car at the resumption may re-join the track but must enter the Pit Lane when the Safety Car returns to the Pit Lane and may join the TTCS from the end of the Pit Lane in the order they get there, once the Pit Lane exit is opened after the standing or rolling start resumption procedure.

B5.15.3 Overtaking during the laps behind the Safety Car at the resumption is only permitted in the following cases:

- a. Drivers may leave the Fast Lane in order to overtake any F1 Car delayed with an obvious problem when leaving its position in the Fast Lane, or
- b. Whilst in the Pit Lane a driver may overtake another F1 Car which is also in this area, or
- c. If any F1 Car slows with an obvious problem, or
- d. If an F1 Car is delayed during the lap(s) behind the Safety Car.
- e. In any of the cases detailed in a to d above, drivers may overtake to re-establish the Resumption Order ~~the F1 Cars were in at the Pit Lane exit at the resumption time:~~
 - i. During a Standing Start Resumption ~~as detailed in~~ (Article B5.15.4), provided they do so before they cross the first safety car line on the lap the safety car returns to the Pit Lane. Should they fail to do so they must re-enter the Pit Lane and may only re-join the TTCS once the Pit Lane exit is opened after ~~after~~ the standing start resumption. A Stop-and-Go Penalty 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.

- ii. During a **Rolling Start Resumption** ~~as detailed in~~ (Article B5.15.5), provided they do so before the message “ROLLING START” is sent to all competitors. Should they fail to do so, they must resume the TTCS from where they are.

A Drive-Through Penalty or a Stop-and-Go Penalty will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another F1 Car during the lap (or laps).

B5.15.4 Standing Start Resumption Procedure

In the case of a **“Standing Start Resumption”**, when the Race Director decides it is safe to do so, the message “STANDING START” will be sent to all Competitors, all FIA light panels will display “SS”, the Pit Lane exit will be closed, and the orange lights on the Safety Car will be extinguished.

This will be the signal to all 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 F1 Car in line behind the Safety Car may dictate the pace and may fall back from the Safety Car, exceeding the maximum allowable gap between the leader and the Safety Car defined in Article B5.15.2f.

Any F1 Cars that were in their garage at the time of the suspension, or that have been moved from the Fast Lane during the suspension, must re-enter the Pit Lane and may join the TTCS once the Pit Lane exit is opened after the standing start resumption. Additionally:

- a. For a **Standing Start Resumption** following a suspension of the starting procedure (Article B5.14.1), any F1 Cars that were penalised to take the original start from the Pit Lane prior to the suspension of the start procedure, or that entered the Pit Lane during the formation laps behind the Safety Car prior to the start procedure being suspended must re-enter the Pit Lane and may join the TTCS once the Pit Lane exit is opened after the **Standing Start Resumption**.
- b. For a **Standing Start Resumption** following a suspension of the resumption procedure (Article B5.14.3), any F1 Cars that entered the Pit Lane during the laps behind the Safety Car prior to the resumption procedure being suspended must re-enter the Pit Lane and may join the TTCS once the Pit Lane exit is opened after the **Standing Start Resumption**.

A Stop-and-Go Penalty will be imposed on any driver who fails to resume the TTCS from the Pit Lane when required to do so.

All other cars must go to the grid, take up their grid positions **as defined by the Resumption Order**, and follow the procedures set out in Article B5.7. **The grid position of any F1 Cars allowed to take the Standing Start Resumption from the grid that are unable to reach the grid will remain vacant.**

B5.15.5 Rolling Start Resumption Procedure

In the case of a **“Rolling Start Resumption”**, when the Race Director decides it is safe to do so, the message “ROLLING START” will be sent to all Competitors, all FIA light panels will display “RS”, the Pit Lane exit will be closed, and the 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 F1 Car in line behind the Safety Car may dictate the pace and may fall back from the Safety Car, exceeding the maximum allowable gap between the leader and the Safety Car defined in Article B5.15.2f.

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.

Any F1 Cars that were in their garage at the time of the suspension, or that have been moved from the Fast Lane during the suspension, must re-enter the Pit Lane and may join the TTCS once the Pit Lane exit is opened after the resumption. Additionally:

- a. For a rolling start following the suspension of the starting procedure (Article B5.14.1), any F1 Cars that were penalised to take the original start from the Pit Lane prior to the suspension of the start procedure, or that entered the Pit Lane during the formation laps behind the Safety Car prior to the start procedure being suspended, must re-enter the Pit Lane and may join the TTCS once the Pit Lane exit is opened after the Rolling Start Resumption.
- b. For a rolling start following the suspension of the resumption procedure (Article B5.14.3), any F1 Cars that entered the Pit Lane during the laps behind the Safety Car prior to the resumption procedure being suspended must re-enter the Pit Lane and may join the TTCS once the Pit Lane exit is opened after the Rolling Start Resumption.

A Stop-and-Go Penalty will be imposed on any driver who fails to resume the TTCS from the Pit Lane when required to do so.

No driver may overtake another F1 Car on the track until they pass the Line for the first time after the Safety Car has entered the Pit Entry Road to return to the Pit Lane.

B5.16 Finishing Procedure

B5.16.1 A chequered flag will be the end-of-session signal and will be shown at the Line as soon as the leading F1 Car has covered the full distance in accordance with Article B2.3.2 in the case of a Sprint or Article B2.5.2 in the case of a Race.

B5.16.2 Should for any reason the end-of-session signal be given before the leading F1 Car completes the scheduled number of laps, or the prescribed time has been completed, the TTCS will be deemed to have finished when the leading F1 Car last crossed the Line before the signal was given.

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

B5.16.3 After receiving the end-of-session signal all F1 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 B1.5.2 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 their F1 Car.
- c. Does not delay the podium ceremony.

Any classified F1 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 F1 Car to the parc fermé.

ARTICLE B6: TYRE LIMITATIONS

Advisory Committee: SAC

Governance: F1 Commission / WMSC

B6.1 Supply Of Tyres

B6.1.1 The single tyre manufacturer (the “**Tyre Supplier**”) appointed by the FIA must undertake to provide:

- a. 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.
- b. At certain Standard Format Competitions, one additional specification of dry-weather tyre may be made available to all Competitors for the purpose of in-competition tyre evaluation (“**In-Competition Tyre Evaluation**” or “**ICTE**”).
- c. At a maximum of two Standard Format Competitions, additional specifications of dry-weather tyres may be made available to all Competitors for the purpose of in-competition tyre testing (“**In-Competition Tyre Testing**” or “**ICTT**”). 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.

B6.1.2 Information Prior to a Competition

Unless otherwise determined by the FIA and with the agreement of the Tyre Supplier, the FIA will provide all Competitors with the following information, no less than:

- a. Four (4) weeks prior to the relevant Competition, whether additional specifications of tyre will be allocated for ICTT, and in these circumstances:
 - i. For these additional tyres; the quantity of tyres per Driver, and for each Competitor, the expected run plans for that Competitor.
 - ii. For tyres that are not these additional tyres; the specification of the tyres and any changes to the timing of electronic returns.
 - iii. Procedures that will be adopted, tyre quantities and specifications if the Competition is found to be unsuitable to evaluate the additional tyres.
- b. Two (2) weeks prior to each Competition:
 - i. Which tyre specifications will be made available by the Tyre Supplier for the Competition.
 - ii. The mandatory dry-weather tyre specification(s) for the Race, up to a maximum of two (2).
 - iii. The mandatory dry-weather tyre specification for Q3, such specification always being the softest of the three (3) specifications made available for the Competition.
- c. One (1) week prior to the relevant Competition, whether an additional specification of tyres will be made available for ICTE.

B6.1.3 Conditions of Supply

- a. All tyres must be operated in accordance with the prescriptions issued prior to each Competition by the FIA and the Tyre Supplier, including any additional or modified procedures

set out in the document *FIA-F1-DOC-062* or as communicated directly by the FIA and the Tyre Supplier.

- b. From the time at which each Competitor receives fitted tyres from the Tyre Supplier at or before a Competition these may not be used on any rig, simulator or vehicle, other than the F1 Car for which they were intended.
- c. 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 C2.1+3, tyre rolling resistance and aerodynamic drag. 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.

B6.2 Control & Allocation of Tyres

B6.2.1 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.

B6.2.2 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.

B6.2.3 The Technical Delegate will allocate sets of tyres to each driver from among the stock of tyres the Tyre Supplier makes available for the Competition.

B6.2.4 Unless otherwise determined by the FIA and with the agreement of the Tyre Supplier, for each Competition the number of sets of each specification and type of tyre that will be allocated to each driver, dependent upon the format of the competition, is provided in the table below:

	Format of the Competition:		
	Standard Format Competition	Alternative Format Competition	Standard Format Competition with ICTT
Number of sets of each specification and type of tyre that will be allocated to each driver:			
Dry-weather Tyres: Hard Specification	2	2	2
Dry-weather Tyres: Medium Specification	3	4	3
Dry-weather Tyres: Soft Specification	8	6	7
Intermediate Tyres	5	6	5
Wet-Weather Tyres	2	2	2

B6.2.5 The outer sidewall of all tyres which are to be used at a Competition must be marked with a unique identification. The use of tyres without appropriate identification may result in a Race grid position penalty or disqualification from the Race as appropriate.

B6.2.6 At any time during a Competition, and at their absolute discretion, the Technical Delegate may select alternative tyres to be used by any Competitor or driver from among the stock of tyres the Tyre Supplier has present at the Competition.

B6.2.7 A Competitor wishing to replace one unused tyre by another identical unused one must present both tyres to the Technical Delegate.

B6.3 Use & Return of Tyres

B6.3.1 The only sets of tyres which may be used during a Competition are those which are defined in Article B6.2.4, B6.5.1 and B6.6.1, and each driver must only use tyres allocated and made available to them.

Any driver who uses a set of tyres of differing specifications or tyres not allocated to them during a TTCS 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 Stop-and-Go Penalty 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.

B6.3.2 Tyres fitted in the Pit Lane will be deemed to have been used once the F1 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.

B6.3.3 All tyres must be used as complete sets, as allocated by the FIA. However, sets of the same specification may be mixed after Qualifying.

B6.3.4 For each Competition, the maximum number of sets of each type of tyres that may be used by each driver, dependent upon the format of the competition, is provided in the table below:

	Format of the Competition:		
	Standard Format Competition	Alternative Format Competition	Standard Format Competition with ICTT
Maximum number of sets of each type of tyres that may be used by each driver:			
Dry-Weather Tyres (excluding evaluation or test specifications)	13	12	12
Intermediate Tyres	5	5*	5
Wet-Weather Tyres	2	2	2

* Subject to Article B6.3.9b

If an additional driver is used (Articles B1.7.3 and B1.7.4) they must use the tyres allocated to the nominated driver they replaced.

B6.3.5 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.

B6.3.6 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 (Article B6.1.2).

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. 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.

B6.3.7 If the formation lap(s) is started behind the Safety Car in accordance with Article B5.10.1a, or the TTCS is resumed in accordance with Article B5.15.2a, the use of wet-weather tyres until the Safety Car orange lights are extinguished and it returns to the Pit Lane is compulsory.

A Stop-and-Go Penalty 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.

B6.3.8 During a Standard Format Competition

a. Dry-Weather Tyres

At each Standard Format Competition, where additional tyres are not made available for ICTT, in regard to the sets of dry-weather tyres which may be used by each driver defined in Article B6.3.4:

- i. One (1) set of the mandatory Q3 tyre specification (Article B6.1.2b) may not be used nor returned before Q3 and, for the F1 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 B3.4.3.
- ii. Two (2) sets of the mandatory Race specification(s) (Article B6.1.2b) 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.
- iii. Two (2) sets must be electronically returned no later than two (2) hours after the end of FP1.
- iv. Two (2) further sets must be electronically returned no later than two hours after the end of FP2 unless both FP1 and FP2 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 FP3.
- v. Two (2) further sets must be electronically returned no later than two (2) hours after the end of FP3.

b. Intermediate & Wet-Weather Tyres

In regard to the number of sets of Intermediate and wet-weather tyres that may be used by each driver defined in Article B6.3.4:

- i. if FP1, FP2 or FP3 is declared wet, one (1) set of intermediate tyres must be electronically returned no later than two (2) hours after the end of FP3.

B6.3.9 During an Alternative Format Competition

a. Dry-Weather Tyres

At each Alternative Format Competition, in regard to number of sets of dry-weather tyres which may be used by each driver defined in Article B6.3.4:

- i. One (1) set must be electronically returned no later than two (2) hours after the end of FP1.
- ii. One (1) set must be electronically returned no later than two (2) hours after the end of the Sprint. For any driver who used a set during the Sprint, this must be the set with the highest number of laps completed in the Sprint.
- iii. Three (3) sets must be electronically returned no later than the covers-on time after Qualifying, defined in Article B3.4.3.
- iv. In each of the periods SQ1 and SQ2 of Sprint Qualifying, 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 Sprint Qualifying, up to one set may be used, and this must only be a set of the soft specification.

b. Intermediate & Wet-Weather Tyres

In regard to the number of sets of Intermediate and wet-weather tyres that may be used by each driver defined in Article B6.3.4:

- i. A maximum of one (1) additional set of intermediate tyres will be made available, and may be used by each driver, under the following circumstances:
 - (A) If either FP1 or Sprint Qualifying 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 Sprint Qualifying, defined in Article B3.4.2.
 - (B) One (1) additional set of intermediate tyres will be made available to any driver who used a set of intermediate tyres during the Sprint and who was not previously allocated an additional set. Under such circumstances, this set may not be used before the Pit Lane 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 Qualifying, defined in Article B3.4.3.

B6.3.10 During a Standard Format Competition with ICTT:

a. Dry-Weather Tyres

At each Standard Format Competition, where additional tyres are made available for ICTT in regards to the number of sets of dry-weather tyres which may be used by each driver defined in Article B6.3.4:

- i. One (1) set of the mandatory Q3 tyre specification may not be used nor returned before Q3 and, for the F1 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 B3.4.3.

- 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.
 - iii. One (1) set must be electronically returned no later than two hours after the end of FP1.
 - iv. One (1) set of medium specification tyres may not be used nor returned before FP2. This set and one (1) further set (two sets in total) must be electronically returned no later than two hours after the end of FP2 unless both FP1 and FP2 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 FP3.
 - v. Two (2) further sets must be electronically returned no later than two (2) hours after the end of FP3.
- b. Intermediate & Wet-Weather Tyres

In regards to the number of sets of Intermediate and wet-weather tyres that may be used by each driver defined in Article B6.3.4:

- i. if FP1, FP2 or FP3 is declared wet, one (1) set of intermediate tyres must be electronically returned no later than two (2) hours after the end of FP3.

B6.4 Tyre Return Procedure

B6.4.1 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.

B6.4.2 Any set of electronically returned tyres must also be physically returned to the Tyre Supplier before the start of the following session.

B6.4.3 Once all tyres have been returned electronically after the end of each day of on track activity the Tyre Supplier will publish a list of the tyres which each driver has available to them for the remainder of the Competition.

B6.5 Specific Provisions for ICTE

B6.5.1 In addition to the specifications of dry-weather tyres allocated under Article B6.2.4, at a Standard Format Competition where ICTE (Article B6.1.1b) is scheduled, a maximum of two (2) sets of an additional evaluation specification of dry-weather tyres will be allocated to each driver.

B6.5.2 Each driver may use these tyres during FP1 and FP2.

B6.5.3 All additional tyres allocated for ICTE must be electronically returned no later than two (2) hours after the end of FP2.

B6.6 Specific Provisions for ICTT

B6.6.1 In addition to the specifications of dry-weather tyres allocated in Article B6.2.4, at a Standard Format Competition where ICTT (Article B6.1.1c) is scheduled, additional sets of test specification dry-weather tyres will be allocated to each driver.

B6.6.2 If additional test specifications of dry-weather tyres are made available for ICTT, these tyres must be used by each Driver during FP2.

If FP2 is unsuitable for the evaluation of these tyres (such as due to poor weather) they will not be made available and they may be carried over to the back-up Competition, as advised by the FIA.

B6.6.3 Unless the additional tyres for ICTT have not been made available, or the session is declared wet, all Drivers must use these tyres during FP2 according to run plans specified by the Tyre Supplier and the only dry weather tyres that may be used during FP2 are those allocated for ICTT.

B6.6.4 Drivers participating in ICTT must be eligible for a Full Super Licence and must have competed in at least one (1) Formula 1 Competition during their careers.

B6.6.5 Test parts, Test Software, Component Changes & Set-up Changes

Test parts and test software are permitted. However, the F1 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.

B6.6.6 Additional Sensors and Logging

Additional sensors may be fitted on the F1 Car to measure tyre state and or performance and must be agreed with the Tyre Supplier and the FIA in advance. Data collected from such sensors must be shared with the 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 Tyre Supplier with the other Competitors.

B6.6.7 All additional tyres allocated for ICTT must be electronically returned no later than two (2) hours after the end of FP2.

ARTICLE B7: DRIVER ADJUSTABLE BODYWORK & ENERGY DEPLOYMENT LIMITATIONS

Advisory Committee: SAC

Governance: F1 Commission / WMSC

B7.1 Driver Adjustable Bodywork**B7.1.1 General Principles**

- a. The permitted “**Driver Adjustable Bodywork**” includes the adjustment of the incidence of the Front Wing Profiles controlled by the FIA Standard ECU as described in Article C3.10.10 and the adjustment of the incidence of the RW Flap controlled by the FIA Standard ECU as described in Article C3.11.6.
- b. The Driver Adjustable Bodywork will be considered to be deactivated when both the Front Wing Profiles and RW Flap are in their respective Corner Mode positions, defined in Articles C3.10.10(n)(i) and C3.11.6(c)(i).
- c. The Driver Adjustable Bodywork will be considered to be fully activated when, following command from the driver, both the Front Wing Profiles and RW Flap are in their respective Straight Mode positions, defined in Articles C3.10.10(n)(ii) and C3.11.6(c)(ii).
- d. The Driver Adjustable Bodywork will be considered to be partially activated when, following command from the driver, the Front Wing Profiles are in their Straight Mode position, and the RW Flap is in its Corner Mode position.
- e. The FIA will provide all Competitors with relevant information regarding the defined Activation Zones for a circuit, including specification of the Activation Zones to be used when full activation of the Driver Adjustable Bodywork is enabled and specification of the Low Grip Activation Zones to be used when only partial activation of the Driver Adjustable Bodywork is enabled, no less than four (4) weeks prior to the start of the relevant Competition.
- f. The start of each defined Activation Zone shall be marked by signage on at least one (1) side of the circuit.

B7.1.2 Use of the Driver Adjustable Bodywork

- a. The driver may only activate, fully or partially, the Driver Adjustable Bodywork when they have been notified via the Control Electronics (Article C8.2) that it is enabled.
- b. In Low Grip Conditions, ~~the Race Director may, at any time and at their sole discretion, disable full activation of the Driver Adjustable Bodywork, allowing~~ only partial activation of the Driver Adjustable Bodywork in the associated Low Grip Activation Zones ~~is allowed. at such times. Subject to the provisions below, the Race Director may, at any time and at their sole discretion, subsequently re-enable full activation of the Driver Adjustable Bodywork when they consider it is safe to do so.~~
 - ~~i. The use of full activation of the Driver Adjustable Bodywork may only be re-enabled during any of the three periods of Sprint Qualifying or Qualifying when there is more than five (5) minutes remaining in the relevant period.~~

B7.2 Energy Deployment Limitations**B7.2.1 General Provisions & Principles**

- a. The absolute limits of electrical DC power of the ERS-K used to propel the F1 Car are defined in Article C5.2.8, and the limits of allowable Recharge are defined in Article C5.2.10.
- b. No less than four (4) weeks prior to the start of a Competition, the FIA will provide all Competitors with the following information and limitations applicable to the Competition, which must be respected at all times during the Competition:
 - i. Subject to Article C5.2.8i, and only if deemed necessary by the FIA for the sole purpose of ensuring the maximum speed of the F1 Car remains compatible with the design and construction of the relevant circuit, any adjustment(s) of the maximum electrical DC power of the ERS-K, as a function of F1 Car speed, that may be used to propel the F1 Car when Overtake is not active.
 - ii. Subject to Article C5.2.8ii, and only if deemed necessary by the FIA for the sole purpose of ensuring the maximum speed of the F1 Car remains compatible with the design and construction of the relevant circuit, any adjustment(s) of the maximum electrical DC power of the ERS-K, as a function of F1 Car speed, that may be used to propel the F1 Car when Overtake is active.
 - iii. In accordance with Article C5.2.10, the maximum Recharge on a single lap during track running sessions other than TTCS.
 - iv. In accordance with Article C5.2.10i, the maximum Recharge on a single lap of any TTCS when Overtake is not active.
 - v. Subject to Article C5.2.10iii, the additional Recharge on any lap of any TTCS when Overtake is enabled and activated when the driver crosses the Line at the start of the lap.
 - vi. In accordance with Article C5.12.6, the maximum rate of reduction of the driver maximum power demand.
 - vii. The value (time) of the “**Detection Gap**”.
 - viii. The position (lap distance) of the “**Detection Line**”.
 - ix. The position (lap distance) of the “**Activation Line**”.
 - x. In accordance with Article C5.12.4, for each circuit, the sectors where a power reduction greater than 150kW, and its value, will be permitted at the start of a power limited pending period.
 - xi. In accordance with Article C5.12.5, for each circuit, the sectors where a reset of the power reduction will be permitted.
 - xii. In accordance with Article C5.2.8iii, for each circuit, the sectors where this limit curve applies.
 - xiii. In accordance with Article C5.12.7, for each circuit, the sectors where a higher speed threshold is defined.

- xiv. Subject to Articles C5.2.8i and C5.2.8iv, the adjustment(s) of the maximum electrical DC power of the ERS-K, as a function of F1 Car speed, that may be used to propel an F1 Car in Low Grip Conditions when Overtake is not active.
 - xv. Subject to Articles C5.2.8ii and C5.2.8iv, the adjustment(s) of the maximum electrical DC power of the ERS-K, as a function of F1 Car speed, that may be used to propel an F1 Car in Low Grip Conditions when Overtake is active.
- c. The number of Competitions in which Article C5.2.10ii may apply will be limited to a maximum of **twelve (12)** per Championship.
 - d. A document, for the Championship, containing the provisional information and limitations described in Article B7.2.1b will be provided for all Championship Competitions no later than 30 June of the preceding year. Any amendments to this provisional information will be confirmed by 15 September of the preceding year. If the Championship Calendar is not known by the publication date(s) the Competitions of the preceding Championship will be used. Subsequent modifications to this document may only be applied for new circuits or in the event of a significant difference between the vehicle fundamentals, as described in the document *FIA-F1-DOC-034*, and the FIA correlated values to match observations during Competitions.
 - e. Exceptionally, for the safe and orderly conduct of a Competition, the FIA may amend any of the information or limitations described in Article B7.2.1b at any time prior to the start of a Competition or during a Competition.
 - f. The location of the Detection Line shall be marked by a solid yellow line crossing the circuit and by signage on at least one (1) side of the circuit adjacent to this line.
 - g. **In Low Grip Conditions the use of Boost mode, as defined in in the document *FIA-F1-DOC-058*, will be inhibited and is not allowed.**

B7.2.2 Enabling & Disabling of Overtake

- a. Prior to the start of any LTCS, Overtake will be enabled.
- b. Prior to the start, or resumption, of any TTCS Overtake will be disabled. It will be enabled when the leader has crossed the Detection Line for the first time after the start or resumption of the TTCS.
- c. When the Safety Car is deployed Overtake will be disabled. It will be enabled after all F1 Cars have crossed the Line after the Safety Car has entered the Pit Entry Road to return to the Pit Lane.
- d. For reasons of safety, the Race Director may, at any time and at their sole discretion disable Overtake. The Race Director may, at any time and at their sole discretion, subsequently re-enable Overtake when they consider it is safe to do so.

B7.2.3 Activation & Deactivation of Overtake

- a. Subject to Article B7.2.4, the driver may only use Overtake when they have been notified via the Control Electronics (Article C8.2) that it is enabled and activated.

- b. During any LTCS:
 - i. Overtake will be activated at all times when it is enabled and may be used by the driver at any time it is both enabled and activated.
- c. During any TTCS:
 - i. Overtake will be activated at the Activation Line, and may be used by the driver, when their F1 Car was less than the Detection Gap behind another F1 Car when they crossed the Detection Line.
 - ii. Overtake will be deactivated when the driver crosses the Activation Line, whilst Overtake is activated, when their F1 Car was greater than the Detection Gap behind another F1 Car at the Detection Line.

B7.2.4 Failure Mode Handling

In the event of a failure in the system which notifies the driver that Overtake is enabled or that they were less than the Detection Gap behind another F1 Car at the Detection Line, and are hence permitted to use Overtake, the Competitor concerned may ask the Race Director for permission to operate the system manually. If permission is given in this way, the onus will be upon the Competitor concerned to ensure that their driver only uses the Overtake when it is enabled, and if they are less than the Detection Gap behind another F1 Car at the Detection Line. If the failure of the system is rectified the Competitor may no longer use such manual detection, the Race Director will notify the Competitor if and when the fault has been remedied.

ARTICLE B8: CAR & COMPONENT LIMITATIONS

Advisory Committee: SAC

Governance: F1 Commission / WMSC

B8.1 Car Limitations & Usage

B8.1.1 Each Competitor may have no more than two (2) F1 Cars available for use at any one time during a Competition, except when all the following circumstances are met:

- a. An F1 Car has suffered genuine accident damage, as specified in Appendix B2 Section 7 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.
- b. The Competitor has provided a written request to the FIA to change the survival cell, and this has been approved by the Technical Delegate.
- c. There are no more than two (2) F1 Cars available for one driver at any one time, and this period is only sufficient to facilitate the change of F1 Car.

B8.1.2 In the context of this article, an F1 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 C1(Part B) and Appendix C4 column three (titled 'Art.5.1.2 Defin.')), and any other F1 Car components fitted or installed.

B8.2 Power Unit Limitations & Usage

B8.2.1 The only Power Unit that may be used at a Competition during the Championship 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 C5. Only sealed Power Unit elements (Article B8.2.9) may be used during a Competition.

B8.2.2 In each Championship, unless a driver drives for more than one (1) Competitor (Article B8.2.7), and subject to the additions described below, each driver may use no more than:

- a. 3 engines (ICE): an engine, for the purposes of this Article, will be considered to be all the components respectively listed as "ICE" and "INC" in the "PU Element" and "Sealed Perimeter" Columns in Appendix C4, with the exception of the components considered as PU-ANC below.
- b. 3 turbochargers (TC): a turbocharger, for the purposes of this Article, will be considered to be all the components respectively listed as "TC" and "INC" in the "PU Element" and "Sealed Perimeter" Columns in Appendix C4.
- c. 3 exhaust sets (EXH): an exhaust set, for the purposes of this Article, will be considered to be all the components respectively listed as "EXH" and "INC" in the "PU Element" and "Sealed Perimeter" Columns in Appendix C4, with the exception of the components considered as PU-ANC below. The four elements constituting an Exhaust set, deemed to be the left-hand primaries, right-hand primaries, left hand secondary, right hand secondary, will be considered separately for the purposes of this Article.
- d. 2 energy store units (ES) : an energy store, for the purposes of this Article, will be considered to be all the components listed as "ES" and "INC" in the "PU Element" and "Sealed Perimeter" Columns in Appendix C4.

- e. 2 of each control electronics units (PU-CE): a control electronics unit, for the purposes of this Article, will be considered to be any of the components listed as “PU-CE” and “INC” in the “PU Element” and “Sealed Perimeter” Columns in Appendix C4, with the exception of the components considered as PU-ANC below.
- f. 2 MGU-K: MGU-K, for the purposes of this Article, will be considered to be all the components respectively listed as “MGUK” and “INC” in the “PU Element” and “Sealed Perimeter” Columns in Appendix C4.
- g. 5 of each Power Unit ancillary components (PU-ANC): a Power Unit ancillary component, for the purposes of this Article, will be considered to be any of the components listed as “YES” in the “PU-ANC” column in Appendix C4.

B8.2.3 Each driver will be permitted to use an additional unit for each of the Power Unit elements listed in Article B8.2.2 a. to g. in the following conditions:

- a. In the 2026 Championship
- b. If the Power Unit used is supplied by a PU Manufacturer who has not supplied Power Units in 2026 and is in its first year of supplying Power Units.

B8.2.4 PU-ANC components, included in the sealed perimeters defined in Article B8.2.2 may be transferred between sealed elements of each driver without incurring a penalty.

Details regarding the means of sealing these components or, if this is deemed not feasible, the means of identifying them, must be provided in the PU Homologation Dossier (Appendix C5) and must be approved by the FIA.

B8.2.5 The FIA may authorise or mandate the replacement of a SSPUC component included within the perimeter of one of the elements defined in Articles B8.2.2 and B8.2.4, for safety, policing or reliability reasons.

B8.2.6 The FIA may increase, at its sole discretion, the number of permitted components specified in Article B8.2.4 for SSPUC components in the event of a genuine reliability issue making it impossible to cover the Championship season with the number of components initially specified. The criticality of the reliability issue requiring this action will be determined after consultation with the relevant SSPUC Supplier and all PU Manufacturers. The change of permitted number of such components will be communicated by the FIA to all PU Manufacturers and will be valid until the end of the current Championship.

B8.2.7 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 assessing Power Unit usage.

B8.2.8 Should a driver use more Power Unit elements than the numbers prescribed in Articles B8.2.2, B8.2.3 and B8.2.4 of any one of the elements during a Championship, a grid place penalty will be imposed upon them 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 elements listed in this Article B8.2 will be deemed to have been used once the F1 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.

B8.2.9 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. Only PU elements which are not fitted to a car may be sealed. The ESME will be sealed by the FIA in order to prevent free access to the ES and PU-CE parts located inside the ESME that are classified as "EXC" in the "Sealed Perimeter" column of Appendix C4 Table 1.

Within two hours of the end of the post-Race parc fermé additional seals will be applied to all used ICE, TC and MGU-K 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 fifty (50) hours before the scheduled start of FP1 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 an F1 Car.

Following the removal of these additional seals, no Power Unit may be cranked, other than by hand, or started prior to twenty-six (26) hours before the scheduled start of FP1. At the first Competition of the Championship, and at the sole discretion of the Technical Delegate, once the sealing process is complete permission to crank or start a Power Unit before this time may be granted.

At no time may a Power Unit be cranked, other than by hand, or started during a Competition when not fitted to an F1 Car eligible to participate in the Competition.

For safety reasons, the committed ES and PU-CE may be used between competitions provided the absolute DC electrical power is below 5kW. Exceptionally and solely for safety reasons, the FIA in its sole discretion may grant permission to a competitor to run a used unit without restricted conditions. In case permission is provided, the FIA will inform the other PUMs.

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.

B8.2.10 The parts listed as "EXC" in Column 5 of Appendix C4 may be changed without incurring a penalty under Article B8.2.8 of these FIA F1 Regulations. If changing any of these parts involves breaking a seal this may be done but must be carried out under FIA supervision. Any parts changed may only be replaced by parts homologated in accordance with Appendix C5.

B8.2.11 Minor Parts, as described in Appendix C4 and approved by the FIA as part of the homologation dossier (Appendix C5), may be changed without incurring a penalty under Article B8.2.8. However, changing any of these parts may not involve breaking a seal.

ARTICLE B9: PERSONNEL LIMITATIONS

Advisory Committee: SAC

Governance: F1 Commission / WMSC

B9.1 General Provisions

B9.1.1 All persons concerned in any way with an entered F1 Car or present in any other capacity whatsoever in the paddock, Pit Lane, or track during a Competition must always wear an appropriate pass. 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.

B9.2 Operational Personnel

B9.2.1 At each Competition during the period beginning twenty-nine (29) hours before the scheduled start of FP1 and ending two (2) hours after the start of the Race, each Competitor may not have more than a total of sixty (60) “**Operational Personnel**” who are associated in any way with the operation of the F1 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.

B9.2.2 For the avoidance of doubt Race drivers and staff whose duties are solely connected with hospitality, marketing, media, security or driving trucks to or from the Competition are not considered Operational Personnel.

B9.3 Trainee Personnel

B9.3.1 In addition to the sixty (60) personnel described in Article B9.2.1, 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.

B9.4 Declaration of Personnel

B9.4.1 A list of all operational, trainee, shared, and employee guest personnel must be submitted to the FIA prior to the start of Restricted Period One using the DMS and the official template provided by the FIA.

Amendments to the submitted list of all operational, trainee, shared, and employee guest personnel after the start of Restricted Period One shall be permitted at the sole discretion of the FIA.

A list of all personnel exempt from the provisions of Article B9.2 or B9.3 who have been working on behalf of the Competitor within the restricted areas of the circuit during the Competition must be submitted to the FIA prior to the end of the Competition, using the DMS and the official template provided by the FIA. For the avoidance of doubt the restricted areas of the circuit include the paddock, the competitors Designated Garage Area, the pit lane or the signalling area.

B9.5 Restricted Period(s)

B9.5.1 At each Competition, with the exception of the provisions of Article B9.5.2, Operational Personnel and Trainee Personnel, as defined in Articles B9.2.1 and B9.3.1, are not permitted within the confines of the circuit during the Restricted Periods.

The timing and duration of the Restricted Periods is defined below:

- a. **“Restricted Period One”**: Commencing forty-two (42) hours prior to the scheduled start of FP1 and ending twenty-nine (29) hours prior to the scheduled start of FP1.
- b. **“Restricted Period Two”**: Commencing eighteen (18) hours prior to the scheduled start of FP1 and ending four (4) hours prior to the scheduled start of FP1.
- c. **“Restricted Period Three”**:
 - i. At each Standard Format Competition, commencing fourteen (14) hours prior to the scheduled start of FP3 and ending three (3) hours prior to the scheduled start of FP3. If the unrestricted time between the end of FP2 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 Alternative Format Competition, 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 Sprint Qualifying 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.

B9.5.2 Operational Personnel and Trainee Personnel, as defined in Articles B9.2.1 and B9.3.1, will be permitted to:

- a. Enter the Paddock thirty (30) minutes prior to the end of each Restricted Period for the sole purpose of easing congestion at the turnstiles; and
- b. Remain in the confines of the circuit for up to one (1) hour after the start of Restricted Period One and Restricted Period Two for the sole purpose of exercise on the circuit, meals and socialising.
- c. Remain in the confines of the circuit for up to thirty (30) minutes after the start of Restricted Period Three for the sole purpose of exercise on the circuit, meals and socialising.

During these periods these personnel must not conduct operational activities. This includes but is not limited to work on the F1 Cars or F1 Car components necessary to operate the F1 Cars and engineers working on computers. Failure to comply with this will be treated as a breach of the relevant Restricted Period.

B9.5.3 Each Competitor will be permitted the following exceptions during the Championship to the requirements of Articles B9.5:

- a. Restricted Period One: Six (6) exceptions
- b. Restricted Period Two: Five (5) exceptions
- c. Restricted Period Three: Four (4) exceptions

For the avoidance of doubt, these exceptions may not be used consecutively during a single Competition.

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 B5.3.

- B9.5.4** For the avoidance of doubt, Race drivers and personnel whose duties are solely connected with hospitality, marketing, media, security or driving trucks to or from the Competition are exempt from these requirements. Furthermore, during each Restricted Period, such non-operational personnel are permitted to:
- Load or unload (but not pack or unpack) freight
 - Prepare equipment solely in support of other racing series
 - Prepare the presentation of garages for display
- B9.5.5** Boards warning anyone attempting to enter the paddock that a Restricted Period is in operation will be placed immediately before the turnstiles at the appropriate times.
- B9.5.6** No later than 12 hours prior to the start of Restricted Period One, 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 B9.5.3.

ARTICLE B10: MEDIA ACTIVITIES & OFFICIAL CEREMONIES

Advisory Committee: SAC

Governance: F1 Commission / WMSC

B10.1 Media Activities**B10.1.1 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 FP1.
 - i. Any driver not taking part in an official FIA Press Conference (as designated by the Media Delegate) must take part in a separate written 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 FP1, 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 FP1.

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 F1 Car display, at which time it will be distributed by the DMS.

B10.1.2 First day of on track running

- a. Each Competitor must make both of its F1 Cars available outside their Designated Garage Area for the pre-event F1 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 FP1.
 - i. Each F1 Car must be nominally complete and fitted with all major aerodynamic and bodywork components that are intended to be used when the F1 Car leaves the Pit Lane for the first time in FP1.
 - ii. During this period, each F1 Car must be positioned as determined by the Media Delegate and one (1) F1 Car may be used for pit-stop practice or electronic / optical scanning of its surfaces. If only one F1 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 F1 Car must be the one displayed to media.

- iii. Competitors may not prevent media from filming or photographing the F1 Cars during the F1 Car Presentation.
 - iv. Exceptions to the pre-event F1 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 Championship 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 FP1, a maximum of twelve (12) drivers selected by the Media Delegate in consultation with the Commercial Rights holder 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 each Standard Format Competition, each Competitor must make one driver and one senior Competitor representative 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 FP2 for drivers and within the one (1) hour and thirty (30) minute period after the end of FP2 for the senior Competitor representative. Competitors must ensure that each of their Championship Drivers participates in this media activity at least once in every two consecutive Competitions. Any Competitor using additional drivers during FP1 or FP2 as set out in Art. B1.7.3. must also make these drivers available to media during the same time frame.
 - e. At each Alternative Format Competition, all drivers who participate in Sprint Qualifying must make themselves available for media interviews immediately after the period in which they were 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 FP1.
 - 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 consultation 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.

If the Team Principal is requested for the press conference, the Competitor must provide a senior representative to take part in the fan engagement activities.

B10.1.3 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 FP3 (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 is scheduled), a maximum of twelve (12) drivers, selected by the Media Delegate in consultation with the Commercial Rights holder, 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 after being weighed in accordance with B3.2.1c, following the end of the period in which they were eliminated. 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 after being weighed in accordance with B3.2.1c following Q3.
- c. Immediately after being weighed in accordance with B3.2.1c at the end of Qualifying, the three (3) highest classified drivers in Qualifying 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 Alternative Format Competition:
 - i. any driver retiring before the end of the Sprint must make themselves available for media interviews after their return to the paddock.
 - ii. All drivers who finish the Sprint outside the top three (3) must make themselves available immediately after being weighed in accordance with B3.2.2 following the Sprint for media interviews.
 - iii. Immediately after being weighed in accordance with B3.2.2 following the Sprint, the three (3) highest classified drivers in the Sprint 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.

B10.1.4 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 their return to the paddock.
- d. Immediately after being weighed in accordance with B3.2.2 following the Race, the three (3) highest classified 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 being weighed in accordance with B3.2.2 following 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.

B10.2 Podium Ceremony

- B10.2.1** 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 B45 (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.
- B10.2.2** 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.
- B10.2.3** 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.
- B10.2.4** If no points are awarded, the podium ceremony specified in Article B10.2.1 will not take place. However, the television interviews specified in Article B10.2.1 will take place at the time the podium ceremony would have taken place.

ARTICLE B11: TRACK RUNNING OUTSIDE A COMPETITION

Advisory Committee: SAC

Governance: F1 Commission / WMSC

B11.1 General Provisions for Track Running Outside a Competition

B11.1.1 Competitors must inform the FIA and all other Competitors of any planned TPC, PE or DE at least seven (7) days before it is due to commence, such declaration being amendable up to 72 hours before it commences. The following information must be provided:

- a. The precise specification of the car(s) to be used.
- b. The name(s) of the driver(s).
- c. The type of activity (TPC, PE or DE).
- d. The date(s) and intended hours during which the activity will take place.
- e. The purpose of the activity.
- f. The circuit or venue, as applicable for TPC, PE or DE, at which the activity will take place.

B11.1.2 An FIA Observer may be appointed and may attend any TPC, PE or DE. Once notified of the attendance of an FIA Observer, the Competitor organising the TPC, PE or DE is required to make relevant arrangements to facilitate access to the circuit or venue.

B11.2 Provisions for TCC

B11.2.1 TCC running may only take place:

- a. Between the times of 09:00 and 19:00, unless otherwise agreed by all participating Competitors, the FIA and the Tyre Supplier for Out-of-Competition Tyre Testing. In all cases it may only take place for a maximum continuous duration of nine (9) hours.
- b. On circuits located in Europe, unless agreed by the majority of the Competitors and the FIA, or for Out-of-Competition Tyre Testing (Article B11.2.7d).
- c. Whilst a Championship Competition is not taking place.

B11.2.2 Except for Out-of-Competition Tyre Testing (Article B11.2.7d), no type of automobile other than a Current Car is permitted on the track. For Out-of-Competition Tyre Testing (~~Article B11.1.7d~~), no type of automobile other than a Current Car, a Previous Car, or a Mule Car is permitted on the track.

B11.2.3 F1 Cars being driven by drivers who do not qualify for a Super Licence must be fitted with a blue main rear light which must be illuminated at all times the F1 Car is on the track.

B11.2.4 Red flag and end-of-session procedures must be respected.

B11.2.5 Fuel handling and refuelling provisions (Article B1.5.9) must be respected.

B11.2.6 Every reasonable effort should be made to ensure that the recommendations concerning emergency services detailed in Supplement 1 of Appendix H to the ISC are followed.

B11.2.7 TCC Opportunities

TCC shall be limited to the opportunities detailed in this article:

a. **“Pre-Season Private Collective Testing”:**

One (1) test, organised by all Competitors, the commercial rights holder and the FIA, open to all Competitors, of five (5) consecutive days duration between 5th and 31st January 2026, during which each Competitor may complete three (3) days of track running. During this test:

- i. Each Competitor may only use one (1) F1 Car on each day.
- ii. A Competitor will be considered as having carried out a day of track running at the point their car leaves the Pit Lane for the first time during a day.

b. **“Pre-Season Public Collective Testing”:**

Two (2) tests, organised by all Competitors, the commercial rights holder and the FIA, open to all Competitors, of three (3) consecutive days duration carried out between 7 February and seven (7) days before the start of the first Competition of the Championship. During these tests:

- i. Each Competitor may only use one (1) F1 Car on each day.
- ii. Between the running times as specified in Article B11.2.1, the provisions of Article B3.3 will apply, with the following exceptions, covers may be used:
 - (A) Anytime the floor of an F1 Car is not fitted.
 - (B) During the recovery and repair of an F1 Car damaged during track running
- iii. One (1) day may be set aside for testing of wet-weather tyres if requested by the Tyre Supplier. Arrangements for this day will be made in consultation with all Competitors, the Commercial Rights Holder and the FIA.

c. **“Post-Season Test”:** 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 two (2) F1 Cars at this test which must fully comply with the provisions of Section C of the FIA F1 Regulations.
- ii. One (1) F1 Car must be driven by drivers who are in possession of or who qualify for a Super Licence and must be for the sole purpose of providing Competitors with the chance to test the tyre specifications to be used the following season. This F1 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.
- iii. One (1) F1 Car must be for the sole purpose of providing Young Drivers with the opportunity to test current F1 Cars. This F1 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:
 - (A) Be in possession of an FIA International A Licence.
 - (B) Not have competed in more than two (2) Formula 1 World Championship Races during their career.

- iv. The two (2) F1 Cars 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 C5, even if such modifications were not included in any of the elements used in the Competitions of the current year.
- d. **“Out-of-Competition Tyre Testing”**: A maximum of forty (40) car days of testing organised by the FIA in consultation with all Competitors and the Tyre Supplier, for the sole purpose of providing the 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 F1 Car complying with the technical regulations of the current or immediately preceding Championship 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 Tyre Supplier may be carried out between the end of the first Competition of the Championship and 31 December. F1 Cars at these tests must satisfy the following conditions:
 - (A) Be designed and constructed in order to comply with Section C of the FIA F1 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. These F1 Cars must fully comply with the provisions of the Section C of the FIA F1 Regulations.
- e. **“Substitute Driver Test”**: 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) F1 Car may be used.

B11.3 Provisions for TPC

- B11.3.1** TPC running may only take place for a maximum continuous duration of nine (9) hours between the times of 09:00 and 19:00.

- B11.3.2** 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 used in the definition of a Previous Car.
- B11.3.3** 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 B11.3.2, 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.
- B11.3.4** 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 B11.3.1 and declared under Article B11.1.1.
- B11.3.5** 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:
- In the sixty (60) days prior to the start of the relevant Competition in the Championship, as defined in Article B1.1.1.
 - If the circuit did not host a Competition of the Championship in the year falling immediately prior to the year of the Championship.
 - 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.
- B11.3.6** Each Competitor may complete a maximum of twenty (20) days of TPC in each calendar year.
- B11.3.7** 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 any Competitor intends to enter in the Championship, such distance being accumulated over a maximum of four (4) of the days allowed under Article B11.3.6. 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.
- B11.3.8** Only tyres manufactured specifically for this purpose by the Tyre Supplier may be used.
- B11.4 Provisions for TMC**
- B11.4.1** 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.
- B11.4.2** TMC running may only take between the times of 09:00 and 19:00, unless otherwise agreed by all participating Competitors, the FIA and the Tyre Supplier, as applicable. In all cases TMC may only take place for a maximum continuous duration of nine (9) hours.
- B11.4.3** Red flag and end-of-session procedures must be respected.
- B11.4.4** The fuel handling procedures set out in Article B1.5.9 must be respected.
- B11.4.5** During any TMC, no type of automobile other than a Mule Car, a Current Car or a Previous Car is permitted on the track.

- B11.4.6** Every reasonable effort should be made to ensure that the recommendations concerning emergency services detailed in Supplement 1 of Appendix H to the ISC are followed.
- B11.4.7** All TMC may only take place on tracks currently holding an FIA Grade 1 or FIA Grade 1T Track Licence.
- B11.4.8** Exceptionally, and at the sole discretion and prior approval of the FIA, components and/or software may be fitted for TMC that do not fall within the definition of Mule Car provided in Appendix B1, 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.
- B11.4.9** Only tyres manufactured specifically by the Tyre Supplier for development for the future Championship season or as determined as suitable by the FIA and the Tyre Supplier for the testing required by the FIA may be used.
- B11.4.10** A maximum of ten (10) 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 Tyre Supplier, and for the sole purpose of TMC.
- a. 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 F1 Car consistently at racing speeds.
 - b. 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:
 - i. 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 Articles B11.4.1, B11.4.8 and B11.4.11 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.
 - ii. In addition to the requirements of Article B11.4.10a, when such testing is undertaken in the sixty (60) days prior to the start of the relevant Competition at the circuit, the driver may not be one who is entered in the current Championship.
 - iii. The circuit hosted a Competition of the Championship in the year falling immediately prior to the year of the Championship.
 - c. Subject to Article B11.4.10b, 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:
 - i. 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 Articles B11.4.1, B11.4.8 and B11.4.11 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.

- ii. 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 Articles B11.4.1, B11.4.8 and B11.4.11 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.
- d. 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 Articles B11.4.1, B11.4.8 and B11.4.11 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.

B11.4.11 All TMC must comply with the following:

- a. 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 B3.5.3c may be changed, only if absolutely necessary for changes in climatic conditions.
- b. 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.
- c. Additional sensors may only be fitted on the Mule Car to measure tyre state and or performance or if requested by the FIA and must be agreed with the 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 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 Tyre Supplier with the other Competitors.

B11.5 Provisions for THC

B11.5.1 THC may only be carried out with cars constructed to the specification of the period.

B11.5.2 Only tyres manufactured specifically for this purpose by the Tyre Supplier, or tyres of the period, may be used.

B11.6 Provisions for PE

B11.6.1 Each Competitor will be permitted to carry out two (2) PE with a Current Car which will not be considered TCC.

B11.6.2 A PE must not exceed 200km and only one may be carried out per team per day.

B11.6.3 Only tyres manufactured specifically for this purpose by the Tyre Supplier may be used.

B11.7 Provisions for DE

B11.7.1 At the sole discretion of the FIA, each Competitor will be permitted to carry out:

- a. Two (2) DE's with a Current Car which will not be considered TCC.
- b. DE's organised by the Commercial Rights Holder with a Current Car, which will not be considered TCC.

B11.7.2 No DE using a Current Car may exceed 15km throughout the duration of the event.

B11.7.3 No DE using a Previous Car may exceed 50km throughout the duration of the event.

B11.7.4 During any DE, cars must be fitted with the FIA ECU required by Article C8.2.

B11.7.5 During any DE, only tyres manufactured specifically for this purpose by the Tyre Supplier may be used.

B11.8 Safety Requirements, Technical Requirements & Car Limitations

B11.8.1 Safety Requirements

Competitors may only participate in TCC, TPC, TMC or PE using cars which:

- a. Have been subjected to and fulfilled the requirements of the static and dynamic tests described in the technical regulations of the relevant year.
- b. 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 F1 Car.
- c. Are fitted with the FIA ECU required by Article C8.2.

B11.8.2 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.

B11.8.3 Test parts, Test Software and Component Changes

- a. For the Post-Season Test (Article B11.2.7c) and Out-of-Competition Tyre Testing (Article B11.2.7d):

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 B3.5.3 and described in Appendix B2 Section 3 may be changed, only if necessary for changes in climatic conditions, subject to the provisions of Article B11.2.7d. The provisions of Article C8.14.1 will not be applicable.

b. For TPC (Articles B11.3):

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 C8.15 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.

B11.8.4 Set-up Changes

a. For Post-Season Test (Article B11.2.7c) and TPC (Articles B11.3):

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

b. For Out-of-Competition Tyre Testing (Article B11.2.7d):

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.

B11.8.5 Additional sensors and logging

a. For the car running for the sole purpose of providing Young Drivers with the opportunity to test current F1 Cars at the Post-Season Test (Article B11.2.7c.iii) and TPC (Articles B11.3):

Additional logging and sensors are prohibited.

b. For the car running for the sole purpose of providing Competitors with the chance to test the tyre specifications to be used the following season at the Post-Season Test (Article B11.2.7c.ii) and Out-of-Competition Tyre Testing (Article B11.2.7d):

Additional sensors may only be fitted on the F1 Car to measure tyre state and or performance and must be agreed with the Tyre Supplier and the FIA in advance. Data collected from such sensors must be shared with the 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 Tyre Supplier with the other Competitors.

APPENDIX B1: DEFINITIONS

Advisory Committee: SAC

Governance: F1 Commission / WMSC

“**Alternative Format Competition**” (or “**AFC**”) is any Competition where a Sprint is scheduled.

“**Current Car**” (or “**CC**”) is defined as a car which was designed and constructed in order to comply with the **FIA F1** Regulations of the 2026 or subsequent Championships. No Competitor may sell or make available any such Current Car to any third party without the prior authorisation of the FIA.

“**Demonstration Event**” (or “**DE**”) shall be defined as an event in which a Competitor participates purely for marketing or demonstration purposes.

“**Document Management System**” (or “**DMS**”) is the FIA provided document management and exchange system used as the primary means of document exchange with Competitors during a Competition.

“**Fast Lane**”: 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.

“**Historic Car**” (or “**HC**”) is defined as a car which was designed and constructed in order to comply with the regulations in force during the years preceding those referred in the definition of a Previous Car.

“**Inner Lane**”: The Pit Lane will be divided into two lanes, the lane closest to the garages will be designated the Inner lane.

“**Lap Time Classified Session**” (or “**LTCS**”) is any track running session during which the classification of the session is determined based upon the time taken by a driver to complete a single lap. Lap Time Classified Sessions include, but are not limited to, free practice sessions, the sprint qualifying session and the qualifying session.

“**Mule Car**” (or “**MC**”) is defined as a car which was designed and constructed in order to comply with the Section C of the FIA F1 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 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 a future Championship. No Competitor may sell or make available any such Mule Car to any third party without the prior authorisation of the FIA.

“**Official Messaging System**” (or “**OMS**”) is the FIA official messaging system that will be used as a means of real-time or near real-time communication to all Competitors during a Competition. Unless otherwise specifically defined, where in these FIA F1 Regulations where it is stated that a pre-determined message will be sent to all Competitors, or that all Competitors will be notified or informed of specific information during a competition, this will be done using the Official Messaging System.

“**Pit Entry Road**”, unless otherwise defined by the Race Director, means the section of track leading to the Pit Lane, between the first safety car line and the beginning of the Pit Lane.

“**Pit Exit Road**”, unless otherwise defined by the Race Director, means 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.

“Pit Lane” is the...

“**Previous Car**” (or “**PC**”) is defined as a car which was designed and constructed in order to comply with the regulations of any of the 2022 - 2025 Championships. No Competitor may sell or make available any such *Previous Car* to any third party without the prior authorisation of the FIA.

“**Promotional Event**” (or “**PE**”) shall be defined as an event in which a Competitor participates purely for marketing or promotional purposes using a Current Car.

“**Restricted Period**” (or “**RP**”) is defined as a period of time during which, with the exception of the provisions of Article B9.4.1, team personnel who are associated in any way with the operation of the F1 Cars are not permitted within the confines of the circuit

“**Standard Format Competition**” (or “**SFC**”) is any Competition where a Race is scheduled and a Sprint is not scheduled.

“**Total Time Classified Session**” (or “**TTCS**”) is any track running session during which the classification of the session is determined based upon the total time taken by a driver to complete a number of laps greater than one. Total Time Classified Sessions include, but are not limited to, the Sprint session and the Race session.

“**Testing of Current Car**” (or “**TCC**”) is 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 a Current Car.

“**Testing of Historic Car**” (or “**THC**”) is 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 a Historic Car.

“**Testing of Mule Car**” (or “**TMC**”) is 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 a Mule Car.

“**Testing of Previous Car**” (or “**TPC**”) is 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 a Previous Car.

APPENDIX B2: PARC FERME PERMITTED WORKS*Advisory Committee: SAC**Governance: F1 Commission / WMSC***1. BRAKES**

1.1	Brake friction material may be removed, measured, de-glazed and refitted
1.2	The brake system may be bled.

2. BODYWORK

2.1	In accordance with Article C3.10.10, adjustment of the position, not controlled by the FIA Standard ECU, of the Front Wing Profiles. No parts may be added, removed or replaced.
2.2	Bodywork (excluding radiators and heat exchangers) may be removed.
2.3	Bodywork components may be inspected with the use of NDT methods, provided no disassembly takes place.
2.4	Cosmetic changes may be made to the bodywork and tape may be added.
2.5	Any part of the car may be cleaned.
2.6	Bodywork fixings and cable ties (consumable fasteners) may be replaced.
2.7	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, no replacement components or sub-components may be used.
2.8	The front wing, brake drums and wheel nut retention caps may be changed for pitstop practice items, provided the original components stay in vision of the scrutineer and are refitted once pitstop practice is completed.

3. 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:

3.1	Components specified in Articles C3.14.4 and C3.15.5.
3.2	Power unit and / or gearbox cooling bodywork that lies within RV-BODY-REAR and / or RV-RBW-EC reference volumes as defined in Appendix C2: Regulation Volumes.
3.3	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.
3.4	The addition or removal of the Driver Cooling Scoop described in Article C3.7.6.

4. DRIVER COMFORT

4.1	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.
4.2	Should ambient temperature change significantly, Competitors will be requested (via the official messaging system) to change the head padding required by Article C12.6.1.

4.3	The addition 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.
4.4	If a Heat Hazard has been declared in accordance with B1.5.10, the cooling medium used in the Driver Cooling System, as defined in Article C14.6, may be added, replenished or replaced. Any other work associated with the heat hazard system may only be carried out with the specific permission of the Technical Delegate.
4.5	If a Heat Hazard has been declared in accordance with Article B1.5.10 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 B1.5.10b 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.

5. ELECTRONICS

5.1	F1 on board cameras, F1 team telemetry system components, voice radio communication system components, marshalling system components, timing transponders, FIA ADR, high speed camera and any associated equipment may be removed, refitted, or checked or replaced if requested by the relevant FIA designated supplier.
5.2	A jump battery may be connected and on-board electrical units may be freely accessed via a physical connection to the car.
5.3	Safety checks, including the charging and / or discharging of the ERS energy storage devices.
5.4	Batteries specifically used to power the clutch disengagement system and / or fire extinguisher may be charged or replaced.
5.5	The power supply to the onboard fire extinguisher may be disconnected, but must be reconnected before the car exits the Pit Lane.
5.6	The repair of an electronic component (e.g. damaged connector pin, wiring loom involving heatshrink, protecting sleeving, enclosure bonding).
5.7	Damaged sensor lenses may be replaced provided the actual sensor remains unchanged. In such cases any damaged lenses must be retained by the FIA.
5.8	Pitot tubes may be removed, cleaned, refitted and functionality checked. Pitot tubes may be covered or uncovered.

6. FLUIDS

6.1	Fuel may be drained or added.
6.2	Compressed gases may be drained or added.
6.3	Permitted breather, heating or cooling devices may be fitted.
6.4	Fluids may be drained and/or replenished, however, fluids used for replenishment must conform to the same specification as the original fluids(s). Fluid systems may be bled.
6.5	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.
6.6	System checks may be carried out on fluid systems, including taking fluid samples for analysis.
6.7	Leak detection spray may be used to inspect fluid systems for leaks.
6.8	Inboard and outboard suspension sphericals may be lubricated.

7. REPAIR OF GENUINE ACCIDENT DAMAGE

7.1	Damage sustained as a result of contact with a barrier.
7.2	Damage sustained as a result of contact with another car on track.
7.3	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.

8. POWERTRAIN

8.1	Engines may be started.
8.2	Spark plugs may be removed in order to carry out an internal engine inspection and cylinder compression checks.
8.3	The air intake filter upstream of the compressor may be inspected and cleaned.
8.4	Inspection bungs may be removed in order to carry out an internal gearbox inspection (borescope). The gearbox must not be disassembled from the car to carry out this inspection.
8.5	The exhaust system may be inspected, including the use of NDT methods.

9. TYRES

9.1	Wheels, wheel fasteners and tyres may be removed, changed or rebalanced.
9.2	Tyre pressures may be adjusted.

10. GENERAL TASKS

10.1	The car may be weighed using an allocated tyre set (or a set of travel tyres). The use of machined setup plates is not permitted.
10.2	Exhaust extraction devices may be fitted whilst starting the engine in the garage.

11. SURVIVAL CELL

11.1	A change of car, as defined in Article B8.1.2, if that car has suffered genuine accident damage or has suffered a significant failure or fault, as defined in Article B8.1.1, 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.
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12. WORK REQUIRED BY THE TECHNICAL DELEGATE

12.1	Any work requested by the Technical Delegate.
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APPENDIX B3: INFORMATION REQUIRED 90 DAYS BEFORE A COMPETITION*Advisory Committee: SAC**Governance: F1 Commission / WMSC***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.
 - DIRECTION (CLOCKWISE OR ANTI-CLOCKWISE).
 - START LINE OFFSET (LOCATION OF START LINE IN RELATION TO LINE)
 - LOCATION OF END OF THE PIT LANE IN RELATION TO LINE.
 - NUMBER OF LAPS FOR RACE
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. | 6. TECHNICAL DELEGATE. |
| 2. RACE DIRECTOR. | 7. SPORTING DELEGATE. |
| 3. SAFETY DELEGATE. | 8. MEDIA DELEGATE. |
| 4. PERMANENT STARTER. | 9. STEWARD'S ADVISER. |
| 5. MEDICAL DELEGATE. | |

AND, IF APPROPRIATE:

- | | |
|---|---------------------------|
| 9. A REPRESENTATIVE OF THE FIA PRESIDENT. | 12. AN OBSERVER. |
| 10. A DEPUTY RACE DIRECTOR | 13. A SAFETY CAR DRIVER. |
| 11. A DEPUTY MEDICAL DELEGATE | 14. A MEDICAL CAR DRIVER. |

APPENDIX B4: PODIUM CEREMONY

Advisory Committee: SAC

Governance: F1 Commission / WMSC

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 ISC.

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 F1 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 them, 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 B5: APPROVED CHANGES TO SECTION B FOR SUBSEQUENT YEARS*Advisory Committee: SAC**Governance: F1 Commission / WMSC***Changes for 2027****ARTICLE B9: PERSONNEL LIMITATIONS**

.../...

B9.2 Operational Personnel

.../...

B9.2.1 At each Competition during the period beginning twenty-nine (29) hours before the scheduled start of FP1 and ending two (2) hours after the start of the Race, each Competitor may not have more than a total of fifty-nine (59) Operational Personnel who are associated in any way with the operation of the F1 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.

.../...

B9.5 Restricted Period(s)

.../...

B9.5.3 Each Competitor will be permitted the following exceptions during the Championship to the requirements of Articles B9.5:

- a. Restricted Period One: Five (5) exceptions
- b. Restricted Period Two: Four (4) exceptions
- c. Restricted Period Three: Three (3) exceptions

For the avoidance of doubt, these exceptions may not be used consecutively during a single Competition.

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 B5.3.

.../...

ARTICLE B11: TRACK RUNNING OUTSIDE A COMPETITION

.../...

B11.2.7 TCC Opportunities

TCC shall be limited to the opportunities detailed in this article:

a. **“Pre-Season Public Collective Testing”:**

One (1) test, organised by all Competitors, the commercial rights holder and the FIA, open to all Competitors, of three (3) consecutive days duration carried out between 1 February and seven (7) days before the start of the first Competition of the Championship During these tests:

- i. Each Competitor may only use one (1) F1 Car on each day.
- ii. Between the running times as specified in Article B11.2.1, the provisions of Article B3.3 will apply, with the following exceptions, covers may be used:
 - a. Anytime the floor of an F1 Car is not fitted.
 - b. During the recovery and repair of an F1 Car damaged during track running

- iii. One (1) day may be set aside for testing of wet-weather tyres if requested by the Tyre Supplier. Arrangements for this day will be made in consultation with all Competitors, the Commercial Rights Holder and the FIA.

.../...

- d. **“Out-of-Competition Tyre Testing”**: A maximum of forty (40) car days of testing organised by the FIA in consultation with all Competitors and the Tyre Supplier, for the sole purpose of providing the 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 F1 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 Tyre Supplier may be carried out between the end of the first Competition of the Championship and 31 December. F1 Cars at these tests must satisfy one of the two following conditions:
 - (A) Be designed and constructed in order to comply with the Section C of the FIA F1 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 F1 Cars must fully comply with the provisions of Section C of the FIA F1 Regulations **Regulations**.
 - (B) Be designed and constructed in order to comply with the Section C of the FIA F1 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 Tyre Supplier may be carried out between 1 January and the end of the first Event of the Championship. F1 Cars at these tests must have been designed and constructed in order to comply with the Section C of the FIA F1 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.

APPENDIX B1: DEFINITIONS

.../...

“Current Car” (or **“CC”**) is defined as an F1 car which was designed and constructed in order to comply with the FIA F1 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 Current Car to any third party without the prior authorisation of the FIA.

.../...

“Previous Car” (or **“PC”**) is defined as a car which was designed and constructed in order to comply with the 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 Previous Car to any third party without the prior authorisation of the FIA.

.../...

Changes for 2028**ARTICLE B9: PERSONNEL LIMITATIONS**

.../...

B9.2 Operational Personnel

.../...

B9.2.1 At each Competition during the period beginning twenty-nine (29) hours before the scheduled start of FP1 and ending two (2) hours after the start of the Race, each Competitor may not have more than a total of fifty-eight (58) Operational Personnel who are associated in any way with the operation of the F1 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.

.../...

B9.5 Restricted Period(s)

.../...

B9.5.3 Each Competitor will be permitted the following exceptions during the Championship to the requirements of Articles B9.5:

- a. Restricted Period One: Four (4) exceptions
- b. Restricted Period Two: Three (3) exceptions
- c. Restricted Period Three: Two (2) exceptions

For the avoidance of doubt, these exceptions may not be used consecutively during a single Competition.

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 B5.3.

.../...

APPENDIX B1: DEFINITIONS

.../...

~~“Current Car” (or “CC”) is defined as car which was designed and constructed in order to comply with the 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 Current Car to any third party without the prior authorisation of the FIA.~~

.../...

~~“Previous Car” (or “PC”) is defined as a car which was designed and constructed in order to comply with the 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 Previous Car to any third party without the prior authorisation of the FIA.~~

.../...

Changes for 2029

- None