

2019 FIA FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS

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FOREWORD

The FIA will sanction the FIA Formula 2 Championship (the Championship) which is the property of the FIA and comprises two titles, one for drivers and one for teams. It consists of Formula 2 races which are included in the FIA International Calendar. All the participating parties (FIA, ASNs, organizers, competitors and circuits) undertake to apply as well as observe the Sporting and Technical Regulations governing the Championship, as well as the International Sporting Code and Code of Ethics.

1) ORGANISATION

- 1.1 The FIA has appointed Formula Motorsport Limited as the Promoter of the FIA Formula 2 Championship, hereinafter “the Promoter”.
- 1.2 The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. Changes to these Sporting Regulations must be made in accordance with Article 19.2 of the International Sporting Code, hereinafter “the Code”, or at least 30 days before the date of the Event providing that it has been agreed by the FIA and the Promoter.
- 1.3 Bulletins that temporarily modify and/or supplement the Sporting Regulations and/or the Technical Regulations may be issued by the promoter to apply at a single Competition, or at two (2) consecutive Competitions taking place not more than one week apart and such bulletins shall be binding on all Competitors in relations to the relevant Competition(s).

Each such Bulletin shall be countersigned (i) for the technical bulletins by the Technical Delegate and the Chairman of the Stewards; (ii) for the sporting bulletins by the Race Director and the Chairman of the Stewards.

Notwithstanding the above, a bulletin or modification or supplementation may be extended to apply to one (1) additional consecutive Competition falling within the same year providing that it has been agreed by the FIA and the Promoter.

- 1.4 These Sporting Regulations come into force from the moment of their publication on the FIA website (www.fia.com), and replace all previous Sporting Regulations.

2) GENERAL UNDERTAKING

- 2.1 All drivers, competitors and officials participating in the Championship undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the [2019](#) International Sporting Code, the [2019](#) FIA General Prescriptions, the Technical Regulations and the present Sporting Regulations, together referred to as “the Regulations”. In addition, drivers, competitors and officials undertake to observe all provisions of the Sporting Regulations of the ASN where the Event is being held and any Supplementary Regulations for each single Event.

3) GENERAL CONDITIONS

- 3.1 It is the competitor's responsibility to ensure that all persons concerned by their entry observe all the requirements of the Regulations. If a competitor is unable to be present in person at the Event, he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 3.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.
- 3.3 The presentation of a car for [initial](#) scrutineering ([see Article 25.1 below](#)) will be deemed an implicit statement of conformity.
- 3.4 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

4) LICENCES

- 4.1 All drivers participating in the Championship must hold a Grade A [or B](#) International FIA Licence, in conformity with Appendix L, Chapter 1, Articles 2 and 4. The promoter however reserves the right to refuse a driver nomination.
- 4.2 Competitors must hold current and valid licences and/or authorisations issued by their ASNs.

5) CHAMPIONSHIP EVENTS

5.1 Events are reserved for Formula 2 cars as defined in the Technical Regulations.

Each competitor will be allowed only two cars. Cars must conform at all times with the conditions of eligibility set out in the Championship Technical Regulations published as part of the general rules of the Championship. No spare cars are eligible for the Championship. All cars will be duly marked with a proper identification as being scrutineered in accordance with the Technical and Sporting Regulations.

Competitors may be requested to carry on-board cameras on their cars, this request will be made on a race-by-race basis and may not be refused.

5.2 Each Event will have the status of an international restricted competition.

5.3 The distance of race one, from the start signal referred to in Article 36.9 to the [end-of-race signal referred to in Article 43.1](#), shall be equal to the least number of complete laps which exceed a distance of 170km (Monaco 140km, Budapest and Sochi 160km). However, should sixty minutes elapse before the scheduled race distance is completed, the leader will be shown the [end-of-race signal](#) when he crosses the control line (the "Line") at the end of the lap following the lap during which the sixty minute period ended provided this does not result in the scheduled number of laps being exceeded.

The distance of race two, from the start signal referred to in Article 36.9 to the [end-of-race signal referred to in Article 43.1](#), shall be equal to the least number of complete laps which exceed a distance of 120km (Monaco 100km). However, should forty-five minutes elapse before the scheduled race distance is completed, the leader will be shown the [end-of-race signal](#) when he crosses the Line at the end of the lap following the lap during which the forty-five minute period ended provided this does not result in the scheduled number of laps being exceeded.

Should either race be suspended (see Article 41) the length of the suspension will be added to these periods.

If the formation lap is started behind the safety car (see Article [36.14\(c\)](#)) the number of race laps will be reduced by the number of laps carried out by the safety car minus one.

5.4 The maximum number of Events in the Championship is 15 and the minimum is 10. At each Event two races (race one and race two) will be held subject to the approval of the relevant organiser and ASN.

5.5 The provisional list of Events making up the [2019](#) Championship will be published before 15 January [2019](#), with race one on Saturday and race two on Sunday, subject to the approval of the relevant organiser and ASN. An alternative timetable may be arranged in Monaco.

5.6 An Event may be cancelled if fewer than 12 cars are available for it.

5.7 The Championship may be cancelled if fewer than 12 cars are available as a result of the entry selection process described in Article 8.

6) CHAMPIONSHIP

6.1 The Driver's Championship title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place.

6.2 The Team's Championship title will be awarded to the competitor which has scored the highest number of points, results from both cars being taken into account.

6.3 Points for both titles will be awarded for the Event according to the following scale:

Race one		Race two	
1st	: 25 points	1st	: 15 points
2nd	: 18 points	2nd	: 12 points
3rd	: 15 points	3rd	: 10 points
4th	: 12 points	4th	: 8 points

5th	:	10 points	5th	:	6 points
6th	:	8 points	6th	:	4 points
7th	:	6 points	7th	:	2 points
8th	:	4 points	8th	:	1 point
9th	:	2 points			
10th	:	1 point			

Pole position, race one = 4 points

Fastest lap, race one = 2 points Fastest lap, race two = 2 points

Any driver who a) is not classified in the top ten positions at the end of the race (see Article 45) or, b) didn't start the race from his normal grid position, will not be eligible for points awarded for fastest lap

- 6.4** The number of entries for the [2019](#) Championship is limited to 13 competitors with two cars each. The entry fee per team and per season is €50,000 and the selection process is as described in Article 8.
- 6.5** If a race is suspended under Article 41 and cannot be resumed, no points will be awarded if the leader has completed two laps or less, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance and full points will be awarded if the leader has completed 75% or more of the original race distance.
- If the formation lap is started behind the safety car (see Article [36.14\(c\)](#)), the original race distance will be deemed to be the distance calculated in accordance with Article 5.3.
- 6.6** If required by the FIA to do so the drivers finishing first, second and third in the Championship must be present at the annual FIA Prize Giving ceremony.

7) DEAD HEAT

- 7.1** Points awarded for all the positions of drivers who tie will be added together and shared equally.
- 7.2** If two or more drivers set identical fastest lap times in the same race, priority will be given to the one who set it first.
- 7.3** If two or more drivers or competitors finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to:
- The holder of the greatest number of first places.
 - If the number of first places is the same, the holder of the greatest number of second places.
 - If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
 - If this procedure fails to produce a result, the Promoter will nominate the winner according to such criteria as it thinks fit.

8) COMPETITORS' APPLICATIONS

- 8.1** Before 30 November of the year prior to the year of the relevant Championship, applicants will be required to:
- Enter into binding Competitor Contracts with the promoter.
 - Properly complete, signed and returned a valid Entry Form to the FIA.
 - Pay the Entry fee of €50,000 to the FIA.
 - Be approved during the steering committee held between the Promoter and the FIA.

8.2 Race numbers will be allocated in [2018 Formula 2](#) team championship order, the Promoter will allocate numbers to any new teams according to such criteria as it thinks fit.

- 8.3 a) No more than 26 cars will be admitted to the Championship, two per competitor.
- b) In order to preserve the competitive and sporting nature and structure of the Championship, where any material change in the identity or control of a team occurs, any application or entitlement to participate in any part of the Championship will be cancelled automatically.

However, the Promoter may suspend the operation of that general rule where it gives its prior consent to the change of identity or control. That consent shall not be unreasonably withheld.

The grant of such consent shall be conditional upon the Promoter being satisfied that the change of identity or control shall not materially alter the economic and sporting entity that is the Team.

Factors which may be considered by the Promoter in determining whether the economic and sporting entity will be maintained may include (but shall not be limited to) the composition and structure of the team, the team's name, the team's logos, the team's colours and fairness to other competitors.

Nothing in this rule shall prevent new teams from entering the Championship in the normal way.

- c) Entitlement to participate in any part of the Championship is given to a competitor personally, and is non-transferable. No assignment of the above entitlement by a competitor is authorised without the express written approval of the Promoter. If a competitor fails to follow that specific rule, the Promoter may automatically and with immediate effect cancel that competitor's entry into the Championship.

9) CAR LIVERY

- 9.1 Both cars entered by a competitor must have the same livery at every Event (i.e. same basic colours and overall appearance).
- 9.2 The race numbers, visible from both sides and the front of the car, must be no less than 230mm high, have a minimum stroke thickness of 40mm and be of a clearly contrasting colour to their background.
- 9.3 The name or the emblem of the make of the car must appear on the front of the nose of the car and in either case be at least 25mm in its largest dimension.
- The name of the driver must appear on the external bodywork and be clearly legible.
- 9.4 In order that the cars of each team may be easily distinguished from one another whilst they are on the track, the on board cameras located above the principal roll structure of the first car must be predominantly black and the second car must be predominantly fluorescent yellow.
- 9.5 The provisions of the Code relating to national colours shall not apply to the Championship.

10) TESTING

- 10.1 Private testing with the Formula 2 cars is not permitted.

Testing, which is compulsory for all teams, may only be carried out in accordance with Article 10.2 below. Any other track running time undertaken by, or on behalf of, a team entered in the Championship (or which is suspected of being connected in any way whatsoever with a team entered in the Championship) is not permitted.

- 10.2 Testing of Formula 2 cars must take place in accordance with the following:

- a) Each year the Promoter will organize between 3 and 10 two or three-day official tests. At least two of these tests will take place between 1 January and the first Event of the Championship.

Testing will consist of a three-hour morning session and a three-hour afternoon session.

During each of these tests all Technical Regulations must be respected.

At a two-day test no more than six sets of new dry-weather tyres and three sets of wet-weather tyres may be used on each car, at a three-day test the number of new dry-weather tyres will be increased to eight sets.

In addition, no driver in the same team may use more than six sets of dry-weather tyres at a two-day test and no more than eight sets of dry-weather tyres at a three-day test.

Wet weather tyres may only be used if track conditions necessitate their use.

Installation tyres may be used for the first two laps by each car on the first day of each test.

All tyres must be used as supplied by the manufacturer, any modification or treatment such as cutting, grooving, the application of solvents or softeners, the fitting of heat retaining devices or pre-heating is therefore prohibited. This applies to both wet-weather and dry-weather tyres.

The only acceptable variation from the standard tyre specification is shaving of the shoulders as and when considered necessary by the technicians of the tyre supplier and when all such work is done by the supplier.

With the approval of the tyre manufacturer, tyres may be carried over to the next official test and will become part of the maximum number of sets allowed per car.

A secure area for the storage of tyres during the Test will be provided by the tyre manufacturer and will be located in the paddock area. All dry-weather tyres allocated for use at a Test must be stored in this area during the times specified by the FIA F2 technical delegate at the start of the Test. Competitors are not permitted to access to this secure storage area during the above specified times without the consent of the FIA F2 technical delegate.

At the end of each FIA F2 test all tyres must be returned to the tyre manufacturer with the exception of one set of installation tyres per car.

- b) The costs of track rental will be shared equally among the competitors on a day-to-day basis.

10.3 During all testing:

- a) Red flag and end-of-session procedures must be respected.
- b) No other type of vehicle is permitted on the track.
- c) Every reasonable effort should be made to ensure that the recommendations concerning emergency services detailed in Article 16 of Appendix H to the Code are followed.

10.4 From 1 January 2019 no driver entered in the Championship may carry out any type of private testing on any track with any type of single seater car that was designed and built to achieve a power-to-weight ratio less than 2.0kg/bhp.

This limitation will not apply to any cars which were designed and built in order to comply with the Formula One Technical Regulations of the current season or any of the seven calendar years preceding the current FIA Formula One Championship.

The stewards may impose up to six penalty points on a driver who is found to be in breach of the above.

In order that an FIA observer may be appointed, competitors or drivers must inform the Promoter and FIA of any planned single seater test at least seven days before it is due to commence, the following information should be provided:

- i) The precise specification of the car(s) to be used.
- ii) The name(s) of the driver(s).
- iii) The nature and location of the test.

- iv) The date(s) and intended duration of the test.
- v) The purpose of the test.

11) PROMOTER

- 11.1 An application to promote an Event must be made to the ASN of the country in which the Event is to take place, which will apply to the Championship.

12) ORGANISATION OF EVENTS

- 12.1 Each organiser shall supply the information set out in Appendix 1, part A hereto to FIA Formula 2 no later than 60 days before the Event. The Promoter, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 30 days before the Event.

13) INSURANCE

- 13.1 At each Event the organiser will ensure that the promoter arranges a third party insurance policy in accordance with the national laws in force, as required by the ASN.
- 13.2 The team will arrange in addition a third party insurance for an amount no less than €2,000,000. The team will take a personal insurance policy for the cars, and will make sure that the drivers are covered by third party liability insurance. For the employers liability insurance the teams will arrange an insurance policy no less than the Statutory Minimum for Country of Residence.

14) FIA OFFICIALS FOR SUPPORT EVENTS

For each Event the FIA will nominate the following delegates who must be present at the start of the Event.

- a) One technical delegate at each Competition and at each test session.
The technical delegate nominated by the FIA is responsible for scrutineering. In this respect he may carry out, or have carried out by scrutineers, at his discretion, any checks to verify the compliance of the cars entered in the event, at any time until the end of the event, without prior request from the stewards or clerk of the course. The FIA technical delegate has full authority over the national scrutineers.
- b) One Race Director at each Support Competition.
- c) One media delegate.
- d) Two international stewards.
- e) One observer and one race control operator at each Support Competition.
- f) One FIA medical driver and FIA medical staff with equipped medical car at each Support Competition.
- g) One FIA safety car driver with equipped safety car at each Support Competition.

The FIA reserves the right to add any additional staff to the above as it deems appropriate.

15) FIA OFFICIALS FOR STANDALONE EVENTS

For each Event the FIA will nominate the following delegates who must be present at the start of the Event.

- a) One technical delegate at each Competition and at each test session.
The technical delegate nominated by the FIA is responsible for scrutineering. In this respect he may carry out, or have carried out by scrutineers, at his discretion, any checks to verify the compliance of the cars entered in the event, at any time until the end of the event, without prior request from the stewards or clerk of the course. The FIA technical delegate has full authority over the national scrutineers.

- b) Minimum of two FIA staff members to fulfil the functions of race director, observer and race control operator at each Standalone Competition.
- c) One media delegate.
- d) Two international stewards.

The FIA reserves the right to add any additional staff to the above as it deems appropriate.

16) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 16.1 The stewards or race director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.
- 16.2 All classifications and results of practice and the races, as well as all decisions issued by the officials of the Event, will be posted on the official notice board.
- 16.3 Any decision or communication concerning a particular competitor should be given to him within 25 minutes of such decision and receipt must be acknowledged.

17) PROTESTS AND APPEALS

- 17.1 Protests must be made in accordance with the Code and accompanied by a fee of €2,000.
- 17.2 Appeals may not be made against decision concerning the following:
 - a) Penalties imposed under Articles 38.3 a), b), c), d), e), f) or g), including those imposed during the last three laps or after the end of a race.
 - b) Any penalty imposed under Article 31.5.
 - c) Any decision taken by the stewards in relation to Article 34.4.
 - d) Any penalty imposed under Articles 36.4 or 42.3.
 - e) [Any decision taken by the stewards in relation to penalty points described in Article 38.3](#)

18) SANCTIONS

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

19) PRESS CONFERENCE

- 19.1 After the qualifying practice session and races the first three drivers will be required to make themselves available at a press conference for a maximum period of 30 minutes.

20) MEETINGS

- 20.1 All team managers and drivers must attend a meeting, chaired by the race director, at [17.00](#) on the day of initial scrutineering.

Should the race director consider another meeting necessary it will take place on the day of race 1 and competitors will be informed no later than three hours after the end of the qualifying session. All drivers and team managers must attend.

21) GENERAL CAR AND PERSONNEL REQUIREMENTS

- 21.1 Accident data recording :
 - a) Each car must be fitted with a FIA F2 accident data recorder during each Event and all official tests. Teams must use their best endeavours to ensure that the recorder is in working order at all times. The sole purpose of these units is to monitor and record data relevant to an accident or incident.
 - b) At any time following an accident or incident competitors must make the data recorder available and accessible to the Promoter. A representative of the team concerned may be present when data relevant to an accident or incident is being uploaded from the recorder. A copy of the data will be made available to the team.

- c) Any conclusions as to the cause of an accident, or any data relevant to an accident, may only be published in the form of a report which has been agreed between the team concerned and the Promoter.
- 21.2** All cars must be fitted with a car positioning system which has been manufactured by the FIA designated supplier to a specification determined by the FIA. No other parts which, in the opinion of the FIA are capable of performing a similar function, may be fitted to any car.
- 21.3** During each Event and all official tests, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons which could, for example, include protecting against fire.

In addition to the above 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.

The following are permitted:

- d) Covers which are placed over damaged cars or components.
- e) A transparent tool tray, no more than 50mm deep, placed on top of the rear wing.
- f) A rear wing cover designed specifically to protect a mechanic starting the car from fire.
- g) A cover over the car in the pit lane or grid if it is raining.

21.4 Driver adjustable bodywork:

- a) The adjustable bodywork may only be activated by the driver in any of the pre-determined activation zones around each circuit. In conditions of poor visibility however the race director may, at his absolute discretion, disable all such systems until conditions improve.
- b) For the sole purpose of improving overtaking opportunities during the race the adjustable bodywork may be activated by the driver after he has completed two laps after the race start or following a safety car period.

The adjustable bodywork will be enabled, and may only be used by the driver, if he is less than one second behind another at any of the pre-determined detection points around each circuit.

In conditions of poor visibility, or if yellow flags are being shown in the activation zone, the race director may, at his absolute discretion, disable all such systems until conditions improve or yellow flags are withdrawn.

The race director may adjust the above time proximity in order to ensure the stated purpose of the adjustable bodywork is met.

- 21.5** From the start of [the Event](#) until two hours after the start of the last race of the event no competitor may have more than a total of [12](#) team personnel who are associated in any way with the operation of the cars within the confines of the circuit. For the avoidance of doubt Team Principals, [unless they cover the same role of Team Managers](#), Formula 2 drivers and staff whose duties are solely [and genuinely](#) connected with sponsors, marketing, public relations and security are not considered operational personnel.

A list of all operational, exempt and single race personnel must be submitted to the promoter prior to each Event using the official template that may be found in the Appendix 5 to these Sporting Regulations.

22) GENERAL SAFETY

- 22.1 Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags or lights similar to these.
- 22.2 Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 22.3 Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 22.4 If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. Under no circumstances may a driver stop his car on the track without justifiable reason.
- If any mechanical assistance received during the race results in the car re-joining the stewards may disqualify him from the race (other than under Article 22.7(d)).
- 22.5 A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 22.6 Repairs to a car may be carried out only in the paddock, pits and on the grid.
- Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.
- 22.7 During the period commencing 15 minutes prior to, and ending 5 minutes after, every practice session and the period between the commencement of the formation lap which immediately precedes the races and the time when the last car enters the parc fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:
- Marshals or other authorised personnel in the execution of their duty.
 - Drivers when driving or on foot, having first received permission to do so from a marshal.
 - Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
 - Team personnel when assisting marshals to remove a car from the grid after the start of the race.
- 22.8 Drivers taking part in practice and the races must always wear the clothes, helmets and head and neck supports specified in the Code. All drivers must use FIA 8860-2018-ABP Helmets.
- 22.9 A speed limit of 60km/h will be imposed in the pit lane during all practice sessions and the races.
- Except in the race, any driver who exceeds the limit will be fined €100 for each km/h above the limit (this may be increased in the case of a second offence in the same event).
- However, in accordance with Article 18.1 the stewards may inflict an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage.
- During a race the Stewards may impose either of the penalties under Article 38.3(a), (b), (c) or (d) on any driver who exceeds the speed limit.
- 22.10 If a driver has serious mechanical difficulties he must leave the track as soon as it is safe to do so.
- 22.11 The [lights described in Article 15.12 of the Technical Regulations](#) must be illuminated at all times when [using](#) wet-weather tyres. It shall be at the discretion of the race director to decide [whether or not](#) a driver should be stopped [if no](#) rear light is working. Should a car be stopped in this way [the driver](#) may re-join when the fault has been remedied.
- 22.12 Only three team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the races.

22.13 Unless authorised by the FIA no one under the age of 16 is allowed in the pit lane at the following times :

- a) The period commencing fifteen minutes prior to and ending five minutes after every practice session.
- b) The period commencing fifteen minutes before the pit exit is opened to allow cars to cover reconnaissance laps and the time when the last car enters the parc fermé after the race has ended.

22.14 The race director, the clerk of the course or the FIA medical delegate can require a driver to have a medical examination at any time during an Event. The FIA Medical Delegate will determine the most appropriate place for this examination.

22.15 All team and technical personnel must wear long trousers in the pit lane during all practice sessions and the races.

22.16 Animals, except those which may have been expressly authorised by the Promoter for use by security services, are forbidden on the track, in the pit lane, in the paddock or in any spectator area.

23) NUMBER OF CARS

23.1 Each competitor may have no more than two cars available for use at any one time during an Event.

23.2 No change of car is permitted after the ten-minute signal is given before each race.

24) SUPPLY OF TYRES IN THE CHAMPIONSHIP AND TYRE LIMITATION DURING THE EVENT

24.1 At each Event the single tyre manufacturer (the Supplier) appointed by the Promoter will provide:

- a) Two specifications of dry-weather tyre, each of which must be of one homogenous compound and visibly distinguishable from one another when a car is on the track
- b) Five sets of dry-weather tyres, three of “prime” specification, two of “option” specification and three sets of wet-weather tyres for each car.
- c) Two sets of “prime” specification and two sets of “option” specification will be allocated to each driver before the start of the free practice session.
- d) Once used in free practice, one set of “prime” specification may be returned to the tyre supplier before the start of the qualifying practice session.
- e) One additional set of “prime” specification will then be allocated to each driver before the qualifying practice session, providing one set of used “prime” specification was returned to the tyre manufacturer after free practice in accordance with d) above.
- f) A set of tyres will be deemed to comprise two front and two rear tyres all of which must be of the same specification. Any driver who uses a set of tyres of differing specifications during the race may not complete more than three laps on this set before changing them for a set of tyres of the same specification. A penalty under Article 38.3(d) will be imposed on any driver who does not change tyres within three laps.
- g) Each car must run on four tyres of the same specification at all times.
- h) All tyres shall be marked with a unique identification.

At the end of each Event all tyres must be returned to the tyre manufacturer with the exception of one set of installation tyres per car.

Dry and wet-weather tyres may not be used as part of a mixed set.

Tyres must be used on the side of the car for which they were allocated.

24.2 All tyres must be used as supplied by the manufacturer, any modification or treatment such as cutting, grooving, the application of solvents or softeners, the fitting of heat retaining devices

or pre-heating is therefore prohibited. This applies to both wet-weather and dry-weather tyres.

The only acceptable variation from the standard tyre specification is shaving of the shoulders as and when considered necessary by the technicians of the tyre supplier, and when all such work is carried out by the supplier.

- 24.3** With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry-weather tyres may be used for the remainder of the relevant session.
- 24.4** Distribution of tyres to all competitors shall be carried out under the supervision of the FIA F2 technical delegate. Once distributed the tyres must always be visible inside the FIA F2 paddock during the Event. In a case of force majeure, the stewards may alter this programme.
- 24.5** Before initial scrutineering, the FIA F2 technical delegate will allocate dry and wet-weather tyres to each car.
- 24.6** A secure area for the storage of tyres during the Event will be provided by the tyre manufacturer and will be located in the paddock area. All dry-weather tyres allocated for use at an Event must be stored in this area during the times specified by the FIA F2 technical delegate at the start of the Event. Competitors are not permitted to access to this secure storage area during the above specified times without the consent of the FIA F2 technical delegate.

Wheels removed from a car during qualifying practice or a race will be deemed to be in parc fermé and, unless the same wheels are used for a second time during the same qualifying practice or race, no work on the wheels is permitted (with the exception of pressure checks conducted by the team immediately after the wheels have been removed from the car). Under these circumstances tyre pressures may not be adjusted after such a pressure check.

With the exception of the wheels fitted to the car at the end of the qualifying practice or race, it is the responsibility of each team to take the wheels removed from their cars during the qualifying practice or race to the parc fermé as soon as possible after the qualifying practice or race (where they will remain until the cars are released).

- 24.7** On the sidewall of each tyre an appropriate identification will be applied.
- 24.8** A competitor wishing to replace an already allocated unused tyre with another identical unused one must present both tyres to the FIA F2 technical delegate.
- 24.9** The use of tyres without appropriate identification is strictly forbidden.
- 24.10** No tyre allocated for one Event may be used at another Event unless this tyre is re-allocated by the FIA F2 technical delegate.
- 24.11** During all practice sessions and races only allocated tyres are allowed in the pits
- 24.12** During all practice sessions, all allocated tyres must be clearly visible to scrutineers in the pit lane.
- 24.13** If, in the opinion of the tyre technicians and FIA F2 appointed officials, the nominated tyre specification proves to be technically unsuitable, the stewards may authorise the use of additional tyres to a different specification or a change of tyres during a race to be made compulsory.
- 24.14** The tyre manufacturer will be entitled to deem any tyre unsafe for use at any time during an Event, under such circumstances the FIA F2 technical delegate will be informed.
- 24.15** Unless he has used wet-weather tyres during race one, each driver must use at least one set of each specification of dry-weather tyres during race one.

If race one is suspended and cannot be re-started, thirty seconds will be added to the elapsed time of any driver who was unable to use both specifications of dry-weather tyre during the race. However, any driver who completes race one without using both specifications of dry-weather tyre will be disqualified from the race results.

24.16 If the formation lap is started behind the safety car because of heavy rain (see Article [36.14\(c\)](#)), or the race resumed in accordance with Article 42.5(a), the use of wet-weather tyres until the safety car returns to the pits is compulsory.

A penalty under Article 38.3(d) will be imposed on any driver who does not use wet weather tyres whilst the safety car is on the track at such times.

25) SPORTING CHECKS AND SCRUTINEERING

25.1 Each competitor must have all documents required by Article 4 available for inspection at any time during the Event.

25.2 At the first Event of each Championship the FIA will check all licences.

25.3 Between 10.00 and 16.00 on the day before first practice initial scrutineering of all cars will take place in the garage assigned to each competitor.

25.4 Unless a waiver is granted by the stewards, competitors who do not keep to these time limits will not be allowed to take part in the Event.

25.5 No car may take part in the Event until it has been passed by the scrutineers.

25.6 The scrutineers may:

- a) Check the eligibility of a car or a competitor at any time during an Event.
- b) Require a car to be dismantled by a competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a competitor to pay the reasonable expenses which exercising of the powers mentioned in this Article may entail.
- d) Require a competitor to supply them with such parts or samples as they may deem necessary.

25.7 Any [competitor whose](#) car has a change of survival cell after [initial scrutineering \(see Article 25.1 above\)](#), must be re-presented for scrutineering approval.

25.8 The clerk of the course may require that any car involved in an accident be stopped and checked.

25.9 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.

25.10 The stewards will publish the findings of the scrutineers each time cars are checked during an Event. These results will not include any specific figures except when a car is found to be in breach of the Technical Regulations.

26) DRIVERS AND CHANGES OF DRIVER

26.1 Each team must have nominated its two drivers to the Promoter at least 10 days prior to the first Event, the Promoter will then publish a complete list.

[No winner of a](#) GP2 Series or FIA Formula 2 Championship [may participate in the two successive Championships](#).

26.2 During a season each team will be permitted to use four drivers. Changes must be notified to the Promoter no later than two days prior to the Event at which the new driver wishes to compete. Any new driver may score points in the Championship.

26.3 Drivers may only change from one team to another if :

- a) They have been released by their original team.
- b) Their original team nominate another driver.

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

- 26.5 No driver nominated to race by a team participating in the FIA Formula One World Championship will be permitted to participate in the FIA Formula 2 Championship in the same event.

27) DRIVING

- 27.1 The driver must drive the car alone and unaided.
- 27.2 Drivers must observe the provisions of the Code relating to driving behaviour on circuits at all times.
- 27.3 Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason.

Drivers will be judged to have left the track if no part of the car remains in contact with it and, for the avoidance of doubt, any white lines defining the track edges are considered to be part of the track but the kerbs are not.

Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the race director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

- 27.4 At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person.

28) PIT ENTRY, PIT LANE AND PIT EXIT

- 28.1 The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".
- 28.2 The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".
- 28.3 At no time may a car be reversed in the pit lane under its own power.
- 28.4 The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the "fast lane", and may be no more than 3.5 metres wide, the lane closest to the garages will be designated the "inner lane".

Other than when cars are at the end of the pit lane under Articles 36.2 or 41, the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

- 28.5 Unless a car is pushed from the grid at any time during the start procedure, it may only be driven from the team's 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 practice session must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.

- 28.6 Any car driven to the pit exit before it is opened, and which is then subsequently unable to leave the pit lane without assistance, will not be permitted to join the track until the pit exit has been open for one minute.

- 28.7 Any driver that is required to start a race from the pit lane may not drive his car from his team's designated garage area until the 10-minute signal has been given and must stop in a line in the fast lane.

Under these circumstances working in the fast lane will be permitted but any such work is restricted to :

- a) Starting the engine and any directly associated preparation.
- b) Changing wheels and tyres.
- c) Changes made for driver comfort.

When cars are permitted to leave the pit lane they must do so in the order that was established under Article 36.2 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

- 28.8 Other than by drying or sweeping, or by laying tyre rubber left when cars leave their pit stop position, Competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the FIA F2 safety delegate.
- 28.9 Competitors must not paint lines on any part of the pit lane.
- 28.10 Other than under 28.7 above, no equipment may be left in the fast lane.
- 28.11 Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as the work is complete.

All team personnel carrying out any work on a car during a race pit stop 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 motor vehicle users. The use of appropriate eye protection is compulsory.

- 28.12 a) Cars must not be released from a garage or pit stop position in way that could endanger pit lane personnel or another driver.
Competitors must provide a means of clearly establishing, when being viewed from both above and in the front of the car, when a car was released.
- b) If a car is deemed to have been released in an unsafe condition during any practice session, the stewards may drop the driver such number of grid positions as they consider appropriate.
- c) If a car is deemed to have been released in an unsafe condition during a race a penalty under Article 38.3(d) will be imposed on the driver concerned. However, if the driver retires from the race as a result of the car being released in an unsafe condition a fine may be imposed upon the team.
- d) An additional penalty will be imposed on any driver who, in the opinion of the stewards, continues to drive a car knowing it to have been released in an unsafe condition.

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

- 28.13 Under exceptional circumstances the race director may ask for the pit entry to be closed during the race 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 the car. A penalty under Article 38.3(d) 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.

29) WEIGHING

- 29.1 a) During the qualifying session cars will be weighed as follows:
 - i) FIA will install weighing equipment in the first pit garage (“the FIA F2 garage”) which will be used for the weighing procedure.
 - ii) Cars will be selected at random to undergo the weighing procedure. The FIA F2 technical delegate will inform the driver by means of a red light at the beginning of the pit lane that his car has been selected for weighing.
 - iii) The driver will proceed directly to the FIA F2 garage and stop his engine. A reprimand will be imposed on any driver who fails to stop when signalled to do so, provided the car is then brought back to the FIA F2 garage without delay and that the FIA F2 technical delegate is satisfied the car has been brought back in exactly the same condition it was in when it was driven into the pits.

Any driver who fails to stop when asked to do so and then fails to bring the car back to the FIA F2 garage, or if work is carried out on the car before it is returned to the FIA F2 garage, will be required to start the race from the pit lane.

- iv) The car will then be weighed with the driver and the result given to the driver in writing.
 - v) If the car is unable to reach the FIA F2 garage under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed.
 - vi) A car or driver may not leave the FIA F2 garage without the consent of the FIA F2 technical delegate.
 - vii) If a car stops on the circuit and the driver leaves the car, he must go to the FIA F2 garage immediately on his return to the pit lane in order for his weight to be established.
- b) After each of the races any classified car may be weighed. If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car.
 - c) The relevant car may be disqualified should its weight be less than that specified in the Technical Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.
 - d) No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a scrutineer when acting in his official capacity).
 - e) No one other than scrutineers and officials may enter or remain in the FIA F2 garage without the specific permission of the FIA F2 technical delegate.
- 29.2** In the event of any breach of these provisions for the weighing of cars the stewards may drop the driver such number of grid positions as they consider appropriate or disqualify him from the race.

30) REFUELLING

30.1 The organiser must make at least two fire extinguishers of 5kg capacity available to each competitor and ensure that they work properly.

Each competitor must ensure that an assistant equipped with a suitable fire extinguisher of adequate capacity is beside the car throughout all refuelling operations.

30.2 Fuel may not be added to nor removed from a car at any time during a race.

30.3 The driver may remain in his car throughout refuelling but the engine must be stopped.

30.4 During all refuelling or fuel handling operations :

- a) The relevant personnel must be wearing outer garments which are in compliance with either FIA Standard 8867-2016 or FIA Standard 8856-2000.
- b) An assistant equipped with a suitable fire extinguisher of appropriate capacity must be present and must be wearing outer garments which are in compliance with either FIA Standard 8867-2016 or FIA Standard 8856-2000.
- c) All cars, refuelling equipment and containers must be suitably grounded where necessary.
- d) Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.

30.5 Fuel may not be added to nor removed from a car on the grid.

31) PRACTICE SESSIONS

- 31.1 Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the races.
- 31.2 No driver may start in a race without taking part in a practice session at the relevant Event.
- 31.3 During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 31.4 If a car stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position it shall be the duty of the marshals to assist him.
- 31.5 In the event of a driving infringement during any practice session the Stewards may delete a driver's lap time (or lap times) or drop the driver such number of grid positions as they consider appropriate. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session.

Where appropriate, regard will also be given to the provisions of Article 18.1.

- 31.6 Any driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 31.5.
- 31.7 The clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the clerk of the course, with the agreement of the stewards, may decline to prolong the practice period after an interruption of this kind.
- 31.8 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.
- 31.9 Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane, and all cars abandoned on the track will be removed to a safe place.

At the end of each practice session no driver may cross the Line more than once.

32) FREE PRACTICE

- 32.1 One 45 minute free practice session will be arranged on the day before race one.

An alternative timetable may be arranged in Monaco and for Events which do not take place in conjunction with a round of the FIA Formula One World Championship.

33) QUALIFYING PRACTICE

- 33.1 One 30 minute qualifying practice session will be arranged on the day before race one.

An alternative timetable may be arranged in Monaco and for Events which do not take place in conjunction with a round of the FIA Formula One World Championship.

- 33.2 All laps covered during qualifying will be timed to determine the driver's positions at the start of the race.

34) RACE ONE GRID

- 34.1 At the end of the qualifying session, the fastest time achieved by each driver will be officially published.

- 34.2** The grid will be drawn up in the order of the fastest time achieved by each driver during the qualifying session. Should two or more drivers have set identical times, priority will be given to the one who set it first.

An alternative race one grid may be arranged in Monaco. Two groups will be created (group A and group B); these groups will consist of those cars with even numbers and those with odd numbers. A ballot to establish the order in which the two groups will run in the qualifying session will take place on the day of scrutineering. Group (A) will take part in the first 16 minutes of the qualifying session; Group (B) will take part in the last 16 minutes of the qualifying session. The overall fastest driver from both groups will start the race from pole position. The second place on the grid will be awarded to the driver who has achieved the fastest time in the other group and third place will be awarded to the driver who has achieved the second fastest time in the group of the overall fastest driver, and so on.

Once the grid has been established in this way, grid position penalties will be applied to the drivers in question in the order the offences were committed.

- 34.3** The driver having pole position will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the FIA safety delegate.
- 34.4** Any driver whose best qualifying lap exceeds 107% of the fastest qualifying time (in Monaco the fastest qualifying time of its group), or who fails to set a time, will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the stewards may permit the car to start the race.

Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.

Should there be more than one driver accepted in this manner they will be arranged on the grid in the order they were classified in Free Practice.

- 34.5** The starting grid will be published no less than four hours before the start of the formation lap. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the clerk of the course at the earliest opportunity and, in any event, no later than one hour and fifteen before the start of the start of the formation lap. If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be published one hour before the start of the start of the formation lap.
- 34.6** The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 16 metres.

35) RACE TWO GRID

- 35.1** The first eight finishers in race one will start race two in reverse order, cars finishing in 9th position and downwards will start in their finishing position.

By way of illustration:

Race one	Race two
Driver's Finishing Position	Driver's Starting Position
1st	8th
2nd	7th
3rd	6th
4th	5th
5th	4th
6th	3rd
7th	2nd
8th	1st
9th	9th
10th	10th

11th

11th and so on

- 35.2 If there is a dead heat in race one priority will be given to the driver with more points in the driver's championship. Any drivers who failed to finish or were unclassified in race one will be arranged according to the number of laps they completed, the one with the highest number being given priority.
- 35.3 The starting grid will be published two hours before the start of the formation lap. Article 34.5 will apply to any car unable, or not expected to be able, to take part. The final starting grid will be published one hour before the start of the formation lap.

36) STARTING PROCEDURE

- 36.1 15 minutes before the start of the formation lap the pit exit will be opened and all cars, including any that are required to start the race from the pit lane, will be permitted to leave the pit lane to cover a reconnaissance lap. At the end of this lap all cars starting the race from the grid should stop on the grid in starting order with their engines stopped.

Should they wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane at greatly reduced speed and within the speed limit, between each of the laps.

Practice pit stops are forbidden whilst the pit lane is open during the start procedure.

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

- 36.2 12 minutes before the scheduled start of the formation lap, a warning signal will be given indicating that the end of the pit lane will be closed in two minutes.

10 minutes before the scheduled start of the formation lap the end of the pit lane will be closed and a second warning signal will be given. Any car which is still in the pit lane can start from the end of the pit lane provided it arrived there under its own power. If more than one car is affected they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the five-minute signal must start behind any car already at the pit exit.

All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

- 36.3 The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one-minute and 15 seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

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

- 36.4 When the three-minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane.

A penalty under Article 38.3(d) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

- 36.5 When the one-minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15-second signal is given taking all equipment with them.

If any team personnel or team equipment remain on the grid after the 15 second signal has been shown the driver of the car concerned must start the race from the pit lane as specified in Article 36.2. A penalty under Article 38.3(d) will be imposed on any driver who fails to start the race from the pit lane.

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

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

- 36.6 When the green lights are illuminated, all cars should begin the formation lap with the pole position driver leading.

When leaving the grid all drivers must respect the pit lane speed limit until they pass pole position.

Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after cars able to do so have left the grid. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

Once the last car able to do so has left the grid and passed the pit exit any cars required to start the race from the pit lane may also join the formation lap.

- 36.7 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.
- 36.8 Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 36.2.

A penalty under Article 38.3(d) will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

- 36.9 When the cars come back to the grid at the end of the formation lap (or laps, see Article [36.14\(c\)](#)), they must stop within their respective starting grid positions, keeping their engines running.

All cars required to start the race from the pit lane, and who completed a formation lap, must enter the pit lane at the end of the lap and start from the end of the pit lane as specified in Article 36.2.

There will be a standing start, the signal being given by means of lights activated by the permanent starter.

Once all the cars have come to a halt the five second light will appear followed by the four, three, two and one second lights. At any time after the one-second light appears, the race will be started by extinguishing all red lights.

- 36.10 Unless specifically authorised by FIA safety delegate, during the start of a race the pit wall must be kept free of all persons with the exception of the team personnel permitted under Article 22.12, officials and fire marshals.

- 36.11 If, after returning to the starting grid at the end of the formation lap, a problem arises, the following procedures shall apply :

- (a) If a car develops a problem that could endanger the start the driver must immediately raise his hands above his head and the marshal responsible for that row must immediately wave a yellow flag. If the race director decides the start should be aborted the green lights will be illuminated two seconds after the abort lights are switched on, a board saying "EXTRA FORMATION LAP" will be displayed and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

When leaving the grid all drivers must respect the pit lane speed limit until they pass pole position.

The team may then 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.

Every time this happens the race will be shortened by one lap.

- (b) If another problem arises which does not necessitate a delay to the start (see c) below), drivers will be asked to carry out an extra formation lap as set out in a) above. Any driver who caused the start to be aborted, and is then able to start the extra formation lap must enter the pit lane at the end of the lap and start the race as specified in Article 36.2. A penalty under Article 38.3(d) will be imposed on any driver who fails to start the race from the pit lane.
 - (c) If any other problem arises, and if the race director decides the start should be delayed, the following procedures shall apply:
 - i) If the race has not been started, the abort lights will be switched on, a board saying “DELAYED START” will be displayed, engines should be stopped and all teams will be informed of the likely delay via the official messaging system. Once the start time is known at least five minutes warning will be given.
Every time this happens the race will be shortened by one lap.
 - ii) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
 - iii) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.
 - iv) Once the car is in the pit lane his mechanics may attempt to start it, if successful the driver may re-join the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.
- 36.12** Should Article 36.11 apply, the race will nevertheless count for the Championship no matter how often the procedure is repeated, or how much the race is shortened as a result.
- 36.13** Either of the penalties under Article 38.3 c) or d) will be imposed on any driver who is judged to have:
- a) Moved before the start signal is given, such judgement being made by an FIA approved and supplied transponder fitted to each car, or;
 - b) Positioned his car on the starting grid in such a way that the transponder is unable to detect the moment at which the car first moved from its grid position after the start signal is given.
- 36.14** Only in the following cases will any variation in the start procedure be allowed:
- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the race director, teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten-minute point.
 - b) If the start of the race is imminent and, in the opinion of the race director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and all teams will be informed of the likely delay via the official messaging system. Once the start time is known at least ten minutes warning will be given.
 - c) If track conditions are considered unsuitable to start the race at the scheduled time the start of the formation lap may take place behind the safety car. If this is the case, at the ten-minute signal, its orange lights will be illuminated, this being the signal to drivers that the formation lap will be started behind the safety car. At the same time this will be confirmed to all teams via the official messaging system.

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

Any cars that were starting the race from the pit lane may join the formation lap once the whole field has passed the end of the pit lane for the first time. Any such cars may complete all formation laps but must enter the pit lane after the safety car returns to the pits and start the race from the end of the pit lane in the order they get there.

Any other car entering the pit lane during the formation laps may re-join the track but must enter the pit lane after the safety car returns to the pits and start the race from the end of the pit lane in the order they get there.

A penalty under Article 38.3(d) will be imposed on any driver whose tyre(s) are changed for a different specification before the start of the race.

Overtaking during the lap(s) behind the safety car is only permitted under the following circumstances :

- i) If a car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- ii) If there is more than one car starting from the pit lane and one of them is unduly delayed.

In either case drivers may only overtake to re-establish the original starting order or the order the cars at the pit exit were in when the formation lap was started.

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first safety car line on the lap the safety car returns to the pits, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane after the start of the race.

A penalty under Article 38.3(d) will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line on the lap the safety car returns to the pits.

When the clerk of the course decides it is safe to call in the safety car a message "STANDING START" will be sent to all teams via the official messaging system, all FIA light panels will display "SS" and the car's orange lights will be extinguished. This will be the signal to the teams and drivers that it will be entering the pit lane at the end of that lap.

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

Once the safety car has entered the pit lane all cars, with the exception of those required to start from the pit lane, must return to the grid, take up their grid positions and follow the procedures set out in Article 36.9 to 36.13.

If, after several formation laps behind the safety car, track conditions are considered unsuitable to start the race from a standing start, the message "ROLLING START" will be sent to all teams via the official messaging system, all FIA light panels will display "RS" and the car's orange lights will be extinguished. This will be the signal to the teams and drivers that it will be entering the pit lane at the end of that lap.

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

As the safety car is approaching the pit entry the FIA light panels will be extinguished and replaced by waved green flags with green lights at the Line.

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

If, after several formation laps behind the safety car, track conditions are considered unsuitable to start the race, the message "START PROCEDURE SUSPENDED" will be sent to all teams via the official messaging system and all cars must enter the pit lane behind

the safety car. The procedures described in Articles 41 and 42 must then be followed and there will be no standing start.

- d) An alternative start light system may be used at Events which do not take place in conjunction with a round of the FIA Formula One World Championship.

37) THE RACES

- 37.1 Race one will take place on Saturday, subject to the approval of the relevant organiser and ASN.
- 37.2 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 41).
- 37.3 If a car stops during a race it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car it shall be the duty of the marshals to assist him.
- 37.4 During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and under their own responsibility. A marshal with a blue flag and/or a flashing blue light, will also warn the driver if cars are approaching on the track.
- 37.5 During the race each driver able to do so must enter the pit lane once and stop in his designated garage area. During the pit stop :
- a) At least two wheels must be changed on the car;
 - b) If a wheel is changed, its retaining security device must be replaced;
 - c) No more than six people may work on the car, plus one person assigned specifically to stop and release the car, all of which must wear head protection.

- d) Connections between the principal elements of the pit stop equipment operated by a team are forbidden. For the avoidance of doubt, each wheel gun, each jack and any release system must all be operated autonomously.

All pit stop equipment must be approved by the FIA before use at an Event.

- 37.6 The mandatory pit stop may not be carried out:
- a) Until the driver has completed six laps, or;
 - b) During a Virtual Safety Car (VSC) intervention, unless the driver is already in the pit entry or pit lane at the time the VSC is deployed, or;
 - c) At the same time as any pit stop necessary after a penalty under Article 38.3 c) or d) has been imposed.

Any driver who, for any reason, makes a pit stop under a) or b) above will not be considered to have carried out his mandatory pit stop.

If the race is suspended and cannot be re-started, thirty seconds will be added to the elapsed time of any driver who has not made a mandatory pit stop.

Unless the race is suspended and cannot be resumed the mandatory pit stop cannot be carried out on the last lap of the race.

- 37.7 Race two will take place on Sunday, subject to the approval of the relevant organiser and ASN.
- 37.8 Articles 37.2 to 37.4 will also apply to race two.
- 37.9 During race two each driver able to do so may enter the pit lane and stop in his designated garage area. During the pit stop :
- a) If a wheel is changed, its retaining security device must be replaced.
 - b) No more than six people may work on the car, plus one person assigned specifically to stop and release the car, all of which must wear head protection.

38) INCIDENTS DURING THE RACE

38.1 The race director may report any on-track incident or suspected breach of these Sporting Regulations or the Code (an "Incident") to the stewards. After review it shall be at the discretion of the stewards to decide whether or not to proceed with an investigation.

The stewards may also investigate an Incident noted by themselves.

38.2 a) It shall be at the discretion of the stewards to decide if any driver involved in an incident should be penalised.

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

b) If an incident is under investigation by the stewards, a message informing all teams which driver or drivers are involved will be sent via the official messaging system.

Provided that such a message is displayed no later than 60 minutes after the race has finished, the driver or drivers concerned may not leave the circuit without the consent of the stewards.

38.3 The stewards may impose any one of the penalties below on any driver involved in an incident:

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

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

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

c) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.

d) A ten-second stop-and-go time penalty. The driver must enter the pit lane, stop in his pit stop position for at least ten seconds and then re-join the race.

If any of the four penalties above are imposed upon a driver, and that driver is unable to serve the penalty due to retirement from the race, the stewards may impose a grid place penalty on the driver at his next Race.

If any of the four penalties above are imposed during the last three laps, or after the end of a race, Article 38.4 b) below will not apply and five seconds will be added to the elapsed race time of the driver concerned in the case of (a) above, 10 seconds in the case of (b), 20 seconds in case of (c), and 30 seconds in the case of (d).

e) A time penalty.

f) A reprimand.

g) A drop of any number of grid positions at the driver's next race.

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

h) Deletion of a driver's qualifying lap time or times.

i) Disqualification from the results.

j) Suspension from the driver's next race or Event.

With the exception of a reprimand or fine, when a penalty is applied under the International Sporting Code or Article 38.3 the stewards may impose penalty points on a driver. If a driver accrues 12 penalty points he will be suspended for the following Event, following which 12 points will be removed.

Penalty points will remain on a driver's record until the end of the season after which they will be removed.

- 38.4** Should the stewards decide to impose either of the penalties under Article 38.3 (a), (b), (c) or (d) the following procedure will be followed:
- a) The stewards will give written notification of the penalty which has been imposed to the competitor concerned and will inform all teams via the official messaging system.
 - b) With the exception of Articles 38.3 (a) and (b) above, from the time team concerned is notified of the steward's decision via the official messaging system the relevant driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 38.3 (d), proceed to his pit stop position where he shall remain for the period of the time penalty.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty if the VSC procedure is in use or after the Safety Car has been deployed. The number of times the driver crosses the Line behind the safety car or during the VSC procedure will be added to the maximum number of times he may cross the Line on the track.
 - c) Whilst a car is stationary in the pit lane as a result of incurring a time penalty under Articles 38.3 (a) or (b) above it may not be worked on until the car has been stationary for the duration of the penalty.
 - d) Whilst a car is stationary in the pit lane as a result of incurring a time penalty under Articles 38.3 (d) above it may not be worked on. However, if the engine stops any work necessary to re-start it may be carried out after the time penalty period has elapsed.
 - e) Any breach or failure to comply with Articles 38.4 (b), (c) or (d) may result in the car being disqualified.

39) SAFETY CAR

- 39.1** The FIA F2 safety car will be driven by an FIA appointed driver and will carry a FIA F2 observer capable of recognising all the competing cars, and who is in permanent radio contact with race control.
- 39.2** 20 minutes before the start of the formation lap the safety car will leave the pit lane and take up position at the front of the grid and remain there until the five-minute signal is given. At this point (except under Article [36.14\(c\)](#)) it will cover a whole lap of the circuit and take up position.
- 39.3** The safety car may be brought into operation to neutralise a race upon the order of the clerk of the course.

It will be used only if competitors or officials are in immediate physical danger on or near the track but the circumstances are not such as to necessitate suspending the race.
- 39.4** When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will be sent to all teams via the official messaging system, all FIA light panels will display "SC" and all marshal's posts will display waved yellow flags and "SC" boards for the duration of the intervention.
- 39.5** No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the safety car is deployed. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 39.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.

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

The stewards may impose either of the penalties under Article 38.3a), b), c) or d) on any driver who fails to stay above the minimum time as required by the above.

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

The exceptions are:

- a) If a driver is signalled to do so from the safety car.
- b) Under Articles [36.14\(c\)](#) and 39.12 below.
- c) When entering the pits a driver may pass another car remaining on the track, including the safety car, after he has reached the first safety car line.
- d) When leaving the pits a driver may overtake, or be overtaken by another car on the track before he reaches the second safety car line.
- e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has reached the first safety car line.
- f) Whilst in the pit entry, pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
- g) Any car stopping in its designated garage area whilst the safety car is using the pit lane (see 39.11 below) may be overtaken.
- h) If any car slows with an obvious problem.

39.9 When ordered to do so by the clerk of the course, the observer in the safety car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

39.10 Except under 39.12 below, the safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him.

Once behind the safety car, the race leader must keep within ten car lengths of it (except under 39.13 below).

39.11 Under certain circumstances the clerk of the course may ask the cars and the safety car to use the pit lane. In these cases, a signal to use the pit lane will be displayed before the start of the pit entry and all teams will be informed via the official messaging system, all cars must then enter the pit lane, drive through it and re-join the track. Any car entering the pit lane under these circumstances may however stop at its designated garage area. A penalty under Article 38.3(c) will be imposed on any driver who fails to enter the pit lane when required to do so.

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

39.12 If the clerk of the course considers it safe to do so, and the message "LAPPED CARS MAY NOW OVERTAKE" has been sent to all teams via the official messaging system, any cars that have been lapped by the leader will be required to pass the cars on the lead lap and the safety car. This will only apply to cars that were lapped at the time they crossed the Line at the end of the lap during which they crossed the first Safety Car line for the second time after the safety car was deployed.

Having overtaken the cars on the lead lap and the safety car these cars should then proceed around the track at an appropriate speed, without overtaking, and make every effort to take up position at the back of the line of cars behind the safety car. Whilst they are overtaking, and in order to ensure this may be carried out safely, the cars on the lead lap must always stay on the racing line unless deviating from it is unavoidable. Unless the clerk of the course considers the presence of the safety car is still necessary, once the last lapped car has passed the leader the safety car will return to the pits at the end of the following lap.

If the clerk of the course considers track conditions are unsuitable for overtaking the message "OVERTAKING WILL NOT BE PERMITTED" will be sent to all teams via the official messaging system.

- 39.13** When the clerk of the course decides it is safe to call in the safety car, the message "SAFETY CAR IN THIS LAP" will be sent to all teams via the official messaging system and the car's orange lights will be extinguished. This will be the signal to the teams and drivers that it will be entering the pit lane at the end of that lap.

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

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

As the safety car is approaching the pit entry the "SC" boards will be withdrawn and, other than on the last lap of the race, [as the leader approaches the Line the yellow flags will be withdrawn and a green flag will be displayed at](#) the Line.

- 39.14** Each lap completed while the safety car is deployed will be counted as a race lap except the first lap when the procedure set out in [36.14\(c\)](#) is followed (see also Article 5.3).
- 39.15** If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the last lap and the cars will take the [end-of-race signal](#) as normal without overtaking.

40) VIRTUAL SAFETY CAR (VSC)

- 40.1** The VSC procedure may be initiated to neutralise a practice session or a race upon the order of the clerk of the course.

It will normally be used when double waved yellow flags are needed on any section of track and competitors or officials may be in danger, but the circumstances are not such as to warrant use of the safety car itself.

- 40.2** When the order is given to initiate the VSC procedure a message "VSC DEPLOYED" will be sent to all teams via the official messaging system and the FIA light panels will display "VSC".
- 40.3** No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the VSC procedure is in use. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 40.4** When initiated during a race, no car may enter the pits whilst the VSC procedure is in use unless it is for the purpose of changing tyres or repairing a genuine accident damage.
- 40.5** All competing cars must reduce speed and stay above the minimum time set by the ECU at least once in each marshalling sector [and at both the first and second safety car lines](#) (a marshalling sector is defined as the section of track between each of the FIA light panels).

All cars must also be above this minimum time when the FIA light panels change to green (see 40.7 below).

When initiated during a race, the stewards may impose either of the penalties under Article 38.3a), b), c) or d) on any driver who, in their view, failed to comply as required by the above.

40.6 With the exception of the cases listed under a) to d) below, no driver may overtake another car on the track whilst the VSC procedure is in use.

The exceptions are:

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

40.7 When the clerk of the course decides it is safe to end the VSC procedure the message "VSC ENDING" will be sent to all teams via the official messaging system and, at any time between 10 and 15 seconds later, "VSC" on the FIA light panels will change to green, and drivers may continue the session or continue racing immediately. After 30 seconds the green lights will be extinguished.

40.8 Each lap completed whilst the VSC procedure is in use during a race will be counted as a race lap.

41) SUSPENDING A RACE

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

Should it become necessary to suspend the race, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

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

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

Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended.

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

The safety car will then be driven to the front of the line of cars in the fast lane.

41.4 Whilst the race is suspended:

- a) Neither the race nor the timekeeping system will stop.
- b) 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 viii) below and must not impede the resumption of the race.
 - i) Starting the engine and any directly associated preparation.
 - ii) The fitting or removal of permitted cooling and heating devices.
 - iii) Changes to the air ducts around the front and rear brakes.
 - iv) Changes to the radiator ducts.
 - v) Changes made for driver comfort.
 - vi) Changing wheels and tyres.

- vii) Repair of genuine accident damage, including the replacement of assemblies containing such damaged parts.
- viii) The aerodynamic set up of the front wing may be adjusted using the existing parts. No parts may be added, removed or replaced.
- c) Only team members, officials and duly accredited television cameramen will be permitted in the pit lane.

41.5 Unless asked to do so by officials, cars may not be moved from the fast lane whilst the race is suspended. A penalty under Article 38.3(c) will be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

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

42) RESUMING A RACE

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

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

42.3 When the three-minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed if the car has been moved out of the fast lane or during a further race suspension.

A penalty under Article 38.3(d) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

At the two minute point, any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended, will be allowed to leave the pit lane and complete a further lap, without overtaking, and join the line of cars behind the safety car which left the pit lane when the race was resumed.

42.4 When the one-minute signal is shown, engines should be started and all team personnel must leave the fast lane by the time the 15-second signal is given taking all equipment with them. If any driver needs assistance after the 15-second signal he must raise his arm and, when the remainder of the cars are able to do so have left the pit lane, marshals will be instructed to push the car into the slow lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

42.5 The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless:

- a) The race is being resumed in wet conditions and the race director deems more than one lap necessary, in which case see Article 24.16.
- b) All cars are not yet in a line behind the safety car.
- c) A further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the pit lane and all drivers must follow, no more than ten car lengths apart.

42.6 Overtaking behind the safety car is only permitted in the following cases:

- a) Any driver who is delayed when leaving his position in the fast lane may overtake to re-establish his original starting position provided he does so before he crosses the first safety car line. Should he fail to do so he must re-enter the pit lane and may only re-join the race once the whole field has passed the pit exit.

A penalty under Article 38.3(d) will be imposed on any driver who fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

- b) Drivers may leave the fast lane in order to overtake any car delayed when leaving its position in the fast lane.

Any driver whose car has been pushed from the fast lane, in accordance with Article 42.4 above, may not overtake in order to re-establish the order before the race was suspended.

- 42.7 Either of the penalties under Article 38.3c) or d) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap Articles [36.14\(c\)](#), 39.13, 39.14 and 39.15 will apply.

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

43) FINISH

- 43.1 [A chequered light panel will be](#) the end-of-race signal [and](#) will be [shown](#) at the Line as soon as the leading car has covered the full race distance in accordance with Article 5.3.

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

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

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

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

44) POST QUALIFYING AND POST RACE PARC FERME

- 44.1 Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.

- 44.2 When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.

- 44.3 The parc fermé shall be secured such that no unauthorised persons can gain access to it.

45) CLASSIFICATION

- 45.1 The car placed first will be the one having covered the scheduled distance in the shortest time, or crossed the Line in the lead at the end of the maximum time allowed for each race. All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

- 45.2 Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

- 45.3 The official classification will be published after each race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

46) PODIUM CEREMONY

- 46.1 The drivers finishing 1st, 2nd and 3rd positions in both races must attend the prize-giving ceremony on the podium and abide by the podium procedure set out in Appendix 2.

47) DRIVERS' DEED

- 47.1 The team will ensure that its drivers sign the Deed as attached in Appendix 3.
- 47.2 The team will be responsible for having any and all team members and any and all team guests attending any Event sign in favour of FIA F2 and/or any third party designated by the Promoter, a waiver of rights in the form which is attached in Appendix 4.

48) CHANGES FOR 2020

48.1 Changes to Article 10.4

- 10.4 From 1 January 2019 no driver entered in the Championship may carry out any type of private testing on any track with any type of single seater car that was designed and built to achieve a power-to-weight ratio less than 2.0kg/bhp.

This limitation will not apply to any cars which were designed and built in order to comply with the Formula One Technical Regulations of the current season or any of the seven calendar years preceding the current FIA Formula One Championship.

The stewards may impose up to eight penalty points on a driver who is found to be in breach of the above.

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 12

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 EVENT
4. START TIME OF THE RACE
5. ADDRESS, TELEPHONE, FAX AND E-MAIL NUMBERS TO WHICH ENQUIRIES CAN BE ADDRESSED.
6. DETAILS OF THE CIRCUIT, WHICH MUST INCLUDE:
 - LOCATION AND HOW TO GAIN ACCESS
 - LENGTH OF ONE LAP
 - NUMBER OF LAPS FOR RACES
 - DIRECTION (CLOCKWISE OR ANTI-CLOCKWISE)
 - LOCATION OF END OF PIT LANE IN RELATION TO THE LINE.
7. PRECISE LOCATION AT THE CIRCUIT OF:
 - STEWARDS' OFFICE
 - FIA F2 OFFICE
 - PARC FERMÉ
 - DRIVERS' AND COMPETITORS' BRIEFING
 - OFFICIAL NOTICE BOARD
 - WINNER'S PRESS CONFERENCE
8. LIST OF ANY TROPHIES AND SPECIAL AWARDS
9. THE NAMES OF THE FOLLOWING OFFICIALS OF THE EVENT APPOINTED BY THE ASN:
 - STEWARDS OF THE MEETING
 - CLERK OF THE COURSE
 - SECRETARY OF THE MEETING
 - CHIEF NATIONAL SCRUTINEER
 - CHIEF NATIONAL MEDICAL OFFICER

PART B

1. TECHNICAL DELEGATE
AND, IF APPROPRIATE,
2. MEDICAL DELEGATE
3. RACE DIRECTOR
4. PRESS DELEGATE
5. A SAFETY CAR DRIVER

APPENDIX 2

PODIUM PROCEDURE

1) INTRODUCTION

This procedure has been developed in order to ensure the dignity of the Championship, while at the same time providing the television and press with the best possible working conditions. It reflects the experience of the Organisers, Promoters and Media.

2) PODIUM PRESENTATION

For the Prize Giving Ceremony, it is essential that the podium arrangements are good. The best results are obtained when the podium is directly accessible from the parc fermé, with steps at one side.

A white background and a floor of the same colour make a considerable improvement to the visual aspect of the podium and provide good lighting conditions for the photographers.

The Promoters should see to it that the title "FIA Formula 2 Championship" appears at the top of the backboard, followed by the name of the Circuit.

A specimen plan of the podium layout can be obtained, on request, from the FIA or Formula One Management Limited. Three poles of equal height will be placed at the rear of the podium for the raising of the national flags of the drivers finishing in the first three places.

3) PARTICIPANTS

Three trophies will be presented at each race counting for the FIA Formula 2 Championship.

They are awarded to:

- The winning driver
- The driver who finished second
- The driver who finished third

No more than three acceptable personalities, one for each trophy, should be called upon to be present on the podium.

The Promoter must make sure that the personalities presenting the trophies arrive at the foot of the steps leading to the podium at least 5 minutes before the end of the race. The official in charge of the podium will explain the ceremony and, in particular, the order in which the trophies are to be presented.

The personalities will mount the podium before the arrival of the drivers to wait for them there.

The Promoters must also, with the help of the Organisers, ensure that the drivers arrive at the podium immediately after the chequered flag.

4) ON THE PODIUM

The following objects must be placed on the podium at least 15 minutes before the end of the race:

- Trophies
- Champagne, prepared for the ceremony
- Bottled drinking water

The drivers must wear their normal overalls.

Under no circumstances may laurel wreaths or other such gifts be presented or awarded on the podium. It is the Promoters' duty to see to it that the advertising arrangements are respected and that any person wearing unauthorised commercial brand names is denied access to the podium.

5) PRESENTATION OF TROPHIES

The following is a standard procedure for all events of the FIA Formula 2 Championship:

5.1 National anthems and flags:

As soon as they arrive on the podium, the three drivers who finished 1st, 2nd and 3rd in the race will climb onto their respective steps.

The national anthem of the winning driver will be played immediately.

The three drivers' national flags will be raised simultaneously on the poles placed at the rear of the podium, the national flag of the winning driver being in the centre, the national flag of the second placed driver on the same side as the step on which this driver is standing, and the national flag of the third placed driver on the same side as the step on which this driver is standing. These flags will remain in place throughout the ceremony.

5.2 Trophies:

Once the national anthem has been played, the trophies will be presented in the following order:

- Winning driver
- Driver who finished second
- Driver who finished third

5.3 Champagne:

The person in charge of the podium must ensure that the personalities move aside after presenting the trophies, in order to enable the drivers to celebrate their victory with the traditional champagne-spraying.

6) WINNER'S PRESS CONFERENCE

Immediately after the podium ceremony, the drivers finishing in 1st, 2nd and 3rd places must go to the location designated for the Press Conference and any unilateral television interview, if applicable.

A person will be appointed who, with the help of the Promoters, will be responsible for this operation which must be carried out without the slightest delay.

7) CHECKLIST

The following is a brief checklist intended to help the Promoters and Organisers to respect this standard procedure.

Who is responsible?

An Official nominated by the Promoter must be appointed for the entire podium procedure.

He must co-ordinate this procedure with the television producer, the people in charge of safety in the podium area, and all the other persons involved in the ceremony.

Anthems and flags

On race day, check that the national flags are in good order, that the national anthems are available and easily identifiable and that it is possible for the persons responsible for the flags and anthems to know the nationality of the drivers involved in the ceremony.

Champagne and water

It must be ensured that bottled drinking water is available for the drivers before they arrive on the podium and that the champagne is ready to be used in accordance with the procedure.

Trophies

There have been many cases in which glass trophies have been broken on the podium, or where elderly persons have had trouble lifting trophies which were too heavy, etc.

Choose objects which are pleasing to the eye and light enough to be handled on the podium.

Briefing of personalities

It is imperative that all the personalities taking part in the presentation of the trophies should be informed in detail about the running of the ceremony, and in particular about the place where they should stand on the podium which will be marked on the ground, in order to enable television crews to work in the best possible conditions.

Safety

It is necessary to organise swift access to the podium and then to the Press Conference.

APPENDIX 3

FIA FORMULA 2 CHAMPIONSHIP DRIVERS DEED

I, [FULL NAME.....] of [FULL ADDRESS.....]

being over the age of....., confirm and agree as follows:

Background facts

1. I am contracted to drive for the [Team.....] Team (“[insert Team name short form if desired]”) in the FIA Formula 2 Championship [races and] tests [delete as appropriate] to be held during 2019, for good consideration from [Team.....].
2. Prior to driving at a Race and/or Test I shall obtain such competition license, permit or consent as may be required by the National Sporting Authority and/or the Federation Internationale de l’Automobile, and shall comply with all and any rules, regulations, conditions and obligations relating to such license, permit or consent and any other rules and regulations that apply to the Races and/or Tests
3. I understand that **PIRELLI TYRE S.p.A.**, a corporation under the management and co-ordination of Pirelli & C. S.p.A., with head offices in Milan, Viale Sarca, 222, Italy, company register of Milan, Italy (“Pirelli”), is to provide tyres to FIA Formula 2 Championship which are to be fitted to and used on all Cars used in FIA Formula 2 Championship races (“Formula 2 cars”) and for testing under a race and tyre services agreement between Pirelli and the Promoter (“the Agreement”).
- 3.b I fully understand and accept that the FIA, Promoter, Suppliers and Official Suppliers, including Pirelli make no warranty, express or implied, as to the quality of workmanship of its Formula 2 cars and tyres for racing and testing purposes, and that FIA Formula 2 Championship, Suppliers and Official Suppliers, including Pirelli expressly disclaims all warranties as to the fitness of the Formula 2 cars and tyres for use on the Formula 2 cars for racing and testing purposes and for use at the speeds at which the Formula 2 cars will be driven and for the other manoeuvres which will be necessary when driving the Formula 2 cars in FIA Formula 2 Championship race and tests.

Recognition of risk

4. I am fully aware of, appreciate and accept the risks inherent in FIA Formula 2 Championship racing and the testing programmes and the possibilities of accidents, including both physical injury and death which could happen to me personally in the event of crashing or some other accident.
5. I am also fully aware that the technology utilized in the manufacture and fitting of the Formula 2 cars is at the leading edge of state of the art scientific knowledge and is continually being changed and developed.
6. For this reason, I have taken out all the necessary insurances and sought other protections that I have thought and deem necessary and appropriate to compensate for any injury or death that I may suffer in the course of FIA Formula 2 Championship racing or testing in the Formula 2 cars.

7. Consequently, I recognise the risks inherent in any activity utilising such technology. Consequently, I release FIA Formula 2 Championship, its suppliers, and its sponsors (including any employee, advisor, agent or officer of the aforementioned parties) from any loss, damage or injury that may be sustained by me, my heirs or assigns, or to my property howsoever caused while driving a Formula 2) car, testing a Formula 2 car, participating in any FIA Formula 2 Championship races or otherwise performing my duties for [Team] (provided that the provisions of this Article shall not operate so as to exclude liability for death or personal injury caused by the negligence of the Promoter, its sponsors and/or its suppliers(including any employee, advisor, agent or officer of the aforementioned parties).

Rights in personality

8. I further agree and hereby irrevocably consent to the use, at any time during which my driving agreement with [Team.....] remains in effect (“My Contract Period”) by the FIA Formula 2 Championship, any affiliate of FIA Formula 2 Championship, any of FIA Formula 2 Championship’s official sponsors, main sponsor or official supplier as may be designated to my team by FIA F2 from time to time, the Fédération International de l’Automobile and the company Formula One Management Limited (hereinafter the “Authorized Parties”) of my name and/or pictures of me in the context of the FIA Formula 2 Championship races or tests. I further agree and irrevocably consent that my name may also be used in conjunction with my own pictures and that my voice, name and picture may be recorded on film, video or tape, or given to allow the Authorized Parties to use and edit all or part of the film, video or tape as FIA Formula 2 Championship and/or the authorized Parties deem appropriate for their promotional and commercial purposes in connection with the FIA Formula 2 Championship competition without any implication that the Authorized Parties would be my personal sponsors and/or the sponsors of my team and without any implication, in particular, that I would be personally endorsing any service, product or brand of the authorized parties I further agree and irrevocably consent to the foregoing rights continuing until the end of the calendar year following that in which My Contract Period shall come to an end. I further agree that the above rights shall continue to be used by the FIA Formula 2 Championship, its sponsors and/or its suppliers without limitation of time as far as they refer to material created pursuant to the rights granted herein during the Championship which occurred during My Contract Period.
9. I shall wear my Team shirts for all public appearance (paddock club, signing sessions and press conference and any other event related to the FIA Formula 2 Championship). I shall wear, during My Contract Period whilst participating to the FIA Formula 2 Championship Races and/or Tests, the overalls, cap and apparel carrying the FIA Formula 2 Championship and its Sponsors, Suppliers and Official Suppliers logos as requires under the Agreement.
10. I further agree to participate to any paddock club event organised for FIA F2 and the Authorized Parties and to participate to signing sessions and press conferences as will be notified by the Promoter. In addition I further agree to be available for any event organised by the Promoter as will be notified from time to time.
11. I undertake that I shall refrain from any public declaration or comment in any form which may harm, weaken or put into disrepute the fame, name and/or image of the FIA Formula 2 Championship, its sponsors, its suppliers, the Federation International de l’Automobile, and the respective directors, shareholders and/or employees and

personnel of the above listed persons. In the case where I would willfully breach this commitment, the Promoter shall be entitled to damages or other sanction, including excluding me from the FIA Formula 2 Championship's that is reasonable and proportionate to the breach of the commitment.

12. This Agreement is governed by and shall be construed in accordance with Swiss law. It is executed as a Deed and shall be binding on my heirs, executors, administrators and personal representatives.

SIGNED:

WITNESS:

Name:

Address:

[FULL NAME]

Occupation:

PIRELLI - ACKNOWLEDGEMENT OF RISK

DEED

I, [FULL NAME.....] of [FULL ADDRESS.....]

being over the age of....., confirm and agree as follows:

Background facts

1. I am contracted to drive for the [Team.....] Team ("*insert Team name short form if desired*").....) in the FIA Formula 2 Championship [races and] tests [*delete as appropriate*] to be held during **2019**, for good consideration from [Team.....].
2. I understand that Pirelli Tyre S.p.A. ("the Supplier"), is to provide tyres to the Team which are to be fitted to and used on the Team cars in FIA Formula 2 Championship races and for testing under a Tyre Support and Supply Agreement between the Supplier and the Team ("the Agreement").
3. I fully understand and accept that the Supplier makes no warranty, express or implied, as to the quality of workmanship of its tyres for racing and testing purposes, and that the Supplier expressly disclaims all warranties as to the fitness of the tyres for use on the Team cars for racing and testing purposes and for use at the speeds at which the cars will be driven and for the other manoeuvres which will be necessary when driving the cars in FIA Formula 2 Championship races and tests.

Recognition of risk

4. I am fully aware of, appreciate and accept the risks inherent in FIA Formula 2 Championship racing and the testing programmes and the possibilities of accidents, including both physical injury and death which could happen to me personally in the event of crashing or some other accident.

5. I am also fully aware that the technology utilised in the manufacture and fitting of race tyres is at the leading edge of state of the art scientific knowledge and is continually being changed and developed.

6. For this reason, I have taken out all the necessary insurance and sought other protections that I have thought and deem necessary and appropriate to compensate for any injury or death that I may suffer in the course of FIA Formula 2 Championship's racing or testing in the Team cars.

7. Consequently, I recognise the risks inherent in any activity utilising such technology. Consequently, also taking account of the benefits and advantages resulting to me, my heirs or assigns, from my participation to FIA Formula 2 Championship racing, I release the Supplier (or any parent, subsidiary or associated company) from any loss, damage or injury that may be sustained by me, my heirs or assigns, or to my property howsoever caused while driving a race car, testing a race car, participating in any FIA Formula 2 Championship's races or otherwise performing my duties for the Team (provided that the provisions of this clause shall not operate so as to exclude liability for death or personal injury caused by the wilful default or gross negligence of the Supplier).

8. This Agreement and release is governed by and shall be construed in accordance with Swiss law. It shall be binding on my heirs, executors, administrators and personal representatives.

9. All disputes arising out of or in connection with this present Agreement shall be finally settled under the Rules of the International Chamber of Commerce for the settlement of such disputes. The arbitration shall be held in Lausanne and shall be conducted in the English language.

SIGNED: WITNESS:

Name: Name:

Address: Occupation:

.....

DATE:

APPENDIX 4
WAIVER OF RIGHTS

In consideration for being granted the right to attend an Event as referred to hereafter, by the Promoter, the Undersigned

Mr:

Date of Birth:

Name:

Declares and accepts as follows

Recognition of risk

I am fully aware of, appreciate and accept the risks inherent in Motor Racing and the possibilities of accidents, including both physical injury and death which could happen to me personally in the event of crashing or some other accident occurring during a motor-sports race or test.

Consequently, I agree that I will be attending any and all Event (including racing or testing event) in connection with the FIA Formula 2 Championship's with full knowledge of the above risks and, to such extent as is admissible under any applicable law, and I hereby release the Promoter (and any parent, subsidiary or associated company) and any and all participant in such Event (including any supplier, sponsor, team, driver and or any and all of their agents and/or employees) from any loss, damage or injury that may be sustained by me, my heirs or assigns, or to my property howsoever caused in the course and in connection with such attendance, provided that the provisions of this clause shall not operate so as to exclude liability for death or personal injury caused by the negligence of the Promoter or any other party mentioned above.

Rights in personality

I further agree and hereby irrevocably consent that images or other recordings of myself may be taken by any mean, whether known or unknown during my attendance in the Event and I agree that such images and/or other recording may be broadcasted, reproduced or displayed on any media for the purpose of broadcasting and/or otherwise reproducing or representing the Event for information, advertisement or promotional purpose, provided that such consent does not per se involve any implication, that I would be accepting to endorse personally any service, product or brand of the Promoter and of any participant in the event considered.

Made on

Signature

APPENDIX 5

Team Operational Staff Declaration Template (V2)

in accordance with article 21.5 of the F2 Sporting Regulations

Team:

Event:

Section 1 : 12 Operational staff

N°	Name	Position in organisation	Count	Notes
1			1	Team Manager
2			1	
3			1	
4			1	
5			1	
6			1	
7			1	
8			1	
9			1	
10			1	
11			1	
12			1	

TOTAL

12

Section 2 : Non-Operational staff

N°	Name	Position in organisation	Count	Notes
1			1	Team Principal
2			1	Driver
3			1	Driver
4			1	Driver Guest
5			1	Driver Guest
6			1	

For the avoidance of doubt it must be clear that except for drivers, Non-Operational staff in order to be considered as such should not be associated or attending:

- any mechanical operation of the cars
- any engineering operation of the cars
- any conversation with Race Director and Officials
- any sporting and technical meetings
- the summoning of drivers to the stewards