

2010 FORMULA ONE SPORTING REGULATIONS

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The FIA will organise the FIA Formula One World Championship (the Championship) which is the property of the FIA and comprises two titles of World Champion, one for drivers and one for constructors. It consists of the Formula One Grand Prix races which are included in the Formula One calendar and in respect of which the ASNs and organisers have signed the organisation agreement set out in Appendix 4. All the participating parties (FIA, ASNs, organisers, competitors and circuits) undertake to apply as well as observe the rules governing the Championship and must hold FIA Super Licences which are issued to drivers, competitors, officials, organisers and circuits.

1) REGULATIONS

- 1.1 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 which, in the opinion of the FIA Technical Department, involve a significant change to the design of the car will be announced in accordance with Article 2.2 of the Formula One Technical Regulations. Other changes will be announced no later than the 31 October preceding the season of their introduction. All changes to the Formula One Technical and/or Sporting Regulations will be made in accordance with the procedures set out in Appendix 5.
- 1.2 These Sporting Regulations were published on 6 May 2009 and replace all previous FIA Formula One World Championship Sporting Regulations in respect of the 2010 FIA Formula One World Championship.

2) GENERAL UNDERTAKING

- 2.1 All drivers, competitors and officials participating in the Championship undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the Formula One Technical Regulations (the Technical Regulations) and the present Sporting Regulations together referred to as "the Regulations".

Competitors who have agreed to abide by the regulations governing the voluntary cost cap for the Championship year, ("Cost-Regulated Teams") will be permitted certain additional freedoms where specifically stated within these regulations.

- 2.2 The Championship and each of its Events is governed by the FIA in accordance with the Regulations. Event means any event entered into the FIA Formula One Championship Calendar for any year commencing at the scheduled time for scrutineering and sporting checks and including all practice and the race itself and ending at the later of the time for the lodging of a protest under the terms of the Code and the time when a technical or sporting certification has been carried out under the terms of the Code.
- 2.3 Any special national regulations must be submitted to the FIA with the original application for inclusion of an Event on the international calendar. Only with the approval of the FIA can such special regulations come into force for an Event.

3) GENERAL CONDITIONS

- 3.1 It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Regulations. If a competitor is unable to be present in person at the 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 practice and the race.
- 3.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 3.4 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or track must wear an appropriate pass at all times.

4) LICENCES

- 4.1 All drivers, competitors and officials participating in the Championship must hold a FIA Super Licence. Applications for Super Licences must be made annually to the FIA through the applicant's ASN.

5) CHAMPIONSHIP EVENTS

- 5.1 Events are reserved for Formula One cars as defined in the Technical Regulations.
- 5.2 Each Event will have the status of an international restricted competition.

- 5.3 The distance of all races, from the start signal referred to in Article 38.9 to the chequered flag, shall be equal to the least number of complete laps which exceed a distance of 305 km (Monaco 260km). However, should two hours elapse before the scheduled race distance is completed, the leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the two hour period ended. However, should the race be suspended (see Article 41) the length of the suspension will be added to this period.

The Line is a single line which crosses both the track and the pit lane.

- 5.4 The maximum number of Events in the Championship is 20, the minimum is 8.
- 5.5 The final list of Events is published by the FIA before 1 January each year.
- 5.6 An Event which is cancelled with less than three months written notice to the FIA will not be considered for inclusion in the following year's Championship unless the FIA judges the cancellation to have been due to force majeure.
- 5.7 An Event may be cancelled if fewer than 12 cars are available for it.

6) **WORLD CHAMPIONSHIP**

- 6.1 The Formula One World Championship driver's title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place.
- 6.2 The title of Formula One World Champion Constructor will be awarded to the make which has scored the highest number of points, results from both cars (see Article 13.6) being taken into account.
- 6.3 The constructor of an engine or rolling chassis is the person (including any corporate or unincorporated body) which owns the intellectual property rights to such engine or chassis. The make of an engine or chassis is the name attributed to it by its constructor.

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

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

1st	:	10 points
2nd	:	8 points
3rd	:	6 points
4th	:	5 points
5th	:	4 points
6th	:	3 points
7th	:	2 points
8th	:	1 point

- 6.5 If a race is suspended under Article 41, and cannot be resumed, no points will be awarded if the leader has completed less than two laps, 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 more than 75% of the original race distance.
- 6.6 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 Prizes and points awarded for all the positions of competitors who tie, will be added together and shared equally.
- 7.2 If two or more constructors or drivers finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to :

- a) the holder of the greatest number of first places,
- b) if the number of first places is the same, the holder of the greatest number of second places,
- c) 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.
- d) if this procedure fails to produce a result, the FIA will nominate the winner according to such criteria as it thinks fit.

8) PROMOTER

- 8.1 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 FIA. It must be accompanied by written evidence that the promoter has made arrangements to secure the participation of competitors, which arrangements are conditional only upon the FIA entering the Event on the Championship calendar.

9) ORGANISATION OF EVENTS

- 9.1 An organiser is a body nominated by the ASN and appointed by the FIA. Upon deciding to grant an application to hold an Event, the FIA will invite the relevant ASN to organise it or to nominate an organiser. If the ASN is not in a position to do so, the FIA may itself appoint an organiser. The organiser must be a club or body acceptable to the FIA and must enter into the organisation agreement set out in Appendix 4 when it applies to organise the Event.
- 9.2 Each organiser shall supply the information set out in Appendix 1, part A hereto to the FIA no later than 90 days before the Event. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 60 days before the Event.

10) INSURANCE

- 10.1 The promoter of an Event must procure that all competitors, their personnel and drivers are covered by third party insurance in accordance with the FIA requirements.
- 10.2 Ninety days before the Event, the promoter must send the FIA details of the risks covered by the insurance policy which must comply with the national laws in force as well as the FIA requirements. Sight of the policy must be available to the competitors on demand.
- 10.3 Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event.
- 10.4 Drivers taking part in the Event are not third parties with respect to one another.

11) FIA DELEGATES

- 11.1 For each Event the FIA will nominate the following delegates:

- safety delegate ;
- medical delegate ;
- technical delegate ;
- press delegate.

and may nominate :

- a representative of the President of the FIA ;
- an observer ;
- a stewards advisor ;
- a safety car driver ;
- a medical car driver.

11.2 The role of the FIA delegates is to help the officials of the Event in their duties, to see within their fields of competence that all the regulations governing the Championship are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

11.3 The technical delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

12) OFFICIALS

12.1 From among holders of an FIA Super Licence the following officials will be nominated by the FIA :

- Three stewards one of whom will be permanent and appointed the non-voting chairman ;
- A race director ;
- A permanent starter.

12.2 From among holders of an FIA Super Licence the following officials will be nominated by the ASN and their names sent to the FIA at the same time as the application to organise the Event :

- One steward from among the ASNs nationals ;
- The clerk of the course.

12.3 The clerk of the course shall work in permanent consultation with the race director. The race director shall have overriding authority in the following matters and the clerk of the course may give orders in respect of them only with his express agreement :

- a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations ;
- b) the stopping of any car in accordance with the Code or Sporting Regulations ;
- c) the stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out ;
- d) the starting procedure ;
- e) the use of the safety car.

12.4 The race director, the clerk of the course and the technical delegate must be present at the Event from 10.00 on the day of initial scrutineering and the stewards from 15.00 on the same day.

12.5 The race director must be in radio contact with the clerk of the course and the chairman of the stewards at all times when cars are permitted to run on the track. Additionally, the clerk of the course must be in race control and in radio contact with all marshal's posts during these times.

13) COMPETITORS APPLICATIONS

13.1 Applications to compete in the Championship may be submitted to the FIA during the period 22-29 May 2009 inclusive on an entry form as set out in Appendix 2 hereto accompanied by an undertaking to pay the entry fee of €309,000 (three hundred and nine thousand Euros) to the FIA no later than 1 November 2009. Applications at other times will only be considered if a place is available and on payment of a late entry fee to be fixed by the FIA. Entry forms will be made available by the FIA who will notify the applicant of the result of the application within thirty days of its receipt. Successful applicants are automatically entered in all Events of the Championship and will be the only competitors at Events.

13.2 Applications shall include :

- a) confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them ;
- b) the name of the team (which must include the name of the chassis) ;

- c) the make of the competing car ;
 - d) the make of the engine ;
 - e) the names of the drivers. A driver may be nominated subsequent to the application upon payment of a fee fixed by the FIA ;
 - f) an undertaking by the applicant to participate in every Event with the number of cars and drivers entered.
- 13.3 A competitor may change the make of engine at any time during the Championship. All points scored with an engine of different make to that which was first entered in the Championship may count (and will be aggregated) for the assessment of a commercial benefit, however such points will not count towards (nor be aggregated for) the FIA Formula One Constructors Championship. A major car manufacturer may not directly or indirectly supply engines for more than two teams of two cars each without the consent of the FIA. For the purposes of this Article 13.3, a major car manufacturer is a company whose shares are quoted on a recognised stock exchange or the subsidiary of such a company.
- 13.4 With the exception of those whose cars have scored points in the Championship of the previous year, applicants must supply information about the size of their company, their financial position and their ability to meet their prescribed obligations.
- 13.5 All applications will be studied by the FIA and accepted or rejected in its absolute discretion. The FIA will publish the list of cars and drivers accepted together with their race numbers on 12 June 2009, having first notified unsuccessful applicants as set out in Article 13.1. Out-of-time applications will be considered separately.
- 13.6 No more than 26 cars will be admitted to the Championship, two being entered by each competitor.
- 13.7 If in the opinion of the FIA a competitor fails to operate his team in a manner compatible with the standards of the Championship or in any way brings the Championship into disrepute, the FIA may exclude such competitor from the Championship forthwith.

14) PASSES

- 14.1 No pass may be issued or used other than with the agreement of the FIA. A pass may be used only by the person and for the purpose for which it was issued.

15) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 15.1 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.
- 15.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
- 15.3 Any decision or communication concerning a particular competitor should be given to him within twenty five minutes of such decision, and receipt must be acknowledged.

16) INCIDENTS

- 16.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by the race director (or noted by the stewards and referred to the race director for investigation) which :
- necessitated the suspension of a race under Article 41 ;
 - constituted a breach of these Sporting Regulations or the Code ;
 - caused a false start by one or more cars ;
 - caused a collision ;
 - forced a driver off the track ;

- illegitimately prevented a legitimate overtaking manoeuvre by a driver ;
- illegitimately impeded another driver during overtaking.

Unless in the opinion of the race director it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.

- 16.2**
- a) It shall be at the discretion of the stewards to decide, upon a report or a request by the race director, if a driver or drivers involved in an incident shall be penalised.
 - b) If an incident is under investigation by the stewards a message informing all teams which driver or drivers are involved will be displayed on the timing monitors.

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

- 16.3** The stewards may impose any one of three penalties on any driver involved in an Incident :
- a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping ;
 - b) A ten second time penalty. The driver must enter the pit lane, stop at his pit for at least ten seconds and then re-join the race.
 - c) a drop of any number of grid positions at the driver's next Event.

However, should either of the penalties under a) and b) above be imposed during the last five laps, or after the end of a race, Article 16.4b) below will not apply and 25 seconds will be added to the elapsed race time of the driver concerned.

- 16.4** Should the stewards decide to impose either of the penalties under Article 16.3a) or b), 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 ensure that this information is also displayed on the timing monitors.
- b) From the time the stewards' decision is notified on the timing monitors the relevant driver may cover no more than three complete laps before entering the pit lane and, in the case of a penalty under Article 16.3b), proceeding to his garage 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 after the Safety Car has been deployed. Any laps carried out behind the Safety Car will be added to the three lap maximum.

Whilst a car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.

- c) When the time penalty period has elapsed the driver may rejoin the race.
- d) Any breach or failure to comply with Articles 16.4b) or c) may result in the car being excluded.

17) PROTESTS

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

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) CHANGES OF DRIVER

- 19.1**
- a) During a season each team will be permitted to use four drivers. Changes may be made at any time before the start of the qualifying practice session provided any change proposed after 16.00 on the day of scrutineering receives the consent of the stewards.

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

Any new driver may score points in the Championship.

- b) In addition to the above each team will be permitted to run additional drivers during P1 and P2 provided :
- the stewards are informed which cars and drivers each team intends to use in each session before the end of initial scrutineering, changes after this time may only be made with the consent of the stewards ;
 - no more than two drivers are used in any one session ;
 - they carry the race number of the nominated driver they replace ;
 - they are in possession of a Super Licence.
- c) If one of the team's nominated drivers is unable to drive at some stage after the end of initial scrutineering, and the stewards consent to a change of driver, the replacement driver must use the engine, gearbox and tyres which were allocated to the original driver (see Articles 25.3 and 28.4).

20) DRIVING

20.1 The driver must drive the car alone and unaided.

21) CAR LIVERY

21.1 The provisions of the Code relating to national colours shall not apply to the Championship.

Both cars entered by a competitor must be presented in substantially the same livery at each Event, any change to this livery during a Championship season may only be made with the agreement of the Formula One Commission.

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 principle roll structure of the first car must be predominantly fluorescent red and the second car fluorescent yellow.

21.2 Each car will carry the race number of its driver (or his replacement) as published by the FIA at the beginning of the season. This number must be clearly visible from the front of the car.

21.3 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.

22) TRACK AND WIND TUNNEL TESTING

- 22.1 a) Track testing shall be considered any track running time undertaken by a competitor entered in the Championship with the exception of :
- i) promotional or demonstration events carried out using tyres provided specifically for this purpose by the appointed supplier ;
 - ii) three one day young driver training tests carried out between the end of the last Event of the Championship and 31 December of the same year, any such driver having not competed in more than two F1 World Championship Events ;
 - iii) eight one day aerodynamic tests carried out on FIA approved straight line or constant radius sites between 1 January 2010 and the end of the last Event of the Championship.
- b) No competitor may carry out more than 15,000km of track testing during a calendar year.
- c) No track testing may take place between the start of the week preceding the first Event of the Championship and 31 December of the same year.
- d) During all track testing cars must be fitted with the FIA ECU required by Article 8.2 of the 2010 FIA Formula One Technical Regulations.

- e) No track testing is permitted at sites which are not currently approved for use by Formula 1 cars. In order to ensure that venue licence conditions are respected at all times during track testing, competitors are required to inform the FIA of their test schedule in order that an observer may be appointed if deemed necessary.
- f) During all Formula One track testing :
 - red flag procedures must be respected ;
 - no other type of vehicle is permitted on the track ;
 - 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.
- g) If, after an incident during track testing, the Medical Warning Light signals that threshold forces have been exceeded the driver must present himself for examination in the circuit medical centre without delay.
- h) No wind tunnel testing may be carried out using a scale model which is greater than 60% of full size.
- i) No wind tunnel testing may be carried out at a speed exceeding 50 metres/second.

Paragraphs a), b), c), h) and i) will not apply to Cost-Regulated Teams.

23) PIT LANE

- 23.1**
- a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "inner lane". Other than when cars are at the end of the pit lane under Articles 38.2 and 41.5, the inner lane is the only area where any work can be carried out on a car.
 - b) The FIA will designate an area in the pit lane where each team may work and one place where pit stops during both practice and the race may be carried out.
 - c) Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team's designated garage area to the end of the pit lane.
 - d) Any driver intending to start the race from the pit lane may not drive his car from his team's designated garage area until the 15 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 :

- starting the engine and any directly associated preparation ;
- the fitting or removal of permitted cooling and heating devices ;
- changes made for driver comfort ;
- changing wheels.

When cars are permitted to leave the pit lane they must do so in the order that was established under Article 38.3 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

- e) Other than drying, sweeping or any 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 safety delegate.
- f) Competitors must not paint lines on any part of the pit lane.
- g) Other than under d) above no equipment may be left in the fast lane.
- h) 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.
- i) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.

24) SCRUTINEERING

- 24.1** Between 10.00 and 16.00 three days before the race (four days in Monaco) initial scrutineering of all cars will take place in the garage assigned to each competitor.
- 24.2** 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.
- 24.3** No car may take part in the Event until it has been passed by the scrutineers.
- 24.4** The scrutineers may :
- a) check the eligibility of a car or of a competitor at any time during an Event ;
 - b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied ;
 - c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail ;
 - d) require a competitor to supply them with such parts or samples as they may deem necessary.
- 24.5** Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- Any such re-scrutineering may only take place with the consent of the stewards (following a written request from a competitor) and will be carried out the next morning.
- 24.6** The race director or the clerk of the course may require that any car involved in an accident be stopped and checked.
- 24.7** Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the parc fermé and who alone are authorised to give instructions to the competitors.
- 24.8** The stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

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

- 25.1** Supply of tyres :
- A tyre manufacturer will be chosen by the FIA for the 2008, 2009 and 2010 seasons following an invitation for tenders to supply tyres to all the cars entered in Championship Events for the duration of these seasons.
- The appointed tyre supplier must undertake to provide :
- two specifications of dry-weather tyre at each Event, each of which must be of one homogenous compound and visibly distinguishable from one another when a car is on the track ;
 - one specification of intermediate tyre at each Event which must be of one homogenous compound ;
 - one specification of wet-weather tyre at each Event which must be of one homogenous compound ;
- 25.2** Quantity of tyres :
- During the Event no driver may use more than fourteen sets of dry-weather tyres, four sets of intermediate tyres and three sets of wet-weather tyres.
- No driver may use more than two sets of each specification of dry-weather tyre during P1 and P2.

A set of tyres will be deemed to comprise two front and two rear tyres all of which must be of the same specification.

25.3 Control of tyres :

- a) The outer sidewall of all tyres which are to be used at an Event must be marked with a unique identification.
- b) Other than in cases of force majeure (accepted as such by the stewards of the meeting), all tyres intended for use at an Event must be presented to the FIA technical delegate for allocation prior to the end of initial scrutineering.
- c) At any time during an Event, and at his absolute discretion, the FIA technical delegate may select alternative dry-weather tyres to be used by any team or driver from among the stock of tyres the appointed supplier has present at the Event.
- d) A competitor wishing to replace one unused tyre by another identical unused one must present both tyres to the FIA technical delegate.
- e) The use of tyres without appropriate identification may result in a grid position penalty or exclusion from the race.

25.4 Use of tyres :

- a) Each nominated driver will be allocated four sets of dry-weather tyres, two of each specification, for use during P1 and P2. These are the only dry-weather tyres which may be used during these sessions and must be returned to the tyre supplier before the start of P3.

If an additional driver is used (see Article 19.1(b) he must use the tyres allocated to the nominated driver he replaced.
- b) Each nominated driver will be allocated ten further sets of dry-weather tyres, five of each specification, for use during the remainder of the Event. However, one set of each specification must be returned to the tyre supplier before the start of the qualifying practice session and may not be used during the remainder of the Event.
- c) Prior to the start of the qualifying practice session intermediate and wet-weather tyres may only be used after the track has been declared wet by the race director, following which intermediate, wet or dry-weather tyres may be used for the remainder of the session.
- d) Unless he has used intermediate or wet-weather tyres during the race, each driver must use at least one set of each specification of dry-weather tyres during the race.
- e) If the race is started behind the safety car because of heavy rain (see Article 40.15) the use of wet-weather tyres until the safety car returns to the pits is compulsory.

26) WEIGHING

26.1 a) During the qualifying practice session cars will be weighed as follows :

- 1) the FIA will install weighing equipment in the first pit garage (the FIA garage) which will be used for the weighing procedure ;
- 2) cars will be selected at random to undergo the weighing procedure ;
- 3) when signalled to do so the driver will proceed directly to the FIA garage and stop his engine ;
- 4) the car will then be weighed with driver and the result given to the driver or a team representative in writing ;
- 5) if the car is unable to reach the FIA garage under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed ;

- 6) a car or driver may not leave the FIA garage without the consent of the FIA technical delegate;
 - 7) if a car stops on the circuit and the driver leaves the car, he must go to the FIA garage immediately on his return to the pit lane in order for his weight to be established.
- b) After the race every classified car will be weighed. If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car.
 - c) The relevant car may be excluded should its weight be less than that specified in Article 4.1 of 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 garage without the specific permission of the FIA technical delegate.
- 26.2** 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 exclude him from the race.

27) GENERAL CAR REQUIREMENTS

27.1 Electromagnetic radiation between 2.0 and 2.7GHz is forbidden save with the written consent of the FIA.

27.2 Accident data recording :

- a) Each car must be fitted with an FIA accident data recorder during each Event and during all tests which are attended by more than one team. Teams must use their best endeavours to ensure that the recorder is in working order at all times. The only purpose of these units is to monitor, record or control one or more of the following :
 - data relevant to an accident or incident ;
 - a deceleration warning light on board the car ;
 - a lap trigger ;
 - the driver input signal used to initiate the propulsion of the car at the start of a race.
- b) At any time following an accident or incident competitors must make the data recorder available and accessible to the FIA. 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 FIA.

27.3 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.

27.4 During the entire Event, 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 :

- engine, gearbox or radiator covers whilst engines are being changed or moved around the garage ;
- covers over spare wings when they are on a stand in the pit lane not being used ;
- 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 :

- covers which are placed over damaged cars or components ;
- a transparent tool tray, no more than 50mm deep, placed on top of the rear wing ;
- warming or heat retaining covers for the engine and gearbox on the grid ;
- a rear wing cover designed specifically to protect a mechanic starting the car from fire ;
- covers over the tyre manufacturer's code numbers (not the FIA bar code numbers) ;
- a cover over the car in the parc ferme overnight ;
- a cover over the car in the pit lane or grid if it is raining.

28) SPARE CARS, ENGINES AND GEARBOXES

- 28.1** Each competitor may have no more than two cars available for use at any one time during an Event. Any partially assembled survival cell will be deemed to be a car in this context if it is fitted with an engine, any front suspension external to the survival cell, bodywork, radiators, oil tanks external to the survival cell or heat exchangers.
- 28.2** Any driver who decides to use another car or whose car has a change of survival cell following the qualifying practice session must start the race from the pit lane following the procedures detailed in Article 38.2. Under these circumstances :
- no restrictions on fuel load will be applied ;
 - the car concerned will not have to comply with the requirements of Article 34 ;
 - the car will be permitted to carry out one reconnaissance lap when the pit lane is opened for the race.
- 28.3** No change of car is permitted after the start of the race.
- A change of car will be deemed to have taken place once a driver is seated in his new car and such change may only take place in the team's designated garage area.
- 28.4** a) Each driver may use no more than eight engines during a Championship season. Should a driver use more than eight engines he will drop ten places on the starting grid at the first Event during which each additional engine is used.
- An engine will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.
- b) If a driver is replaced at any time during the Championship season his replacement will be deemed to be the original driver for the purposes of assessing engine usage.
- c) After consultation with the relevant engine supplier the FIA will attach seals to each engine prior to it being used for the first time at an Event in order to ensure that no significant moving parts can be rebuilt or replaced.
- Within two hours of the end of the post race parc fermé exhaust blanking plates (with one 10mm diameter inspection hole per cylinder) and further seals will be applied to all used engines in order to ensure that these engines cannot be run between Events. Upon request to the FIA these additional seals will be removed after the start of initial scrutineering at the next Event at which the engines are required. All such engines must remain within the team's designated garage area when not fitted to a car and may not be started at any time during an Event other than when fitted to a car eligible to participate in the Event.
- d) If any of the FIA seals are damaged or removed from an engine after it has been used for the first time that engine may not be used again unless they were removed under FIA supervision.

- e) If an engine is changed in accordance with Article 34.1 the engine which was replaced may not be used during any future qualifying session or race with the exception of the last Event of the Championship.

28.5 Only engines which have been homologated by the FIA in accordance with Appendix 6 may be used at an Event during the 2008-2012 Championship seasons.

28.6 For the purposes of this Article only, an Event will be deemed to comprise P3, the qualifying practice session and the race.

- a) Each driver may use no more than one gearbox for four consecutive Events in which his team competes. Should a driver use a replacement gearbox he will drop five places on the starting grid at that Event and an additional five places each time a further gearbox is used.

Any replacement gearbox must be fitted with the same gear ratios that were declared under d) below and will only be required to complete the remainder of the Event in question. Any change to the gear ratios declared under d) below will incur a further five grid place penalty. In either case a new four race sequence may start at the following Event.

Unless the driver fails to finish the race (see below) the gearbox fitted to the car at the end of the Event must remain in it for three further Events. Any driver who failed to finish the race at the first, second or third of the four Events for reasons which the technical delegate accepts as being beyond the control of the team or driver, may start the following Event with a different gearbox without a penalty being incurred.

A gearbox will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.

- b) If a driver is replaced after the first, second or third of a four Event period, having finished the first, second or third Events, the replacement driver must use the gearbox which the original driver had been using.
- c) After consultation with the relevant team the FIA will attach seals to each gearbox in order to ensure that no moving parts, other than those specifically permitted under d) below, can be rebuilt or replaced.
- d) At each Event seals may be broken once, under supervision and at any time prior to the second day of practice, for the sole purpose of changing gear ratios and dog rings (excluding final drives or reduction gears). Competitors must inform the FIA technical delegate which ratios they intend to fit no later than two hours after the end of P2.

Gear ratios and dog rings (excluding final drives or reduction gears) may also be changed under supervision for others of identical specification at any time during an Event provided the FIA technical delegate is satisfied there is evident physical damage to the parts in question and that such changes are not being carried out on a systematic basis.

- e) Other than under d) above, a replacement gearbox will also be deemed to have been used if any of the FIA seals are damaged or removed from the original gearbox after it has been used for the first time.

Articles 28.4 and 28.6 will not apply to Cost-Regulated Teams.

29) REFUELLING

29.1 a) Refuelling is only permitted in the team's designated garage area.

- b) Refuelling during a race is forbidden.

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

29.3 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) GENERAL SAFETY

- 30.1** Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar to these.
- 30.2** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position.
- 30.3**
- a) During practice and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
 - b) Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 30.4** 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. If any mechanical assistance received during the race results in the car rejoining the stewards may exclude him from the race (other than under Articles 30.9(d) or 41.3.
- 30.5** A driver who abandons a car must leave it in neutral or with the clutch disengaged, with the KERS shut down and with the steering wheel in place.
- 30.6** The organiser must make at least two fire extinguishers of 5kg capacity available to each competitor and ensure that they work properly.
- 30.7** 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.
- 30.8** At no time may a car be reversed in the pit lane under its own power.
- 30.9** 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 race 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 :
- a) marshals or other authorised personnel in the execution of their duty ;
 - b) drivers when driving or on foot, having first received permission to do so from a marshal ;
 - c) team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap ;
 - d) team personnel when assisting marshals to remove a car from the grid after the start of the race.
- 30.10** During a race, the engine may only be started with the starter except in the pit lane or the team's designated garage area where the use of an external starting device is allowed.
- 30.11** Drivers taking part in practice and the race must always wear the clothes, helmets and head and neck supports specified in the Code.
- 30.12** A speed limit of 60km/h will be imposed in the pit lane during all free practice sessions, this will be raised to 100km/h for the remainder of the Event. However, this limit may be amended by the stewards following a recommendation from the FIA F1 safety delegate.
- Except in the race, any driver who exceeds the limit will be fined €200 for each km/h above the limit (this may be increased in the case of a second offence in the same Event). During the race, the stewards may impose either of the penalties under Article 16.3a) or b) on any driver who exceeds the limit.
- 30.13** If a driver has serious mechanical difficulties he must leave the track as soon as it is safe to do so.
- 30.14** The car's rear light must be illuminated at all times when it is running on intermediate or wet-weather tyres. It shall be at the discretion of the race director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.

- 30.15 Only six 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 race.

People under 16 years of age are not allowed in the pit lane.

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

- 30.17 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.

If, after an incident, the Medical Warning Light signals that threshold forces have been exceeded the driver must present himself for examination in the circuit medical centre without delay.

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 race.

- 31.2 No driver may start in the race without taking part in at least one practice session on the second day of practice.

- 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 in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.

- 31.4 Unless written permission has been given by the FIA to do otherwise, the circuit may only be used for purposes other than the Event after the last practice session on each day of practice and on the day of the race no less than one hour before the end of the pit lane is opened to allow cars to cover a reconnaissance lap.

- 31.5 The interval between the first and second free practice sessions, in addition to the interval between the third free practice session and the qualifying practice session, may never be less than two hours.

- 31.6 In the event of a driving infringement during any practice session the Stewards may 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, any penalty imposed shall not be subject to appeal.

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

- 31.7 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 31.6.

- 31.8 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

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.

- 31.9 The clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. However, only during qualifying practice will the session be extended as a result.

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.

32) FREE PRACTICE

32.1 Free practice sessions will take place :

- a) The day after initial scrutineering from 10.00 to 11.30 (P1) and from 14.00 to 15.30 (P2).
- b) The day before the race from 11.00 to 12.00 (P3).

33) QUALIFYING PRACTICE

33.1 The qualifying practice session will take place on the day before the race from 14.00 to 15.00.

The session will be run as follows :

- a) From 14.00 to 14.20 (Q1) all cars will be permitted on the track and at the end of this period the slowest eight cars will be prohibited from taking any further part in the session.
Lap times achieved by the eighteen remaining cars will then be deleted.
- b) From 14.27 to 14.42 (Q2) the eighteen remaining cars will be permitted on the track and at the end of this period the slowest eight cars will be prohibited from taking any further part in the session.
Lap times achieved by the ten remaining cars will then be deleted.
- c) From 14.50 to 15.00 (Q3) the ten remaining cars will be permitted on the track.

The above procedure is based upon a Championship entry of 26 cars. If 24 cars are entered seven will be excluded after Q1 and Q2 and if 22 cars are entered six cars will be excluded after Q1 and Q2.

33.2 Any driver whose car stops on the circuit during the qualifying session will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying session, and which is returned to the pits before the end of the session, will be held in parc ferme until the end of the session.

34) POST QUALIFYING PARC FERMÉ

34.1 Each car will be deemed to be in parc fermé from the time at which it leaves the pit lane for the first time during qualifying practice until the start of the race. Any car which fails to leave the pit lane during qualifying practice will be deemed to be in parc ferme at the end of Q1.

Between these times, other than when cars are returned to the parc fermé overnight, the following work may be carried out :

- engines may be started ;
- fuel may be added or removed and a fuel breather fitted ;
- wheels and tyres may be removed, changed or rebalanced and tyre pressures checked ;
- spark plugs may be removed in order to carry out an internal engine inspection and cylinder compression checks ;
- permitted heating or cooling devices may be fitted ;
- a jump battery may be connected and on board electrical units may be freely accessed via a physical connection to the car ;
- charging and / or discharging of the KERS energy storage devices ;
- removal of the KERS energy storage devices which, once marked by the FIA technical delegate, may be retained overnight by the team ;
- the main electrical battery and radio batteries may be changed ;
- the brake system may be bled ;
- engine oil may be drained ;
- compressed gases may be drained or added ;

- the aerodynamic set up of the front wing may be adjusted using the existing parts. No parts may be added, removed or replaced ;
- if the FIA technical delegate is satisfied that changes in climatic conditions necessitate alterations to the specification of a car, changes may be made to the air ducts around the front and rear brakes and radiator ducts. These changes may be made at any time after the message "CHANGE IN CLIMATIC CONDITIONS" is shown on the timing monitors, from this point the choice of air ducts around the front and rear brakes and radiator ducts is free, subject always to compliance with the relevant Technical Regulations.
- bodywork (excluding radiators) may be removed and / or cleaned ;
- cosmetic changes may be made to the bodywork and tape may be added ;
- any part of the car may be cleaned ;
- on board cameras, marshalling system components, timing transponders and any associated equipment may be removed, refitted or checked ;
- any work required by the FIA technical delegate ;
- changes to improve the driver's comfort. In this context anything other than the adjustment of mirrors, seat belts and pedals may only be carried out with the specific permission of the FIA technical delegate. The addition or removal of padding (or similar material) is also permitted but may only be carried out under supervision and, if required by the FIA technical delegate, must be removed before the post-race weighing procedure.
- drinking fluid for the driver may be added at any time, however, the capacity of the container for any such fluid must not exceed 1.5 litres ;
- repair of genuine accident damage ;
- any parts which are removed from the car in order to carry out any work specifically permitted above, or any parts removed to carry out essential safety checks, must remain close to it and, at all times, be visible to the scrutineer assigned to the relevant car.

Any work not listed above may only be undertaken with the approval of the FIA technical delegate following a written request from the team concerned. It must be clear that any replacement part a team wishes to fit is similar in mass, inertia and function to the original. Any parts removed will be retained by the FIA.

However, if a team wishes to change a part during the qualifying session and/or on the grid before the start of the race, this may be done without first seeking the permission of the technical delegate, provided it is reasonable for the relevant team to believe permission would be given if there was time to ask and the broken or damaged part remains in full view of the scrutineer assigned to the car at all times.

34.2 At the end of the qualifying practice at least six cars will be chosen at random to undergo further checks, once informed their car has been selected the team concerned must take the car to the parc fermé immediately.

34.3 Within three and a half hours of the end of the qualifying practice session all cars used during the session (or which were intended for use but failed to leave the pit lane) must be taken to the parc fermé, where they will remain secure until the following day. For marketing purposes this deadline may be extended for one car from each competitor for a maximum of two hours by prior arrangement with the FIA technical delegate. However, no work of any kind may be carried out on the car any later than three and a half hours after the end of the qualifying practice session.

Whilst cars are in the parc fermé they may be covered and fitted with devices to keep them warm, no team personnel will be permitted there unless specifically authorised by the FIA technical delegate.

34.4 Five hours before the start of the formation lap teams will be permitted to take their cars back to their garages where, again, they will remain under parc fermé conditions until the start of the race.

- 34.5** If a competitor modifies any part on the car or makes changes to the set up of the suspension whilst the car is being held under parc fermé conditions the relevant driver must start the race from the pit lane and follow the procedures laid out in Article 38.2.
- 34.6** One scrutineer will be allocated to each car for the purpose of ensuring that no unauthorised work is carried out whilst cars are being held under parc fermé conditions.
- 34.7** A list of parts replaced with the specific agreement of the FIA technical delegate whilst cars are being held under parc fermé conditions will be published and distributed to all teams prior to the race.
- 34.8** In order that the scrutineers may be completely satisfied that no alterations have been made to the suspension systems or aerodynamic configuration of the car (with the exception of the front wing) whilst in post-qualifying parc fermé, it must be clear from physical inspection that changes cannot be made without the use of tools.

35) PRESS CONFERENCES, MEDIA OPPORTUNITIES AND DRIVERS PARADE

35.1 Day before first practice :

The FIA press delegate will choose a maximum of five drivers who must attend a press conference in the media centre for a period of one hour at 15.00 on the day before first practice. At Events taking place in North or South America this press conference will take place at 11.00. These drivers' teams will be notified no less than 48 hours before the conference. In addition, a maximum of two team personalities may be chosen by the FIA press delegate to attend this press conference.

35.2 First day of practice :

On the first day of practice, a minimum of three and a maximum of six drivers and/or team personalities, (other than those who attended the press conference on the previous day and subject to the consent of the team principal) will be chosen by ballot or rota by the FIA press delegate during the Event and must make themselves available to the media for a press conference in the media centre for a period of one hour at 16.00.

On the first day of practice (or the day before practice if more suited to the organiser's schedule) all drivers must be available for autograph signing in their designated team space in the pit lane.

Drivers must be available at all reasonable times during an Event to talk to the media as required by the FIA press delegate.

35.3 Second Day of Practice :

All drivers eliminated in Q1 or Q2 must make themselves available for media interviews immediately after the end of each session. In addition, all drivers who participated in Q3, and who are not required to take part in the post-qualifying press conference, must make themselves available for media interviews immediately after Q3.

Immediately after the qualifying practice session the first three drivers in the session will be required to make themselves available for television interviews in the unilateral room and then attend a press conference in the media centre for a maximum period of 30 minutes.

35.4 Race day :

One and a half hours before the race all drivers must attend a drivers parade. Competitors will be given details of the parade by the FIA press delegate.

Any driver retiring before the end of the race must make himself available for media interviews after his return to the paddock.

All drivers who finish the race outside the top three must make themselves available immediately after the end of the race for media interviews.

During the race every team must make at least one senior spokesperson available for interviews by officially accredited TV crews.

36) THE GRID

36.1 At the end of qualifying practice the times achieved by each driver will be officially published.

36.2 a) The grid will be drawn up as follows :

- i) The last eight positions will be occupied by the cars eliminated during Q1, the fastest in 19th position.
- ii) The next eight positions will be occupied by the cars eliminated during Q2, the fastest in 11th position.
- iii) The top ten positions will be occupied by the cars which took part in Q3, the fastest 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.

If two or more drivers set identical times during Q1, Q2 or Q3 priority will be given to the one who set it first.

If less than 26 cars are entered in the Championship appropriate amendments will be made to the above in accordance with Article 33.1.

b) If more than one driver fails to set a time during Q1, Q2 or Q3 they will be arranged in the following order :

- i) any driver who attempted to set a qualifying time by starting a flying lap ;
- ii) any driver who failed to start a flying lap ;
- iii) any driver who failed to leave the pits during the period.

c) Once the grid has been established in accordance with a) and b) above, grid position penalties will be applied to the drivers in question in the order the offences were committed. If more than one driver incurs a penalty under Article 28.4a) or Article 28.6a) preference will be given to the driver whose team first informed the technical delegate that an engine or gearbox change will be carried out.

d) Any driver who incurs a penalty under Article 28.4c) will take precedence over any driver whose qualifying times have been deleted for any reason.

If more than one driver falls into a single category in b) or d) above they will be arranged on the grid in numerical order.

36.3 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 stewards accordingly at the earliest opportunity and, in any event, no later than one hour and fifteen minutes before 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 formation lap.

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

37) MEETINGS

37.1 Meetings, chaired by the race director, will take place at 16.00 on the day before first practice and 17.00 on the first day of practice. The first must be attended by all team managers and the second by all drivers.

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

38) STARTING PROCEDURE

- 38.1** 30 minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover a reconnaissance lap. At the end of this lap they will 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 down the pit lane at greatly reduced speed between each of the laps.

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

- 38.2** 17 minutes before the 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.

15 minutes before the 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 got 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.

- 38.3** The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and fifteen 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.

- 38.4** When the three minute signal is shown all cars on the grid must have their wheels fitted, after this signal wheels may only be removed in the pit lane or on the grid during a race suspension.

A ten second time penalty (see Article 16.3.b) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

- 38.5** 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 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 this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

- 38.6** When the green lights are illuminated, the cars will begin the formation lap with the pole position driver leading.

When leaving the grid all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track. 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.

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

- 38.8** Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position 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 who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap. If the Line is not situated in front of pole position, and for the purposes of this Article as well as Article 40.15, it will be deemed to be a white line one metre in front of pole position.

Either of the penalties under Articles 16.3a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

- 38.9** When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running.

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

Once all the cars have come to a halt the five 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.

- 38.10** Unless specifically authorised by the FIA, during the start of a race the pit wall must be kept free of all persons with the exception of two people from each team, officials and fire marshals.

- 38.11** Any car which is unable to maintain starting order during the entire formation lap or is moving when the one second light comes on must enter the pit lane and start from the end of the pit lane as specified in Article 38.2.

This will not apply to any car which is temporarily delayed during the lap and which is able to regain its position, without endangering itself or any other car, before the leading car has taken up its position on the grid.

- 38.12** 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 delayed 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.

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 any other problem arises, and if the race director decides the start should be delayed, the following procedures shall apply :
- 1) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start five minutes later with the race distance reduced by one lap. The next signal will be the three minute signal.
Tyre changing on the grid is not permitted during such a delay.
Every time this happens the race will be shortened by one lap.
 - 2) 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.
 - 3) 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.
 - 4) Once the car is in the pit lane his mechanics may attempt to start it, if successful the driver may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.

- 38.13 Should Article 38.12 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.
- 38.14 Either of the penalties under Articles 16.3a) or b) will be imposed for a false start judged using an FIA supplied transponder which must be fitted to the car as specified.
- 38.15 Only in the following cases will any variation in the start procedure be allowed :
- 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.
 - 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 information concerning the likely delay will be displayed on the timing monitors. Once the start time is known at least ten minutes warning will be given.
 - If the race is started behind the safety car, Article 40.15 will apply.
- 38.16 The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure, may result in the exclusion of the car and driver concerned from the Event.

39) THE RACE

- 39.1 Team orders which interfere with a race result are prohibited.
- 39.2 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 on their own responsibility. A marshal with a blue flag and/or a flashing blue light, will also warn the driver if cars are approaching on the track.

40) SAFETY CAR

- 40.1 The FIA safety car will be driven by an FIA appointed driver and will carry an FIA observer capable of recognising all the competing cars who is in permanent radio contact with race control.
- 40.2 30 minutes before the start of the formation lap the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under 40.15 below) it will cover a whole lap of the circuit and take up position.
- 40.3 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 but the circumstances are not such as to necessitate suspending the race.
- 40.4 When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will be displayed on the timing monitors and all marshal's posts will display waved yellow flags and "SC" boards for the duration of the intervention.
- 40.5 From this time, any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 40.6 The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 40.7 All competing cars must then reduce speed and form up in line behind the safety car no more than ten car lengths apart and overtaking, with the following exceptions, is forbidden until the cars reach the Line after the safety car has returned to the pits. Overtaking will be permitted under the following circumstances :
- if a car is signalled to do so from the safety car ;
 - under 40.15 below ;

- any car entering the pits may pass another car or the safety car remaining on the track after it has crossed the first safety car line ;
 - any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line ;
 - when the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the first safety car line ;
 - any car stopping in its designated garage area whilst the safety car is using the pit lane (see 40.10 below) may be overtaken ;
 - if any car slows with an obvious problem.
- 40.8** When ordered to do so by the clerk of the course the observer in the 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.
- 40.9** 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 40.12 below) and all remaining cars must keep the formation as tight as possible.
- 40.10** Whilst the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit . A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.
- Under certain circumstances the clerk of the course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 40.11** If the clerk of the course considers it safe to do so, and the message "LAPPED CARS MAY NOW OVERTAKE" is shown on the timing monitors, any lapped cars which are between the cars running on the lead lap at the time the safety car crosses the Line on the track for the first time will be required to pass the cars on the lead lap and the safety car by passing them on their right.
- They must then proceed around the track at an appropriate speed, without overtaking, and take up position at the back of the line of cars behind the safety car.
- If the clerk of the course considers track conditions are unsuitable for overtaking the message "OVERTAKING WILL NOT BE PERMITTED" will be shown on the timing monitors.
- 40.12** 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 displayed on the timing monitors 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 yellow flags and SC boards will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the Line.
- 40.13** Each lap completed while the safety car is deployed will be counted as a race lap.
- 40.14** If the race ends whilst the safety car is deployed it will enter the pit lane at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

- 40.15** In exceptional circumstances the race may be started behind the safety car. In this case, at the ten minute signal its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated the safety car will leave the grid with all cars following in grid order no more than ten car lengths apart. There will be no formation lap and race will start when the green lights are illuminated.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position 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 who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

Either of the penalties under Articles 16.3a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

41) SUSPENDING A RACE

- 41.1** Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the 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 to the red flag line where they must stop in a line on the pole position side of the track.

Any cars between the red flag line and the leader, in addition to any lapped cars between cars on the lead lap, will then be moved into a line on the opposite side of the grid. They will then resume the race from this position in accordance with Article 42.3.

If the safety car has been directed into the pit lane (see Article 40.10) cars should stop in line in the fast lane of the pits.

- 41.3** If any cars are unable to return to the grid as a result of the track being blocked they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. The order will be taken at the last point at which it was possible to determine the position of all cars. Any 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 behind the red flag line.

- 41.4** Whilst the race is suspended :

- neither the race nor the timekeeping system will stop, however, in accordance with Article 5.3 the length of the race suspension will be added to the maximum two hour period ;
- cars may be worked on once they have stopped behind the red flag line or entered the pits but any such work must not impede the resumption of the race ;
- refuelling is forbidden. A ten second time penalty (see Article 16.3b) will be imposed on any driver who enters the pit lane and whose car is refuelled after the signal to suspend the race was given. However, any car which was in the pit entry or pit lane when the signal to suspend the race was given will not incur a penalty ;
- only team members and officials will be permitted on the grid.

- 41.5** Cars may not enter the pit lane when the race is suspended. A drive through penalty (see Article 16.3.a) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty. However, if the cars have been directed into the pit lane (see Articles 40.10 and 41.2) a penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed but any which were in the pit entry or pit lane when the race was suspended will be released before any others. Subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

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

- starting the engine and any directly associated preparation ;
- the fitting or removal of permitted cooling and heating devices ;
- changes made for driver comfort ;
- changing wheels.

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 timing monitors, 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 on the grid must have their wheels fitted, after this signal wheels may only be removed in the pit lane or on the grid during a further race suspension. If the race has been suspended in the pit lane (see Article 41.2) all cars in the fast lane must have their wheels fitted at the three minute signal.

A ten second time penalty (see Article 16.3.b) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

At some point after the three minute signal, which will be dependent upon the expected lap time, any cars between the red flag line and the leader, in addition to any lapped cars between cars on the lead lap, will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car.

42.4 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 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 this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

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 :

- all cars are not yet in a line behind the safety car ;
- team personnel are still clearing the grid ;
- a further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid with all cars following no more than ten car lengths apart. Soon after the last car in line behind the safety car passes the end of the pit lane (including any cars which were waved off under 42.3 above) the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.

42.6 Overtaking during the lap is permitted only if a car is delayed when leaving the red flag line 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 order before the race was suspended.

Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

42.7 Either of the penalties under Article 16.3a) or b) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the lap.

During this lap Articles 40.12, 40.13, 40.14 and 40.15 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 The end-of-race signal will be given 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 post race 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 post race 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 RACE PARC FERME

44.1 Only those officials charged with supervision may enter the post race 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, where appropriate, passed the Line in the lead at the end of two hours (or more if the race is suspended, see Article 5.3). All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

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 the 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 AND POST EVENT PRESS CONFERENCE

46.1 The drivers finishing the race in 1st, 2nd and 3rd positions and a representative of the winning constructor must attend the prize-giving ceremony on the podium and abide by the podium procedure set out in Appendix 3 (except Monaco); and immediately thereafter make themselves available for a period of one hour and 30 minutes for the purpose of television unilateral interviews and the press conference in the media centre.

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 9.2

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 (AS AGREED WITH THE PERMANENT BUREAU OF THE FIA FORMULA ONE COMMISSION).
5. ADDRESS AND TELEPHONE, FAX AND TELEX NUMBERS TO WHICH ENQUIRIES CAN BE ADDRESSED.
6. DETAILS OF THE CIRCUIT, WHICH MUST INCLUDE :
 - LOCATION AND HOW TO GAIN ACCESS,
 - LENGTH OF ONE LAP,
 - NUMBER OF LAPS FOR RACE,
 - DIRECTION (CLOCKWISE OR ANTI-CLOCKWISE),
 - LOCATION OF END OF THE PIT LANE IN RELATION TO LINE.
7. PRECISE LOCATION AT THE CIRCUIT OF :
 - STEWARDS' OFFICE,
 - RACE DIRECTOR'S OFFICE,
 - FIA OFFICE,
 - PARC FERMÉ,
 - DRIVERS' AND COMPETITORS' BRIEFING,
 - 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. FIA STEWARDS OF THE MEETING,
2. RACE DIRECTOR,
3. SAFETY DELEGATE,
4. PERMANENT STARTER,
5. MEDICAL DELEGATE,
6. TECHNICAL DELEGATE,
7. PRESS DELEGATE.
8. STEWARD'S ADVISER,
AND, IF APPROPRIATE,
9. A REPRESENTATIVE OF THE PRESIDENT OF THE FIA,
10. AN OBSERVER,
11. A SAFETY CAR DRIVER,
12. A MEDICAL CAR DRIVER.

APPENDIX 2

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

ENTRY FORM FOR THE 2010 FIA FORMULA ONE WORLD CHAMPIONSHIP

THE APPLICANT

Full Company Name
Country Of Incorporation
Registration Number
Date Of Incorporation
Country Of Residence
Registered Office

Trading Address

Tel.....
Fax.....
E-mail.....

Directors

Team Principal

Team Manager

 Authorised Representatives Title
 with sole power to bind the company Title
 Title

CONSTRUCTOR'S DETAILS OF ENTRY

National Competitor Licence Issued By
 Number
 Team Name
 (which must include the name of the chassis)

We hereby apply to enter the 2010 FIA Formula One World Championship under the standard regulations/under the cost cap regulations (delete as appropriate) and we undertake to participate in each and every Event :

- i) With the make of the car referred to below which we nominate for the purpose of Article 6.2 of the Sporting Regulations
 Name of the Chassis
 Make of the Engine
- ii) With the drivers referred to below which we nominate for the purpose of Articles 13.2e) & 19.1 of the Sporting Regulations
 Driver of the first car [or*]
 Licence Number Issued By
 Driver of the second car [or*]
 Licence Number Issued By
 (tick only if applicable)

* We wish to nominate the name of the driver of the first car subsequent to this application. For this purpose we expressly agree to be bound by the provisions of Article 13.2e) of the Sporting Regulations.

* We wish to nominate the name of the driver of the second car subsequent to this application. For this purpose we expressly agree to be bound by the provisions of Article 13.2(e) of the Sporting Regulations.

We confirm that we have read and understand the provisions of the International Sporting Code, the 2010 Formula One Technical Regulations and the 2010 Formula One Sporting Regulations. We agree to be bound by them (as supplemented or amended) and further we agree on our own behalf and on behalf of everyone associated with our participation in the 2010 FIA Formula One World Championship to observe them.

We declare that we have examined this Entry Form and that the information given is true, correct and complete and we undertake to pay the entry fee of €309,000 (three hundred and nine thousand Euros) to the FIA no later than 1 November 2009. We understand and agree that any changes must be notified to the FIA in writing within 7 days of such change to allow reappraisal of the entry.

SIGNED BY(SIGNATURE)
.....(PRINT NAME OF THE PERSON SIGNING)
being a person duly authorised
to sign for and on behalf of
.....(PRINT FULL NAME OF APPLICANT)
Date.....

TO BE COMPLETED BY THE FIA

Super Licence Number Driver n°1.....
Super licence Number Driver n°2.....
Date of Acceptance

APPENDIX 3
PODIUM CEREMONY

1. MASTER OF CEREMONIES

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

2. PODIUM

a) **ROSTRUM AND DAIS**

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

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

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

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

b) **FLAGS**

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

c) **FLOOR**

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

3. ANTHEMS

a) The national anthem of the winning driver and winning team will be played. The Nationalities of the teams and drivers will be notified to the organiser by the FIA and will accord with Article 112 of the Code.

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

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

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

4. TROPHIES

Only 4 trophies will be presented during the podium ceremony:

- a) winning driver
- b) a representative of the winning constructor
- c) second driver
- d) third driver.

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

- a) the FIA Formula 1 World Championship official logo
- b) the official name of the event
- c) the driver's position.

The height of the trophies shall be:

- a) winner's and constructor's trophies - no less than 50cm and no more than 65cm high
- b) second and third drivers' trophies - no less than 35cm and no more than 45cm high

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

5. SCENARIO (See attached designs)

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

6. TELEVISION

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

7. PARC FERME

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

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

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

8. UNILATERAL ROOM

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

9. PRESS ROOM

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

10. WATER + TOWELS

- 3 bottles of water must be put in the parc fermé (no identification)
- 3 bottles of water must be put in the unilateral room (no identification)
- 3 towels must be available in the unilateral room

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

11. PODIUM PROTOCOL (except for Monaco)

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

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

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

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

APPENDIX 4

ORGANISATION AGREEMENT

THIS AGREEMENT is made the day of

BETWEEN

- (1) The Federation Internationale de l'Automobile declared in conformity with the French law of 1 July 1901 and enjoying consultative status at the Council of Europe and at the United Nations having its office at 8, Place de la Concorde Paris 75008 France, (the "FIA") represented by its President who has been granted full powers in this respect.
- (2) [The Organiser] (the "Organiser")
- (3) [The ASN] (the "ASN")

WHEREAS:

- (A) Under the terms of The 2010 Formula One Sporting Regulations the FIA agrees to enter into contracts with the Organisers of FIA Formula One World Championship Events.
- (B) The Promoters have entered into an agreement with the Commercial Rights Holder to promote the [details of Grand Prix event] (the "Event") and have proposed to the ASN that the Organiser should organise the Event. The FIA has approved the proposal of the ASN that the Organiser should organise the Event subject to it being entered on the Calendar of FIA Formula One World Championship Events.

IT IS HEREBY AGREED AS FOLLOWS:

1. The Organiser undertakes to organise the Event in consideration for and subject to such Event being duly listed by the FIA in the Calendar of the 2010 FIA Formula One World Championship following an application by its ASN prior to the date hereof.
2. The Organiser undertakes to apply in their entirety all the provisions of the International Sporting Code, the 2010 Formula One Technical Regulations and the 2010 Formula One Sporting Regulations (collectively referred to herein as "the Regulations").
- 3.1 The Event shall be deemed to commence at the scheduled time for scrutineering and sporting checks and shall include all practice and the race itself and shall end at the time for the lodging of a protest under the terms of the FIA International Sporting Code or the time when a technical or sporting verification has been carried out under the terms of such Sporting Code, whichever occurs later.
- 3.2 The Event will be run in accordance with the Regulations and in particular the Sporting Regulations of the FIA F1 Championship laid down by the FIA (the "Sporting Regulations") of which the Organiser declares his full knowledge having received a copy thereof and any other rules issued by the FIA for the FIA Formula One World Championship.
- 3.3 The Organiser undertakes to allow all the cars of the competitors appearing on the Official Formula One World Championship list published by the FIA to take part in the Event and to refuse all other cars unless the FIA gives its agreement.
- 4.1 The Organiser has obtained exclusively all the required rights from its ASN to organise the Event on the circuit of (the "Circuit") approved by the FIA and has also obtained all the national and sporting authorisations required for the Event to be run including government municipal and police authorisation, of which he undertakes to give proof to the FIA.

- 5.1 The Organiser is responsible for the competence of the persons designated to fulfil positions of responsibility in the sporting control of the Event and guarantees that they have received the appropriate training. The Clerk of the Course and National Steward must have a good knowledge of English.
- 5.2 The Organiser undertakes to ensure that if any of the competitors' cars are abandoned by the driver on or adjacent to the track during the Event they will take whatever action is necessary to protect it from damage and will ensure that all spectators are kept at a safe and proper distance from it and that they are not in a position to interfere with it in any way and to ensure that suitable equipment is provided to recover cars in such a way that they are returned to the competitors without suffering further damage.
6. The Organiser warrants that the Circuit, its equipment, its personnel and the safety measures put into effect (and in particular a special medical team and equipment) shall comply in all respects and for the whole duration of the Event with the regulations and requirements of the competent FIA bodies and commissions and national laws in force during the Event. The Organiser undertakes to respect scrupulously the timetable of the Event.
7. The Organiser agrees not to seek to limit or modify advertising or decoration on the competitors' vehicles drivers or personnel unless obliged to by the laws of the country in question and provided that it has informed the FIA of this at the time application was made to include the Event on the International Calendar. Likewise no advertising and/or decoration on competitors' vehicles drivers or personnel shall be imposed by the Organiser. The Organiser will not permit any such persons to use any championship logo other than the official FIA Formula One World Championship logo (in the format supplied by the FIA) in any visual material connected with the Event, save only to the extent first approved by the FIA.
- 8.1 The Organiser shall ensure that no person can, whether on payment or otherwise gain access to any part of the Circuit which is not protected in the event of an accident to at least the degree required by local laws and by the FIA for the general public and, without prejudice to the generality of the foregoing, to the paddock, pits, pit lane and track, unless such person is in possession of a pass or tabard issued by or on behalf of the FIA (a "Pass"). The Organiser further undertakes that each such person to whom a Pass is issued will wear it in the prescribed manner at all times when on duty.
- 8.2 The Organiser will supply to the FIA no later than 60 days before the Event, a list of all persons concerned with the organisation of the Event who will need passes or tabards in order to carry out their duties, together with the function of each such person and the Organiser undertakes that such Passes will only be used by such persons as the Organiser has thus listed or described.
- 8.3 The Organiser will ensure that access to all parts of the Circuit not open to the paying public will be denied save to persons in possession of a Pass worn in the prescribed manner.
- 8.4 The Organiser will ensure that ingress and egress is afforded to Pass holders at all times during the Event to and from all areas for which the relevant Pass is valid.
9. The Organiser shall provide a covered area where the FIA can install weighing equipment and operate a secure parc fermé. Such area must be agreed to with the FIA prior to allocation of space for competitors in accordance with the Sporting Regulations.
10. The ASN and the Organiser, if the Organiser is not the ASN, must enter into a contract which they will send to the FIA for approval establishing the fact that they have absolute authority over the Event for all the technical sporting organisational and safety (including fire) problems on the territory of the Circuit and that they will at all times exercise this authority as required by the FIA and/or by the FIA's authorised representatives.
11. All documents, regulations, programmes etc. must conform to the criteria issued by the FIA.
- 12.1 The information required by the Sporting Regulations must be sent to the FIA by the Organiser at least 90 days before the Event.
- 12.2 If the Organiser is not the ASN, it must satisfy the ASN that the medical and fire fighting equipment and facilities at the Event comply with the FIA standards applicable for all Events. If an ASN has not objected within 14 days of being notified by the Organisers of the details of its medical and fire fighting equipment and facilities, the ASN will be deemed to be satisfied.

- 13.1 The Organiser must make available for the exclusive use of the FIA on the Circuit such offices and facilities as are necessary for the FIA properly to fulfil its duties in relation to the Event. Such facilities must be agreed to with the FIA prior to the allocation of space for other uses.
- 13.2 A clearly marked sign with the FIA emblem must be placed outside the Race Control building.
- 13.3 Likewise a pole must be reserved beside the national flagpole on which the FIA flag will fly throughout the Event.
- 13.4 The Organiser must ensure that no equipment other than the electronic and/or computerised timekeeping services supplied by or on behalf of the Commercial Rights Holder are used for determining the results at an Event without the prior written permission of the FIA.
14. The Organiser confirms that the Circuit has been or will be eligible for the grant of a FIA Track Licence and undertakes that all the safety work demanded by the FIA will be carried out and that the advice of the FIA Safety Delegate will be respected. Any modification to the track is prohibited notwithstanding who may have requested it without the prior written approval of the FIA.
15. The Organiser will take all measures to see that the Event maintains its World Championship prestige in particular by:
 - (a) a complete ban on anybody crossing the track during practice or the race; and
 - (b) the immediate elimination of any action prejudicial to the moral interests and dignity of the World Championship.
16. Any fault committed by the Organiser which is harmful to the Championship, especially delays in the timetable, lack of medical or safety (including fire) equipment may result in any of the sanctions or proceedings provided for by the FIA International Sporting Code.
17. The present Organisation Agreement is drawn up uniquely for the organisation and running of a Formula One World Championship Event, of which the Organiser acknowledges the FIA to be the exclusive owner.
18. Words and expressions defined in the Regulations shall, except where the context otherwise requires, have the same meanings when used herein.
19. This Agreement shall be governed by and construed in accordance with the laws of France.

IN WITNESS WHEREOF this Agreement has been signed on the date first above written :

Signed for and on behalf of
[THE ORGANISER]

.....
by a person duly authorised so to do

Signed for and on behalf of
THE FEDERATION INTERNATIONALE DE L'AUTOMOBILE

.....
by a person duly authorised so to do

Signed for and on behalf of
[the ASN]

.....
by a person duly authorised so to do

APPENDIX 5

RULE CHANGES

1. Changes to the Technical Regulations will be proposed by the Technical Working Group (TWG) consisting of one senior technical representative from each team and chaired by a representative of the FIA.
2. Changes to the Sporting Regulations will be proposed by the Sporting Working Group (SWG) consisting of one senior representative from each team and chaired by a representative of the FIA.
3. Decisions in the TWG and SWG will be taken by a simple majority vote. The FIA representative will not vote unless the teams' representatives are equally divided, in which case he will exercise a casting vote.
4. Proposals from the TWG and the SWG will go to the Formula One Commission consisting of six representatives from the teams, five representatives from the race promoters and one representative each from the Commercial Rights Holder and the FIA. At least two race promoters must be from Europe and at least two from outside Europe. Decisions of the Commission will be by simple majority. The FIA will have a casting vote in the event of equality.
5. The Formula One Commission may accept or refuse a proposal of the TWG or the SWG, but not amend it. A proposal which is refused may be sent back to the relevant Working Group for further consideration.
6. Proposals accepted by the Formula One Commission will be put before the World Motor Sport Council for a final decision. Proposals which are not accepted by the World Motor Sport Council may be sent back to the Formula One Commission and the relevant Working Group for further consideration.
7. Changes required for safety reasons will be considered separately by the FIA, which will take into account any representations made by the TWG or SWG.
8. The TWG and the SWG will be consulted on any proposal for change to the Technical Regulations or Sporting Regulations which did not originate in either Group and their comments, if any, will be made available to the World Motor Sport Council when such proposal is discussed.

APPENDIX 6

ENGINE HOMOLOGATION

1. A homologated engine is an engine identical in every respect to either :

(i) An engine delivered to the FIA no later than 31 March 2008*.

Other than the specific exceptions below, any such engine must include all the parts described in Article 5.4.4 of the 2010 F1 Technical Regulations and be identical to one which completed two race Events during the 2007 Championship season.

The exceptions are :

- a) the homologated parts of the intake system up to and including the air filter, fuel rail and injectors, ignition coils, engine mounted sensors and wiring, alternator, coolant pumps and oil pumps need not be identical to the parts used during the 2007 Championship season ;
- b) three different designs of intake trumpet may be homologated no later than 1 March 2009 and used freely during the homologation period ;
- c) parts solely associated with engine installation in different types of car and which have no performance benefit, which may be changed from time to time during the homologation period with the consent of the FIA.

Once homologated in accordance with the above, and subject to (iii) below, no changes may be made to the design or construction of the homologated parts for the duration of the homologation period laid out in Article 28.5 of the 2010 F1 Sporting Regulations.

* Or at the first opportunity in the event that a competitor has no engine available which has completed two race Events in the 2008 Championship season.

(ii) An engine delivered to the FIA on or prior to 1 March 2009, such engine being identical to one delivered under (i) above but which has been modified for the sole purpose of mounting a Kinetic Energy Recovery System. Any such changes will be permitted at either the front or rear of the engine but must :

- have a minimal impact on the homologated engine ;
- in no way enhance the performance of the homologated engine ;
- not reduce the weight of the homologated engine or any of its component parts.

If a competitor intends to modify the homologated engine in this way he must provide precise details of the planned changes to the FIA on or before 15 December 2008. Once details have been provided in this way no further changes will be permitted.

(iii) An engine delivered to the FIA after 31 March 2008, or modified and re-delivered to the FIA after 31 March 2008, which the FIA is satisfied, in its absolute discretion and after full consultation with all other suppliers of engines for the Championship, could fairly and equitably be allowed to compete with other homologated engines.

All such engines should be delivered in such a condition that the seals required under Article 28.4 can be fitted. Engines will be held by the FIA throughout the homologation period.

2. The supplier of a homologated engine and/or the team using the homologated engine must take and/or facilitate such steps as the FIA may at any time and in its absolute discretion determine in order to satisfy the FIA that an engine used at an Event is indeed identical to the corresponding engine delivered to and held by the FIA.

3. The FIA, in consultation with the TWG and the engine suppliers, will from time to time issue indicative information as to the tests and inspection procedures to be applied.

APPENDIX 7

REGULATIONS OF THE DRIVER CONTRACT RECOGNITION BOARD

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

APPENDIX 8

COST CAP REGULATIONS

1) APPLICATION AND INTERPRETATION

- 1.1** These FIA Formula One World Championship Cost Cap Regulations (Regulations) shall apply to teams who have indicated on their applications to enter the FIA Formula One World Championship (Championship) that they intend to participate under the terms of these Regulations and whose applications to enter on such basis have been accepted by the FIA (Cost-Regulated Teams or CRTs).
- 1.2** These Regulations are intended to achieve the overriding objective of ensuring that the CRTs keep expenditure relating to their participation in the Championship below a fixed maximum level (Cost Cap). In the event that the provisions of these Regulations admit of more than one interpretation, they shall be interpreted in a manner designed to facilitate the achievement of the overriding objective.
- 1.3** In order to facilitate efficient administration of the Regulations, the FIA's World Motorsport Council (WMSC) has delegated to a specialised commission (Costs Commission) certain functions pertaining to monitoring and enforcement. The Costs Commission shall operate in accordance with the code set out in Appendix A to these Regulations (Costs Commission Code).
- 1.4** The burden is on the CRTs to ensure that they comply with the letter and the spirit both of these Regulations in general and the Cost Cap in Article 5 in particular.
- 1.5** The WMSC may at any time make such additions or alterations to these Regulations as, in its absolute discretion, it considers necessary in order to ensure the achievement of the overriding objective.
- 1.6** These Regulations are supplemented by an explanatory handbook (Handbook), which provides further information and examples in order to assist CRTs in complying and a Reporting Pack which is designed to assist CRTs in submitting required information to the Costs Commission and its auditors. The WMSC has delegated to the FIA Secretary-General for Sport and to the Costs Commission the power to promulgate and subsequently to amend the Handbook and the Reporting Pack. In the event of conflict between the terms of these Regulations and the provisions of the Handbook or the Reporting Pack, these Regulations shall prevail.
- 1.7** In the event of conflict between these Regulations and the International Sporting Code, the International Sporting Code shall prevail.

2) FINANCIAL YEAR

For the purposes of these Regulations, the financial year shall be 1 January to 31 December.

3) ACCOUNTING PRINCIPLES

- 3.1** Each CRT must confirm to the Costs Commission when submitting an entry, or by 30 November of the year prior to the first year in which it proposes to compete in the Championship pursuant to the Cost Cap, whichever is the earlier, that it will provide for the use of the profit and loss method of accounting and will be consistent in its accounting with the Generally Accepted Accounting Practice (GAAP) applicable to the CRT's operations, save for any specific adjustments required by these Regulations or by the accompanying Handbook. The specific adjustments shall include :

- (a) the valuation of capital assets – or the use thereof – according to the methodology set out in the Handbook ;

- (b) the valuation of goods or services supplied to the CRT by reference to their fair market value according to the methodology set out in the Handbook. In the event that a good or service (including any technical information in relation thereto) is made available to all CRTs at the same time, on the same terms and for the same price, that price shall be presumed to be the fair market value unless determined otherwise by the Costs Commission ;
- (c) that where a CRT supplies goods or services to another CRT, an appropriate cost of sales deduction, using the methodology set out in the Handbook, may be made from the supplying CRT's relevant expenditure for the purposes of these Regulations ;
- (d) that there will be no carry forward of inventory, work in progress, R&D or design expenditure, except as set out in Article 4.2 in relation to the first year of participation as a CRT.

4) FIRST YEAR OF PARTICIPATION AS A COST-REGULATED TEAM – TRANSITIONAL PROVISIONS

4.1 In the year prior to its first year of participation as a CRT a team's total relevant expenditure (calculated in accordance with the principles set out in these Regulations) that is directly or indirectly connected with its first year of participation as a CRT must not exceed 50% of the applicable first year Cost Cap. Where the team's relevant expenditure exceeds 50% of the Cost Cap, an amount equivalent to the excess may be deducted from the team's first year Cost Cap.

4.2 In addition, in its first year of participation as a CRT, the value (as at 31 December of the prior year) of the CRT's brought forward stock and work-in-progress, calculated in accordance with the accounting principles set out in these Regulations, must not exceed £3 million. Where the value of the team's brought forward stock and work-in-progress exceeds £3 million, an amount equivalent to the excess may be deducted from the team's first year Cost Cap.

4.3 The Costs Commission may make any other adjustments it deems appropriate to the amount of a team's Cost Cap in its first year of participation as a CRT, having regard to the spirit of the Regulations and the Handbook and to the assets and activities of the team immediately prior to its first year of participation.

5) COST CAP

5.1 The total annual relevant expenditure of a CRT when competing in the Championship must not exceed £40 million in 2010 (the Cost Cap).

5.2 The level of the Cost Cap will be decided for future seasons of the Championship by the WMSC and will be published on such date as the WMSC considers provides adequate notice to teams considering entering the Championship as a CRT. It is anticipated that such publication should occur, at the latest, at the time of inviting entries for the Championship to which the Cost Cap relates.

5.3 If the team elects to account in a currency other than Sterling, it must inform the Costs Commission of such election at the time of applying to enter the Championship. In such circumstances, the Cost Cap shall be the equivalent in that other currency of the Sterling-denominated Cost Cap calculated at the mid-market exchange rate prevailing on the day the WMSC publishes the relevant Cost Cap. Save in exceptional circumstances to be determined by the Costs Commission, no changes in the currency of accounting for the purposes of the Cost Cap will be permitted. Any such change must be approved in writing in advance by the Costs Commission.

5.4 Relevant expenditure shall include all expenditure, valued in accordance with these Regulations, which, irrespective of its source, is directly or indirectly connected with the CRT's participation in the Championship save for expenditure : (a) the sole purpose of which is marketing or hospitality; (b) on the employment or remuneration of test or race drivers, including any young driver programmes; (c) on any fine or penalty imposed by the FIA; d) for 2010 only, costs directly and exclusively associated with the supply and maintenance of engines under existing engine supply arrangements and (e) which the team can demonstrate to the satisfaction of the Costs Commission was not intended to have and could not have any influence of any kind, however marginal, on the CRT's sporting performance in the Championship.

5.5 Dividends (including any tax thereon) paid from profits relating to participation in the Championship by a CRT will not be considered relevant expenditure provided the CRT can show that all relevant components

of the income and expenditure that gave rise to the profits have been properly reported in accordance with these Regulations. In addition, any corporation tax – or equivalent – payable by reference to profits generated by the CRT from its participation in the Championship shall not be considered relevant expenditure. In light of the foregoing, CRTs must provide details of all revenue-generating activities and transactions (including sponsorship agreements) to the Costs Commission.

5.6 Where the Cost Cap is exceeded, or where a CRT is otherwise in breach of these Regulations, a penalty may be imposed on the relevant CRT pursuant to Article 12 of these Regulations.

5.7 In exceptional circumstances, a CRT may exceed the Cost Cap without being exposed to the possible imposition of a penalty. Such exceptional circumstances must be approved (in advance) by the Costs Commission.

6) COST CAP TECHNICAL WORKING GROUP

6.1 Each CRT must nominate one individual from its senior management/engineering team to be a member of a Cost Cap Technical Working Group, which shall be organised and chaired by a representative of the FIA's Technical Department and which shall have additional members as the FIA may from time to time determine.

6.2 The Cost Cap Technical Working Group shall study technical questions arising out of these Regulations and put to it by the Costs Commission. Where requested by the Costs Commission, the Cost Cap Technical Working Group shall make periodic recommendations to the Costs Commission in relation to such technical questions.

7) REPORTING AND ACCESS

7.1 The Costs Commission will appoint auditors to assist in the enforcement of these Regulations. CRTs shall at all times provide the Commission and its auditors with such information as they may require.

7.2 In the year prior to its first year of participation, a CRT shall, within 30 days of applying to enter the Championship, provide the Commission with a detailed budget (in accordance with the provisions of the Handbook) setting out the relevant expenditure that it plans to incur prior to the year end that is directly or indirectly connected with its first year of participation as a CRT.

7.3 Thereafter, the CRT shall provide, in accordance with the provisions of the Handbook :

- a)** by 15 December of the prior year, a detailed budget for the forthcoming financial year (including the phasing of expenditure by half-year) ;
- b)** by 15 December of the prior year, a list of external consultants, subcontractors, agency staff and key employees it anticipates being engaged in the CRT's participation in the Championship ;
- c)** by 28 February, a completed full year Reporting Pack, together with a signed Verification Statement in accordance with Article 8 ; and
- d)** by 31 July, a narrative report as at 30 June, summarising cost performance to date, any significant variances against budget and an estimation as to whether the Cost Cap will be exceeded by the year end.

7.4 Each CRT must comply fully with any request for information from the Costs Commission. Such requests may necessitate, inter alia: (i) the provision to the Costs Commission and/or its auditors of information of any type (including internal correspondence) in written or other forms; and (ii) the provision to the Costs Commission and/or its auditors of access to its premises and to all employees involved directly or indirectly in the CRT's participation in the Championship. In addition, Cost Regulated Teams shall notify the Costs Commission of the departure of any member of its management or any senior member of its accounting/financial staff, and shall procure, if requested by the Costs Commission, that the Costs Commission and/or its auditors are afforded a reasonable opportunity to interview such individuals either prior to, or immediately after, departure. CRTs shall be responsible for ensuring that all team members comply with these Regulations and shall procure, to the extent possible, the waiver of any confidentiality

obligations in its commercial and employment contracts in order to allow the Costs Commission such access to suppliers, sponsors and employees as the Costs Commission may request.

7.5 Any CRTs submitting information late or failing to comply fully with requests of the Costs Commission may be subject to penalties in accordance with Article 12.

7.6 In addition, where the Costs Commission in its absolute discretion considers it necessary in order effectively to monitor a CRT's compliance with the overriding objective of these Regulations, it may require that auditors identified by the Costs Commission, and independent of the CRTs, be appointed to work with any CRTs for any period during which the CRTs in question are subject to these Regulations. In the event of such appointment, the CRT in question shall be liable for the payment of such auditors' fees.

8) VERIFICATION STATEMENT

8.1 The full year Reporting Pack shall be accompanied by a Verification Statement in the form prescribed by the FIA Secretary-General for Sport or the Costs Commission.

8.2 The Verification Statement shall be signed by :

- a)** the Team Principal, Chief Executive Officer (or equivalent), and Chief Financial Officer (or equivalent) ;
- b)** one director of the company which operates the Formula One team ; and
- c)** one director from the main board of the ultimate parent company of any company which owns more than 25% of the company which operates the Formula One team.

9) CHANGE IN CIRCUMSTANCES

9.1 In the event of a transfer in ownership of a CRT, or similarly significant change in circumstances, guidance may exceptionally be sought on a confidential basis from the Costs Commission in relation to any amendments that might be required to the amounts charged against the CRT's Cost Cap as a result of such transfer or similarly significant change in circumstances.

10) CLARIFICATION

10.1 A team may at any time submit a written request to the Costs Commission for a clarification of these Regulations, the Handbook or the Reporting Pack. CRTs are invited to put all instances of doubt or uncertainty to the Costs Commission for decision. Any practice or procedure which, in the opinion of the Costs Commission, is calculated to defeat in any way the overriding objective of these Regulations, will be deemed to have been deliberately concealed unless previously submitted to the Costs Commission.

10.2 The Costs Commission will distribute a summary of any such request for clarification, together with the Costs Commission's response, (omitting any confidential or commercially sensitive information) to all teams within 14 days of its response or as soon as practicable thereafter.

11) THE COSTS COMMISSION

11.1 The Costs Commission shall consist of a Chairman and two other Commissioners. All three members of the Costs Commission shall be appointed by decision of the WMSC for terms of three years. Only the WMSC, by decision, shall have the competence to appoint individuals to or remove individuals from the Costs Commission.

11.2 The Costs Commission shall operate in accordance with the provisions of the Costs Commission Code, which is set out at Appendix A to these Regulations.

11.3 The Costs Commission shall review information provided by the CRTs and may initiate inquiries or conduct investigations of its own initiative in order to ensure that CRTs comply with the Cost Cap.

12) ENFORCEMENT

- 12.1** Each CRT must comply fully with any request from the Costs Commission which relates to the application of these Regulations.
- 12.2** Any breach of these Regulations may incur the penalties set out in Article 153 of the International Sporting Code.
- 12.3** Where the Costs Commission considers that a CRT has exceeded the Cost Cap or has otherwise breached these Regulations, it shall issue a report and recommendation to the WMSC, or such other body as may be identified by the WMSC, in relation to such breach. On receipt of such report and recommendation, the WMSC, or such other body as may be identified by the WMSC, shall, by decision, determine whether there has been a breach of these Regulations and shall, where appropriate, impose any of the penalties identified at Article 153 of the International Sporting Code. In the event that a CRT exceeds the Cost Cap, the WMSC, or such other body as may be identified by the WMSC, may, by decision, reduce the permitted total expenditure of that CRT for the following year by an amount reflective of the amount by which that CRT has exceeded the Cost Cap in the year in question. Such penalty may be imposed either in addition to, or as an alternative to, any penalty available under Article 153 of the International Sporting Code. Decisions identified in this paragraph shall be reasoned and shall be subject to appeal to the FIA's International Court of Appeal.

APPENDIX A

COSTS COMMISSION CODE

Principal duties of the Costs Commission

The principal duties of the Costs Commission are :

- to promulgate and, where necessary, issue amendments to the Handbook and the Reporting Pack ;
- to monitor the expenditure of CRTs ;
- to receive and respond promptly to requests for clarification from CRTs ;
- to prepare reports and recommendations for the WMSC, or such body as the WMSC may designate, on the application of the Cost Cap Regulations ;
- to treat all CRTs fairly ; and
- to respect the confidentiality of information submitted to it by CRTs.

In considering how to fulfil its duties in individual situations, the Costs Commission must always have regard to the overriding objective as set out in the Cost Cap Regulations.

Composition of the Costs Commission

The Costs Commission shall have three members. One member should be a finance expert, another should have high level experience in motorsport and the third – to serve as the Costs Commission's chairman – should have such experience and standing in motorsport or in sports governance as the WMSC considers appropriate for the role.

All members of the Costs Commission shall be independent of all CRTs.

Appointment to and removal from the Costs Commission

The members of the Costs Commission shall be appointed by the WMSC for terms of three years. Members of the Costs Commission may be removed from their roles at any time by the WMSC. Members of the Costs Commission shall be allowed to serve consecutive terms of office.

Voting procedures

The members of the Costs Commission shall vote on all material matters. All votes shall be decided by majority. The quorum shall be three. In the case of a tie, the chairman shall have a casting vote. All other elements of the Costs Commission's voting procedures (including whether votes may be held by telephone or by fax) shall be set out in a report and recommendation to be submitted to the WMSC for approval.

Budget, appointment of auditors and administrative matters

The Costs Commission shall deliver a report and recommendation on the appointment of auditors and an administrative assistant to the WMSC for approval.

The WMSC shall determine the Costs Commission's annual budget. The Costs Commission's budget shall cover the remuneration of its members and its appointed administrative assistant as well as any fees payable to its appointed auditors and any other miscellaneous out-of-pocket expenses related to the performance of its duties.

Where a member of the Costs Commission leaves office, such member shall be prevented from working with a team participating – or intending to participate – in the Championship for a period of one year from the date of leaving office.