

Appendix L to the International Sporting Code

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CHAPTER I : FIA INTERNATIONAL DRIVERS' LICENCES

1 - GENERAL

The issuing of all FIA International Driver's Licences is governed by the regulations of the International Sporting Code and in particular by arts. 45, 47, 70 and Chapter VIII thereof. This chapter of Appendix L specifies grades, qualification requirements and the validity of licences for circuit racing in arts. 2 to 7, for historic car events in art. 8, for drag racing in article 9 and for handicapped drivers in art. 10.

The term "championship" as used in this chapter includes trophies, cups and challenges.

2 - GRADES OF LICENCES FOR CIRCUIT RACING

Super licence: Formula One World Championship for Drivers.

Grade A: Formula One, FIA International F3000 Championship, CART/IRL Championships.

Grade B: all FIA championship races not included hereabove, all other full international races, other races, categories and championships as may be specified in the national regulations of the ASN of the organising country.

Grade C: the minimum requirement for all races listed on the FIA international calendar but not included hereabove (excepting events for historic cars and for handicapped drivers).

Each grade is valid for racing on banked oval speedway circuits, in the categories of cars indicated. However, it is recommended that the ASNs of countries with such circuits should insist that drivers new to oval racing be required to satisfy appropriate performance and regularity tests on such a circuit in order to obtain an authorisation to participate.

3 - QUALIFICATION FOR GRADE C

The Grade C licence is issued by the driver's ASN, which will determine the criteria to be met, which must include a period of probation with the highest grade of national licence.

4 - QUALIFICATION FOR GRADES A AND B

4.1) Grade A or B licences are issued by the driver's ASN, after it has verified that the driver's results, competence and conduct are satisfactory.

4.2) To qualify for Grade B the driver's ASN must ascertain that, within the 24 months prior to the application he/she has finished and been classified in at least 5 national championship or international races.

4.3) To qualify for Grade A, the requirements of point 4.2) must have been satisfied and in addition the driver's ASN must ascertain that, within the 24 months prior to the application he/she has finished in the first 5 places in the general classification of 5 races for which the Grade B licence is required, or, in the current or previous year, has finished in the first 5 of the final classification of a championship for which the Grade B licence is required. The FIA may require the ASN to submit the driver's record for examination.

4.4) In order to maintain the qualification for a Grade A or B licence, the driver must participate in at least one international event of the appropriate category per 12 month period, or otherwise must again be observed, to the satisfaction of the licensing ASN, during practice for an international event.

5 - QUALIFICATION FOR THE SUPER LICENCE

5.1) The Super licence is issued by the Formula One Commission, on its sole decision, following a specific request and recommendation from the driver's ASN, accompanied by his/her record of results, and on the following conditions:

i) the driver is party to an agreement with a team entered in the FIA F1 World Championship to race a Formula One car in the Championship in the year of application as first, second or reserve driver,

ii) the driver is the holder of a Grade A licence,

iii) the driver:

- either a): has been classified in the first 4 of the final classification of the FIA F3000 International Championship within the previous 2 years,

- or b): has been classified in the first 3 in at least 5 races, or in the first 6 in at least 10 races, of the FIA F3000 International Championship, within the previous 2 years,

- or c): has been classified in the first 3 of the final classification of the Japanese F3000 Championship within the previous 2 years,

- or d): has been classified in the first 6 of the final classification of the Indy Racing League (IRL) series or of the CART Championship series in the United States within the previous 2 years,

- or e): is the current champion of the principal National F3 Championship of one of the following countries: Great Britain, France, Germany, Italy, Japan, (the title is considered valid for 12 months from the last race of his or her championship season),

- or f): has started in at least 5 races counting for the F1 World Championship for Drivers the previous year,

- or g): (exceptionally), has a record of results which is judged sufficient, unanimously, by the Bureau of the Formula One Commission and has driven at least 300km in a current F1 car at racing speeds, over a maximum period of 2 days, certified by the ASN of the country in which the test took place. Only results obtained with single-seater formula cars will be taken into consideration. Should the members of the Bureau not agree unanimously, the Commission in its entirety will be consulted.

In this case, the complete application must be received by the FIA at least 14 days before scrutineering for the first F1 World Championship event in which the candidate is to compete.

iv) the annual Super licence fee is paid to the FIA.

5.2) The driver's name will remain on the list of those eligible for the Super Licence for 12 months; if at the end of this period he/she no longer fulfils the above criteria, the case may be reviewed by the Formula One Commission.

5.3) A driver accepted under the terms of iii) g) above will be so for a probationary period of one year during which the Super

Licence will be granted provisionally for three months at a time and subject to review.

6 - LICENCES FOR ALL INTERNATIONAL HILLCLIMB, RALLYCROSS, AUTOCROSS AND OTHER LOOSE SURFACE CIRCUIT RACES AND WORLD AND INTERNATIONAL SPEED RECORD ATTEMPTS

The Grade C licence is required.

7 - LICENCES FOR TRUCK RACING

The Grade B licence is required for FIA Championship races for Super Race Trucks; the Grade C licence is required for all other truck races. Results achieved in truck races are not necessarily valid to qualify for a higher grade of licence.

8 - INTERNATIONAL DRIVER'S LICENCE FOR HISTORIC CAR EVENTS

8.1) The FIA Historic International Driver's Licence is valid, within the category of cars for which it is issued, for all FIA sanctioned speed events for historic cars and is compulsory for such events unless the driver is a holder of any grade of the normal FIA International driver's licence (see Articles 2 to 5). Speed events are, for the purpose of competitions for historic cars, events where speed is the determining factor for the results or where an average speed of over 50kph will be attained.

8.2) FIA Historic International Driver's Licences are subject to all rules concerning International licences set out in the FIA International Sporting Code, Chapters 2 and 8.

8.3) The FIA Historic International Driver's Licence will be distinguished by a large H overprint.

8.4) ASNs issuing the licences will be responsible for determining the qualifications required for the different grades.

8.5) Licences are valid for the following categories of cars as defined in the international regulations for historic cars.

Grade H1: all historic cars except for Thoroughbred Grand Prix.

Grade H2: "Vintage" racing cars; racing cars up to 2000cc post 1930; Sports and Sports-Prototype cars over 1100cc and up to 2500cc; all Grand Touring cars.

Grade H3: all pre-war Sports cars; post-war Sports and Sports-Prototypes cars up to 1100cc; Grand Touring cars up to 2500cc.

Grade H4: Historic Regularity Rallies only.

NB: any grade of the normal FIA International driver's licence is valid for all historic cars and is obligatory for Thoroughbred Grand Prix.

9 - LICENCES FOR DRAG RACING

9.1) The FIA International Drag Racing Licence is valid within the categories of cars for which it is issued, for all FIA sanctioned Drag Racing events and is compulsory for such events.

9.2) The FIA International Drag Racing Licence is subject to all rules concerning International licences set out in the FIA International Sporting Code, chapters 2 and 8 and to art. 10.4 of the FIA General Regulations for Drag Racing.

9.3) The FIA International Drag Racing Licence will be distinguished by a large DR overprint.

9.4) ASNs issuing the licences will be responsible for determining the qualifications required for the different grades.

9.5) The licences are valid for the following categories of cars, as defined in the international regulations applicable to Drag Racing.

	Type A (over 125")	Type B (up to 125")	Type C (bodied)
Class 1	Top Fuel	Funny Car	Pro Stock
Class 2	TMD	TMFC	-
Class 3	ET 6.0-7.49	ET 6.0-7.49	ET 6.0-7.49
Class 4	ET 7.50-9.99	ET 7.50-9.99	-

The holder of a licence in a particular class may race in slower classes of the same type (for example, a type A Class 1 licence holder is authorised to compete in A/2 and A/4). Moreover, any other FIA driver's licence may replace a Class 4 drag racing licence.

10 - ISSUING OF INTERNATIONAL LICENCES FOR HANDICAPPED DRIVERS

10.1) Special licence for handicapped persons:

With the exception of progressive or chronic illnesses which preclude the practice of motor sport (see 1.5a) of chapter II) and disqualifying visual disorders (see 1.4 of chapter II), any person with an acquired or congenital handicap and who, in the opinion of his national Medical Commission (where applicable) or of a doctor designated by the ASN may not obtain an international driver's licence (see 1.5b of chapter II), may obtain an International licence for handicapped persons, if all the conditions stated below are fulfilled:

10.2) Conditions of issue:

a) the criteria for the awarding of this licence are judged on three levels :

- medical: evaluation of the physical possibilities of the applicant.
 - sporting: evaluation of the driving possibilities of the applicant, evaluation of his capacity to extract himself from a vehicle in case of immediate danger (accident, fire, etc.).
 - technical: the driver's ASN must issue to him a certificate indicating the modifications which must be made to his vehicle.

b) the handicapped driver having applied for the licence shall be examined either by a member of the National Medical Commission in countries where such a body exists, or otherwise by a physician appointed by the National Sporting Authority.

If the examining physician agrees that a licence for handicapped persons should be granted, the applicant must undergo a driving test, preferably on a circuit and in the presence of an official from a Sporting Authority in order for his capacities to be appraised.

Furthermore, as mentioned earlier, his possibilities for extracting himself as quickly as possible, shall be judged at the same time. Specifically, he must move from a sitting to a standing position; must in a prone position, turn easily over both ways; must be able to extricate himself vertically using an arm, and in the same way be able to exit laterally.

Finally, the applicant must submit a technical form, describing any modifications which have been made to his vehicle.

Once the National Sporting Authority has received medical, technical and sporting evaluations, it will take the final decision as to the granting or denial of the International licence for handicapped drivers.

10.3) Practice of motor sport for holders of a licence for handicapped persons:

10.3.1. Holders of a licence for handicapped persons may only participate in events in which a separate start is given to each competitor. Their participation is subject to the agreement of the ASN of the country of the event and of the ASN which issued the licence.

10.3.2. Nevertheless and subject to compliance with the conditions of issue stated above, certain holders of the international licence for handicapped drivers may take part in international circuit competitions, with a grouped start, with the exception of international single-seater races (F1, F3000).

Such a dispensation may be applied for if:

a) the licence-holders were included on an FIA seeded or graded drivers list, were formerly Super licence holders, or have proved considerable accomplishments in competition driving, and are still able to perform well, in spite of their handicap;

or:

b) the licence holders are handicapped drivers who have graduated from a homologated driving school recognised by the ASN, and capable of attaining a performance equal to that of non-handicapped drivers from the same school.

Requests for special dispensations must be submitted to the ASN of the driver concerned and sent to the FIA. These will be subject to the approval of the Medical Commission and the Circuits Commission. In the event of a disagreement between these two commissions, the World Council will decide.

10.3.3 The secretary of a meeting in which both handicapped and non-handicapped persons are competing should ensure that the rescue services are aware of the competition numbers of the cars of the holders of a licence for handicapped persons.

11 - NAVIGATOR'S LICENCE

11.1) Restrictive international navigator's licence

This licence is reserved for persons physically disabled through injury or infirmity, including disqualifying visual disorders (excluding blindness), and for persons suffering from certain ailments that may be incompatible with the practice of motor sport.

It allows the participation in rally events as defined in article 21 of the International Sporting Code.

Under no circumstances does it allow the holder to drive a vehicle during the running of a competition.

11.2) Medical examination

Evaluation of the applicant's physical capabilities with the help of the annual medical visit for aptitude (see chapter II, article 1).

11.3) Safety examination

A timed evaluation of the applicant's ability to exit the vehicle unaided will be carried out.

This examination shall be carried out under the supervision of a Steward of the Meeting from the ASN concerned and in the presence of:

- either a member of the national Medical Commission
- or, failing that, a doctor designated by the ASN.

Once all these documents have been drawn up and the necessary tests performed, the national Medical Commission or, failing that, a doctor designated by the ASN, will propose to the ASN that the licence be granted or refused.

CHAPTER II : REGULATIONS FOR THE MEDICAL EXAMINATION OF DRIVERS

1 - ANNUAL MEDICAL VISIT FOR APTITUDE

1.1) Field of application of the medical control:

The indications given below in 1.2) to 1.5) inclusive, are necessary and sufficient for obtaining any licence.

1.2) Annual medical aptitude examination:

All drivers wishing to take part in automobile competitions held under the legislation of the Federation Internationale de l'Automobile are required to undergo an annual medical aptitude examination in order to obtain a driver's licence from the National Sporting Authority.

The medical examination must be carried out by a doctor of medicine authorised to practise in the country which issued the licence. Where appropriate, the ASN may lay down special conditions.

1.3) Medical examination form:

In each country, the National Sporting Authority, in accordance with local legislation or customs, must draw up and print a medical form for distribution to all applicants for a licence. This medical form must stipulate all the tests to which the drivers will be submitted, as indicated hereafter. It will be signed by both the examining doctor and the driver concerned, above the stamp of the ASN.

The prescribed tests are as follows:

- a) determination of blood group and RH factor compulsory only in those countries where required by law.
- b) eyesight test.
- c) orthopaedic tests.
- d) maximum or below maximum stress test (under ECG control) for drivers over 45 years of age (valid for 2 years).

Note: In those countries where laws or customs so demand, the national form may prescribe additional tests.

At the foot of the medical certificate, the applicant must sign a declaration stating that:

- i) the information given to the doctor regarding his present state of health and previous medical history is correct.
- ii) he undertakes not to use any drug considered illegal (International Olympic Committee list of doping classes and methods).

1.4) Eyesight standards required:

a) visual acuity (before or after correction, sight for each eye should be at least 9/10). Furthermore, any subject whose visual acuity in one eye only is diminished and cannot be corrected and who necessarily has controlateral vision, whether corrected or not, equal to or greater than 10/10, may obtain a driver's licence under the following conditions and after examination by a competent ophthalmic specialist:

- field of vision equal to or greater than 200°,
- functional stereoscopic vision,
- condition of the fundus excluding pigmentary retinal damage,
- any old or congenital damage shall be strictly unilateral.

Blindness in one eye is absolutely excluded.

b) normal binocular vision.

c) normal colour vision (recourse to the Ishihara tables in doubtful cases and to the Beyne Lantern or a similar system in cases of error); in any case, no errors in the perception of the colours of the flags used in international competitions.

d) normal field of vision.

e) normal stereoscopic vision (licence should not be issued to applicants who are blind in one eye).

f) the wearing of contact lenses is permitted provided that:

- these shall have been worn for a period longer than 12 months and for a significant period every day.

- they are certified as satisfactory for motor racing by the ophthalmic specialist who supplied them.

1.5) List of illnesses and disabilities incompatible with the practise of motor sport or requiring a medical assessment by a body approved by the ASN (Medical Commission, or in its absence a doctor approved by the ASN):

a) Incompatible illnesses and disabilities: epilepsy with behavioural effects, or under treatment; amputations, except in the case of fingers where the gripping function in both hands is unimpaired; orthopaedic appliances, if the functional result is not equal or near to normal; free movement of the limbs impeded by more than 50%.

b) Illnesses or disabilities requiring a medical assessment by a body approved by the ASN: insulin-dependent diabetes, on condition that a confidential document proving the regular supervision of the party concerned and of his treatment is submitted to the medical body approved by the ASN and that the medical certificate of aptitude (see 1.6) bears the wording "medical supervision necessary"; myocardial infarction and myocardial ischaemia, valvular disease or other abnormal cardio-vascular conditions, functional limitation of the articulations of the hand superior to 50% and affecting two or more fingers of the same hand; orthopaedic appliance allowing the party concerned to recover normal or near normal functional activity; psychiatric conditions.

1.6) Duties of the doctor carrying out the examination:

The doctor responsible for carrying out the medical aptitude test is obliged to use the national medical form presented by the applicant, filling in all the necessary details. The applicant must then immediately send this document to the relevant National Sporting Authority.

The decision as to fitness or unfitness shall be taken by the doctor who conducted the examination.

This doctor may request the opinion of the body approved by the ASN (National Medical Commission or approved doctor).

1.7) Medical certificate of aptitude:

Each international licence must be accompanied by a medical certificate of aptitude as hereunder:

- . either on the back of the licence,
- . or on an attached document.

Apt for the practice of motor sport, according to the FIA medical standards:

Date:.....

Corrected eyesight (glasses or lenses)	YES	NO
Special medical supervision	YES	NO

1.8) Medical control at events:

Verification of the medical certificate of aptitude by the Chief Medical Officer for the event may replace the preliminary visit required in certain cases. Furthermore, at any time during an event or after the finish, the Chief Medical Officer and the Clerk of the Course may demand that a medical examination of a driver be carried out, if they consider that his behaviour warrants it. The sporting authorities will take whatever decisions are necessary following the report by the Chief Medical Officer. This examination may include, if appropriate, a test for alcohol.

2 - MEDICAL EXAMINATION FOLLOWING AN ACCIDENT OR PHYSICAL DISORDER

2.1) Medical examination on site

2.1.1) At any international event:

After an accident, even if the driver appears uninjured and/or has got out of his cockpit unaided, or in case of a physical problem, a medical check-up may be deemed necessary by the Chief Medical Officer with the agreement of the Race Director / Clerk of the Course.

- For circuit events, this check-up must normally take place in the circuit medical centre; in such case, Race Control will ensure the driver's attendance.

- For road events, the medical check-up may be made on site (hill-climb) or in the regrouping park (rallies).

- For events counting for an FIA Championship where an FIA Medical Delegate is present, the latter may initiate the check-up procedure, in agreement with the Chief Medical Officer and the Race Director; exceptionally, at circuit events, this check-up may be made by the FIA Medical Delegate, and elsewhere than in the Medical Centre.

In all cases, the team of the driver concerned will be informed in writing.

By decision of the Chief Medical Officer of the event, jointly with the FIA Medical Delegate in those events where one is present, the driver concerned may:

- be forbidden to continue in the event concerned,
- be instructed to undergo a medical check-up by the Chief Medical Officer of the next international event or Championship round in which he is competing. In such case, the Chief Medical Officer of the event in which the accident took place must at once inform, by the most effective means, the Chief Medical Officer of the following event,
- be informed he is allowed to take part in the following event without further medical check-up.

These measures are applicable throughout the event; any driver who does not comply will be summoned before the Stewards of the meeting.

2.1.2) Testing and reconnaissance:

If a driver who is taking part in private testing on a track or in non-regulated reconnaissance on roads experiences physical problems or his/her car goes off the track or road, and the organiser is made aware of this, the driver concerned may be subjected to a medical control before the start of the international event in which he or she intends to take part, under the same conditions and with the same consequences as those described above (2.1.1).

2.2) Procedure after an accident or illness

2.2.1) Duties of the chief medical officer:

The Chief Medical Officer of an event during which an accident occurs must:

- If the accident requires hospitalisation of at least 24h, notify the ASN of the driver concerned by e-mail, fax or telegram, giving as many facts and details as possible.
- If the accident necessitated no more than a straightforward examination at a hospital facility, notify by e-mail, fax, or telegram the driver's ASN or, in the case of a driver entered in an FIA Championship, the FIA, which, if need be, will instigate a medical control at the next event in which the driver concerned is due to take part.

2.2.2) Duties of the National Sporting Authority:

Properly advised (by the Chief Medical Officer or by the person concerned), the ASN must make all the necessary contacts with the driver concerned so as to be certain of the proper application of the reintegration procedure set out in article 3. The failure of application of the procedure will result in penalties provided for such a situation.

2.2.3) Duties of the driver:

In the event of an accident, whether during a competition or in other circumstances occasioning incapacity for a period of ten days or over, or in the case of an illness or disability as covered in Article 1.5 of the present regulations, the driver is required to notify his National Sporting Authority within ten days:

- either enclosing a confidential medical certificate addressed to the National Medical Commission or an approved doctor, bearing the diagnosis, the prognosis and the extent of the injury or infirmity incurred,
- or by giving authorisation for confidential written communication between the National Medical Commission or an approved doctor and the hospital (or clinic) where he is being treated.

3 - REINTEGRATION

From the date of the accident or the discovery of an illness or disability as covered in Articles 1.5 of the present regulations, no driver may take an active part in sporting events subject to FIA legislation until they have received authorisation from the National Sporting Authority.

In the event of an accident resulting in incapacity for a period of 10 days or longer, and following receipt of a document attesting that the patient is healed or recovered, or of a hospital discharge form, the National Medical Commission or the doctor approved by the ASN shall demand that the patient visits them for the reintegration or that he/she should undergo a complete annual medical examination procedure.

All the illnesses or disabilities mentioned in Article 1.5 of these regulations must be submitted for an opinion to the National Medical Commission, or in its absence to a doctor approved by the ASN.

4 – ORGANISATION OF THE FIGHT AGAINST DOPING

4.1) Definitions, principles application

4.1.1) Definitions

MASKING AGENT: any substance or procedure used for the purpose of or having the effect of altering or suppressing the integrity of urine samples or other samples used in doping controls.

INTENTIONAL DOPING: doping in circumstances where it is established, or may reasonably be presumed, that a driver acted knowingly or in circumstances amounting to gross negligence.

BLOOD DOPING: the administration of blood, red blood cells and related blood products to a driver, which may be preceded by withdrawal of blood from the driver who continues to practise in such a blood-depleted state.

PHARMACEUTICAL, CHEMICAL OR ACTUAL MANIPULATION: the use of substances and methods, including masking agents, which alter, attempt to alter or may reasonably be expected to alter the integrity or the validity of urine samples used in doping controls, including, without limitation, catheterisation, urine substitution and/or tampering, inhibition of renal excretion, such as by probenicid and related substances, and alterations of testosterone and epitestosterone measurements, notably by epitestosterone application or bromantan administration.

PROHIBITED METHOD: any method so described in these regulations.

PROHIBITED SUBSTANCE: any substance so described in these regulations and included in the list of Prohibited Substances contained in these regulations and in the anti-doping code of the Olympic movement. Within the framework of the application of these regulations, alcohol (Chapter III A of Appendix A of the ANTI-DOPING CODE OF THE OLYMPIC MOVEMENT), cannabinoids (Chapter III B of Appendix A of the ANTI-DOPING CODE OF THE OLYMPIC MOVEMENT) and beta-blockers (Chapter III E of Appendix A of the ANTI-DOPING CODE OF THE OLYMPIC MOVEMENT) must be systematically sought.

The substances included in the list of prohibited classes and methods in these regulations and in Appendix I are given for guidance only. It must be clearly understood that the only reference list for the application of these regulations is that adopted and regularly updated by the Executive Committee of the I.O.C. on the recommendation of the Council of the World Anti-Doping Agency (WADA).

RELATED SUBSTANCE: any substance having pharmacological action and/or chemical structure similar to a prohibited substance or any other substance referred to in these regulations.

DRIVER: any person driving an automobile (including Karting, during or outside competition) as well as any passenger, other than the driver, such as is defined by the International Sporting Code, transported in the automobile driven by the driver.

TRAFFICKING: trafficking is deemed to occur when any person, particularly those in the driver's entourage (any national or international official, doctor, trainer, physiotherapist, representative of the competitor, team manager or team member, etc.) and/or who may participate directly or indirectly in his physical training and who, without having expressly received prior authorisation from the competent body,

- (a) manufactures, extracts, transforms, prepares, stores, expedites, transports, imports, exports, transits, offers subject to payment or free of charge, distributes, sells, exchanges, undertakes the brokerage of, obtains in any form, prescribes, commercialises, makes over, accepts, possesses, holds, buys or acquires in any manner prohibited doping substances;

- (b) takes any measures to these ends, finances such substances or serves as an intermediary for their financing, provokes in any way the consumption or the use of such substances or establishes the means of procuring or consuming such substances;
- (c) is a party to Prohibited Methods.

USE: the application, ingestion, injection, consumption by any means whatsoever of any Prohibited Substance or Prohibited Method. Use includes counselling the use of, permitting the use of or condoning the use of any Prohibited Substance or Prohibited Method.

4.1.2 Principles of prevention, field of application

Doping contravenes the fundamental principles of Olympism and sports and medical ethics.

Doping is forbidden.

Recommending, proposing, authorising, condoning or facilitating the use of any substance or method covered by the definition of doping or trafficking therein is also forbidden;

Doping is:

1. The use of an expedient (substance or method) which is potentially harmful to drivers' health and/or capable of enhancing their performance, or
2. the presence in the driver's body of a Prohibited Substance or evidence of the use thereof or evidence of the use of a Prohibited Method.

These regulations apply to all drivers.

All drivers are subject to doping controls (urine analyses, blood tests and other authorised techniques for detecting prohibited substances or methods).

Notwithstanding the obligations of other participants to comply with the provisions of these regulations, it is the personal responsibility of any driver subject to the provisions of these regulations to ensure that he/she does not use or allow the use of any Prohibited Substance or Prohibited Method.

All drivers taking part in an event included on the International Sporting Calendar of the FIA and in practice therefor, must inform the Chief Medical Officer or an official of the event, at the administrative checks for the event, of the taking of any medicine or other substance and supply the medical justification.

In the case of the need to continually take a medicine for a chronic condition, this circumstance must be declared in a Medical Certificate agreed after consultation with the Medical Commission of the ASN.

The success or failure of the use of a Prohibited Substance or Prohibited Method is not material. It is sufficient that the Prohibited Substance or the Prohibited Method was used or attempted for the offence of doping to be considered as consummated.

4.2) Measures advocated to combat doping

- prevention,
- controls,
- sanctions.

4.2.1 Prevention

The FIA and the ASNs will take all appropriate measures of prevention, using means of information and education for drivers and participants, before proceeding with the doping controls provided for hereafter.

Each application form for a licence must contain the following text, to be signed by the applicant: "I undertake to make no use of drugs or of prohibited methods such as are defined in Chapters I, II and III of Appendix A of the Anti-Doping Code of the Olympic movement (on the recommendation of World Anti-Doping Agency) and by the Anti-Doping Regulations of the FIA".

4.2.2 Controls

4.2.2.1 Decision to carry out a control

Controls may be carried out at the request of:

- a) the FIA or the CIK-FIA, applying the directives drawn up each year by the Medical Commission of the FIA and approved by the World Motor Sport Council of the FIA. In this case, no advance warning shall be given to the ASN concerned.
- b) by the ASN of the territory in which the event concerned takes place. In this case, the FIA or the CIK-FIA must be informed of the decision to carry out a control as soon as possible.
- c) by the competent local public authorities.

When a control is requested by an ASN during an event, the procedure defined in these regulations must be observed as closely as possible.

4.2.2.2 Controls may take place:

- a) During international events included on the FIA International Sporting Calendar or the practice sessions that precede them.
- b) Outside competitions, during private testing in particular.

4.2.2.3 Officials responsible for selecting drivers to be controlled

- a) for controls carried out during an international event or practice therefor, the choice of drivers to undergo controls will be made by the Stewards of the Meeting in conjunction with the Federal Delegate and the Doping Control Officer, as mentioned in article 4.2.2.4 below, respecting the number of drivers to be controlled fixed beforehand by the Medical Commission of the FIA and taking into account the effective capacity of the laboratory responsible for analyses.
- b) for controls carried out outside competitions, the choice and the number of drivers selected for controls will be determined by the Medical Commission of the FIA or by the President of the FIA or the President of the CIK-FIA within their respective areas of competence.

As a general rule, controls will be carried out on the winner of an event and on other drivers chosen by lot or by any other method decided by the panel of Stewards of the Meeting.

Any driver selected for a control is obliged to submit to it. If he/she does not, he/she will be liable to the sanctions set out in article 4.3.3.2) of these regulations.

4.2.2.4 Procedures for doping controls of drivers

- a) Driver notification and registration for doping control
The drivers selected will receive a Doping Control Notification either directly from the Stewards of the Meeting or from any person chosen by them to act as a Doping Control Escort. This notification must contain the time it was given to the driver, as well as the time and place where the control will be carried out. The driver must acknowledge receipt of the notification by signing it when it is handed to him/her. The notification is in triplicate of which one copy is given to the driver, the second copy given to the Doping Control Officer and the third copy to the Chairman of the Panel of Stewards of the Meeting. From the moment of notification, the driver must be escorted until the sample is taken. The driver must present himself at the control station no later than one hour after receipt of the aforementioned notification. If the driver fails to report to the doping control within the given time limit, this fact shall be mentioned in the Doping Control Official Report.

The Doping Control Notification shall bear the driver's name and the statement that an accompanying person may be present when the driver reports for doping control. The driver has to be warned, by clear written notice in the notification, of the possible consequences should he/she fail to report to the doping control within the given time limit.

Such a Doping Control Notification may be given:

- at the end of a competition;
- at the moment of withdrawal from the competition;
- at the end of a practice session;
- at the end of a period of driving in endurance racing;
- at the end of a leg in rallies;
- at any time, in the case of an out-of-competition control.

In events that include several heats during the same day, in particular Karting events, controls may only be carried out at the end of the last heat of the day, except in case of retirement. The selection of drivers, however, may be made taking into account the results of each of the heats.

- b) The Doping Control Station must be clearly indicated and signposted with appropriate signs; it must include an office, a waiting room and WCs. At the time of the control, these premises must be reserved exclusively for that purpose and only the officials responsible for carrying out the controls may have access to them.
- c) Should the driver refuse to sign the Doping Control Notification or fail to report to the Doping Control Station within the time laid down, this fact shall be noted on the Doping Control Notification and on the Doping Control Official Record in the part reserved for the reporting of irregularities. Should the driver report to the Doping Control Station more than an hour after notification, the urine sample shall still be taken following the procedures described below.
- d) On arrival at the Doping Control Station, the identity of the notified driver shall be checked by means of all the necessary official documents that the driver must carry with him.
- e) The original of the Doping Control Notification shall be attached to the Doping Control Official Report.
- f) Persons present during a control

Other than the driver, only the following persons may be present during a control:

- The Doping Control Officer who shall not be a representative of the FIA nor the ASN, but delegated by the competent local authorities of the country in which the event takes place.
- A Federal Delegate (of the ASN or the FIA) nominated by the Stewards of the Meeting or by the President of the FIA (or the President of the CIK-FIA within his competence) to help the Doping Control Officer with the administrative tasks made necessary by the control.
- An interpreter.
- If the driver notified is a minor, his/her legal representative must be present throughout the control procedure.
- Out of respect for the basic rights of the driver controlled, he/she may be accompanied by a person of his/her choice throughout the procedure, except when the sample is being taken.
- With the agreement of the Doping Control Officer, a doctor nominated by the ASN and/or the FIA may be present.

In every case, medical acts (questioning, taking samples of any substance and possible medical examination) must only be performed in the exclusive presence of the Doping Control Officer.

Every person present must respect confidentiality.

Further, all drivers participating in an event included on the International Sporting Calendar of the FIA and practice therefor must declare to the Chief Medical Officer or another official, during the administrative checks, the use of medication or other substances and must furnish justifications for their use.

4.2.2.5 Control procedure

Each control includes:

- an interview, particularly concerned with the use of medication, prescribed or not.
- possibly, a clinical examination;
- the taking of samples:
 - either of urine
 - or of blood or saliva (called invasive samples)
 - or of nails or hair

4.2.2.6 Procedure for taking a urine sample

- a) The notified driver must be present at all the control operations.

The Doping Control Station shall contain a supply of:

- disposable collection vessels (contained in bags)
- disposable urine control kits (contained in bags)
- disposable partial sample kits (contained in bags)

The driver shall select a collection vessel, visually check that it is empty and clean, and urinate a minimum of 75 ml into the collection vessel under the observation of the Doping Control Officer. If the Doping Control Officer is of different gender to the driver, a Doping Control Agent of the same gender as the driver

will be nominated by the Doping Control Officer to undertake the observation.

Any clothing preventing the direct observation of the urination shall be removed. The driver shall return to the consulting area with the collection vessel containing the urine.

- b) If the requested urine volume of 75 ml has been provided, the driver shall select a urine control kit, open it and place the contents on the table in front of him/her. He/she shall check that the bottles are empty and clean.

The driver shall pour approximately two thirds of the urine from the collection vessel into bottle A and one third into bottle B. A few drops of urine shall remain in the collection vessel. Next, the driver shall close the two bottles hermetically and check that no leakage occurs. The Doping Control Officer must assist with the procedures outlined in this paragraph. All remaining urine shall be destroyed immediately after bottles A and B have been sealed.

- c) The Doping Control Officer shall measure the specific gravity and the pH of the urine left in the collection vessel. The urine pH should not be less than 5 and not greater than 7, and the urine should have a specific gravity of 1.010 or higher. If the sample does not meet these specifications, further samples may be required by the Doping Control Officer.

- d) The driver shall declare to the Doping Control Officer any medication and nutritional supplements that he/she may have taken in the preceding [seven] days. The Doping Control Officer shall record this statement on the Doping Control Official Record. All persons present must respect confidentiality.

- e) The Doping Control Officer or the Federal Delegate shall check that the code numbers on the bottles and transport containers are identical, and record the code number on the Doping Control Official Record. The driver shall then check that the code numbers on the bottles and transport containers are identical to those recorded on the Doping Control Official Record. The driver shall place the bottles A and B into the respective transport containers and close them carefully and the Doping Control Officer or the Federal Delegate shall verify that these are completely closed.

- f) The driver shall certify, by signing the Doping Control Official Record, that the entire procedure has been performed according to the rules above.

Any irregularities identified by the driver or the accompanying person shall be recorded on the Doping Control Official Record.

The Doping Control Official Record shall also be signed by the Doping Control Officer and the Federal Delegate and, if present, by the accompanying person and the doctor nominated by the ASN and/or the FIA.

The driver shall be given a copy of the Doping Control Official Record.

- g) If the driver refuses to give a sample of urine, the possible consequences shall be pointed out to him/her by the Federal Delegate. If the driver still refuses, this fact shall be noted on the Doping Control Official Record. This shall be signed by the Doping Control Officer, the Federal Delegate and, if present, by the doctor nominated by the FIA and/or the ASN.

The Federal Delegate shall be responsible for communicating the refusal to the President of the Medical Commission of the FIA.

- h) If the driver has produced less than the requested urine volume of 75 ml, the driver shall select a partial sample kit and shall pour the urine from the collection vessel into the bottle. Then the driver shall close the bottle and check that no leakage occurs.

The driver shall check that the code numbers on the bottle and the partial sample container are the same. The urine volume and code number shall be recorded on the Doping Control Official Record and the driver shall confirm this by signing the Doping Control Official Record. Finally, the driver shall insert the bottle into the partial sample container and close it completely. The Doping Control Officer shall verify that this is hermetically closed. The Doping Control Officer may, with the agreement of the driver, assist with the procedures outlined in this paragraph.

The driver shall return to the waiting room with the partial sample container until he/she is able to deliver urine again. When the driver is ready to deliver a further urine sample, he/she shall return to the consulting room with the partial sample container,

which shall be handed to the Doping Control Officer who shall check that the partial sample container is intact and that the code number corresponds to that entered in the Doping Control Official Record.

The driver shall then select a new collection vessel and enter the toilet where he/she shall urinate, under the observation of the Doping Control Officer as set out in a) above. The driver shall return to the Consulting Area, open the partial sample container and pour the contents into the collection vessel. If the combined urine volumes are less than 75 ml, he/she shall select a new partial sample container and proceed according to the procedure outlined above.

When the combined urine volumes total at least 75 ml, the urine sample shall be processed in accordance with the procedure outlined in paragraphs b) to f) above.

- i) At the end of each doping control, the Doping Control Officer shall be responsible for sending, as soon as possible, the samples to a laboratory duly accredited by the International Olympic Committee in sealed transport containers and shall ensure that the drivers' identity is in no case communicated to the laboratory which shall only know the code numbers of the bottles and their containers.
- j) No photographs, video or tape recordings are allowed at any time.

4.2.2.7 Out-of-competition controls

a) Unannounced nature of out-of-competition controls

Any control made outside of competition shall be unannounced. The driver will thus be notified on the spot of a control concerning him/her. The control may be carried out at any place or time at the request of the FIA or the CIK-FIA.

When a driver has been selected for out-of-competition control, the Doping Control Officer responsible for the control will arrive unannounced at the training location or any other place where the driver is likely to be found, and will receive, if necessary, adequate help from the driver's ASN or the ASN of the territory in which the driver is found in order to carry out a control in conformity with these regulations, particularly in furnishing any information on residence, telephone numbers, training locations, or any other information needed to carry out the control.

The Doping Control Officer, before proceeding with the control, shall verify the identity of the driver and the sampling procedure shall conform to the procedures outlined in articles 4.2.2.4 and following in these regulations.

b) Analyses of the samples, results and sanctions applicable

To enable the sample to be transported to the laboratory for analysis, the following conditions must be respected:

- (i) samples must be obtained and sealed according to the conditions prevailing for competitions, as set out in the regulations above;
- (ii) the control shall have been regularly requested by the FIA or the CIK-FIA.

The results shall be communicated exclusively to the FIA or the CIK-FIA and the appropriate procedure will be applied.

The penalties set out in these regulations must be applied following confirmation of a positive case.

Any hindering of the control on the part of the driver will result in the sanctions set out in article 4.3.3.2) of these regulations.

4.2.2.8 Analysis

a) The analysis shall be made by a laboratory accredited by the International Olympic Committee on bottle A; bottle B will be stored for possible retesting at the same laboratory.

The results of analyses shall be communicated immediately to the President of the FIA or, as appropriate, to the President of the CIK-FIA, by the laboratory that makes the analysis. The FIA shall inform the ASNs that issued the licences of the drivers tested of the results of the analyses. When a control is ordered by the local public authorities or by an ASN, the ASN must communicate the results to the President of the FIA as soon as they are received.

b) When a positive result is obtained following analysis of bottle A, the driver will at once be informed by the secretariat of the FIA by means of a written notification. A re-test on bottle B

may be carried out at the request of the driver within the 8 days following the notification of the result. The driver himself, or a third party designated by him, may be present at the laboratory to witness the re-test.

The costs of this re-test will be met by the driver. They will be reimbursed to him if the second analysis proves negative.

The sealed B samples corresponding to a negative A sample shall be held for 45 days starting from the notification of the results.

The sealed B samples corresponding to an A sample analysed as positive shall be preserved and stored long term in a secure place at 4 °C or less for a minimum period of 90 days counting from the notification of the results of the analysis of sample A. During this period, the FIA or the ASN may request the laboratory to preserve the sample for a further period. This procedure guarantees that a urine sample will be available for a possible further analysis in case of administrative or disciplinary proceedings. If the laboratory does not receive a request for the preservation of the sample during the initial period of 90 days, the sample may be destroyed.

4.2.2.9 Accredited laboratories

Only those laboratories accredited by the International Olympic Committee are qualified to analyse samples for the purpose of detecting the presence of Prohibited Substances and the use of Prohibited Methods in application of these regulations.

The procedure for the accreditation of laboratories is set out in Appendix B to the Anti-Doping Code of the Olympic movement.

4.3) The offence of doping and its punishment

4.3.1

a) Following a doping offence or the violation of these regulations during an international event included on the International Sporting Calendar of the FIA or the CIK-FIA, the driver will be summoned to present his/her defence in person before the panel of the stewards of the meeting of the event during which the control establishing a violation of these regulations was carried out and/or before the World Motor Sport Council. The interested party, accompanied if need be by his/her legal representatives, may also be assisted by the person of his/her choice. The panel of stewards will meet in the presence of a representative of the FIA Medical Commission and the FIA Legal Adviser, neither of whom will have the right to vote. The panel of stewards and/or the World Motor Sport Council will hand down its/their ruling(s) in a reasoned decision, applying these regulations and in particular the sanctions set out below. Any sanction pronounced by the World Motor Sport Council will replace the sanction that may have been imposed by the panel of stewards.

b) Following a doping offence or the violation of these regulations following an out-of-competition control as defined by article 4.2.2.7 of these regulations, the driver will be summoned to appear before the competent sporting jurisdiction of the first instance of the ASN that issued his/her licence; such jurisdiction must apply the present regulations and in particular the sanctions set out below, taking into account any applicable specific national legislation. The FIA may act in lieu of the ASN and pronounce any other sanction it considers more appropriate, taking into account the results of the analysis and the circumstances of the case. Any sanction thus pronounced may replace or be added to the sanctions already pronounced by the ASN.

4.3.2 Sanctions for a first offence are as follows:

- a) if the Prohibited Substance used is ephedrine, phenylpropanolamine, pseudo-ephedrine, caffeine, strychnine or related substances:
 - i) a warning;
 - ii) a ban on participation in one or several sports competitions in any capacity whatsoever;
 - iii) a fine of up to US\$ 100,000;
 - iv) suspension from any competition for a period of one to six months.
- b) if the Prohibited Substance used is one other than those referred to in paragraph a) above:
 - i) a ban on participation in one or several sports competitions in any capacity whatsoever;

- ii) a fine of up to US\$ 100,000;
- iii) suspension from any competition for a minimum period of two years.

However, based on specific, exceptional circumstances to be evaluated in the first instance by the competent FIA bodies, the sanction provided for under iii) above may be modified.

4.3.3 In case of:

- a) intentional doping;
- b) the use of a Masking Agent;
- c) manoeuvres or manipulation that may prevent or distort any test contemplated in these regulations;
- d) refusal to undergo any test contemplated in these regulations;
- e) doping for which responsibility is imputable to an official or the driver's entourage;
- f) complicity or other forms of involvement in an act of doping by members of a medical, pharmaceutical or related profession;

the sanctions are as follows:

- 1) if the Prohibited Substance used is ephedrine, phenylpropanolamine, pseudoephedrine, caffeine or strychnine and related substances:
 - i) a ban on participation in one or several sports competitions in any capacity whatsoever;
 - ii) a fine of up to US\$ 100,000;
 - iii) suspension from any competition for a period of two to eight years.
- 2) if the Prohibited Substance used is one other than those referred to in paragraph a) above or if it is a repeat offence (a repeat offence being constituted by a further case of doping perpetrated within a period of ten years after the preceding sanction, whatever form it took and whatever the reason for it, became final) or in the case defined in article 4.3.3. d):
 - i) a life ban on participation in any sports event in any capacity whatsoever;
 - ii) a fine of up to US\$ 1,000,000;
 - iii) suspension (between four years and life) from all sports competition.

4.3.4 Any case of doping during a competition automatically leads to invalidation of the result obtained (with all its consequences, including forfeit of any prizes and awards), irrespective of any other sanction that may be applied.

4.3.5 In the event that a driver who is a member of a team is found guilty of doping, the sanctions provided for by the International Sporting Code may be applied to the persons envisaged in the "Trafficking" definition of Article 4.1.1.1 of these regulations.

4.3.6 The sanction for an offence committed by a driver and detected on the occasion of an out-of-competition test shall be the same, mutatis mutandis, and shall take effect from the date the positive result was recorded or the date on which the final judgement further to an appeal is pronounced, whichever is the more recent.

4.3.7 Any sanction may take effect retroactively from the date of the control establishing a violation of these regulations.

4.3.8 The sanctions for trafficking in Prohibited Substances are as follows:

- a) In the event of trafficking in Prohibited Substances the sanction will be suspension for life from participating in any motor sport organisation, body, activity or event in any capacity whatsoever.
In addition, the offence(s) may be reported to the competent administrative and judicial authorities by any interested physical or legal person.
Any attempt to perform trafficking shall be penalised in the same manner as the act itself.
- b) For persons found guilty of trafficking, ignorance of the nature or composition of the Prohibited Substance or the nature or effects of the method in question does not constitute attenuating circumstances or grounds for exemption from punishment.

4.3.9 The sanctions set out in these regulations may be applied concurrently insofar as they are compatible and may be accompanied by measures prescribing regular or unannounced controls of the driver concerned over a specified period of time.

4.4 Appeals

Any driver may appeal to the International Court of Appeal of the FIA against any sanction imposed in application of these regulations, resulting from a Doping Control carried out during an international event included on the Calendar of the FIA or the CIK-FIA, or following an out-of-competition control as defined in article 4.2.2.7 of these regulations, and an ASN may not refuse its aid or its agreement to such an appeal. The procedure applicable before the International Court of Appeal of the FIA is defined by articles 184 et seq. of the FIA International Sporting Code.

Accredited laboratories are presumed to have conducted testing and custodial procedures in accordance with prevailing and acceptable standards of scientific practice.

The inclusion of a Prohibited Substance or Prohibited Method in these regulations is not subject to appeal.

Parties appealing from decisions must proceed with all due despatch, in the understanding that certainty must be rapidly established with respect to all decisions involving sport. The International Court of Appeal of the FIA is entitled to draw inferences from dilatory behaviour on the part of any party appearing before it.

APPENDIX I

Prohibited classes of substances, prohibited methods and substances prohibited in certain conditions, in application of the Olympic Movement Anti-Doping Code.
See Bulletin 395 of December 2002

APPENDIX II

Model of the doping control notification form
Will be published at a later date

APPENDIX III

Model of the Doping Control Official Record
Will be published at a later date

5 - APPEALS COMMISSION

In each country a Medical Commission nominated by the National Sporting Authority will be called upon to settle any controversy arising between doctors and drivers, the conditions laid down in Articles 1.3 and 1.4 of the present regulations being taken as the basis for discussion.

A driver may possibly be required to undergo an observed test drive in the presence of a doctor, member of the Medical Commission or approved by the National Sporting Authority.

The decisions reached by the National Commission will be recognised in all other countries falling under the sporting jurisdiction of the FIA.

6 - REGULATIONS FOR PHYSIOLOGICAL STUDIES DURING MOTOR SPORT EVENTS

6.1) General considerations:

Physiological studies carried out during the actual running of a competition or during practice sessions preceding the competition, must never for any reason whatsoever be an obstacle to the normal running of the event.

Consequently, and for all events governed by the FIA, experiments must be in conformity with the following regulations.

6.2) Choice of a research theme:

a) The theme chosen for a physiological field study is left to the doctor carrying out the experiment. In all cases, however, he must inform the Chief Medical Officer of the event during which the experiment is to be carried out, of the theme of his study, after having obtained the approval of his national medical authority.

b) The medical officers of a National Sporting Authority may be at the origin both of the choice of a physiological study in the country and of the nomination of the doctor(s) carrying out the experiment.

c) For its part, the FIA Medical Commission may promote international campaigns for physiological studies on a theme of general interest which it has chosen and inform the medical authorities of the countries concerned when such exist and, in any case, the sporting authorities of these countries accordingly.

6.3) Conditions for the practical realisation of physiological experiments:

a) Irrespective of whether the theme has been chosen by an independent research physician, by a National Sporting Authority or by the International Sporting Authority (FIA Medical Commission) the following points must be respected in order to ensure its practical realisation:

- agreement of the organiser of the event and the Clerk of the Course,
- agreement of the Chief Medical Officer,
- agreement of the competitor,
- agreement of the driver(s), if not the same person as the competitor.

The voluntary agreement of the drivers being an indispensable condition.

b) In each case, a written request must be made to the doctor in charge of the event and to the organiser of it, describing the protocol and specifying:

- the type, the amount, and the positioning of the medical equipment necessary for the experiment.
- the place of and the time needed for the experiment, clearly indicating in the case of circuit events if the experiment is to be carried out during practice or in the course of the race itself. The same applies to rallies, during a timed stage or during a liaison section.
- the number of persons making up the medical research team, including the medical personnel, will be submitted to the organiser for approval.
- a physiological study should never inconvenience those competitors and drivers not involved, whether this be in the pits or during the races and practice sessions.

6.4) Use of the scientific data obtained:

a) as is the rule, the scientific results remain the sole property of the research doctor.

They therefore have total freedom to publish and distribute them as they please.

b) However, they shall undertake to communicate the results to their National Sporting Authority, which will send a summary to the FIA.

CHAPTER III : DRIVERS' EQUIPMENT

1 - HELMETS

1.1) Standards:

All drivers competing in circuit events, hill-climbs or rally special stages, entered on the FIA Calendar, must wear crash helmets which meet one of the standards listed in technical list N° 25 of Appendix J.

1.2) Modifications:

No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA listed standards organisations, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of the present article.

1.3) Maximum weight and Communications systems :

- helmet weights may be checked at any time during an event and must not exceed 1800 gr. for a full-face type or 1400gr. for an open-face type, including all accessories and attachments.

- helmet-mounted radio speakers are prohibited in all circuit and hillclimb events (earplug-type transducers are allowed). Applications for waivers, on medical grounds only, may be made through the driver's ASN Medical Commission. The fitting of microphones may be done only in respect of paragraph 1.2 above.

1.4) Head and neck protection:

The wearing in an international event of any device intended to protect the head or neck and attached to the helmet is prohibited, unless the device has been approved by the FIA.

When driving in events of the FIA F1 World Championship or the FIA F3000 International Championship, drivers must be equipped with a correctly attached, HANS® device homologated according to FIA standard 8858-2002.

1.5) Decoration:

Paint can react with helmet shell material and affect its protective capacity, therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection-moulded shells which are not usually suitable for painting.

The shell being painted should be efficiently masked as paint penetrating the interior can affect the performance of the helmet liner.

Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved.

The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

2 - FLAME-RESISTANT CLOTHING

In circuit events, hill-climbs and historic car sporting rallies entered on the FIA Calendar, all drivers and co-drivers must wear overalls as well as long underwear, a balaclava, socks, shoes and gloves⁽¹⁾ homologated to the FIA 8856-2000 or FIA 1986⁽²⁾ standard.

All rally drivers and co-drivers in special stages must wear overalls as well as gloves⁽¹⁾ (optional for co-drivers), a balaclava, socks and shoes homologated to the FIA 8856-2000 or FIA 1986⁽²⁾ standard. In addition, the wearing of long underwear homologated to the FIA 8856-2000 or FIA 1986⁽²⁾ standard is strongly recommended.

Drivers of single-seater cars in races with standing starts must wear gloves in a high-visibility colour which contrasts with the predominant colour of the car, so that the driver can clearly draw the attention of the race starter in case of difficulties.

Substances which may circulate in any cooling system worn by a driver are restricted to water, or air at atmospheric pressure. Water systems must not require the saturation of a garment in order to function.

⁽¹⁾ *Gloves are not yet included in the 8856-2000 standard and thus only the FIA 1986 standard applies for gloves (ISO 6940 label)*

⁽²⁾ *End of validity of the FIA 1986 standard: 31.12.2004.*

CHAPTER IV: CODE OF DRIVING CONDUCT ON CIRCUITS

1 - OBSERVANCE OF SIGNALS

The instructions detailed in articles 4, 5 and 6 of Appendix H to the International Sporting Code are deemed to be part of this code of driving conduct. All drivers must be thoroughly acquainted with them.

2 - OVERTAKING

a) during a race, a car alone on the track may use the full width of the said track. However, as soon as it is caught up on a straight by a car which is either temporarily or constantly faster, the driver shall give the other vehicle the right of way by pulling over to one side in order to allow for passing on the other side.

b) if the driver who has been caught does not seem to make full use of his rear-view mirror the flag marshal(s) will give a warning by waving the blue flag to indicate that another competitor wants to overtake.

Any driver who does not take notice of the blue flag may be penalised by the Sporting Stewards.

Systematic or repeated offences may result in the exclusion of the offender from the race.

c) curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left.

However, manoeuvres liable to hinder other drivers such as premature changes of direction, more than one change of direction, deliberate crowding of cars towards the inside or the outside of the curve or any other abnormal change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

d) any obstructive manoeuvre carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of several vehicles, as well as fan-shaped arrangement, is authorised only if there is not another car trying to overtake. Otherwise the blue flag will be waved.

e) the penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same

penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.

f) the repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) may entail the exclusion of the drivers concerned.

g) the race track alone shall be used by the drivers during the race.

3 - STOPPING OF A CAR DURING THE RACE

a) the driver of any car leaving the race shall signal this intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit.

b) should a driver be compelled to stop his/her car, either involuntarily or for any other reason, the car shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent a normal running of the race.

If the driver is not able to move the car out of the potentially dangerous position, it is the duty of the marshals or other officials to help. In that case, if the driver succeeds in re-starting the car without any external help, and rejoins the race without committing any breach of the regulations and without gaining any advantage from the preceding movement of the car to a safer position, he/she will not be excluded from the race.

c) any repairs carried out on the track may only be made by the driver alone by means of the tools and spare parts carried aboard the car.

d) any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

e) apart from the driver -and, in exceptional cases, the competent officials- nobody is allowed to touch a stopped car under penalty of its exclusion from the race.

f) pushing a car along the track or pushing it across the finishing line is not allowed, and will entail immediate exclusion.

g) any car abandoned on the circuit, even temporarily, by its driver, whatever the reason or the duration, shall be considered as withdrawn from the race.

4 - ENTRANCE TO THE REFUELLING PITS

a) the so-called "deceleration zone" is a part of the pits area.

b) during the practice sessions and the race, access to the pits is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.

c) any driver intending to leave the track or to enter the pits or paddock area shall signal this intention in good time and make sure that it is safe to do so.

d) except in cases of force majeure (accepted as such by the stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.

e) except in cases of force majeure (accepted as such by the stewards of the meeting), any line painted on the track at the pit exit for the purpose of separating cars leaving the pits from those on the track must not be crossed by any part of a car leaving the pits.