

SECTION A: GENERAL REGULATORY PROVISIONS

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CONVENTION:

- Black Text: Regulations approved by the WMSC on 10/12/2025
- [Red Text]: Information on applicable Governance and relevant Advisory Committee
- [Orange Text]: Reference information on relevant FIA F1 Document(s)
- [Green Text]: Comments / explanations / indication of further work: non-binding and non-regulatory

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PREAMBLE

Advisory Committee: RGAC

Governance: F1 Commission / WMSC

The F1 Regulations (defined under A.1.2.2 below) are adopted with the purpose of safeguarding the fundamental values that underpin the FIA and the FIA Formula One World Championship (the “**Championship**”).

In particular, the F1 Regulations pursue the following core objectives (the “**Objectives**”)

- a. maintain the Championship as the pinnacle of motorsport;
- b. promote the highest safety standards for the Championship;
- c. promote and protect the sporting fairness of the Championship;
- d. promote the competitive balance and sustainability of the Championship;
- e. to ensure the long-term financial stability and sustainability of the Championship, its stakeholders, the F1 Teams and PU Manufacturers;
- f. promote the environmental sustainability of the Championship;
- g. protect the image, reputation, and integrity of the Championship; and
- h. preserve the unique technology, innovation, and engineering challenge of Formula One.

ARTICLE A1: GENERAL PRINCIPLES

*Advisory Committee: RGAC**Governance: F1 Commission / WMSC***A1.1 Overview**

- A1.1.1** The FIA is responsible for the sporting organisation and regulation of the FIA Formula One World Championship (the “**Championship**”), comprising the FIA Formula One Grand Prix competitions that are included on the International Sporting Calendar (each, a “**Competition**”), with two World Championship titles, one for Drivers and one for Constructors.
- A1.1.2** The Championship is the exclusive property of the FIA. The FIA has granted the Commercial Rights Holder the exclusive right to exploit the commercial rights in the Championship.
- A1.1.3** This Section A (General Regulatory Provisions) and its appendices include provisions that are of general application to the Championship and that apply to all other sections of the FIA F1 Regulations unless stated otherwise.

A1.2 Applicable regulations

- A1.2.1** The Championship, each of its Competitions, and all F1 Activities are governed by the FIA in accordance with the FIA rules and regulations, which include the FIA Statutes, the FIA International Sporting Code and its appendices (“**ISC**”), the FIA F1 Regulations (see Article A1.2.2), the FIA Code of Ethics, the FIA Judicial and Disciplinary Rules, and any other rules, policies, and procedures issued (and amended) by the FIA from time to time (“**FIA Rules and Regulations**”). The FIA may also issue FIA F1 Documents (see Article A1.2.3) which may contain binding or non-binding guidance, clarifications, and feedback from time to time (see Articles A1.2.3 and A9.5).
- A1.2.2** The “**FIA F1 Regulations**” comprise the following:
- **Section A:** FIA Formula One General Regulatory Provisions and related appendices;
 - **Section B:** FIA Formula One Sporting Regulations and related appendices;
 - **Section C:** FIA Formula One Technical Regulations and related appendices;
 - **Section D:** FIA Formula One Financial Regulations – F1 Teams and related appendices;
 - **Section E:** FIA Formula One Financial Regulations – PU Manufacturers and related appendices; and
 - **Section F:** FIA Formula One Operational Regulations and related appendices.
- A1.2.3** FIA F1 Documents
- a. The FIA may issue additional documents from time to time (“**FIA F1 Documents**”) which may contain binding guidance (to the extent expressly provided for in the underlying FIA F1 Regulation(s)) or non-binding guidance. Such documents will be prefixed by “FIA-F1-Doc”, followed by the document number, version, and title, and stating whether it is binding (including the FIA F1 Regulation article reference(s) pursuant to which the binding document is being issued) or non-binding. The FIA will make such FIA F1 Documents available to F1 Teams and PU Manufacturers on the FIA Portal. F1 Teams and PU Manufacturers are responsible for sharing those documents with their respective Personnel (and, if applicable,

their respective suppliers), subject to any confidentiality restrictions set out in the FIA F1 Documents. The FIA may provide copies of FIA F1 Documents to the Stewards, any other designated recipients of such documents by such means as the FIA considers appropriate (ordinarily by email), subject to any confidentiality restrictions.

- b. The content of such documents will ordinarily be confidential and available only to the recipients designated by the FIA, who may share, where necessary, such content with their professional advisors, their suppliers, members of their Legal Group, or disclose any such documents as required by Applicable Laws. The FIA may (at its sole discretion) publish any such documents on its website or circulate them to the media, omitting any Confidential Information.
- c. FIA F1 Documents designated **as binding** shall be limited to FIA-issued documents:
 - i. designated as Determinations in accordance with the underlying provision(s) in the Financial Regulations;
 - ii. providing, in a timely manner, technical specifications for the correct installation of a particular component or device in the F1 Car as prescribed by, and in accordance with, the underlying provision(s) in the Technical Regulations;
 - iii. setting out mandatory information or documentation required for compliance with the FIA F1 Regulations that must be provided by the F1 Teams and/or PU Manufacturers to the FIA, and/or defining the format of such information or documentation; and
 - iv. defining any urgent action(s) that the FIA considers necessary to protect the safety of participants in, and of spectators and other attendees at, the Championship.
- d. FIA F1 Documents designated as **non-binding** shall be advisory only and shall not constitute part of the FIA F1 Regulations. Such documents may provide guidance, clarification, opinions, or feedback on the application and enforcement of the FIA F1 Regulations and will generally set out the FIA's position on what is required to comply with the FIA F1 Regulations but will not include additional compliance obligations or requirements for Teams or PUMs which extend beyond the scope of the applicable Regulations. Non-binding FIA F1 Documents may, for example, include FIA-issued documents:
 - i. designated as Technical Directives or Sporting Directives;
 - ii. providing interpretation, instruction, clarification, information, and/or additional detail regarding specific provisions of the FIA F1 Regulations;
 - iii. providing details of inspections, checks, or measurements that may be carried out by the FIA to verify the compliance of F1 Cars with the FIA F1 Regulations;
 - iv. requesting actions by F1 Teams and/or PU Manufacturers that assist the FIA in improving the FIA F1 Regulations, such as, for example, the carrying out of a test to evaluate a certain component or device or to carry out a specific measurement or calculation; and/or
 - v. providing operational instructions or information.

A1.2.4 Applicable Laws

Nothing in the FIA F1 Regulations is intended to compromise or affect the application of Applicable Laws. The FIA F1 Regulations do not contain any advice or guidance in relation to Applicable Laws

and the FIA makes no representation or warranty that the information contained in the FIA F1 Regulations complies with Applicable Laws.

Where Applicable Laws may conflict with the obligations of a Covered Person, as defined in Article A1.5.2, under the FIA Rules and Regulations, the Applicable Laws shall take precedence and there will be no breach of the FIA Rules and Regulations.

A1.3 Application

A1.3.1 Any Covered Person (as defined in Article A1.3.2) participating in any capacity in the Championship, any Competition, or any F1 Activities, is deemed, as a condition of such participation, to have agreed to be bound by and to comply with the FIA Rules and Regulations (including the FIA F1 Regulations) and all Decisions, and to have submitted to the authority of the FIA to enforce the FIA Rules and Regulations, including any applicable consequences for breach thereof, and to the jurisdiction of the Stewards and FIA Courts to investigate, hear, and determine cases and appeals brought under the FIA Rules and Regulations.

A1.3.2 The FIA Rules and Regulations (including the FIA F1 Regulations) apply to the following Persons (each a “**Covered Person**”):

- a. F1 Teams and their Personnel;
- b. PU Manufacturers and their Personnel;
- c. Drivers;
- d. ASNs;
- e. Organisers;
- f. Promoters;
- g. Single Suppliers;
- h. Circuit Operators;
- i. Officials;
- j. New Entrant Teams, in accordance with Article A3.5;
- k. New Entrant PU Manufacturers, in accordance with Article A3.6;
- l. any other Person captured as a matter of fact by Article A.1.4.1; and
- m. any other Person who agrees in writing to be bound by the FIA Rules and Regulations and/or FIA F1 Regulations.

A1.3.3 For the avoidance of doubt, given that Covered Persons are bound by all FIA Rules and Regulations, if a Covered Person is found to be in breach of FIA Rules and Regulations other than the FIA F1 Regulations, such breach will be pursued under the specific FIA Rules and Regulations breached, unless specified otherwise in the FIA F1 Regulations.

A1.4 General responsibility for breaches

A1.4.1 Consistent with ISC Article 9.15, each F1 Team, PU Manufacturer, and other entity bound by the FIA F1 Regulations is strictly liable for any non-compliance with the FIA F1 Regulations resulting from the actions of others acting on their behalf, including its Personnel and any other Person acting on

its behalf or on behalf of any entity in its Legal Group. Without limiting the generality of the foregoing, the F1 Team and/or PU Manufacturer is bound by (and strictly liable for) any Declaration signed on its behalf or on behalf of its Ultimate Controlling Party pursuant to the requirements of Section D and E.

A1.4.2 There shall be no individual liability under the FIA F1 Regulations unless specifically stated. Where the FIA F1 Regulations place specific obligations on individuals, those individuals may be personally liable for any breach of such obligations. This applies in addition to the strict liability of the relevant F1 Team, PU Manufacturer, or other entity, as applicable.

A1.4.3 Notwithstanding the provisions of Articles A1.4.2, and for the avoidance of doubt, no Financial Penalty will be imposed to an individual, unless this individual is:

- a. a Driver; or
- b. a Key Individual of an F1 Team or PU Manufacturer, for breaches that fall outside the scope of Sections B, C, D, E and F.

In all other cases, where a Financial Penalty is applicable for the specific actions of an individual, such penalty will be imposed on the F1 Team, PU Manufacturer or other organisation of which the individual is part of.

A1.4.4 It is the personal responsibility of each Covered Person to be knowledgeable of and comply with the FIA Rules and Regulations at all times. Ignorance of the FIA Rules and Regulations shall not be a defence to any breach.

ARTICLE A2: FIA FORMULA ONE WORLD CHAMPIONSHIP*Advisory Committee: RGAC**Governance: F1 Commission / WMSC***A2.1 Format of the Championship**

- A2.1.1** The FIA will publish the list of Competitions included in the Championship in the International Sporting Calendar prior to 1 January each year.
- A2.1.2** The maximum number of Competitions in the Championship is 24 and the minimum number is eight.
- A2.1.3** No more than 24 F1 Cars may participate in the Championship, with two F1 Cars entered by each F1 Team.
- A2.1.4** World Championship Titles:
- a. The Drivers' Championship title will be awarded to the F1 Driver who has scored the highest number of points, calculated in accordance with Article A2.2, taking into consideration all results obtained during the Competitions that have actually taken place.
 - b. The Constructors' Championship title will be awarded to the F1 Team that has scored the highest number of points, calculated in accordance with Article A2.2, taking into consideration the results from both F1 Cars obtained during the Competitions that have actually taken place. If an F1 Team using a Power Unit that it does not manufacture wins the Constructors' Championship title, the Constructors' Championship title will be awarded to the F1 Team.
 - c. If two or more F1 Drivers or F1 Teams finish the Championship with the same number of points, the higher place in the Championship (in either case) shall be awarded to:
 - i. The holder of the greatest number of first places in a race.
 - ii. If the number of first places is the same, the holder of the greatest number of second places in a race.
 - iii. If the number of second places is the same, the holder of the greatest number of third places in a race and so on until a winner emerges.
 - iv. If this procedure fails to produce a result, the same criteria as above will apply to the qualifying results of the F1 Drivers during the season.

A2.2 Championship points system**A2.2.1** Points awarded for a Competition

Points for both the Drivers' Championship and Constructors' Championship titles will be awarded at each Competition based on the final race classification, and depending on the distance completed by the leader between the start signal and the end-of-session signal. In all cases, no points will be awarded unless a minimum of two complete and consecutive laps have been completed by the leader without a Safety Car or Virtual Safety Car procedure.

- a. If the leader has completed two laps but less than 25% of the Scheduled Race Distance, points will be awarded in accordance with column 1 of the table below.

- b. If the leader has completed 25% but less than 50% of the Scheduled Race Distance, points will be awarded in accordance with column 2 of the table below.
- c. If the leader has completed 50% but less than 75% of the Scheduled Race Distance, points will be awarded in accordance with column 3 of the table below.
- d. If the leader has completed 75% or more of the Scheduled Race Distance, points will be awarded in accordance with column 4 of the table below.

If the formation lap is started behind the Safety Car (see Article B5.10), the Scheduled Race Distance will be deemed to be the distance calculated in accordance with Article B2.5.2b.

Position	Points			
	Col. 1	Col. 2	Col. 3	Col. 4
	≥ 2L	≥25%	≥50%	≥75%
1 st	6	13	19	25
2 nd	4	10	14	18
3 rd	3	8	12	15
4 th	2	6	10	12
5 th	1	5	8	10
6 th		4	6	8
7 th		3	4	6
8 th		2	3	4
9 th		1	2	2
10 th			1	1

A2.2.2 Points awarded for a Sprint

At each Sprint, points for both the Drivers' and Constructors' Championship titles will be awarded based on the final Sprint classification, in accordance with the table below:

Position	Points ≥ 50%
1 st	8
2 nd	7
3 rd	6
4 th	5
5 th	4
6 th	3
7 th	2
8 th	1

No points will be awarded if either of the following apply:

- a. if the leader has not completed at least two laps without a Safety Car or Virtual Safety Car intervention; or

- b. if the leader has completed less than 50% of the scheduled Sprint session distance.

If the formation lap is started behind the Safety Car (see Article B5.10), the original Sprint session distance will be deemed to be the distance calculated in accordance with Article B2.3.2a.

A2.2.3 Dead heat

Prizes and points awarded for F1 Cars that are tied for the same position will be added together and shared equally.

A2.3 F1 Car livery

A2.3.1 The provisions of the ISC relating to F1 Car livery shall not apply to the Championship.

A2.3.2 Both F1 Cars entered by an F1 Team must be presented in substantially the same livery at every Competition in a Championship. Any material change to the livery during a Championship may only be made with the agreement of the FIA and the Commercial Rights Holder. The procedure for requesting the agreement of the FIA and the Commercial Rights Holder is set out in FIA-F1-DocXX.

A2.3.3 Advertising on F1 Cars

- a. Advertising that is political or religious in nature or that is prejudicial to the interests of the FIA is strictly prohibited.
- b. The F1 Team must ensure that any advertising on the F1 Car livery complies with Applicable Laws.

A2.3.4 Requirements for F1 Car livery

- a. Each F1 Car must bear the FIA logo, in either blue or white, with a height of at least 75mm. This logo must be positioned on the top of the nose or on either side of the nose and be visible from the side of the car.
- b. The name or the emblem of the make of the F1 Car must appear on the front of the nose of the F1 Car and in either case it must be at least 25mm in its largest dimension.
- c. The name of the F1 Driver must appear on the external bodywork of the F1 Car and be clearly legible.
- d. In order to ensure that the F1 Cars of each F1 Team may be easily distinguished from one another while they are on the track, the on-board cameras located above the principal roll structure of the one car must remain as it is supplied to the F1 Team and the on-board camera of the other car must be predominantly fluorescent yellow.
- e. Livery may not protrude beyond the bodywork of the F1 Car and must be substantially similar on both sides of the F1 Car.

A2.4 Competition Numbers

A2.4.1 Subject to Article A2.4.3, all F1 Drivers are assigned a permanent Competition Number on a first come, first served basis. F1 Drivers must use that Competition Number during every Competition they participate in a given Championship. Any new F1 Drivers, either at the start of or during a Championship, will also be allocated a permanent Competition Number in the same way. Drivers may request a change in their Competition Number in writing to the FIA, provided such request

happens before the publication of the Championship entry list, and is intended to take effect only in the following Championship.

A2.4.2 The reigning World Champion Driver may use the number one. The Competition Number that was previously allocated to that F1 Driver will be reserved for them in the subsequent Championship if they do not retain the title of World Champion Driver.

A2.4.3 An F1 Driver permanently forfeits their Competition Number, either by confirming this decision in writing to the FIA, or if they do not participate in a Competition for two consecutive Championships. Such Competition Number shall be available in respect of the next Championship season.

A2.4.4 All Other Racing Drivers shall use the Competition Numbers issued to the F1 Team by the FIA for such drivers.

A2.4.5 Competition Numbers shall be 1 to 99 (inclusive), with the exception of 17.

A2.4.6 Each F1 Car must carry the Competition Number of its driver as published by the FIA at the beginning of the Championship or the Competition Number that has been allocated to their replacement. The Competition Number must be clearly visible from the front of the F1 Car, and must have a minimum height of 160mm and a minimum stroke thickness of 25mm.

A2.5 Postponement or cancellation of a Competition

A2.5.1 A Competition may be postponed or cancelled in accordance with the ISC.

A2.5.2 A Competition may also be postponed or cancelled if fewer than 12 F1 Cars are available for it.

A2.6 FIA Prize Giving Ceremony and Gala Dinner

A2.6.1 The F1 Drivers finishing first, second, and third in the Drivers' Championship, a representative of the F1 Team finishing first in the Constructors' Championship, and a running or static version (as specified by the FIA) of the winning car (and any personnel needed to operate it) must be present for the duration of the annual FIA Prize Giving Ceremony and Gala Dinner, each at the F1 Team's cost. Failure to comply with any one of these requirements shall result in a fine of up to €250,000 (for each failure to comply), except in case of Force Majeure, payable by the relevant F1 Team to the FIA in accordance with the ISC.

A2.6.2 The Constructors Championship Trophy and Drivers' Championship Trophy will be presented by the FIA to the World Champion Constructor and World Champion Driver at the FIA Prize Giving Ceremony and Gala Dinner. Those FIA Trophies are subject to the requirements of Appendix A8. Other trophies and awards may also be presented as determined by the FIA.

ARTICLE A3: ENTRIES, LICENCES AND REGISTRATION

Advisory Committee: RGAC, unless otherwise stated

Governance: F1 Commission / WMSC, unless otherwise stated

A3.1 F1 Team entry applications

A3.1.1 Existing F1 Teams and New Entrant Teams must submit applications (including an Entry Form and other related documentation required by the FIA) prior to each edition of the Championship.

A3.1.2 Applications by F1 Teams to compete in the Championship of Year N may be submitted to the FIA during the period 21 October to 1 November inclusive of Year N-1. Such applications must include the following: (i) an Entry Form as set out in Appendix A4A; (ii) the registration form for key Personnel of F1 Teams set out in Appendix A4B; (iii) the F1 Team Super Licence application form; and (iv) an undertaking to pay the Entry Fee to the FIA by no later than 15 December of Year N-1. Applications by F1 Teams at other times will be considered by the FIA only on payment by the F1 Team to the FIA of a late entry fee to be specified by the FIA. The FIA will notify the applicant team of the outcome of the application within 30 days of the FIA's receipt of such application.

If any of the information submitted with the entry application (including in the forms at Appendices A4 or A5) changes after the initial submission, the F1 Team must inform the FIA and update any submitted forms promptly (in any event, before the start of the next Competition, if applicable).

A3.1.3 Applications by F1 Teams shall include:

- a. confirmation that the applicant has read the FIA Rules and Regulations and agrees on its own behalf and on behalf of everyone associated with its participation in the Championship to comply with them;
- b. the name of the F1 Team (which must include the name of the chassis);
- c. the make of the Power Unit (an F1 Team may change the make of Power Unit at any time during the Championship but must promptly notify the FIA of any such change before the next Competition where it is first used);
- d. the make of the F1 Car (if the F1 Team fits a Power Unit that it does not manufacture, the F1 Car name must be the combination of the F1 Team's name and the Power Unit Manufacturer's name, subject to any changes made for branding purposes, with the former always preceding the latter);
- e. the names of the F1 Drivers (an F1 Driver may be nominated subsequent to the entry application upon payment of a fee specified by the FIA); and
- f. an undertaking by the applicant to participate in every Competition with both F1 Cars, by making its F1 Cars available for scrutineering at the commencement of each Competition and using all reasonable endeavours to procure that its F1 Cars complete each Competition in active competition with other F1 Teams in order to achieve the highest position possible in the Championship to the best of its sporting ability within the constraints of the FIA Rules and Regulations, subject only to the limited exceptions agreed pursuant to the governance framework of the FIA F1 Regulations (e.g. Force Majeure).

A3.1.4 Applications by F1 Teams must be duly completed in accordance with the above requirements and accompanied by timely payment of the Entry Fee. Any application that does not meet these

requirements will not be accepted by the FIA. The FIA will publish the list of F1 Cars and F1 Drivers accepted together with their Competition Numbers on or before 20 December of Year N-1.

A3.1.5 Successful applicants are automatically entered in all Competitions of the Championship. An F1 Team may not participate in the Championship or any Competition unless its entry application has been accepted by the FIA.

A3.2 Power Unit Manufacturer entry applications

Governance: PU Manufacturers' Governance Agreement / WMSC

Any PU Manufacturer registered in accordance with the procedures set out in Article 1 of Appendix A7 to supply Power Units for use by one or more F1 Teams in the 2026 to 2030 Championships must submit to the FIA a Power Unit homologation dossier before 1 March of the first year in which it intends to supply such power unit for use during the Championship period indicated, in accordance with the requirements of Appendix C5. The homologation granted will be valid until the end of the 2030 Championship, unless there is a substantive change to the PU Regulations necessitating a new homologation dossier to be submitted. The homologation dossier may be updated from time to time in accordance with the process defined in Articles [C.____, C.____].

A3.3 Licences

A3.3.1 F1 Drivers:

- a. F1 Drivers must hold a valid Super Licence and International Licence, and F1 Team free practice drivers must hold a valid Free Practice Only Super Licence and International Licence, in accordance with the requirements of the ISC and Appendix L.
- b. When a penalty other than a reprimand or fine, is imposed under the ISC or Article B1.10.4, the Stewards may impose penalty points on an F1 Driver's Super Licence. If an F1 Driver accrues 12 penalty points on their Super Licence, they will be suspended for the next Competition, following which 12 points will be removed from their Super Licence. Such penalty points will remain on the F1 Driver's Super Licence for a period of 12 months after which they will be respectively removed on the 12-month anniversary of their imposition.

A3.3.2 F1 Teams must hold a valid Super Licence as a condition of entry in the Championship. Such Super Licences must be renewed annually by submitting the relevant form to the FIA by the same deadline as the Entry Form (see Article A3.1.2).

A3.3.3 Organisers and the following Officials must each hold a valid Super Licence: Stewards, race directors, clerks of the course, medical delegates, deputy medical delegates, technical delegates, media delegates, timekeepers, Safety Car drivers, masters of ceremonies, and any other Officials specified by the FIA. Such Super Licences must be renewed annually by submitting the relevant form to the FIA no later than 14 days prior to the first scrutineering at the first Competition where that licence is to be used (the FIA may agree a different deadline if the circumstances so warrant).

A3.4 Certificate of registration for key Personnel of F1 Teams and PU Manufacturers*Advisory Committee: RGAC**Governance: F1 Commission / PU Manufacturers' Governance Agreement / WMSC*

In accordance with ISC Articles 2.6.4 and 2.6.5, F1 Teams and PU Manufacturers must register with the FIA the Personnel listed in those provisions and any other Personnel required to be registered by Appendix A4B and Appendix A5.

A3.5 New Entrant Teams

A3.5.1 In order to maintain requisite standards in the Championship, a New Entrant Team whose application has been accepted must comply with the following Articles or Sections of the FIA F1 Regulations prior to first participation in the Championship in Year N, as follows:

- a. Section A (General Regulatory Provisions): for the complete Year N-1;
- b. Section B (Sporting), Article B11: for the complete Year N-1;
- c. Section D (Financial – F1 Teams): for the complete Year N-1;
- d. Section F (Operational), Articles F1 (General Principles), F2 (Scope, Sanctions, and Breaches), F3.1 (Shutdown Periods), and F4 (Aerodynamic Testing Restrictions): for the complete Year N-1; and
- e. any other provisions in the FIA F1 Regulations that are expressly stated to apply to New Entrant Teams.

Compliance with the provisions in force in each relevant Year before Year N will be required. For example, if the first year of entry (Year N) is 2026, compliance with relevant provisions of the 2025 edition of the FIA F1 Regulations will be required.

As a condition of admission to the Championship, the prospective New Entrant Team must demonstrate compliance with the above provisions.

In the event the confirmation of the New Entrant Team occurs at a time after the start of the above periods, the above provisions may be superseded by a specific agreement between the FIA and the New Entrant Team, which shall prevail in determining the compliance of the New Entrant Team with this Article.

A3.5.2 New Entrant Teams must comply with the Fit and Proper Persons Test (see Article A4.1) set out as an Appendix to the ISC.

A3.6 New Entrant PU Manufacturers*Governance: PU Manufacturers' Governance Agreement / WMSC*

A3.6.1 Any entity that wishes to supply Power Units to one or more F1 Teams (including an F1 Team that is the same legal entity as the supplier or that is affiliated to the supplier) for use in one or more editions of the Championship taking place in seasons 2026 to 2030 must complete the PU Manufacturer registration form, enter into the PU Manufacturer Non Assert Agreement (as defined in Appendix C3 of the Technical Regulations), and agree the applicable governance processes.

A3.6.2 The deadline for a PU Manufacturer wishing to supply Power Units starting from Year N in this period to complete the PU Manufacturer registration form will be 30 June of Year N-4.

A3.6.3 Subject to the paragraph below, the FIA will accept the registration of a PU Manufacturer only if it has met the criteria set out by the FIA in the registration documents and FIA F1 Regulations.

The FIA may accept the registration of a PU Manufacturer who has failed to comply with the deadline set out in Article A3.6.2 provided that the FIA is satisfied that the PU Manufacturer can demonstrate compliance with the requirements of Article A3.6 and also that the failure to comply with the deadline has not led to that PU Manufacturer obtaining any competitive or financial advantage over any other PU Manufacturer.

A3.6.4 Notwithstanding any confirmation of registration provided by the FIA, the registration of a PU Manufacturer will only be complete (and so will only become valid and effective) upon the applicant's payment to the FIA of the applicable administrative fee, its entry into the PU Manufacturer Non-Assert Agreement, and its agreement to the applicable governance processes.

A3.6.5 In order to maintain requisite standards in the Championship, a New Entrant PU Manufacturer whose registration has been accepted must comply with the following Articles or Sections of the FIA F1 Regulations prior to first participation in the Championship in Year N, as follows:

- a. Section A (General Regulatory Provisions): for the complete Years N-4, N-3, N-2, and N-1;
- b. Section E (Financial – PU Manufacturers): for the complete Years N-3, N-2, and N-1;
- c. Section F (Operational):
 - i. Articles F3.2 (Shutdown Periods), F5.1 (Power Units Test Benches), F5.2 (Power Unit Test Benches Operational Restrictions), and F5.3.2 (Power Unit Test Bench activities affecting PU Manufacturers and F1 Teams): for the complete Years N-4, N-3, N-2, and N-1;
 - ii. Article F5.3.3 (Additional PUTB testing opportunities for Customer F1 Teams): for the complete Year N-1; and
- e. any other provisions in the FIA F1 Regulations that are expressly stated to apply to New Entrant PU Manufacturers.

Compliance with the provisions in force in each relevant Year before Year N will be required. For example, if the first year of entry (Year N) is 2028, compliance with relevant provisions of the 2025 edition of the FIA F1 Regulations will be required.

As a condition of registration for the Championship, the prospective New Entrant PU Manufacturer must demonstrate compliance with the above provisions.

A3.6.6 New Entrant PU Manufacturers must comply with the Fit and Proper Persons Test (see Article A4.1) set out as an Appendix to the ISC.

ARTICLE A4: INTEGRITY REQUIREMENTS

*Advisory Committee: RGAC**Governance: F1 Commission / WMSC***A4.1 Fit and Proper Persons Test**

A4.1.1 The Fit and Proper Persons Test (“**FPP Test**”) is set out in Appendix F to the ISC and forms part of the terms and conditions of participation in the Championship. The objective of the FPP Test is to protect the image, reputation, and integrity of the Championship.

A4.1.2 The FPP Test applies to any natural person (“**FP Relevant Person**”) within each F1 Team, New Entrant Team, PU Manufacturer, New Entrant PU Manufacturer (each a “**Covered Entity**”) who wishes to become or remain a Fit and Proper Person (“**FP Person**”). For purposes of this provision and Appendix F of the International Sporting Code, FP Relevant Person shall comprise:

- a. any natural person holding (directly or indirectly) thirty per cent (30%) or more of the outstanding shares of the F1 Team, New Entrant Team, PU Manufacturer, or New Entrant PU Manufacturer;
- b. subject to Article 4.1.4 of this Section A, any CEO (or equivalent position) or Team Principal (or equivalent position), or any natural person who Controls or otherwise determines the management of an F1 Team, New Entrant Team, PU Manufacturer, or New Entrant PU Manufacturer.

A4.1.3 FPP Test will be conducted from the date of publication of Appendix F only for:

- a. new FP Relevant Person (individuals who have not previously been involved with a Covered Entity, or who left a Covered Entity and later decide to return to the same or different Covered entity); and
- b. for any existing FP Person whose circumstances change such that any of the disqualifying conditions set out in Appendix F to the ISC may apply to them.

A4.1.4 For any FP Relevant Person who satisfies the criteria set out in Articles 4.1.2(a) and 4.1.3(b) of this Section A, the FIA reserves the right to grant such person a dispensation from being subject to the FPP Test, if the FIA determines that not doing so would be contrary to the FIA’s sense of justice.

A4.1.5 Covered Entities shall not be required to pass the FPP Test but shall comply with certain obligations to facilitate FP Relevant Persons satisfying the requirements of the FPP Test and maintaining their status as an FP Person, as outlined in Appendix F of the ISC.

A4.2 Anti-doping

A4.2.1 The FIA has adhered to the World Anti-Doping Code since 2010. The World Anti-Doping Code has been incorporated into the FIA Anti-Doping Regulations, in accordance with the FIA’s responsibilities under the World Anti-Doping Code, and in furtherance of the FIA’s continuing efforts to eradicate doping in sport. The FIA Anti-Doping Regulations seek to protect the health of drivers and to seek to maintain the integrity of motorsport through respect for rules and competitors, fair competition, a level playing field, and the value of clean sport.

A4.2.2 The Persons listed in the introduction section entitled “Scope of these Anti-Doping Regulations” in the FIA Anti-Doping Regulations, set out at Appendix A of the ISC, agree to be bound by and to

comply with the FIA Anti-Doping Regulations as a condition of their participation in the Championship.

A4.3 Prevention of Competition manipulation

A4.3.1 The FIA Manipulation of Competition Regulations seek to maintain the integrity of motorsport and protect against any efforts to improperly impact the results of any motorsport competitions.

A4.3.2 The Persons defined as “Competition Stakeholders” in the FIA Manipulation of Competition Regulations, set out at Appendix M of the ISC, agree to be bound by and to comply with the FIA Manipulation of Competition Regulations as a condition of their participation in the Championship.

A4.4 Safeguarding

A4.4.1 The safety and wellbeing of all participants is of paramount importance. The FIA recognises the fundamental right of every individual to compete, work, and thrive in an environment free from abuse and harassment. The FIA Safeguarding Policy and Regulations aims to promote the wellbeing and safety of all individuals involved in motorsport activities, especially children and vulnerable adults, fostering an environment in which everyone can engage with confidence and peace of mind.

A4.4.2 The Persons defined as “Covered Persons” in the FIA Safeguarding Policy and Regulations, set out at Appendix S of the ISC, agree to be bound by and to comply with the FIA Safeguarding Policy and Regulations as a condition of their participation in the Championship.

A4.5 Anti-alcohol

A4.5.1 The FIA is dedicated to improving safety in motorsport, notably by prohibiting substances that affect human behaviour and judgment and may impair driving ability, such as alcohol.

A4.5.2 Each F1 Driver, Other Racing Driver, and Official agrees to be bound by and to comply with the FIA Anti-Alcohol Regulations set out at Appendix C of the ISC, as a condition of their participation in the Championship.

ARTICLE A5: GENERAL ROLES AND RESPONSIBILITIES OF KEY STAKEHOLDERS

Advisory Committee: RGAC, unless otherwise stated

Governance: F1 Commission / WMSC, unless otherwise stated

A5.1 General obligations applicable to all

- A5.1.1** All Covered Persons must comply with the following general obligations, and each F1 Team and PU Manufacturer must procure that their respective Personnel and the other members of their respective Legal Groups (and their respective Personnel) do the same:
- comply with the FIA Rules and Regulations at all times, and provisions within the remit of their roles and responsibilities;
 - comply by the specified deadline with any applicable written request for information/access or Demand from the FIA pursuant to Article A6.3 and Appendix A3;
 - submit any information or documentation required by any FIA-issued document by the deadline specified in such document;
 - cooperate fully and in a timely manner with the FIA in the exercise of its regulatory functions, including with any investigation conducted by or on behalf of the FIA;
 - not delay, impede, or frustrate the exercise by the FIA of its regulatory functions, including any investigation conducted by or on behalf of the FIA, or any attempt to do so;
 - not threaten or seek to intimidate any person with the intent of discouraging such person from the Good Faith reporting of information that relates to an alleged breach of the FIA Rules and Regulations, and not retaliate against any person or Witness who has provided (or may provide) evidence or information in Good Faith in relation to an alleged breach of the FIA Rules and Regulations to the FIA, the Stewards, any FIA Court or Judging Panel, any person conducting an investigation for the FIA, law enforcement, regulatory or professional disciplinary body, or other competent body;
 - not sign a Declaration or submit any information to the FIA that they are aware, or ought to reasonably be aware, is untrue or fraudulent;
 - not submit any Reporting Documentation to the FIA that is inaccurate, incomplete, misleading, or otherwise not compliant with the FIA F1 Regulations;
 - comply with the terms of any applicable Decision, ABA, or settlement;
 - comply with the terms of any provisional suspension or sanction(s) imposed on them pursuant to the FIA Rules and Regulations;
 - perform all applicable obligations under the FIA F1 Regulations, acting at all times with honesty and integrity, and in a spirit of transparency and cooperation;
 - not do anything (by act or omission) that brings the FIA or the Championship into disrepute; and
 - comply with any other obligations applicable to them under other Sections of the FIA F1 Regulations or in the FIA Rules and Regulations, including ISC Article 12.2.

A5.1.2 Subject to Articles 3.1 and 3.3 of Appendix A3, nothing in this Article A5.1 shall constitute a waiver of legal rights by the F1 Team or PU Manufacturer (including in relation to Legal Professional Privilege).

A5.2 FIA

A5.2.1 The FIA is responsible for developing, administering and enforcing the FIA Rules and Regulations (including the FIA F1 Regulations) and exercising the powers and carrying out the functions set out in them.

A5.2.2 The FIA shall be responsible for monitoring compliance with the FIA F1 Regulations on an ongoing basis, investigate instances of suspected non-compliance, and take appropriate enforcement action in respect of any breaches of the FIA F1 Regulations.

A5.2.3 Unless specified otherwise or unless the context requires otherwise:

- a. The Prosecuting Body or (in respect of matters relating to the Financial Regulations) the Cost Cap Administration have authority to conduct investigations on behalf of the FIA, and therefore references to the “FIA” in Article A.6 and Appendix A3 in the context of investigations shall be construed accordingly. However, the right to request information/access under Article A6.3.1a may also be exercised by the FIA Single Seater Department or FIA Legal or their designees.
- b. References to the “FIA” in Section A that apply in the context of the Financial Regulations shall be read as meaning the Cost Cap Administration.
- c. Otherwise, references to the “FIA” in the FIA F1 Regulations refer to the FIA Single Seater Department (including any FIA employees operating under its direct instruction with the competency and responsibility to deal with a particular matter regarding the implementation of the FIA F1 Regulations).
- d. For the avoidance of doubt, unless specifically stated, references to the “FIA” shall not include the Stewards, any FIA Court or Judging Panel.

A5.2.4 The FIA may engage an Independent Audit Firm, Stewards, external control bodies, experts, external legal advisors, or other specialists or service providers to assist it in carrying out its functions. These persons may receive remuneration from the FIA for their services and are bound by an obligation of confidentiality.

A5.3 Promoters and Organisers

A5.3.1 Promoter

The Commercial Rights Holder will appoint a Promoter for each Competition. The Promoter is responsible for promoting the Competition and has control over only financial and commercial matters relating to the Competition, excluding any matters relating to the Financial Regulations. The Promoter shall not in any circumstances intervene during the Competition in respect of any safety, sporting, technical, or organisational matters.

The Promoter must comply with all requirements set out in the FIA Rules and Regulations.

A5.3.2 Organiser

The Promoter of a Competition shall propose the Organiser for that Competition by submitting a request to the relevant ASN (or its representative) to nominate that Organiser to the FIA. The FIA has

ultimate approval over any Organiser. The Organiser must be the ASN of the country or territory where the Competition will take place or its nominee, being either: (a) a club under the auspices of the ASN; or (b) any other sporting body that is capable of competently carrying out the sporting administration and regulatory duties customarily performed by an Organiser in accordance with the ISC.

The Organiser will have general responsibility for the organisation of the Competition under the authority of the ASN and FIA, and must comply with all requirements set out in the FIA Rules and Regulations.

A5.3.3 Restrictions on Promoters and Organisers

- a. To ensure that no F1 Team gains a competitive advantage, subject to paragraph b below, no F1 Team, or association of F1 Teams may:
 - i. organise or promote directly or indirectly a Competition;
 - ii. be the Organiser or the Promoter directly or indirectly of a Competition; or
 - iii. be associated with an ASN or club affiliated to such ASN (except any association that is prescribed by the FIA Rules and Regulations and that reflects an F1 Team's proper membership of an ASN) for the organisation of a Competition,
- b. Nothing in this provision shall prevent (i) an independently managed affiliate of an F1 Team from being a Promoter or Circuit Operator, or (ii) an F1 Team, any holding company or subsidiary of an F1 Team, or any subsidiary of any holding company of an F1 Team from being the sponsor of a Competition or Circuit.

A5.4 ASNs

ASNs are members of the FIA responsible for exercising Sporting Power across one national territory. The roles and responsibilities of ASNs are outlined in the FIA Statutes and ISC. In respect of the Championship and within their respective territories, ASNs have authority for (among other things) the issuance of International Licences, the homologation of Circuits, and payment of the Calendar Fee.

A5.5 Circuit Operators

Circuit Operators are responsible for the Circuit where a Competition takes place. Circuit Operators must comply with the terms and conditions of the Circuit licence issued by the FIA and any requirements set out in ISC Appendix O.

A5.6 Officials

Officials have the duties and powers set out in the ISC and Appendix V thereto.

A5.7 F1 Teams and PU Manufacturers

Governance: F1 Commission / PU Manufacturers' Governance Agreement / WMSC

- A5.7.1** It is the duty of each F1 Team or PU Manufacturer to satisfy the FIA, the Stewards, and relevant FIA Courts that they comply with all aspects of the applicable FIA F1 Regulations at all times.
- A5.7.2** Each F1 Team and each PU Manufacturer must ensure that their respective Personnel:

- a. are informed that the F1 Team or PU Manufacturer and their Personnel are subject to the FIA Rules and Regulations, and made aware of the FIA Rules and Regulations, including all of the requirements that they impose on the F1 Team or PU Manufacturer and/or on their Personnel;
- b. are informed and appropriately trained with respect to the ways in which their areas of responsibility may impact the F1 Team's or PU Manufacturer's compliance with the FIA F1 Regulations;
- c. informed of the FIA ethics and compliance hotline available on the FIA website and provide assurances to all Personnel that the reporting of any breaches of the FIA Rules and Regulations via the FIA ethics and compliance hotline or through any other FIA process shall not constitute a breach of any contractual clauses between the Personnel and the F1 Team or PU Manufacturer with regard to Confidential Information, and ensure protection clauses appropriate policies are in effect for such Personnel;
- d. are informed that they must not use any personal or private devices for work-related activities in a way that could involve or expose confidential information. If however, it is agreed between the F1 Team or PU Manufacturer with the relevant Personnel that personal or private devices may be used for work-related activities, the the F1 Team, PU Manufacturer and the relevant Personnel acknowledge that such devices will not be excluded from the remit of a potential Demand (Appendix 3).d. when starting employment with the F1 team or PU Manufacturer, are informed that possession of any materials, data or information belonging to a previous employer (meaning F1 Team and PU Manufacturer) is forbidden, must not be retained, must be returned to that previous employer, and must not be used under any circumstances in their new role.

A5.7.3 Movement of personnel – F1 Teams

Governance: F1 Commission / WMSC

- a. Each F1 Team must implement reasonable measures to prevent the disclosure of Confidential Information to other F1 Teams. No F1 Team may use the movement of personnel (whether employee, worker, consultant, contractor, secondee, agent, office holder, or any other type of permanent or temporary personnel, including those engaged by any sub-contractor) to another F1 Team, either directly or via an external entity, for the purpose of circumventing the requirement to prevent the disclosure of Confidential Information to any other F1 Team. For the purposes of this Article, personnel involved in the following activities are considered to have knowledge of confidential information, and hence are covered by the provisions of this Article A5.7.3:
 - i. The design, research and development or systems of the F1 Car;
 - ii. The development of simulation methodology;
 - iii. Personnel involved in race operations or strategy.

The above list is not exhaustive, and the FIA retains the right to expand the list of Personnel which it retains relevant for the purposes of this Article.

In order that the FIA may be satisfied that any movement of personnel is not designed to circumvent the requirement to prevent the disclosure of Confidential Information to any other

F1 Team, each F1 Team must inform the FIA of all relevant personnel movements using the form provided by the FIA at Appendix A6.

- b. Where an F1 Team inherits any member(s) of personnel pursuant to the Employment Regulations and such individual(s) had access to Confidential Information relating to another F1 Team at the former employer, that F1 Team shall take such steps as are reasonably necessary, and to the maximum extent permitted by law, to prevent the disclosure of such Confidential Information, including (without limitation) requiring such individual(s) to provide an undertaking in favour of the FIA and such other F1 Team (with copies of such undertakings to be provided to the FIA on request) that they have not retained copies of any Confidential Information and will not otherwise disclose the Confidential Information to their new F1 Team.

For the purposes of this Article, “**Employment Regulations**” means any applicable law, statute, statutory instrument, ordinance, or regulation that covers the safeguarding of employees’ rights on the transfer of undertakings, businesses, or services (or parts of undertakings, businesses, or services), including, by way of a non-exhaustive example, the UK Transfer of Undertakings (Protection of Employment) Regulations 2006.

- c. Where: (i) two F1 Teams (team A and team B) share some level of cooperation (e.g., they are under the same ownership or share parts or testing facilities); and (ii) a member of personnel (as defined in paragraph a above, but excluding any F1 Driver or Other Racing Driver) leaves team A to work for team B, team A should impose an appropriate garden leave period on such member of personnel, such period to be not less than three months or the maximum period permitted in accordance with applicable law (if less than three months), and team B must include (if so permitted in accordance with applicable law) contractual clauses in agreements with such personnel requiring them to provide an undertaking to the FIA and team A that they have not retained copies of any of team A’s Confidential Information and will not otherwise disclose team A’s Confidential Information to team B. The same requirements shall apply: (i) vice versa (i.e., if a member of personnel moves from team B to team A); and (ii) in reverse if the member of personnel subsequently returns to team A.
- d. Where: (i) two F1 Teams (team A and team B) share some level of cooperation (e.g., they are under the same ownership or share parts or testing facilities); and (ii) a member of personnel (as defined in paragraph a above) is temporarily seconded from team A to work for team B (whether on a particular project or otherwise), team A must place such member of personnel on Restricted Duties for a period of not less than three months or the maximum period permitted in accordance with applicable law (if less than three months), and the secondment documentation entered into between team A, team B and the member of personnel (the “**Secondment Documentation**”) must include a contractual obligation for the member of personnel to provide an undertaking to the FIA and team B that they have returned any copies of team A’s Confidential Information to team A for the period of the secondment and that they will not otherwise disclose team A’s Confidential Information to team B. The Secondment Documentation must also include an obligation on team A or team B to place the member of personnel on Restricted Duties at the end of the secondment for a period of not less than three months or the maximum period permitted in accordance with applicable law (if less than three months) before the member of personnel returns to perform their contracted role for team A.

The same requirements shall apply vice versa (i.e., if a member of personnel is temporarily seconded from team B to team A).

For the purpose of this Article, “**Restricted Duties**” means subject to any requirements or restrictions under local law, either: (a) a period of unpaid leave where the member of personnel is not required to attend for work or perform any duties relating to their employment with the F1 Team; or (b) reassigning the member of personnel to alternative duties within the F1 Team’s organisation that will not expose the member of personnel to, or give them access to, that team’s Confidential Information.

- e. If any personnel fail to comply with the requirements set out in this Article A5.7.3, they shall (if they are Covered Persons) be personally liable for the breach and subject to consequences as set out in Article A7.12, and the team A or B that failed to prevent the breach (regardless of whether or not they are Covered Persons) shall also be held strictly liable for the breach by their personnel.

A5.7.4 Movement of personnel – PU Manufacturers

Governance: PU Manufacturers’ Governance Agreement / WMSC

- a. Each PU Manufacturer must implement reasonable measures to prevent the disclosure of intellectual property and/or Confidential Information to existing or prospective fuel/oil suppliers or to another PU Manufacturer. No PU Manufacturer may use the movement of personnel (whether employee, worker, consultant, contractor, secondee, agent, office holder, or any other type of permanent or temporary personnel, including those engaged by any sub-contractor) with an existing or prospective fuel/oil supplier or another PU Manufacturer, either directly or via an external entity, for the purpose of obtaining an intellectual property transfer and/or circumventing requirement to prevent the disclosure of Confidential Information to any existing or prospective fuel/oil supplier or to another PU Manufacturer.

For the purposes of this Article, personnel involved in the following activities are considered to have knowledge of confidential information, and hence are covered by the provisions of this Article A5.7.4:

- i. The design, research and development or systems of the Power Unit;
- ii. The development of simulation methodology.

The above list is not exhaustive, and the FIA retains the right to expand the list of Personnel which it retains relevant for the purposes of this Article.

- b. In order that the FIA may be satisfied that any such movement of personnel is not designed to circumvent the requirement to prevent the disclosure of Confidential Information to any existing or prospective fuel/oil supplier or to another PU Manufacturer, each PU Manufacturer must inform the FIA of all relevant personnel movements at the end of each calendar quarter using the template at Appendix A6.

A5.8 F1 Drivers and Other Racing Drivers

F1 Drivers and Other Racing Drivers must comply with the FIA Rules and Regulations at all times, and hold required licences in accordance with Article A3.3.

[driver definitions to be reviewed]

A5.9 Other Covered Persons

All Covered Persons may be individually responsible for breaches of the FIA F1 Regulations (subject to 1.4.2) if so, specified in the FIA F1 Regulations. Without limiting the generality of the foregoing, Declaration Signatories are individually responsible for breaches under the Financial Regulations, as specified in those regulations.

ARTICLE A6: INVESTIGATIONS, RIGHT OF INQUIRY, AND NOTIFICATION OF BREACHES

*Advisory Committee: RGAC**Governance: F1 Commission / WMSC***A6.1 Investigations****A6.1.1 General**

- a. Subject to paragraph b, the FIA may open and conduct investigations under the FIA F1 Regulations in accordance with this Article A6 and the FIA Judicial and Disciplinary Rules.
- b. The Stewards may open and conduct investigations in accordance with their powers set out in the ISC. Such investigations and any Decisions arising from them are excluded from the scope of this Article A6.
- c. The FIA may open and conduct investigations in respect of anti-doping matters in accordance with Appendix A to the ISC. Such investigations and any Decisions arising from them are excluded from the scope of this Article A6.
- d. Nothing in this Article A6 shall limit the powers of the Prosecuting Body to conduct a disciplinary inquiry in accordance with Article 4 of the FIA Judicial and Disciplinary Rules.

A6.1.2 Opening an investigation

- a. The FIA may at any time, subject to the limitation period defined in Article A7.9, open and conduct an investigation into any actual, potential, or suspected non-compliance with the FIA F1 Regulations.
- b. Without limiting the generality of the above, the FIA may open an investigation if an F1 Team or PU Manufacturer (for purposes of this Article, the “**Complainant**”) submits a report to the FIA alleging that another F1 Team or PU Manufacturer has committed a breach (or potential breach) of the FIA F1 Regulations. For the report to be considered by the FIA, the report submitted by the Complainant must:
 - i. be submitted in Good Faith and promptly after the Complainant becomes aware of the suspected non-compliance;
 - ii. identify the non-complying F1 Team or PU Manufacturer and clearly summarise any alleged non-compliance;
 - iii. clearly specify the relevant provision(s) of the FIA F1 Regulations that have not been complied with;
 - iv. include sufficient valid evidence or strong indications for each reported instance of non-compliance;
 - iv. be signed by the Chief Executive Officer or Team Principal of the Complainant, as well as its director for the area of competence of the alleged breach;
 - vi. be accompanied by a non-refundable administrative fee of €10,000 and a deposit of €40,000. The deposit will be returned to the Complainant only in circumstances where the complaint results in the FIA alleging a breach of the FIA F1 Regulations against an F1 Team or PU Manufacturer or where no investigation is opened.

- c. The Complainant must keep their report to the FIA confidential.

A6.1.3 Notification of opening of investigation

- a. The FIA shall notify the subject of the investigation in writing.
- b. If a report is filed by a Complainant, the FIA will also:
 - i. notify the Complainant in writing regarding any decision by the FIA to open an investigation or not to open an investigation; and
 - ii. provide a copy of the written report submitted by the Complainant or a summary thereof (omitting any Confidential Information of the Complainant) to subject of the investigation unless the FIA considers that doing so might prejudice the investigation.

A6.1.4 Conduct of the investigation

For the purposes of the investigation, the FIA may require any person likely to provide information to attend one or more interviews and may request information/access or issue Demands in accordance with Article A6.3 and Appendix A3. The FIA may also exercise any other investigatory powers set out in the ISC or FIA Judicial and Disciplinary Rules. The FIA may be assisted in its investigation in accordance with Article A5.2.4. The FIA shall use all reasonable endeavours to complete investigations promptly and to minimise any potential disruption to the F1 Team or PU Manufacturer.

A6.1.5 Outcome of the investigation

Upon completion of an investigation, any decision by the FIA as to whether or not to take further action will be at its sole discretion, taking into consideration the substance of the information collected during the investigation and the merits of each case

A6.1.6 Notification of outcome of investigation

- a. The FIA shall notify the subject of the investigation in writing of the outcome of the investigation and, if further action is to be taken, give the subject an opportunity to provide a response (this notice will serve as the Initial Notice). If the FIA concludes, after considering any response, that there has been a breach of the FIA F1 Regulations, the FIA will issue a Final Notice and refer the matter to the relevant FIA Court for hearing and determination or (in appropriate cases) seek to enter into a settlement agreement in accordance with the FIA Judicial and Disciplinary Rules or an ABA in accordance with the Financial Regulations.
- b. If a report is filed by a Complainant, the FIA will also inform the Complainant of the outcome of the investigation (i.e., no further action, settlement/ABA, or referral to the relevant FIA Court) but the Complainant shall not be entitled to receive a copy of the Final Notice.

A6.1.7 No right of appeal

There shall be no right of appeal against a decision by the FIA to open (or not to open) an investigation, or against the outcome of an investigation.

A6.1.8 Confidentiality

- a. The FIA and all persons taking part in an investigation are bound by an obligation of confidentiality in relation to Persons not concerned with the investigation. Nevertheless, subject to Article A8.2.2, the FIA may at any time make public its decision to conduct an

investigation under the FIA F1 Regulations and the outcome thereof in accordance with Article A.8, provided at all times that it maintains the confidentiality of any Confidential Information provided to it in connection with such investigation.

- b. F1 Teams and PU Manufacturers shall not by any means prevent any of their Personnel (current or former) or other persons from disclosing to the FIA any Confidential Information that might be relevant to their compliance with the FIA Rules and Regulations.

A6.2 FIA Ethics and Compliance Hotline

The FIA ethics and compliance hotline available on the FIA website enables individual whistleblowers to raise confidentially any issues or concerns about alleged breaches of the FIA Rules and Regulations. The FIA will consider any information submitted through the hotline and determine whether or not to open an investigation in accordance with Article A6 and the FIA Judicial and Disciplinary Rules.

A6.3 FIA requests for information/access and Demands

A6.3.1 In order to assist it in performing its regulatory functions as contemplated by these FIA F1 Regulations:

- a. the FIA may at any time make a written request (i) to an F1 Team, PU Manufacturer, Key Individual F1 Team Member, or Key Individual PU Member for information, documentation, or clarification; and/or (ii) to an F1 Team or PU Manufacturer to be granted access to premises and/or individuals; and
- b. the FIA may, in the context of an investigation, where it has reasonable grounds to believe that there might be data stored or accessible on, or transmitted or received using, Electronic Device(s) that might evidence or lead to the discovery of evidence of non-compliance with the FIA F1 Regulations, make a written request to an F1 Team or PU Manufacturer (specifying a summary of the basis for the request) to be provided with, and granted access to, Electronic Devices of the F1 Team or PU Manufacturer (and/or of its respective Personnel and/or of the other members of their Legal Group and/or of their respective Personnel) for the purpose of copying and/or downloading data from such Electronic Devices (“**Demand**”). Further details on Demand procedures are set out in Appendix A3.

A6.3.2 Failure to comply with a request from the FIA pursuant to Article A6.3.1 will constitute a breach of this Section A (or, for purposes of the Financial Regulations, a Procedural Breach) by the F1 Team or PU Manufacturer (which are strictly liable for its Personnel and the members of its Legal Group and their respective Personnel), save where Applicable Laws may prevent the F1 Team or PU Manufacturer from compliance.

A6.4 Notification of apparent or alleged breaches

A6.4.1 No formal notice will be given to the concerned F1 Team or other Covered Person in respect of the referral of a matter to the Stewards at an Event (other than a summons if a hearing is to be held in accordance with the ISC). The FIA will give an F1 Team or other Covered Person notice of its intention to refer an apparent or alleged breach to an Out-of-Competition Stewards Panel. The procedures applicable to proceedings before the Stewards are set out in the ISC.

A6.4.2 Subject to Article A6.4.1, prior to charging any Covered Person with a breach of the FIA F1 Regulations, the FIA will (a) satisfy itself that any apparent breach(es) fall(s) within the limitation period specified in Article 7.9; and (b) issue an Initial Notice detailing any apparent breach(es) of the FIA F1 Regulations, giving the Covered Person in issue an opportunity to respond.

If, after considering the response to the Initial Notice and subsequent correspondence (if any), the FIA concludes that the Covered Person in issue has breached one or more provisions of the FIA F1 Regulations, the FIA will issue a Final Notice charging them with such breach(es) and either seeking to enter an ABA or settlement agreement where appropriate or escalating the matter to the relevant FIA Court for hearing and determination.

ARTICLE A7: ADJUDICATION OF BREACHES AND SANCTIONS*Advisory Committee: RGAC**Governance: F1 Commission / WMSC***A7.1 Case resolution without a hearing****A7.1.1 Settlement**

The Prosecuting Body may enter into a settlement agreement to terminate the procedure in accordance with the FIA Judicial and Disciplinary Rules. There shall be no right of appeal in respect of any decision by the Prosecuting Body as to whether or not to offer or enter into a settlement agreement.

A7.1.2 Accepted Breach Agreement – Financial Regulations

The Cost Cap Administration may at any time during proceedings for an alleged breach of the Financial Regulations enter into an Accepted Breach Agreement (“**ABA**”) with the F1 Team, PU Manufacturer, or Declaration Signatory concerned to resolve the matter without a hearing, provided that the requirements and procedure set out in the Financial Regulations are met and followed. There shall be no right of appeal in respect of any decision by the Cost Cap Administration as to whether or not to offer or enter into an ABA.

A7.2 Adjudication – first instance**A7.2.1 Stewards**

- a. The powers and procedures of the Stewards are set out in the ISC.
- b. In accordance with ISC Article 11.9, the Stewards appointed for an Event:
 - i. have supreme authority for the enforcement of the ISC, of other applicable regulations of the FIA, of national regulations and Supplementary Regulations and of Official Programmes within the framework of the Event for which they are appointed. They may therefore settle any matter that might arise during an Event, subject to the scope of their appointment (i.e., Stewards may be appointed for specific Competitions within an Event) and subject to the right of appeal provided for in the ISC. However, they may:
 - (1) delegate their authority to a panel of Stewards of one of the subsequent Events in the same Championship season in cases where a decision must be taken after an Event for any reason;
 - (2) delegate their authority to the Out-of-Competition Stewards Panel in cases where a decision must be taken after an Event for any reason and the matter is time-sensitive such that it would not be appropriate to delay resolution until the next Event (e.g. where the matter needs to be resolved during the shutdown period or between Championships); where the alleged breach does not have an immediate and direct impact on the Event; or where the alleged breach relates to or has an impact on more than one Event; and
 - (3) (upon the joint report of two international Stewards designated by the FIA) recommend that the Prosecuting Body bring a matter before the International Tribunal in accordance with ISC Article 12.3.5.

- ii. may also rule on any alleged breach of the applicable regulations that occurred outside the framework of any Event, provided that the Event for which they are appointed immediately follows the discovery of this alleged breach and the alleged breach has an immediate and direct impact on the Event.
- c. In accordance with ISC Article 11.9, the Stewards appointed to the Out-of-Competition Stewards Panel have authority to rule on any alleged breach of the applicable sporting, technical, and/or operational regulations referred to it by the FIA or the Stewards appointed for an Event in accordance with ISC Articles 11.5.5 and 11.9.1.a.ii.

A7.2.2 International Tribunal

In accordance with Article 26.1 of the FIA Statutes and Article 5 of the FIA Judicial and Disciplinary Rules, subject to the powers of the Stewards, the International Tribunal is competent in all disciplinary matters in the first instance, except for matters concerning the FIA Anti-Doping Regulations and the Financial Regulations. The International Tribunal is also competent to determine (i) disputes arising out of or in connection with any agreement, tender, invitation, or other initiatives of the FIA provided that the jurisdiction of the International Tribunal is expressly stated therein, and (ii) any objection or disagreement regarding a Demand or material withheld under Article 3.2 of Appendix A3. The powers and procedures of the International Tribunal are set out in the FIA Judicial and Disciplinary Rules and International Tribunal Practice Directions.

A7.2.3 Cost Cap Adjudication Panel

In accordance with Article 31 of the FIA Statutes, the Cost Cap Adjudication Panel is competent in the first instance in all disciplinary matters relating to the Financial Regulations. The Cost Cap Adjudication Panel is also competent to determine any objection or disagreement regarding a Demand or material withheld under Article 3.2 of Appendix A3 in the context of proceedings concerning the Financial Regulations. The powers and procedures of the Cost Cap Adjudication Panel are set out in the FIA Judicial and Disciplinary Rules.

A7.2.4 Anti-Doping Disciplinary Committee

In accordance with Article 30.2 of the FIA Statutes and ISC Article 11.9.6a, all matters relating to the FIA Anti-Doping Regulations fall within the exclusive competence of the FIA Anti-Doping Disciplinary Committee. The powers and procedures of the Anti-Doping Disciplinary Committee are set out in the FIA Anti-Doping Regulations.

A7.3 Adjudication – appeal

A7.3.1 International Court of Appeal

In accordance with Article 27 of the FIA Statutes and Article 9.1 of the FIA Judicial and Disciplinary Rules, the International Court of Appeal hears four types of appeal case: (1) appeals concerning decisions of the Stewards (except that certain decisions may not be appealed, as specified in the ISC or FIA F1 Regulations); (2) appeals concerning decisions taken by the International Tribunal; (3) appeals concerning decisions taken by the Cost Cap Adjudication Panel; and (4) appeals concerning the interpretation or application of the FIA Statutes. The powers and procedures of the International Court of Appeal are set out in the FIA Judicial and Disciplinary Rules and the Practice Directions of the International Court of Appeal.

A7.3.2 Court of Arbitration for Sport (CAS)

In accordance with Article 30.4 of the FIA Statutes and ISC Article 15.10, the Court of Arbitration for Sport is exclusively competent to resolve definitively appeals against the decisions of the Anti-Doping Disciplinary Committee. The powers and procedures of the Court of Arbitration for Sport are set out in the FIA Anti-Doping Regulations (Appendix A to the ISC) and the CAS Code of Sports-related Arbitration.

A7.4 Referral of first instance matters

A7.4.1 Any alleged breaches under the jurisdiction of the Stewards will be referred to and heard by the Stewards in accordance with the provisions of the ISC.

A7.4.2 Alleged breaches by Covered Persons of the FIA F1 Regulations or the terms of a settlement agreement or ABA will be referred to the International Tribunal or (in cases involving the Financial Regulations) to the Cost Cap Adjudication Panel, in accordance with the FIA F1 Regulations and FIA Judicial and Disciplinary Rules. Other disputes covered by Article A7.2 may also be referred to the International Tribunal or Cost Cap Adjudication Panel in accordance with the FIA F1 Regulations and FIA Judicial and Disciplinary Rules.

A7.4.3 Once a matter has been referred to the International Tribunal or (in cases involving the Financial Regulations) to the Cost Cap Adjudication Panel, a Judging Panel will be appointed to hear and determine the case.

A7.5 Appeals to the ICA

A7.5.1 Unless specified otherwise in the FIA Rules and Regulations, and subject to Article A7.5.6, a final decision by the Stewards, International Tribunal, or Cost Cap Adjudication Panel may be appealed to the International Court of Appeal in accordance with the FIA Judicial and Disciplinary Rules and this Article A7.5. The International Court of Appeal has all the decision-making powers of the authority that took the contested decision, as well as the additional powers set out in Article 10.12 of the FIA Judicial and Disciplinary Rules.

A7.5.2 In order for the filing of an appeal to be valid, the requirements set out in the ISC, the FIA Judicial and Disciplinary Rules, and this Article A7.5 must be met.

A7.5.3 Time limits for filing appeals

The appellant must comply with the applicable deadlines for the notice of intention to appeal (if applicable) and notice of appeal set out in the ISC and FIA Judicial and Disciplinary Rules.

A7.5.4 Appeal filing fees

In order for the filing of an appeal to be valid, the notice of appeal must be accompanied by (i) a non-refundable administrative fee of €5,000 (for F1 Teams, PU Manufacturers or Drivers) and €1,000 (for other individuals), and (ii) by a deposit (in accordance with Article 10.1.2 of the FIA Judicial and Disciplinary Rules) of €20,000 (for F1 Teams PU Manufacturers or Drivers) and €6,000 (for other individuals). Deposits may be returned in accordance with Article 11.2 of the FIA Judicial and Disciplinary Rules.

A7.5.5 Suspensive effect of appeal

If a decision is appealed to the ICA, and the appeal challenges some or all of the sanctions imposed in the decision, the challenged sanctions will not be enforceable against the appellant pending the

outcome of the appeal unless the International Court of Appeal orders otherwise or unless the decision is immediately binding in accordance with ISC Article 12.3.3.

A7.5.6 Certain decisions are not subject to appeal in accordance with ISC Article 12.3.4 and as specified in the FIA F1 Regulations. In addition, procedural and interim decisions are not subject to appeal.

A7.6 Protests

Protests shall be made and determined in accordance with the ISC and Sporting Regulations and accompanied by a deposit of €20,000 (in accordance with ISC Article 13.4.2) and any additional deposit that may be required pursuant to ISC Article 13.4.3. Deposits may be returned in accordance with ISC Article 13.4.2.

A7.7 Right of Review

Petitions for Review shall be made in accordance with the ISC and Sporting Regulations and accompanied by a deposit of €20,000 (in accordance with ISC Article 14.4.3). Deposits may be returned in accordance with ISC Article 14.4.3.

A7.8 FIA representation in proceedings

Where a case is referred to the International Tribunal or Cost Cap Adjudication Panel, or appealed to the International Court of Appeal or CAS, FIA Legal shall take over conduct of the matter on behalf of the FIA, assisted as necessary by the FIA Single Seater Department, the Cost Cap Administration, and/or relevant FIA external advisors.

A7.9 Limitation period

A7.9.1 The statutory limitation period for prosecuting offences or infringements is five years.

A7.9.2 This limitation period shall run:

- from the date the offence or infringement occurred except for what refers to the Financial Regulations (F1 Teams) where the limitation period run within five year of the later of the Full Year Reporting Deadline for the Full Year Reporting Period in which the breach is alleged to have occurred (and if the breach continued over a period of time, it will be deemed to have occurred, for these purposes, on the last day of that period of time); and the date on which the Cost Cap Administration learned of the acts or omissions on which the allegation of breach is based, where the Cost Cap Administration establishes that the F1 Team and/or the Individual F1 Team Member in question concealed those acts or omissions;
- in the case of successive or repeated offences or infringements, from the date of the last act of offence or infringement;
- in the case of a continuous offence or infringement, from the date it ceased.

Specific types of breaches may also be deemed to have occurred on a specific date where so specified in the relevant FIA regulations.

A7.9.3 However, where the offence or infringement has been concealed from the FIA the limitation period shall run from the date on which the relevant facts became known to the FIA.

A7.9.4 The limitation period is interrupted by any notice of prosecution or investigation carried out under Chapter 2 of the FIA Judicial and Disciplinary Rules.

A7.9.5 The limitation period rules set out above do not apply to anti-doping rule violations, which are subject to the provisions of Appendix A.

A7.10 Burden and standard of proof

A7.10.1 The FIA shall have the burden of establishing that a breach of the FIA F1 Regulations has occurred. The standard of proof shall be whether the FIA has established a breach of the FIA F1 Regulations to the comfortable satisfaction of the Judging Panel, bearing in mind the seriousness of the allegation that is made. This standard of proof in all cases is greater than a mere balance of probability but less than proof beyond a reasonable doubt.

A7.10.2 Where the FIA F1 Regulations place the burden of proof upon the Covered Person alleged to have committed a breach to establish specified facts or circumstances, the standard of proof shall be by a balance of probability, i.e., they must satisfy the Judging Panel that the claim or fact asserted is more likely than not to be true.

A7.10.3 Unless specified otherwise, liability for compliance with the FIA F1 Regulations is strict, i.e. the FIA is not required to prove that the relevant party committed the alleged breach intentionally, recklessly, negligently, or knowingly.

A7.11 Evidence

A7.11.1 No formal rules as to admissibility of evidence shall apply to the investigation or adjudication of any breach of the FIA F1 Regulations. Facts may be established by any reliable means, such as (for example) admissions, credible testimony of third persons, reliable documentary or audiovisual evidence, conclusions drawn from the analysis of data, or reliable metadata.

A7.11.2 A person is bound by and may not dispute facts determined by a court or tribunal of competent jurisdiction in a decision in proceedings to which they were a party that is not the subject of a pending appeal.

A7.11.3 Where a party or a Witness, without reasonable excuse:

- a. refuses or fails to produce any document or other information within their knowledge, possession, custody, or control, or that is otherwise easily obtainable from a third party (e.g. by simple written request) in response to a formal (valid) request by the FIA or the appropriate Judging Panel;
- b. refuses or fails to appear at a hearing to answer questions; or
- c. appears at a hearing but refuses or fails to respond to any question put to them by or with the permission of the Judging Panel,

the FIA or the relevant Judging Panel may infer that the document or other information or answer(s) (as applicable) would be adverse to the interests of that party.

A7.12 Sanctions

A7.12.1 Subject to Articles A7.12.2 and A7.12.3, the general sanctions set out in the ISC and FIA Judicial and Disciplinary Rules apply to all Covered Persons (subject to the individual liability under Article 1.4.2), unless the FIA F1 Regulations stipulate that one or more specific sanction(s) shall apply to a certain type of breach.

- A7.12.2** Where a Covered Person admits or is found to have breached any of their obligations under the Financial Regulations, the sanctions set out in the Financial Regulations shall apply.
- A7.12.3** In addition to the general sanctions applicable pursuant to Article A7.12.1, the following additional sanctions may be applied in the context of the Championship where a Covered Person admits or is found to have breached any of their obligations under the FIA F1 Regulations:
- enhanced monitoring procedures in respect of the F1 Team or PU Manufacturer;
 - withholding and/or cancellation of FIA registrations and/or licences for a specified period of time;
 - removal of the right to access Reserved Areas (as defined in the ISC) at Competitions forming part of any FIA World Championship for a specified period of time; and/or
 - suspension for a specified period of time from taking part or exercising any role, directly or indirectly and in any capacity whatsoever, in (i) any Competition organised or regulated by the FIA or the ASNs (as defined in the ISC), or placed under their authority, (ii) any preparatory testing and training organised or regulated by the FIA or the ASNs (or placed under their authority) or organised by their members or licence-holders, and/or (iii) any F1 Activities.
- A7.12.4** **Suspended sanctions**
- The application of any sanction may be suspended, in whole or in part, for a specified period, subject to compliance by the Covered Person in issue with specified conditions.
- A7.12.5** **Provisional suspensions**
- Provisional suspensions may be imposed on any Covered Persons in accordance with the FIA Judicial and Disciplinary Rules. Failure by the Person in issue to comply with the terms of any provisional suspension or sanction(s) imposed on them will constitute a further breach of the FIA F1 Regulations, and such failure will constitute an aggravating factor for sanctioning purposes.
- A7.12.6** **Sanctioning guidelines**
- The FIA may publish sanctioning guidelines from time to time to inform Covered Persons of the usual ranges of sanction that might be imposed for different categories of breaches, and to provide the Stewards and FIA Courts with assistance in the imposition of consistent and proportionate sanctions. However, the Stewards and FIA Courts must always exercise judgement and discretion and consider appropriate mitigating and aggravating factors in determining appropriate sanctions in every case, and therefore may impose sanctions outside the guideline ranges.
- A7.12.7** **Aggravating or mitigating factors**
- In determining the sanctions appropriate for a particular case, any aggravating or mitigating factors shall be taken into account.
- Examples of aggravating factors include:
- failure to cooperate;
 - any element of bad faith, dishonesty, wilful concealment, or fraud;

- c. prior breaches of the FIA F1 Regulations and/or multiple breaches of the FIA F1 Regulations within a short period of time (or for purposes of the Financial Regulations, in the Reporting Period in question); and/or
- d. severity of the breach (or for purposes of the Financial Regulations, the quantum of the breach of the Cost Cap).

Examples of mitigating factors include:

- a. voluntary disclosure of a breach to the FIA;
- b. track record of compliance with the FIA F1 Regulations;
- c. Force Majeure; and/or
- d. full and unfettered cooperation with the FIA and any persons assisting it.

A7.12.8 Payment of a Financial Penalty

- a. Payment of all Financial Penalties under the FIA F1 Regulations shall be made in accordance with ISC Article 12.8, unless provided otherwise in the FIA F1 Regulations or decided otherwise by the relevant Judging Panel. Payments will be suspended in the event of an appeal, until its outcome is determined.
- b. Subject to paragraph a, any delay in the payment of fines under the FIA F1 Regulations automatically divests the Covered Person concerned of the right to participate in the Championship until that payment has been made. Late payments shall accrue an interest of 2% above the US Federal Reserve System federal funds rate on the relevant due date.

A7.13 Costs

Unless specified otherwise in the FIA F1 Regulations, the costs of the investigation, proceedings, and legal costs will be determined by the Judging Panel in accordance with the FIA Judicial and Disciplinary Rules.

A7.14 Immunity

A7.14.1 The FIA may grant partial or total immunity to any person who discloses facts that are likely to constitute or to lead to the discovery of a breach of the FIA F1 Regulations, and/or who provides evidence allowing such facts to be prosecuted and sanctioned. The degree of immunity granted to such person by the FIA will depend in particular on: (i) whether or not the FIA already had the information, (ii) the nature and extent of the person's cooperation, and (iii) the importance of the case, (iv) the nature and extent of the breach and the conduct of the accused party, and (v) past conduct of that person.

A7.14.2 Any grant of immunity, whether partial or total, must (i) be set out in writing; (ii) be signed by the FIA and by the person benefiting from the immunity; (iii) specify the nature and extent of the immunity granted; and (iv) set out the sanctions that the FIA will not impose against the person benefiting from the immunity.

A7.14.3 Any immunity granted by the FIA, whether partial or total, is subject to the following cumulative conditions (the "**Immunity Conditions**"), which will be deemed incorporated into the document granting immunity, whether or not expressly set out therein:

- a. cooperating with the FIA, telling the whole truth, refraining from destroying, falsifying, or concealing useful information or evidence, and acting in Good Faith at all times; and
- b. providing the FIA with genuine and complete cooperation throughout the entire investigation and related proceedings, including providing testimony in accordance with any request and in any form required by the FIA, and promptly replying to any questions of the FIA or relevant Judging Panel.

A7.14.4 Where the Judging Panel considers that good reason exists, the person benefiting from immunity may be permitted by the Judging Panel to testify in a manner that safeguards their anonymity.

A7.14.5 Provided that the person benefiting from the immunity complies with the Immunity Conditions, the immunity granted by the FIA is irrevocable. In the event that the person benefiting from the immunity does not comply with the Immunity Conditions, the FIA may ask the Judging Panel to revoke the immunity. The Judging Panel will issue a written decision, setting out whether or not it will revoke immunity, with reasons. That decision is not subject to appeal by any party in accordance with the JDR.

A7.14.6 Any proceedings concerning the potential grant or revocation of immunity may be attended only by the person concerned and their representatives, the FIA and its representatives, and the Judging Panel, unless ordered otherwise by the Judging Panel.

ARTICLE A8: CONFIDENTIALITY, PUBLIC REPORTING, AND DATA PRIVACY*Advisory Committee: RGAC**Governance: F1 Commission / WMSC***A8.1 Confidentiality**

A8.1.1 Any information (including personal information) received by the FIA, the Stewards, and/or any FIA Court pursuant to the FIA F1 Regulations may be shared between those bodies as necessary in the exercise of their regulatory functions under the FIA F1 Regulations. The FIA may also share such information with any of the external Persons listed in Article A5.2.4, provided that such Persons provide satisfactory assurance to the FIA that they will have appropriate procedures in place to maintain the confidentiality of such information and share it only on a need-to-know basis. The FIA may also share such information with other competent authorities where such information might evidence infringements of other applicable laws or regulations or where the FIA is required to so by applicable law.

A8.1.2 The FIA, the Stewards, and the FIA Courts will have appropriate procedures in place to maintain the confidentiality of any Confidential Information provided to them in the exercise of their respective regulatory functions.

A8.2 Public reporting

A8.2.1 Subject to Articles A8.2.2 and A8.2.3, the FIA may at any time publicly report the following (omitting any Confidential Information) in respect of matters concerning the FIA F1 Regulations, having provided the relevant individuals advance notice of such publication:

- a. whether an investigation has been opened against any Covered Person (subject to point i below) and/or the notified outcome of such investigation;
- b. whether any Covered Person has been notified of an alleged breach of the FIA F1 Regulations; the referral of a case to the Stewards or a first instance FIA Court (including the reason(s) for the referral) and the date of any hearing;
- c. the final decision of the Stewards or a first instance FIA Court (or a summary thereof), including operative and reasoned decisions;
- d. whether or not an appeal has been filed against the decision of the Stewards or first instance FIA Court and the date of any appeal hearing;
- e. the final decision of the International Court of Appeal (or a summary thereof), including operative and reasoned decisions;
- f. whether any Covered Person has entered into, an ABA or settlement agreement, and a summary of the terms of any ABA or settlement agreement entered into with any Covered Person, detailing the breach(es) and any sanctions imposed; and
- g. which F1 Teams or PU Manufacturers have or have not complied with the Financial Regulations.

the names of involved personnel, strictly limiting such references to Key Individual F1 Team Members, Key Individual F1 PU Members and Drivers. **A8.2.2** In respect of matters concerning any alleged breach of the Financial Regulations by a Covered Person who is a natural

person (not an F1 Team, PU Manufacturer, or other entity), public reporting under Article A8.2.1 shall occur only once the final appeal decision is issued, or any appeal rights have expired, or once an ABA or settlement agreement has been entered into. No other public reporting shall occur in respect of such cases involving natural persons, subject to Article A8.2.8.

A8.2.3 Article A8.2.1 does not affect any publication permitted or mandated by the ISC. For example, the general public reporting in respect of anti-doping matters is governed by the FIA Anti-Doping Regulations (ISC Appendix A).

A8.2.4 Hearings before the International Tribunal and International Court of Appeal are open to the media and to the public, unless the President of the Hearing decides otherwise, except in matters concerning alleged breaches of the Financial Regulations. All other hearings shall be closed to the media and to the public.

A8.2.5 Any public disclosure must at all times maintain the confidentiality of any Confidential Information of the parties concerned.

A8.2.6 Any Person referred to in a public disclosure by the FIA has no right of legal action against the FIA, or against any person publishing the decision, for any loss or damage suffered as a result of such publication provided such public disclosure is factually correct or reasonably concluded based on the available evidence at the time of the hearing.
A8.2.7 F1 Teams and/or PU Manufacturers and any other Covered Person charged with a breach may publicly comment on information that is publicly reported by the FIA but may not disclose any other information relating to the FIA F1 Regulations or their enforcement (including any case or investigation) that is not otherwise already in the public domain through no fault or negligence of the F1 Team, PU Manufacturer, or other Covered Person charged with a breach.

A8.2.8 The FIA may respond to public comments attributed to an F1 Team or a PU Manufacturer (including based on comments made by their respective Personnel, representatives, or Legal Group entities) or to any other Covered Person charged with a breach (or their representatives).

A8.2.9 Any breach of confidentiality that is attributed to an F1 Team or a PU Manufacturer (including based on comments made by their respective Personnel, representatives, or Legal Groups) or other Covered Person charged with a breach (or their representatives) shall constitute a breach of this Section A (or, for purposes of the Financial Regulations, a Procedural Breach).

A8.3 Data privacy

The FIA, as data controller, will process personal information for the purpose of exercising the regulatory functions under the FIA F1 Regulations. The details on how the FIA will process personal data, manage data subject rights, and how such rights may be exercised can be found at www.fia.com/motorsport-privacy-notice. Each F1 Team and PU Manufacturer shall make this information, including the FIA Motorsport Privacy Notice, available to all of its Personnel and the members of its Legal Group (and to procure that those members make it available to their respective Personnel).

ARTICLE A9: EFFECTIVE PERIOD, AMENDMENTS, INTERPRETATION, AND MISCELLANEOUS*Advisory Committee: RGAC**Governance: F1 Commission / WMSC***A9.1 Effective period of the FIA F1 Regulations**

- A9.1.1** Subject to Articles A9.1.2, A3.5, and A3.6, and unless stated otherwise, the FIA F1 Regulations come into force on 1 January 2026 and apply to the entire calendar year (Year N) referred to in the title of these FIA F1 Regulations and to the Championship taking place within that calendar year.
- A9.1.2** To attain compliance with the FIA F1 Regulations in Year N, an F1 Team or PU Manufacturer may be required to comply with provisions of the FIA F1 Regulations in the period before or after the calendar year in question. Compliance requirements outside the year in question include, for example:
- cases where such requirements are specifically defined in the FIA F1 Regulations;
 - the timely submission of an application or Entry Form or Declaration;
 - the timely payment of any fees to the FIA;
 - the completion of technical checks in the year following the calendar year in question (Year N+1);
 - the submission of Reporting Documentation in the year following the calendar year in question (Year N+1); and
 - the requirement to comply with specific sections of the FIA F1 Regulations for a certain period before the first entry into the Championship or the first homologation of a Power Unit as specified in the relevant Sections of the FIA F1 Regulations (including Articles A3.5.2 and A3.6.5).

A9.2 Effective period of FIA F1 Documents

- A9.2.1** The FIA will specify the effective date of an FIA F1 Document in that document. Where applicable, and reasonable the FIA may also stipulate a date for the end of the validity of an FIA F1 Document. The FIA F1 Documents will not have retroactive effect.
- A9.2.2** The FIA may, acting reasonably, update or withdraw an FIA F1 Document from time to time and will provide information to all F1 Teams and PU Manufacturers of the complete list of FIA F1 Documents that remain valid at any point in time.
- A9.2.3** The FIA may circulate an FIA F1 Document in draft form to seek feedback from the F1 Teams or PU Manufacturers before its formal issuing. Such feedback may be used by the FIA to update the draft FIA F1 Document before its issuance.

A9.3 Amendments

- A9.3.1** Amendments to the FIA F1 Regulations must be approved by the WMSC in accordance with ISC Article 18 and (subject to Article A9.3.2) must satisfy any additional approval requirements under the applicable governance processes (including advisory committees and F1 Commission). The FIA will publish any amendments on its website.

A9.3.2 The FIA may make the following amendments with the approval of the WMSC but without requiring any governance process approvals (whether advisory committees or F1 Commission):

- a. any amendments made for reasons of safety;
- b. the deletion of any Articles that become redundant or irrelevant because of their reference to specific dates that have elapsed;
- c. the updating of any year-specific date references; and
- d. the correction of any typographical or other minor errors which do not impact the interpretation or effect of the relevant provision.

A9.3.3 Subject to this Article A9.3, the FIA F1 Regulations for each calendar year will be assumed to be identical to those of the previous calendar year.

A9.4 Interpretation

A9.4.1 The definitive version of the FIA F1 Regulations and FIA F1 Documents shall be the English version which will be used should any dispute arise as to their interpretation.

A9.4.2 The FIA F1 Regulations and FIA F1 Documents must be interpreted as an independent and autonomous text and not by reference to existing law or statutes in any particular jurisdiction. Subject to the foregoing, they shall be governed by and construed in accordance with French law. Nothing in the FIA F1 Regulations or FIA F1 Documents is intended to compromise or affect the application of applicable laws.

A9.4.3 The FIA F1 Regulations and FIA F1 Documents will be interpreted and applied by the FIA, and where applicable, the Stewards and FIA Courts, in a consistent manner that treats all F1 Teams, PU Manufacturers, and other Covered Persons equally and furthers the Objectives.

A9.4.4 The Stewards, first instance FIA Courts, and ultimately the International Court of Appeal have final authority in determining the proper interpretation and application of these FIA F1 Regulations.

A9.4.5 Unless specified otherwise:

- a. defined words and phrases in the FIA F1 Regulations (denoted by initial capital letters) have the meaning set out in Appendix A1 and apply to all Sections of the FIA F1 Regulations.
- b. headings are for ease of reference only and do not form part of the FIA F1 Regulations;
- c. a reference to “may” means in the sole and absolute discretion of such person or body (as the context so requires);
- d. any words following the terms ‘including’, ‘include’, ‘in particular’, ‘such as’, ‘for example’, or any similar expression, are illustrative only and do not limit the sense of the words preceding those terms;
- e. the pronoun “they/their” is used for individuals and includes all genders;
- f. words in the singular include the plural, and words in the plural include the singular, with this interpretive rule not applying to any provision that specifies technical characteristics, measurements, component quantities, or numerical limits ;

- g. Articles and Appendices beginning with an alphabetical letter (e.g. Article A1.1; Appendix A1) refer to articles and appendices in the different sections of the FIA F1 Regulations (the example provided refers to articles and appendices in Section A of the FIA F1 Regulations);
- h. any reference to a provision in the FIA F1 Regulations includes any modifications or successor provisions made or issued by the FIA from time to time;
- i. a reference to 'writing', 'write', or 'written' includes email;
- j. a reference to a 'day' means any day of the week and is not limited to working days;
- k. an expression of time refers to Central European Standard Time;
- l. any time limits will begin on the day after the day on which the notice triggering the time limit is received. Official holidays and non-working days (in any location) are included in the calculation of time limits except that if the last day of the time limit is an official holiday or a non-working day in the location from where the document is sent, the time limit shall expire at the end of the first subsequent working day in that location. The time limit will be deemed respected if the notice or other communication is sent before midnight Central European Standard Time on the day on which the time limit expires; and
- m. a reference to a 'person' (with no initial capital letter) means a natural person.

A9.4.6 If a court or other competent authority finds any part of the FIA F1 Regulations to be illegal, invalid, or unenforceable, that part will be deemed not to form part of the FIA F1 Regulations, and the legality, validity, and enforceability of the remainder of the FIA F1 Regulations will not be affected.

A9.4.7 In case of any conflict between the provisions of this Section A and Section E, the provisions of Section E shall prevail in respect of matters directly related to Section E. In case of any conflict between the provisions of this Section A and any other Section of the FIA F1 Regulations, the provisions of Section A shall prevail. In such instances, the FIA will seek to resolve such conflict at the earliest opportunity through the governance process.

A9.4.8 The FIA F1 Regulations include some comments in coloured text for guidance purposes, as explained below. This text does not have any regulatory effect and its addition or removal from the FIA F1 Regulations will not require the approval of the WMSC or be subject to any other approval as part of any applicable governance process.

- a. Any text displayed in red (e.g. **[abcde]**) indicates the appropriate Advisory Committee and governance process for the discussion and/or approval of amendments to that part of the FIA F1 Regulations. A summary of the Advisory Committees and their respective remits is set out at Appendix A2.
- b. Any text displayed in orange (e.g. **[FIA-F1-Doc00xA Subject (optional)]**) provides references to FIA F1 Documents (see Article A1.2.3) that may be relevant to a specific Article of the FIA F1 Regulations. Such references do not confirm the validity of a given FIA F1 Document nor does the absence of such a reference mean that a given FIA F1 Document is not applicable.
- c. Any text displayed in green (e.g. **[abcde]**) provides context for the provision or intended regulatory developments.

A9.5 Requests for clarification and FIA feedback

- A9.5.1** An F1 Team or PU Manufacturer may submit a written request to the FIA to clarify the operation or interpretation of the FIA F1 Regulations. Such correspondence must include:
- a full description of the interpretation it intends to adopt, with drawings, schematics, and/or calculations as appropriate;
 - its opinion concerning the immediate and long-term implications of the proposed interpretation on other parts of the FIA F1 Regulations and on the Championship; and
 - the precise way in which it considers the proposed interpretation will impact its technical, sporting, financial, or operational performance.
- A9.5.2** Before responding, the FIA may request additional information, reports, designs, and/or calculations to ensure that the intent of the above requirements is achieved.
- A9.5.3** The FIA will respond in writing to any such request and provide a full explanation about the reasons why it considers a particular interpretation should be adopted.
- A9.5.4** The FIA may, for purposes of fairness and transparency, elect to circulate any clarification provided to an F1 Team or PU Manufacturer in the form of an FIA F1 Document, or to discuss it in the relevant Advisory Committee, omitting any Confidential Information.
- A9.5.5** The FIA may also (of its own motion) issue feedback to an F1 Team or PU Manufacturer in order to assist it in complying with the FIA F1 Regulations.
- A9.5.6** Any clarifications or feedback provided by the FIA shall be advisory only and shall not constitute part of the FIA F1 Regulations.

A9.6 Language of communication with the FIA

All correspondence, documentation, and information submitted to the FIA shall be in English. The FIA may require an F1 Team or PU Manufacturer or other Covered Person to provide (at their own expense) a certified translation into English of any document relied upon in connection with their compliance with the FIA F1 Regulations.

A9.7 Reliance on FIA communications

Any communication from the FIA that is not in writing, either by letter or email, cannot be relied upon by F1 Teams, PU Manufacturers, or other Covered Persons as representing the definitive position of the FIA.

A9.8 Transitional provisions

- A9.8.1** Any period prior to Year N shall be governed by the substantive rules in effect at the time of that period. However, procedural rules shall apply retroactively unless specified otherwise.
- A9.8.2** Any case or investigation that is pending as of 1 January of Year N and any charge for breach of the FIA F1 Regulations brought after that date based on a breach that occurred prior to that date shall be governed by the substantive rules in effect at the time the alleged breach occurred, and not by the substantive rules set out in these FIA F1 Regulations, unless the Stewards or FIA Court hearing the case determines that the principle of “lex mitior” appropriately applies under the circumstances of the case.

- A9.8.3** The statute of limitations set out in Article A7.9 is a procedural rule, not a substantive rule, and should be applied retroactively (provided, however, that Article A7.9 shall only be applied retroactively if the statute of limitations period has not already expired at 1 January of Year N).

APPENDIX A1: DEFINITIONS

Advisory Committee: RGAC, unless otherwise stated

Governance: F1 Commission / WMSC, unless otherwise stated

Unless specified otherwise, the definitions set out in this Appendix apply to all Sections of the FIA F1 Regulations. Additional definitions may be set out in other Sections of the FIA F1 Regulations.

“Accepted Breach Agreement (ABA)” means an agreement entered into between the FIA and the relevant F1 Team, PU Manufacturer, or Declaration Signatory, in accordance with Article 7.1.2 and the Financial Regulations.

“Advisory Committee” means a committee that operates pursuant to a mandate from the F1 Commission, including the committees that advise the F1 Commission in respect of (i) the Technical Regulations (the F1 Technical Advisory Committee); (ii) the Sporting Regulations (the F1 Sporting Advisory Committee); (iii) the Financial Regulations (the F1 Financial Advisory Committee); and (iv) the PU Regulations (the F1 PU Advisory Committee).

“Appeal” has the meaning given to that term in Article 15 of the ISC.

“Applicable Laws” has the meaning given to that term in the ISC.

“ASN” means a national club, association, or federation recognised by the FIA as sole holder of Sporting Power in a country in accordance with Article 3.3 of the FIA Statutes. An ASN can also be an ACN (National Automobile Club) as defined in Article 3.1 of the FIA Statutes.

“Automotive Manufacturer” means a manufacturer of at least one model of Automobile (as defined in the ISC) produced in at least 3,000 units during the past 12 months.

“Calendar Fee” means the fee approved by the FIA General Assembly that is charged by the FIA to ASNs to for costs associated with the organisation of an Event.

“Championship” means the FIA Formula One World Championship, which includes both the Constructors’ Championship and the Drivers’ Championship.

“Circuit” a closed course, including the inherent installations, beginning and ending at the same point, built or adapted specifically for automobile racing and used for purposes of a Competition. A circuit may be temporary, semi-permanent, or permanent.

“Circuit Operator” means the entity responsible for operating a Circuit which holds a Circuit licence issued by the FIA.

“Commercial Rights Holder” means the holder of the exclusive right to exploit the commercial rights in the Championship, being Formula One World Championship Limited.

“Competition” means a race meeting forming part of the Championship with its own results. A Competition commences four hours before the first practice session is scheduled to start and ends at the deadline for lodging a Protest under the ISC or the time when a technical or sporting certification has been carried out pursuant to the ISC, whichever is later.

“Competition Number” means the number assigned to F1 Drivers and Other Racing Drivers in accordance with Article A2.4.

“Complainant” has the meaning given to that term in Article A6.1.2b.

“Confidential Information” means information relating to an F1 Team or PU Manufacturer and/or the other members of their respective Legal Groups and/or any of their respective Personnel (whether written, oral, or in any other format), including any information that would be regarded as confidential by a reasonable business person relating to the business, affairs, customers, clients, suppliers, plans, operations, processes, know-how, financial information, commercially sensitive information, designs, trade secrets, or software of the F1 Team or PU Manufacturer and/or of any other member of their respective Legal Groups and/or their respective Personnel. For purposes of the Financial Regulations, the total annual gross salary and the total average number of full-time employees of the F1 Team’s Reporting Group Entities is not considered Confidential Information and may be disclosed not earlier than the 30 September of the subsequent Full Year Reporting Period by the Cost Cap Administration to all F1 Teams or PU Manufacturers.

“Constructor” means the person or any corporate or unincorporated body that designs the Listed Team Components (LTCs) (as defined in Article C.17.2) or outsources their design and/or manufacture to a third party.

“Constructors’ Championship” means the title that F1 Teams (or Constructors) compete for during each edition of the Championship. The F1 Team (or Constructor) with the highest number of points at the end of the season, calculated in accordance with Article A2.2, wins the Constructors’ Championship title.

“Constructors’ Trophy” means the FIA trophy engraved with the names of all World Champion Constructors, awarded to the World Champion Constructor each year at the FIA Prize Giving Ceremony and Gala Dinner.

“Control” means the power to conduct the affairs of an entity and to direct its financial and operating policies which affect returns by means of shareholding, or voting power, or by constitutional documents (statutes) or agreement, or otherwise. **“Controlling”** and **“Controlled”** shall be construed accordingly.

“Cost Cap” has the meaning given to that term in the relevant Financial Regulations.

“Cost Cap Adjudication Panel” means the FIA Court established pursuant to the FIA Statutes and further described in Article A7.2.3.

“Cost Cap Administration” means the staff designated by the FIA from time to time to administer and monitor the operation of the Financial Regulations.

“Covered Person” means each of the Persons covered by Article A1.3.2.

“Decision” means any decision(s) of the WMSC, FIA General Assembly, FIA President, Stewards, FIA Courts, Anti-Doping Disciplinary Committee, CAS, and any other persons or bodies authorised to issue decisions under the FIA Rules and Regulations, each as issued within their respective areas of competence as specified in the FIA Rules and Regulations.

“Declaration” has the meaning given to that term in the relevant Financial Regulations.

“Declaration Signatory” means (i) for an F1 Team, an F1 Team’s Team Principal, Chief Executive Officer, Chief Finance Officer, Technical Director, or equivalent, and each other person who signs a Declaration under the FIA Formula One Financial Regulations for F1 Teams on behalf of the F1 Team or the F1 Team’s Ultimate Controlling Party; and (ii) for a PU Manufacturer, a PU Manufacturers’ Chief Executive Officer, Chief Finance Officer, and Chief Technical Officer (or equivalent) and each other person who signs a Declaration under the FIA Formula One Financial Regulations for PU Manufacturers on behalf of the PU Manufacturer.

“Demand” has the meaning set out in Article A6.3.1b.

“Determination” means an official written communication issued by the FIA to all of the F1 Teams or PU Manufacturers which is expressed to be a “Determination” and which shall be binding on the F1 Teams and PU Manufacturers (as applicable).

“Drivers’ Championship” means the title that F1 Drivers compete for during each edition of the Championship. The F1 Driver with the highest number of points at the end of the season, calculated in accordance with Article A2.2, wins the Drivers’ Championship title.

“Drivers’ Championship Trophy” means the FIA trophy engraved with the names of the F1 Drivers who win the Drivers’ Championship title, awarded to the World Champion Driver each year at the FIA Prize Giving Ceremony and Gala Dinner.

“Electronic Device” means any device (including smart phones, tablets, computers, portable hard drives, USBs, pagers, and watches such as iWatches) that stores and/or transmits or receives data (including text, audio, video, multimedia, GPS signal, and/or any other kind of data), and any platforms or services or accounts that may be used by the user of the Electronic Device to store and/or transmit or receive data, including messaging services and platforms, as well as social media accounts and cloud-boused services or accounts that are used to store data remotely.

“Employment Regulations” has the meaning given to that term in Article 5.8.3.

“Entry Fee” means the fee set out in separate Agreements between the F1 Teams, the FIA and the Commercial Rights Holder.

“Entry Form” means the form set out at Appendix A4.

“Event” has the meaning given to that term in the ISC.

“F1 Activities” means:

- (a) (i) all activities undertaken by or on behalf of the F1 Team relating to the operation of that F1 Team and its participation in the Championship, including all activities in connection with the research, development, design, manufacture, Testing, and racing of F1 Cars and marketing activities of the F1 Team; (ii) all activities undertaken by or on behalf of the F1 Team in connection with the research, development, and design of any F1 Car components or prototypes; (iii) the planning, directing, management, control, and/or execution of any of the activities set out in this paragraph; and (iv) the management, directing, control, and use of the assets used to undertake any of the activities set out in this paragraph;
- (b) *[Governance: PU Manufacturers’ Governance Agreement / WMSC]* (i) all activities undertaken by or on behalf of the Power Unit Manufacturer or any other entity within the Power Unit Manufacturer’s Legal Group relating to: the research, development, and/or design of Power Units; the manufacture, assembly, Testing, supply, and/or servicing of Power Units; the provision of track support services relating to the operation of Power Units by any F1 Team, as set out in Appendix C.4 of the Technical Regulations; and the purchase and/or manufacture of F1 Car components or prototypes for the purpose of developing and testing Power Units; (ii) all activities undertaken by or on behalf of the Power Unit Manufacturer or any other entity within the Power Unit Manufacturer’s Legal Group relating to the marketing of Power Units; (iii) the planning, directing, management, control, and/or execution of any of the activities set out in this paragraph; and (iv) the management, directing, control, and use of the assets used to undertake any of the activities set out in this paragraph.

“F1 Car” means a car that was designed and built to comply with the Technical Regulations of Year N or Year N-1, unless specified otherwise. For purposes of the Financial Regulations, ‘F1 Car’ means Current Cars, Previous Cars, Historic Cars, Mule Cars, each as defined in the Financial Regulations, and any cars intended for future participation in the Championship. An ‘F1 Car’ is referred to as an ‘Automobile’ in the ISC and other FIA Rules and Regulations.

“F1 Commission” means the commission with competence in relation to all matters relating to the Championship, including amendments to the FIA F1 Regulations, subject to the applicable governance agreements and approval of the WMSC.

“F1 Driver” means any person (a) engaged by a Reporting Group Entity whose primary role is as a driver engaged in the racing of F1 Cars in the Championship for or on behalf of the F1 Team during Year N; and (b) who has driven in a race for the F1 Team in the Championship during the Year N. A driver is considered an F1 Driver from the time that they are first entered in a Competition, provided that they actually start in that Competition.

“F1 Team” means a legal entity that holds an FIA Super Licence to participate in the Championship (referred to in the ISC and other FIA Rules and Regulations as the “Competitor” or the “Constructor”).

“FIA” means the Fédération Internationale de l’Automobile, the global governing body of motorsport.

“FIA Code of Ethics” means the FIA Code of Ethics adopted by the FIA General Assembly, as amended from time to time.

“FIA Courts” means the International Tribunal, Cost Cap Adjudication Panel, and International Court of Appeal.

“FIA F1 Document” has the meaning set out in Article A1.2.3a.

“FIA F1 Regulations” has the meaning set out in Article A1.2.2.

“FIA General Assembly” means the general assembly of the FIA, composed of the delegations of the FIA Members (as defined in the FIA Statutes) each headed by its president or their representative, and of the president of the Drivers’ Committee (as defined in the FIA Statutes), as described in Articles 8 and 9 of the FIA Statutes.

“FIA International Sporting Code (ISC)” see definition of ISC.

“FIA Judicial and Disciplinary Rules” means the Judicial and Disciplinary Rules of the FIA, as amended from time to time.

“FIA Legal” means the FIA legal department and its staff.

“FIA Motorsport Privacy Notice” means the privacy notice available on the FIA website at www.fia.com/motorsport-privacy-notice.

“FIA Portal” means the electronic portal of the FIA that may be used to issue communications to F1 Teams and PU Manufacturers.

“FIA Prize Giving Ceremony and Gala Dinner” means the prize giving ceremony and related gala dinner organised annually by the FIA for the Championship.

“FIA Rules and Regulations” has the meaning given to that term in Article A1.2.1.

“FIA Senate” has the meaning given to that term in the FIA Statutes.

“FIA Single Seater Department” means the FIA department responsible for all single seater motorsport disciplines (including Formula One) and its staff.

“FIA Statutes” means the statutes of the FIA, as amended from time to time.

“FIA Trophies” means the Constructors’ Trophy and the Drivers’ Championship Trophy as set out in Appendix A8.

“Final Notice” means the notice issued by the FIA to a Covered Person notifying them of an alleged breach of one or more provisions of the FIA F1 Regulations (excluding proceedings before the Stewards).

“Financial Penalty” means a fine in an amount to be determined on a case-by-case basis.

“Financial Regulations” means the FIA Formula One Financial Regulations for F1 Teams and/or PU Manufacturers set out in Sections D and E of the FIA F1 Regulations, as amended from time to time.

“Force Majeure” means any circumstances beyond the reasonable control of a relevant affected party affecting its compliance with the FIA F1 Regulations, including terrorist action or the threat thereof, civil commotion, disruption due to general or local elections, invasion, war, threat of or preparation for war, fire, explosion, storm, flood, earthquake, or any other natural physical disaster, epidemic, pandemic, or outbreak, and any legislation, regulation, or ruling of any government, court, or other such competent authority.

“FPP Relevant Person” has the meaning given to that term in Article A4.1.2.

“FPP Test” means the Fit and Proper Persons Test referenced in Article A4.1.1 and detailed further in an Appendix to the ISC.

“Full Year Reporting Deadline” has the meaning given to that term in the relevant Financial Regulations.

“Full Year Reporting Documentation” has the meaning given to that term in the relevant Financial Regulations.

“Full Year Financial Regulations Reporting Period” means a 12-month financial reporting period commencing on 1 January and ending on 31 December in any given year.

“Good Faith” means with due diligence and in a spirit of honesty, sincerity, and integrity.

“Immunity Conditions” has the meaning set out in Article A7.14.3.

“Independent Audit Firm” means an independent audit firm acting in compliance with the International Code of Ethics for Professional Accountants (including International Independence Standards) that has been approved by the Cost Cap Administration.

“Initial Notice” means the initial notice issued by the FIA to a Covered Person notifying them of an apparent breach of one or more provisions of the FIA F1 Regulations (excluding proceedings before the Stewards).

“Interim Financial Regulations Reporting Period” means a four-month financial reporting period commencing on 1 January and ending on 30 April in any given year.

“International Court of Appeal (ICA)” means the FIA Court established pursuant to the FIA Statutes and further described in Article A7.3.1.

“International Licence” has the meaning given to that term in the ISC.

“International Sporting Calendar” means the calendar of official motorsport events and competitions recognised and published by the FIA.

“International Tribunal” means the FIA Court established pursuant to the FIA Statutes and further described in Article A7.2.2.

“ISC” means the FIA International Sporting Code and its appendices, as amended from time to time.

“Judge” means judges elected by the FIA General Assembly in accordance with the FIA Statutes to sit on an FIA Court.

“Judging Panel” means a panel of Judges appointed from an FIA Court to hear a particular case.

“Key Individual F1 Team Member” means each person who is required to be registered as key Personnel of the F1 Team pursuant to Appendix A5 and ISC Article 2.6.4 and each Declaration Signatory of the F1 Team.

“Key Individual PU Member” means each person who is required to be registered as key Personnel of the PU Manufacturer pursuant to Appendix A5 and ISC Article 2.6.5 and each Declaration Signatory of the PU Manufacturer.

“Legal Group” has the meaning given to that term in the relevant Financial Regulations. This term includes ‘Legal Group Structure’ as defined in Section E (Financial Regulations – PU Manufacturers).

“Legal Professional Privilege” covers communications between a lawyer and a client for the sole or dominant purpose of giving or receiving of legal advice. It also covers communications between lawyers or their clients and any third party for the sole or dominant purpose of obtaining advice or information in connection with any existing or reasonably contemplated litigation (including any proceedings before the FIA Courts). Legal Professional Privilege applies to both external and in-house lawyers. As to any document that contains non-legal advice in any part(s), such part(s) are disclosable and Legal Professional Privilege shall not apply to such part(s). This definition of Legal Professional Privilege shall supersede any contrary or conflicting rules on legal professional privilege or professional secrecy (or similar) under applicable law.

“Listed Team Components” has the meaning set out in the Technical Regulations (which, for purposes of the Financial Regulations, refer to those in force during the applicable Reporting Period).

“Login Information” means the username, password, and/or any other information or means required to access and download the data stored or accessible on, or transmitted or received using, Electronic Devices.

“New Entrant PU Manufacturer” *[Governance: PU Manufacturers’ Governance Agreement / WMSC]* means a PU Manufacturer that has been admitted to the Championship but has not yet participated in the Championship.

“New Entrant Team” means an F1 Team that has been admitted to the Championship but has not yet participated in the Championship.

“Objectives” has the meaning set out in Article A1.3.

“Official” means any of the persons listed in ISC Article 11 or ISC Appendix V.

“Official Programme” has the meaning given to that term in the ISC.

“Operational Regulations” means the FIA Formula One Operational Regulations set out in Section F of the FIA F1 Regulations, as amended from time to time.

“Organiser” means the organiser of a Competition being the ASN and/or its nominee or a body whose competence is approved by the FIA, which has entered into an organisation agreement with the FIA and ASN in the form prescribed by the FIA.

“Other Racing Driver” means any person engaged by a Reporting Group Entity whose primary role is as a driver engaged in the racing and/or Testing of automobiles for or on behalf of the F1 Team, but who is not an F1 Driver. This term includes amongst others an F1 Team’s free practice drivers and reserve drivers. For purposes of the Financial Regulations, this is assessed in respect of the Financial Regulations Reporting Period in question.

“Out-of-Competition Stewards Panel” has the meaning given to that term in the ISC.

“Parc Fermé” means the designated secure area at a Competition where F1 Cars must be kept after qualifying and during certain other periods of the Competition, and where F1 Teams are prevented from working on their F1 Cars other than adjustments permitted by the FIA.

“Person” means a natural person or an organisation or other entity, body, or committee. For the avoidance of doubt, the term Person does not include the FIA.

“Personnel” means any person engaged in the undertaking of F1 Activities on behalf of the F1 Team or PU Manufacturer in question and/or on behalf of any other member of the Legal Group of the F1 Team or PU Manufacturer, which for the avoidance of doubt includes (without limitation) Key Individual F1 Team Members and Key Individual PU Members.

“Power Unit (PU)” *[Governance: PU Manufacturers’ Governance Agreement / WMSC]* means the internal combustion engine and turbocharger (complete with its ancillaries, the energy recovery system, and all actuation systems and PU control electronics necessary to make them function at all times).

“Power Unit Manufacturer (or PU Manufacturer)” *[Governance: PU Manufacturers’ Governance Agreement / WMSC]* means a legal entity that successfully completes the FIA registration process to be eligible to homologate Power Units for supply to F1 Teams.

“Procedural Breach” has the meaning set out in the relevant Financial Regulations.

“Protest” has the meaning given to that term in Article 13 of the ISC.

“Promoter” means a Person who has been appointed by the Commercial Rights Holder to promote a Competition.

“Prosecuting Body” has the meaning given to that term in Article 3 of the FIA Judicial and Disciplinary Rules.

“Race Control” means the area, typically located in the main pit building, designated for the purpose of supervision of the circuit and direction of circuit activity, containing all the relevant facilities necessary to perform these tasks. Such area being where the Race Director and Clerk of Course shall be located during all sessions.

“Reporting Documentation” has the meaning given to that term in the relevant Financial Regulations.

“Reporting Group Entity” has the meaning given to that term in the relevant Financial Regulations.

“Financial Regulations Reporting Period” has the meaning given to that term in the relevant Financial Regulations.

“Reserved Areas” means areas where a Competition is taking place, including the track, the Circuit, the paddock, the Parc Fermé, the service parks or zones, the holding parks, the Pit Lane, the Signalling Area, the zones that are barred to the public, Race Control, the control zones, the zones that are reserved for the media, and the refuelling zones.

“Reserve Drivers”: tbc

“Restricted Duties” has the meaning given to that term in Article 5.8.3.

“Right of Review” means the power of the Stewards to re-examine their prior decision following a petition for review filed in accordance with ISC Article 14.

“Safety Car” means a physical safety car that is brought onto the track to limit the speed of the F1 Cars.

“Scheduled Race Distance” means the original race distance expressed as a number of laps, as specified on the Circuit permit issued by the FIA for the Event.

“Secondment Documentation” has the meaning given to that term in Article 5.8.3.

“Session(s)” means free practice, qualifying, and race sessions at a Competition. [\[to discuss whether to include Sprints and Sprint Qualifying\]](#)

“Single Supplier” means a supplier that has been exclusively chosen by the FIA to provide a specific product, component, or service to all F1 Teams in the Championship.

“Sporting Directive” means an FIA F1 Document issued by the FIA to clarify the Sporting Regulations or provide specific guidance in relation to an Event.

“Sporting Power” has the meaning given to that term in the FIA Statutes.

“Sporting Regulations” means the FIA Formula One Sporting Regulations set out in Section B of the FIA F1 Regulations, as amended from time to time.

“Sprint” means an FIA Formula One sprint, including sprint qualifying events, as described further in the Sporting Regulations.

“Standard Operating Procedure” means the standard operating procedure published by the FIA which sets out guidance regarding the manner in which the FIA will exercise its right under the FIA F1 Regulations to make a Demand to an F1 Team or PU Manufacturer to be provided with, and granted access to, Electronic Devices of the F1 Team or PU Manufacturer (and/or of their respective Personnel, and/or of the other members of their respective Legal Groups and/or the respective Personnel of those Legal Group entities) for the purposes of copying and/or downloading data from such Electronic Devices.

“Stewards” means the Officials with the authority and powers set out in the ISC.

“Super Licence” means a licence drawn up and issued by the FIA to those Persons required to have such licence for participation in the Championship in accordance with Article 3.3.

“Supplementary Regulations” has the meaning given to that term in the ISC.

“Technical Directive” means an FIA F1 Document issued by the FIA to clarify the Technical Regulations.

“Technical Regulations” means the FIA Formula One Technical Regulations set out in Section C of the FIA F1 Regulations, as amended from time to time.

“Test(ing)” means all on track and off-track testing, including any virtual testing and simulation of either a car (including F1 Cars), chassis, or chassis system or components (including for the avoidance of doubt Testing of Current Cars).

“Ultimate Controlling Party” means, in respect of an F1 Team, PU Manufacturer, or other entity, the entity or individual that has ultimate Control, directly or indirectly, of that F1 Team, PU Manufacturer, or other entity.

“Virtual Safety Car (VSC)” means a safety measure used to slow down all F1 Cars on the track without using a physical Safety Car.

“**Witness**” means a fact witness and/or an expert witness.

“**World Champion Constructor**” means the F1 Team that most recently won the Constructors’ Championship.

“**World Champion Driver**” means the F1 Driver who most recently won the Drivers’ Championship.

“**World Motorsport Council (WMSC)**” means the World Motorsport Council as constituted under the FIA Statutes.

“**Year N**” means the calendar year in the title of the FIA F1 Regulations, and references to Year N-2, N-1, N+1, etc. apply to previous or subsequent calendar years.

APPENDIX A2: SUMMARY OF ADVISORY COMMITTEES

Advisory Committee: RGAC

Governance: F1 Commission / WMSC

Any regulatory amendments, as well as general discussion about related topics, that can lead to the short-, medium-, or long-term improvement of the FIA F1 Regulations, will be discussed in the relevant Advisory Committee, subject to applicable governance processes.

The Advisory Committees may work on a mandate by the F1 Commission for specific topics or make proposals to the F1 Commission.

An Advisory Committee is composed of one senior representative from each of the following: the FIA, the Commercial Rights Holder, (where appropriate) the F1 Teams, and (where appropriate) the Power Unit Manufacturers. The FIA will chair the meetings and assume secretariat functions. The FIA may invite any additional persons to attend Advisory Committee meetings as it sees fit and may have any other meetings with F1 Teams and/or PU Manufacturers to discuss any matter relating to the FIA F1 Regulations.

As per the provisions of Article A9.4.8, red non-regulatory text in each Section or Article sets out which Advisory Committee is responsible for the discussion of each part of the FIA F1 Regulations.

The Table below summarises the Advisory Committees and indicates the range of topics that may be discussed by each one.

Name	Acronym	Section	Applies to:	Typical F1 Team or PUM Attendee
Regulatory and Governance Advisory Committee	RGAC	A	F1 Teams	Legal Director/Counsel
Sporting Advisory Committee	SAC	B	F1 Teams	Sporting Director
Technical Advisory Committee	TAC	C, F (Chassis matters)	F1 Teams	Technical Director
PU Advisory Committee	PUAC	C, F (PU matters)	PUMs	Technical Director
Financial Advisory Committee	FAC	D	F1 Teams	Financial Director
PU Financial Advisory Committee	PUFAC	E	PUMs	Financial Director
ESG Advisory Committee	EAC	Environmental/ sustainability matters	F1 Teams and PUMs	Sustainability Director

APPENDIX A3: ACCESS TO ELECTRONIC DEVICES (“DEMANDS”)

*Advisory Committee: RGAC**Governance: F1 Commission / WMSC***1. Additional rules specific to Demands**

- 1.1** If the FIA makes a Demand to an F1 Team or PU Manufacturer to be provided with, and granted access to, any Electronic Devices, the F1 Team or PU Manufacturer shall do the following, and, shall require its Personnel do the same:
- a. make the Electronic Devices of the F1 Team or PU Manufacturer and of its Personnel, available to the FIA immediately (or by such other deadline specified by the FIA) for inspection and/or for copying/download of the data stored or accessible on, or transmitted or received using, such Electronic Devices; and
 - b. procure access for the FIA immediately (or by the deadline specified by the FIA) to the data on such Electronic Devices, including by providing the username, password, and/or any other information or means required to access and download the data stored or accessible on, or transmitted or received using, such Electronic Devices (“**Login Information**”). The obligation to provide Login Information continues for the duration of any inquiries or investigation.
- 1.2.** If an objection to a Demand is made pursuant to Article 4 of this Appendix, the F1 Team or PU Manufacturer shall (and shall require that its Personnel do the same) nevertheless provide the FIA (or its designated service provider) with access to the requested Electronic Devices immediately (or by such other deadline specified by the FIA) for purposes of securing them in the possession of the FIA (or its designated service provider) and/or copying/downloading them. However, the FIA will not access the data on, or copied/downloaded from, the Electronic Device until the objection is resolved by the relevant Judging Panel and it confirms that the FIA may access such data.
- 1.3.** A Demand will not include a request to access a private Electronic Device unless F1 Team or PU Manufacturer had agreed with the owner of such an Electronic Device that they could use such private or personal Electronic Device for work related issues, as provided for by Article A5.7.2.d.
- 1.4.** Refusal or failure by an F1 Team or PU Manufacturer and/or relevant person to give the FIA access to the Electronic Device(s) immediately (or by such other deadline specified by the FIA), and any attempted or actual damage, alteration, destruction, or concealment of any data contained on an Electronic Device, will constitute a breach of Section A (or, for purposes of the Financial Regulations, a Procedural Breach).
- 1.5.** If an F1 Team or PU Manufacturer and/or relevant person provides access to the Electronic Device(s) to enable the FIA to secure it in safekeeping and/or copy/download from it, but raises an objection to the Demand, the matter will be referred to the relevant Judging Panel in accordance with Article 4 of this Appendix. If the Judging Panel rules that the F1 Team or PU Manufacturer must comply with the Demand (in whole or in part), and they still refuse or fail to do so, such refusal or failure will constitute a breach of Section A (or, for purposes of the Financial Regulations, a Procedural Breach). If the Judging Panel rules that the F1 Team or PU Manufacturer is not required to comply with the Demand, no consequences shall be imposed.
- 1.6.** In assessing what sanction(s) should apply to an F1 Team or PU Manufacturer for a breach resulting from non-compliance with a Demand, consideration will be given to whether or not it took all

appropriate measures, including legal action, to obtain access to the Electronic Device(s), in accordance with applicable laws.

2. Standard Operating Procedure – Electronic Devices

- 2.1** The FIA will comply with the guidance set out in the Standard Operating Procedure in relation to its access to Electronic Devices and inspection and copy/download of related data from those devices, in order to protect the privacy interests of those involved and to ensure that the procedures used by the FIA to extract, host, store, and use information from Electronic Devices are fit for purpose and will ensure that the information is processed, stored, and used appropriately, proportionately, and lawfully.

3. Legal rights and waivers

- 3.1** Subject to Article 3.2 of this Appendix, confidentiality shall not be a valid ground to refuse to comply with any request made pursuant to Article 1 of this Appendix. All F1 Teams or PU Manufacturers must ensure that any other obligations of confidentiality assumed are made expressly subject to the FIA's right of inquiry under the FIA F1 Regulations.
- 3.2** No entity/individual shall be under an obligation to disclose any information or documents:
- a. rendered confidential by either the order of a state court of competent jurisdiction or by statute or statutory instrument;
 - b. that are not in their knowledge, possession, custody, or control, and that are not otherwise easily obtainable from a third party (e.g. by simple written request); or
 - c. that are subject to Legal Professional Privilege.
- 3.3** If an F1 Team or PU Manufacturer seeks to withhold material requested by the FIA pursuant to Article 3.2 of this Appendix, the F1 Team or PU Manufacturer must specify the basis for such claim for each document/material or category of documents/materials and will be given a reasonable opportunity (no longer than seven days in any event) to do so. Any redactions applied by the F1 Team or PU Manufacturer must be accompanied by an explanation of the basis on which those redactions have been undertaken and confirmation that the redactions have been reviewed by a legal representative with control of the disclosure process. If the FIA does not agree with the basis provided by the F1 Team or PU Manufacturer for withholding material (in whole or in part) pursuant to Article 3.2 of this Appendix, the FIA may refer the matter to the International Tribunal or (in relation to matters under the Financial Regulations) the Cost Cap Adjudication Panel for directions and/or a ruling in accordance with Article A7.4.2.
- 3.4.** Each F1 Team or PU Manufacturer waives (and will procure that each of its Personnel waives) any rights, defences, and/or privileges (however described or classified) that they might otherwise have under any applicable law to withhold production of an Electronic Device. The length of the copying and/or downloading process from the Electronic Device(s) will not provide a basis to object to immediate compliance with the Demand.
- 3.5.** The F1 Team or PU Manufacturer in question or affected person is entitled to take legal advice in relation to a Demand before the FIA reviews any data on the Electronic Device. If they choose to do so, they will be given ten days to take legal advice (unless the FIA agrees otherwise) and reasonable and

appropriate steps must be taken to ensure that the integrity of the Electronic Device(s) is not compromised, and that potential evidence is not altered or destroyed pending such legal consultation.

4. Objections or disagreements regarding Demands or withheld material

- 4.1.** Subject always to Article 1.2 of this Appendix, an F1 Team or PU Manufacturer may object to a Demand by filing an application with the relevant Judging Panel (International Tribunal or, for matters concerning the Financial Regulations, Cost Cap Adjudication Panel) within seven days of receipt of the Demand specifying the grounds for such objection, including (for example) challenging the reasonable belief basis for a Demand or raising rights, defences, and/or privileges (including Legal Professional Privilege) in relation to the information requested. Where such an application is made, the time for complying with the Demand shall (subject to Article 1.2 of this Appendix) be stayed pending the outcome of the objection.
- 4.2.** If the FIA accepts an objection raised by the F1 Team or PU Manufacturer in relation to a Demand, such objection will be resolved by agreement, without the need to refer the matter to the relevant Judging Panel.
- 4.3.** If the FIA does not agree with an objection asserted by an F1 Team or PU Manufacturer in relation to a Demand, or with an explanation provided by the F1 Team for withholding material (in whole or in part) pursuant to Article 3.2 of this Appendix, and the disagreement cannot be resolved in a timely fashion through discussion with the F1 Team or PU Manufacturer or their legal representative, the FIA may refer the matter to the relevant Judging Panel for directions and/or a ruling.
- 4.4.** If an objection or disagreement regarding a Demand or the withholding of information by an F1 Team pursuant to Article 3.2 of this Appendix is filed with/referred to the relevant Judging Panel, one member of that panel will be selected to consider the matter with as much expediency as the justice of the matter permits. Unless ordered otherwise by that member of the Judging Panel, in exceptional circumstances, such review shall be conducted by way of written evidence and submissions only. In considering the matter, the Judge shall have the discretion but not the obligation to invite submissions from the FIA and the F1 Team or PU Manufacturer. The Judge may make any other order as they see fit to ensure the matter is resolved in an appropriate and expeditious manner. The Judge ruling or issuing directions on any matter pursuant to this Article 4.4 relating to an F1 Team or PU Manufacturer in a given Reporting Period may not sit on any subsequent Judging Panel hearing any related disciplinary charge(s) for breach of the FIA F1 Regulations by that F1 Team or PU Manufacturer in that Reporting Period.
- 4.5.** The Judging Panel shall issue a short ruling in writing, stating the reasons for its ruling and any order as to costs. The FIA shall be liable for costs only if it is established that the FIA acted in bad faith.
- 4.6.** The ruling of the Judging Panel under Article 4 of this Appendix shall not be subject to appeal and shall not be published.
- 4.7.** If a Demand is set aside, it shall not preclude the FIA from making any other Demand in relation to the same or any other matter or investigation.

**APPENDIX A4: ENTRY FORM FOR THE FIA FORMULA ONE WORLD CHAMPIONSHIP AND
REGISTRATION FORM FOR KEY PERSONNEL OF F1 TEAMS**

Advisory Committee: RGAC
Governance: F1 Commission / WMSC

Defined terms denoted by an initial capital letter have the meaning given to them in the FIA F1 Regulations.

A. ENTRY FORM FOR THE FIA FORMULA ONE WORLD CHAMPIONSHIP

THE APPLICANT

Full company name
Country of incorporation
Company registration number
Date of incorporation
Country of residence
Registered office
.....
.....

Trading address
Tel
E-mail
Directors

Team Principal

Team Manager

Authorised representatives with authority to bind the company

Title
Title
Title

CONSTRUCTOR'S DETAILS OF ENTRY

National licence number

Issued by

Team name (which must include the name of the chassis)

We hereby apply to enter the FIA Formula One World Championship and we undertake to participate in each and every Competition:

- i) With the make of the F1 Car referred to below which we nominate for the purpose of Articles A3.1.3c and A3.1.3d of the FIA F1 Regulations:

Name of the chassis

Make of the Power Unit

- ii) With the F1 Drivers referred to below which we nominate for the purpose of Articles A3.1.3e and B1.8 of the FIA F1 Regulations:

F1 Driver of the first F1 Car [or*]

ASN Licence number issued by

F1 Driver of the second F1 Car [or*]

ASN Licence number issued by

(tick below 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 A3.1.3e of the FIA F1 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 A3.1.3e of the FIA F1 Regulations.

TECHNICAL PARTNER DETAILS

In accordance with article C17.1.10, a “Technical Partner”, with respect to an F1 Team in the Championship, is a party who is nominated by an F1 Team to undertake any kind of work, including work on Listed Team Component (LTC), Transferable Component (TRC), or Free Supply Component (FSC).

A Technical Partner;

- Must be a Related Party of the F1 Team.
- Can only be a Technical Partner to a single F1 Team and must be the sole Technical Partner to that F1 Team.
- Must be declared on the entry form to the Championship and approved by the FIA.

The F1 Team is responsible for the compliance of its Technical Partner with the Regulations.

We declare the following company as a Technical Partner:

Full company name

Country of incorporation

Company registration number

Date of incorporation

Country of residence

Registered office

.....

.....

.....

.....

[Additional Technical Partner to be inserted as necessary]

DECLARATIONS

We confirm that we have read and agree (on our own behalf and on behalf of all of our Personnel and the members of our Legal Group and anyone else associated with our participation in the FIA Formula One World Championship and anyone participating in any F1 Activities, as defined in Section A of the FIA F1 Regulations, on our behalf) to be bound by and comply with all FIA Rules and Regulations (as supplemented or amended from time to time).

We confirm that we have read the Data Protection Notice at the end of this document and the FIA Motorsport Privacy Notice available on the FIA website and made these available to all of our Personnel and the members of our Legal Group (and we procure that those members will make it available to their respective Personnel).

We declare that we have reviewed this Entry Form and that the information given is true, correct, and complete and we undertake to pay the Entry Fee to the FIA by no later than 15 December of the year prior to the year to which this application relates. We understand and agree that any changes to our entry application 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 F1 Driver n°1
Super Licence number F1 Driver n°2
Date of acceptance

B: REGISTRATION FORM FOR KEY PERSONNEL OF F1 TEAMS

The following people are nominated and accept to be nominated for the purpose of Article 2.6.4 of the FIA International Sporting Code:

Chief Executive Officer First name / surname:
 Nationality:
 Date of birth:
 Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Chief Finance Officer First name / surname:
 Nationality:
 Date of birth:
 Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Team Principal First name / Surname:
 Nationality:
 Date of birth:
 Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Sporting Director First name / Surname:
 Nationality:
 Date of birth:
 Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Technical Director

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Team Manager

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Race Engineer (1)

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Race Engineer (2)

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

SIGNED BY: (PRINT NAME OF PERSON SIGNING)

being a person duly authorised to sign for and on behalf of the Applicant

..... (PRINT FULL NAME OF THE APPLICANT)

SIGNATURE: Date:.....

(1) DATA PROTECTION NOTICE

The FIA, as controller, processes your personal data to fulfil its commercial and regulatory functions as the international federation for motorsport. This includes processing your personal data for the organisation of the event, the enforcement of our rules, to ensure participant safety and to promote the sport.

For more information on how we use your personal data, your data subject rights and how to exercise them, please see the FIA Motorsport Privacy Notice, available on the FIA website at <https://www.fia.com/motorsport-privacy-notice>.

For any queries regarding personal data or to exercise the rights related to the processing of personal data, please contact dpo@fia.com. I understand that where I have provided my consent, I can withdraw this at any time, but this may limit my ability to participate in motorsport, including the Championship, if this undermines the FIA's ability to ensure compliance with the FIA Rules and Regulations.

APPENDIX A5: REGISTRATION FORM FOR KEY PERSONNEL OF PU MANUFACTURERS*Governance: PU Manufacturers' Governance Agreement / WMSC*

Defined terms denoted by an initial capital letter have the meaning given to them in the FIA F1 Regulations.

PU MANUFACTURER (THE APPLICANT)

Full company name

Country of incorporation

Company registration number

Date of incorporation

Country of residence

Registered office

.....

.....

.....

Administrative Headquarters

.....

.....

.....

Technical Headquarters

.....

.....

.....

The following people are nominated and accept to be nominated for the purpose of Article 2.6.5 of the FIA International Sporting Code:

Chief Executive Officer First name / surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Chief Finance Officer

First name / surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Technical Director

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Technical Representative

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Chief Engineer

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Head of Trackside Engineering

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

Head of Customer Engineering (for each Customer F1 Team if they are not the Head of Trackside Engineering)

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

PU Engineer F1 Car 1

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

PU Engineer F1 Car 2

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

PU Engineer Customer F1 Car 1 - N (where N = 2 x number of Customer F1 Teams supplied)

First name / Surname:

Nationality:

Date of birth:

Address:

☐ I have read and agree to be bound by and comply with the FIA Rules and Regulations (as defined in the FIA F1 Regulations).

☐ I fully understand the Data Protection Notice at (1) below and consent to the processing of my data.

Signature:..... Date:.....

[Additional PU Engineer Customer F1 Cars to be inserted as necessary]

SIGNED BY: (PRINT NAME OF PERSON SIGNING)

being a person duly authorised to sign for and on behalf of the Applicant

..... (PRINT FULL NAME OF THE APPLICANT)

SIGNATURE: Date:.....

(1) DATA PROTECTION NOTICE

The FIA, as controller, processes your personal data to fulfil its commercial and regulatory functions as the international federation for motorsport. This includes processing your personal data for the organisation of the event, the enforcement of our rules, to ensure participant safety and to promote the sport.

For more information on how we use your personal data, your data subject rights and how to exercise them, please see the FIA Motorsport Privacy Notice, available on the FIA website at <https://www.fia.com/motorsport-privacy-notice>.

For any queries regarding personal data or to exercise the rights related to the processing of personal data, please contact dpo@fia.com. I understand that where I have provided my consent, I can withdraw this at any time, but this may limit my ability to participate in motorsport, including the Championship, if this undermines the FIA's ability to ensure compliance with the FIA Rules and Regulations.

APPENDIX A6: MOVEMENT OF PERSONNEL FORM

Advisory Committee: RGAC

Governance: F1 Commission / PU Manufacturers' Governance Agreement / WMSC

Movement of Personnel Declaration

in accordance with Article A5.7.3 and A5.7.4 of the FIA F1 Regulations

Team or
PUM:

Date:

Reporting
Period:

From - To:

Submitted
by:

Position:

Section 1: Personnel leaving the F1 Team or PU Manufacturer						
No	Name	Position in organisation	Leaving date	Isolation Date*	Destination**	Notes
1						
2						
3						
4						
5						
6						
7						
8						
9						
...						

Section 2: Personnel joining the F1 Team or PU Manufacturer						
No	Name	Future position in organisation	Arrival date	Isolation date*	Origin	Notes
1						
2						
3						
4						
5						
6						
7						
8						
9						
...						

* if any
** if known

APPENDIX A7: SUPPLY OF POWER UNITS, FUEL AND OIL FOR 2026-2030

Governance: PU Manufacturers' Governance Agreement / WMSC

[moved to Section A from Section C / previously called Appendix C8]

1 Supply of Power Units for the 2026 to 2030 FIA Formula 1 World Championship

1.1 Registration Requirement and Effect for Power Unit Manufacturers

1.1.1 Any entity that wishes to supply **Power Units** ("PUs") to one or more Competitors (including a Competitor that is the same legal entity as the supplier or that is affiliated to the supplier) (a "**PU Manufacturer**") for use in one or more editions of the Championship taking place in seasons 2026 to 2030 must complete the PU Manufacturer registration form, enter into the PU Manufacturer Non-Assert Agreement (as defined in Article 3 below) and also enter into the "2026 F1 PU Governance Agreement".

1.1.2 The deadline for a PU Manufacturer wishing to supply **Power Units** starting from year N in this period to complete the PU Manufacturer registration form will be: (a) 30 June of year N-4; (b) 30 days after the publication of the first set of 2026 PU Technical, Sporting and Financial Regulations; (c) 15 October 2022, whichever is the later.

1.1.3 The acceptance (or otherwise) by the FIA of a PU Manufacturer registration form and any confirmation of registration will be at the sole discretion of the FIA. The FIA also reserves the right, at its sole discretion, to accept the registration of a PU Manufacturer who has failed to comply with the deadline defined in Article 1.1.2 of this Appendix. A PU Manufacturer whose registration is accepted notwithstanding its failure to meet the deadline set out at Article 1.1.2 of this Appendix must comply with the requirements of Article 1.1.1 of this Appendix, and additionally demonstrate to the FIA that the failure to comply with of any aspects of the registration process defined in this Appendix has not led to that PU Manufacturer obtaining any competitive or financial advantage over any other PU Manufacturer. The FIA will review any such information provided at its sole discretion.

1.1.4 Notwithstanding any confirmation of registration provided by the FIA, the registration of a PU Manufacturer will only be complete (and so will only become valid and effective) upon the applicant's payment to the FIA of the applicable administrative fee and its entry into the PU Manufacturer Non-Assert Agreement and the 2026 F1 PU Governance Agreement.

1.2 Obligations related to the supply of Power Units to a Competitor for the year N

1.2.1 Each PU Manufacturer of a homologated PU must provide the FIA, before 15 May of year N-1, with the list of Competitors (clearly identifying the appointed "works/factory" Competitor (also referred to as the "Nominated Competitor")) with which it has concluded a supply agreement for the given Championship season N.

Save for exceptional circumstances, as determined in the FIA's absolute discretion, the appointed works / factory Competitor must be identified using the following criteria:

- a. If the PU Manufacturer supplies only one Competitor, and/or if only one Competitor belongs to the Legal Group Structure of the PU Manufacturer, then that Competitor will be the works / factory Competitor; or

- b. If the criteria of point (a) do not apply, the works / factory Competitor will be the Competitor who earned the highest Constructors Championship finishing position in the Championship season N-2.

1.2.2 A PU Manufacturer, if called upon to do so by the FIA before 1 June of year N-1, must supply at least a number of Competitors (“T”) equal to the following equation:

$T = (N_{TOT} - A) / (B - C)$, where:

T is rounded up to the next whole integer

A = Total number of Competitors (including “works/factory” Competitors) having a supply agreement concluded for year N with a New PU Manufacturer.

B = Total number of manufacturers of homologated PUs for year N.

C = Total number of New PU Manufacturers for year N.

N_{TOT} = is set to 11 and is related to the “total number of entered Competitors” for year N, which is not known until November of year N-1. This number may be reviewed if the number of Competitors exceeds 12.

In doing so, the FIA will first allocate the PU supply between the PU Manufacturers that are supplying the fewest number of Competitors, provided that the Competitors without a supply agreement shall be allocated to the PU Manufacturer(s) that supply or supplies the fewest Competitors and so on and so forth. If there is more than one PU Manufacturer supplying the fewest number of Competitors (i.e. in the same position) and/or more than one Competitor requesting a supply the allocation between such PU Manufacturers shall occur by ballot (which ballot shall be transparent and undertaken by the FIA in the presence of a representative of each of the PU Manufacturers and the New Customer Competitors (as defined below) concerned).

Any such allocation made by the FIA in accordance with this Article will have to be formalised by a supply agreement with the relevant Competitor by 1 August of year N-1 at the latest.

A New PU Manufacturer will not be required to comply with the obligation of supply as set out above.

1.2.3 Unless agreed otherwise by the FIA, each of the PU Manufacturers of a homologated PU may not directly or indirectly supply PUs for more than (T+1) teams, with T as defined in Article 1.2.2.

1.2.4 Any PU Manufacturer of a homologated PU wishing to cease the supply of PUs must notify the FIA of its intention to do so no later than 1 January of the year preceding that in which such PUs will no longer be supplied.

1.2.5 The FIA and all the PU Manufacturers may agree in writing to temporarily revise the dates set out in Articles 1.2.1 and 1.2.2 of this Appendix.

1.3 Obligation to the supply Power Units to a New Customer Competitor for the year N

The FIA shall be entitled to request a PU Manufacturer to supply a Competitor (“New Customer Competitor”) with a PU under the terms of this Appendix except if, at the date set out in Article 1.2.1 of this Appendix above:

Such Competitor has entered into a supply agreement with a PU Manufacturer for year N before the date set out in Article 1.2.1 of this Appendix above, and

Such Competitor has been granted a right, under a currently binding offer with a PU Manufacturer, to be supplied with a PU for year N.

Moreover, such PU Manufacturer shall only be required to supply a New Customer Competitor if the following cumulative conditions are met. If such conditions are not met, then the PU Manufacturer may, at its sole and absolute discretion, decline the request to supply such New Customer Competitor and the decline of such request shall not be deemed to be a breach of the terms set out in this Appendix. However, this Article 1.3 cannot be applied or interpreted by the PU Manufacturer in a way that would deprive the obligation of supply as referred to in Article 1.2 of this Appendix above of any effect and/or that would prevent the FIA from making and enforcing the provisions set out in Article 1.2 of this Appendix.

The PU Manufacturer undertakes to exercise in good faith the conditions referred to in Articles 1.3.1 to 1.3.11 below).

The Competitors and the PU Manufacturers remain free to negotiate the terms of the supply agreement, subject to the fall-back positions set out below which shall apply should a Competitor and a PU Manufacturer fail to reach an agreement, despite negotiating in good faith.

1.3.1 For the purpose of this Article 1.3.1, supply contract only refers to the contract related to the FIA Supply Perimeter as set out in the relevant column of the two tables in Appendix C4.

- a. Any supply contract entered into with the New Customer Competitor must be on substantially the same terms as those entered into between the PU Manufacturer and the other customer Competitors (other than its appointed “works/factory” Competitor) to whom it already supplies a PU at the date of the FIA request (“Existing Customer Competitor”), other than the Price as referred to in paragraph 8 below. In particular, the PU Manufacturer may impose, and the Competitor cannot refuse to sign up to any terms which at least one of its other Existing Customer Competitors has agreed to and the PU Manufacturer may refuse and the Competitor cannot request the inclusion of terms which are not included in the supply agreements with other Existing Customer Competitors.
- b. In the event that a PU Manufacturer has not supplied a PU to any other Existing Customer Competitor, the PU Manufacturer shall have the right to decide, at its sole and exclusive discretion, the payment terms and conditions (including the price of additional goods and services not included in the supply perimeter designated “EXC” in the relevant column of the two tables in Appendix C4, but excluding the Price which shall be determined in compliance with the definition of Price below) applicable to the New Customer Competitor subject to the provisions of paragraph 1.3.8 below.
- c. In case of a dispute about the application or the interpretation of paragraph 1.3.1 hereto, the FIA will be entitled to request copies of the contracts being entered into by the PU Manufacturer with any customer Competitor, provided that such contracts are not disclosed to any new Customer Competitor and subject to the FIA agreeing to comply with strict customary confidentiality obligations.

1.3.2 The PU Manufacturer shall determine, at its sole and absolute discretion, the duration of the term of the PU supply which:

- a. may not be less than one Championship season; and

- b. shall not exceed three Championship seasons nor go beyond the end of the 2030 Championship season, unless jointly agreed by the PU Manufacturer and the New Customer Competitor
- 1.3.3 The PU Manufacturer shall determine, at its sole and absolute discretion, whether the New Customer Competitor shall use the name of the PU Manufacturer or the New Customer Competitor shall operate under a white label/unbranded way and, for this purpose, use a different name:
 - a. The use of this different name shall always be agreed in advance by the PU Manufacturer, which agreement shall not be unreasonably withheld; and
 - b. In the event that the white label/unbranded supply is required without being requested by the New Customer Competitor, this supply will not incur additional fees for the New Customer Competitor except if the use of the PU name leads to the conclusion of a commercial agreement between the New Customer Competitor and any third party. In that case, the PU Manufacturer and the New Customer Competitor shall enter into good faith negotiations and shall commonly agree on the fair and reasonable part of the revenues generated by the commercial agreement which could be considered as additional fees;
 - c. In the event that the white label/unbranded supply is requested by the New Customer Competitor and agreed by the PU Manufacturer, this supply may incur additional fees for the New Customer Competitor, such fees being determined at the sole and exclusive discretion of the PU Manufacturer in a fair and reasonable manner.
- 1.3.4 The New Customer Competitor shall provide a warranty that it has no binding contracts or option(s) in place with another PU manufacturer for future supply of PUs. The New Customer Competitor shall be required to terminate any such contracts or option(s) which do exist in so far as they conflict with any part of the period of the contract being entered into with the PU Manufacturer.
- 1.3.5 Neither the New Customer Competitor nor any of its affiliated companies shall be an Automotive Manufacturer set up with the purpose of (amongst other things) of participating in the Championship, unless otherwise agreed by the PU Manufacturer.
- 1.3.6 The New Customer Competitor shall not have any sponsorship agreement in place with any entity that is in **competition** with the Core Activities of an Automotive Manufacturer which are also carried out by the PU Manufacturer, unless otherwise agreed by the PU Manufacturer.
- 1.3.7 The New Customer Competitor and/or any senior executives, directors or beneficial shareholders of the New Customer Competitor must not at any time (i) be listed or included in the official EU and/or US published sanction lists; (ii) have been convicted of any indictable criminal offence; (iii) have been convicted by any government or government agency in connection with fraud, money laundering, racketeering or terrorism activities; and/or (iv) have been declared bankrupt; and/or (v) have committed any other identified action which, in the reasonable opinion of the PU Manufacturer, harms the reputation of such PU Manufacturer. This clause shall also reciprocally apply to the PU Manufacturer.
- 1.3.8 The PU Supply Perimeter listed in the relevant column of the two tables in Appendix C4 and designated “INC” shall be supplied to New Customer Competitors at no more than the maximum supply price set out in Article 1.4 of this Appendix.

The supply of additional goods or services not listed in Appendix C4 (which shall be agreed between the PU Manufacturer and the New Customer Competitor) shall incur additional charges, the amount of which shall be substantially the same as that applied by the PU Manufacturer to its Existing Customer Competitor. In the event that a PU Manufacturer has not supplied a PU to any other Existing Customer Competitor, the PU Manufacturer shall decide the price of the above-mentioned additional goods and services based on the usages and practices generally recognised and respected in the market for the supply of parts and services in the Championship.

1.3.9 The FIA shall confirm in writing to the PU Manufacturer that, to the best of its knowledge, the New Customer Competitor, including its officers, directors and beneficial shareholders, has not been convicted of non-complying at all times with the FIA Code of Good Standing.

1.3.10 Payment of the fees (directly or indirectly through a payment guarantee) under the supply contract for each season shall as a fall-back position (unless otherwise agreed between the PU Manufacturer and the New Customer Competitor) and, notwithstanding the terms of any contract with an Existing Customer Competitor or its own factory Competitor, be made in four instalments:

25% on the date of signature of the supply contract;

25% on or before 30 October of year N-1;

30% before the start of the Championship season (year N); and

The remaining 20% before the fifth Formula One Event of the Championship (year N).

The following additional provisions apply:

- a. In case of any delayed payment for an amount greater than €100,000, the PU Manufacturer shall send the New Customer Competitor a written notice of the breach, with a copy to the FIA and the Commercial Rights Holder. Should the New Customer Competitor fail to resolve this breach to the satisfaction of the PU Manufacturer (with or without the involvement of the FIA and the Commercial Rights Holder) within thirty days from the issuing of this notice the PU Manufacturer shall be entitled to either terminate the supply contract immediately by serving written notice on the New Customer Competitor, with a copy to the FIA and the Commercial Rights Holder, or, suspend delivery of the PUs to the New Customer Competitor.
- b. In case of breach of the obligation to deliver the PUs and/or to supply additional goods or services to the New Customer Competitor pursuant to the supply agreement, such New Customer Competitor may send the PU Manufacturer a written notice of the breach (but only in the event that the New Customer Competitor is not itself in breach of contract including for non-payment except if that non-payment is justified by an alleged breach of the supply contract by the PU Manufacturer), with a copy to the FIA and the Commercial Rights Holder. Should the PU Manufacturer fail to resolve this breach to the satisfaction of the New Customer Competitor (with or without the involvement of the FIA and the Commercial Rights Holder) within thirty days from the issuing of this notice the New Customer Competitor shall be entitled to suspend payment of the fees to the PU Manufacturer.

1.3.11 The New Customer Competitor and the PU Manufacturer shall not take any action and/or make any omission, deceptive, misleading or disparaging or negative comments, which directly injures, damages or brings into disrepute the public reputation, goodwill or favourable name or image of the

other party to the supply agreement. Both parties will procure their affiliates and/or their respective senior executives, employees, directors and shareholders to abide by the same provisions.

1.4 Power unit maximum supply price

The PU supply perimeter listed in the corresponding column of Appendix C4 shall be supplied at the maximum price of 20 million euros, adjusted for Indexation. For the purpose of this article, Indexation has the meaning indicated, and will be calculated pursuant to the methodology set forth, in Appendix 1 of the Formula 1 **Power Unit** Financial Regulations. The supply of additional goods or services not listed in the Appendix hereto (which shall be agreed between the PU Manufacturer and the Competitor) shall incur additional charges, the amount of which shall be based on the usages and practices generally recognised and respected in the market.

2 Obligations in order to supply Fuel and Engine Oil to a Competitor

2.1 Obligations of Fuel and Engine Oil Suppliers

2.1.1 Any supplier wishing to supply fuel and/or engine oil to a Competitor in any Championship in the period 2026-2030, starting in year N ("Prospective Supplier") must:

- a. Complete the Fuel and/or Engine Oil Supplier registration form, no later than 1 January of year N-1;
- b. pay the invoices issued by the FIA as per the fee structure documented in [FIA-F1-DOC-C004-A](#) Sustainable Fuel Certification Programme, with regard to the compliance process as defined in Article C16.4 of the Technical Regulations.
- c. agree to be bound by and to observe the provisions of the **ISC**, the FIA F1 Regulations - Section C [Technical], the FIA F1 Regulations - Section B [Sporting], the Judicial and Disciplinary Rules and all other relevant and applicable FIA rules and/or regulations (as supplemented or amended from time to time);
- d. agree to be bound by the provisions of Article 2.1.2 of this Appendix with regard to the applicability of any patents or pending patent applications to the 2026-2030 Formula 1 World Championships;
- e. agree to be subject to the jurisdiction of the internal judicial and disciplinary bodies of the FIA.
- f. enter into an agreement in the form prescribed by the FIA ("Prospective Supplier Non-Assert Agreement") with the FIA and the Commercial Rights Holder, pursuant to which the Prospective Supplier agrees not to assert any rights or claims with regard to patents, pending patent applications, or any licensed rights in respect of patents or patent applications against the FIA, the Commercial Rights Holder, any other Fuel and/or Engine Oil Suppliers, all PU Manufacturers and Competitors related to the following:
 - i. blending, processing, developing importing, exporting, testing and/or storing of fuel or engine oil intended for use in Formula 1 in the period 2026-2030. Such provision applies (but is not limited to) the use of any such fuel or engine oil used for development of the fuel or engine oil itself, for the development of the PU by the PU Manufacturer, for track testing or during **Competitions**; and/or

- ii. the setting of the Technical Regulations or any activities arising therefrom, or any activities arising out of the compliance with any mandatory or optional requirement of the Technical Regulations.

- 2.1.2** The Prospective Supplier Non-Assert Agreement shall apply to the Prospective Supplier and any of its affiliate companies.
- 2.1.3** For the avoidance of doubt, the Prospective Supplier Non-Assert Agreement shall not impose an obligation on the Prospective Supplier to supply fuel and/or engine oil for use in any Championship in the period 2026-2030. However, the FIA has the right (in its sole discretion) to refuse the participation in the Championship of any Prospective Supplier that does not enter into the Prospective Supplier Non-Assert Agreement within 30 days of being invited to do so by the FIA.
- 2.1.4** The Prospective Supplier Non-Assert Agreement shall remain binding and valid in respect of any Prospective Supplier that supplies fuel and/or engine oil in any of the 2026-2030 Championships and then subsequently ceases to do so.
- 2.1.5** Each Prospective Supplier warrants that the fuel and/or engine oil that it manufactures and/or supplies for use in the Championships staged during the 2026-2030 period (or subsequent period) (“Relevant Period”) do not infringe the Intellectual Property Rights of any third party, and indemnifies the FIA and its affiliates and the Commercial Rights Holder and its affiliates against all liabilities suffered or incurred by such entities arising out of or in connection with any claim that the fuel and/or engine oil that it manufactures and/or supplies for use in the Championship during the Relevant Period infringe(s) the Intellectual Property Rights of any third party. In this context “Intellectual Property Rights” means: (i) patents, rights to inventions, designs, copyright and related rights, database rights, trade marks, related goodwill and the right to sue for passing off and/or unfair **competition** and trade names, in each case whether registered or unregistered; (ii) proprietary rights in domain names; (iii) knowhow, trade secrets and confidential information; (iv) applications, extensions and renewals in relation to any of these rights; and (v) all other rights of a similar nature or having an equivalent effect anywhere in the world

2.2 Obligations of Competitors and PU Manufacturers with respect to Fuel and Oil Suppliers

2.2.1 PU Manufacturers

- a. Within 90 days of being registered to supply PUs in one or more Championship in the 2026-2030 period under the provisions of Article 1.1 of this Appendix, a PU Manufacturer must nominate in writing to the FIA the Prospective Supplier(s) with whom it intends to develop its PU.

The PU Manufacturer may change its Fuel and/or Oil Supplier at any time, provided the provisions of this Article and Articles 2.1.2 – 2.1.5 are met in relation to any subsequent Prospective Supplier.

Following the nomination of the Prospective Supplier(s), the FIA will invite Prospective Supplier(s) to enter into a Prospective Supplier Non-Assert Agreement in the form prescribed by the FIA pursuant to the provisions of Articles 2.1.2 – 2.1.5 above. Should a Prospective Supplier fail to enter into the Prospective Supplier Non-Assert Agreement within 30 days of being invited to do so by the FIA, the FIA will inform the PU Manufacturer whether, as a result of that failure, the PU Manufacturer will be required to find a different Fuel and/or Oil Supplier.

The FIA reserves the right, at its absolute discretion, to exempt a PU Manufacturer from the nomination requirement, if it is evident that the PU Manufacturer has not entered into an agreement with a Prospective Supplier within 90 days of its registration as a PU Manufacturer. In such cases, if the PU Manufacturer subsequently enters into an agreement with a Prospective Supplier, it must notify the FIA within 30 days of having done so.

- b. The following information cannot be shared between a PU Manufacturer and any Existing or Prospective Fuel/Oil Supplier:
 - i. Any drawing and/or CAD and/or any physical parts (such as but not limited to piston, **cylinder head**, etc.) of the **combustion chamber**
 - ii. Any information relating to gas exchange within the **combustion chamber** (such as but not limited to cams, ports, plenum, exhausts, cam timing, etc.), apart from cylinder pressure data, simulation and dyno test results.

No PU Manufacturer may use the movement of personnel (whether employee, consultant, contractor, secondee or any other type of permanent or temporary personnel) with an Existing or Prospective Fuel/Oil Supplier or another PU Manufacturer, either directly or via an external entity, for the purpose of obtaining an Intellectual Property transfer and/or circumventing the requirements of this Article. In order that the FIA may be satisfied that any such movement of staff is compliant with this Article, each PU Manufacturer must inform the FIA of all relevant staff movements at the end of each calendar quarter using the template which may be found in the Appendix to the Technical and Sporting Regulations and must demonstrate that they have implemented all reasonable measures to avoid the disclosure of Intellectual Property, including but not limited to that explicitly detailed in this Article, between the PU Manufacturer and an Existing or Prospective Fuel/Oil Supplier involved.

2.2.2 Competitors

In the case of Competitors participating in the 2022-2025 Championships (and in relation to whom Article 2.2.1 is inapplicable), the FIA invites each such Competitor to nominate in writing to the FIA their Prospective Supplier(s) within 90 days of: (i) the first publication of these Technical Regulations; or (ii) entering into a commercial or supply agreement with its pre-existing Fuel and/or Engine Oil Supplier in relation to any of the 2026-2030 Championships, whichever is earlier.

Following the nomination of the Prospective Supplier(s), the FIA will invite such Prospective Supplier(s) to enter into a Prospective Supplier Non-Assert Agreement in the form prescribed by the FIA, pursuant to the provisions of Articles 2.1.2 – 2.1.5 above. Should a Prospective Supplier fail to enter into the Prospective Supplier Non-Assert Agreement within 30 days of being invited to do so by the FIA, the FIA will inform the Competitor whether, as a result of that failure, they will be required to find a different Fuel and/or Engine Oil Supplier.

Each Competitor has the right to change their Fuel and/or Engine Oil Supplier at any time, provided the provisions of this Article and Articles 2.1.2 – 2.1.5 are met in relation to any subsequent Prospective Supplier.

3 Non-exclusivity of technologies, licences, patents, and pending patent applications

3.1 Non-exclusivity

With the exception of agreements relating to the supply of fuel and/or engine oil, no PU Manufacturer may enter into a supply agreement with a third-party supplier that is exclusive, or that prevents an equally advantageous supply of a PU component or technology supplied by the third-party supplier in question to another PU Manufacturer.

For the avoidance of doubt, provisions of a supply agreement prohibiting a third party supplier from disclosing to third parties (whether directly or indirectly) a PU Manufacturer's Intellectual Property and/or any information in respect of its LPUCs shall not breach this provision.

3.2 Licences, patents and pending patent applications

The existence of: (i) patents; (ii) pending patent applications; or (iii) any licensed rights in respect of patents or patent applications of a PU Manufacturer shall not prevent any other PU Manufacturer from using any technology, design, or concept in their PUs in Formula 1. To achieve this objective the following provisions must be met:

- a. In registering to supply PUs for the period 2026-2030, the PU Manufacturer must enter into an agreement in the form prescribed by the FIA ("PU Manufacturer Non-Assert Agreement") with the FIA and the Commercial Rights Holder pursuant to which the PU Manufacturer agrees not to assert any rights or claims with regard to patents, pending patent applications, or any licensed rights in respect of patents or patent applications related to PUs against the FIA, the Commercial Rights Holder, any other PU Manufacturers, any suppliers to other PU Manufacturers, or the Competitors.
- b. If the PU Manufacturer obtains any component, design, process or technology relating to a PU from a third-party supplier (the "Third Party Input"), it must obtain written confirmation from the third party supplier in question that the third party supplier will also be bound by the obligations in the PU Manufacturer Non-Assert Agreement as if it was a party to that agreement. Such confirmation should be in the form or substantially the form of the "Supplier Confirmation" at Schedule 2 to the PU Manufacturer Non-Assert Agreement. Failure by the PU Manufacturer to obtain such a confirmation and provide it to the FIA upon request will be considered a breach of these Technical Regulations and may result in the PU or PU component in question that incorporates the third-Party Input not being permitted.

For the avoidance of doubt, this Article regards solely the use of a technology, design or concept in a Formula 1 PU, and does not regard any use of such a technology, design or concept by affiliates of the PU Manufacturer in any other sector.

3.3 PU Manufacturer Warranty

Each PU Manufacturer warrants that the **Power Units** that manufacturers and/or supplies for use in the Championships staged during the 2026-2030 period (or subsequent period, if extended) ("Relevant Period") do not infringe the Intellectual Property Rights of any third party, and indemnifies the FIA and its affiliates and the Commercial Rights Holder and its affiliates against all liabilities suffered or incurred by such entities arising out of or in connection with any claim that the **Power Units** that it manufactures and/or supplies for use in the Championship during the Relevant Period infringe the Intellectual Property Rights or any third party. In this context "Intellectual

Property Rights” means: (i) patents, rights to inventions, designs, copyright and related rights, database rights, trade marks, related goodwill and the right to sue for passing off and/or unfair **competition** and trade names, in each case whether registered or unregistered; (ii) proprietary rights in domain names; (iii) knowhow, trade secrets and confidential information; (iv) applications, extensions and renewals in relation to any of these rights; and (v) all other rights of a similar nature or having an equivalent effect anywhere in the world.

4 **Material breach of the Regulations**

In the case of any alleged material breach or alleged material failure by a PU Manufacturer to comply with any of the obligations of this Appendix, the FIA shall engage in good faith and active discussions with the PU Manufacturer and, in the absence of an amicable solution within one month, be entitled to commence proceedings before the FIA International Tribunal against the PU Manufacturer in respect of such alleged breach or failure. In the event that (in accordance of the provisions of the **ISC** and of the Judicial and Disciplinary Rules), the International Tribunal rules that the PU Manufacturer has materially breached or materially failed to comply with this Appendix, the International Tribunal may impose on the PU Manufacturer concerned, to the exclusion of any other sanction it may have the power to impose, a fine (the amount of which shall be no more than fifteen million euros and shall be determined, on a case by case basis, depending on the merits and circumstances of the applicable case).

5 **New PU Manufacturers**

5.1 **Definition of a New PU Manufacturer**

A PU Manufacturer intending to supply PUs for the first time in year N, will be considered to be a “New PU Manufacturer” if it (or any related party):

- a. has not homologated a PU at least once in the period 2014-2021; and
- b. has not received any significant recent Intellectual Property from a PU Manufacturer who is not a New PU Manufacturer, subject to the conditions outlined in Article 5.2 of this Appendix.

(together, for this Article 5 only, the “Necessary Conditions”)

The “New PU Manufacturer” status will be granted by the FIA, at its absolute discretion, for the complete calendar years from N-3 to N+1.

In order to be granted the “New PU Manufacturer” status, the PU Manufacturer in question must, upon the request of the FIA, provide the FIA with all of the detailed information or documents requested by the FIA describing the commercial background and details of the PU Manufacturer’s business, the Intellectual Property owned by the PU Manufacturer and the technical relationship between the PU Manufacturer and any other related entity or persons (the “Requested Documentation”).

PU Manufacturers granted a “New PU Manufacturer” status are given additional rights or exemptions in certain provisions of the Technical, Sporting and Financial Regulations.

In order to assess whether the Necessary Conditions have been satisfied by a PU Manufacturer, the FIA will assess the Requested Documentation provided by the PU Manufacturer with regard to three factors:

- a. Infrastructure: the necessity for the PU Manufacturer to build facilities, invest significantly in assets, and hire personnel with prior Formula 1 experience;
- b. ICE status: the prior experience of the PU Manufacturer in Formula 1 Internal Combustion Engines, and potential possession of significant recent Intellectual Property; and
- c. ERS status: the prior experience of the PU Manufacturer in Formula 1 ERS systems, and potential possession of significant recent Intellectual Property.

5.2 Partial New PU Manufacturer status

If, following a review of the Requested Documentation, the FIA determines that a PU Manufacturer does not fully satisfy the Necessary Conditions, the FIA reserves the right, at its absolute discretion, to grant the PU Manufacturer a partial New PU Manufacturer status. Partial New PU Manufacturer status will give rise to a reduction of the additional rights accorded to New PU Manufacturers by the Technical, Sporting and Financial Regulations.

The level of reduction of additional rights applied to holders of partial New PU Manufacturer status will be determined according to the weights shown on the following table:

		Regulations Influenced by criteria	
		Financial Regulations: Cost cap and CapEx limits	Technical or Sporting Regulations
Param.	Infrastructure	40% *	20% *
	ICE status	50% *	50% *
	ERS status	10% *	30% *
	Outcome:	sum of three parameters	0% or 100% **

* For each parameter, these weightings are allocated either in full or at zero value, depending on the criteria met by the PU Manufacturer

** For Technical or Sporting Regulations, the Newcomer status is awarded either in full (if the sum of the three parameters is greater or equal to 50%), or at zero value.

5.3 Revocation of the New PU Manufacturer status

The FIA reserves the right, at its absolute discretion to revoke a PU Manufacturer's New PU Manufacturer status if:

- a. it becomes apparent that any of the information provided to the FIA by the PU Manufacturer as part of the Requested Documentation that led to the status being granted have changed in a significant manner; or
- b. new evidence comes to light indicating that erroneous information has been provided by the PU Manufacturer to the FIA as part of the Requested Documentation.

The knowing provision by a PU Manufacturer of false or misleading information in the Requested Documentation shall be considered a material breach of these Technical Regulations and will be treated by the FIA in accordance with Article 4 of this Appendix.

5.4 Transparency

Should a PU Manufacturer be awarded the New PU Manufacturer status (or a partial such New Manufacturer status), the FIA will communicate this to all other PU Manufacturers, alongside a

detailed report on such status. The report will include the two percentage scores to be determined in accordance with Article 5.2 of this Appendix and will explain the reasons for the FIA's decision, whilst withholding any confidential information.

5.5 **No right of appeal**

PU Manufacturers shall have no right of appeal against any decision by the FIA in relation to the provisions of this Appendix 5.

6 **Definitions**

6.1 An **Automotive Manufacturer** is a Manufacturer of at least one model of automobile (as defined in the **ISC**) that has produced at least 3,000 units during the past 12 months.

6.2 The **Core Activities** of an Automotive Manufacturer are the Design, production and sale of automobiles (as defined in the **ISC**).

APPENDIX A8: CHAMPIONSHIP TROPHY RULES

Advisory Committee: RGAC

Governance: F1 Commission / WMSC

1. This Appendix applies to the Constructors' Trophy and the Drivers' Championship Trophy ("**FIA Trophies**").
2. The FIA Trophies may not be used, displayed, or positioned so as to suggest any commercial association between the FIA and any third party. The FIA Trophies must not be used for any purpose and/or in any manner that brings, or has the potential to bring, the Championship, the FIA, the Commercial Rights Holder, and/or motorsport into disrepute.
3. The FIA Trophies will be presented to the winner of the Constructors' Championship title ("**World Champion Constructor**") and the winner of the Drivers' Championship title ("**World Champion Driver**") at the FIA Prize Giving Ceremony and Gala Dinner.
4. The FIA Trophies will be engraved with (respectively) the name of the World Champion Constructor and the name of the World Champion Driver for the relevant Championship year prior to the start of the Championship in the following year.
5. Constructors' Trophy
 - a. Subject to paragraph b, the World Champion Constructor is entitled to possession of the Constructors' Trophy for a period of time as determined by the FIA. The World Champion Constructor will thereafter be presented by the FIA with a replica of the Constructors' Trophy, which it may keep.
 - b. The World Champion Constructor is responsible for the appropriate safety, care, storage, transport, maintenance, and insurance of the Constructors' Trophy throughout the period it is in the World Champion Constructor's possession. The World Champion Constructor must insure the Constructors' Trophy for the insured value as advised by the FIA. The Constructors' Trophy must be returned to the FIA in the same condition as when presented to the World Champion Constructor. If the Constructors' Trophy is not returned in the same condition as when presented to the World Champion Constructor, the World Champion Constructor shall be liable for the full costs of any repair, restoration, and/or replacement.
 - c. The FIA has the right to request the Constructors' Trophy at any time for any purpose, subject to meeting all reasonable transport charges, upon reasonable notice being given to the World Champion Constructor. For the avoidance of doubt, for the purposes of this provision, 14 days' notice will always constitute reasonable notice.
 - d. Subject to paragraph c above, the World Champion Constructor shall pay for all transport charges for the Constructors' Trophy from the time the World Champion Constructor first takes possession until it is returned to the FIA at the end of the possession period.
6. Drivers' Championship Trophy

The World Champion Driver will be presented by the FIA with a replica of the Drivers' Championship Trophy, which they may keep.

APPENDIX A9: APPROVED CHANGES TO SECTION A FOR SUBSEQUENT YEARS

Advisory Committee: RGAC

Governance: F1 Commission / PU Manufacturers' Governance Agreement / WMSC (as applicable)

Changes for 2027

None

Changes for 2028

None

Changes for 2029

None

Changes for 2030

None