



FIA FORMULA REGIONAL EUROPEAN CHAMPIONSHIP
SEASON 2026, SPA COMPETITION
CIRCUIT DE SPA-FRANCORCHAMPS

COMPETITION NOTES V2

1. PIT LANE AND Paddock SPECIFIC ITEMS

1.1 Pit lane map

1.2 The pit lane map contains the following items:

- 1.2.1** Control Line
- 1.2.2** Chequered flag and “penalty flags” position
- 1.2.3** Position of the start lights and the pit exit lights
- 1.2.4** Pit entry and pit exit
- 1.2.5** Pit lane start and ending
- 1.2.6** Safety Car lines

1.3 Paddock circulation

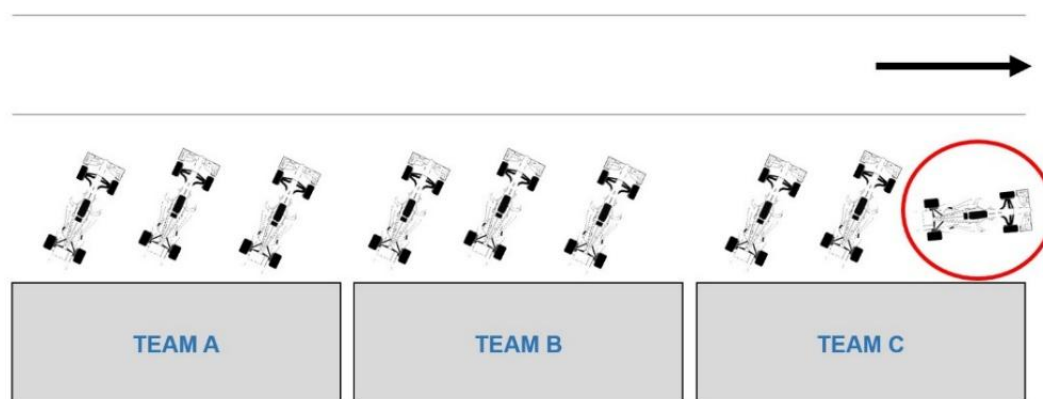
The procedures described on the paddock circulation procedure sheet (see attached) must be maintained in an organised manner and timings must be adhered to. Delayed cars may not be admitted to the pit lane.

Maximum speed whilst in transit on the connecting roads or in the paddock is 20 km/h.

Whilst in transfer to the pit lane or back to the paddock no erratic manoeuvres are allowed; this includes burnouts, clutch bite point checks and any form of weaving.

1.4 Pit allocation

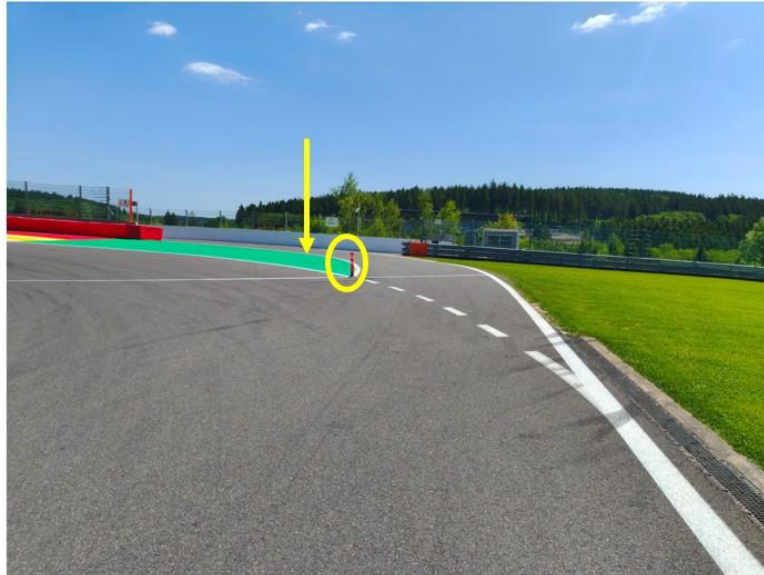
Art. 28.16 of the Sporting Regulations regarding the positioning of the cars must be observed.



In reference to Art. 28.14 of the Sporting Regulations, the cars must be released by an obvious and unmistakable hand signal to satisfy the regulatory requirements.

1.5 Entering the pit lane

Except in cases of force majeure, any part of a tyre of a car entering the pit lane must not cross, in any direction, any line painted on the track for the purpose of separating cars entering the pit lane from those on the track. This line is the rightmost white line of the chevron section starting after safety car line 1. Additionally, drivers entering the pit lane must stay to the right of the bollard. The dotted white line across the pit entry is the track edge.



The pit lane starts by the speed limit board at the white line perpendicular to the pit lane entry.



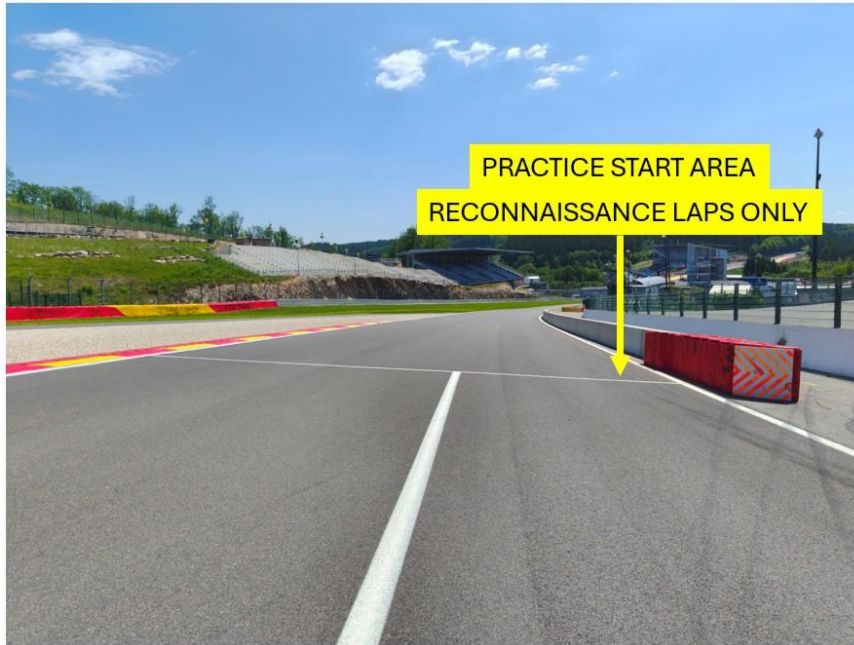
1.6 Practice starts

Practice starts are only allowed during the start procedures, whilst the pit exit is open for the reconnaissance laps. It is prohibited to carry out practice starts during any of the practice sessions.

1.6.1 During the start procedure, practice starts should be carried out at the pit exit section at the second safety car line as follows: Drivers wishing to carry out a practice start should stop the car as close to

the white line on the right as possible and must also make sure other cars exiting the pit lane can pass them safely.

- 1.6.2** In case a driver exiting the pit lane passes another driver which has stopped to carry out a practice start, the driver passing is allowed to cross the pit exit white line on the left.



1.7 Exiting the pit lane

- 1.7.1** After entering the fast lane from their pit allocation, drivers are required to accelerate to the pit lane speed limit as soon as it is possible. Further, the drivers should proceed at a constant speed and with a constant accelerator position in the pit lane. Purposefully creating a gap by driving unnecessarily slowly is disallowed in the entirety of the pit lane and the pit exit section when exiting the pit lane.
- 1.7.2** The pit lane ends by the pit lane ending demarcation line perpendicular to the pit lane exit at the pit exit lights.



1.7.3 The white line used to indicate the separation between cars leaving the pit lane and those driving on the track is the solid white line ending after turn 1. Except in cases of force majeure, any part of a tyre of a car exiting the pit lane must not cross any line painted on the track for the purpose of separating cars leaving the pit lane from those on the track, with the sole exception listed by item 1.6.1 of this document.

1.8 Parc fermé

As per Appendix 1 applicable to this competition.

The tyre parc fermé schedule will be attached to this document.

1.9 Teamwear and operational staff

1.9.1 The issued armbands must be worn visibly on the arms (and not anywhere else on the body) from the start of the preliminary scrutineering until the end of the last race of every competition.

1.9.2 Art. 22. 25 of the Sporting Regulations states that all team and technical personnel must wear long trousers in the pit lane during all free practice sessions, qualifying sessions and races. Teams are reminded that this includes all personnel working near the car including physios, mechanics, engineers etc.

1.10 Weighing

Unless instructed otherwise, each driver will be weighed after each session. Drivers not weighed otherwise (e.g. at the victory circle) are required to proceed directly to the scrutineering bay without delay after parking their cars or otherwise returning to the paddock.

1.11 Other specific items

Joining the track from the endurance pit lane exit

Drivers must respect the pit exit white line ending after turn 4 when leaving the endurance pit lane.

Number of reconnaissance laps

As the start procedure commences from the Eau Rouge gate, the first time a car enters to track from that location will be deemed as having started its first reconnaissance lap. Therefore, no driver is allowed to drive through the F1 pit lane more than once.

Setup change in case of rain whilst the race is being suspended

In case of rain the following changes in car setup may be performed:

1. Starting the engine and any directly associated preparation.
2. The fitting or removal of permitted cooling devices.
3. Changes to the air ducts around the front and rear brakes.
4. Changes to the radiator ducts.
5. Changes made for driver comfort.
6. Changing damaged wheels and tyres or a change of climatic conditions necessitates the use of a different specification of tyre.
7. Repair of genuine accident damage, including the replacement of assemblies containing such damaged parts.
8. The aerodynamic set up of the front and rear wing may be adjusted using the existing parts. No parts may be added, removed or replaced.
9. Changing the length of the front and rear push rod suspension members.
10. Rear antiroll bar adjustment.
11. Checking and adjusting tyre pressures.

It is not allowed to remove the engine or damper cover.

Wheels “fully fitted”

In accordance with Art. 37.4 and 43.3 of the Sporting Regulations, “fully fitted” means that all work relating to the wheels, including checking the torque of the wheel nuts, must be completed before the three-minute signal. Tyre pressure checks are permitted after the three-minute signal, however, team personnel are reminded of the rules concerning the fifteen-seconds signal.

2. TRACK SPECIFIC ITEMS

2.1 Signalling

An electronic marshalling system will be operational. The light panels have the same meaning as the flag signals.

As a reminder concerning yellow flags:

- Single yellow flag: reduce your speed, do not overtake, be prepared to change direction, a hazard is beside or partly on the track. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector.
- Double yellow flags: reduce your speed, do not overtake, be prepared to change direction or to stop, a hazard is partly or wholly blocking the track and / or marshals are working in the sector. During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap).

The reduced speed must be maintained until passing the line of the green signal.

The application of any local (e.g. yellow) or track global (full course yellow, safety car, red) signal starts from the imaginary line of the signal being presented for the car concerned.

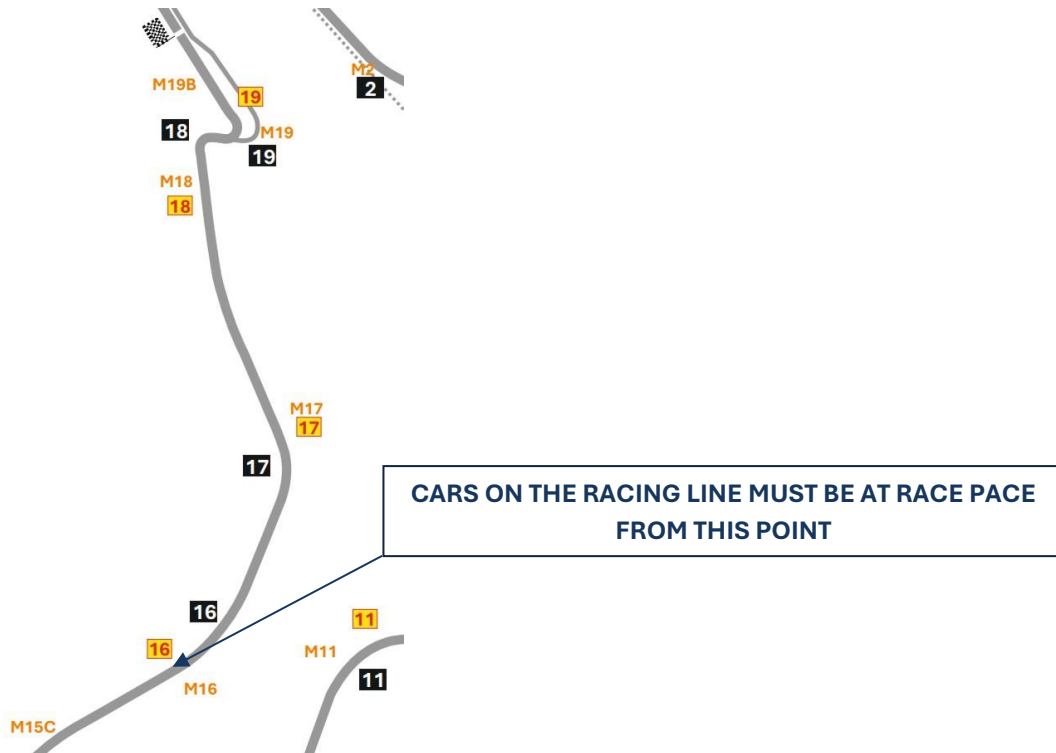
2.2 General and track specific driving instructions

During any track session drivers not on a “push lap” must make every necessary effort to leave the racing line clear and unobstructed. Further, any preparation for a “push lap” should be performed well outside of the racing line, without posing any potential hazard or impeding other drivers, especially those on a “push lap” approaching from behind.

Additionally, no car may be driven continuously wholly or partly alongside another car at any part of the track. For the avoidance of doubt, if at least a part of the front wing of a car is found at the level of the rear wheel of the car in front, this will then be considered as driving (partly) alongside another car.

2.2.1 Driving unnecessarily slowly

On the grounds of safety, it is especially forbidden to drive a car unnecessarily slowly from light panel #16 (entry to turn 16). Any driver who has approaching traffic behind and is found to have created a gap on the racing line in an unsafe manner or otherwise has driven the car in a way which poses a potential hazard to traffic at racing speeds will be reported for driving unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous.



2.2.2 Leaving and re-joining the track

Drivers are reminded that the track edge is the white line. Should any driver leave the track, they must re-join safely and without gaining any lasting advantage.

2.2.3 Track limits protocols

Drivers must make every reasonable effort to stay within the track limit, and for the avoidance of doubt, the track limit is the track edge white line. If a car has been reported to go beyond this point by all four wheels, it will then be judged as having left the track.

Turns 4, 10 and 19 will be monitored by an electronic detection system. The rest of the turns will be monitored by judges of fact.

Cancellation of lap times

If a driver is reported exceeding the track limit (a “track limits strike”), the relevant lap time achieved by the driver will be cancelled after the car crosses the Line. For the avoidance of doubt, the driver does not necessarily have to set a personal or overall best lap time in the lap in which the infringement occurred to have the relevant lap time cancelled.

Additionally, should a driver exceed the track limits at turn 19 exit, this will result in the current and the following lap times both to be cancelled.

Multiple track limits infringements during a race

During a race, any driver who was reported for exceeding the usable track limit will be shown the black and white flag as a warning immediately after the third committed infringement. The fifth infringement, regardless of the car crossing the Control Line in the same lap, will result in the driver being reported to the Stewards, as well as every second subsequent (7th, 9th and so on) infringements.

2.2.4 Escape lanes at specific run-off areas

Turns 5-7

In case of completely overshooting turn 5 by driving past the grass verge section, drivers are required to follow the escape road straight ahead, negotiate the path marked by any tyre barriers, then re-join at turn 7 where the escape road leads to. U-turns are prohibited for safety reasons. Drivers must also follow the instructions of the marshals.

However, in case a driver only overshoots turn 5 by driving into the asphalt run-off area, the driver may turn to the right and re-join the track at turn 6 by crossing the run-off area, provided the driver can re-join in a safe manner and furthermore does not gain any lasting advantage of any nature.



Turn 19 apex

During any session, drivers missing the apex of turn 19 and thus using the run-off area are required to slow down significantly before returning to the track thus losing a meaningful amount of time. Further, these drivers must also avoid returning to the racing line directly.



2.3 Openings on the line of first protection

Openings on the line of first protection are marked with orange paint. Drivers are required to park their cars as close to one of these openings as possible.

3. START PROCEDURE, GRID AND RACE SPECIFIC ITEMS

3.1 Clearing the grid during the start procedure

At the presentation of the 1-minute signal, team members should evacuate the grid by exiting to the pit lane via the access gates. In case team personnel are not able to exit to the pit lane on time, they must make every reasonable effort to stay behind the track edge white line.

3.2 Formation lap

3.2.1 Speed limit and practice starts on the grid

When leaving for the formation lap, drivers should keep their speed below the pit lane speed limit until passing pole position. Practice starts are prohibited, and this includes the entire grid area.

3.2.2 Applying a tight formation

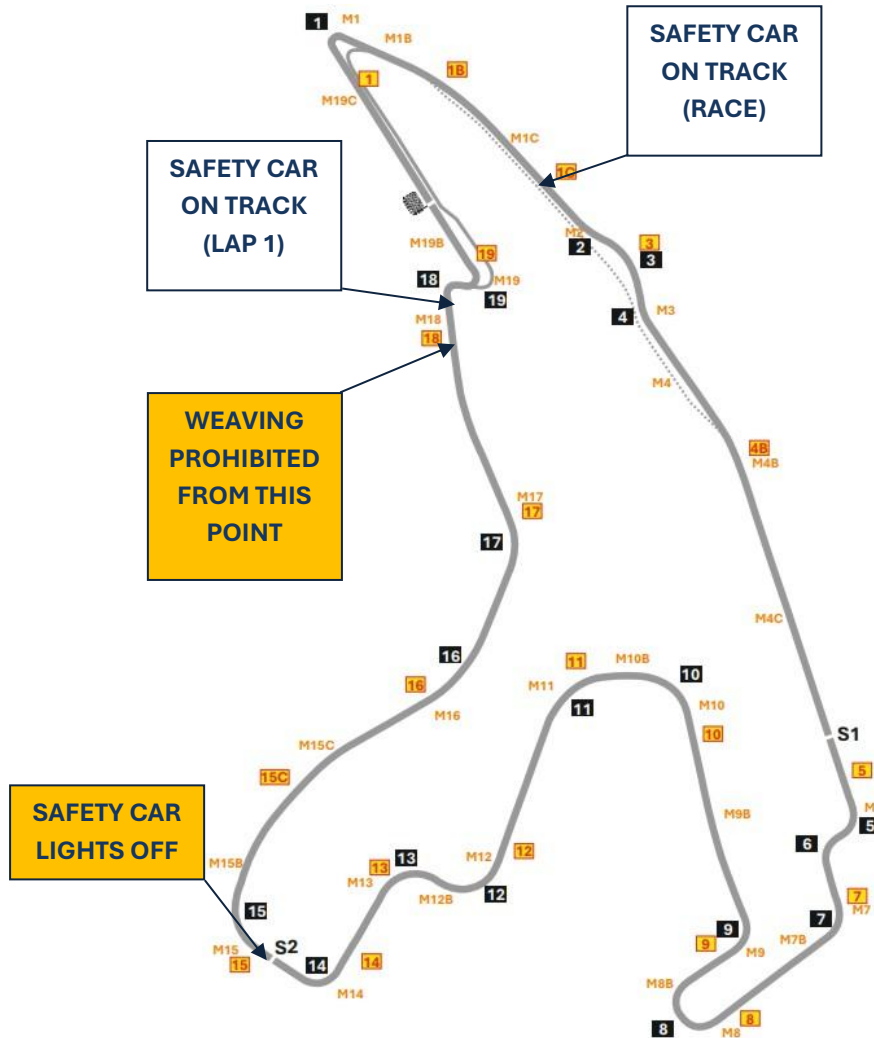
The Sporting Regulations require the drivers to keep a formation as tight as possible during the formation lap. No car is allowed to separate more than ten cars length from the traffic in front.

3.3 Race Mode System (RMS)

Drivers are reminded that the activation of the RMS is prohibited in the following cases:

- during the formation lap(s)
- during the first race lap
- during a safety car phase and before completing the first lap after the safety car phase
- after the message “RACE MODE DISABLED” has been displayed on the official messaging system

3.4 Safety Car



The Safety Car will be on track **before turn 18** on the first lap in case it is necessary to lead the field through the pit lane. The Safety Car will be on track **before turn 2** in all other cases.

Safety Car ending

The orange lights of the Safety Car will be switched off by no earlier than **turn 15**.

To reduce the risk of a potential incident during the safety car ending procedure, no car may be driven continuously wholly or partly alongside another car after the safety car has turned off its orange lights in order to signal its return to the pit lane. For the avoidance of doubt, if at least a part of the front wing of a car is found at the level of the rear wheel of the car in front, this will then be considered as driving (partly) alongside another car.



Drivers must especially refrain from weaving the car **from light panel #18** until passing the finish line.

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

For the avoidance of doubt, from the moment the leader has committed to the restart and the field starts to accelerate to return to racing speeds, cars may be driven alongside each other. Overtaking is only allowed after passing the Finish Line.

3.5 Full Course Yellow (FCY)

The FCY target speed is 80 km/h.

3.6 Suspension of the race

The first car entering the pit lane should stop in the fast lane before the pit exit lights. The emergency way on the right-hand side must be kept unobstructed.



4. ANY OTHER BUSINESS

No items.

Tamás Zettner Jr.
The FIA Formula Regional European Championship Race Director



TYRE PARC FERMÉ SCHEDULE

(ART. 24.5. 2026 FIA FORMULA REGIONAL CHAMPIONSHIP SPORTING REGULATIONS v3.1)

- The Formula Regional tyre parc fermé is situated next to the Pirelli service area
- **Wet tyres remain in possession of teams**
- All tyres in the possession of teams must be visible to the Scrutineers at all times during the event
- No Parc fermé during the day between sessions

Thursday 28th May

17h00 All teams' 2 new set/car will be released for pick-up from Pirelli Service Area

18h00 All teams remaining 1 set/car will be released

20h30 All dry tyres must be deposited in the FIA FREC tyre parc fermé

Friday 29th May

07h40 All teams tyres will be released from the FIA FREC tyre parc fermé

2h after end of car Parc fermé of Qualifying 1 session

All dry NEW and all USED tyres must be deposited in the FIA FREC tyre parc fermé

Saturday 30th May

07h50 All teams tyres will be released from the FIA FREC tyre parc fermé

2h after end of car Parc fermé of Race 2

All dry NEW and all USED tyres must be deposited in the FIA FREC tyre parc fermé

Sunday 31st May

07h55 All teams tyres will be released from the FIA FREC tyre parc fermé

FIA Technical Delegate

José Garrido

Issue: 1

27.05.2026



Paddock Circulation



- Car Enter track through Eu Rouge gate
- Cars Exit by entering Endurance Pit Lane
- Trolleys enter through the gate at pit Exit
- Trolleys Exit through the gate at pit entry

