



# FIA KARTING WORLD CHAMPIONSHIP

**OK/JUNIOR**

COMMISSION INTERNATIONALE DE KARTING

## SUPPLEMENTARY REGULATIONS

FIA KARTING WORLD CHAMPIONSHIP

FIA KARTING WORLD CHAMPIONSHIP - JUNIOR

PORTIMAO (PRT)

Date: 05–08/11/2020

### REGULATIONS

The final text of these Supplementary Regulations shall be the French version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Supplementary Regulations.

#### Article 1 – Organisation

The Competition shall be run in accordance with the International Sporting Code and its appendices, the FIA and FIA Karting official Bulletins, the General Prescriptions applicable to the FIA Karting international Competitions and Championships, Cups and Trophies, the Specific Prescriptions applicable to the FIA Karting Championships, Cups and Trophies, the Sporting Regulations of the FIA Karting Championships concerned and these Supplementary Regulations.

#### Article 2 – Information specific to the Competition

##### National Sporting Authority:

FPAK

Address: Rua Fernando Namora 46 C/D,  
1600-454 LISBOA, Portugal

a) Phone: +351 217 112 800  
b) Fax: +351 217 112 801  
c) Email: [secretariado@fpak.pt](mailto:secretariado@fpak.pt)  
d) Web: [www.fpak.pt](http://www.fpak.pt)

##### Organiser:

AIA-Motor Clube

Address: Sítio do Escampadinho, Mexilhoeira Grande,  
8500-148 PORTIMAO, Portugal

a) Phone: +351 282 405 615  
b) Fax: +351 282 405 697  
c) Email: [info@autodromodoalgarve.com](mailto:info@autodromodoalgarve.com)  
d) Web: [www.autodromodoalgarve.com](http://www.autodromodoalgarve.com)

##### Organising Committee

###### Composition:

Mr. Paulo PINHEIRO  
Mr. Miguel GLÓRIA  
Mr. Marco ANDRADE

##### Circuit:

- a) Length: 1,531 m
- b) Direction of the track: clockwise
- c) Side of the pole position: right
- d) Number of laps in Qualifying Heats:  
10 laps in OK ; 7 laps in Junior
- e) Number of laps in the final phase:  
Final: 20 laps in OK  
17 laps in Junior

##### Time Schedule of the Competition:

See appendix

### Technical Checks:

Location: Servicing Park Technical building

### Sporting Checks:

Location: Secretary Office –Left Building

### "Briefing" with the Entrants and Drivers

Briefing via video link

### Location of the official posting board:

Secretary office - Left Building

### Prizes and awards:

#### From the Organiser:

Trophies to the top 3 drivers of the Final and to the Winning Team in OK and Junior categories.

#### From the fuel supplier:   Panta

To the Winner of the Final in OK & Junior, a voucher for a 25 litres fuel drum, to be used in the following races.

## Article 3 – Main Officials

### A) Stewards

#### 1) Two international Stewards

Mr Michel GUIGNARD (FRA)  
Mrs Paola ACERBI (ITA)

#### 2) One national Steward

Mr Victor DE SOUSA (PRT)

#### 3) The Chairman of the Panel of Stewards

Mr Michel GUIGNARD (FRA)

### B) Race Directors

Mr Nigel EDWARDS (GBR)

### C) Clerk of the Course

Mr Luis AZEVEDO (PRT)

#### Deputy Clerk of the Course

Mr Feliciano VITORINO (PRT)

### D) Secretary of the event

Ms Beatriz ÁGUAS (PRT)

### E) Technical Delegate

Mr Karl JANDA (DEU)

### F) Scrutineers

Mr Marcello SOMERA (ITA)  
Mr Hans-Jürgen DANGERS (DEU)  
Mr Michel BORGEAUD (CHE)

### G) Chief Scrutineer

Mr Nelson PALMA

### Deputy Chief Scrutineer

Mr José ALBERTO (PRT)

### H) Chief Medical Officer

Dr Marcelo VILARES (PRT)

### I) Timekeeping Delegate

Mr Pierrick BOTTOLLIER (FRA)

### J) Judges of Facts \*

Mr Marcello SOMERA (ITA)  
Mr Hans-Jürgen DANGERS (DEU)  
Mr Michel BORGEAUD (CHE)

*\* In accordance with Article 11.16.3 of the International Sporting Code, judges of facts will have the following remit: at all times during a competition, recording of the incidents described in Article 2.3.3 of the General Prescriptions of the International Karting Regulations.*

### Judges of Facts \*\*

Mr Jaime ARSCOTT  
Mr Ross UPTON

*\*\* In accordance with Article 11.16.3 of the International Sporting Code, judges of facts will have the following remit: at all times during a competition, recording of the incidents described in Article 2.14.Q of the General Prescriptions of the International Karting Regulations.*

### K) Media Coordinator & Master of Ceremonies

Mr Renaud DIDIER (FRA)

### L) Covid-19 Response Coordinator

Mr José CAPELÃO (PRT)

### M) Covid-19 Contingency Working Group

Dr Marcos BARAONA (PRT)  
Dr Marcelo VILARES (PRT)  
Mr José CAPELÃO (PRT)

## Article 4 – Insurances

In compliance with the legal prescriptions, the Organiser has contracted one or several insurance(s) guaranteeing the following risk(s):

- The FPAK (ASN) affects a Master Insurance Policy in respect of third party civil liability with a value of:
- 40.000.000.00€ per occurrence for bodily injury and
- 8.000.000.00€ per occurrence for material damages.

## Article 5 – Protests and Appeals

Amount of the Protest fee: EUR 850

Amount of the international Appeal fee (FIA): EUR 6,000

#### Article 6 – Organiser’s supplementary provisions

- **Name of the Servicing Parks Officer**  
Mr. Daniel CESÁRIO (PRT)
- **Name of the Assembly Area Officer**  
Mr. Rui REGO (PRT)
- **Name of the Officer in charge of the tyres storing rooms**  
Mr. Rui SILVA (PRT)
- **Name of the Officer in charge of Relations with the Press**  
Mr. Daniela GUERREIRO (PRT)
- **Name of the Officer in charge of Relations with the Drivers/Entrants**  
Mr. Rita DINIZ (PRT)

#### Article 7 – Supplementary conditions

- 1) For any track activity, the circuit will be closed for all competition karts and Drivers from Monday until Wednesday of the week in which the FIA Karting competition takes place. Offenders shall be excluded from the competition.  
Paddock installation will be carried out under the responsibility of the Organiser/RGMMC for all Entrants who have registered for the Championship. Each Paddock space (48 sqm) shall be equipped with at least one 5 kg fire extinguisher. Administrative checks and scrutineering will be performed on Thursday afternoon and free practice will start on Friday morning, both in accordance with the timetable of the competition.  
Free Practice sessions are only open to Drivers who have entered the Championship.
- 2) «Entrant», «Driver» and «Mechanic» passes will be issued at the sporting checks.
- 3) Any other «Visitor» Paddock pass will be under the responsibility of the Organiser.
- 4) It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock.  
The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the International Sporting Code) is strictly prohibited. Offenders will be penalised by a fine of minimum 250 €. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition.

- 5) It is strictly forbidden to smoke or to use any device risking to provoke fire in the Paddock area, the Servicing Parks, the Parc Fermé, the Assembly Area, on the starting grid or on the track (along the course). Offenders, including Officials, will be penalised by a fine of 125 € and may be thrown out of the circuit.  
A special location for welding and a «smoking» zone will be provided for by the Organiser. It is forbidden to cook in the Paddock, except with a special authorisation from the Organiser. In all cases, these installations shall be electrical, isolated and equipped with at least one 5 kg fire extinguisher.
- 6) Children under 11 years old who are not permanently accompanied will not be admitted in the Paddock area. Animals who are not kept on a leash will not be authorised on the location of the Competition while the circuit is open to karts.
- 7) For safety reasons, the Paddock will close at 22h00 and the Organiser will be responsible for surveillance. It is forbidden to stay in the Paddock after 22h00.
- 8) Personal passes must be presented at any time and no one will be readmitted without a pass. Personal passes that are not worn by their holders will be confiscated. Lost passes will not be replaced by the Organiser. «Vehicle» passes are only valid if they bear the registration number of the vehicle concerned before entering the Paddock.
- 9) During the distribution of passes, on presentation of the corresponding licence (Driver and/or Entrant), every Driver and/or Entrant must sign for the receipt of the documents, thereby undertaking to respect all the regulations (FIA, CIK-FIA and supplementary regulations) as well as these Supplementary Conditions.
- 10) From Friday to Sunday, vehicles will only have access to the Paddock from 7h00. After having been placed in the Paddock, trailer trucks may not leave it before the end of the event on Sunday evening. The Organiser must entrust a delegate with the control of safety and of the Paddock.

Only the French text is considered authentic.

#### Article 8 – Covid-19 Competitions Guidelines (see Appendix)

VISA OF THE ASN No. 936/FKWC/2020  
issued on 14/10/2020  
VISA OF THE CIK-FIA No. WKC02/KARTING/PRT



**FIA KARTING  
WORLD  
CHAMPIONSHIP**

**OK/JUNIOR**

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## RÈGLEMENT PARTICULIER

CHAMPIONNAT DU MONDE FIA KARTING  
CHAMPIONNAT DU MONDE FIA KARTING - JUNIOR

PORTIMAO (PRT)

Date: 05-08/11/2020

### RÈGLEMENT

Le texte final du présent Règlement Particulier sera la version française à laquelle il sera fait référence en cas de controverse d'interprétation. Dans ce document, les intitulés sont énoncés aux seules fins de commodité et ne font pas partie du présent Règlement Particulier.

#### Article 1 – Organisation

La Compétition sera disputée en conformité avec le Code Sportif International et ses Annexes, les Bulletins Officiels de la FIA et de la CIK-FIA, les Prescriptions Générales applicables aux Compétitions internationales et Championnats, Coupes et Trophées CIK-FIA de Karting, les Prescriptions Spécifiques applicables aux Championnats, Coupes et Trophées CIK-FIA de Karting, le Règlement Sportif des Championnats CIK-FIA concernés, ainsi que le présent Règlement Particulier.

#### Article 2 – Informations spécifiques de la Compétition

Autorité Sportive Nationale :

FPAK

Adresse : Rua Fernando Namora 46 C/D,  
1600-454 LISBOA, Portugal

- a) Téléphone : +351 217 112 800
- b) Fax : +351 217 112 801
- c) Courriel : [secretariado@fpak.pt](mailto:secretariado@fpak.pt)
- d) Site : [www.fpak.pt](http://www.fpak.pt)

Organisateur :

AIA-Motor Clube

Adresse : Sítio do Escampadinho, Mexilhoeira  
Grande, 8500-148 PORTIMAO, Portugal

- a) Téléphone : +351 282 405 615
- b) Fax : +351 282 405 697
- c) Courriel : [info@autodromodoalgarve.com](mailto:info@autodromodoalgarve.com)
- d) Site : [www.autodromodoalgarve.com](http://www.autodromodoalgarve.com)

Comité d'Organisation

Composition :

- M. Paulo PINHEIRO
- M. Miguel GLÓRIA
- M. Marco ANDRADE

Circuit :

- a) Longueur : 1 531 m.
- b) Sens de la course : horaire
- c) Côté de la pole-position : droite
- d) Nombre de tours Manches Qualificatives :  
10 tours en OK ; 7 tours en Junior
- e) Nombre de tours en phase finale :  
Finale : 20 tours en OK ; 17 tours en Junior

Horaire de la Compétition :

Voir annexe.

Vérifications Techniques

Lieu : Parc Fermé, Bâtiment technique

## Vérifications Sportives

Lieu : Bureau du Secrétariat – Bâtiment de gauche

"Briefing" avec les Concurrents et les Pilotes  
Briefing par lien vidéo

### Emplacement du tableau officiel d'affichage :

Bureau du Secrétariat – Bâtiment de gauche

### Prix et récompenses :

#### De la part de l'Organisateur :

Trophées aux 3 premiers pilotes de la Finale ainsi qu'au Team vainqueur en OK et Junior.

#### De la part du fournisseur d'essence : Panta

Au vainqueur de la Finale en OK & Junior, un voucher pour un fut de 25 litres d'essence, à utiliser dans les courses suivantes.

## Article 3 – Principaux Officiels

### A) Commissaires Sportifs

#### 1) Deux Commissaires Sportifs internationaux

M. Michel GUIGNARD (FRA)

Mme Paola ACERBI (ITA)

#### 2) Un Commissaire Sportif National

M. Victor DE SOUSA (PRT)

#### 3) Le Président du Collège des Commissaires Sportifs

M. Michel GUIGNARD (FRA)

### B) Directeur d'Épreuve

M. Nigel EDWARDS (GBR)

### C) Directeur de Course

M. Luis AZEVEDO (PRT)

#### Directeur de Course Adjoint

M. Feliciano VITORINO (PRT)

### D) Secrétaire de l'épreuve

Mme Beatriz ÁGUAS (PRT)

### E) Délégué Technique

M. Karl JANDA (DEU)

### F) Commissaires Techniques

M. Marcello SOMERA (ITA)

M. Hans-Jürgen DANGERS (DEU)

M. Michel BORGEAUD (CHE)

### G) Commissaire Technique en Chef

M. Nelson PALMA (PRT)

#### Commissaire Technique en Chef Adjoint

M. José ALBERTO (PRT)

### H) Médecin en Chef

Dr Marcelo VILARES (PRT)

### I) Délégué Chronométréur

M. Pierrick BOTTOLLIER (FRA)

### J) Juges de Faits \*

M. Marcello SOMERA (ITA)

M. Hans-Jürgen DANGERS (DEU)

M. Michel BORGEAUD (CHE)

\* *En accord avec l'Article 11.16.3 du Code Sportif International, les juges de faits auront les responsabilités suivantes : de tout temps durant une compétition, enregistrement des incidents décrits à l'Article 2.3.3 des Prescriptions Générales des Règlements Internationaux de Karting.*

### Juges de Faits \*\*

M. Jaime ARSCOTT

M. Ross UPTON

\*\* *En accord avec l'Article 11.16.3 du Code Sportif International, les juges de faits auront les responsabilités suivantes : de tout temps durant une compétition, enregistrement des incidents décrits à l'Article 2.14.Q des Prescriptions Générales des Règlements Internationaux de Karting.*

### K) Coordinateur Media & Maître de Cérémonie CIK-FIA

M. Renaud DIDIER (FRA)

### L) Coordinateur Covid-19

M. José CAPELÃO (PRT)

### M) Groupe de Travail Covid-19

Dr Marcos BARAONA (PRT)

Dr Marcelo VILARES (PRT)

Mr José CAPELÃO (PRT)

## Article 4 – Assurances

Conformément aux prescriptions légales, l'Organisateur a conclu une ou des assurance(s) garantissant le(s) risque(s) suivant(s) :

- La FPAK (ASN) affecte une police d'assurance cadre en matière de responsabilité civile des tiers d'une valeur de:

- € 40 000 000 pour dommages corporels et

- € 8 000 000 pour biens matériels

## Article 5 – Réclamations et Appels

Montant du droit de Réclamation : 850 €

Montant du droit d'Appel international (FIA) :  
6 000 €

## Article 6 – Dispositions particulières de l'Organisateur

- **Nom du Responsable des Parcs d'Assistance**  
M. Daniel CESÁRIO (PRT)
- **Nom du Responsable de la Pré-Grille**  
M. Rui REGO (PRT)
- **Nom du Responsable des locaux de stockage des pneumatiques**  
M. Rui SILVA (PRT)
- **Nom du Responsable des Relations avec la Presse:**  
M. Daniela GUERREIRO (PRT)
- **Nom du Responsable des Relations avec les Pilotes/Concurrents**  
Mme Rita DINIZ (PRT)

## Article 7 – Conditions supplémentaires

- 1) Pour toute activité en piste, le circuit sera fermé pour tous les Pilotes et karts de compétition du lundi au mercredi de la semaine au cours de laquelle elle se déroule. Les contrevenants seront exclus de la compétition.  
L'installation du Paddock s'effectuera sous la responsabilité de l'Organisateur/RGMMC pour tous les Concurrents qui se sont inscrits au Championnat. Chaque espace Paddock (48 m<sup>2</sup>) doit être équipé d'au moins un extincteur de 5 kg. Les vérifications administratives et techniques auront lieu le jeudi après-midi et les essais libres débuteront le vendredi matin, conformément au programme de la compétition. Ces essais libres sont accessibles uniquement aux Pilotes engagés dans le Championnat.
- 2) Les laissez-passer «Concurrent», «Pilotes» et «Mécaniciens» seront délivrés aux Vérifications Sportives.
- 3) Tout laissez-passer «Visiteur» Paddock additionnel sera sous la responsabilité de l'Organisateur.
- 4) Il est interdit de circuler dans le Paddock avec des motos, scooters ou autres engins motorisés. Démarrer, roder, chauffer ou tester des moteurs de karts dans le Paddock ainsi que dans les Zones réservées (voir Article 20 du Code Sportif International) est strictement interdit. Les contrevenants seront sanctionnés d'une amende d'au moins 250 €. En cas d'infractions répétées, les Commissaires Sportifs pourront disqualifier le Pilote concerné de la Compétition.
- 5) Il est strictement interdit de fumer et d'utiliser tout appareil risquant de provoquer le feu dans la zone du Paddock, les Parcs d'Assistance, le Parc Fermé, la pré-

grille, la grille de départ et à l'intérieur de la piste (le long du tracé).

Les contrevenants, y compris les Officiels, seront pénalisés d'une amende de 125 € et pourront être expulsés du circuit.

Un endroit spécial pour souder et une zone «fumeurs» seront prévus par l'Organisateur. Il est interdit de cuisiner dans le Paddock, sauf avec une autorisation spéciale de l'Organisateur. Dans tous les cas, ces installations devront être électriques, cloisonnées et munies d'au moins un extincteur de 5kg.

- 6) Les enfants de moins de 11 ans non accompagnés de façon permanente ne seront pas admis dans la zone du Paddock. Les animaux en liberté ne seront pas autorisés sur le lieu de la Compétition pendant que le Circuit est ouvert aux Karts.
- 7) Pour des raisons de sécurité, le Paddock sera fermé à 22h00 et l'organisateur assurera une surveillance. Il est interdit de séjourner dans le Paddock après 22h00.
- 8) Les laissez-passer personnels doivent être présentés à tout moment, il n'y aura pas de réadmission sans laissez-passer. Les laissez-passer personnels qui ne seraient pas portés par leur titulaire seront confisqués. Les laissez-passer perdus ne seront pas remplacés par l'organisateur. Les laissez-passer «Véhicule» ne sont valables que s'ils portent le numéro d'immatriculation du véhicule concerné avant l'entrée au Paddock.
- 9) A la distribution des laissez-passer, sur présentation de la licence correspondante (Pilote et/ou Concurrent), chaque Pilote et/ou Concurrent doit signer la réception des documents et de ce fait, s'engage à respecter tous les règlements et les présentes informations générales (Règlement particulier FIA, CIK-FIA aussi bien que les Conditions supplémentaires).
- 10) Du vendredi au dimanche, les véhicules ne pourront avoir accès au Paddock qu'à partir de 07h00. Les semi-remorques, une fois placées dans le Paddock, ne pourront plus le quitter avant la fin de l'épreuve le dimanche soir. L'organisateur confiera le contrôle de la sécurité et du Paddock à un délégué.

Seul le texte français fait foi.

## Article 8 – Guide de compétition Covid-19 (voir annexe)

VISA DE L'ASN No. 936/FKWC/2020  
délivré le 14/10/2020

VISA DE LA CIK-FIA No. WKC02/KARTING/PRT



## **COVID-19 COMPETITION GUIDELINES**

### **Overview**

1. Introduction
2. PPE
3. Arrival at the circuit and control of people
4. Signing on
5. Briefing
6. Signboards and warnings
7. Cleanliness at the Competition
8. Team responsibility (groups and so on)
9. Catering and hospitality
10. Paddock protocol
11. Scrutineering
12. Technical Area guidelines
13. Tyres and fuel hand out
14. On track
15. Media personnel
16. Podium, press conference and interviews
17. Local requirements (if needed)

### **1. INTRODUCTION**

The objective of the CIK-FIA is to provide Guidelines that act as a reference for relevant information and facilitate a consistent, workable approach for motor sport competitions in a COVID-19 operating environment.

These Guidelines aim to achieve the following objectives:

- Help ensure that a motor sport mass gathering competition can be planned and executed in line with relevant best practice and in accordance with national public health guidance and regulations;
- Provide relevant health guidance for all key stakeholders of a motor sport mass gathering competition;
- Provide a robust framework for the detection, isolation and management of a positive COVID-19 infected person or persons during a mass gathering motor sport Competition; and
- Identify and share best practice for competition management in the context of the COVID-19 pandemic, ensuring collaboration and exchange with all motor sport stakeholders as well as other sporting authorities.

## **GENERAL INFORMATION ON COVID-19**

WHO resources for improving public understanding of the COVID-19 pandemic can be accessed via their website.

## **WHAT IS CORONAVIRUS & COVID-19?**

Coronaviruses are a large family of viruses which may cause illness in animals or humans. In humans, several coronaviruses are known to cause respiratory infections ranging from the common cold to more severe diseases such as Middle East Respiratory Syndrome (MERS) and Severe Acute Respiratory Syndrome (SARS). The most recently discovered coronavirus causes the coronavirus disease COVID-19.

## **HOW DOES COVID-19 SPREAD?**

People can catch COVID-19 from others who have the virus. The disease spreads primarily from person to person through small droplets from the nose or mouth, which are expelled when a person with COVID-19 coughs, sneezes, or speaks.

These droplets are relatively heavy, do not travel far, and quickly sink to the ground. People can catch COVID-19 if they breathe in these droplets from a person infected with the virus. These droplets can land on objects and surfaces around the person such as tables, doorknobs and handrails. People can become infected by touching these objects or surfaces, then touching their eyes, nose or mouth.

## **2. PPE**

Personal protective equipment (PPE) is protective clothing, helmets, goggles, or other garments or equipment designed to protect the wearer's body from injury or infection. The hazards addressed by protective equipment include physical, electrical, heat, chemicals, biohazards, and airborne particulate matter. It also includes respiratory protective equipment (RPE), such as face masks or respirators.

### **MEDICAL FACE MASKS**

A medical face mask (also known as surgical or procedure mask) is a medical device covering the mouth, nose and chin ensuring a barrier that limits the transition of an infective agent between the wearer and the patient. They are used by healthcare workers to prevent large respiratory droplets and splashes from reaching the mouth and the nose of the wearer and help reduce and/or control at the source the spread of large respiratory droplets from the person wearing the face mask. Medical masks comply with requirements defined in European Standard EN 14683:2019+AC:2019.

### **NON-MEDICAL FACE MASKS**

Non-medical face masks (or 'community' masks) include various forms of self-made or commercial masks or face covers made of cloth, other textiles or other materials such as paper. They are not standardised and are not intended for use in healthcare settings or by healthcare professionals.

### **PADDOCK REGULATION**

It will be mandatory to wear a face mask (Face shields do not count as face masks) in the entire technical area (Start-Servicing Park, Pre-Grid, Repair area, Finishing park and Technical rooms, such as the tyre storage room). This rule is also valid for the paddock area, but not mandatory for inside the team tents.





### 3. ARRIVAL AT THE CIRCUIT AND CONTROL OF PEOPLE

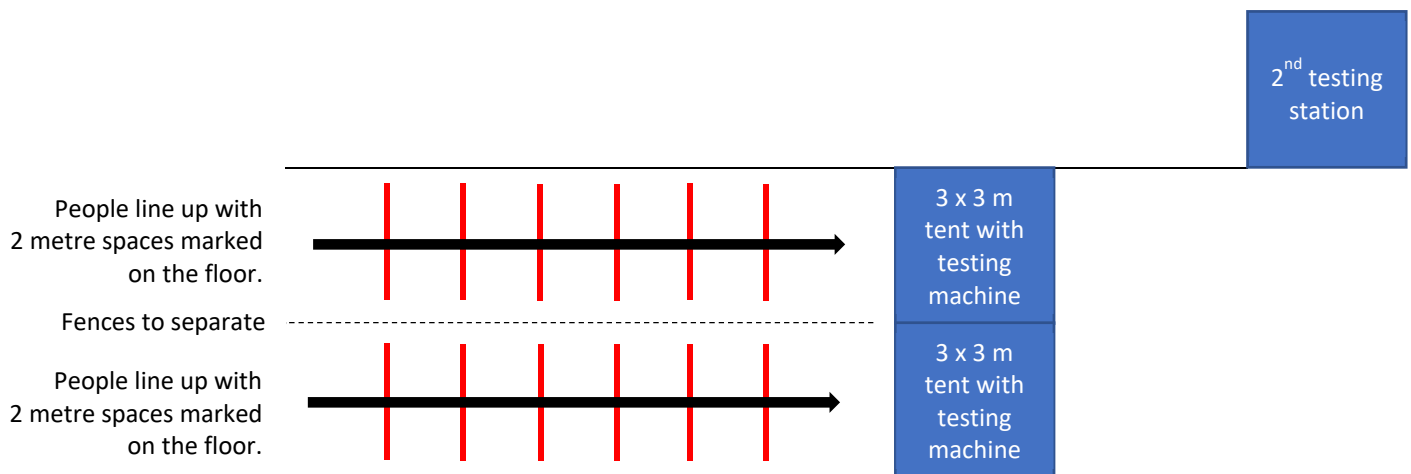
A COVID-19 PCR test with a negative result is mandatory for everybody to access the circuit (track, paddock and technical area). The test cannot be older than 96 hours. The blood tests are only tracing the existence of antibodies, not the status of being positive or negative at that time. Therefore, the local authorities cannot accept the result of a negative blood test.

As soon as you are entering once the track facilities with a negative test, you will get a wristband that has to be worn during the whole event and therefore no additional test will be required.

Upon arriving at the circuit, no private cars may enter the paddock area, unless under special permission.

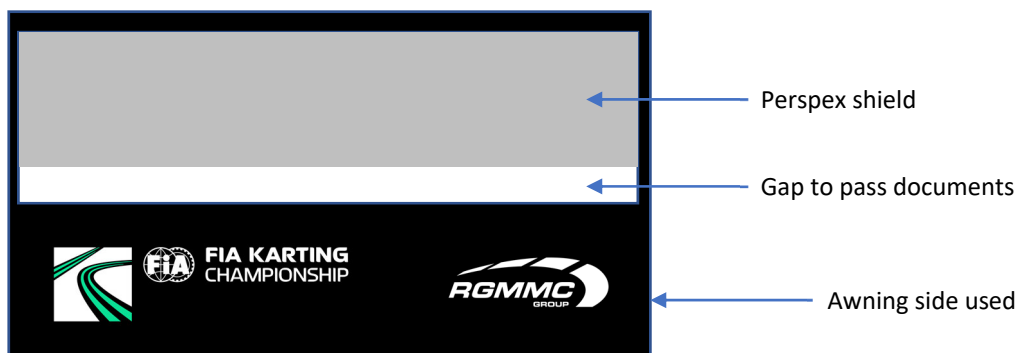
Only one entrance will be made available to the paddock area. At this entrance, everyone entering the paddock must complete a form each day which can be downloaded from the FIA Karting website and filled out in advance ([www.fiakarting.com](http://www.fiakarting.com) under the drivers registration area).

Everyone's temperature will be checked electronically upon arrival, anyone with a temperature over 38 degrees Celsius will be double-checked by a member of staff at a second testing station. Should the second test also be above 38 degrees Celsius, the individual will not be allowed to enter the paddock, and should seek medical advice immediately for further testing.



### 4. SIGNING ON

Signing on will continue to be done at the FIA Karting hospitality unit via a side window. Shields must be attached, and race secretaries must wear PPE.



## LOCAL ORGANISER SELLING TRACK TICKETS

The local organiser must set up a similar system in order to sell the test sessions tickets for Thursday. It would be beneficial to sell them in advance over a web platform.

### 5. BRIEFING

As any form of gathering is prohibited, the briefing will be prepared in the following way:

- A video will be prepared together with the race director
- The video will be uploaded to the web platform as a private video that can only be seen via the private link
- All drivers will receive an email, in addition to a paper during the signing on (should also be stated in the timetable)
- A WhatsApp number will be provided for any drivers who wish to ask any questions to the race director about anything to do with the briefing
- Teams will receive a copy of the briefing and be advised to ensure all their drivers have watched and understood the briefing.

### 6. SIGNBOARDS AND WARNINGS

**Minimum 1.5 metre distance, wash hands frequently, no contact such as hugging, greet without touching, no social gatherings, one mechanic per driver only.**



## **7. CLEANLINESS AT THE COMPETITION**

During the Competition, the local organiser should ensure the following:

1. There are hand sanitising stations set up throughout the venue
2. The toilets and other facilities should be cleaned every hour
3. Any areas such as seating areas should be cleaned regularly

## **8. TEAM RESPONSIBILITIES**

The teams will be obliged to fill out a form to provide the CIK-FIA a detailed list of all team members and groups. The number of team members should be reduced to the absolute minimum. The same goes for engine tuners and carburettor specialists.

**Groups** – A group of people that have unavoidable close contact, such as team members who share rooms and travel together in team vehicles. These groups should avoid socialising with members of other groups.

In the team tents, the entrant will be responsible for ensuring social distancing and team behaviour is maintained. Any member or team not following the guidelines will be asked to leave the competition without warning.

## **9. CATERING AND HOSPITALITY**

All forms of corporate hospitality units with external guests will be prohibited from the paddock. Team catering services are permitted provided that they follow the rules below:

- Tables can have no more than 4 chairs
- Tables must be separated by a minimum of 1.5 metres
- Food serving in buffet style is prohibited (Takeaway would be best recommended)
- Seated catering units are for staff and team members only
- Cleaning of tables must be done after diners leave each table

## **10. PADDOCK PROTOCOL**

- Only personnel involved in the racing or execution of the competition may be present. (All drivers may have parental guardianship present)
- PPE(face masks) must be worn at all times in the paddock area (apart from inside team tents)
- The paddock must have hand sanitising stations installed around the paddock (a minimum of 1 per 100 people)
- No public / spectators may enter the venue
- Social distancing of at least 1.5 metres must be respected at all times.

## 11. SCRUTINEERING

- The mechanic with his equipment (two karts and two engines) will only be allowed to enter the Technical Area for scrutineering if he/she can present a completely filled out Technical Passport. PPE is mandatory.  
If it is deemed necessary, scrutineering groups can be called out to reduce the amount of people in scrutineering.
- The driver with his/her suit and helmet must accompany the mechanic while maintaining a minimum distance of 1.5 metres. If no helmet or suit is present the driver cannot enter.
- The queuing system for scrutineering will be single file, and the mechanic must respect the lines marked on the ground.
- Station 1: Suit and helmet will be checked by the scrutineers at a separate station. After that, the driver has to leave.
- Station 2: Registration and check of chassis and engines will take place in double file. During this, the mechanic needs to step away from the scrutineer.
- Station 3: Chassis and engines will get FIA bar code stickers on.
- All scrutineering stations shall have doubled-up tables to create additional distancing between people.

## 12. TECHNICAL AREA GUIDELINES

### During the whole Competition

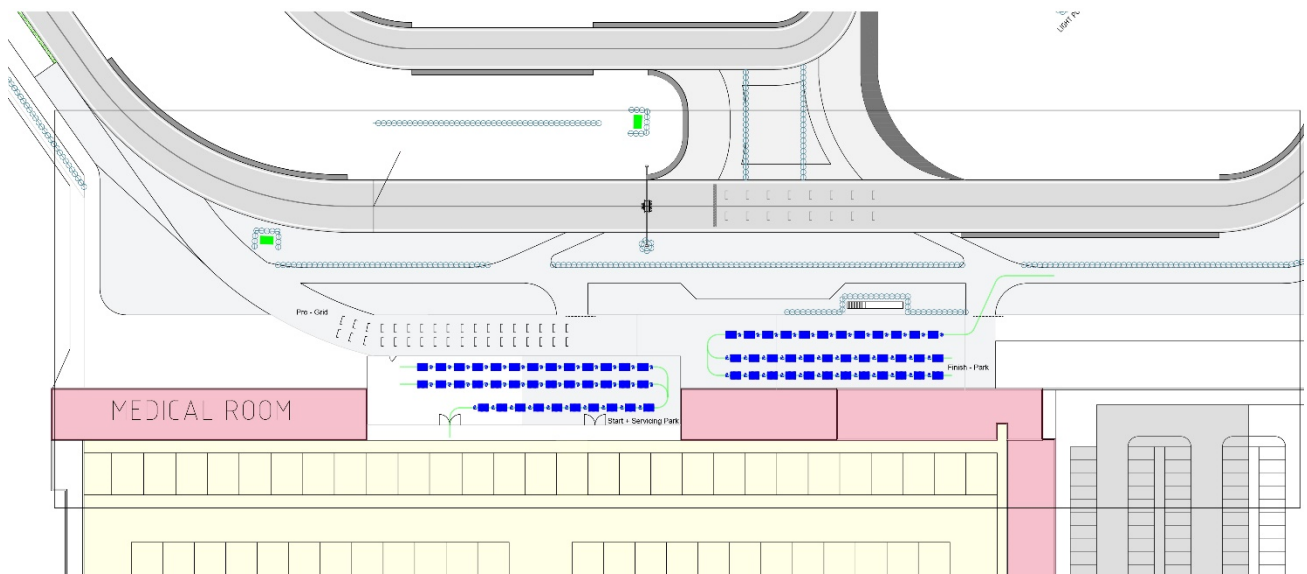
- At the entry gate to the Start-Servicing Park, a cue should be laid out with markings on the ground to provide 1.5 metre distancing between karts and people attempting to enter.
- During the whole competition, only one mechanic with one driver is allowed to enter the Technical area.
- When entering the Start-Servicing Park, PPE remains obligatory at all times when either present or working in the Technical Area.
- Low fencing or lines painted on the ground could display different areas.
- Upon entering the Start-Servicing Park the same rules as prior to the COVID-19 pandemic apply. The driver's and mechanic's passes and their PPE will be checked. If one or both is not in compliance, entry will be refused.
- All personnel at the gates **MUST** wear PPE. Hand sanitising stations will be set up at the entry and exit of the Technical Area.
- Areas will be displayed where mechanics, together with their kart and driver must remain.
- The driver must respect the social distancing rules with regard to his/her mechanic and other drivers.

### During Free Practice and Warm up

- At the entrance gate of the Start-Servicing Park, the passes and PPE of each mechanic and driver will be checked.
- Chassis and engines will be scanned at a second station. Mechanics and drivers need to step back during the scanning.
- The entry to Pre-Grid is open all the time. An attending mechanic from another driver might help with placing the kart on the ground in the Pre-Grid.  
The mechanics and drivers need to ensure social distancing. Officials will control this; if mechanic refuses to follow the order of the official, he will be asked to leave the premises immediately.
- Repairs and adjustments in the Repair area are possible, but by the responsible mechanic only. An attending mechanic from another driver might help with placing the karts on the ground. Social distancing has to be respected by the mechanics at all times.
- If a second chassis is used, this needs to be placed in the Repair Area and not in the Start-Servicing-Park. After the session finishes, the kart needs to be taken away immediately.
- At the end of the session, the mechanic and the driver have to leave the Technical Area right away while observing social distancing through the Finishing Park.

## During Qualifying Practice, Heats and Finals

- At the entry gate of the Start-Servicing Park, the passes will be checked and PPE of mechanics and drivers.
- Tyres will be checked with the MiniRae at a second station. Mechanics and drivers need to stand back during the scanning.
- The second chassis will be placed by the driver at the designated places if necessary.
- Entering the Pre-Grid, except at Qualifying Practice, 5 minutes before the gate closing time of the Pre-Grid, the Pre-Grid official will call the mechanics to enter with one kart. At this point, he will call through each driver (depending on their position on the grid) and the mechanics need to enter to ensure a proper and correctly organised setup of the Pre-Grid with respect to the social distancing. During this procedure, the rear axle width will be measured at the gate.  
If a mechanic/driver is reluctant to follow the call immediately, the driver will be not allowed to start in the race concerned, and will have to leave the area.  
Karts must be placed on the ground. If necessary, a mechanic from another driver might help. Trolleys must be taken immediately to the trolley parking and drivers must sit in their karts.
- Once the karts have been started, the mechanics must go to the mechanic standing area. No smoking is permitted (this includes electronic cigarettes) and a distance of at least 1.5 metres must be maintained between mechanics.
- The second chassis must be removed from the Start-Servicing Park as soon as possible via the Finishing Park.
- After the Qualifying Practice, the Heats or the Final are finished, drivers will come back to the Finishing Park in front of the official scales. The driver needs to stay seated until an Official allows him/her to get out of the kart. He needs to push the kart immediately towards and onto the scales. If he wishes to remove his helmet, a face mask is mandatory. The driver must provide the face mask.
- After going over the scales and collecting up the kart with the mechanic, the driver needs to leave immediately. If a second chassis is placed in the Start-Servicing Park, this needs to be taken along by the driver.
- Scanning of equipment will be done afterwards by the mechanic only.
- During the Heats, the mechanic needs to stay behind the kart, not working, on one of the marked lines until the official Protest Time is over.  
After the Final, the mechanic needs to leave the area and the kart, until they are allowed back in (Protest Time for the Final is longer than for the Heats).



## **Technical checks after Qualifying Practice, Heats and Finals**

- The karts selected for Technical Checks will be placed in the Parc Fermé with one mechanic only.
- Upon the demand of the scrutineers the mechanic disassembles the part requested to check and takes it into the scrutineering room.
- During this check, the mechanic must respect the social distancing rule with regard to the scrutineer.
- Engine tuners will be allowed into the Technical Area only upon the demand of the scrutineers. PPE is mandatory.
- In the scrutineering room, distance must be kept between the tables where technical checks are made.

### **13. TYRES AND FUEL HAND OUT**

#### **Distribution of Tyres (Free Practice) and Fuel**

- At the suppliers trucks a line must be marked out to ensure people waiting for tyres maintain a distance of at least 1.5 metres.
- All staff of the supplier and mechanics/drivers picking up the material must wear PPE when handing out/picking up the products.

#### **Distribution of Tyres (Qualifying Practice – Final)**

- The distribution of tyres will take place in the Technical Area. The entrance will be clearly marked. After that the mechanic/driver with the tyres will leave through the guided exit. PPE is mandatory.
- All stations for tyre distribution shall have doubled-up tables to create additional distancing between people.

### **14. ON TRACK**

#### **Flag marshals:**

Each flag marshal must ensure he keeps as much distance as possible from his colleague at the post. After each day of racing or change of flag marshal, all equipment must be sanitised. This includes radios and headsets, electronic marshal controls and flags.

All marshals are advised to wear PPE at all times.

#### **Kart collection:**

Should a kart require collection at the track, the same procedure will be used as in the past. At the marshal briefing it will be advised to ensure as much social distancing as possible and no contact such as hand shaking should take place.

#### **In the case of an accident:**

In the case of an accident where a driver requires medical attention, the standard procedure will take place. Marshals are asked to keep their distance and allow the trained medical staff to carry out any work needed.

### **15. MEDIA PERSONNEL**

Non-essential media will be asked to stay home. This applies for journalists for example who can write reports based on the live stream. Photographers that do not provide any news feed with content will be asked not to attend the race.

All media must ensure they have permission to attend the race from the FIA Karting media delegate prior to the Competition.

Media press rooms must ensure a 1.5 metre spacing between media personnel unless they apply as a group.

When photographers / videographers are collecting content, they must maintain a distance of 1.5 metres between one another. Anyone not following this rule will be asked to leave immediately.

## **16. PODIUM, PRESS CONFERENCE AND INTERVIEWS**

### Podium:

Areas will be marked out for where photographers and team members may view from. (we advise as many as possible to watch the live stream provided instead of attending in person).

A wider FIA Karting podium has been constructed in addition to podium steps which will permit the 1.5 metre social distancing required.

All people at the podium, including the drivers, will be required to wear PPE.

The commentator will not be visible as was the case in the past and will remain standing behind the podium.

Grid girls will not be permitted for the podium presentation.

### Press conference:

A new press conference system will take place in order to obtain the necessary content for the TV highlight packages. After the podium, the driver or team member will be asked to stand alone in front of a press wall background and be interviewed with the use of a boom microphone or an on-body wireless microphone to avoid contact with the presenter.

### Interviews:

Interviews will be conducted in a similar manner to the press conferences to ensure social distancing.

### Driver parade:

Due to the COVID-19 situation, we recommend continuing to set up the final grid on the track as it provides a good level of social distancing. The shows and driver line up will no longer take place. Instead, drivers will take their place on the track next to their karts and the commentator will introduce each driver (this is to satisfy the TV coverage). Face masks will be obligatory on the grid for drivers and mechanics.

## **17. LOCAL REQUIREMENTS (IF NEEDED)**

National and local laws will apply in priority over the FIA Karting guidelines. In cases where the local law is more relaxed, the FIA Karting guidelines will take priority.