FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM STANDARDS FOR ROAD RACING CIRCUITS (SRRC)

2014

NORMES FIM POUR LES CIRCUITS DE COURSES SUR ROUTE (NCCR)

FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME

FIM Standards for Road Racing Circuits (SRRC)

Normes FIM pour les Circuits de Courses sur Route (NCCR)

EDITION 2014

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Articles amended as from 1.1.2014 are in bold type
Les articles modifiés dès le 1.1.2014 sont en caractères gras

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EDITION 2014

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029.1 GENERAL

029.1.1 Object and aims

The FIM Standards for Road Racing Circuits (SRRC) define the procedure by which the FIM may homologate a circuit.
Practical criteria concerning conception and use are included to assist the designer of a new circuit in the presentation of a project to the FIM, the operators of a circuit who plan modifications and the organisers of events in the choice and in the preparation of circuits.
Exceptions to the following articles may be granted according to the grade of circuit licence (art. 029.11.11).

029.1.2 Date of application. Changes

The current FIM standards come into force on January 1, **2014**.

They cancel and replace all prior publications.

Changes may be made to these standards, each time the FIM, according to experience, technical evolution or safety reasons, deems it necessary.

029.2 CIRCUIT LAYOUT

029.2.1 General principles

The ideal line (which is represented by the trajectory of competition motorcycles) and not the geometrical shape of the layout, is the factor which will be used when referring in these standards to straights and curves and in order to calculate the average speed of a circuit and to design the layout.

029.2.2 Length of the circuit

The length of the circuit should be between 3.5 km and 10 km.

029.2.3 Straights

The starting zone must compulsorily be situated on a straight of a minimum length of 250 m.

The starting line must be located at a minimum distance of 200 m from the first curve.

029.2.4 Curves

The connection between a straight and a circular curve or two circular curves each of a different radius, must not necessarily be made by means of a transition curve unless one wishes to increase the entry or exit speed of the particular curve.

029.2.5 Banking

Banking is the transversal gradient or slope of the track which is measured perpendicularly to the centre-line of the latter.

029.2.6 Banking on straight

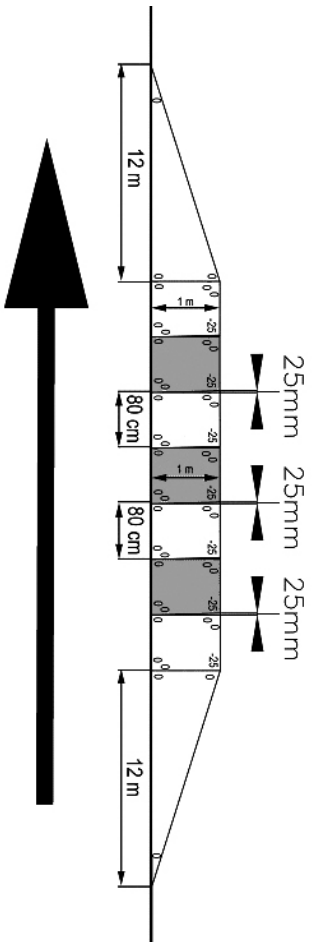
On a straight, the track must be banked in order to allow for the drainage of surface water. This banking can be either constant (unilateral) or cambered.

029.2.7 Transition of banking

The transition of the banked track must be carefully studied so as to:

- guarantee satisfactory lateral drainage of water
- avoid any sudden variation in transversal acceleration which is no longer compensated by banking (dynamic)
- obtain a suitable line of sight

029.2.8 FIM kerbs for inside and outside of the turns



View from above

029.3 VERGES AND RUN-OFF AREAS

029.3.1 Definition and purpose

Verges (and on the outside of curves, run-off areas) represent the outer parts of a track's transversal profile.

They are absolutely necessary from the construction point of view serving as a limit and shoulder for the superstructure of the track.

They contribute to higher safety by improving visibility, improving the possible use of the track over its whole width and, if they are of sufficient range, serve as an area in which vehicles can be brought to a halt.

029.3.2 Characteristics

Verges and run-off areas have a flat surface but which is less even than that of the track itself. They must be kept free of any debris and stones of a higher diameter than those of the grains of the gravel beds. Their surface must be on a level with the profile of the track or the upper side of the kerb.

029.3.3 Gravel beds

The surface of the gravel beds must be completely flat without undulations. They should be on the same level as the run-off area except for the gravel bed laid down on the run-off area**. It is even recommended that the gravel run off area be -1/-2 cm lower that the edge of the track.**

In order to maintain the effectiveness of the gravel beds, a mixing (countersinking) should be carried out before every FIM event and, all debris and stones of a diameter superior to the grains must be taken out.

029.4 DRAINAGE OF SURFACE WATER

Proper drainage must ensure that the track, verges, run-off areas and gravel beds are cleared of any surface water.

When calculating the possible flow of water (dependant upon the intensity of rainfalls, their duration and the coefficient of flow) local climatic conditions must be respected.

If the installation of a gutter between the track and the first line of protection is indispensable, it must be built in such a way that there is no bump to the surface of the verge or the run-off area : i.e. it must be recovered by a smooth metal

wire mesh, or an absorbent well must be used, in order to maintain, without any interruption, the normal surface of the verge and/or of the run-off area.

029.5 ADDITIONAL PROTECTIVE DEVICES

029.5.1 General

Additional protective devices may be permanently or provisionally used to protect rigid obstacles. The devices used must be homologated by the CCR/FIM.

The following protective devices are homologated (see manufacturers' and/or distributors' co-ordinates in Annexe A):

Type A
- Airfence Type I S
- Airfence IIS, Airfence Bike and Airfence Bike Evo
- Alpina Air-Module, Alpina Air-Module AA, Alpina Super Defender and Alpina Super Defender 2
- Bridgestone Module 1000 and Bridgestone Module 1300
- PKS Modele 1
- Recticel Safeguard barrier 1 and Recticel Safeguard RR
- SPM AirPADS and SPM Energy Absorber Type A
- Trackcare Hi-Lite and Trackcare Inflatable Barrier

Type B
- Airfence Type I and Airfence Bike B
- Alpina Defender Barrier
- Recticel Safeguard barrier 2

Type C
- Straw bales wrapped in a fire-resistant bag (grey colour recommended)
- Filling Italiano Protection System (ONDA 27/33 - 20/26),
- Alpina Synthetic bales and "Big bales"
- Authorised foam bales
- PKS Modele 5
- Recticel Safeguard barrier 3 and Safeguard barrier 4
- Trackcare barrier

Coordinates of manufacturers and/or distributors of fire resistant bags can be obtained at the FIM CCR Executive Secretariat.

Type D
- Cars tyre barrier covered with conveyor belt

Type E
- Cars tyre barriers

Type F
- TECPRO barriers

MotoGP advertising pads
The MotoGP advertising pads are homologated to be placed in front of any homologated protective devices.

All additional protective devices must be placed against the rigid obstacle (no free space).

Contingency type C protective devices may be requested in the homologation report to be available at each FIM event.

029.6 SIGNALS AND MARKINGS

029.6.1 Turn signs

The approach before a turn must be indicated.

For Endurance races taking place partly at night, signs in reflective material must be installed.

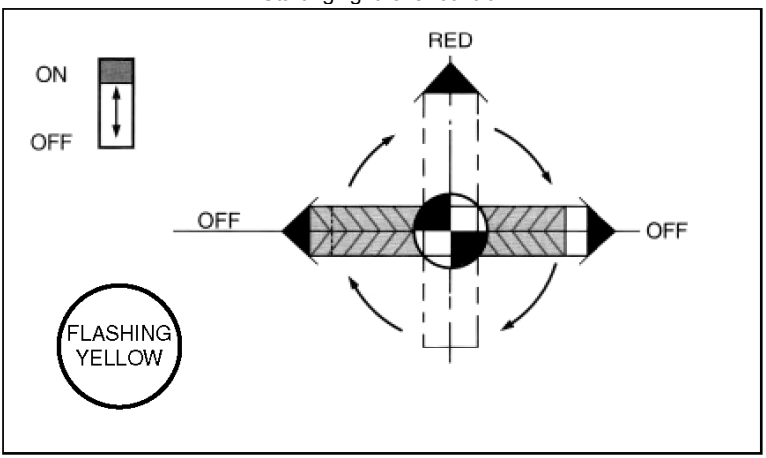
There must be a white line (width : 1m, length : minimum 5m) painted at both sides on the verge at the edge of the racing surface or the kerb and also on the first line of protection (guardrail or wall) or on the additional protective device (width 1m).

029.6.2 Start lights

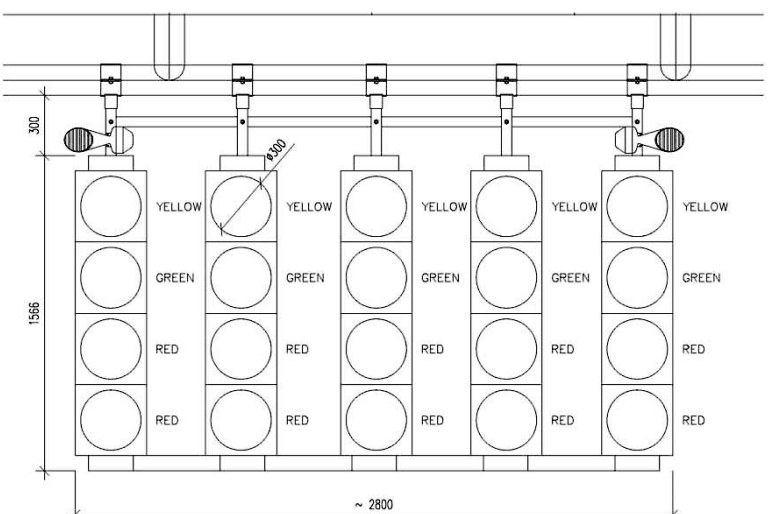
An installation of 2 lights, i.e. red and yellow. The following combinations must be possible :

- red light only
- yellow flashing light only
- red light + yellow flashing light

Starting light lever control



The below system is also acceptable :



029.6.3 Red lights around the circuit

These lights will be switched on by the Clerk of the Course only to signal that the practice or race is stopped. They will be complemented by the marshals' red flags.

The luminous intensity must ensure a good visibility of the lights. In order to avoid sun reflection, it is desirable to cover the top.

029.6.4 Pit-lane exit lights

The pit exit lights are red, flashing blue and green. The exit must be controlled by these signs and this control must be ensured continuously by an official.

It is recommended that this lights are also controlled from the Race Direction.

029.6.5 Yellow flashing lights around the circuit

Each circuit on which night races are organised **may** be equipped with light signals fixed to each marshal's post.

These signals **may** be controlled by the post on which it depends and by the following post.

This installation may be made of flashing lights, i.e. two lamps which switch on alternatively **or LED or light panels which twinckle (flash on and off alternatively).**

029.6.6 Marking

On each side of the track, a continuous white line between 8 and 10 cm wide, must be painted on the very edge of the verge or of the kerbs, except at the entrance and exit of the pit-lane where an interrupted white line must be painted. **The length of this interrupted white line will be fixed by the FIM/CCR Inspector during the homologation.**

No form of advertising or decoration is permitted on the track surface (run off areas excepted).

The paint to be used for the white lines and the kerbs along the track, for the starting grid and for any other marking on the track**,** in the pit-lane and on the asphalt run-off areas must be approved by the CCR/FIM.
For the Sidecar class, the use of the CCR/FIM approved paint is recommended.

The approved paints are the following:

COLORIFICIO SAMMARINESE	Vernice Autodromo 85500502
DREW PAINTS, INC.	09NS-Series W/B Circuit Marking Paint
LIMBURGER LACKFABRIK	LIMBOROUTE Circuitline WBP
ORÉ PEINTURE	**RACE LINE**

(see the manufacturers' contact details in **A**ppendix **Products**)

Circuits shall keep at the disposal of the Safety Officer, the FIM Inspector or the Jury President the paint order forms and invoices, so that it can be proved at any time that the paints used are the FIM approved ones.

The paint application method defined by the manufacturer shall be scrupulously followed.

The approval procedure can be obtained from the CCR/FIM Administration.

The openings in the first line of protection allowing access to the run-off area must be indicated by:

- a "fluorescent" orange (recommended colour reference: Pantone 15-1364 TC "Orange crush") line two meters wide minimum, painted on the first line of protection or on the protective devices.

029.7 CIRCUIT INSTALLATIONS AND SUBSTRUCTURE

029.7.1 Paddock

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters (see promoters' manual).

The surface of the paddock must allow heavy vehicles to circulate on it.
Any demarcation of roadways, unauthorised zones, and parking spaces must ensure that vehicles occupying the paddock are positioned rationally.

If the paddock is situated on the inside of a race track, it should be possible to gain access via a bridge or tunnel (clearance: 4,5 metres) by private cars, ambulances, **heavy trucks** etc. at all times.

The following minimum installation requirements must be met

- WCs — 30 incl. 10 for **ladies and 2 for disabled persons (and in any case following local legal requirements)**
- Showers with hot water — 12 incl. **4** for ladies **and 1 for disabled person (and in any case following local legal requirements)**
- A riders' info. **office**
- A first aid post
- A medical service post **or Medical Center (in accordance with the FIM Medical Code).**
- Fire-fighting post
- Bar, restaurant facilities **are recommended.**

Usable areas

- Tractor Unit Park	700m. sq.
- Teams Working Area (Minimal Box Space)	5000m. sq.
- Major Service Companies	2000m. sq.
- Secondary Service Companies	1000m. sq.
- Hospitality	5500m. sq.
- Living Area	4500m. sq.
- Roads	5000m. sq.
- Total	23700m. sq.

This though is only to be regarded as a guideline, as it an almost impossible task to account and utilise every square metre of a paddock.

Electricity outlets

The minimum totals of electricity should be in the following areas:

	220v (16 amp)	380v (32 amp)
Teams Working Area (Minimal Box Space)	55	15
Major Service Companies	15	5
Secondary Service Companies	15	5
Hospitality	40	20
Living Area	70	20
Total	195	65

These figures again are only guidelines and the greater the number of outlets the easier access can be. It is desirable that no vehicle is ever further away than 50m from an electricity supply. The further leads have to stretch through a paddock the greater the power loss through the cables, as well as a greater chance of cable damage and accident.

The total amount of KVA needed is difficult to ascertain, but on average a minimum of **7.5**KVA should be assigned to every vehicle in the paddock making a maximum of 1300KVA (This does not take into account electricity used within the pit boxes).

Also it should be ensured that a 32 amp or 64 amp 380v supply be located adjacent to the medical centre **(according to the FIM Medical Code).**

Water outlets

Teams Working Area (Minimal Box Space)	50
Major Service Companies	10
Secondary Service Companies	10
Hospitality	40
Living Area	70
Total	180

Enough water pressure must be guaranteed at every water outlet distributed along the paddock.

Water should also be available adjacent to the Medical Centre **(according to the FIM Medical Code).**

Drainage

The used water must be evacuated, with no atmospheric contact, through a flexible pipe to the device provided for this evacuation.

Waste oil/fuel containers

A total of 8x200 litres containers located evenly throughout the working area should be easily accessible to teams area **according to the FIM Environmental Code and at least according to the local legal requirements.**

Waste disposal units

Should be located evenly throughout the paddock area. A special attention needs to be paid to the hospitality area **according to the FIM Environmental Code and at least according to the local legal requirements.**

Maintenance

Waste oil/fuel containers and waste disposal units must be emptied or replaced at least once a day. **It is recommended to be done before 8 am and/or after 19:30 pm.** The toilets and showers must be kept clean and serviced throughout the event.
A technician for all the main services should remain on site throughout the event and be easily reachable.

029.7.2 Scrutineering areas

Inside or near the paddock, a zone must be set aside for personnel carrying out administrative checks and scrutineering. This zone must have the following specifications:

- it must be fenced and covered
- the surface must be flat
- the area must have a minimum of 100 m^2
- weighing material must be provided
- access must be strictly controlled.

A board for official notices must be set up on the edge of this zone. The board must have a surface of at least 3 m^2. Any official notices must be suitably protected from inclement weather.

029.7.3 Pit–lane entry

60 km/h speed limit boards must be placed at both sides, on the ground and a continuous white line must be painted across the pit-lane entry. The exact location will be decided by the inspector during the homologation of the circuit.

029.7.4 Pits

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters (see promoters' manual).

Minimum total surface: 1400 m^2
Minimum pit size: length 6m, width 5m
Recommended: length 12m, width 7.5 m: 90m2

Security

Each box should be lockable front and back with a barrier or walling preventing access from adjacent boxes. It is preferable though that these partitions can also

be removed to allow teams occupying more than 1 box the ability to remove partitions.

The boxes should also be secure against the elements, and able to prevent wind, rain and surface water from entering.

Electricity and Lighting

Boxes should be equipped with at least **8** electricity outlets per 50m. sq. of box space. The outlets should be of at least 16 amps, and should be able to meet the current demands made on power through Tyre Warmers etc. It is also desirable to have electricity outlets on the Pit Lane side of boxes to enable teams without boxes access to electricity during the course of practice or race.

It is highly recommended to have a 380v (32 amp) sockets outside, at the back of the pit boxes for the team working trucks, and at the front.

All garages should be well lit, with good quality lighting (minimum 500 lux) throughout the whole garage and be cabled to receive timekeeping and television signals.

It is highly recommended to have a TV socket per pit box connected to the Clased Circuit Television (CCTV) signal, in order to received footage of the races and timekeeping results.

Water, Drainage

Each Pit box should have individual access to water and drainage.

Compressed air

Each Pit Box should also be equipped with compressed air supply **equipped whit a humidity extractor in order to release water built up from the compressed air.**

Fire-fighting

Each Pit Box **shall** be equipped with fire-fighting supply (Extinguishers, etc..).

029.7.5 Signalling platform

A platform for signalling must be built between the pit-lane and the verge at the track edge. It must be equipped with electrical outlets at regular intervals (minimum 40).

Dimensions that must be respected:
- width of the verge track side: 2 m
- width of the platform: 1.2 m
- length: the pit-lane must extend 25 m in front of the first pit and beyond the last pit
- level of the ground in the lane: 35 cm higher than the pit-lane
- protective concrete wall track side
  = height above ground of the platform 1 m
  = thickness of concrete wall 25 cm

A protection barrier of 65 cm in height is necessary between the platform and the pit-lane. There must be openings of +/- 80 cm, located at a maximum of every 25m.

There must be an opening of at least 2 m in width in the wall and in the whole infrastructure of the signalling platform. This opening must be located at the level of the start/finish line. It is indispensable that this passage be fitted with a sliding door which must be joined to the wall.

About 50 meters after the start line, a platform of at least 1 m high, surrounded by a handrail, must be installed. This platform must be built so that the starter can easily watch the complete starting grid. The control of the starting lights must be made from here. Access to this platform is strictly reserved for the starter and, possibly, his deputy.

029.7.6 Pit-lane exit

The pit-lane exit must be controlled with a set of lights (see 029.6.4).

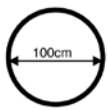
Crossed out 60 km/h speed limit boards must be placed at both sides, on the ground and a continuous white line must be painted across the pit-lane exit opposite the lights.

029.7.7 Starting Grid

The positions on the starting grid must be indicated on the track with an approved paint as follows:

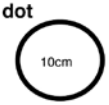
- Solo and Sidecar: **White box**

- Endurance: **white circle**



or

white dot



A red light connected to the starting light lever control should be installed at each of the rows of the starting grid. The lights shall be opposite the Marshals in charge of the control of the start**.**

The starting grid shall be formed in the following way:

- the width available on the start line will be divided into lanes taking into consideration the number of riders per row, and the interval of the riders on the second row.

- the minimum width available is
  - for solo machines: lane of 3,00 m
  - for sidecars: lane of 4,00 m

Pole position: 1 m. behind the start line will be decided by the inspector during the homologation of the circuit.

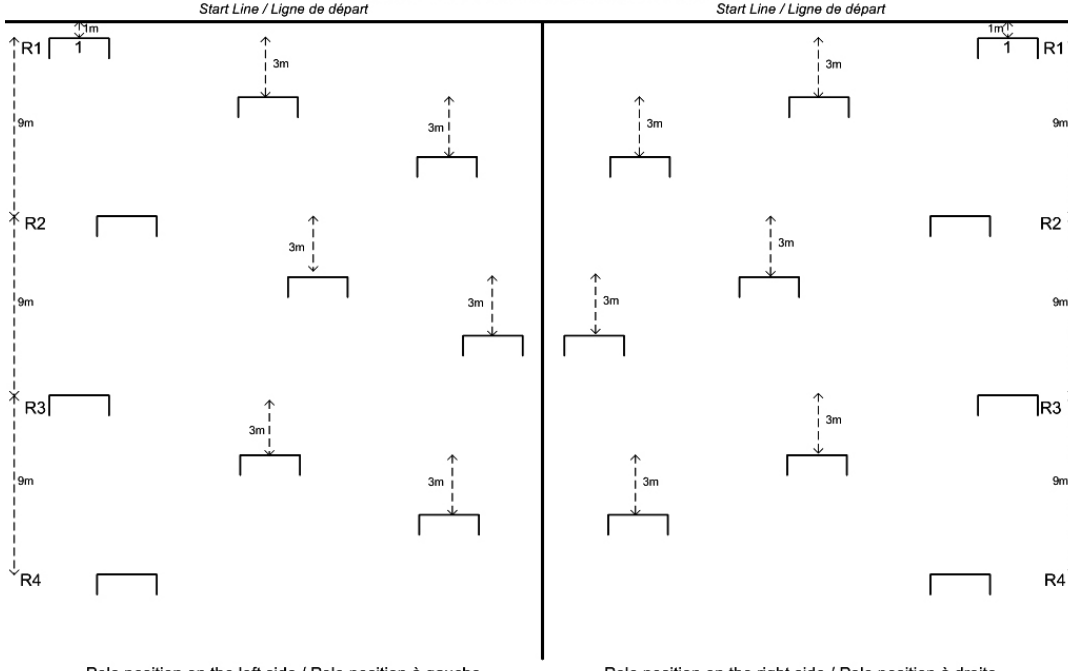
- length of track available for each row: 9 m.

- machines must be positioned “in echelon” on the grid in staggered lines thus leaving the space in front of each machine free in the preceding row.

SOLO (3-3-3-3)

STARTING GRID / GRILLE DE DEPART

Dimensions in meters / Dimensions en mètres



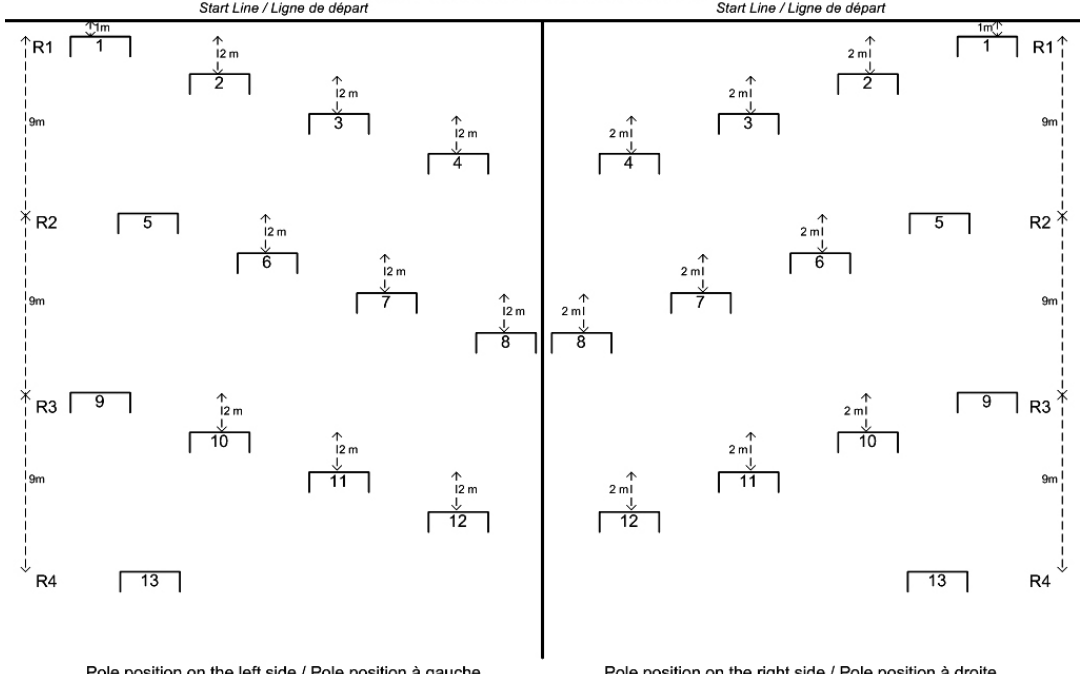
Pole position on the left side / Pole position à gauche

Pole position on the right side / Pole position à droite

SOLO (4-4-4-4)

STARTING GRID / GRILLE DE DEPART

Dimensions in meters / Dimensions en mètres

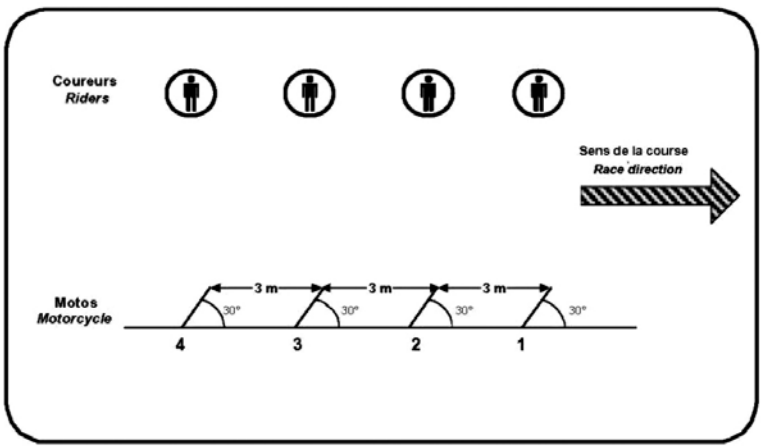


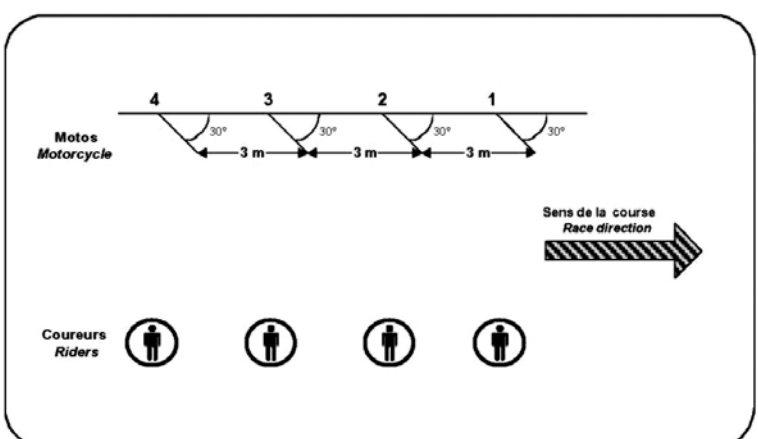
Pole position on the left side / Pole position à gauche

Pole position on the right side / Pole position à droite

Endurance

Grille de depart /Starting grid

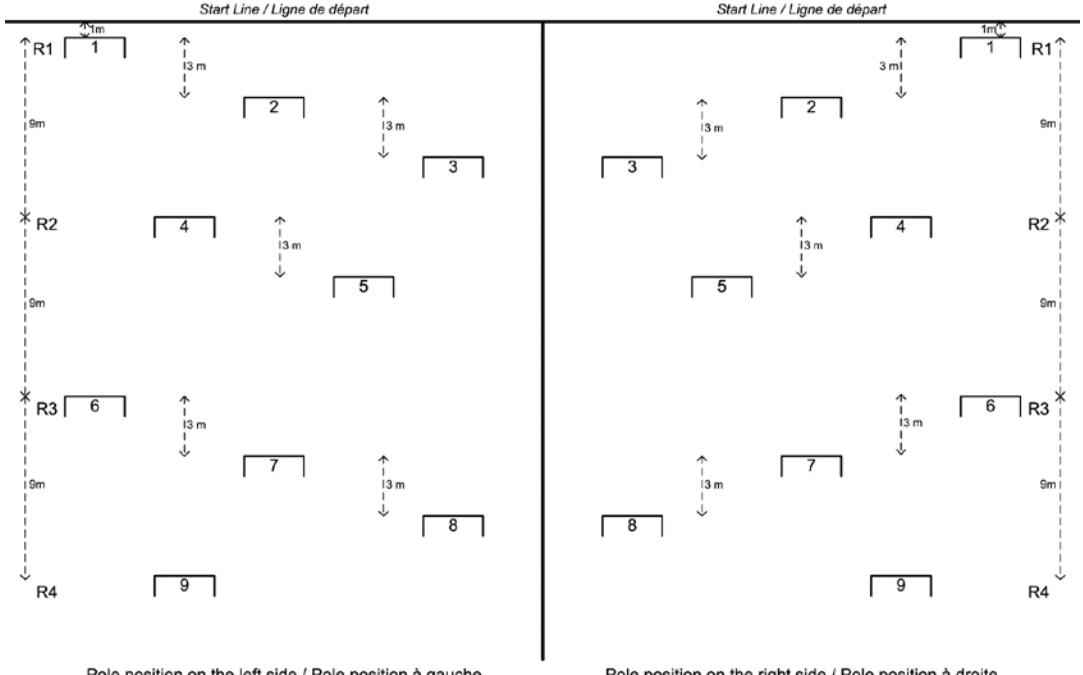




SIDECAR

STARTING GRID / GRILLE DE DEPART

Dimensions in meters / Dimensions en mètres



Pole position on the left side / Pole position à gauche

Pole position on the right side / Pole position à droite

029.7.8 "Parc fermé"

Of a 300 m^2 minimum surface area, this "Parc fermé" must be fenced-off and must only have one controlled entrance/exit point

029.7.9 Race control post

The race control post is the surveillance and control centre.

This post must be located near the starting line and must have a separate exit onto the track or onto the pit-lane.

The area used must be accessible to authorised personnel only.

The following equipment must be installed in the control post :

- a telephone connected to the track network, the service posts and outside network
- a radio transmitter/receiver for the internal network
- a TV receiver
- closed circuit television (CCTV)
- a switch to turn on/off all the red lights around the track **as well as the pit lane exit lights.**
- if the Circuit is equipped with an UPS electrical system, an audible warning must indicate the start up of the system and a blue light will remain on for the duration of the operation.
- adequate heating or cooling facilities.

029.7.10 Closed Circuit Television (CCTV)

This installation can be permanent or provisional and must be in compliance with the following instructions :

- Each screen **(camera)** must be connected to a video **or DVD** recorder.
- The installation must be operational throughout the event from the first practice session.
- The cameras must be pivoting and be equipped with an efficient zooming system. If the installation is provisional, it must be completely independent from the installation for the TV broadcast of the event (different cameras, different cameramen, different control screens and different recording devices).
- If the installation is provisional, the presence of a crew co-ordinator who is in charge of passing the instructions of the officials onto the cameramen all around the track and vice-versa is compulsory throughout the event at the Race Control Post.

- The cameras must be located in such a way that the officials at the Race Control Post can follow a rider for a full lap without missing him while all the cameras are stationary.
- **The footages recorded should be kept at the disposal of the Race Direction and FIM for at least a period of 6 month, following the end of the event.**

029.7.11 Communications service

The following communications networks must be installed :

- A telephone connection with the outside network from the race control post and from the press room
- an internal network linking-up the race control with the observation posts and the medical centre.
- An internal network linking-up the medical service vehicles with the medical centre
- A restricted address system from the race control post to the paddock
- A public address system

Any information given by loud-speaker must be in several languages and at least in the two official FIM languages.

029.7.12 Timekeeping post and results office

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters (see promoters' **or timekeeping company** manual).

The time keeping post must be sound-proofed as much as possible and must allow perfect viewing conditions. It must be equipped with adequate heating or cooling facilities.

The timing equipment must be able to record times on each lap and be accurate to 100th of a second.

The results office must be arranged in such a way that the time of each rider for each lap may be calculated immediately.

The results office which if possible will be situated in a nearby but separated room from the time keeping post, must contain **at least one** copying machine **and a back-up machine**.

029.7.13 Officials' rooms

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters (see promoters' manual).

These rooms must be near to the race control post.

The rooms must be accessible to riders during the event .

The following equipment must be installed as well :

- one TV screen connected (via normal antenna) with the host broadcaster
- one monitor connected with the timekeeping
- one telephone (direct line with outside national and international calls)
- **enough ADSL** internet connection**s or Wifi**
- table and chairs
- trays labelled with the name of the persons present
- one refrigerator with soft drinks
- adequate heating or cooling facilities

029.7.14 Press Centre

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters (see promoters' **or FIM Press officer** manual).

The press centre must be equipped with adequate heating or cooling facilities.

029.7.14.1 Location

It is recommended that the press centre be located above the stands so that the start and arrival of the races be visible, together with the activity in the pit-lane. If the press centre is not above the stands, it must be located in the paddock.

029.7.14.2 Open hours of the press centre

The **minimum** open hours of the press centre are the following :

Thursday :	14h00 – 21h00
Friday :	08h00 – 22h00
Saturday :	08h00 – 23h00
Sunday :	08h00 – midnight

The open hours of the press centre must be clearly mentioned on a professional board in front of each press centre's entrance.

029.7.14.3 The press officer' office

This office must be equipped with:

- 1 desk with draw (preferably which could be locked)
- 1 furniture with locker
- 2 tables measuring together at least 8 m length upon 1m width
- 1 direct telephone line
- 1 fax machine
- 1 telephone cable (two pairs cased, 4 cables in total) as from the timekeeping room. The cable must be connected to each end. Ways through a generator or amplifier together with connections must be absolutely avoided.
- 1 photocopier
- 1 small refrigerator
- 1 TV monitor at least (preferably a set of 4 TV screens)
- enough electric outlets for a computer, a charger for talkie walkie, two printers

029.7.14.4 Space for internet

It must be equipped with:

2 telephone lines (1 line must be of ISDN type in the countries where such service exists).
Both lines must be installed in the timekeeping room.

029.7.14.5 Space for teams' information

Space for teams' information must be foreseen in the press centre (a table of minimum 10 m length upon 1 m width).
This space must be clearly mentioned with a "teams' information" board.

029.7.14.6 Reception desk

1 reception desk, at the nearest possible from the press centre's main entrance, near the trays for the results and the official information board **(see Art. 029.7.14.13)** must be foreseen.

029.7.14.7 Working places

- A minimum of 200 working places (tables/desks) must be available.
  The minimum dimension for each place must be : 100cm length, 60cm depth.
- 200 chairs.

029.7.14.8 Electricity

The press centre must be equipped with the equivalent of 1 electric multiple adaptor at least for 3 working places.

The best way is to install outlets on the ground and to fix extensions under the tables with a multiple adaptor every two meters. The extensions must not lay on the floor for security reasons.

For events outside Europe, a sufficient high number of adaptors for European outlets (at least **50**).

029.7.14.9 TV monitors

Each group of monitors includes 5 units.

The minimum size of the TV screen must be : 54cm (21 inches). A lower dimension will not be accepted.

All TV monitors must be placed in order that the channels can be changed with a simple remote control.

The number of TV monitors depend on the size of the press centre. It is recommended that the monitors be hung up on the ceiling.

A connection with the timekeeping room must be foreseen.

029.7.14.10 Connection with the national TV

The installation of a cable which goes from the TV centre, of which signal comes from, to the press centre is necessary.

029.7.14.11 Video or DVD recorder

A video **or DVD** recorder must be foreseen.

029.7.14.12 Photocopier

3 photocopiers able to produce at least 60 copies per minute.

One of these machines at least must be equipped with a sorting machine of minimum 10 copies and if possible with an automatic stapler.

A big table must be installed near the photocopiers.

029.7.14.13 Official information/messages board

- 1 official information board (dimensions of minimum 2 meters sq.).
- 1 board for messages (dimension of one meter sq.).

029.7.14.14 Trays for result sheets

Sufficient trays for result sheets of each class must be placed at the nearest possible of the official information board.

029.7.14.15 Telecommunication installations

- **3** telephone lines minimum (5 of which telephone must be placed in the booths with doors).

  It is important that the whole telephones' area be suitably isolated to soundproof.

- **3** fax machines minimum.
- A certain number of converters for telephone/computer connections must be available upon request.
- All the lines must be of optic fibres of very high quality and equipped to ensure transmissions via modem.

029.7.14.16 Direct telephone lines at the working places

It must be possible to install direct telephone lines at the working places if such is the wish of the journalists.

All such telephones must be equipped in order to ensure transmissions via a modem.

029.7.14.17 Services for the photographers

An area for photographers must be created near the press centre, but separately.

Such area must be equipped with tables and chairs for at least 40 persons.

An official information board and a board for messages must be foreseen, together with a total of 4 TV monitors.

029.7.15 Installations for TV Commentators

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters (see promoters' manual).

A minimum of 12 booths must be provided, i.e. :

1. A direct and wide view of the track at the start/finish line.
2. Commentary boxes spacious enough for two people.
3. Two monitors, one for the TV broadcast and the other for the lap by lap positions from the leader to the last rider.
4 An immediate relay of press-information, simultaneously transmitted to the commentary boxes and to the press-room.
5. Direct information (by telephone or radio) from the pit-lane, paddock or medical centre concerning riders who have abandoned. The press officer at the circuit should appoint a few people to relay this sort of vital information as soon as possible during the race.
6. Adequate heating or cooling facilities per booth.
7. At least 2 chairs and one table per booth.
8. At least 2 electric sockets of 200-220 Volts per commentary position.

029.7.16 Advertising

All advertising boards must be perfectly stable.

The position and characteristics of any advertisements placed on the circuit must neither reduce riders' or officials' visibility nor create an optical effect likely to obstruct or give a false impression.

No form of advertising is permitted on the track surface (run off areas excepted).

The paint used for advertising on the asphalt run off areas must be approved by the CCR/FIM (Art. 029.6.6).

029.7.17 Installations for the public

The installations for the public must comply with the laws of the country and the local building standards particularly with regard to:

- the spectators' stands (overcrowding, exits)
- car parks
- first aid services
- public conveniences
- fire-fighting services
- restaurants

Zones near the track, from where spectators may see the details should be foreseen. These zones must be situated in areas which do not represent a danger, i.e. inside curves.

Facilities for the disabled:

It is recommended that as a minimum, the following facilities be provided at all race venues for the benefit of spectators with disabilities:

- A designated viewing area, capable of accommodating disabled spectators in wheelchairs and their attendants;
- Toilet facilities for the disabled, with wheelchair access, located close to the designated viewing area;
- Reserved parking places on asphalt or concrete, with sufficient space to permit the movement of wheelchairs, located reasonably close to the designated viewing area;
- Medical facilities which, although not necessarily for the exclusive use of the disabled, have been designed with them in mind, with appropriate ease of access;
- Paved pathways permitting wheelchair movement between the above facilities.

029.7.18 Circuit maintenance

Correct circuit maintenance is essential for safety and upholding of the homologation licence.

Regular checks are necessary for:

- the cleanliness of the track and the condition of its surfacing;

- all edges and verges must be at the level of the track edge and all areas behind the kerbs must be filled up and levelled. The grass must be cut short and all dry grass must be removed. All vegetation must be removed, particularly in the run-off areas, in front of the guardrails and walls and in the gravel beds;
- the tightening of bolts on guardrails;
- repairs to damaged protective devices;
- repairs to kerbs or their replacement/removal;
- inspection and cleaning of water drainage;
- keeping the service roads in good condition;
- painting the delimitation lines of the tracks and the pit-lane;
- keeping the visibility by cutting back trees and other vegetation;
- control of telephone and TV lines;
- maintenance of buildings belonging to the circuit infrastructure.

A rapid-intervention vehicle must be in attendance with all the necessary material to immediately repair any protective devices during the event and after an accident.

029.7.19 Podium

The Podium must be visible and protected at the prize giving ceremony by installing a temporary protection line quite a distance away from the podium, in order to allow a large number of photographers to work efficiently.

029.8 MARSHALS' POSTS

029.8.1 Number and location

The number and the location of the marshals' posts will be determined by the inspector during the homologation of the circuit:

Two maps of the circuit (one for the flags marshals and one for the track marshals) with the location of the posts and the number of marshals per posts, will be attached to the homologation report. **It is recommended to attached also a combined table with the position (turns location), numbers and kind of (Track or Flag) marshals.**

029.8.2 Protection

These posts adjacent to the track must, in their simplest design, have a sufficient stabilised area, protected from the vehicles which are on the track and they must protect the officials and the equipment from bad weather.

029.8.3 Equipment of the Flag Marshals' posts

Each post should be indicated by a sign board clearly visible from the track. It is recommended this board to be 40cm horizontal by 30cm vertical with yellow background and black signs. The signs should be "F" and the number of the turn. At each post, the following equipment must be available:

1. General equipment

- verbal link to the race control post
  If protected by an umbrella it is recommended to be of a grey colour but in any case it cannot be red or yellow.

- a set of official flags:
  All the flags must have the following dimensions: 100 cm horizontal X 80 cm vertical.
  The "Pantone" reference for the colours mentioned in brackets must be respected:

  - 1 green (348C)
  - 1 with **3** yellow **and 2** vertical red stripes**, each stripe with same width** (Yellow C, Red 186C)
  - 1 blue (286C or 298C). **Light blue (298C) is recommended for 2014 and will be mandatory for 2015**
  - 1 white
  - **2** yellow (C)
  - 1 red (186C)
  - 1 black (black C)
  - 1 black with orange disk (Ø 40 cm) (Black C, Orange 151C)
  - 1 white with a diagonal red cross (Red 186C) whose stroke width is **between 10 and 13 cm**.

- 1 black board (70 cm horizontal X 50 cm vertical) which enables the race number of a rider to be attached. 1 set of white numbers whose stroke width is minimum 4 cm and height minimum 30 cm.

2. Additional equipment for the Endurance races

- **1 white board with the letters "SC" in black (Black C)**.

- 1 yellow board with the word "Push" in black (Black C, Yellow C). For races taking place partly at night, this board must be retro reflective.

3. Additional equipment for the Endurance races taking place partly at night

- yellow flashing lights (029.6.5).

- A set of official retro reflective boards.
  All the boards must have the following dimensions: 100 cm horizontal X 80 cm vertical. The "Pantone" reference for the colours mentioned in brackets must be respected:

  - 1 green board (348C)
  - 1 yellow board with vertical red stripes (Yellow C, Red 186C)
  - 1 white board
  - 1 red board (186C)
  - 1 white board with a diagonal red cross (Red 186C) whose stroke width is minimum 4 cm.
  - **1 white board with the letters "SC" in black (Black C)**.

4. Additional equipment for the marshal post on the finish line

- **chequered Black/White flag(s)**
- 1 "drop of position" yellow board (100 cm horizontal X 80 cm vertical) which enables the race number of a rider to be attached and which enables to indicate the number of position to be dropped. A "+" sign as well as one set of black numbers, whose stroke width is minimum 4 cm and height minimum 30 cm, must also be provided.

029.8.4 Presentation of the Flag Marshals

During the inspection lap at each day before the first practice session or warm up, the Flags' Marshals must stand at their post, presenting a waved yellow flag **and a board indicating a number**. The FIM Safety Officer (MotoGP, Superbike events) or the Jury President (other World Championship and Prize events) may require extra equipment to be also presented

029.8.5 Position of the Flag Marshals

Whenever the motorcycles are on the track, the Flags' Marshals are not allowed to move from their original position.
However, marshals positioned at the finish line must always wave the chequered flag behind the protections. They are not authorised to go on to the track.

029.8.6 Equipment of the Track Marshals posts

Each post should be indicated by a sign board clearly visible from the track. It is recommended this board to be 40cm horizontal by 30cm vertical with yellow background and black signs. The signs should be “T” and the number of the turn.

At each post, the following equipment must be available:

- verbal link to the race control post.
- 2 rigid brooms and shovels.
- one 15 litre recipient and two 4 litre recipients filled with calcium carbonate or a similar substance which can absorb oil.
- fire-fighting service:
  - preferably 2 fire extinguishers of polyvalent powder or ABC type of 6 kg.
  - 1 portable fire extinguisher of 1 litre of “AFFF foam spray unit” type is recommended.
- straps for lifting the motorcycles.
- Minimum of 2 type C protective devices (See Article 029.5.1).

029.8.7 Presentation of the Track Marshals

During the inspection lap at each day before the first practice session or warm up, the Track’s Marshals must stand at the edge of the track, in line with their post.

On the first day, the 2 units of Type C protective devices have to be displayed at the edge of the track at each post. After the inspection they must be removed behind the first line of protection.

029.8.8 Marshals’ Uniforms

It is strongly recommended the marshals’ uniforms to be in white or orange (Ref. Pantone: 151C) and the rain coat to be transparent.

029.9 EMERGENCY EQUIPMENT

029.9.1 Medical Centre

This may be a permanent or temporary structure with adequate space to treat injured riders for both major and minor injuries.

A hospital outside the circuit is not an alternative to the medical centre at an event.

1 The Medical Centre should provide:

- A secure environment from which press and public can be excluded.
- An area for easy access, parking and exit of First Aid Vehicles, preferably with a covered unloading area.
- A helicopter landing area nearby.
- One or two rooms large enough to allow resuscitation of at least two severely injured riders simultaneously (Resuscitation Area).
- X-Ray room.
- A room large enough to treat more than one rider with minor injuries simultaneously. It is advisable to have temporary separation available in this area, e.g. curtains or screens.
- A reception and waiting area.
- Facilities for anti-doping control:
  The control centre should consist of one room and a waiting area.
  The working room should contain a table and chairs, a wash basin, the sample containers, writing material, a lavatory in an adjacent room and articles of personal hygiene. In addition, a lockable refrigerator for storage of samples should be available in this room or another secure area.
  The waiting area should have chairs, clothes hangers and hooks, an adequate supply of drinks which must be in unopened containers and possibly some magazines.
- Doctor's room
- Toilet and shower room with disabled access.
- Medical staff room.
- Communication with race control, the CMO, ambulances, ground posts and designated hospitals
- If the Medical Centre is fed by normal power electricity supply, it must also be permanently connected to its own U.P.S. (Uninterruptible Power System Supply)
- A water supply, heating, air-conditioning and sanitation appropriate to the country
- A monitor connected to the Closed Circuit Television (CCTV)

- Office facilities
- Dirty utility room
- Equipment storage
- Security fence
- Telephones
- Security Guaard
- Parking for ambulances

2 Minimum room dimensions and requirements

• 1 resuscitation room	5 m x 4 m
or	
• 2 resuscitation rooms	3 m x 4 m
• separate entrance away from general public entrance	
• minor treatment room	5 m x 4 m
• x-ray room	3 m x 4 m
• Antidoping Control Room	7 m x 4 m
• Medical Staff Room	6 m x 4 m
• width of corridors Cat.I (where patients are to be moved on trolleys)	2 ,5 m
• width of corridors Cat.II (other)	1 m
• width of doors Cat.I (for trolley access)	2 m
• width of doors Cat.II (patient access only)	1,2 m

029.9.2 Doping test facilities

Doping test facilities will be required, provided by the organisers of the event and should consist of:

- One (1) room minimum with:
  - a table and chairs
  - a wash basin
  - the sample containers (normally supplied by the Doping Control Officer)
  - writing material
  - a lavatory in an adjacent room and articles of personal hygiene.
  - a lockable refrigerator for storage of samples should be available in this room or in another adjacent secure area.
- a waiting area with:
  - chairs
  - clothes hangers and hooks
  - adequate supply of drinks which must be in unopened containers and possibly some magazines

The entry to the doping control centre would normally be restricted to the following persons:

- Rider and designated accompanying person
- Doping Control Officer
- Chaperones
- Interpreter
- Person appointed by the FIM

029.9.3 Fire-fighting services

A fire-fighting service must be provided in paddock (see Article 029.7.1), in the pits (see Article 029.7.4) and around the track (see Article 029.8.6).

029.10 NUMBER OF MACHINES ADMITTED

The maximum number of machines allowed will be indicated by the circuit inspector **and will depend on the track's widths and lap time.**

029.11 INSPECTION AND HOMOLOGATION PROCEDURE

029.11.1. Inspection

An inspection is a visit by a delegate of the CCR in order to:

- establish the level of permanent safety of a circuit and its conformity with the SRRC and make eventual recommendations required in view of a homologation.
- or to verify all conditions of permanent and provisional safety together with the services required for the safe conduct of an event.
- or to grant an homologation licence

Medical installations will be inspected by a member of the International Medical Panel. **It is even recommended that both inspections should be combined.**

029.11.2 Compulsory conditions for inspection and homologation

The FIM Championships must be held on circuits homologated by the FIM, as stipulated in the regulations of each Championship.

An inspection is compulsory for:

a) any new circuit to be used for a Championship Meeting

b) existing circuits which have not been used the previous year for the same Championship Meeting.

c) existing circuits that have already been used for Championship Meetings, but have undergone changes substantially affecting the course or the safety installations

d) existing circuits, of which the homologation licence has been suspended.

e) the circuits for which the previous homologation expires

f) a circuit on which a truck race took place.

029.11.3 Inspection requests

- All inspections must be requested by the FMN.

- The CCR will appoint the inspector.

- The inspection must take place as early as possible.

- On the basis of the importance of the work to be carried out, the Inspector may decide to carry out one or several intermediate inspection(s).

- The homologation becomes effective after the final inspection.

029.11.4 Documents to be submitted with an inspection request

An inspection request should include the complete file of the circuit and its outbuildings. This must allow the appointed inspectors the possibility to make a detailed study before the visit.

The circuit file should include the following documents and information:

1. Drawing of the track to a minimum scale of 1:2000, including the position, race control post, buildings, infrastructure, access roads, pits, paddock and location of the starting line, ambulances, medical centre, heliport, fire-fighting vehicles and track marshals' posts.

2. Drawing of the pits, medical centre and paddock area to a minimum scale of 1:500.

3. Detailed drawing of all buildings to a minimum scale of 1:200.

4. Profile of the track axle to a minimum scale of 1:2000 (length) and of 1:200 (altitude).

5. Transversal sections of the track and lateral zones (as far as at least the second line of protection), at the level of the starting line and at the centre of the most important corners to a minimum scale of 1:200.

6. Additional information:

   - Systems for internal and external communications;
   - Location, distance and specialisation of the hospitals;
   - Description of the medical services. Equipment. Personnel;
   - Description of the fire-fighting service. Equipment.

029.11.5 Expenses for inspections

The FMNR will cover the expenses using the method of payment established by the FIM.

029.11.6 Inspection procedure

During the inspection, the circuit operators must ensure that the inspector does not encounter obstacles when carrying out their duties by persons whose presence is not essential.

No vehicle must go on the track during the inspection, except in inevitable cases, when works are under way on the track and its surroundings.

029.11.7 Homologation report

A report will be made at the final inspection. It will refer to the works to be carried out and to the safety measures to be taken for each FIM event.

The homologation report is valid for World Championships and Prizes only.

029.11.8 Objections to the homologation report

Whenever an inspection report, as agreed by the inspector, is officially sent by the Executive Secretariat to the FMN of the circuit concerned, this FMN will have a maximum of three weeks to comment on the said report. In the absence of any comment, the report will be considered as final.

If, however, after this three-week period there remains a persistent disagreement between the inspector and the FMN concerned on any point of the report, the CCR Director will examine and finally settle the matter.

029.11.9 Modification to the homologation report

Before an FIM event, any request for modifications to the homologation report must be approved by the FIM circuit inspector.

During an FIM event, any request for modifications to the homologation report must be approved by the Safety Officer (MotoGP, Superbike events) or the Jury President (other World Championship and Prize events) in consultation with the Clerk of the Course.

029.11.10 Homologation licence of a circuit

A homologated circuit will receive an FIM circuit licence. The period of validity of homologation, determined by the inspector, will be indicated in the final inspection report and on the licence. In any case it cannot exceed 2 civil years.

The granting of a homologation licence is a prerequisite for the organisation of an event.

The homologation licence is valid for FIM World Championships and Prizes only.

The operators of a circuit are responsible for the safety conditions prevailing within its precincts.

029.11.11 Grades of the circuit licence

They are:

Grade	Grand Prix	Superbike Supersport Superstock	Endurance	**CEV**	**eRoad Racing**	Sidecar
A	X	X	X	**X**	X	X
B		X	X	**X**	X	X
C			X	**X**	X	X
C/I				**X**	**X**	**X**
D					X	X
E						X

"+N" in addition to the grade means that this circuit is also homologated for night races for motorcycles not equipped with lights.
A small "t" attached to the grade means that this circuit is homologated for TESTS only.

The grade will be mentioned on the circuit licence.

029.11.12 Suspension of the homologation licence

The FIM Circuit Inspector can suspend a homologation licence in the following cases:

- request for improvement of the permanent safety measures.
- deterioration of the permanent safety measures
- deterioration of the surface quality
- deficiency or insufficiency of additional protective devices used
- deterioration of the circuit substructure
- insufficient maintenance of the circuit

Procédure d'homologation des nouveaux systèmes de protection accessoire

1. *Le cahier des charges peut être obtenu auprès de* ***l'Administration*** *de la CCR FIM.*

2. *Des tests de performance doivent être réalisés en laboratoire par le requérant. La CCR/FIM nommera un inspecteur pour assister à ces tests. Les demandes doivent être adressées au Secrétariat CCR/FIM au moins 4 mois avant que les tests soient réalisés.*
   Le requérant doit présenter un document officiel certifiant que le laboratoire qu'il propose est agréé pour ce type de tests.

3. *Pour obtenir l'homologation, le requérant devra présenter à l'occasion d'une réunion de la Commission de Courses sur Route :*
   - *Un module strictement identique à celui proposé à l'homologation;*
   - *L'enregistrement visuel des tests de performance réalisés en laboratoire;*
   - *Des copies des rapports de ces tests ;*
   - *L'enregistrement visuel des tests de résistance au feu approuvés par un laboratoire reconnu.*

Homologation procedure of new additional protective devices.

1. The description of duties can be obtained from the FIM CCR Administration.

2. Performance tests must be carried out in a laboratory by the applicant.
   The CCR/FIM will appoint an inspector to assist at these tests.
   Requests must be made to the CCR/FIM Secretariat at least 4 months before the tests are due to be carried out.
   The applicant must provide an official document attesting that the laboratory proposed by him is approved for these kinds of test.

3. To obtain the homologation, the applicant must submit to the Road Racing Commission during a meeting :
   - A module, strictly identical to the one proposed for the homologation;
   - The video recording of the tests performed in the laboratory;
   - Some copies of the report of these tests.
   - The video recording of the fire resistance exercise approved by an approved laboratory.

Annexe Produits / Appendix Products

COORDONNEES DES CONSTRUCTEURS & DISTRIBUTEURS DES OUVRAGES DE PROTECTION ACCESSOIRES / CO-ORDINATES OF MANUFACTURERS & DISTRIBUTORS OF ADDITIONAL PROTECTIVE DEVICES :

Airfence I, I S, IIS, Bike, Bike B & Bike Evo
AIRFENCE SAFETY SYSTEMS
Harim Industrial Corporation
Contact person : Andy Coffey
Direct Tel : +61 (0)417 500 852
Direct Fax : +61 (0)3 8660 2577
P.O. Box 7161 Geelong West Vic 3218 Australia
Web : www.airfence.com
Email : airfence@airfence.com

Alpina Air-Module, Air-Module AA, Defender, Super Defender, Super Defender 2, Synthetic Bales & Big bales
ALPINA SAFETY SYSTEMS GMBH
Lindenstrasse 4
A - 9552 STEINDORF
TEL : +43 4243 2480 0 FAX : +43 4243 2480 5
office@alpina.at

Bridgestone Module 1000 & Module 1300
BRIDGESTONE CORPORATION
1, Kashio-cho, Totsuka-Ku,
J - YOKOHAMA
TEL : +81 45 825 7641
FAX : +81 45 825 7643
hayas5-m@bridgestone.co.jp

Filling Italiano Protection System (ONDA 27/33-20/26)
FILLING ITALIANA
Via Mameli 51
I - 20058 VILLASANTA (MI)
TEL : +39 039 20 50 999
FAX : +39 039 20 50 977

PKS Modele 1 & Modele 5
PKS PROMOTER SERVICE
Via Michele Angileri 162
I - 91020 PETROSINO (TP)
TEL/FAX : +39-0923-986166
pks@ctomline.it

Recticel Safeguard Barrier 1, 2 , 3, 4 & RR
RECTICEL PENDLE
Unit 6 Dale Mill, Hallam Road, Nelson
UK – LANCASHIRE BB9 8DQ
TEL : +44 1282 697 528 FAX : +44 1282 694.766
www.safeguardbarriers.co.uk.
safeguardbarriers@recticel.com

SPM AirPADS & Energy Absorber Type A
SPM SpA
Via Provinciale, 26
I – 1030 BRISSAGO
TEL : +39 0332 575 191
FAX : ++39 0332 576 579
www.spmspa.it
info@spmspa.it

Tecpro Barriers
40, Avenue de Lascours
13400 Aubagne – France
TEL : +33 442 030 691
FAX : +33 442 032 884
rafael@tecpro.fr

Trackcare Barrier, Inflatable Barrier & Hi-Lite
TRACKCARE MARKETING AND MAINTENANCE
2 Casaeldona Rise
N.Ireland – BELFAST BT6 9RA
TEL : +44 1232 791 665
FAX : +44 1232 791 665
info@trackcare.com

Coordonnées des fabricants de peintures approuvées :
Co-ordinates of manufacturers of approved paints :

LIMBOROUTE CIRCUITLINE WBP
LIMBURGER LACKFABRIK GmbH (Heidi EHLERT)
Robert - Bosch - Straße 17
D - 65582 Diez
Tel. : +49 (0) 6432 / 918422
Fax. : +49 (0) 6432 / 918418
info@limburgerlackfabrik.de

VERNICE AUTODROMO SAMOLINE 8550.050
COLORIFICIO SAMMARINESE SA (Matthew VAGNINI)
Via del Camerario 7
RSM-47891 Falciano
REPUBLICA DI SAN MARINO
Tel. (+378) 05 499 05 515
Fax. (+378) 05 499 08 453
export@colsam.com

09NS-SERIES W/B CIRCUIT MARKING PAINT
DREW PAINTS, INC. (Keith DiBrino)
PO Box 29139,
Portland, Oregon 97296-9139
Tel. (+1) 800 924 7874
kdibrino@drewpaints.com

RACE LINE
ORÉ PEINTURE (Edouard CHAMPALBERT)
ZAC du Bon Puits
F - 49480 St-Sylvain d'Anjou
tel. (+33) 2 41 21 14 10
fax. (+33) 2 41 21 14 18
e.champalbert@ore-peinture.fr
c.dunaye@ore-peinture.fr

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