

Modified Article	Date of Application	Date of Publication
Due to a review of these regulations for 2025 most articles have been modified	01/01/2025	01/01/2025

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code) or the National Competition Rules (NCR), including their Appendices.

Any HEADING is for reference only and has no regulatory effect.

1. TRACK LICENCE

Each *Speed Event* and *Circuit Race* may only be conducted at a venue issued with a Motorsport Australia Track Licence.

For a record attempt refer to the *NCR*.

A Track may be *Permanent*, *Semi-Permanent* or *Non-Permanent*.

A Track Licence is issued to a person or organisation responsible for the venue.

The developer of a new *Track* intended for a *Speed Event* or *Circuit Race* must submit a comprehensive dossier to *Motorsport Australia* – refer Track Licence Dossier below. More information on the approved track infrastructure and safety installation requirements is available from *Motorsport Australia* (FIA Internal Guidelines for Motor Racing Course Construction and Safety).

Unless determined otherwise, a Track Licence is valid for a calendar year.

The renewal of a Track Licence will commence from October for the next calendar year. *Motorsport Australia* will contact each venue owner to initiate the renewal process.

Each *Track* will be inspected prior to the issue of an initial Track Licence and thereafter with no more than 3 years between each inspection. A *Non-Permanent* or *Semi-Permanent Track* will be inspected prior to each *Event*.

If determined by *Motorsport Australia*, an inspection will be required after any major modification (e.g. resurfacing, kerb, runoff, safety installation, attenuation device).

Motorsport Australia reserves the right to suspend or withdraw a Track Licence at any time.

The approval of a medical centre and associated services form part of the Track Licence.

Where a *Track* includes more than 1 configuration, a separate Track Licence will be required for each.

2. TRACK LICENCE DOSSIER

The following information is required in electronic format (e.g. AutoCAD) when applying for a Track Licence or prior to any major modification (e.g. resurfacing, kerb, runoff, safety installation, attenuation device):

Track layout drawing to scale 1:2000 (minimum) with:

- indication of north direction;
- pit entry and exit roads;
- each turn number;
- race direction;
- each building and any significant feature;
- each bridge and over track structure;
- each access/egress road to/from the venue;
- each internal road;
- each spectator area;

each first line of protection barrier (e.g. wall, guardrail); each safety barrier (e.g. tyre barrier, Tecpro barrier);

each debris fence including that on the signalling wall;

each attenuation device (e.g. gravel trap, asphalt runoff);

race control;

timing room;

pit building and garage area;

paddock;

Parc Fermé;

medical centre;

each helicopter pad;

location for each ambulance, medical intervention vehicle, firefighting vehicle, and any other emergency response vehicle;

each marshal post;

each trackside light panel;

each trackside CCTV camera;

each trackside floodlight (if applicable);

the distance marked at 50 metre increments from the *Control Line* (finish) along the *Track* centreline in driving direction; and

the lap length – see Track Length Measurement below.

Specifications for each:

kerb (entry, apex and exit as appropriate);

guardrail;

concrete wall including any non-permanent concrete block;

energy dissipating device (e.g. tyre barrier);

opening barrier including its hinge/s and locking device/s;

debris fencing;

spectator fencing;

CCTV system (e.g. rotation, zoom);

drain; and

manhole cover including method of fixation.

Location of the *Start Line* and *Control Line* (finish).

Location of pit entry and pit exit speed limit lines, Safety Car line 1 (SC1) and Safety Car line 2 (SC2), the precise location of each line to be confirmed by the inspector.

The GPS latitude and longitude coordinates in decimal degrees of the intersection point between the *Track* centreline and the *Control Line* (finish).

Plan of paddock area and medical centre to scale 1:500 minimum.

Detailed plan of each building (including medical centre and each helipad), to scale 1:200 minimum.

Profile layouts of the 3D track centreline, each track edge and first line of protection (e.g. wall, guardrail), to scale 1:2000 (length)/1:200 (altitude) minimum for both the *Track* and the pit lane.

A cross-section to scale 1:200 minimum of the *Track* and verge for at least 10 m on each side at:

the *Start Line*,

the apex of each numbered turn,

the minimum and maximum width of the *Track*,
each overtrack structure (e.g. bridge); and
any other significant point.

3. TRACK LENGTH MEASUREMENT

The length of a *Track* is determined by the centreline of the *Track* to an accuracy of 1 m (i.e. the median line between the left and right track edge lines with particular attention to a *Non-Permanent* or *Semi-Permanent Track*).

It is preferable to measure the length on site by averaging the measurement of the left and right edge.

If this is not practicable, the length can be calculated from a plan along the centreline of the track taking into account any vertical deviation at intervals of not less than 10 m, accurate to 0.01 m.

4. TRACK SAFETY INSTALLATIONS

Motorsport Australia will provide advice on any safety installation after examination of the dossier.

5. BUILDINGS AND INSTALLATIONS

Motorsport Australia can provide advice beyond published information for Race Control, pit lane, pit garages, paddock, *Parc Fermé*, any marshal post, medical centre location, any emergency response vehicle location and other facility.

6. ADVERTISING STRUCTURE

Any advertising sign, video screen and other trackside structure must be stable and secure. Such structure must not interfere with the visibility of any *Driver* or official and not produce any adverse or misleading optical effect.

With the exception of a sign approved by the Race Director, if appointed, or Clerk of the Course, any structure between the *Track* and the first line of protection is prohibited. Such approved structure must be designed to break if impacted into lightweight, harmless pieces and also to withstand any expected wind condition. Any metallic material is prohibited and a tether must not be used.

It is recommended that any sign is not positioned less than 3 metres from the *Track* edge.

A high grip adhesive vinyl may be used for signage attached to a first line of protection barrier. In each other case, such signage must be painted. However, the use of a lightweight panel is permitted on the first line of protection/safety barrier provided that such barrier is located far from the *Track* and where an impact in all probability is perpendicular.

7. DEFINITIONS

Permanent: A *Course/Circuit* of which the *Track* and any essential installation is permanently available for a *Competition*.

Semi-Permanent: A *Course/Circuit* of which part of the *Track* and any installation are permanent, and the remainder is temporarily set up for a *Competition*.

Non-Permanent: A *Course/Circuit* which is temporarily set up for a *Competition*.