

## Minutes

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# Circuit Racing Commission (CCR)

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## 2026 FIM Family Week

Cité Internationale - Lyon Convention Centre, (FRA)

Auditorium Pasteur

07 February 2026

Schedule: 14:00-18:30

## 1. Opening of the Meeting

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Mr Paul King opened the meeting by welcoming all CCR Members and guests present.

### **Present:**

**Members:** Bartolome ALFONSO (BAL), Ralph BOHNHORST (RBO), Gerry BRYCE (GBR), Rezső BULCSU (RBU), Kendy CHAN (KCH), Patrick COUTANT (PCO), Niccole COX (NCO), Claude DANIS (CCR Honorary President), Raffaele DE FABRITIIS (RDF), Jean-Marc DELETANG (JDG), Jean-Luc DEQUESNE (JLD), Jean-Marc DESNUES (JMD), Paul

DUPARC (DUP) CCR Sporting Manager, Simone FOLGORI (SFO), Pierre-Alexandre GALLOIS (PAG) CCR Coordinator, Stuart HIGGS (SHI), Tony JACOBSSON (TJA), Paul KING (PKI) CCR Director, Antonio LIMA (ALI), Daire LOWE (DLO), Simon MAAS (SMA), Tamara MATKO (TMA), Beth MILLER (BMI), Svetlana NAZAROVA (SVN) CCR Coordinator, Clare NEATE (CNE), Pedro RIBEIRO (PRI), Christian SCHNEIDER (CSC), Fabio SGARZI (FSG), Neethiananthan R. K. SHUNMUGAM (NSH), Matěj SMRŽ (MSM), Andrés SOMOLINOS (ASO), Franco UNCINI (FUN), Arjan VAN EEKELEN (AVE), Franck VAYSSIÉ (FVA), Robert ŽIKOVIĆ (RZI)

**Guests:** Gary BLEAZBY (ASBK), Simon CRAFAR ( IRTA), Fruzsing EROS (Balaton Circuit), Paul HINDS (Phillip Island Circuit), Sam JONES (Timekeeper), Priandhi Satria JUZAR (Mandalika Circuit), Tamas KOCSIK (Balaton Circuit), Donny MAHARDJONO (Mandalika Circuit), Mike NAGEL (DMSB), Awallutfi Andhika PUTRA (Mandalika Circuit), Dorian VALERIANI (EMP)

**CCR Members excused:**

Amit ARORA (AAR), Igor EŠKINJA (IES), Bill CUMBOW (CCR Honorary Member), Peter GODDARD (PGO), Martin HEJDUK (MHE), Kok Nam Patrick KUAN (PKU), Midori MORIWAKI (MMO), José Agustin NUÑEZ LEON (ANL), Eddy SAPUTRA (ESA)



## **2. Confidentiality Clause & Conflict of Interest**

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All items under discussion or postponed remain confidential. CCR Members shall exercise all care to ensure that no conflict of interest arises.

The FIM Code of Ethics and its principles must be respected and followed by all.

## **3. Presentation of Amendments passed at the 2025 General Assembly**

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The 2025 General Assembly held in Lausanne (Switzerland) and amended several articles from the FIM Sporting Code and various Regulations. Main changes impacting the CCR are:

- Suspension of the FIM MotoE World Championship
- Creation of the FIM Baggers World Cup
- WorldSSP300 replaced by WorldSPB (World Sportbike)

## **4. Comment of the Board of Directors on the Minutes of the 2025 CCR Annual virtual Meeting**

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No comments were made.

## **5. Approval of the Minutes of the 2025 CCR Annual hybrid Meeting**

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No comments neither objection were made. The minutes are considered approved.

## 6. CCR Bureau decisions (since the CCR Annual hybrid Meeting)

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The following amendments were decided by the CCR Bureau: The CCR had been informed about the reasons and application of such changes.

### Bureau decisions #1: Amendment of the FIM STANDARDS FOR CIRCUIT

#### 4.11.9 Starting grid

(...)

*Particular measures for all solo machines except Endurance:*

~~It is recommended to remove the old starting grids from other series before preparing the MotoGP™ starting grid.~~

**It is mandatory to remove the old starting grids from other series before preparing the MotoGP™ and WorldSBK starting grid.**

*There will be 9 meters between each row of the Starting Grid. A minimum of 14 rows should be painted. (...)*

### Bureau decisions #2: Amendment of the FIM ENDURANCE WORLD CHAMPIONSHIP

#### 1.7.6 The FIM EWC Stewards Panel is responsible for:

- a) Taking decisions as provided in the Regulations.
- b) Imposing penalties for any infringements of the Regulations.
- c) Imposing penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- d) Adjudicating on any protest relating to infringements of the Regulations.
- ~~e) Correcting an error made to the detriment of a rider or team, where feasible, quantifiable and proportionate.~~

### Bureau decisions #3: Amendment of the FIM ENDURANCE WORLD CHAMPIONSHIP

#### 1.17.5 Pit Stops

(...)

*- For the Production class, the change of the full fuel tank is considered as a mechanical intervention and can be done at any moment in front of the pitbox. This intervention will be*

monitored by the Official timekeeping company and cannot take less than **120 90** seconds (to ensure a safe intervention).

Any rider whose pit intervention time is below **120 90** seconds, will be penalised by the FIM EWC Stewards.

During this fuel tank replacement, which is full, the use of tyre warmers under electric power supply is not allowed. (...)

#### **Bureau decisions #4: Amendment of the FIM ENDURANCE WORLD CHAMPIONSHIP**

##### **1.17.5 Pit Stops**

(...)

During pit-stops, apart from normal hand tool, only portable battery-powered tools, air pressurised tools and inactive tyre warmers may be used in front of the pit-box.

In order to leave the pit again, once the rider is on his/her machine, 2 persons are allowed to push the machine. Alternatively, the rider can use the machine's starter. The use of an additional battery is forbidden. The use of a self-contained starting device is permitted.

Except in cases of force majeure duly recognised by the FIM EWC Stewards Panel, at least one change of rider during a pit stop, must be made during the race.

Any breach of this article will be ~~sanctioned with a Stop & Go penalty~~ **reported to the FIM EWC Stewards and may be penalised.**

#### **Bureau decisions #5: Amendment of the FIM ENDURANCE WORLD CHAMPIONSHIP**

##### **1.18.17 Start Procedure**

(...)

Any rider who anticipates the start will be required to carry out the ~~Stop & Go~~ **Ride Through** Procedure described under article 1.19.

An anticipated start is defined when a rider is outside his/her circle or with his/her feet away from the white dot when the race is started.

The FIM EWC Stewards Panel will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty as soon as practically possible.

#### **Bureau decisions #6: Bol d'Or – Le Castellet Circuit (only) – Mistral straight line**

Acceptance of the concept to limit the "Top Speed" of all machines in the Mistral straight line of the circuit (and thus, to avoid the creation of a chicane on this straight).

## 7. Various meetings reports

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### 7.1 GP Commission Meeting

The GP commission communicates on a day-to-day basis.

Last face to face meeting took place during Portimão GP in November 2025. Main decisions being:

- the application of the new concussion protocol.
- The end of the boards to notify penalties on the finish line, replaced by dashboard messages as official notification of penalty.
- Reduction of the current Michelin test tyre allocation for each concession rank in 2026 (last year of Michelin).

Since then, various electronic meetings were held.

The first face-to-face meeting of the GP Commission will be held during the Spanish Grand Prix end of April.

Usually, there is a GP Commission which takes place at the 1<sup>st</sup> MotoGP event. However, no urgent rules need to be changed. Therefore, we do not plan any GPC at Buriram.

Possible meetings are planned during the season at following GPs:

- Jerez
- Assen
- Misano
- Portimão: Should be the final GP Commission (the week before the final round, as for the final Round in Valencia everyone will be very busy).

GP Commission decisions are communicated by press release and incorporated into the sporting regulations where appropriate.

### 7.2 SBK Commission Meeting

WorldSBK Commission met various times electronically and face to face during the 2025 season.

Last face to face meeting took place during WorldSBK round in Jerez in November 2025.

Main decision being that from 2026 on,

- a jump start at the Superpole Race, a single long lap penalty will be applied for this

race. For the main Race, a jump start will be penalised with a double long lap penalty.

- Notification of penalties will be communicated via dashboard messages and may be doubled via boards.
- Technical Regulations of Sportbike and Homologated motorcycles Regulations were approved.
- Various Technical, Disciplinary and Medical proposals were approved.

The first face-to-face meeting of the SBK Commission is to be in Portimão on 29 March if necessary.

As explained for GP, the SBK Commission decisions are communicated by press release and incorporated into the sporting and technical regulations where appropriate.

### **7.3 EWC Manufacturers Meeting**

EWC Manufacturers asked to have they own Manufacturers' meeting as per MotoGP and WSBK. Some manufacturers' representatives are the same in WSBK and EWC, thus EWC questions were raised during WSBK meetings.

The meeting took place in January 2026 at the FIM Headquarters, and the main topics raised were:

- The above-mentioned straight line of Le Castellet, for which manufacturers fully agree not to use a chicane.
- The common willingness to stabilise as much as possible the EWC regulations for 2026 for a smoother preparation of the season.
- The presentation of the new EWC Promoter, EMP, describing their vision for EWC and announcing between others a new Timekeeper and a TV Producer.

### **7.4 MotoJunior Committee Meeting**

The name change from JuniorGP to Moto3 Junior. Proposal to the Regulations included harmonisation with MotoGP Regulations and various technical amendments.

Event format was discussed and by the circuit requests there is one circuit private testing session is on Friday only (except first race of the season). :

## 7.5 **FIA Circuits Commission Meetings**

The FIA and FIM Circuits Commissions are meeting regularly to define the common projects and circuits to work together on.

Mr Bartolome Alfonso explained that the collaboration with FIA is improving despite the different needs in terms of track security for each discipline which can create potential conflicts. Mr Bartolome Alfonso said that FIM is now more listened and is now part of internal FIA meetings providing FIM feedback on safety. This is of common interest, and several synergies can be made like Additional Protective Devices that can be used for both sports (weak enough for car impact but strong enough for rider impact).

Mr Franck Vayssié explained the challenges for his circuits hosting the two sports in terms layout changes between motorcycle and automobile.

## 8. Reports of the 2025 season (since CCR annual Meeting)

### 8.1 FIM Grand Prix World Championship

Mr Andres Somolinos, accompanied by Ms Tamara Matko and Mr Simon Crafar, presented a report of the past season.

Mr Somolinos started with a summary of the 2025 MotoGP calendar, with no changes this season, and described the below analysis of the 2025 sanctions (41 different sanctions for a total of 272 sanctions):



2025 - Sanctions Summary - After GP22 VAL

272

sanctions	MGP	M2	M3	
1 Slow riding online	11	14	23	48
2 Slow sectors 135%		28	15	43
3 Causing a crash - race	9	10	8	27
4 Track limits x 5	1	9	13	23
5 Starting the warm up lap from pit lane	14	0	0	14
6 Short Cut - Long Lap Penalty	3	4	6	13
7 Technical Infringment - tyre pressures	10	3	0	13
8 Contact wiht another rider - causes adveser effect	6	2	2	10
9 Jump Start	2	6	2	10
10 Causing a crash - Start of the Race - Opening Lap	4	1	2	7
36 Technical Infringment - X2 Race Link unit not comply	1	0	0	1
37 Track Limit Advantage	1	0	0	1
38 Track limits x3	1			1
39 Unsafe maneuver	0	0	1	1
40 Unsafe rejoin	0	0	1	1
41 Unsafe rejoin and causing a crash	0	1	0	1
42 Appeals	0	0	0	0

Mr Somolinos explained that no appeal was lodge within the whole season in any category.

Mr Somolinos described the significant decrease of track limits in MotoGP events since 2022, due to some key factors like similar colours and design in the kerbs of the circuits, reduction of the track limits points and a solid education process from FIM Stewards to the riders.



supporting Stewards' decision-making and to maintain the team spirit of the staff.

### 8.3 FIM Endurance World Championship

Mr Simon Maas, accompanied by Mr Patrick Coutant, presented a report of the past season. Mr Maas emphasised the riding and competition level of the 4 Endurance races in all categories (with the introduction of the new Production class which was a success), with the three titled decided in the last race (last hour for EWC). He mentioned that the great teamwork from Race Direction, Safety Officers, Stewards (with limited technical tools), as well as the FIM EWC Stewards Mentor Program were key part of the success of the Endurance season. The program continued to provide positive results with the FIM EWC Stewards improving their skills, experience and decisions making during each EWC race and a total of 64 hours/3'840 minutes of racing.

Mr Maas also presented some key figures for the 2025 season:

- Total penalties: **74** (59 in 2024): Round 1: 24 / Round 2: 6 / Round 3: 28 / Round 4: 16
- Penalties repartition per class: EWC 32 / SST 33 / PRD 5 / EXP 1
- Safety Cars (during races): **6**: Round 1: 2 / Round 2: 0 / Round 3: 2 / Round 4: 2
- Red Flags: **17**: Round 1: 5 / Round 2: 4 / Round 3: 7 / Round 4: 1
- In-Race Penalties: **30**: Round 1: 10 / Round 2: 1 / Round 3: 9 / Round 4: 10
- Total of **312** falls: 277 falls with no injury / 35 with injury / 202 falls in round 1

Mr Simon Maas thanked the significant contribution of WBDS ending his role of promoter after 10 years and welcomed the new promoter Endurance Moto Promoter with whom FIM Officials and CCR have already have a strong working relationship.

### 8.4 FIM MotoJunior World Championship

Mr Fabio Sgarzi, accompanied by Mr Matěj Smrž presented a report of the past season. He first reminded that 91% of the MotoGP/Moto2/Moto3 riders are coming from MotoJunior. He shown the number of riders for each of the seven JuniorGP (now changed to MotoJunior) Rounds (7) and riders' countries representation (202 riders from 42 countries). An analysis of the 2025 sanctions (below) has been presented.

Class	Slow Sector	Irresponsible Riding	Track Limit*	Technical	Jump Start
FIM JuniorGP World Champ.	16	8	2	1	0
Moto2 European Champ.	8 <sup>8 in 2024</sup>	15	0	3	1
STK European Champ.	6	10	0	7	3
European Talent Cup	29	18	8	11	1
<b>2025 Total</b>	<b>59</b> <sup>13 in 2024</sup>	<b>51</b>	<b>10</b>	<b>22</b>	<b>5</b>
<b>2024 Total</b>	<b>25</b>	<b>46</b>	<b>10</b>	<b>12</b>	<b>3</b>
<b>2025 vs 2024 (%)</b>	<b>+236%</b>	<b>+11%</b>	<b>+0%</b>	<b>+83%</b>	<b>+67%</b>

Mr Sgarzi explained the new categories names for the upcoming season.



Mr Sgarzi also described the 2026 season calendar and changes of the rules.

Mr Sgarzi talked about the importance of educating young riders for them and improve and asked for the possibility to have some official videos from MotoGP and WSBK to be used during briefings to educate younger riders.

Mr Matěj Smrž explained that this educational process is well described by a zero tolerance policy in terms of slow riding.

To conclude, Mr King thanked both for their inputs and for running so well those junior series with limited resources during busy weekends.

## 8.5 FIM Sidecar World Championship

Mr Pierre-Alexandre Gallois presented a report of the past season with the below key figures:

- 7 Rounds: 14 races (with Sprint Race and Main Race each Round) with very competitive racing
- Different Promoters across the series, both FIM (4 rounds) and Motor Presse Stuttgart (3 rounds)
- 32 different riders with a medium of 14,5 participants per round (maximum being 21 for Round 1 in Le Mans)

Mr Gallois explained that the World Champion title has been decided a couple of months after the last event due to further technical investigations on the camshafts of the leading team

which ended with the disqualification decision from the International Jury for the Oschersleben round.

Team Steinhausen Racing lodged an appeal to the International Court of Appeal (the first case for the FIM CCR) and after an hearing organised by the CAI with all parties, the CAI decided to reject Team Steinhausen Racing appeal and thus validate the disqualification decision. This decision of the International Court of Appeal established Christie brothers as World Champions (the medals ceremony took place in Lyon on 07.02.2026).

Mr Duparc highlighted that 2025 is the first season of implementation of the International Court of Appeal in the CCR regulations, and that it was the third FIM CAI appeal, but the first one for which FIM was party in the appeal.

Mr Gallois described the 2026 season plan with a 6 rounds balanced-calendar with FIM as Promoter for the whole season and thanked all the parties involved in the establishment to the calendar. A changed of format with 2 Free Practices and 1 Qualifying (instead of 1 FP and 2 QF) has been applied end of 2025 season and will remain for 2026.

So far, the landscape for the upcoming season looks promising with pending partnership and sponsorship agreements to support the championship and new teams have shown interest in joining for the whole season.

Mr King concluded by highlighting that there are very positive signs towards the new season promoted by the FIM.

## **8.6 FIM MotoMini World Series**

Mr Matěj Smrž presented a report of the past MotoMini World Series that was back to Valencia. He highlighted the fact that all competitors in the 160cc and 190cc are competing within the same standards.

He reported that was no big accidents neither penalty.

The event was successful with good riders and heteroclite country representation.

Mr Smrž thanked all involved.

Mr King expressed his satisfaction with the quality of the races.

## Ohvale 160 cc (10 – 14 yo) (44) participants (22) series ...

AUS	2	IRL	2	GBR	3
TUR	3	ITA	2	RSA	1
SVK	1	JPN	2	CHI TPE	1
CAN	2	MAL	2	HKG	1
CHN	2	NED	2	SPA	1
POL	3	USA	3		
FRA	2	CHN	1		
GER	2	PHL	2		
INA	2	POR	2		

## Ohvale 190 cc (12 – 16 yo) (26) participants (13) series ...

AUS	2	SPA	1	ITA	2
UKR	1	FRA	1	MAL	2
GBR	3	GER	2	NED	2
CHN	3	VIE	1	VEN	1
CZE	2	INA	1	USA	2

### 8.7 FIM Land Speed World Records

Mr Paul King explained we only had one FIM Land Speed World Records event in 2025, Bonneville (USA). First time in three years after cancellations due to bad weather.

He presented a report of the Bonneville event, with a total of 8 World Records established by 4 different riders and the participation of 17 riders in total.

The Bonneville event has been successful despite on day without activities due to weather conditions. Upon official announcement, Bonneville will be on the calendar for 2026.

Mr King also informed that there is a declaration of interest for the FIM Land Speed World Records event in South Africa and potentially Bolivia for 2026.

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## 9. 2026 FIM Calendar of Championships and Prizes

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Mr Paul King thanked the CCR Management for the preparation of the calendar and informed that the calendar is now complete.

The 2026 Calendar of CCR Championships and Prizes can be found in the Appendix I.

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## 10. 2026 FIM Stewards and FIM International Jury

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### 10.1 Nominations

The 2026 table of CCR nominations can be found in the Appendix II as a reference.

Mr Paul King explained that the nominations for the majority of the championships have been confirmed, just a few are still to be announced. The nominations have been distributed and will be distributed periodically during the season, also for the appointments of national federations' officials.

Mr King explained that the FIM Travel Department is receiving the nominations' table document and is then aware that the travel arrangements for the appointed members will need to be done on the official travel platform TravelPerk.

Mr King thanked all the CCR members for their availabilities in the coming season starting in Phillip Island with the WSBK.

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## 11. Rules (proposals, changes, additions, concepts)

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### 11.1 General Mandate

Mandate to the FIM CCR management to harmonise all CCR Series Regulations in accordance with decisions taken by the GPC or the SBKC (when applicable).

Mandate to be assigned to:

- CCR Director
- CCR Manager
- CCR Coordinators

<input checked="" type="checkbox"/>	Accepted/Application date: immediate	<input type="checkbox"/>	Rejected	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>	Postponed
Comments: No comments were made.							

### 11.2 **FIM protocol for the use of drone during an FIM World Championship event**

Mr Tome Alfonso proposed to draft a protocol in order to regulate and define the use of drones. This draft has been analysed and amended by Svetlana and the FIM Legal Department in order to be adopted for all FIM CCR Series and has been sent beforehand to the CCR Members (Appendix III) for study and approval by the CCR.

<input checked="" type="checkbox"/>	<b>Accepted/Application date: immediate</b>	<input type="checkbox"/>	Rejected	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>	Postponed
<b>Comments: No comments were made.</b>							

### 11.3 **Homologation check list manual for the FIM CCR homologation Committee Representative** (information to the CCR)

Ms Svetlana Nazarova has edited a check list in order to list the important points not to forget when we have a homologation in progress.

Please find the document in Appendix IV for information of the CCR.

<input checked="" type="checkbox"/>	<b>Accepted/Application date: immediate</b>	<input type="checkbox"/>	Rejected	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>	Postponed
<b>Comments: No comments were made.</b>							

### 11.4 **FIM Sidecar World Championship Regulations** (information to the CCR)

During the harmonisation process of the FIM Sidecar World Championship regulations with FIM MotoGP World Championship regulations, and with the consultation of Mr Paul King and Mr Ralph Bohnhorst, it has been decided to keep the original back of grid race start penalty when a team is starting the warm-up lap from the pit lane.

## 11.5 FIM Standards for Circuits (Art. 7.5)

Mr Fabio Sgarzi, after a power cut occurred during a JuniorGP event in 2025, proposes to implement the following changes to the Art 7.5:

### 7.5 UNINTERRUPTIBLE POWER SYSTEM (UPS)

*It is compulsory to protect the power supply of the whole Race Control room **and the timekeeping room** with an Uninterruptible Power System 0,0 s (ON LINE) **and a generator. The Clerk of the Course is responsible for the power operation and will check that the Race Control and the timekeeping room work continuously and interruptedly, even when the main switch of the normal power supply is moved from the ON position to the OFF position.***

The UPS must cover the following elements:

- The telephone connected to the track network, the service posts and the outside network
- The radio transmitter/receiver for the internal network
- The WiFi connection
- The CCTV
- The 2 TV screens for live feed and timing
- The switch to turn on/off all the red lights around the track
- All of the signalling lights around the track including the start/finish line and pit lane entry & exit.
- An audible warning must be installed in this room to indicate when the UPS begins to operate. In addition, the system should specify the remaining autonomy time.

**There must be adequate UPS backup of these systems in order to avoid any impact on the racetrack activity in case of any electric supply failures. The UPS should guarantee 20 minutes of power supply.**

~~For new Grade A circuits, the Race Control Room must in the first instance protect its power supplies with a UPS for a minimum of 10 minutes following the start of the UPS.~~

X	Accepted/Application date: 01.01.2027	Rejected	Withdrawn	Postponed
<p>Comments: Mr Tome Alfonso reminded that in the Race Control Guidelines (FIM/FIA) this is the all Race Control area that has to be under the UPS. He asked for an harmonisation with those guidelines within this article of the FIM Standards for Circuits. CCR management agreed to reword the article accordingly and, therefore, updated the above article has been rewritten accordingly.</p>				

## 11.6 FIM Endurance World Championship Regulations (Art. 1.11)

Mr Pierre-Alexandre Gallois, after a starting number clash was raised and in order to prevent any starting number clashes, proposes to implement the following changes to Art. 1.11. If approved, the change will be implemented in the 2027 Regulations but will be used to arbitrate the current case (11.7 in the agenda).

### 1.11 STARTING NUMBERS

*The contracted teams will have a permanent number.*

*The organisers will allocate the numbers to the other teams in consultation with the FIM.*

***Teams who have already participated in the Championship during the previous season will have priority on other teams for keeping their number.***

*Teams who have already participated in an event of the Championship during the season will have priority on other teams for keeping their numbers during the full season.*

*The team “World Champion” of the previous season will wear number 1 during the current season. Its former racing number will be protected during the period it wears the “1”.*

*The final decision of the Starting number is subject to the FIM approval.*

<b>X</b>	<b>Accepted/Application date: immediate</b>	Rejected	Withdrawn	Postponed
<b>Comments: No comments were made.</b>				

## 12. 2026 and 2027 Main Technical Changes (MotoGP, WorldSBK, EWC, MotoJunior, all disciplines)

The FIM CTI, represented by Mr Dominique Hebrard, Mr Ludovic Reignier, Mr Miguel Sanchez and Mr Joaquin Castañeda presented to CCR members the technical changes for the 2026 and 2027 (limited to MotoGP and WSBK) seasons in the respective series they are responsible for.

Mr Paul King warmly thanked the FIM CTI for their presentation, highlighting this is very important to share such information and updated with CCR Members.

## **13. Update on 2026 FIM Licences**

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### **13.1 FIM Event Licence**

Mr Thomas Valea, FIM Human Resources Manager, described the new FIM Event Licence and explained he is available to be contacted may anyone needs further information.

### **13.2 FIM Team Licence**

Mr Sorin Ursan, FIM IT Manager, explained the Team Licences order system through the FIM Extranet (<https://extranet.fim.ch>) and remains also available if any questions.

### **13.3 FIM Extranet: Licenses Public Information**

Mr Sorin Ursan informed the attendees that licences for manufacturers, teams and officials, as well as seminars, are now available online for the public on the FIM Extranet (<https://extranet.fim.ch/base/public/index>).

## **14. Migration from FIMShare to Microsoft**

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Mr Sorin Ursan explained to the audience the process of migrating from FIMShare to Teams. He informed that most of the CCR Members are using FIMShare to upload the documents produced during the races. For data security, technological and access reasons we will change to Teams. The structure will be similar and all documents can be uploaded as in the past (you will only need to activate your account upon invitation email). Guidelines will be provided at a later stage.

## 15. Circuits

### 15.1 Circuit Inspections and Consultations

The updated list of circuits inspections (including linked with FIA), is as follows:

#### Inspections carried out since the 2025 CCR Meeting

11/09/2025	Misano	FMI	Tome Alfonso
17/09/2025	Le Castellet	FFM	Franck Vayssie
18/09/2025	Misano	FMI	Matej Smrz
25.09.2025	Motegi	MFJ	Tome Alfonso
25.09.2025	Motorland Aragon	RFME	Antonio Lima
02.10.2025	Mandalika	IMI	Tome Alfonso
09.10.2025	Estoril	FMP	Antonio Lima
16/10/2025	Phillip Island	MA	Tome Alfonso
22/10/2025	Schleiz	DMSB	Paul Duparc
23/10/2025	Sepang	MAM	Tome Alfonso
29/10/2025	Barcelona-Catalunya	RFME	Tome Alfonso
30/10/2025	Barcelona-Catalunya	RFME	Tome Alfonso
06/11/2025	Portimao	FMP	Tome Alfonso
13/11/2025	Valencia	RFME	Tome Alfonso
19/11/2025	Valencia	RFME	Matej Smrz
18-19/11/2025	Goiania	CBM	Tome Alfonso
13-15/01/2026	Goiania	CBM	Tome Alfonso
20-21/01/2026	Lara*	BMF	Antonio Lima

### 15.2 Circuit Situation

Mr Antonio Lima explained the Lara Circuit project in Bulgaria. A circuit originally planned for track days. Mr Lima has been impressed with the work done during his first visit in July 2025. This is a private project, and the goal is to reach Grade B homologation. A few changes have been asked and have all been approved. Official opening is planned for 21 March 2026.

Mr Paul Duparc added that this circuit will host an Alpe Adria round this season and potentially

a Sidecar World Championship round next year.

Mr Tome Alfonso described the situation of the Goiania Circuit in Brazil, which will host a MotoGP round in March. Mr Alfonso told that his first inspection visit was in January 2025. The circuit is not new to FIM, and the layout has been mainly maintained. Mr Alfonso explained the importance for FIM to have an international event in Brazil. He also expressed that the schedule is tight but that he is confident that everything will be ready for the event. Tickets sales have started and are working very well. Mr Alfonso said that to test organisation and facilities, there will be a test event the first weekend of March in Goiania for which Mr Lima will be present to conduct Marshals training. The process being very similar to the WSBK test event in Balaton last season before the MotoGP event.

Mr Alfonso took that opportunity to introduce Mr Felipe Biazze, present in the room, who will be Clerk of the Course for the Brazilian MotoGP event (and former Formula 1 Race Director) and thanked him for the collaboration.

The updated list of the circuits, their characteristics and homologation are attached in Appendix V.

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## 16. Seminars

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### 16.1 Superlicence Seminars

<b>FIM INTERNATIONAL CIRCUIT RACING SEMINARS (Superlicence Seminars)</b>				
<b>FMN</b>	<b>Date</b>	<b>Place</b>	<b>Type of Seminar</b>	<b>Participants</b>
FIM	06/02/2026	Lyon	Clerk of the Course for GP and Superbike World Championships	57
FIM	06/02/2026	Lyon	Clerk of the Course for Endurance World Championship	15

### 16.2 Seminars

<b>FIM INTERNATIONAL CIRCUIT RACING SEMINARS (Clerks of the Course &amp; Sporting Steward)</b>				
<b>FMN</b>	<b>Date</b>	<b>Place</b>	<b>Instructors (TBC)</b>	<b>Participants</b>
AAMC	14-15/03/2026	Macau	Franck VAYSSIÉ	tba
CAMF	TBA	Ningbo	TBC	tba

Ms Svetlana Nazarova explained that last year goal was to update the seminars in order to make them more practical and interactive and this year goal is to keep that trend, and in order to do so we need our stewards to collect any materiel of interest during the season and send it to the FIM Managers and Coordinators. This is highly appreciated and increase level of the seminars.

Please refer to Appendix VI for the list of seminars instructed by the CCR.

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## 17. FIM General Assembly and FIM Awards

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The next FIM General Assembly and FIM Awards will take place in Monaco on the weekend of 29 November 2026. NB: Since the last CCR Meeting the event will take place in a new host country/city and dates still to be confirmed.

## **18. 2026 FIM Intercontinental Games**

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Next FIM Intercontinental Games will take place on Saturday 23 January 2027 in Kuwait City, with the same format as in 2024 edition. NB: Since the last CCR Meeting the event will take place in a new host country/city and dates still to be confirmed.

## **19. Upcoming CCR meetings**

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Mr Paul King informed the CCR group that the next CCR meeting will be hybrid, as per last year, the CCR Members available can meet face to face at FIM Offices in Mies, and the other ones can participate virtually.

The meeting will take place in the afternoon of Monday 7 September 2026 after the WSBK event in Magny-Cours.

## **20. CCR Workshop (Session scheduled on Sunday 8 February, from 9h00 to 12h30)**

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It has been reminded through the presentation to the audience that the CCR Workshop will take place the following morning in the same meeting room.

## **21. Various or questions**

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Mr Paul King asked if anyone had any questions or any additional point to raise.

Ms Svetlana Nazarova raised the point of the 2026 MotoGP passes and explained the handout process. For the WSBK passes as per every year procedure passes are distributed at the first event of the season attendance. .

Mr Tome Alfonso clarify that some works are done in order to race on street circuits soon, and wanted to reassure that it doesn't mean homologation requirements will be downgraded (safety remaining the priority):

## **22. Closing of the meetings**

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Mr Paul King thanked the group for their attendance and contributions to a fruitful meeting.

Appendix I - CCR Calendar 2026

Dates	WC MotoGP, Moto2 & Moto3 + Bagger WC + Rookies Cup (RC) + Asian Talent Cup (ATC) or Northern Talent Cup (NTC) *					WC SUPERBIKE & SUPERSPORT & SSP 300 + Women World Championship (WCR) + Yamaha R3 bLU cRU World Cup + Northern Talent Cup (NTC)					WCs ENDURANCE		WC SIDECAR		WC Moto3 Junior + European Talent Cup (ETC) + Moto2 European Championship (Moto2 EUR)		Land Speed World Record		SEMINARS	F1	Dates	
	FMN	CIRCUIT	RC	BWC	GPC Hos	FMN	CIRCUIT	SBK	SSP	SPB	WRC	R3	FMN	CIRCUIT / EVENT	FMN	CIRCUIT	FMN	CIRCUIT	FMN	CIRCUIT		Place/Instructor
08.02.2026	Commission's Conference - Lyon																					08.02.2026
15.02.2026							Official tests PI (16-17/02)		X	X												15.02.2026
22.02.2026						MA	Phillip Island	X	X													22.02.2026
01.03.2026	FMSCT	Chang Circuit																				01.03.2026
08.03.2026																						x
15.03.2026																						x
22.03.2026	CBM	Goiania					Official tests WorldWC/Sportbike 23.03				X	X										22.03.2026
29.03.2026	AMA	Austin				FMP	Portimão	X	X	X	X											x
05.04.2026																						05.04.2026
12.04.2026																						x
19.04.2026						KNMV	TT Assen	X	X	X	X		FFM	Le Mans (24H)	FFM	Le Mans						x
26.04.2026	RFME	Jerez																				26.04.2026
03.05.2026						MAMS	Balaton Park	X	X		X	X										x
10.05.2026	FFM	Le Mans												HMS	Grobnik Rijeka						China / Ningbo	10.05.2026
17.05.2026	RFME	Barcelona-Catalunya				ACCR	Most	X	X	X												17.05.2026
24.05.2026																	RFME	Barcelona-Catalunya				x
31.05.2026	FMI	Mugello				RFME	Motorland Aragon	X	X	X		X										31.05.2026
07.06.2026	MAMS	Balaton Park											FMB	Spa (8H)								x
14.06.2026						FMI	Misano	X	X	X	X						FMP	Estoril				x
21.06.2026	ACCR	Brno													FFM	Pau						21.06.2026
28.06.2026	KNMV	TT Assen																				x
05.07.2026													FMJ	Suzuka (8H)			RFME	Jerez			Macau	x
12.07.2026	DMSB	Sachsenring				ACU	Donington	X	X		X	X										12.07.2026
19.07.2026																						x
26.07.2026																	FFM	Magny-Cours				x
02.08.2026																						02.08.2026
09.08.2026	ACU	Silverstone												FMI	Cremona							09.08.2026
16.08.2026																						16.08.2026
23.08.2026																						x
30.08.2026	RFME	Aragon															AMA	BMST Bonneville 23-27 Aug				30.08.2026
06.09.2026						FFM	Magny-Cours	X	X	X		X					RFME	Valencia				x
07.09.2026	Annual CCR Meeting - FIM HQ																					07.09.2026
13.09.2026	FMI	Misano																				x
20.09.2026	AMF	Red Bull Ring											FFM	Bol d'Or (24H)	KNMV	Assen						20.09.2026
27.09.2026						FMI	Cremona	X	X	X		X					RFME	Aragon				x
04.10.2026	MFJ	Motegi												DMSB	Oschersleben							04.10.2026
11.10.2026	IMI	Mandalika				FMP	Estoril	X	X			X										x
18.10.2026						RFME	Jerez	X	X	X	X						FMI	Misano				18.10.2026
25.10.2026	MA	Phillip Island															FMB	Salar de Uyuni TBC 22-27 Oct				x
01.11.2026	MAM	Sepang																				x
08.11.2026	QMMF	Qatar																				x
15.11.2026																						15.11.2026
22.11.2026	RFME	Portimão				GPC																x
29.11.2026	RFME	Valencia																				x
TBC	FIM AWARDS 2026																					TBC
TBC	TBC	TBC																				TBC

\* 2 races per events

s Saturday / samedi s

# Appendix II - 2026 CCR Nominations

DATE	EVENT	FMN	TYPE	IMN	RACE DIRECTION (GP, WorldSBK, EWC & Moto3 Junior)			1st MotoGP, WorldSBK & EWC STEWARDS (Permanent)	2nd MotoGP, WorldSBK & EWC STEWARDS (Permanent)	3rd Permanent MotoGP & WorldSBK STEWARDS (1 FIM by rota from pools) 3rd & 4th EWC STEWARD (1 FIM by rota)	MotoGP, WorldSBK & EWC APPEAL STEWARDS PANEL		RACE DIRECTION, EMC or INTERNATIONAL JURY MEMBERS whithout voting rights			FIM Representative	EVENT	DATE
					Race Director Deputy Race Directors	FIM Safety Officer	3rd Race Direction Member	Moto3 Junior FIM Chief Appeal Steward (Permanent)	Moto3 Junior FIM Appeal Steward (Permanent)	Moto3 Junior, Sidecar & LSWR** Steward and/or Jury Member (1 FMNR)	1st APPEAL STEWARD (MotoGP & WorldSBK 1 FIM by rota from pools & EWC 1 FIM by rota)	2nd APPEAL STEWARD (1 FMNR)	FIM Technical Director	FIM MotoGP, WorldSBK, EWC & Moto3 Junior Medical Director or	Clerk of the Course (FMNR)			
								Sidecar & LSWR** FIM Chief Steward and/or FIM Jury President (1 FIM by rota)	Sidecar & LSWR** FIM Steward and/or FIM Jury Member (1 FIM by rota)					CMO Sidecar, MiniGP & LSWR** (1FMNR)				
08.02.2026	FIM FAMILY WEEK	FIM	Superseminar & CCR Meeting	N/A												FIM FAMILY WEEK	08.02.2026	
22.02.2026	Phillip Island	MA	SBK & SSP	102/01 191/63	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Simone FOLGORI	Robert ŽIKOVIĆ	Simon MAAS	Peter DAVIS	Ludovic REIGNIER	Monica LAZZAROTTI	Paul HINDS	Jorge VIEGAS	Phillip Island	22.02.2026
01.03.2026	CIC Buriram	FMST	Grand Prix	101/01	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Stuart HIGGS	Nuntaphat BUNYARATAPHAN	Danny ALDRIDGE	Giancarlo DI FILIPPO	Thanavit THEARAKIT	Jorge VIEGAS	CIC Buriram	01.03.2026
22.03.2026	Goiania	CBM	Grand Prix	101/02	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Stuart HIGGS	Persival RESENDE DO NASCIMENTO	Danny ALDRIDGE	Giancarlo DI FILIPPO	Felippe BIAZZI	Jorge VIEGAS	Goiania	22.03.2026
29.03.2026	COTA	AMA	Grand Prix + BWC	101/03 111/01	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Stuart HIGGS	Niccole LEWIS COX	Danny ALDRIDGE	Giancarlo DI FILIPPO	Beth MILLER	Jorge VIEGAS	COTA	29.03.2026
	Portimão	FMP	SBK, SSP & SSPB + WCR	102/02 107/01	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Simone FOLGORI	Robert ŽIKOVIĆ	Paul KING	Alberto PIRES	Ludovic REIGNIER	Monica LAZZAROTTI	Beatriz AGUAS		Portimão	
19.04.2026	TT Assen	KNMV	SBK, SSP & SSPB + WCR	102/03 107/02	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Simone FOLGORI	Robert ŽIKOVIĆ	Arjan VAN EEKELLEN	Annemieke TJADEN VLEIGER	Ludovic REIGNIER	Monica LAZZAROTTI	Roland BRONTSEMA		TT Assen	19.04.2026
	Le Mans	FFM	EWC 24H + Sidecar	104/01 105/01	Patrick COUTANT	Jean-Marc DELETANG	Doriano VALERIANI Renaud JEANFILS	Simon MAAS	Gerry BRYCE	Paul KING Jean-Luc DEQUESNE	Daire LOWE	Anne Marie VILLA VEGA	Miguel SANCHEZ Dominique HEBBARD Bernad SCHENKHUT	David McMANUS	Thomas GUERIN	Jorge VIEGAS	Le Mans	
26.04.2026	Jerez	RFME	Grand Prix + RC	101/05 115/01	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Paul KING	Mario SOLANA	Danny ALDRIDGE	Giancarlo DI FILIPPO	Miguel A. RODRIGUEZ	Jorge VIEGAS	Jerez	26.04.2026
03.05.2026	Balaton Park	MAMS	SBK & SSP + WCR + R3	102/04 107/03 112/01	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Robert ŽIKOVIĆ	Christian SCHNEIDER	Ralph BOHNHORST	Rezső BULCSU	Ludovic REIGNIER	Monica LAZZAROTTI	Tamás KOCSIK		Balaton Park	03.05.2026
10.05.2026	Le Mans	FFM	Grand Prix + RC	101/06 115/02	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Stuart HIGGS	Anne Marie VILLA VEGA	Danny ALDRIDGE	Giancarlo DI FILIPPO	Jean-Marc DELETANG	Sébastien POIRIER	Le Mans	10.05.2026
	Grobnik-Rijeka	HMS	Sidecar	105/02				Robert ŽIKOVIĆ	Rezső BULCSU	Dean GRBAC			Bernad SCHENKHUT	Marko SREMEC	Danijel HATEŽIĆ		Grobnik-Rijeka	
17.05.2026	Barcelona-Catalunya	RFME	Grand Prix	101/07	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Franco UNCINI	Sara BLANCO	Danny ALDRIDGE	Giancarlo DI FILIPPO	Jaume PARIS	Ignacio VERNEDA	Barcelona-Catalunya	17.05.2026
	Most	ACCR	SBK, SSP & SSPB	102/05	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Christian SCHNEIDER	Fabio SGARZI	Paul DUPARC	Aleš HOLÁN	Ludovic REIGNIER	Monica LAZZAROTTI	Marcel PUTSCHE	Håkan LEEMAN	Most	
24.05.2026	Barcelona-Catalunya	RFME	Moto3 Junior	118/01	Fabio SGARZI	Matej SMRZ	Oscar GALLARDO	Pedro RIBEIRO	Jean-Marc DESNUES	Sara BLANCO			Joaquín CASTAÑEDA	Gonçalo SARMENTO	David FUENTES LARA		Barcelona-Catalunya	24.05.2026
31.05.2026	Mugello	FMI	Grand Prix + BWC + RC	101/08 111/02 115/03	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Raffaele DE FABRITIS	Franco UNCINI	Danny ALDRIDGE	Giancarlo DI FILIPPO	Gianluca ROSSI	Jorge VIEGAS	Mugello	31.05.2026
	Motorland Aragon	RFME	SBK, SSP & SSPB + R3	102/06 112/02	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Robert ŽIKOVIĆ	Jose Agustín NUÑEZ	Gerry BRYCE	Jesús BAQUERO	Ludovic REIGNIER	Monica LAZZAROTTI	Jose L. OMELLA	Ignacio VERNEDA	Motorland Aragon	
07.06.2026	Balaton Park	MAMS	Grand Prix	101/09	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Stuart HIGGS	Rezső BULCSU	Danny ALDRIDGE	Giancarlo DI FILIPPO	Tamás KOCSIK		Balaton	07.06.2026
	Spa	FMB	EWC 8H	104/02	Patrick COUTANT	Franck VAYSSIÉ	Doriano VALERIANI	Simon MAAS	Gerry BRYCE	Niccole LEWIS COX	Paul KING	Philippe DOBBELAERE	Miguel SANCHEZ Bernad SCHENKHUT	David McMANUS	Jean-Luc DEQUESNE		Spa	
14.06.2026	Misano	FMI	SBK, SSP & SSPB + WCR	102/07 107/04	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Simone FOLGORI	Robert ŽIKOVIĆ	Simon MAAS	Daniele GREGORI	Ludovic REIGNIER	Monica LAZZAROTTI	Raffaele DE FABRITIS	Giovanni COPIOLI	Misano	14.06.2026
	Estoril	FMP	Moto3 Junior	118/02	Fabio SGARZI	Matej SMRZ	Oscar GALLARDO	Jean-Marc DESNUES	Pedro RIBEIRO	Nuno CAMPOS			Joaquín CASTAÑEDA	Gonçalo SARMENTO	João Pedro LIMA		Estoril	
21.06.2026	Brno	ACCR	Grand Prix	101/10	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Ralph BOHNHORST	Aleš HOLÁN	Danny ALDRIDGE	Giancarlo DI FILIPPO	Jindřich HRNĚČEK	Giedrė LESKAUSKIENE	Brno	21.06.2026
	Pau	FFM	Sidecar	105/03				Jean-Marc DELETANG	Paul DUPARC	Anne Marie VILLA VEGA			Bernad SCHENKHUT		Thomas GUERIN		Pau	
28.06.2026	TT Assen	KNMV	Grand Prix + BWC + RC	101/11 111/03 115/04	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Stuart HIGGS	Annemieke TJADEN VLEIGER	Danny ALDRIDGE	Giancarlo DI FILIPPO	Roland BRONTSEMA	Rob DINGMAN	TT Assen	28.06.2026
05.07.2026	Suzuka	MFJ	EWC 8H	104/03	Patrick COUTANT	Jean-Marc DELETANG	Doriano VALERIANI	Simon MAAS	Paul KING	Niccole LEWIS COX	Jean-Luc DEQUESNE	Chojun KAMEYA	Miguel SANCHEZ Ludovic REIGNIER	Brent MAY	Kiyotaka TSUBOI	Abdulrahman AL MANNAI	Suzuka	05.07.2026
	Jerez	RFME	Moto3 Junior	118/03	Fabio SGARZI	Matej SMRZ	Oscar GALLARDO	Pedro RIBEIRO	Daire LOWE				Joaquín CASTAÑEDA	Gonçalo SARMENTO		Jerez		
12.07.2026	Sachsenring	DMSB	Grand Prix + RC	101/12 115/05	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Ralph BOHNHORST	Stefan BECK	Danny ALDRIDGE	Giancarlo DI FILIPPO	Marcel PUTSCHE	Giedrė LESKAUSKIENE	Sachsenring	12.07.2026
	Donington	ACU	SBK & SSP + WCR + R3	102/08 107/05 112/03	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Robert ŽIKOVIĆ	Christian SCHNEIDER	Paul KING		Ludovic REIGNIER	Monica LAZZAROTTI	Stuart HIGGS	Jorge VIEGAS	Donington	
26.07.2026	Magny-Cours	FFM	Moto3 Junior	118/04	Fabio SGARZI	Matej SMRZ	Oscar GALLARDO	Jean-Marc DESNUES	Pedro RIBEIRO	Anne Marie VILLA VEGA			Joaquín CASTAÑEDA	Gonçalo SARMENTO	Jean-Marc DELETANG		Magny-Cours	26.07.2026
09.08.2026	Silverstone	ACU	Grand Prix + BWC	101/13 111/04	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Paul KING		Danny ALDRIDGE	Giancarlo DI FILIPPO	Stuart HIGGS		Silverstone	09.08.2026
	Cremona	FMI	Sidecar	105/04				Robert ŽIKOVIĆ	Rezső BULCSU	Cristian FARINELLI			Bernad SCHENKHUT		Lorenzo SCANDROGLIO		Cremona	
23 - 27.08.2026	Bonneville	AMA	LSWR	197/01				Bill CUMBOW					Andres ZALAZAR				Bonneville	23 - 27.08.2026
30.08.2026	Motorland Aragon	RFME	Grand Prix + BWC	101/14 111/05	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Paul DUPARC	Jesús BAQUERO	Danny ALDRIDGE	Giancarlo DI FILIPPO	Jose L. OMELLA	Ignacio VERNEDA	Motorland Aragon	30.08.2026
06.09.2026	Magny-Cours	FFM	SBK, SSP & SSPB + R3	102/09 112/04	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Robert ŽIKOVIĆ	Simon MAAS	Jose Agustín NUÑEZ	Anne Marie VILLA VEGA	Ludovic REIGNIER	Monica LAZZAROTTI	Jean-Marc DELETANG	Sébastien POIRIER	Magny-Cours	06.09.2026
	Valencia	RFME	Moto3 Junior	118/05	Fabio SGARZI	Matej SMRZ	Oscar GALLARDO	Pedro RIBEIRO	Jean-Marc DESNUES	Sara BLANCO			Joaquín CASTAÑEDA	Gonçalo SARMENTO	Carlos RODRIGO		Valencia	
13.09.2026	Misano	FSM	Grand Prix + RC	101/15 115/06	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Stuart HIGGS		Danny ALDRIDGE	Giancarlo DI FILIPPO	Raffaele DE FABRITIS	Giovanni COPIOLI	Misano	13.09.2026
20.09.2026	Red Bull Ring	AMF	Grand Prix + BWC + RC	101/16 111/06 115/07	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Ralph BOHNHORST	Martin SUCHY	Danny ALDRIDGE	Giancarlo DI FILIPPO	Kevin KALTENEGER	Jorge VIEGAS	Red Bull Ring	20.09.2026
	Le Castellet	FFM	EWC 24H Bol d'Or	104/04	Patrick COUTANT	Jean-Marc DELETANG	Doriano VALERIANI Renaud JEANFILS	Simon MAAS	Paul DUPARC	Niccole LEWIS COX Jean-Luc DEQUESNE	Paul KING	Anne Marie VILLA VEGA	Miguel SANCHEZ Bernad SCHENKHUT	David McMANUS	Thomas GUERIN	Sébastien POIRIER	Le Castellet	
27.09.2026	TT Assen	KNMV	Sidecar	105/05				Gerry BRYCE	Clare NEATE	Arjan VAN EEKELLEN			TBC		Stuart HIGGS		TT Assen	27.09.2026
	Cremona	FMI	SBK, SSP & SSPB + R3	102/10 112/05	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Simone FOLGORI	Robert ŽIKOVIĆ	Simon MAAS	Griffone ODDI BAGLIONI	Ludovic REIGNIER	Monica LAZZAROTTI	Lorenzo SCANDROGLIO		Cremona	
04.10.2026	Motorland Aragon	RFME	Moto3 Junior	118/06	Fabio SGARZI	Matej SMRZ	Oscar GALLARDO	Jean-Marc DESNUES	Pedro RIBEIRO	Jesús BAQUERO			Joaquín CASTAÑEDA	Gonçalo SARMENTO	Jose L. OMELLA		Motorland Aragon	04.10.2026
04.10.2026	Motegi	MFJ	Grand Prix	101/17	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Paul KING	Yukihiko HIGUCHI	Danny ALDRIDGE	Giancarlo DI FILIPPO	Katsumi TAKAYA	Håkan LEEMAN	Motegi	04.10.2026
	Oschersleben	DMSB	Sidecar	105/06				Jean-Marc DELETANG	Rezső BULCSU	Ralph BOHNHORST			Bernad SCHENKHUT		Hans-Robert KREUTZ	Ottmar BANGE	Oschersleben	
11.10.2026	Mandalika	IMI	Grand Prix	101/18	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Paul DUPARC		Danny ALDRIDGE	Giancarlo DI FILIPPO	Peter DOYLE		Mandalika	11.10.2026
	Estoril	FMP	SBK, SSP + R3	102/11 112/06	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Robert ŽIKOVIĆ	Christian SCHNEIDER	Jose Agustín NUÑEZ	Alberto PIRES	Ludovic REIGNIER	Monica LAZZAROTTI	João Pedro LIMA	Jorge VIEGAS	Estoril	
18.10.2026	Jerez	RFME	SBK, SSP & SSPB + WCR	102/12 107/06	Stefano CARLOIA	Antonio LIMA	Valentina FANTINI	Antonio LIMA	Simone FOLGORI	Robert ŽIKOVIĆ	Jose Agustín NUÑEZ	Jose MARTINEZ	Ludovic REIGNIER	Monica LAZZAROTTI	Miguel A. RODRIGUEZ		Jerez	18.10.2026
25.10.2026	Misano	FMI	Moto3 Junior	118/07	Fabio SGARZI	Matej SMRZ	Oscar GALLARDO	Pedro RIBEIRO	Jean-Marc DESNUES	Claudio BELLINI			Joaquín CASTAÑEDA	Gonçalo SARMENTO	Raffaele DE FABRITIS		Misano	25.10.2026
	Phillip Island	MA	Grand Prix	101/19	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Stuart HIGGS		Danny ALDRIDGE	Giancarlo DI FILIPPO		Peter DOYLE	Phillip Island	
01.11.2026	Sepang	MAM	Grand Prix	101/20	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Stuart HIGGS	Sergio Ferdinand VILLENUEZ	Danny ALDRIDGE	Giancarlo DI FILIPPO	Affandi FAZLI MUKHTAR		Sepang	01.11.2026
08.11.2026	Lusail	QMMF	Grand Prix	101/04	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Stuart HIGGS		Danny ALDRIDGE	Giancarlo DI FILIPPO	Franck VAYSSIÉ		Lusail	08.11.2026
22.11.2026	Portimão	FMP	Grand Prix	101/21	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Stuart HIGGS	Nuno CAMPOS	Danny ALDRIDGE	Giancarlo DI FILIPPO	Beatriz AGUAS		Portimão	22.11.2026
26.11.2026	Valencia	RFME	MotoMini	119/01	Jack GORST	Matej SMRZ	Daire LOWE				Jose Agustín NUÑEZ	Jose MARTINEZ	Miguel SANCHEZ		Carlos RODRIGO		Valencia	26.11.2026
29.11.2026	Valencia	RFME	Grand Prix	101/22	Graham WEBBER Jack GORST - Mike WEBB	Tome ALFONSO	Loris CAPIROSSI	Simon CRAFAR	Andrés SOMOLINOS	Tamara MATKO	Franco UNCINI	Jose MARTINEZ	Danny ALDRIDGE	Giancarlo DI FILIPPO	Ignacio MULET		Valencia	29.11.2026
TBC	TBC	TBC	FIM GA & AWARDS	N/A													TBC	TBC

\*Subject to Homologation

\*\*2 races

MotoGP, EWC & WCR	
Superbike SBK, SSP & SSPB (WRC, ATC)	
Endurance (EWC & SBT)	
JuniorGP (Moto2, ETC & ETC)	
Superbike	
Long Speed World Records	
MotoGP	OK

TBA FMNR

TBA FMNR

TBA FMNR

# GUIDELINES FOR THE USE OF DRONES

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## 1. INTRODUCTION

The use of drones at motorsport events is becoming more commonplace and provides footage that offers promotional and commercial benefits for the sport.

An unmanned aerial vehicle (UAV) commonly known as a drone, is an aircraft with no human pilot, crew, or passengers on board, but rather is controlled remotely or is autonomous. For the purposes of the present guidelines “UAV” and “drone” shall have the same meaning, represent the same object and be subject to the same applicable rules described hereof.

These guidelines are applicable for all types of commercially authorised operated drones solely within the scope of application of motorcycling circuit racing competitions under the aegis of the Fédération Internationale de Motocyclisme (FIM) and organised and operated by promoter/event organiser (hereinafter “an Event”). All unauthorized uses of a UAV/drone at an Event is prohibited, and the Event organisers must take whatever steps are necessary to prevent their use at an Event.

The aims of these guidelines are to put in place applicable rules and good practices for a safe and seamlessly use of the UAV/drone at the circuit racing motorcycling competitions described above.

In any case, the promoter, the local organiser, the UAV/drone Operator, the UAV/drone Spotter and any person involved with the implementation of the UAV/drone flight at the Event must respect at all times all applicable laws, rules, regulations set out by the local government or any authorities having jurisdiction where the Event is taking place.

An operator of a UAV/drone is the person responsible for flying the aircraft, managing its systems, and ensuring safe, legal operation, requiring pilot training, certification (like an EASA or FAA license), and often operator registration and insurance, especially for heavier or commercially used drones (hereinafter “the Operator”).

A drone spotter (or observer) is a crucial safety person who stands with the pilot, acting as their "eyes in the sky" to maintain visual line of sight (VLOS) and watch for obstacles, other aircraft, people, or hazards the pilot might miss, especially during FPV (First-Person View) flights (hereinafter “the Spotter”).

The drone Operator and Spotter acknowledge and agree that they are bound by the present guidelines. Should they fail to comply with them, they recognise and accept that their liability could be put forward, notably in case of damage.

## 2. ACCREDITATION

Anyone wishing to operate a drone must comply with the following criteria before being given permission to fly at an Event.

- A. The applicant must submit a formal, written request to the Event organiser to operate a drone at an Event.
- B. The application must describe the Event being covered, including the dates and times of operation as further indicated under letter k.
- C. The application must include a proposed flight plan (ref. section 5) for the drone(s) which must include essential information, including the take-off and landing point, and the location of the Operator.
- D. The application must include a photograph of the actual drone(s) intended with references and characteristics of the UAV/drones to be flown at the Event.
- E. The application must include a copy of the drone Operator's National Operational Authorization or Civil Aviation Authority Permission for Commercial Operations relevant to the country of the Event.
- F. The applicant must have an insurance policy, which must be specific to motorsport aerial work, encompass the specific Event and must be in conformity with the applicable laws where the Event is taking and shall be in any case not below the amount of 10.000.000 € (ten million euros) or the local currency equivalent public and third party liability insurance cover. This insurance policy shall be covering any potential risks happening with the use of the UAV/drones at the Event and notably any damages occurring to property or to persons present at the Event. Where individual country regulations stipulate, the Operator may be required to list the FMN or the Event organiser as an interested party.
- G. The application must include the applicant's operations manual.
- H. The applicant must provide a task specific risk assessment and location plan.
- I. Applications should be submitted at least 30 days prior to the first day of the Event applied for.

- J. The applicant must obtain written permission from the Event organiser/promoter and/or the landowner to operate the drone before any flight is made.
- K. The application must include a "drone checklist", which should list the following:
- i) The Event
  - ii) The venue
  - iii) The date (s) of the Event
  - iv) Confirmation of acceptance of the Flight Plan by the Event organiser/promoter/Race Direction
  - v) Confirmation of copy of the insurance policy documents
  - vi) Details of any additional national or regional local approvals.
  - vii) Approval of Take Off and Landing Area
  - viii) Approval of upper and lower operating altitude
  - ix) Name and signature of the drone Operator
  - x) Name and signature of the drone Spotter
  - xi) Name and signature of the Event organiser
  - xii) Name and signature of the Race Director

### 3. OPERATOR

- A. The UAV Operator must operate at all times within the parameters of the Civil Aviation Authority (CAA) Permission for the country where the Event is being held.
- B. If required by the local applicable laws, the UAV/drone Operator must have a current and relevant license, issued by the national aviation authority for the country in which the Event is held. A license from another country is not acceptable unless there are reciprocating agreements validating another country's license.
- C. The UAV Operator must undertake to fly the UAV in a safe and responsible manner at all times.
- D. The UAV Operator must sign on with the Event organisers before operating the drone.
- E. The UAV Operator must only overfly any part of the competition course (track or stage), assembly areas, spectator/public areas, paddocks and service areas as described in the flight plan and agreed with the Event organiser. It shall in any case be a flight plan that should not cause any potential risk to the riders, the fans, the officials, the public of the Event and any person attending legitimately the Event and take precautions to avoid causing any harm to them.
- F. The UAV/drone Operator must obey the instructions of the Race Direction or their nominated representative at all times.
- G. In the event of an Operator failing to follow the set operational criteria, at the discretion of the Race Direction, the Operator may be given a warning or, if a breach continues, the Operator should be immediately removed from the Event and be referred to the national CAA with the recommendation that the license be revoked.
- H. Also, in case of continued breach of the set operational criteria, the Race Direction shall have the possibility to disable the UAV/drone from distance and the UAV/drone shall consequently automatically return to the safe point of return away from the race track and from any danger.
- I. The UAV operation must have a briefing to know the other fly operations of the different parties like Medical helicopter, tv helicopter other Drones, plane air displays, parachutes or any other air operation.

## 4. OPERATIONAL CRITERIA

It is recommended that the following operational criteria be adopted:

- A. A drone may only be used once the application has been submitted, accepted, and signed by the Event organiser.
- B. A drone must not fly over any public spectator areas at any time.
- C. A drone may not fly higher 60 meters altitude. In exceptional circumstances, the drone Operator, the Event organiser, and the Race Direction, taking note of the limitations of any national regulations, may agree different security distances, acknowledging the increased level of risk.
- D. The specific flight schedule, including the track sessions when the UAV/drone will be operated, must be agreed in advance with the Event Organiser/Promoter and the Race Direction. This must be presented in writing as part of Item 2K: Drone Checklist. Any changes from the agreed schedule must be confirmed by the Organiser, Race Direction and Clerk of the Course.
- E. A UAV/drone may only be flown in areas where either the Operator or spotter have continuous and uninterrupted sight of the drone.
- F. The UAV/drone Operator or the spotter must have continuous two-way radio communication with the Race Direction. This should always be operational and not just when the drone is being flown.
- G. A UAV/drone should not be flown before the Operator has obtained permission from the Race Direction. This permission should be sought before every flight.
- H. The Operator or the spotter should confirm to race control when the UAV/drone has landed and is no longer being used.
- I. A UAV/drone test flight should be included in the Event schedule and a period of at least 15 minutes be created for this purpose. It is recommended to dedicate flight time to the drone during the track technical test.
- J. A UAV/drone should not be used during adverse weather conditions, including high wind, rain, or snow. This would normally be the responsibility of the UAV/drone Operator; however, the Race Direction shall have the overriding authority to decide whether or not the UAV/drone shall be flown or not.

- K. The immediate area for take-off/landing should have a perimeter of approximately 5 meters identified using red/white traffic cones, or similar. Warning signage provided by the Operator, should also be placed in that area.
  
- L. There should be a designated 'safe point of return' so that should there be any technical failure of the UAV/drone, it should automatically fly to the 'safe point of return'.
  
- M. The 'low battery' warning should be set at a minimum of 20%. The UAV/drone should automatically go to the 'safe point of return' if the battery power drops to 10% or below.
  
- N. The battery of the UAV/drone shall always be at a minimum of 95% before every flight at the race track.

## 5. FLIGHT PLAN

It is recommended that the flight plan include the following:

- A. A geographical picture of the venue (Google Maps or similar)
- B. The location of the drone operation center
- C. The locations of the Operator and Spotter
- D. The holding area where the drone will sit before taking flight
- E. The area defined as the safe point of return
- F. The flight zones - highlighted areas within which the drone will be flown and the direction of travel
- O. The flight schedule - details of the parts of the Event being filmed and any special circumstances
- P. The location of any known obstructions, such as cables over the track, banners, posts, stands for the public, mettalic or plastic objects, power, steel or telegraph poles, commercial and promotion artefacts, and more generally any obstacle that may interfere with the safe flight of the UAV/drone
- G. A photograph of the drone
- H. The name, contact details, email address and phone number of the Operator and the Spotter.
- I. The location of the firefighting equipment and the fire safety container (if provided)

## 6. LIABILITY AND INDEMNITY

- A. The Operator/Spotter shall defend, indemnify and hold harmless the FIM and their officers, directors, employees and agents from and against all claims, damages, losses, costs, expenses, demands or liabilities arising out of someone's claims (whether brought or threatened) related to the activity of the Operator/Spotter within the framework of the present guidelines for the flying of UAV/drone during the Event or arising in consequence of this framework or arising out of or in connection with any breach by the Operator/Spotter of its obligations under the present guidelines.
- B. As the FIM is not involved in any way whatsoever with regards to the manufacturing, certification or flying of the UAV/drone, the FIM shall not in any case be liable for any direct or indirect or consequential loss or damages (whether for loss of profit, loss of business, depletion of goodwill or otherwise and including but not limited to any damage to property or injury or death) caused to anyone including to the Operator or to the Spotter or arising from any possible defect(s) related to the UAV/drone.
- C. In this regard, the Operator/Spotter hereby agrees to indemnify, release and hold harmless the FIM, its officers, directors, employees, agents, representatives, officials and volunteers from and against any and all possible product liability claims or actions for breach of warranty of quality and fitness for purpose with regards to the UAV/drone.

I acknowledge and understand the requirements laid down by the guidelines for the use of drone and I agree to comply with them.

**For the Drone Operator:**

Date:

Signature:

**For the Drone Spotter:**

Date:

Signature:

# **Homologation Check-list manual for the FIM CCR Homologation Committee Representatives (for internal use)**

This manual serves as a comprehensive checklist guide for Safety Officers involved in the consultation processes related to new projects, existing circuits, and homologation procedures. Manual sums up FIM Standards for Circuit that is main reference for the circuit homologation.

Safety Officers are encouraged to use this checklist as a practical tool aim to support them while guiding the circuit through homologation process.

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# 1. Homologation Procedure for new, non-homologated permanent circuits

## FIM Administration

### Step 1

Request from National Motorcycling Federation for project to the FIM.

### Step 2

Confirmation of the purpose of the study and grade of the project to the FIM.

### Step 3

Nomination of FIM Representative of the FIM CCR Circuit Homologation Committee by FIM CCR.

## FIM Representative of the Circuit Homologation Committee in collaboration with FIM Administration

### Step 4

Submission by the applicant of the CAD case to the FIM.

For the technical needs (e.g. track data analysis and simulations\*), the CAD drawing must contain the following layers (same requirement with FIA):

- Track Left
- Track Right
- First line of protection
- Asphalt run off area
- Gravel run off area
- Grass run off area

*\*Simulation result remains property of the FIM*

Additional recommendation:

- Layer with any comments or references to the drawings. Comments must be in English with revision clouds.
- Layer with identified service roads, spectator's fences or any other elements related to the boundaries of the track.
- A study of local climatic conditions and the design of the drainage system

### **Step 5**

Once the first line of protection and Service Road layouts are defined, appointed FIM Circuit Homologation Committee Representative will send proposal for the kerbs, verges, marshal posts and LED Panels.

In addition, the circuit must be sure that all the requirements set out for the circuit infrastructure in the Appendices of the FIM Standards for Circuit or dedicated Promoter's Manual (e.g. MotoGP) were followed (e.g. Race Direction, Press room, Timekeeping room, etc).

FIM Medical Commission defines the needs for the Medical Centre.

### **Step 6**

FIM Circuit Homologation Committee Representative perform on-site preliminary inspection if considers necessary.

### **Step 7**

Constant flow of information about status of ongoing works to the FIM Circuit Homologation Committee Representative and visits of the FIM Representative of the FIM Circuit Homologation Committee if required.

### **Step 8**

Final inspection recommended to be made at least 90 days before the first FIM Event, at this point all works should be completed. The FIM Representative of the FIM Circuit Homologation Committee, may accept that certain tasks, such as painting works and additional protections, may be postponed until the week of the event, provided that evidence is presented showing that both the approved paint and the approved protections have been ordered, and their delivery has been confirmed.

### **Step 9**

For new circuits, in order to obtain a FIM homologation, is It is highly recommended to organise a national or regional race before the first FIM event so that the services of marshals and other operational areas and medical services can be tested. The circuit also must have previously or simultaneously received a national homologation.

### **Step 10**

FIM Circuit Homologation Committee Representative performs final inspection.

After each inspection a report will be issued.

## Cost of the Homologation procedure

- a) Inspection fee
- b) Track data analysis and simulations generates a cost estimated to 6'000 Euros.
- c) Any additional simulation fee will be charged

For new circuits and future projects, the FIM charges the applicant 50% of the fee on receipt of the dossier and 50% after the final inspection.

For existing circuits, 100% of the fee will be charged after the inspection.

All contact details, draft of the reports, previous reports are available upon request to the FIM CCR Manager/Coordinator.

### **1.1. Summary of the requirements for the Homologation Procedure for new permanent circuits specified in the FIM Standards**

<b>Circuit Layout</b>	<b>Requested</b>	<b>Ongoing</b>	<b>Done</b>
Track width at least 12m			
Grid width at least 14m			
Width transition 1m for every 20m			
Circuit length between 3.5km and 10km			
<b>GRADE A only</b> Circuit length between 4.2km and 4.5km with min 10 turns			
Recommended length for straight sections 1km			
Transversal incline along maintained between 1.5% and 3% unless a different percentage is accepted by the FIM Representative of the FIM Circuit Homologation Committee.			
**Starting zone must be compulsorily situated on a straight with a minimum length of 250m. **Except Endurance			
The starting line must be located at a minimum distance of 200 m from the first curve.			
<b>GRADE A and B only</b> The minimum length for the straight where the starting grid located is 400m.			

<b>Grade A only</b> The starting line will be located a minimum of 250 m before the first corner.			
<b>Banking transition</b> <ul style="list-style-type: none"> <li>• Proper lateral drainage of water.</li> <li>• Avoidance of any sudden variation in transversal acceleration, which is no longer compensated by banking (dynamic).</li> <li>• A suitable line of sight for the riders.</li> </ul>			
On a straight, the track must be banked in order to allow proper drainage of the surface water.			
Curves (number and numbering as requested by FIM Safety Officer)			
In curve sections banking does not exceed 5% (calculated from the outside to the inside of the racetrack) unless a different percentage is accepted by the FIM Representative of the FIM Circuit Homologation Committee.			
Finish line as per dimensions and characteristics of Art. 4.11.8 of the FIM Standards for Circuits			
<b>Kerbs</b>			
Kerbs as requested by the FIM Safety Officer			
<b>Verges</b>			
Completely flat without any kind of obstruction with recommended surface different from the racing surface			
Negative steps with a maximum of 2.5cm (flat surface less even that of the track itself)			
Free of any debris or stones higher diameter than gravel beds			
Width is 1 meter around complete racetrack			
Smooth transition from verge to run-off area			
It is also recommended to have a verge approx 2m width between the edge of the track and gravel bed			
Must be paid in uniform green colour (Ref. RAL 6029) where a rider can gain an advantage and the section is considered a track limits control area by the Race Direction/FIM Stewards official info.			

<b>Gravel beds</b>			
Surface completely flat without undulations and levelled with the racetrack or the lower side of the kerb			
Depth of the gravel bed minimum 25cm			
Diameter of grains must be between 8mm and 20mm (strongly recommended Mono grain)			
Strongly Recommended to be 1cm or 2cm lower than the edge of the circuit			
The first 5m of the gravel bed grow gradually until required gravel bed height			
It is also recommended to have, a path of at least 3m between the gravel bed and the first line of protection for circulation of emergency personnel			
Recommended run off slope not exceeding 10% upward or 3% downwards			
<b>Drainage system</b>			
A proper drainage system is ensured that the Race Track, Pit Lane, verges, run-off areas and gravel beds are cleared of any surface water.			
Recommended (Grade A compulsory): - 4 x electric-powered pumps capable of pumping water at 200 litres/minute, - 2 x electric or petrol-powered pump capable of pumping water at 800 litres/Minute - 50m of hose of 45mm diameter per pump. Such hoses must have the same connections in order to be used with any of the pumps.			
<b>Long Lap Zone</b>			
3,5m wide			
Widening to 4.0m at the entry and 5.0m at the exit			
<b>Track Openings</b>			
As defined by FIM Homologation Committee Representative in cooperation with Medical Commission/Director according track layout			
Recommended width 3m			

<b>Race Direction (includes CCTV, UPS requirements)</b>			
For GRADE A, followed FIM Grade A MotoGP Race Direction Guidelines For other Grades followed Art. 7.1 of the FIM Standards for Circuits			
<b>Service Road</b>			
Direct access to the Medical Centre			
Scaffolding for the TV cameras requires particular measures that planned by circuit designers in advance			
All personnel are protected from possible debris, FIM CCR Representative check if protection is not enough and request additional protection if necessary			
<b>Pit lane</b>			
For GRADE A, min width 15m; for other Grades minimum width 12m			
Division on 2 lanes (fast/inner lanes) divided by corridor of 1m Fast lane” min 3.5m wide and max.5m wide			
Inner lane” as wide as possible, fuel resistant, anti-skid properties, resistance to deterioration caused by fluids, should resist to the use of hydraulic or air jacks			
For the rest of the equipment (cables, electricity, UPS) followed Art.8 of the FIM Standards for Circuits			
Debris fence is compulsory or another PD (approved by FIM) on all Pit Wall divided into sections to show info panels.			
<b>Signalling Platform (minimum)</b>			
Width of the verge trackside 2m.			
Width of the platform 1.5m.			
Length of the platform covers all the Pit Boxes and it should be extended 25m at the Pit Entry side and another 25m at the Pit Exit side			
Level of the ground in the lane 35cm higher than the Pit Lane asphalt level			

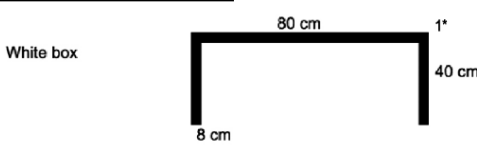
Protective concrete wall with a thickness of 25cm.			
Pit Lane Wall (high 1m above ground of the platform).			
A protection barrier of 65cm in height between the platform and the Pit Lane.			
There must be openings of approximately 80cm, located at a maximum of every 25m.			
Two openings of at least 2m wide in the wall and the whole infrastructure of the signalling platform. One of these openings must be located at the level of the Start/Finish Line. It is indispensable that this passage is fitted with a sliding door that must be joined to the wall.			
<b>Starter Rostrum</b>			
Located between 20 & 50 metres after the Start Line			
At least 2 m higher than the signalling platform, surrounded by a handrail, must be installed			
Starter can easily see the complete Starting Grid			
Opening for the Boards and Flags			
Starting lights System			
<b>Start Lights</b>			
An installation of a minimum of 5 red lights and 5 yellow lights is recommended. The following combinations must be possible: • All Red lights on • All Red lights off			
These Start Lights have to be protected by UPS.			
The Start Lights are placed on a gantry. The gantry must be placed approximately 25 metres in front of the Start line. During Homologation process exact gantry height will be decided.			
In any case, the minimum height must allow a truck to pass under it (according to local truck dimensions).			

The lights will be placed on the gantry with a minimum clearance of 5 metres from the ground level. If the gantry is taller than 5 metres the lights will be hung so that they are at a height of 5 metres. The final position of the gantry and the lights will be decided during the homologation procedure.			
It is recommended to place the lights in a central position.			
<b>LED Panels</b>			
As per Inspection Report and Drawings, detailed requirements can be found in Art. 10.1.5 of the FIM Standards for Circuits			
<b>Additional Protective Devices (APD)</b>			
The FIM Racing Homologation Programme for barriers (FRHPba-01), for any new acquisition of barriers, and mandatory as of 2032 in all FIM competitions			
The APDs listed in Art. 4.10.1.2 already installed/stocked on circuits are tolerated until the 31/12/2031.			
The protective devices listed Art. 4.10.1.3 are not concerned by FRHPba-01 and are still allowed beyond 2032.			
APD must be placed against rigid obstacle without free space			
APD must be installed and placed according to the manufacturer's indication and requirements			
Recommended to screws securing conveyor belts to tires, barriers or walls have a round and flat head.			
Flag and Marshals positions as per Inspection Report and drawings (additional details ref. Art.9 of the FIM Standards for Circuits)			
<b>Pit boxes requirements - Art. 14.1 FIM Standards for Circuits</b>			
<b>Circuit buildings and Installations - Art.14 FIM Standards for Circuits</b>			
<b>Medical Centre requirements – ref to FIM Medical Code</b>			
<b>UPS and CCTV requirements – Art. 7.4 &amp; 7.5 FIM Standards for Circuits</b>			

## 2. Homologation Procedure prior the FIM Event

### 2.1.1. Track Marking

Track Markings	Requested	Ongoing	Done
Track Marking paints must be FIM Homologated for white lines, kerbs along the track, starting grid, any markings on the track, pit lane and asphalt run-off areas.)			
Complete Racetrack surface bordered on both sides by continuous 10 cm wide white lines (except Pit exit and LLP exit)			
All racetrack accesses in the first line of protection should be painted in Pantone 17-1350 TPX Orange Popsicle.			
Drain Grates must be painted with FIM homologated paint the same colour as the surface attached to it.			
Breaking Marks are white line of 1m width and min 5m length both sides of verge.			
<b>Pit lane Marking</b>			
Define exact position for 10cm-wide white line across the pit lane entry			
Two parallel white lines of 10cm wide with a 40 cm gap along pit lane to separate the pit lane working area from fast line			
<b>Long Lap Zone</b>			
White dotted line at the entry and the exit			
White line marking LLP 0.25 meter wide			
If a specific colour is not applied in the asphalt run-off area, it is mandatory to apply a 1.5 metre wide RAL6029 Green Stripe on each side of the 0.25 metre white lines.			
<b>Start and finish lines</b>			
Start line marked with a white 10cm wide line			
Finish line dimensions Art. 4.11.8 of the FIM Standards			

<b>Starting Grid (Art.4.11.9)</b>			
Pole position 1 m behind the start line			
9 m between each row, a minimum 14 rows painted			
The width of the Start/Finish straight should be divided into eight (8) equal			
Minimum width of 3m for solo and 4m for sidecars			
<u>Solo and Sidecar "FIM":</u> 			
Grade A and Grade D pit lane starting protocol grid Art. 4.11.9 pf the FIM Standards for circuits.			

### 2.1.2. Homologation Track Inspection prior to the event

Homologation Track Inspection aim is to issue a final report and circuit homologation for the event. At the latest, on Thursday prior to the event (might vary case by case depends on when the inspection taking place), if track activity starts on Friday. After the Track Inspection is finished, the Representative of the FIM CCR Circuit Homologation Committee send the finalised Homologation Report to the CCR Manager/Coordinator who then send it to the approval of the FIM CCR Circuit Homologation Committee. As soon as majority approved, the FIM CCR Manager/Coordinator send the final report to the circuit with Homologation Licence.

<b>Circuit and Track Maintenance and vehicles</b>
A fire-fighting vehicle with a minimum water capacity of 3000 litres, manned with 3 firefighters, must be available to cover the paddock from the day of the teams set up (24H) until the day following the event.
The pit lane must have a dedicated fire vehicle to act as a second intervention and to have the means to extinguish the fire completely.
The number and location of recovery vehicles and moto-taxi according to homologation
Preferably 2 fire extinguishers of polyvalent powder or ABC type of 6 Kg.
1 fire extinguisher of 1 litre of "AFFF foam spray unit" type is recommended.
Enough fire-fighting vehicles so that no area of the race track is more than 4 minutes away from these vehicles.

All fire-fighting equipment must comply with national laws
At least one portable extinguisher in each pit (compulsory)
High volume extinguisher in front of every second pit (compulsory)
Sufficient numbers of portable extinguishers in paddock
For MotoGP, WorldSBK and EWC, at least one cleaning/washing truck with sweeping and vacuuming functions and at least 2 mobile high-pressure washers with water tanks in order to remove detergent after cleaning and also equipped with 5 litres of ready mixed detergent on hand in spray applicator. Dedicated team in direct contact with Clerk of the Course must be available at any time during the event.
For Grade A and Grade B, a minimum of six blowers with the following specifications must be provided: Minimum air flow 380 CFM; Minimum blowing force 9N.
Mandatory to have a quick sweeping system, preferably towed by a vehicle to pick up easily various debris from rubber, gravel, glass, fairings, etc. (recommended).
A chemical epoxy and/or resin and/or product to repair small holes or damages on the track (recommended).
Equipment with sufficient detergent to dissolve mixture of oil/fuel.
5 litres of ready mixed detergent on hand in spray applicator (recommended). Detailed requirements Art. 13.2.1.
<b>Gravel Bed</b>
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. Gravel to be lower than the verge and proper mixing and levelling before the event. Stand by team with necessary equipment to work on the gravel at the end of each day of activity to prepare the gravel beds for the next day.
<b>APD</b>
A dedicated team must be available for rapid intervention, with all the necessary equipment to repair or replace any of the protection devices installed that may be damaged following an impact.
Additional spare protective devices in case of need
Safety Officer determine if number of spare protective devices is sufficient
<b>LED Panels</b>

Additional LED Unit and 2 Led Panel Control Boards in case of failure and a dedicated team must be available for rapid intervention to repair or replace in case of LED Panel or Led Panels Software failure.

### **Advertising Pads and Boards**

All boards are stable and not reducing visibility of the riders do not obstruct or give false impression

Paint used for advertising on asphalt run-off must be homologated by the FIM

All advertising approved by FIM Safety Officer (only approved advertising pads can be placed in front of any approved protective devices, e.g. MotoGP and WorldSBK pads and boards produced by Dorna are approved for this purpose)

### **TM posts**

A reliable two-way radio communications system with race control including headsets with microphone.

2 rigid brooms and shovels.

1x 15-litre recipient and 2x 4-litre recipients filled with calcium carbonate or similar substance that can absorb oil (cf. Art. 13.2 for recommended products).

Absorbent Towels/Roller

Equipment for the evacuation of the moto.

For wide gravel beds it is recommended to have sledges to move the bikes.

2 Doctor Barrier per TM post

### **Drainage System**

Drainage system checked one week prior the event

Maintenance and compulsory equipment to be on standby during the event

**Cleaning of the service roads** to avoid dirt or dust coming into the track prior to the event.

### **Track Marking**

Maintenance team on standby with spare paint from the colours used in the track marking drawings, in case it is necessary to proceed with modifications prior to the track inspection or during the event.



**Race Control according to the Race Control Guidelines according the Grade.**

## Appendix V - FIM CCR CIRCUITS

NOM DU CIRCUIT NAME OF CIRCUIT	PAYS COUNTRY	FMN	LONGUEUR LENGTH	DIRECTION **	POLE POSITION	LLD Info	DERNIERE / LAST INSPECTION	INSPECTOR(S)	LAST GRADE	Situation / Validity
BRNO	Rép. Tchèque / Czech Rep.	ACCR	5'403 km	C	gauche/left	MyLaps	17.07.2025	Tome ALFONSO	A	2025
MOST	Rép. Tchèque / Czech Rep.	ACCR	4'212 m	C	gauche/left	Pixel.com	14.05.2026	Antonio LIMA	B	2026
DONINGTON PARK	GB	ACU	4'020 km	C	gauche/left	EMM	11.07.2025	Antonio LIMA	B	2025
SILVERSTONE	GB	ACU	5'891 km	C	gauche/left	EMM	22.05.2025	Tome ALFONSO	A	2025
COTA	USA	AMA	5'513 km	A	droite/right	asked	26.03.2026	Tome ALFONSO	A	2026
SPIELBERG / RED BULL RING	Autriche / Austria	AMF	4,318 km	C	gauche/left	EMM	14.08.2025	Tome ALFONSO	A	2025
SOKOL	Kazakhstan	AMFK				Pixelcom	17.04.2024	Tome ALFONSO		
LARA RACING CIRCUIT	Bulgarie/Bulgaria	BMF					20-21/01/2026	Antonio LIMA		Dossier à l'étude / under study
ZHU HAI	Chine / China	CAMF					02&03/03/2023	Franck VAYSSIE		
?	Chine / China	CAMF								1st contacts
EL VILLICUM	Argentine / Argentine	CAMOD	4'276 km	A	droite/right		20.10.2022	Tamara MATKO	B	2022
GALVEZ	Argentine / Argentine	CAMOD					29.06.2026	Tome ALFONSO		1st contacts
TERMAS DE RIO HONDO	Argentine / Argentine	CAMOD	4'805 km	C	gauche/left	Pixelcom	13.03.2025	Tome ALFONSO	A	2025
GOIANIA	Brésil / Brasil	CBM	3'385 KM		gauche/left		30.06-01.07.26	Tome ALFONSO	A	2026
MATO GROSSO	Brésil / Brasil	CBM						Anronio LIMA		1st contacts
HOCKENHEIM	Allemagne / Germany	DMSB		C	gauche/left		14.03.2024	Antonio LIMA		Dossier à l'étude / under study
OSCHERSLEBEN	Allemagne / Germany	DMSB	3'696 km	C	droite/right		03.10.2024	Paul DUPARC	F	2025
SACHSENRING	Allemagne / Germany	DMSB	3'671 km	A	gauche/left	EMM	08.07.2025	Tome ALFONSO	A	2025
SCHLEIZ	Allemagne / Germany	DMSB		A			22.10.2025	Paul DUPARC		work to do / travaux à faire
LE MANS	France	FFM	4'185 km	C	gauche/left	EMM	07.05.2026	T. ALFONSO JM DELETANG	A + C + F	2026
NEVERS MAGNY-COURS	France	FFM	4'411 km	C	droite/right	EMM	17.07.2026	Antonio LIMA Matej SMRZ	B + D	2025
PAU-ARNOS	France	FFM	3'030	C	gauche/left		28.05.2026	Paul DUPARC	F	2026-2027
PAUL RICARD	France	FFM	5'673 km	C	droite/right		03.06.2026	JM DELETANG F. VAYSSIE	C	2025
SPA-FRANCORCHAMPS	Belgique / Belgium	FMB	6'985 km	C	gauche/left	EMM	04.05.2026	JM DELETANG F. VAYSSIE	C	2025
CREMONA	Italie / Italy	FMI	3'768 km	A	droite/right	Pixel.com	21.05.2026	Antonio LIMA	B	2025
IMOLA	Italie / Italy	FMI	4'936 km	A	gauche/left		13.07.2023	Antonio LIMA	B	2023
MUGELLO	Italie / Italy	FMI	5'245 km	C	droite/right	EMM	28.05.2026	B. ALFONSO	A	2026
MISANO	Italie / Italy	FMI	4'226 km	C	gauche/left	EMM	18.09.2025	Antonio LIMA Tome ALFONSO	A + B + D	2025
EMERSON FITTIPALDI YUCATAN	Mexico / Mexique	FMM					Beginng August	Antonio LIMA		1st contacts
ESTORIL	Portugal	FMP	4'182 km	C	gauche/left	Pixel.com	09.10.2025	A. LIMA / M. SMRZ / P. DUPARC	B + D + F	2025
PORTIMAO	Portugal	FMP	4'592 km	C	gauche/left	Pixel.com	26.03.2026	T. ALFONSO A. LIMA M. SMRZ	A + B + D	2026
BENGALURU	Inde / India	FMSCI								Dossier à l'étude / under study
BIC DELHI	Inde / India	FMSCI	5'030 km	C	gauche/left		21.09.2023	Tome ALFONSO	A	2023
BURIRAM (CIC)	Thaïlande / Thailand	FMSCT	4'554 km	C	gauche/left	TBA	26.02.2026	Tome ALFONSO	A	2026
U-TAPAO	Thaïlande / Thailand	FMSCT						Antonio LIMA		Dossier à l'étude / under study
GROBNIK-RIJEKA	Croatie / Croatia	HMS	4'168 km	A	gauche/left		07.05.2026	P. DUPARC A. LIMA R. BULCSU	F	2026-2027

MANDALIKA	Indonésie / Indonesia	IMI	4'300 km	C	gauche/left	DZ-E	02.10.2025	Tome ALFONSO	A	2025
KUWAIT MOTOR TOWN	Kuwait	KIAC					23.06.2022			Dossier à l'étude / under study
ASSEN	Pays-Bas / Netherlands	KNMV	4'542 km	C	gauche/left	Pixel.com	16.04.2026	T. ALFONSO A, LIMA P, DUPARC	A + B + F	2026
?	Lituanie / Lithuania	LMSF						Antonio LIMA		1st contacts
BENT	Australie / Australia	MA					18.06.2026	Antonio LIMA		1st contacts
PHILLIP ISLAND	Australie / Australia	MA	4'448 km	A	gauche/left	MyLaps	19.02.2026	Antonio LIMA Tome Alfonso	A + B + t	2026
SEPANG	Malaisie / Malaysia	MAM	5'543m	C	gauche/left	DZ-E	23.10.2025	Tome ALFONSO	A	2025
BALATON PARK	Hongrie / Hungary	MAMS	4075m	A	gauche/left	MyLaps	04.05.2026	Tome ALFONSO Antonio LIMA	A + B	2026
HUNGARORING	Hongrie / Hungary	MAMS	5,381 km	C	gauche/left		07.03.2023	Tome ALFONSO		Dossier à l'étude / under study
PANNONIA RING	Hongrie / Hungary	MAMS	4'470 km	C	gauche/left		11.03.2025	Rezső BULCSU	F	2025
SUZUKA	Japon / Japan	MFJ	5'824 km	C	gauche/left	IN PLACE	18-19/05/2026	Jean-Marc DELETANG	C	2025
MOBILITY RESORT MOTEGI	Japon / Japan	MFJ	4'801 km	C	gauche/left	EM M	25.09.2025	Tome ALFONSO	A	2025
SPEED PARK ARMENIA	Arménie/Armenia	NMFA								1st contacts
DOHA LUSAIL	Qatar	QMMF	5'380 km	C	gauche/left		10.04.2025	Tome ALFONSO	A + N	2025
ARAGON	Espagne / Spain	RFME	5'078 km	A	droite/right	Pixel.com	28.05.2026	T. ALFONSO - JM DELETANG	A + B + D + Dt	2026
BARCELONA-CATALUNYA	Espagne / Spain	RFME	4'657 km	C	gauche/left	Alkamel/Pixelcom	21.05.2026	T. ALFONSO, M. SMRZ	A + D + Dt	2026
JEREZ	Espagne / Spain	RFME	4'423 km	A	gauche/left	Pixel.com	23.04.2026	T. ALFONSO Matej SMRZ A, LIMA	A + B + D	2026
LOS ARCOS-NAVARRA	Espagne / Spain	RFME	3'970 km	C	gauche/left		19.08.2021	Tamara MATKO	B	2021
VALENCIA	Espagne / Spain	RFME	4'005 km	A	droite/right		20.11.2025	Tome ALFONSO Matej SMRZ	A + D	2025
SLOVAKIA RING	Slovaquie / Slovakia	SMF	5'922 km	C	gauche/left		18.06.2024	Antonio LIMA Rezső BULCSU	C + F	2019
KIMI	Finlande / Finland	SML				MyLaps	16.05.2022	Antonio LIMA		Renewed contacts
ISTANBUL	Türkiye	TMF	5'378 km	A	droite/right	MyLaps	11.09.2024	Antonio LIMA		Dossier à l'étude / under study

\*\* Direction

A: Anticlockwise / Sens contraire des aiguilles d'une montre

C: Clockwise / Sens des aiguilles d'une montre

Legend/légende

Legend/légende

Grade	Grand Prix	Superbike	Endurance	Moto3 Junior ICG	Baggers	Sidecar
A	X	X	X	X	X	
B		X	X	X	X	
C			X	X	X	
D				X	X	
E					X	
F						X

"+N" in addition to the grade: night races for motorcycles not equipped with lights / "+N" ajouté au grade : courses de nuit pour machines non équipées d'éclairage

"t" attached to the grade means: TESTS only / "t" attaché au grade : TESTS uniquement

## Appendix VI - CCR Seminars

FMNS	2018	2019	2020	2021	2022	2023	2024	2025	2026
AAMC	Paul DUPARC 05-06 Oct	Paul DUPARC 18-19 Oct	23-24/10 Postp. Covid			F.VAYSSIE 07-08 March	POSTPONED	F.VAYSSIE 22-23 March	F.VAYSSIE 04-05 July
ACCR									
ACU		Paul KING 2 & 3 March			Webinar Paul KING			Paul KING 15-16.02.2025	
AMA		Paul KING 16-17 April			Paul KING 11 & 12 April			Paul KING 09-10.03.2025	
BAMF	R. BULCSU 25-26 Feb								
CAMF (ex CMSA)			Latest 8/03 Postp. Covid			F.VAYSSIE 04-05 March			F. VAYSSIE 09-10 May
CAMOD	too late !	B CUMBOW 25-26 March						ASKED & POSTPONED 2026	
CBM			28-29/03 Postp. Covid					A. LIMA S.NAZAROVA 22-23 Nov.	
CMA							POSTPONED		
DMSB		Paul KING 16 & 17 March			Webinar Paul KING			Paul KING 22-23.03.2025	
EMSO			Dubai ? asked to FVA						
FFM		P. COUTANT 30-31 Mar	P. COUTANT Postp. Covid	P. COUTANT 01 April	P. COUTANT 12-13 March		J.M.DELETANG S.NAZAROVA 09-10 March	J.M.DELETANG 15-16 March	
FMI		Paul KING 09-10 March			Webinar Paul KING			Paul KING 01-02.03.2025	
FMP		F. VAYSSIE 29&30 June			Paul DUPARC 02-03 April			Paul DUPARC 15-16 March	
FMSCI							REFUSED		
FMSCT	R. BULCSU 24-25 Feb.						F. VAYSSIE 18-19 JUNE		
HMS		R. BULCSU 16 & 17 March			R. BULCSU 19 & 20 March			Paul DUPARC 08 & 09 March	
IMI		P. DUPARC 16-17 March							
KNMV					Webinar Paul KING			Linked with DMSB	
MA			20-21/10/2020 Post Covid		Webinar Paul KING			Paul KING 15,10.2025	
MAM	P. DUPARC 24-25 Feb.						F. VAYSSIE 30 APRIL-1 MAY		
MAMS	R. BULCSU 07-08 April			R. BULCSU 15-16 May			R. BULCSU 06-07 April		
MFJ		R. BULCSU 09-10 March			R. BULCSU 30 April 1st May			Paul DUPARC 14-15/06/2025	
OeAMTC									
QMMF		F. VAYSSIE 20-21 OCT					F. VAYSSIE 20-21 SEPT		
RFME			A. SOMOLINOS 07-08 March		Webinar Paul KING				
SMF									
SML			Paul KING Postp. Covid		Paul KING 23 & 24 April				
SMSA									
SVEMO									
WEBINARs EUROPE				Paul KING 22 May	Paul KING 05-06 March 12-13 March				
WEBINAR ASIA				Paul DUPARC 30-31 July	Rezső BULCSU 26-27 March				

### LEGEND

Without any costs for FIM
Costs borne by the FIM
Officially asked (to be validated)
POSSIBLE
POSTPONED