BALMUN'26

F I A
STUDY GUIDE

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1. Letter from the Secretary General

Esteemed Participants of BALMUN’26,

It is my utmost pleasure to welcome you to this year’s annual session of BALMUN. It is truly an honour to host a platform where passionate minds gather to engage in a meaningful debate, diplomacy, and cooperation. BALMUN is not merely a conference; it is a created space where ideas are challenged, and perspectives are broadened.

My journey in this club began on the day that I stepped into this school. I started as a bot delegate, continued as an academic assistant, and now stand proudly as the Secretary General of this year’s annual session. Our team has been working meticulously to ensure that this MUN offers not only a rigorous academic experience but also an inspiring and memorable one. We have overcome plenty of different challenges, but all of them have made us stronger than ever to mark our target. We have poured relentless effort into this conference.

With a highly dedicated academic and organizational team, we proudly present twelve committees, including two General Assembly committees, six Special committees, and four Crisis committees. Each committee is carefully designed to encourage critical thinking, creativity, and collaboration. Over the course of three days, you will be able to defend your ideas, listen to opposing views, and seek compromise in the pursuit of meaningful solutions.

I hope that BALMUN'26 serves as a reminder that true leadership lies not in dominance, but in dialogue and not in certainty, but in openness to learning. As the academic and organizational team of BALMUN, we eagerly look forward to witnessing the ideas you will bring to life and the impact you will create throughout the conference.

Your Sincerely,

Kerem Kılıç
Secretary General of BALMUN’26

2. Letter from the Under Secretary General

"Hello, everyone. My name is Muharrem Demir Sağlam, an 11th-grade student here at Bahçelievler Anatolian High School, and I am honored to serve as your Under-Secretary-General for the next three days. Our team has meticulously designed this committee to provide a sophisticated environment where you can sharpen your diplomacy and broaden your global perspective. I am confident that BALMUN'26 will be a defining moment in your Model UN journey. I wish you all an insightful and successful conference."

3. Introduction to the Committee

The Fédération Internationale de l'Automobile (FIA), which is referred to as International Automobile Federation in English, is an international body working in two main domains concerning the automobile industry. One arm of the organization deals with issues relating to the interest of motor clubs, the automotive industry, and drivers in general; specifically when it comes to safety on roads and management of traffic flow. Another part of the organization deals with sport by serving as the ruling body overseeing several international motorsport competitions.

Formed officially on 20th June, 1904, the federation headquarters is located at 8 Place de la Concorde, Paris, while other offices of the body are found in Geneva, Valleiry, and London. It has 245 members representing 149 countries in the world. Currently, as at 2026, its president is Mohammed Ben Sulayem. Despite having a French name, the organization is referred to as such by both names and abbreviations regardless of whether the language spoken in the country uses French.

One of the important roles of the FIA is that of issuing and overseeing major international races. This includes licensing and proper governance for events like the Formula One, World Rally Championship, World Endurance Championship, TCR World Tour, World Rallycross Championship, Formula E, and several others. Moreover, the FIA works in cooperation with the Fédération Internationale de Motocyclisme (FIM) for the certification of all official land speed record runs. It is noteworthy here that the FIA has earned the recognition of the International Olympic Committee, receiving provisional recognition in 2011 and full recognition in 2013.

4. Introduction to the Agenda Item

In BALMUN'26, the delegates of the FIA Committee will have a specific role as the Stewards of specific races that we will further mention in the study guide. The committee itself serves as a simulation of the body responsible for overseeing the activities of stewards in Formula One under the jurisdiction of the Fédération Internationale de l'Automobile (FIA). The key objective of such a committee would be to simulate as closely as possible the real-life setting where a steward operates in the context of a Formula One season. Unlike typical simulations of committees, which focus on debating and creating policies, the key focus of the described committee is to analyse incidents that occur during races, interpret the regulations, and make decisions accordingly.

The committee will consist of 21 delegates who shall play the role of stewards throughout the simulation exercise. The hierarchical and procedural organisation typical of FIA race events shall be simulated using five delegates who shall rotate in their leadership roles, which shall henceforth be known as "Chairman of the Stewards," or as we can say "Head Steward" Each race shall thus be headed by a different Head Steward.

In each simulation of the race weekend, the appointed Head Steward will be tasked with the duty of mediating discussions and organizing the review of incidents such that the process of decision making is systematic and streamlined. In doing so, he or she shall not work in isolation but rather bring everyone on board by fostering collaboration among all the stewards in the discussion before arriving at a conclusion. The rest of the delegates who play the role of stewards in the simulation will discuss the incidents and offer interpretations of the regulations.

The simulation will be done individually for each race, which we will further mention in detail, with the focus being on different Grand Prix situations. The delegates will be subjected to various events that may happen in a Grand Prix event, such as collisions between drivers on track, abuse of track limit rules, improper release in the pit lane area, violations of yellow flag rules, and others. It will be important to consider these events carefully, sometimes based on incomplete and conflicting evidence, just as it happens in an actual F1 Grand Prix race.

All decisions have to be based on the official FIA Sporting and Technical Regulations. The

delegates should be familiar with the regulations and should use them while running the simulation. This involves penalties, processes, and reasons for making decisions as stewards. It is acceptable to think creatively and engage in discussions; however, decisions made must be realistic and explainable from a regulatory perspective.

In summary, this panel presents an innovative way of exploring the intricacies of Formula One racing. Using a combination of simulation, debating, and practical exercise, this initiative provides participants a chance to get a feel of what being a steward for FIA entails. Through the use of a rotating Head Steward role, this activity ensures that each participant gets a chance to actively take part in discussions. It also ensures that the experience remains interesting through the use of races as part of the process.

5. Overview of the FIA and Formula One Governance

It should be mentioned that the Fédération Internationale de l'Automobile (FIA), whose creation dates back to 1904, plays a central role in the global administration of motorsport competitions and, in particular, Formula One races. As an organization, the FIA was founded for the purpose of introducing order into the developing domain of automobile usage both in terms of transportation and motorsports.

As for the Formula One championship, it should be stated that, unlike the FIA itself, Formula One is not organized into an independent body of governance. In essence, this means that, while the commercial side of the sport is managed by external companies and organizations, the governing body responsible for establishing the rules of engagement in Formula One is the FIA. Thus, the main function performed by the FIA in Formula One is related to the creation of a regulatory system under which the sport is organized. It is important to note that the FIA is responsible for creating two types of regulations: Sporting Regulations and Technical Regulations.

Another key area of responsibility for the FIA in Formula One concerns race officiating. In the course of each Grand Prix weekend, the FIA appoints a panel of stewards who make rulings in cases of rule infringement during the race. They have the authority to impose penalties if drivers fail to adhere to safety regulations and track limits, among other things. The FIA ensures a consistent approach throughout Formula One despite the fact that each race occurs in a different location because of the involvement of different countries.

Additionally, the FIA is responsible for the certification of both drivers and circuits. For example, no driver is eligible for participation in Formula One races unless he possesses an FIA Super Licence. Circuits are required to meet the strict safety requirements set forth by the FIA to be able to organize Grand Prix events. As it may be seen from the above information, safety issues are particularly important for the FIA as an organization.

Another crucial area in governance is enforcement. If any violation occurs, the FIA has the power to levy penalties on the offenders. The penalties may be time penalties in races or financial penalties, depending on the gravity of the breach. While there are guidelines that govern the imposition of such penalties, there are times when interpretation becomes critical, particularly when responsibility cannot be clearly attributed to one person. Hence, stewarding in Formula One cannot be described as mechanical.

In addition to race management, the FIA plays a role in steering Formula One towards its future direction. An alteration in technical regulations can change the nature of the sport since it would impact how teams build their cars. Likewise, a modification in sporting regulations will affect race strategies, among others. Hence, the FIA goes beyond enforcing the regulations of the sport.

Overall, the governing structure of Formula One is reliant on a systematic approach where the FIA is responsible for the regulation, monitoring, and enforcement. This makes sure that the sporting activity is carried out under a systematic structure that maintains an appropriate balance between competition and safety. This structure is necessary because it will not be possible to maintain any form of control without it.

6. The 2026 Formula One Regulatory Framework

a. Sporting Regulations

No More Fastest Lap Point: From 2026, drivers will no longer earn a bonus point for setting the fastest lap. This change is meant to stop the late-race pit stop tactics that teams used to chase the extra point.

Longer Q3 Qualifying: The final round of qualifying (Q3) now lasts 13 minutes instead of 12. This gives drivers more time to find space on track, which is especially important with the new energy recovery rules.

Rookie Practice Mandates: Each team is now required to field a rookie driver in four Free Practice 1 sessions per season (up from two), effectively doubling the track time available for emerging talent.

Stricter Track Limit Enforcement: Automated light systems and AI-integrated marshalling are now the primary tools for identifying infractions, reducing the delay between a violation and a penalty

For several years now, the enforcement of track limits has been among the most persistently controversial matters arising in Formula 1 grands prix.

Drivers naturally push to the limits of what's permissible to find lap time; they also have a penchant for reporting rivals who they believe have crossed the proverbial lines. And, of course, for vociferously denying when they have done so.

Teams inevitably stand by their man and the resulting debates can occupy a great deal of bandwidth, often delaying race outcomes. In the 2023 Austrian Grand Prix alone, the FIA had to review more than 1,000 suspected track-limit violations, a figure that clearly illustrates how essential more advanced tools had become to speed up the process.

Behind the scenes, this is why the FIA and Catapult created an automated tool to detect when cars cross the white lines and integrate it into RaceWatch, the system used by race control and the remote operations centre to monitor everything happening on track.

When a single race can generate hundreds of potential incidents to review, it's easy to understand why a system capable of assisting the stewards was needed, accelerating the review process and allowing teams to be notified of a possible infringement within seconds. According to the FIA, this computer-vision-based tool has cut by 95% the number of cases that require human involvement to reach a decision.

The computer-vision system integrated into RaceWatch can recognize a car's silhouette and analyse its behaviour against predefined reference points captured by a camera. This allows it to determine whether a car has crossed the reference line.

Looking ahead to 2026, several practical and functional updates are planned. The first is that the FIA will be able to send teams the footage of any track-limit infringements committed by their drivers, making the process even more transparent and reducing the potential time lost to quibbling. This also helps streamline and speed up the workflow, giving teams faster feedback.

The other update, arguably the most significant and intriguing, concerns how track limits will be detected, thanks to a more advanced system that also rethinks the entire data-analysis workflow. The AI-based recognition now relies on high-performance GPUs to process in real time all the information needed to verify every single lap, increasing both the accuracy and the speed of the checks.

"The new system will be based on a centralised camera controller, which will not only allow us to set all the distances from a single point, but also to distribute the required processing," explains Chris Bentley, the FIA's Single Seater Head of Information Systems Strategy, in an exclusive interview with Motorsport.com.

"We'll be able to run the computer-vision software on any machine in the network, send it the portion of video to process, and receive the result, enabling us to handle more and more data."

Increasing the data-processing capability ties in with another tool developed by the governing body, together with Catapult: a highly advanced positioning system.

b. How the New ECAT System Will Work

The core concept is named "Every Car All Turns (ECAT)", the idea being that the system interprets a car's behaviour by measuring it against a reference model. By cross-referencing this information with the micro-sector timing data, RaceWatch can understand what happened at that specific point on the track and flag the episode for a possible review.

"If a car deviates from the ideal line, it will potentially cover more distance," says Bentley.

"That allows us to see a difference in the sector time and go back to understand where it went off track or what happened. The idea is to use all the data, enrich it with the available video and trace these elements, so that the system tells us what is happening instead of having to look for it manually."

"The goal is to take the system to the next level. It works across the entire track, all the time, so it can automatically understand what's going on. This is the evolution of what we're trying to do go from a manual process to semi-automatic process, with still a manual element to it because you have to evaluate strikes and black-and-white flags".

The FIA actively works with circuits to improve coverage and to identify the best camera placement, but this isn't always possible and varies from track to track. However, with this new system, cameras, while still important, are no longer the only foundation of the analysis.

The system can now detect a potential track-limit infringement purely from positioning data: if it shows an abnormal deviation, if the car enters a virtual zone drawn on the track, or if its trajectory strays too far from the ideal racing line, RaceWatch can generate an alert.

"It's allowed us to move up a level, manage all the cameras in one place, distribute the process in the computer vision and process other elements that we've had available in one place," says Bentley.

"So basically, we can automatically flag when a car goes off track because the positioning data changes, or use geofencing: we can draw chicanes and virtual zones on the track that trigger an alert if a car enters them. All of this will already be operational this year, we've been working on it throughout 2025.The topic of track limits has long had an element of subjectivity. Making the process even more data-driven adds to the fidelity of decision-making.

c.Technical Regulations

Power Unit Revolution:

MGU-H Removal: The complex Motor Generator Unit – Heat has been eliminated.

50/50 Power Split: The power is now split almost equally between the Internal Combustion Engine (ICE) and the 350kW Energy Recovery System (ERS).

While active aerodynamics in the form of DRS has long been used in F1 cars, in its new form this concept will no longer be used as an overtaking aid. From 2026 onwards, drivers will be able to lower both their front and rear wings.

The FIA, after switching to more electric powertrains than today, has opted to allow more use of active aerodynamics in order to maintain a level close to typical F1 performance levels.

In the current V6 hybrid turbo engines used since 2014, approximately 80% of the power comes from the internal combustion engine, and the remainder from the electric systems. In 2026, this ratio will approach 50-50.

The cars will have two modes: 'Z mode' and 'X mode'. In 'Z mode', the front and rear wings are closed, and the car generates maximum downforce in corners. In 'X mode', drivers can open the front and rear winglets to reduce drag and increase speed.

The FIA has also simplified its active aerodynamic terminology. The previously used distinction between X-mode and Z-mode is no longer necessary, as drivers essentially use high downforce in corners and low drag on straights. Therefore, the new designations are "Straight Mode" and "Corner Mode." Straight mode is defined by the FIA as follows: "Straight Mode is an active aerodynamic configuration where the front and rear wings are deployed to reduce drag and increase maximum speed. This mode is available for all cars on designated straights of sufficient length."

Corner mode is described as follows: "Corner Mode is an active aerodynamic setting where the front and rear wings maintain their normal, high downforce positions,

aiming to maximize cornering performance." Essentially, drivers will be driving with low downforce in straights and high downforce in corners.

100% Sustainable Fuels: All cars are now powered by fully sustainable, drop-in synthetic fuels.

FIA INTRODUCES SUSTAINABLE FUEL INTO FORMULA 1 AND COMMITS TO BECOMING CARBON NEUTRAL FROM 2021 AND NET ZERO BY 2030
First barrels of 100 % sustainable fuel, made from bio waste and developed to stringent F1 specifications, delivered this week to Power Unit manufacturersPart of an ambitious environmental strategy approved during the FIA's Annual General Assembly week, aiming at carbon neutrality from 2021 and net zero status by 2030

FIA-President Jean Todt said: "FIA takes its responsibility in leading motor sport and mobility into a low carbon future to reduce the environmental impacts of our activities and contribute to a greener planet."

d.Active Aerodynamics:

Z-Mode: High-downforce configuration for cornering (flaps closed).

X-Mode: Low-drag configuration for straights (flaps open).

Dimensions & Weight:

The minimum car weight for F1's new rules era has been set at 768kg, 32kg down on the 2025 limit of 800kg. That comes despite an increase in battery weight to accommodate a near 50-50 split of internal combustion power and energy derived from the expanded MGU-K system, although reduced car dimensions and narrower tyres should help shave off some weight. From 2026 the cars' maximum wheelbase has been reduced by 200mm to 3400mm and the width has been cut from 2000m to 1900mm.

The FIA is keen to slash car weight even further, after it ballooned by more than 200kg over the past two decades. But teams were still puzzled when the aggressive weight reduction was first announced, bracing for another key battleground to open up for 2026 alongside aerodynamics, power unit design and engine deployment.

The cars will be smaller and lighter than this year, with a wheelbase reduced by 200mm to 3,400mm, width by 100mm - down to 1,900mm - and the minimum weight reduced by 30kg.

Overall, downforce is expected to be reduced by about 15-30%, although teams will inevitably claw this back as they develop their cars.

Drag has been reduced by 40%. The cars will have active aerodynamics - front and rear wings will open on the straights to reduce drag and increase straightline speed and click back into place for maximum cornering performance.

Tyres will retain 18-inch wheel rims, but the tyres themselves will be narrower, by 25mm at the front and 30mm at the rear.

F1 2026 teams and engines

Team	Engine
McLaren	Mercedes
Mercedes	Mercedes
Red Bull	Red Bull-Ford
Ferrari	Ferrari
Williams	Mercedes
Haas	Ferrari
Aston Martin	Honda
Racing Bulls	Red Bull-Ford
Alpine	Mercedes
Audi	Audi
Cadillac	Ferrari

Financial Regulations (Cost Cap): The spending limit is set at approximately $215 million for 2026, adjusted for inflation and the inclusion of previously exempt operational costs.

Aerodynamic Testing Restrictions (ATR): A sliding scale remains in effect. The lower a team finishes in the 2025 Championship, the more Wind Tunnel hours and CFD (Computational Fluid Dynamics) items they are granted for 2026 development.

New Power Unit Manufacturer Concessions: To encourage the entry of Audi and Red Bull-Ford, new manufacturers have been granted additional spending allowances and dyno-testing hours to close the gap with established incumbents like Ferrari and Mercedes.

Standard Supply Components (SSC): To reduce "hidden" costs, more non-performance-related parts (like certain suspension internals and fuel system components) are now standardised across all 10 teams.

After 11 seasons with, in essence, the same power unit architecture, F1 has had a rethink for 2026. The 1.6L V6 turbocharged internal combustion engine (ICE) remains, but the MGU-H (which used the flow of exhaust gas to spin a turbine and reclaim energy) has been removed. The MGU-K (which reclaims energy while braking) will be beefed up to harvest and deploy about three times as much energy as its predecessor, with the goal of the new power unit having a roughly 50:50 split between power supplied by the ICE and from the electric system.

With the MGU-H – viewed as complicated and less road-relevant – removed, the new '26 power units are being hailed as a simplified hybrid system. The reality is a little more complex: this is – as always with F1 – cutting-edge technology, attempting to do something that's never been done before.

➢ **What Are the Most Prominent Aero Changes?**

The front wing is of a much simpler design with fewer elements, though the endplates have a little more scope for exotic solutions. The 'eyebrow' winglets over the front wheels have also been deleted, with new bargeboards appearing. Less noticeable but fundamental to the design is the removal of the Venturi tunnels under the car. Ground-effect goes back into the box as flat(ter) floors return, with a larger diffuser, and the beam wing deleted.

➢ **Is the New Aero Package Going to Impact Racing?**

Certainly, it is intended to. As has been the case with the previous two aerodynamic iterations, the regulations have been written with the intention of improving racing

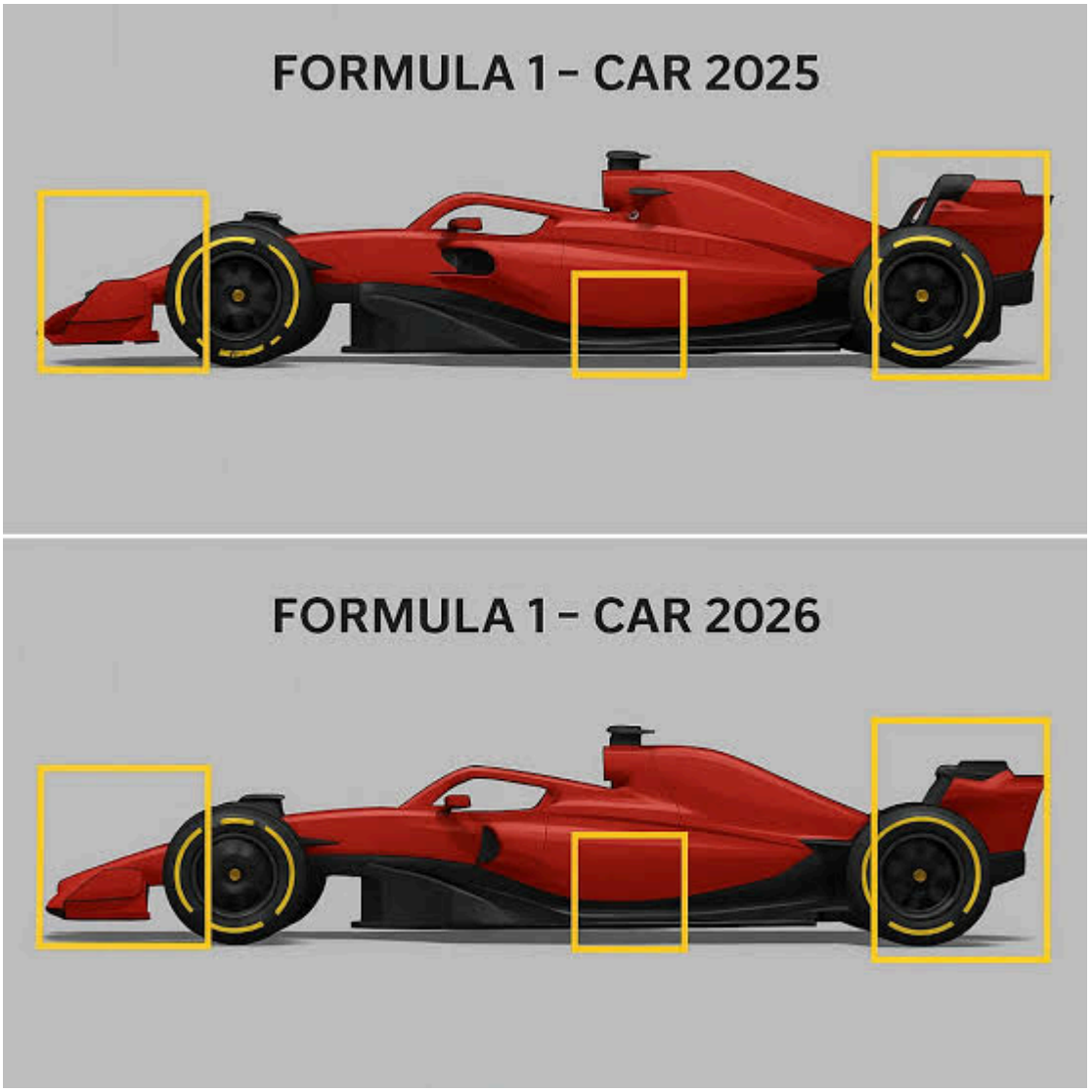
and increasing overtaking, by enabling cars to be able to follow each other more closely.

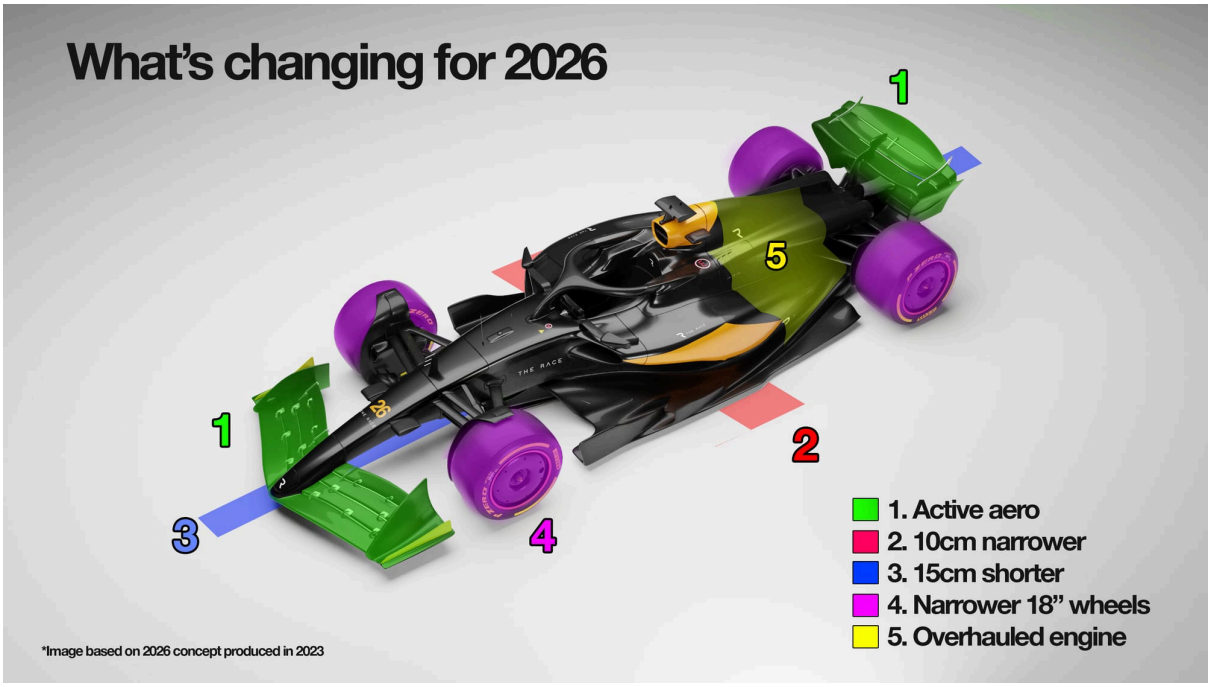
The car's front wheels punch a big hole in the airflow. Designers like to push that turbulent air out to the side of the car (out-washing), allowing smoother air to infill and make the aerodynamic surfaces more effective… but out-washing creates a bigger turbulent wake that makes it much more difficult for the car behind to close in. 2022's regs were designed to combat the creation of this wake and were initially very successful before teams began clawing back their outwash-generating aerodynamics. These regs have taken that learning and will make it much harder to generate an outwash. Not that teams won't try…

Beyond controlling the wake, the new regs are also creating a stronger, safer car and, it is hoped, one that is a little more nimble. Roll hoops have a new test to pass that raises the load from 16*g* to 20*g,* while the nose now has a two-stage impact structure. The latter is to deal with the issue of secondary impacts – i.e. those times when the front of the car has a heavy impact, spins and then has *another* heavy impact.

In terms of making a car that is more nimble, the 2026 regs specify a wheelbase that is 200mm shorter, a floor 100mm narrower and a minimum weight reduced from 798kg

to 768kg. Whether or not anyone can get close to that minimum remains to be seen.





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https://www.google.com/url?q=https://www.the-race.com/formula-1/mark-hughes-explains-f1-2026-key-car-design-differences/&sa=U&sqi=2&ved=2ahUKEwilyrKwpLSTAxX_BdsEHS2zE04QFnoECDcQAQ&usg=AOvVaw2uvPd-SS3uMZhe_uTOKzPS

You can check out these websites and videos for more information.

FIA 2026 Formula 1 Technical Regulations

FIA 2026 Formula 1 Sporting Regulations

FIA Financial Regulations & Cost Cap Administration

https://www.formula1.com/en/latest/article/the-beginners-guide-to-the-2026-regulations.6j0tS0hrHG2T01tpmK6XYz

https://youtu.be/GaDFJr5wSz0?si=csNUrenIHEL2_QeS

7. Race Control Systems and Technologies

a.Manual Override Mode (MOM)

Manual Override Mode (MOM), often called Overtake Mode, is the 2026 Formula 1 regulations update designed to replace DRS. It allows a trailing driver within 1 second of the car ahead to deploy additional electrical power using the MGU-K, enabling higher speeds. Unlike DRS, this strategic, driver-controlled mode can be used anywhere on the track, not just in specific zones.

Overtake Mode

What it is: Overtake Mode, officially known as Manual Override Mode (MOM), replaces the Drag Reduction System (DRS), which had been used since 2011, as the primary passing aid.

How it works: When a driver is within one second of the car ahead, they can deploy extra power to help initiate an overtake. Unlike DRS, which was tied to specific zones, Overtake Mode can be used strategically -- either all at once or spread across a lap.

Why it matters: Passing becomes less automatic and more tactical. Drivers must decide when to attack, not simply wait for a detection line.

Overtake Mode is brand new for 2026 and gives an attacking car a little bit of extra power. If a car gets to within one second of the car it's chasing at a designated point on the track, for the whole of the next lap it gets to use (and also harvest) a little more electrical power.

With the mode available, a driver can recharge an extra +0.5MJ (megajoules) and generate an additional electrical power profile to allow them to sustain a higher speed for a longer period.

Overtake Mode effectively replaces a system called DRS (Drag Reduction System) that made a similar sort of impact by opening an element of the rear wing to enable the car to go faster. That still happens with Active Aero, but now everybody can do it, all of the time.

Boost Mode

What it is: A driver-operated energy deployment tool drawn from the Energy Recovery System (ERS).

How it works: At the push of a button, drivers can access maximum combined power from the engine and battery -- anywhere on track. It can be used offensively to attack or defensively to protect a position.

Why it matters: Boost Mode puts control firmly in the driver's hands and adds a new layer of racecraft, particularly in wheel-to-wheel battles.

Active Aero

What it is: The dynamic adjustment of front and rear wing elements.

How it works: The wings can be switched between Corner Mode and Straight Mode in designated high-speed sections, altering downforce and drag as required.

Why it matters: Active Aero replaces static setups with adaptability, allowing drivers to maximise grip through corners and efficiency on straights.

For the first time, F1 has full-time active aerodynamics in 2026. This means the cars will dynamically adjust the angle of both their front and rear wings depending on where they are on the circuit.

That is where Straight Mode and Corner Mode come in. On straights the flaps will move to their 'open' position to engage a low-drag mode, flattening the wings to reduce drag and increase top speed. In the corners, the flaps will be in their default 'closed' position to maintain downforce and help provide grip.

Recharge

What it is: The process of replenishing the battery during a lap.

How it works: Energy is recovered not only under braking, but also during throttle lift at the end of straights and even through corners where partial power is applied.

Why it matters: Recharge becomes a conscious, visible part of driving strategy.

b.Safety Car Procedures

The Formula 1 Safety Car, currently a Mercedes-AMG GT Black Series, is deployed by the FIA to neutralise races during incidents or dangerous weather, forcing drivers to slow down and follow it in order. Driven by Bernd Mayländer since 2000, it controls the pace to allow safe recovery of cars or debris.

Key Details About F1 Safety Cars:

Purpose: Deployed when a crash, dangerous debris, or severe weather makes racing unsafe, reducing the field's speed so marshals can work.Current Models (2022-Present): The Mercedes-AMG GT Black Series is the primary safety car, with a specialised, high-performance V8 biturbo engine.

Driver: Bernd Mayländer, a German former racing driver, has driven the safety car since 2000.

Operation: When deployed, all cars must reduce speed, follow in a strict line, and cannot overtake, allowing marshals to safely clear the track.

Restart Procedure: Following controversy in 2021, the rules were updated so the safety car is withdrawn one lap after the "lapped cars may now overtake" instruction is given.

Performance: While designed for safety, the cars can reach speeds over (150mph-241kph) on straights but drive 40-60% slower than F1 cars in corners.

Virtual Safety Car (VSC):When an incident does not require the physical car, a VSC is used. Drivers must reduce speed and follow a "delta time" on their steering wheel, which is shown on marshalling panels around the track.

In the current 2026 Formula One season, the Safety Car (SC) and Virtual Safety Car (VSC) procedures have been refined to integrate with the new Active Aerodynamics and the Manual Override Mode.

The goal is to maintain maximum safety while ensuring that the transition back to green-flag racing is as fair and transparent as possible.

b. Integration with Active Aerodynamics

One of the most significant changes for 2026 is how the cars' aero-modes are handled during neutralisation:

Mandatory "Z-Mode" (High Downforce): As soon as the SC or VSC signal is deployed, all cars must automatically (or via a mandatory driver command) switch to Z-Mode.

Reasoning: This ensures cars have maximum grip and stability at the lower speeds required during a safety period, preventing accidents while drivers are distracted by delta times or tyre warming.

Disabled "X-Mode": The low-drag "X-Mode" is strictly prohibited during any neutralised period to ensure no car gains a drag-reduction advantage while catching the pack.

c. The "Delta Time" and Pit Lane

Strict Delta Enforcement: Drivers must stay above the minimum time (the "delta") set by the FIA ECU in all marshalling sectors.

Pit Entry under SC: In 2026, the rules around entering the pit lane during a Safety Car have been clarified to avoid the "pit lane scramble." If a car serves a penalty during a Safety Car period, it must carry it out unless it is entering the pit lane for the sole purpose of following the Safety Car through the pits (if the track is blocked).

Sustainable Fuel Recovery: With the new 2026 power units, the SC period is used by the MGU-K to aggressively harvest energy. The FIA monitors this to ensure no "illegal" energy modes are used to gain a restart advantage.

d. Lapped Cars (The "Unlapping" Rule)

Following the controversies of previous years, the 2026 Sporting Regulations (Article B5.13) utilise an Automated Unlapping System:

Once the track is declared clear by the Clerk of the Course, the Race Control system automatically sends a signal to all lapped cars.

Lapped cars are required to pass the lead lap cars and the Safety Car immediately upon receiving the digital signal on their dashboard.

The SC will usually return to the pits on the following lap after the signal has been sent to the last lapped car, ensuring a clean restart without slower cars interfering with the leaders.

e. The Restart Procedure

The "No-Overtake" Zone: To prevent erratic acceleration/braking (brake testing), the leader must maintain a consistent speed until the Safety Car has entered the pit lane and the "Green Flag" or "Restart" signal is displayed on the official light panels.

Manual Override Mode (MOM) Restrictions: The MOM (Overtake Mode) is disabled for the first two laps after a Safety Car restart to allow the field to stabilise before high-speed power-boosts are permitted.

Official FIA Source Reference

To see the exact legal phrasing of these procedures, you should consult Section B (Sporting Regulations) of the current 2026 FIA handbook:

FIA 2026 F1 Regulations - Section B [Sporting]

https://www.fia.com/documents/championships/fia-formula-one-world-championship-14/season/season-2026-2072

8.Race Weekend Structure and Stewarding

- **What is the Structure of the F1 Race Weekend?**

  A standard race weekend has three free practice sessions, each lasting one hour, with two on Friday and one on Saturday before qualifying. Some race weekends will host a shorter race called Sprint, detailed below. These only have two free practice sessions; one on Friday and one on Saturday.

The season will now feature 22 rounds following the cancellation of the Bahrain and Saudi Arabian Grands Prix in April due to the Middle East Conflict. The 2026 campaign started in Australia in early March and runs through to Abu Dhabi on December 4-6. There will be a new track on the calendar in the form of Madrid in September, as the drivers will race around the streets of the Spanish capital, while Imola has dropped off the schedule.

F1 2026 calendar

Formula 1 2026 Calendar - Updated

Australia	March 6-8	Netherlands	August 21-23*
China	March 13-15	Italy	September 4-6
Japan	March 27-29	Madrid	September 11-13
Miami	May 1-3	Azerbaijan	September 24-26
Canada	May 22-24	Singapore	October 9-11*

Monaco	June 5-7	USA	October 23-25
Barcelona	June 12-14	Mexico	Oct 30-Nov 1
Austria	June 26-28	Brazil	November 6-8
Great Britain	July 3-5	Las Vegas	November 19-21
Belgium	July 17-19	Qatar	November 27-29
Hungary	July 24-26	Abu Dhabi	December 4-6

F1 2026 Sprint venues

Chinese Grand Prix

Miami Grand Prix

Canadian Grand Prix

British Grand Prix

Dutch Grand Prix

Singapore Grand Prix

- **What do F1 stewards do?**

  Stewards investigate breaches of the racing rules and can apply penalties for non-compliance with specified rules. Stewards are responsible for maintaining public confidence in greyhound racing operations and ensuring people engaged on race day

act with integrity. F1 stewarding panels have comprised of three officials, one of which has long been an ex-racer to help provide the drivers' point of view when stewards rule on incidents, as well one steward on each panel appointed by the national sporting authority overseeing each race.

F1 Race Control:

Race control is at the heart of Formula 1 races. It is responsible for monitoring and supervising the practice sessions, qualifying sessions, and the race itself. The stewards are charged with assessing on-track incidents and penalising drivers accordingly. Facilities vary between different circuits, but all feature several key elements essential to allowing the FIA Race Director and his staff to make the right decisions to keep things safe, legal, and on schedule.Race control has screens showing all parts of the circuit so that problems can be flagged and dealt with quickly.

While the identity of the entire group of people working in race control is usually unknown – and even if it were, the names would most likely not ring a bell – they are all headed by the FIA's race director, Charlie Whiting. Whiting's first role with the FIA was as a technical delegate. In 1997, he was appointed Race Director of the FIA while also being named Safety Delegate. The FIA race director and three race stewards, plus (from 2010) one former race driver acting as consultant, ensure the race is safe, legal, and on schedule. To accomplish this, the race control unit makes use of CCTV (closed-circuit television) and car onboard cameras to locate problems and take action quickly.

Data and Communication

Additional information is accessible to the FIA race director, including pit lane speed trap data, contact with personnel at marshal posts, the safety car, the medical response car, and the medical centre. Deployment of the safety car and other important instructions are under the responsibility of the race control unit.When a driver breaks the rules or the sporting code, it is the duty of the race control unit to discipline the driver accordingly.

The unit has a timing data feed – the same feed given to the teams – as well as access to additional racing information so they can verify that all cars are running a fair race and adhering to all FIA rules and regulations. Race control maintains constant contact with the teams, principal marshals, the safety car, the medical response car, and the medical centre, both via telephone and radio. This means that if any major unexpected event occurs, the Race Director can deploy safety teams to the scene quickly and safely.

Penalties and Enforcement

The Race Director has a full support team behind him, comprising both FIA personnel and local circuit personnel. Race control is responsible for ensuring all drivers abide by the rules and will penalise any drivers who break them. The most common penalty is a "drive-through," where the driver must drive through the pit lane instead of going down the main straight, or a "stop and go," where the driver must enter the pit lane, stop for 10 seconds, and then continue the race. For more complex disciplinary issues such as causing an accident, the penalties are decided at the end of the race to give teams a chance to review footage and defend their drivers.

Judging Sporting Incidents

Experience in racing comes into play when race control must react to on-track incidents from a sporting perspective. Every steward at a Formula 1 race knows every paragraph of the sporting regulations by heart. However, there is an enduring dilemma that accompanies every decision-making process since the concept of "law" was invented: does one judge by the letter of the law, or by the spirit of the law? For many years, the Formula 1 stewards, under FIA head of stewards Gary Connelly, made title-impacting decisions by strictly obeying the letter of the law without considering the sporting element. To address this problem, the FIA has appointed (from 2010) a former racing driver to assist when sporting decisions are made, ensuring the decision is correct from all perspectives. A different former driver serves in this role at each event.

SAFETY SYSTEMS

If a serious event occurs or conditions become too poor to race, the Race Director can stop the race. All traffic light systems (red-green in the pit lane, flag warning systems) are programmed and controlled from the Race Control Centre. The emergency doctor also receives orders from here when required. In addition to images of the racetrack and timing data, all information on power supply, air conditioning, heating and ventilation, fire alarm systems, and access control runs in parallel into the Building Management Control Room, where it is permanently monitored. A racetrack requires its own internal communication system so that communication between different organisational and event units functions smoothly and reliably. This is the function of the SMATV (Satellite Master Antenna Television), a type of internal broadband information system that transmits pictures and sound. The marshal intercom system ensures that information exchange between marshals and the Race Control Management Centre runs smoothly.

HOW STEWARDS REACH DECISIONS

FIA deputy President of the FIA Institute and regular Chair of the Stewards Gary Connelly explains: "First of all, we have all the video feeds – the pictures that have gone to air; the vision captured by FOM Communication TV system but which hasn't been put to air; the closed circuit cameras around the track, and all the onboard material as well," he says. *"We have GPS tracking, which shows where cars are at any given time." "We also have access to all the team radio transmissions, which are very important as they allow us to know if a team has warned a driver that he's about to impede another car and whether a driver has ignored that information. Finally, as of this summer (2012), we can now obtain real-time telemetry from the cars. That's really useful as we can overlay telemetry information from an incident with data from previous laps, so for example, we can tell if a driver has done something like failing to back off under yellow flags. The system is programmed to highlight any incident, for example, if a driver goes too quickly in a section under yellow flags. That's based on GPS tracking and timing, but the software also has a number of other inputs and is programmed to respond accordingly." "Linking all this together, you can come up with a complete picture of what's going on. You have a mass of information that isn't available to the public or the teams. That's why decisions are sometimes taken that people have trouble understanding, but they simply don't have all the information the Stewards do."* FIA Race Director Charlie Whiting adds that in an effort to ensure consistency, all incidents from recent seasons are kept on hard drives so that stewards can refer to them for repeat offenders or precedents when deciding on penalties. "It's an invaluable resource because, of course, the same Stewards are not at every race. This way, they can refer back to all that past footage, and it helps them make a more informed and consistent decision."

DIFFERENCE BETWEEN STEWARDS AND RACE CONTROL

In Formula 1, the distinction between Race Control and the Stewards is essentially the difference between the police/air traffic control and the judges. While they work in the same building and communicate constantly, they have very different roles and powers.

Race Control

Race Control is the operational hub of a Grand Prix. Led by the Race Director, their job is to manage the flow of the session and ensure safety in real-time.

Who they are: A permanent team of FIA officials.

What they do: * Deploy the Safety Car or Virtual Safety Car (VSC).

Toggle Red Flags to stop a session.

Enable or disable DRS (Drag Reduction System) based on track conditions.

Monitor track limits and pit lane entry/exit.

Communication: They talk directly to the teams (Team Managers) via a dedicated radio channel and to the marshals around the track.

The "Police" Aspect: If they see an incident, they "note" it and then "refer" it to the Stewards. Race Control cannot issue time penalties or sporting sanctions themselves.

The Stewards

The Stewards are an independent panel that acts as the judicial body of the weekend. They sit in a separate room filled with monitors, data feeds, and every available camera angle.

Who they are: A panel of usually four people, including one Driver Steward (an experienced former racing driver), to provide a competitor's perspective. The lineup often changes from race to race.

What they do:

Investigate incidents referred by Race Control (e.g., "Car 4 caused a collision").

Review telemetry (throttle, brake, and steering inputs) and video.

Summon drivers and team representatives to hear their side of the story.

Issue Penalties (5-second penalties, drive-throughs, grid drops, or fines).

The "Judicial" Aspect: They are the only ones with the power to change the results of the race or punish a driver's behavior. Their decisions are published as official FIA documents.

Summary Comparison

Feature	Race Control	The Stewards
Primary Goal	Safety and Logistics	Fair Play and Rules Enforcement
Real-time Action	High (Lights, Flags, Safety Car)	Low (Reviewing, Deliberating)

Key Authority	The Race Director	The Chairperson of the Stewards
Analogy	The Police / Referee	The Judge and Jury
Power	Can stop the race	Can change the race results

How do they work together?

If a driver pushes another car off the track:

Race Control sees the incident on the monitor.

Race Control sends a message: "Incident involving Car 1 and Car 11 noted—Forcing a driver off track."

The Race Director refers it to the Stewards.

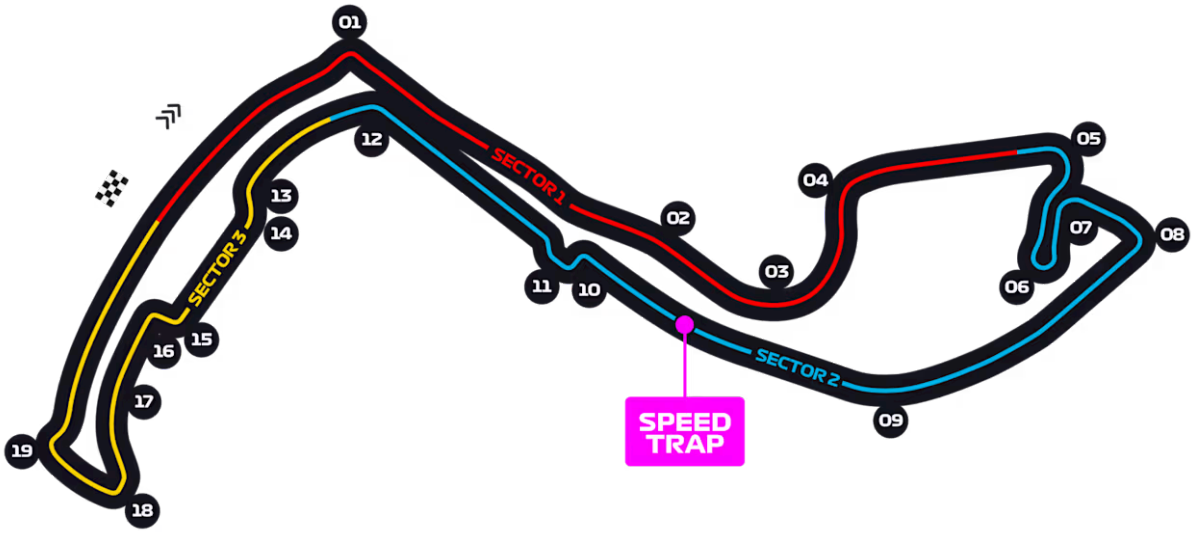
The Stewards review the video and telemetry.

The Stewards decide on a penalty (e.g., a 5-second time penalty) and notify Race Control.

Race Control broadcasts that decision to the teams and the public.

GRAND PRIX YOU SHOULD KNOW FOR THIS COMMITTEE

MONACO GP:



Incredibly narrow and totally iconic. Nelson Piquet memorably described driving around Monaco as "like riding a bicycle around your living room"… which is fair. Despite that, it's a challenge that nearly all drivers love, forcing them to put their skills on the line and rewarding millimetric accuracy. Overtaking on the tight streets is harder, however, with the 2003 Grand Prix witnessing a grand total of zero passing moves.Held annually in late May or early June, the Monaco Grand Prix is considered one of the most prestigious automobile races in the world.
Having been run since 1929, the race - along with the Indianapolis 500 and the 24 Hours of Le Mans - makes up part of the Triple Crown of Motorsport. The event is held on the narrow streets of Monaco, making it one of the most demanding Grands Prix on the calendar. It is also the only race that doesn't adhere to the FIA's mandated 305-kilometre minimum race distance.

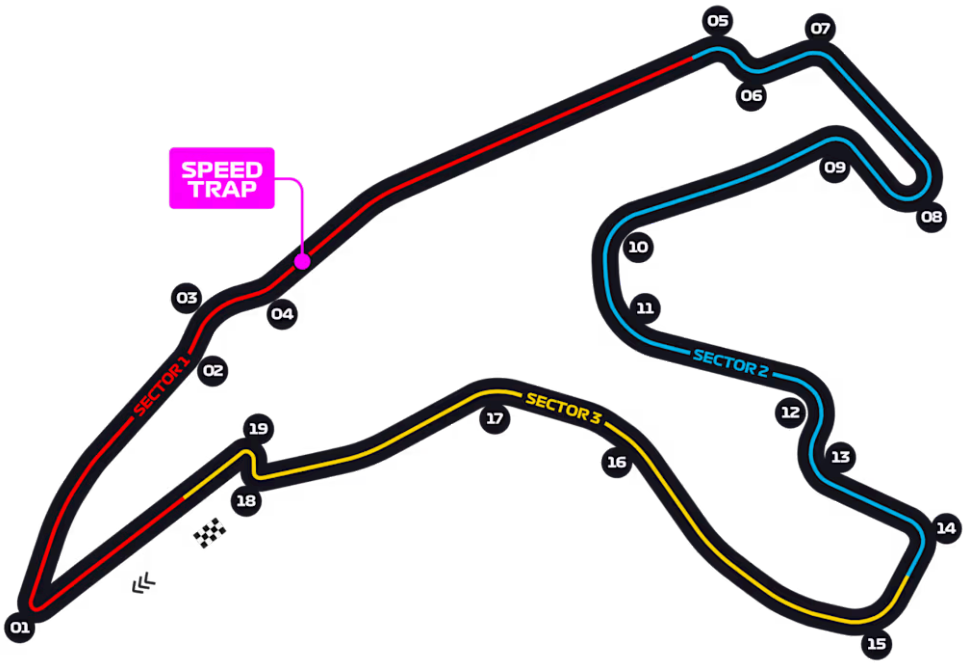
The event was part of the first World Championship of Drivers in 1950, and was twice designated as the European Grand Prix in 1955 and 1963.The F1 Monaco Grand Prix is scheduled to take place on the weekend of 5-7 June, and is set to be the eighth round of season, shifting slightly later into the year.

The first two free practice sessions will take place on 5 June, with qualifying on Saturday 6 June at 15:00 BST.

Session	Date	Time

Free practice 1	Friday 5 June	14:30 - 15:30
Free practice 2	Friday 5 June	18:00 - 19:00
Free practice 3	Saturday 6 June	13:30 - 14:30
Qualifying	Saturday 6 June	17:00 - 18:00
Race	Sunday 7 June	16:00 - 18:00

BELGIUM GP:



Spa is among Formula 1 drivers' most loved tracks, with its mix of long straights and challenging fast corners allowing them to push their cars to the edge of their capabilities – if it's dry, that is. The size of the track and the nature of Belgian weather means it can sometimes be raining on one part of the track and dry on another, meaning grip can vary from one corner to the next. Keep an eye on the thrilling Eau Rouge, arguably the most famous sequence of corners in the world, as the drivers flick left, right, and then up the hill through Raidillon.One of the most popular races on the F1 calendar, the Belgian Grand Prix has made

the Circuit Spa-Francorchamps its home for years, with no signs of that changing anytime soon.
The iconic track was one of seven that made up Formula 1's first championship back in 1950, clocking in at 14.9km in length. Located in the Ardennes region of eastern Belgium, the track underwent changes in 1979, cutting its length in half. This did not stop it from becoming a hit with drivers and teams alike.

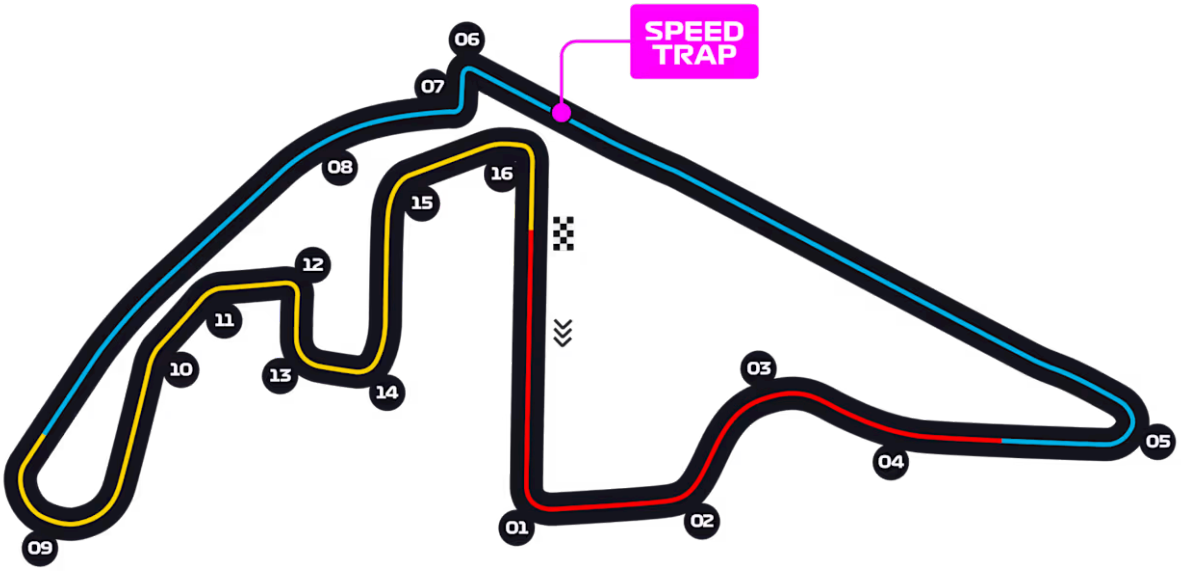
Featuring long straights, sweeping corners, and weather that can change in an instant, the track is also home to several of F1's most famous corners. La Source starts the lap with a tricky U-shape, the slowest corner of the track, while Eau Rouge forces drivers to sweep left and then right while going uphill through Raidillon.

The 'Bus Stop' chicane - named because this part of the track was open to traffic at certain times - remains a tricky end to the lap, though run-off areas across the circuit have been widened to make it more forgiving.

Weather has often played a factor in determining the winner of the race over the years, as parts of the venue can be dry, whilst other sections may be rainy and slippery.The Belgian Grand Prix is scheduled to take place on the weekend of 17-19 July, and is provisionally set to be the 12th race of the F1 season.
The first and second practice sessions will be held on 17 July, with qualifying on Saturday 18 July at 15:00 BST.

Session	Date	Time
Free practice 1	Friday 17 July	14:30 - 15:30
Free practice 2	Friday 17 July	18:00 - 19:00
Free practice 3	Saturday 18 July	13:30 - 14:30
Qualifying	Saturday 18 July	17:00 - 18:00
Race	Sunday 19 July	16:00 - 18:00

ABU DHABI GP:



The originally Hermann Tilke-designed track is dominated by its 1.2km straight between Turns 5 and 6, which, with slow-speed corners marking its beginning and end, makes it a honeypot for overtaking moves. Other highlights include the tricky run through Turns 10 and 11 into 12, which forces the drivers to brake hard with bags of lateral load still on the car. Track modifications ahead of the 2021 race, including the spectacular Turn 9 banking, shortened the lap slightly to 5.28km and added further to its excitement.At the end of the 2000s, Abu Dhabi aimed to have a Grand Prix circuit of its own. Neighboring countries like Qatar and Bahrain already had high-quality circuits—Qatar hosted the MotoGP annually, while Bahrain had secured a permanent spot on the Formula 1 calendar.

As a result, no expense was spared in constructing the Yas Marina Circuit. Winding through an ultra-luxurious setting, the track stretches over four and a half kilometers and is distinguished by several unique features.

For instance, the pit lane exit runs underneath the first corner, and at one point, the drivers even race under a hotel. The final section is designed in Monaco style, with walls placed very close to the asphalt, despite the vast amount of space available in the desert. The Yas Marina Circuit is located on Yas Island, which was specially developed for the occasion.

In the lead-up to the 2021 race, the circuit underwent modifications in several areas to improve overtaking opportunities. This was done in response to criticism that the Abu Dhabi Grand Prix sometimes lacked excitement. The F1 Abu Dhabi Grand Prix is scheduled to take place on the weekend of 4 - 6 December, and will be the 24th and final race of the Formula 1

season. The first two free practice sessions will be held on 4 December, with qualifying on Saturday, 5 December at 14:00 GMT.

Free practice 1	Friday 4 December	12:30 - 13:30
Free practice 2	Friday 4 December	16:00 - 17:00
Free practice 3	Saturday 5 December	13:30 - 14:30
Qualifying	Saturday 5 December	17:00 - 18:00
Race	Sunday 6 December	16:00 - 18:00