ABU DHABI DESERT CHALLENGE 2026

22 – 27 November

Date:	**Friday, 20th November 2026**	Time:	**20.25 hrs**
Subject:	**COC COMMUNICATION 1**	Document No:	**3.1**
From:	*The Clerk of the Course*		
To:	*All competitors / crew members*		
	Number of pages: 3	*Attachments:*	*-*

1/ In order to reduce the possibility of a penalty for late check-in at the Stage start TC in case of any technical or safety issue, competitors are requested to approach the TC Bivouac OUT at least 10 minutes prior to their scheduled start time, allowing enough time for checking the correct functioning of ERTF and Marlink equipment, as well as the conformity of the different safety items.

2/ Competitors are reminded that, in accordance with Art. 9.1.3 of 2026 FIA CCRSR / V1 (Electronic Equipment) : « *The use of mobile and satellite phones is forbidden during the Selective Sections…* »

3/ Competitors are reminded that, in accordance with Art. 9.1.7 of 2026 FIA CCRSR / V1 (Electronic Equipment), it is the responsibility of the FIA priority crews, as well as the first 10 crews in the classification of the previous Stage :

- to place all their mobile phones and watches (unless those authorised as per Art. 9.1.6), which must be switched off, in a pouch provided and sealed by the organiser at the first TC DSS of the Stage,
- to ask an official to remove the seal at the stop point of the last ASS of of the Stage.

4/ Competitors are reminded that, in accordance with Art. 9.1.6 of 2026 FIA CCRSR / V1 (Electronic Equipment) : « *Only the watch models specified on the list published on fia.com may be worn by the navigator on board the competition vehicle.*

5/ Competitors are reminded of Art. 14.2.11 of 2026 FIA CCRSR / V1 (Road Book) :
«The Roadbook is loaded into the NAV-GPS. The code provided at the start of the Stage unlocks the Roadbook until the TC DSS. The Roadbook until the end of the Stage will be automatically unlocked at TC DSS».
Any maneuver which may cause the unlocking of the GPS before the check-in of the crew at TC DSS will be reported to the Stewards.

6/ Competitors are reminded of Art. 43.1.2 of 2026 FIA CCRSR (Waypoints) and particularly of the underlined part of the text:
«The crew must pass through all waypoints in chronological (ascending) order and is not allowed to drive back to get a previously missed waypoint.»

7/ Competitors are reminded that refueling is not allowed inside the service areas (Art. 54.1.1 of 2026 FIA CCRSR).

8/ Competitors are reminded that the fire-extinguishing system must always be active (system armed) during the competition. **During the competition means that the systems must be activated when leaving the bivouac, on road sections and on special stages**.

The FIA Technical Delegate will instruct the Scrutineers to check the status of the fire extinguishing systems during the competition and report any infringements to the Stewards.

9/ With reference to Articles 27.1.2, 27.1.3 & 27.1.5 of the FIA 2026 CCRSR:

27.1.2: *Crews must always drive in the direction of the Selective Section, as indicated in the road book and by the track layout when it exists. Crews are allowed to momentarily deviate from the intended direction, briefly reverse or reroute to the correct direction for correcting navigation mistakes or avoiding natural or artificial obstacles.*

27.1.3: *Intentional driving against the direction of the Selective Section for any reason other than those outlined in Art. 27.1.2, deliberate backtracking over significant distance and/or significant deviations from the route without justifiable cause are forbidden.*

27.1.5: *Crews are not allowed to use any surfaced road (asphalt, concrete) in a Selective Section, unless specified in the road book. Crews deviating from the Selective Section route to join or travel along a surfaced road (including the verge) will be considered as having retired from the Selective Section at the point of deviation.*

10/ With reference to Articles 49.1.3 & V1 49.1.8 of the FIA 2026 CCRSR:

49.1.3: *Only crews with FIA groups vehicles still in the competition for the current Stage/SS may assist each other at any time, other than where this is specifically prohibited.*

To be considered in the competition of a Stage, the crew must have started to the Stage according to Art. 31.2.

To be considered in the competition of a Selective Section the crew must have:

- *started the SS according to Art. 42;*
- *not be considered as retired in that SS.*

V1 49.1.8: *After prior communication with Rally Control, crews can deviate from the Selective Section route from a waypoint approved by Rally Control to assist other crew(s) in accordance with Art. 49.1.3 and in possible derivation to Art. 27.1.5.*

Any further deviation must be approved beforehand by Rally Control, which may impose a specific route for this deviation. These crews will still be in the competition if they continue the Selective Section from the same waypoint from which they deviated.

Prohibited service is the use or receipt by the crew of any manufactured materials (solid or liquid,as e. g. bottled water, unless supplied by the organisers), spare parts, tools, or equipment other than those carried in competing FIA groups vehicles, **or the presence of team personnel as defined in Art. 49.2**.

A team is made up of the competitor, the crew **and support personnel** (e.g. mechanics, team manager, team media**,** physiotherapist, etc.)

The presence of team personnel or any team conveyance (including helicopters) is **prohibited within 1 kilometre of its competing car except**:

- in service parks (bivouacs) and remote service zones.
- in commercial fuel stations and refuelling zones, other than those for Challenger and SSV vehicles, as defined in Art. 55.
- in media zones, holding the appropriate pass.
- where the competitors' road book and the Service Road Book are common and simultaneous.
- in Selective Sections as long the competition vehicles are in motion.
- at the final stop point of the rally, provided this access is defined in the Service Road Book.

The passing of food, drink, and clothing to or from the crew is permitted whilst the crew members are:

- in service parks (bivouacs).
- in remote service zones.
- in tyre fitting zones.
- at regroupings.
- at rest halts.
- in media zones.
- on road sections where the competitors' road book and the Service Road Book are common and simultaneous.

11/ Competitors are reminded that the anti-collision system only operates in selective sections.

Ronan MORGAN
Clerk of the Course

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