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JARAMA

03 – 04 October 2026

From	FIA Race Director	**Document N°**	01
To	All Officials, All Teams	**Date**	02 October 2026
		Time	17:00

BRIEFING NOTES VERSION 1

PART A: SPECIFIC EVENT NOTES

1. OFFICIALS OF THE COMPETITION

Chairperson of the Panel of the Stewards:	Richard NORBURY (GBR)
2nd International Steward:	Khatuna JULAKIDZE (GEO)
ASN Steward:	Alberto LINDON (ESP)
Clerk of the Course:	BORJA MAYOR (ESP)
FIA Race Director:	Michal MAREK (CZE)
FIA Series Development Co-ordinator:	Tony IDDON (GBR)
FIA Technical Delegate:	Frans STEILBERG (IRL)
Assistant to FIA Technical Delegate:	Constance METZNER (GER)
Speed Control, Lambda control:	Andrea PATTARO (ITA)
FIA Sporting Delegate:	Sina AMIRDIVANI (SUI)
FIA Sporting Co-ordinator:	Valentine PRIETO (SUI)

2. CHANGES TO THE CIRCUIT SINCE LAST EVENT:

2.1 Pit entry white line actually shorter.



3. CIRCUIT MAIN DATA:

3.1 Lap length centre line is 3,850 meters.
3.2 Race direction is clockwise.
3.3 Start and control lines are the same
3.4 Red flag line is Safety Car Line 1.
3.5 Pole position is on the RHS.

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3.6 Pit entry is on the RHS after T11.
3.7 Pit lane speed limit is 60 kph.
3.8 Last point to re-establish the starting order during start/race resumption: intermediate 1 (end of the tyre barrier LHS).
3.9 Approach the start line zone is defined from opening at the 1st line of protection on LHS at the exit T11 (highlighted by the orange boards on the both verges of the track) till the signal to the start is given.
3.10 Signal to start when all red lights are turned to GREEN.
3.11 Official notice board is virtual.
3.12 Pit lane monitors are in the pit garage No. 3 and 12.
3.13 Scrutineering bay is in the pit garage No. 6.
3.14 Fire point is on the RHS after pit entry.
3.15 Location of the fire extinguishers around the track are indicated by red silhouette on the white backdrop.
3.16 Race Director´s signalling place is on the RHS up to the Control line.
3.17 Access for mechanics to the grid is before the grid.
3.18 Location of the FIA Race Director´s room: ground floor of the race building
3.19 Location of the Steward´s room: ground floor of the race building
3.20 Location of the Race Control: 3rd floor of the race building
3.21 Medical services

- Emergency - public 112
- Hospital +34 911 914 000
- Local Medical centre +34 916 237 614

PART B: 2026 SEASON – GENERAL NOTES

4. STANDARD START PROCEDURE

4.1 At the three-minute signal, all drivers must be seated in their truck wearing all required safety equipment and the safety harness/window net etc. must be in place. Drivers are requested to start the engines with the presentation of this signal.
4.2 The Pace Truck will lead the grid on the green flag lap. Pole position truck must maintain a position of not more than 20 meters behind the pace truck and all other trucks must maintain a position not more than 5 trucks lengths from the row in front.
4.3 Drivers must keep station according to the dummy grid spacing during the green flag lap.
4.4 The pole man will control the speed, when the pace truck will extinguish its flashing yellow lights.
4.5 The drivers must approach the start line with CONSTANT speed between 70 and 90 kph, in an orderly and closed parallel formation and in two starting rows, under the control of the truck on the pole position. BEFORE THE SIGNAL TO THE START, ALL TRUCKS MUST MAINTAIN A POSITION IN LINE SIMILAR AS THE GRID SLOTS/BOXES PAINTED ON THE RACE TRACK ON THEIR SIDE OF THE GRID = TWO LINES.
4.6 Before the signal to the start a gap between each starting row shall remain 1 truck length.
4.7 Any breaching of these instructions might be considered as a false start and will be referred to the Stewards for their action.

5. WET START PROCEDURE

5.1 In the event of a wet track the Race Director reserves the right to declare a wet race and the start procedure will be as follows:
a) The Pace Truck will start with competitors behind and complete the normal green flag lap.
b) At the end of the green flag lap, if the Race Director considers to continue, the Pace Truck will extinguish its yellow lights and enter the pit lane, the yellow flags/yellow lights will be displayed. For race distance

purposes this will be the first racing lap, OVERTAKING IS STRICTLY FORBIDDEN, pole man takes control of the speed.

c) Under the yellow conditions it must be evident that a driver has reduced speed; this means a driver is expected NOTICEABLY REDUCED SPEED AT ANY SECTION OF THE TRACK.

d) If at the end of this lap the Race Director considers to continue in racing, the green light will be shown at the control line and green flags will be waved on all marshal posts after the control line. Racing will commence FROM CONTROL LINE. OVERTAKING BEFORE THE CONTROL LINE IS FORBIDDEN.

6. FULL COURSE YELLOW

6.1 In certain circumstances and in the interest of the safety a full course yellow (FCY) may be used.

6.2 The radio/timing monitors will announce that FCY period will begin in 15 seconds.

6.3 15 seconds later FCY boards and yellow flags waved will be displayed. The maximum 70 kph speed limit during the FCY period and no overtaking will be applied from that moment.

6.4 Yellow flags will be displayed until the situation causing FCY period is resolved. Timing systems will not be stopped.

6.5 Deliberate slow driving will be reported to the Stewards.

6.6 It is not permitted to enter the pit lane unless for repairs and drive through penalties cannot be taken until a green situation is restored.

6.7 When the FCY situation finishes, the FCY boards and yellow flags will be withdrawn and immediately replaced by green flags. The green flags will be displayed at the same moment at ALL posts around the track. At this moment racing will re-commence and overtaking will be permitted.

7. RED FLAG SITUATION

7.1 Maximum permissible speed after the stopping of a practice/qualifying session or suspending a race is basically 70 kph.

8. PADDOCK SAFETY

8.1 Maximum speed is limited to 5 kph.

8.2 A racing truck may only be driven by the driver or team member holding the appropriate drivers´ licence.

8.3 Whenever a truck is manoeuvring in or out of its team designated area or into pre-grid or out of Parc Fermé at least 2 mechanics should be with the truck and be positioned one front and one behind to ensure no pedestrians or obstacles are in danger or in the way. This includes any reversing or forward movement.

9. EXHAUST SMOKE/LAMBDA ISSUES

9.1 Once the driver has been informed by the black flag with an orange disc and/or the team is informed by radio or timing screens, he/she must stop at the pit lane at the end of the next lap at latest and the mechanics must do the adjustment.

9.2 For the avoidance of doubt, the mechanics must at least fully open the drivers'/passengers´ door when making adjustments.

10. FIA DEVICES

10.1 Any modification to or any attempt to disable or obstruct any FIA device installed on/in the vehicle is prohibited.

10.2 Any attempt to corrupt or delete data associated with any FIA device installed on/in the vehicle is prohibited.

Please note, these event notes are by no means comprehensive and should be read in conjunction with the FIA International Sporting Code, the Goodyear FIA ETRC Sporting regulations and the Supplementary regulations for the Event.

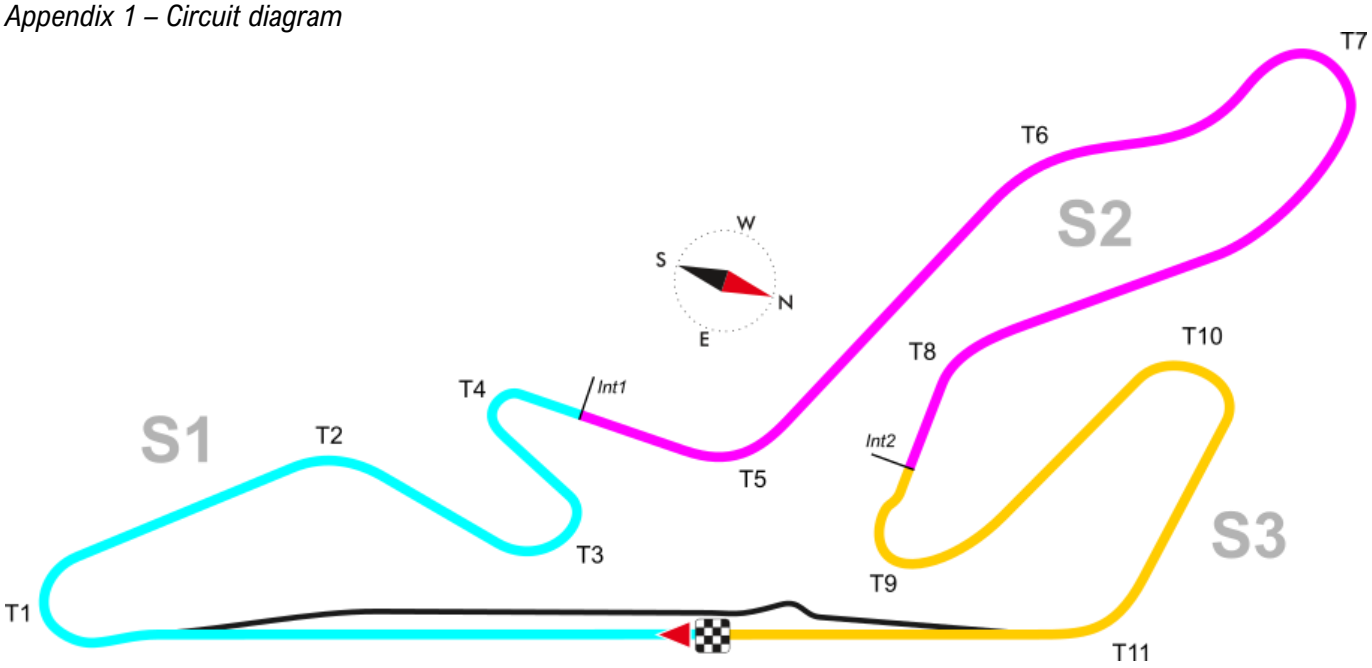
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Breaching instructions given to the drivers and competitors by this document will be considered as a failure to follow the instructions of the relevant officials for the safe and orderly conduct of the event (Art. 12.2.1.i) of the FIA ISC).

Michal MAREK
FIA Race Director

Appendix 1 – Circuit diagram



Appendix 2 – Pit lane diagram

