1. COMPETITION TIMETABLE

Version – Official V1 15/10/2026

- SAFETY CAR :

SC Position during 1st lap : Exit T14 – Pit Entry
SC Position during the Race : Pit Exit
SC Lights off : before T11

2. CIRCUIT MAIN DATA

- Lap Length : 4, 314km
- Pole Position : RIGHT
- Speed Limit in the Pit Lane : 60 km/h
- Grid Formation : Exit T15
- Pit IN – Pit OUT : 449m
- Pit Handicap Loop – Pit Exit Loop : 318 m
- Openings for cars to exit the track marked in ORANGE
- Fire extinguishers around the circuit are indicated by small boards marked "FIRE"
- Recovery area behind the scruteenering bay
- Race Director's signalling place is on the control line (on the right)
- Scrutineering is located at Pit Entry
- Parc Fermé after qualifying and races at each Team awnings or boxes
- Stop & Go penalty in front of your box
- Opening Pit Wall at the beginning of the Pit Wall, in front of Box 1and inf front of box 18
- In accordance with Appendix H of the ISC, the light signals have the same meaning as flag signals.

3. DRIVING BEHAVIOR

- Drivers are reminded to pay special attention to flag signalling according to the Code:
  - Yellow flags are signal of danger and when shown, drivers must reduce their speed and be prepared to change direction. To be clear, driver would be expected to discernibly reduce the speed in the respective timing sector.
  - If double yellow flags are shown, drivers must reduce the speed significantly and be prepared to change direction or stop. It must be clear that the driver did not attempt to set a meaningful time, it means driver should abandon the lap (but this does not necessarily mean he has to pit IN). At any moment double waved yellows are presented they can mean:

  - Marshals are exposed.
  - Intervention vehicles are exposed.
  - Ambulances may be exposed.

  As per Art 2.5 of Appendix H with double waved yellows drivers must be prepared to change direction or even to stop.

- Blue Flags will be used for overtaking during the practice sessions and lapping during the races.
- Marshals´ lights around the circuit are used as supplement, flags signals are regulatory.
- If you are involved in an accident, and you are OK, please, signal to the marshals a thumb up. If you have any problems getting out of the car or suspect you have any injury, wait for the rescue team.
- If you encounter any serious mechanical difficulty especially which may mean fluid is left on the track, you have to leave the track as soon as it is safe to do it. In all cases make every effort to stay clear of the racing line.
- In the event of your car coming to stop on the circuit, you must leave the car as soon as it is safe to do so and help in the recovery operations. Do not stay inside your car talking to your team by radio.
- The white lines defining the track edges are part of the track, the kerbs are not. A driver will be judged to have left track if not at least two wheels of the car remains in the contact with the track.

- Should a car leave the track for any reason, the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.
- Repetition of track limits mistakes will be penalised.
  - during the qualifying the lap time will be cancelled. On the 3rd time the best lap time at the end of the session will be cancelled;
  - during the race the driver will get Team Manager radio call for first and second infringement, warning flag for the 3rd infringement: 5seconds time penalty for 4th and 5th infringement and Drive Through for the 6th. In case of constant abuses: report to the Stewards.
- Driver is allowed to pass the Finish Line in the end of each session only once. The chequered flag will be waved and signifies the end of the practice session or race.
- Do NOT cross the continuous white line pit entry and exit.
- If drivers intend to go to Refuelling area must choose the right way, if not, keep the fast to drive direct to the Pit Lane.

4. RACE

a) For all races the start procedure countdown will be done by means of the boards and lights.
b) Marshals on the Right-Hand Side of the grid will show you the grid rows boards.
c) NO person is allowed in the Pit Wall at the race start.
d) Race starts – rolling start:
   - During the formation lap, please, keep the formation as tight as possible, no tyres warming from T15. Lining up from the exit of T15. After T15 cars must be properly lined-up and tightly grouped for the rolling start. All cars must maintain position and a constant speed between 70 and 90 km/h. Cars are to line upon the starting box lines. Any driver outside the 2x2 formation before the signal to the start will be reported to the Stewards for false start.
   - Signal to the start will be given through extinguishing the RED lights.
   - If there is a problem during the formation lap, the leading car will remain in front of the cars and red lights will remain ON. Yellow waved flags will be shown all around the circuit. In case the problem happens after the leading cars has left the track, the pole man will be in charge of the speed. The start will be declared at the end of the first formation lap.

5. STOPPING THE RACE:

- Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.
- When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the Pit Lane where they must stop in the fast lane and queue up before the pit exit lane, under Parc Fermé procedure. If it's possible the new start will be given under SC procedure (art 7.3.1.4.1.2 Règlement Standard des circuits Asphalte 2026).

6. SAFETY CAR

a) In exceptional circumstances the race may be started behind the SC. In this case, at any time before 1 minute board, its yellow flashing lights will be switched ON. All the marshal posts will be yellow flags waved and board "SC" until the end of the SC intervention. When the starting lights are GREEN, the SC will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start immediately (after green lights).
b) Under certain circumstances the Race Director may instruct the SC to use the Pit Lane or other parts of the circuit (alternative ways). In these cases, all cars must follow the SC without overtaking.

c) When SC is called IN, will turn its yellow lights OFF before T11 and enter the Pit Lane in the end of this lap.
d) In order to avoid the likelihood of accidents before the SC returns to the pits, from the point at which the yellow lights on the SC are turned OFF, drivers must proceed at a pace which involves no erratic acceleration, braking or any other manoeuvre which is likely to endanger other drivers or impede the restart.
e) If the race ends whilst the SC is deployed, it will enter the Pit Lane extinguished lights at the end of the last lap
and the racing cars will take the chequered flag on track as normal without overtaking.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart.



To reduce the risk of an incident at the restart, **weaving is no longer permitted after Safety Car Line 1** (Exit Turn 15) until the Line.



7. FULL COURSE YELLOW "FCY"

a) The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.
b) Once under FCY, cars will slow down to 80 kph, in single file, and maintain their distance to the car in front and the car behind. Overtaking is strictly prohibited under the FCY.

At the 1st message on radio and monitors "Prepare for FCY at xx h xxmin xxsec = Pit Entry Close" / 2nd message : countdown "FCY 10s, 9, 8,... 1 : FCY now". In any circumstances, A FCY period may be followed by a SC intervention if the problem remains unsolved and safety may be at risk.

c) Once the message is displayed on the monitors, all cars must immediately slow down.
d) All marshal posts will display a waved yellow flag and a board with the indication FCY.
e) Access to the pit lane under the FCY. During the race, the pit lane entry will be closed when FCY is announced, as soon as the message "PREPARE FOR FCY AT XXhXXhXXsec" is posted on the monitors. The pit lane exit will remain open.
f) Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane exit road.
g) Once the problem(s) is/are solved, the Race Director will return the track to green; this is done by posting a message on the monitors.
h) At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags.
i) Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the line.
j) **QUICK FULL COURSE YELLOW "FCY" PROCEDURE**
k) For safety reasons Race Direction may deploy a Quick FCY Procedure, in that case the 1st message on radio and monitors will be displayed "Prepare for FCY in 20 seconds = Pit Entry Close" 2nd message : countdown "FCY 10s, 9, 8,... 1 : FCY now".

8. REFUELLING

a) After crossing the board REFUELLING SPEED LIMIT board lane must be at 30kph and at the right of the pit lane
b) After finishing the refuelling drivers will enter the pit lane and respect the 60 kph until the end of 60 board
c) Drivers in the pit lane have priority from drivers exiting the refuelling area.

9 - GENERAL NOTES:

a) Drivers are reminded that from the moment they leave their garage or paddock tent until returning to the garage or paddock tent, they must comply with the Chapter III appendix L FIA Sporting Code by wearing FIA homologated overalls, underwear, balaclava, gloves, socks, shoes, crash helmet & HANS® is mandatory.
b) These items should NOT be removed until the driver leaves the vehicle.
c) The Digi panels lights around the track are auxiliary to flag marshal signalling, however in case of different signalling the more severe signal will always prevail **(NAVARRA HAS DIGIPANELS FULL SET FLAGS).**

10 - RADIO COMUNICATIONS

a) Is very important that Team Managers immediately relay to the drivers the radio pit wall messages that are sent from Race Director regarding any track issue, or track/ driver behaviour information.

11 International Sporting Code & Appendixes

- International Sporting Code dated from 09/07/2026.
- General prescriptions published on 23/12/2019.
- Appendix H dated from 23/06/2026.

- Appendix L dated from 23/06/2026.

Please feel free to visit us any time either Race Director or Stewards room that will be in the Race Control (downstairs – direct access from Pit Lane).

TRACK LIMITS INFRINGEMENTS - ENDURANCE RACES

PRACTICE AND QUALIFYING SESSION

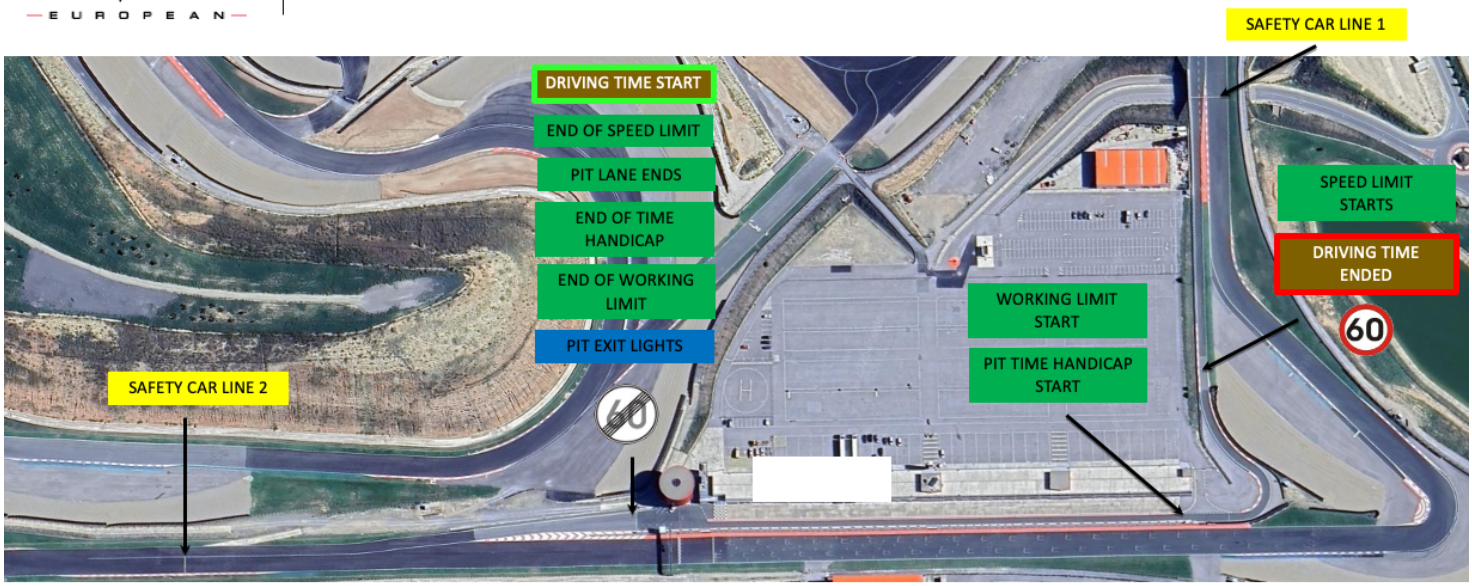
INFRINGEMENT	PENALTY
1st	Current lap deleted
2nd	Current lap deleted
3rd	Current + best lap deleted
4th	Current lap deleted
5th	Current lap deleted

RACE

INFRINGEMENT	PENALTY
1st	Warning + Screen display
2nd	Last warning + Screen display
3rd	Warning Flag + Screen display
4th	5sec time penalty + Radio call
5th	5sec time penalty
6th	Drive Through penalty

EUROPEAN ENDURANCE PROTOTYPE CUP

PIT LANE DIAGRAM

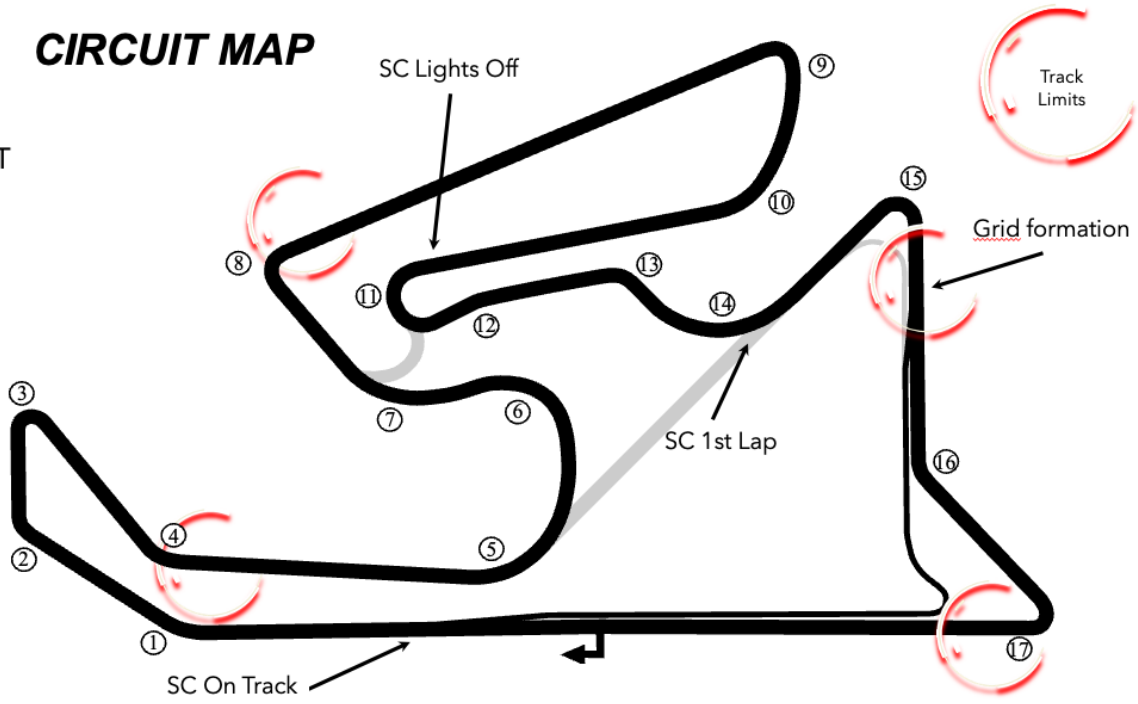


ROUND 5/6 NAVARRA 15 - 18 OCTOBER 2026

CIRCUIT MAP

Pole position : RIGHT

Sector 1 : 2200m
Sector 2 : 1125m
Sector 3 : 988m
Total : 4314m



ROUND 5/6 NAVARRA 15 - 18 OCTOBER 2026

UCS RACE DIRECTOR
Délcio Santos/Matthieu MOREAU