



CIRCUIT LICENCE

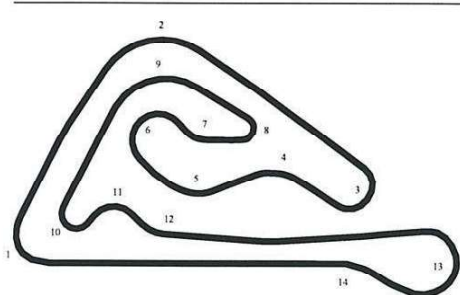
GRADE 3

PERMANENT CIRCUIT

VALID FROM **09.04.2018** EXPIRING ON **09.04.2021**

Issued for the circuit of **SLOVAKIARING (SVK)** in the configuration below which, at the date of issue of the present licence, complied with the minimum safety conditions and standards required by the FIA for the running of international motor races organised in accordance with the FIA regulations and only for the categories of cars included in the grade of the licence as specified above, in accordance with the definition given in Appendix O to the International Sporting Code.

The granting of this licence is a pre-requisite for the submission of an application to organise an event on the circuit, for the categories of cars covered by this licence, but is not in itself sufficient for an event to be entered on the calendar in the context of an FIA championship.



Length of the track measured in conformity with Appendix O to the Code:	5,922 km / 3.680 miles
Direction of the track:	Clockwise
Reference width:	12 m
Pole position for 1X1 standing starts:	Left
Pole position for 2X2 standing starts:	Left
Pole position rolling starts:	Right
Date of the definitive inspection:	19.04.2018
Inspector:	Beppe Muscioni
Circuit plan reference:	FIA Licence 18 - Slovakiaring - 21.01.2017

The FIA shall only issue a circuit licence upon proposal from the ASN of the country of the circuit.

Paris, 14.06.2018



President of the FIA
Jean Todt

CONDITIONS OF ISSUE OF THE LICENCE

- Art. 1: The FIA issues to the ASN a licence attesting that the circuit meets the minimum safety conditions required by the FIA according to the vehicles specified in the licence grade. The issue of the licence by the FIA does not relieve the ASN or any other party from any obligations which may arise otherwise than under the FIA's rules relating to the safety and organisational standards required to be met in respect of the circuit or any event staged at the circuit.
- Art. 2: The validity of the licence is subject to the minimum standard of safety required by the FIA being maintained, within the period of validity specified. The FIA reserves the right to withdraw, suspend or modify this licence, on the recommendation of its Circuits and Safety Commissions.
- Art. 3: The licensee shall be obliged to comply in all respects with the terms and conditions of the FIA International Sporting Code and all the other FIA regulations which shall apply to this licence. The validity of the Formula One Test licence is subject to compliance throughout each test with the recommendations concerning emergency services in Supplement 1 of Appendix H and to the provision of a service of observation, signalling and communications, for which a minimum must be defined by the ASN on the basis of the appropriate Articles 2 to 7 of Appendix H, under the control of an experienced clerk of the course.
- Art. 4: The ASN shall inspect the circuit and report to the FIA on the condition of the circuit towards the end of each year of validity. The FIA reserves the right to intervene or to inspect the circuit itself, should this be considered necessary.
- Art. 5: The configuration of the circuit and its installations at the time of the FIA inspection will be shown on a dated plan which will be held by both the FIA and the circuit management, which will form an integral part of the present licence and which the management will make available, on request, to the clerk of the course, race director or stewards of any international meeting. The plan will be updated by the management and communicated to the FIA by the ASN every time a change is made in agreement with or to conform to a request from the FIA. Changes made which have not specifically been agreed to on the plan and confirmed in writing by the FIA beforehand, to the layout or to any safety-related items, shall cause the licence to be retroactively annulled as from the date of the modification.
Exceptions may be permitted for repairs or modifications made at or immediately before an international event (to the exclusion of events counting for an FIA World Championship), to counter damage from causes beyond the control of the management, or to resolve a problem revealed only during the running of the event, always subject to the following conditions:
- the clerk of the course, race director (if appropriate) and stewards of the meeting must be satisfied that the changes are in the best interests of maintaining the minimum standard of safety consistent with the FIA licence and do not compromise the safety of spectators, officials or competitors;
- such modifications must be documented by the stewards of the meeting and reported to the FIA through the ASN at the first opportunity
- Art. 6: Every year, an FIA inspection is mandatory before the first World Championship event to be held on the circuit.
- Art. 7: Subsequent to the issue of this licence, drawn up in accordance with the most recent safety standards in force with regard to the layout, the installations or the arrangements of the circuit, the FIA may not be held responsible in any way whatsoever, should an incident or an accident occur during an event or practice session. If an accident occurs, in testing or racing, which causes the hospitalisation of any person, significant distortion of the car's cockpit or of track safety features (or demonstrates the efficiency of such features in a high-energy accident) the circuit owner will be responsible for ensuring that a detailed report on the circumstances, the injuries and any damage to cars and circuit features is submitted to the ASN and, where the laws of the country allow, to the FIA. If the laws of the country do not allow this, the ASN should keep the FIA informed. The report should as far as possible include: video recording of the car and scene made immediately after the accident; team data recordings from the car; an engineer's report on the condition of the car; medical reports; marshals' and eye witness reports.

