

APPENDIX B

REGULATIONS FOR THE MEDICAL EXAMINATION OF THE DRIVERS

With the aim of resolving any issues that might result from the application of the International Sporting Code and its Appendices, any ASN should have at its disposal a national medical commission or, failing that, a consulting physician with sufficient knowledge of sports medicine and in particular of the problems specific to motor sport.

Article 1 - Annual Medical Visit for Aptitude

1.1) Field of application of the medical control:

Taken together, the examinations described in the present chapter:

- are necessary and sufficient for the granting of a national driver's licence.
- are necessary and sufficient to satisfy the medical requirements for the issuing of an FIA international driver's licence.

The indications given here below in Articles 1.2 to 1.5 inclusive are necessary and sufficient for obtaining any licence.

1.2) Annual medical aptitude examination

All drivers wishing to take part in automobile competitions held under the legislation of the Federation Internationale de l'Automobile are required to undergo an annual medical aptitude examination in order to obtain a driver's licence from the National Sporting Authority.

The National Sporting Authority, in accordance with local legislation or customs, must draw up and print a medical form for distribution to all applicants for a licence. This medical form must stipulate all the tests to which the drivers will be submitted, as indicated hereafter. It will be signed by both the examining doctor and the driver concerned, above the stamp of the ASN.

This medical visit must have been carried out by a doctor of medicine authorised to practise in the country which issues the licence, less than 3 months before the application for a driver's licence is submitted. Where appropriate, the ASN may lay down special conditions. It includes:

- a written questionnaire concerning family history, personal history (medical, surgical, traumatological), the existence of concomitant diseases or infections, and the use of any medication;
- a full clinical examination including in particular:
 - a cardiovascular aptitude examination;
 - an eye test;
 - an evaluation of the musculoskeletal system.

1.3) Cardiovascular aptitude examination

- in all cases, blood pressure is taken;
- every two years:
 - for subjects under 45, a 12-lead electrocardiogram;
 - for subjects over 45, an ECG exercise.

This screening must be carried out by a physician with the specific medical training, experience and competence to identify reliably the clinical symptoms and signs

associated with those cardiovascular diseases responsible for effort-related sudden cardiac death

1.4) Eye test

For the first year that an international licence is issued, the following must be certified after a control by a qualified ophthalmologist:

- a) visual acuity:
 - i. Before or after correction, at least 9/10 for each eye, or 8/10 for one eye and 10/10 for the other;
 - ii. Any subject whose visual acuity in one eye only is diminished and cannot be improved and who necessarily has contralateral vision, whether corrected or not, equal to or greater than 10/10, may obtain a driver's licence under the following conditions:
 - conformity with points b, c and d below;
 - condition of the fundus excluding pigmentary retinal damage,
 - any old or congenital damage shall be strictly unilateral.
- b) colour vision: normal (recourse to the Ishihara tables in doubtful cases and to the Farnsworth test or a similar system in cases of error); in any case, no errors in the perception of the colours of the flags used in international competitions.
- c) static field of vision: at least 120°; the central 20° must be free from any alteration.
- d) stereoscopic vision: functional. In case of doubt it must be assessed using Wirth, Bagolini (striated lenses) or similar tests.
- e) sight correction: the wearing of contact lenses is permitted provided that:
 - these shall have been worn for at least 12 months and for a significant period every day.
 - they are certified as satisfactory for motor racing by the ophthalmic specialist who supplied them.

1.5) Mobility of the articulations, amplitude of movements, inventory of amputations and possible prostheses, inventory of sensory and motor disorders

The following are compatible with the granting of an international licence:

- amputations of fingers, where the gripping function in both hands is unimpaired;
- prosthetic limbs, if the functional result is equal or near to normal;
- free movement of the limbs impeded by less than 50%.

1.6 List of illnesses and disabilities incompatible with the practice of motor sport or requiring a medical assessment by a body approved by the ASN (Medical Commission, or in its absence a doctor approved by the ASN)

1.6.1 Absolutely excluded

- blindness in one eye; eye test not in conformity with the parameters described in 1.4,
- epilepsy with behavioural effects under treatment,
- any cardiovascular problem with risk of sudden death.

1.6.2 Incompatible for a standard licence but may result in the granting of a “handicapped” licence

(refer to Appendix L, Chapter I, Article 10)

- - all limitations of the articulations, amputations and prosthetic limbs which do not satisfy the criteria defined in 1.5
- - major sensorimotor conditions (monoplegia, hemiplegia, paraplegia, etc.)

1.6.3 Illnesses or disabilities requiring a medical assessment by a body approved by the ASN:

- insulin-dependent diabetes, on condition that a confidential document proving the regular supervision of the party concerned and of his treatment is submitted to the medical body approved by the ASN and that the medical certificate of aptitude (see 1.8) bears the wording “medical supervision necessary”;
- any valvular disease or other abnormal cardio-vascular conditions,
- psychiatric conditions.
- any “borderline” or uncertain problem (concerning for example eyesight, an infirmity, a rare pathology, etc.): at the discretion of the examining doctor.

1.7 Medical examination form

In each country, the ASN, in accordance with local legislation or customs, must draw up and print:

- i. a medical questionnaire,
- ii. a medical form. In accordance with the requirements of the present regulations, these documents will be distributed to all applicants for a licence.

1.7.1 Medical questionnaire

It will be signed by the driver concerned.

The proposed wording of this questionnaire is available from the FIA.

1.7.2 Medical form

The medical form must include:

- the information necessary for the examining doctor (the proposed wording is available from the FIA),
- the following information in full:
 - the height and weight of the subject,
 - the nature of the blood group and the Rh factor in those countries where this is required by law,
 - any allergies, whether to medication or other,
 - the date of the last anti-tetanus vaccination,
 - the results, with figures, of the evaluation of the musculoskeletal system,
 - the results, with figures, of the eye test,
 - the blood pressure values and a statement that the further examinations (simple ECG or stress test, depending on the age and the case) have been carried out.

In those countries where laws or customs so demand, the national medical form may prescribe additional tests. It will be signed, above the stamp of the ASN, by the doctor who carried out the medical control.

At the foot of the medical form, the applicant must sign a declaration stating that:

- - the information given to the doctor regarding his present state of health and previous medical history is correct,
- - he undertakes not to use any substance included in the World Anti-Doping Agency list of prohibited substances and methods.

1.7.3 Destination of the medical form and questionnaire

These documents will be kept by the ASNs, observing the rules on respecting medical confidentiality.

However, with the aim of creating a secure computer file, to be made available to the doctors intervening in motor sport on the occasion of an accident or an intercurrent disease, a copy may

be requested by the FIA. The categories of drivers concerned will be determined in due course by the FIA Medical Commission.

1.8) Duties of the doctor carrying out the examination:

The doctor responsible for carrying out the medical aptitude test is obliged to use the national medical form presented by the applicant, filling in all the necessary details. The applicant must then immediately send this document to the relevant National Sporting Authority.

The decision as to fitness or unfitness shall be taken by the doctor who conducted the examination. This doctor may request the opinion of the body approved by the ASN (National Medical Commission or approved doctor).

1.9) Medical certificate of aptitude:

Each international licence must be accompanied by a medical certificate of aptitude as hereunder:

- either on the back of the licence,
- or on an attached document.

Apt for the practice of motor sport, according to the FIA medical standards:

Date:

Corrected eyesight (glasses or lenses)	YES	NO
Special medical supervision	YES	NO

2.0) Distribution of the regulations

In addition to the documents which are in their care, the ASNs are requested to distribute the present regulations to the examining doctors or to indicate on the licence application a computer website where they may be found.

Article 2 - Medical control at events

Verification of the medical certificate of aptitude by the Chief Medical Officer for the event may replace the preliminary visit required in certain cases. Furthermore, at any time during an event or after the finish, the Chief Medical Officer and the Clerk of the Course may demand that a medical examination of a driver be carried out, if they

consider that his behaviour warrants it. The sporting authorities will take whatever decisions are necessary following the report by the Chief Medical Officer. This examination may include, if appropriate, a test for alcohol.

2.1) Neurometric testing

Drivers entered in an FIA world championship may undergo neurometric testing. The methods of such testing are the responsibility of the FIA medical delegate of the championship concerned. The confidential data obtained shall be used for comparative purposes in the event of an accident entailing a risk of minimal traumatic brain injury.

2.2) Medical Examination Following an Accident or Physical Disorder

2.2.1) At any international event:

After an accident, even if the driver appears uninjured and/or has got out of his cockpit unaided, or in case of a physical problem, a medical check-up may be deemed necessary by the Chief Medical Officer with the agreement of the Race Director / Clerk of the Course.

- a) For circuit events, this check-up must normally take place in the circuit medical centre; in such case, Race Control will ensure the driver's attendance.
- b) For road events, the medical check-up may be made on site (hill-climb) or in the regrouping park (rallies).
- c) For events counting for an FIA Championship where an FIA Medical Delegate is present, the latter may initiate the check-up procedure, in agreement with the Chief Medical Officer and the Race Director; exceptionally, at circuit events, this check-up may be made by the FIA Medical Delegate, and elsewhere than in the Medical Centre.
- d) If the regulations of an event, series or championship require the competing vehicles to be equipped with an FIA specification Medical Warning Light, a driver involved in an incident which causes the light to signal that the determined threshold forces have been exceeded MUST be examined by the event medical service before leaving the circuit. The Chief Medical Officer of the event, jointly with the FIA Medical Delegate (if one is present), will determine the most appropriate place for this examination.

In all cases, the team of the driver concerned will be informed in writing.

By decision of the Chief Medical Officer of the event, jointly with the FIA Medical Delegate in those events where one is present, the driver concerned may:

- be forbidden to continue in the event concerned,
- be instructed to undergo a medical check-up by the Chief Medical Officer of the next international event or Championship round in which he is competing. In such case, the Chief Medical Officer of the event in which the accident took place must at once inform, by the most effective means, the Chief Medical Officer of the following event,
- be informed he is allowed to take part in the following event without further medical check-up.

These measures are applicable throughout the event; any driver who does not comply will be summoned before the Stewards of the meeting.

The wearing of jewellery in the form of body piercing or metal neck chains is prohibited during the competition and may therefore be checked before the start.

2.2.2) Testing and reconnaissance:

When participating in private circuit testing or in non-regulated reconnaissance on roads, any driver of a car that goes off the road, and/or who experiences any physical problems on this particular occasion, must be subjected to a medical check-up and immediately inform his or her ASN about it.

In the case of private testing for F1, FIA GT or WTCC or nonregulated reconnaissance for a WRC event, this control must be carried out before the start of the next international event in which he or she intends to take part, under the same conditions and with the same consequences as those in place for the actual international events themselves (see 2.2.1). If the case arises, the doctor responsible for rescue at the private test session in which the car left the road must inform the FIA Medical Commission's secretariat as soon as possible.

2.3) Procedure after an accident or illness

2.3.1) Duties of the chief medical officer:

The Chief Medical Officer of an event during which an accident occurs must:

- If the accident requires hospitalisation of at least 24h, notify the ASN of the driver concerned by e-mail, fax or telegram, giving as many facts and details as possible.
- If the accident necessitated no more than a straightforward examination at a hospital facility, notify by e-mail, fax, or telegram the driver's ASN or, in the case of a driver entered in an FIA Championship, the FIA, which, if need be, will instigate a medical control at the next event in which the driver concerned is due to take part.

2.3.2) Duties of the National Sporting Authority:

Properly advised (by the Chief Medical Officer or by the person concerned), the ASN must make all the necessary contacts with the driver concerned so as to be certain of the proper application of the reintegration procedure set out in article 3. The failure of application of the procedure will result in penalties provided for such a situation.

2.3.3) Duties of the driver:

In the event of an accident, whether during a competition or in other circumstances occasioning incapacity for a period of ten days or over, or in the case of an illness or disability as covered in Article 1.5 of the present regulations, the driver is required to notify his National Sporting Authority within ten days:

- either enclosing a confidential medical certificate addressed to the National Medical Commission or an approved doctor, bearing the diagnosis, the prognosis and the extent of the injury or infirmity incurred,
- or by giving authorisation for confidential written communication between the National Medical Commission or an approved doctor and the hospital (or clinic) where he is being treated.

Article 3– Reintegration

From the date of the accident or the discovery of an illness or disability as covered in Articles 1.6 of the present regulations, no driver may take an active part in sporting events subject to FIA legislation until they have received authorisation from the National Sporting Authority.

In the event of an accident resulting in incapacity for a period of 10 days or longer, and following receipt of a document attesting that the patient is healed or recovered, or of a hospital discharge form, the National Medical Commission or the doctor approved by the ASN shall demand that the patient visits them for the reintegration or that he/she should undergo a complete annual medical examination procedure.

All the illnesses or disabilities mentioned in Article 1.5 of these regulations must be submitted for an opinion to the National Medical Commission, or in its absence to a doctor approved by the ASN.

Article 4 –Organisation of the fight against doping

The purposes of the FIA anti-doping regulations are to protect the Drivers' fundamental right to participate in doping-free sport and thus promote health, fairness, equality and safety in motor sport. The regulations are in Appendix A to the International Sporting Code (find attached hereafter).

Article 5 – Appeals Commission

The Medical Commission nominated by the National Sporting Authority will be called upon to settle any controversy arising between doctors and drivers, the conditions laid down in Articles 1.4 and 1.5 of the present regulations being taken as the basis for discussion.

A driver may possibly be required to undergo an observed test drive in the presence of a doctor, member of the Medical Commission or approved by the National Sporting Authority.

The decisions reached by the National Commission will be recognized in all other countries falling under the sporting jurisdiction of the FIA.

Article 6 – Regulations for Physiological Studies During Motor Sport Events

6.1) General considerations:

Physiological studies carried out during the actual running of a competition or during practice sessions preceding the competition, must never for any reason whatsoever be an obstacle to the normal running of the event.

Consequently, and for all events governed by the FIA, experiments must be in conformity with the following regulations.

6.2) Choice of a research theme:

- a) The theme chosen for a physiological field study is left to the doctor carrying out the experiment. In all cases, however, he must inform the Chief Medical Officer of the event during which the experiment is to be carried out, of the theme of his study, after having obtained the approval of his national medical authority.

- b) The medical officers of a National Sporting Authority may be at the origin both of the choice of a physiological study in the country and of the nomination of the doctor(s) carrying out the experiment.
- c) For its part, the FIA Medical Commission may promote international campaigns for physiological studies on a theme of general interest which it has chosen and inform the medical authorities of the countries concerned when such exist and, in any case, the sporting authorities of these countries accordingly.

6.3) Conditions for the practical realization of physiological experiments:

- a) Irrespective of whether the theme has been chosen by an independent research physician, by a National Sporting Authority or by the International Sporting Authority (FIA Medical Commission) the following points must be respected in order to ensure its practical realization:
 - agreement of the organizer of the event and the Clerk of the Course,
 - agreement of the Chief Medical Officer,
 - agreement of the competitor,
 - agreement of the driver(s), if not the same person as the competitor.

The voluntary agreement of the drivers being an indispensable condition.

- b) In each case, a written request must be made to the doctor in charge of the event and to the organizer of it, describing the protocol and specifying:
 - - the type, the amount, and the positioning of the medical equipment necessary for the experiment.
 - - the place of and the time needed for the experiment, clearly indicating in the case of circuit events if the experiment is to be carried out during practice or in the course of the race itself. The same applies to rallies, during a timed stage or during a liaison section.
 - - the number of persons making up the medical research team, including the medical personnel, will be submitted to the organizer for approval.
 - - a physiological study should never inconvenience those competitors and drivers not involved, whether this be in the pits or during the races and practice sessions.

6.4) Use of the scientific data obtained:

- a) As is the rule, the scientific results remain the sole property of the research doctor.
They therefore have total freedom to publish and distribute them as they please.
- b) However, they shall undertake to communicate the results to their National Sporting Authority, which will send a summary to the FIA.

Article 7

These Regulations supersede and replace all editions previously published and come into force on **January 1st 2018**