



## 2014 ABU DHABI

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**From** The FIA Formula One Race Director  
**To** All Teams, All Officials

**Document** 2  
**Date** 19 November 2014  
**Time** 20:30

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**Title** Event Notes

**Description** Event Notes

**Enclosed** Event Notes 19-11-2014.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**



## 2014 ABU DHABI GRAND PRIX

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### EVENT NOTES

**19 NOVEMBER 2014**

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- 1) **Issues arising from the Brazilian Grand Prix**
  
- 2) **Changes to the circuit**
  - 2.1 Other than routine maintenance no work of significance has been carried out.
  
- 3) **Pit lane map**
  - 3.1 Safety Car lines.
  - 3.2 The location of the pit entry and the pit exit.
  - 3.3 Designated garage areas.
  - 3.4 Safety Car position for first lap and rest of race.
  - 3.5 Blue flag marshal.
  - 3.6 Safety Car "arrow man".
  
- 4) **Weighing and weighing platform**
  - 4.1 The weighing platform will be open between the following times, each visit should last no more than 10 minutes unless no other team is waiting in the pit lane :
    - a) From 09.00 Thursday until 16.30 on Saturday (between 15.00 and 16.30 each visit will be restricted to five minutes).
    - b) From when the cars are returned to the teams after qualifying until 21.30 on Saturday.
    - c) From 12.00 until 16.00 on Sunday.

Any team found to be abusing the time limits set out above, which we will be enforced by FIA security personnel and our own CCTV, will not be permitted to use the weighbridge again during the Event.

**5) Practice starts during practice sessions**

- 5.1 Practice starts may only be carried out in the customary way on the grid at the end of each free practice session. In the case of P1 and P2 these may be done after the speed limit test described in 11) below.

**6) Lines at the pit entry and pit exit**

- 6.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the left of the solid white line at the pit exit when leaving the pits.
- 6.2 For safety reasons, when entering the pits drivers must stay to the right of the solid white line which starts at the Safety Car line.

**7) Support races**

- 7.1 Please be kind enough to keep your barriers within three metres of your garages during all GP2 and GP3 practice sessions and races.

**8) Chicanes**

- 8.1 Any car which uses a part of the areas behind the apex of turns 6, 9 or 12, and which is suspected of gaining any sort of advantage from doing so, will be immediately reported to the Stewards.
- 8.2 If two cars are close to each other entering turn 8 and, by cutting behind the apex of turn 9, the leading one re-joins the track with a greater lead over the following car he will be reported to the stewards as having gained an advantage by leaving the track. This will apply whether or not the advantage gained had any influence upon the operation of the DRS by the driver in the following car.
- 8.3 If two cars are close to each other entering turn 8 and, by cutting behind the apex of turn 9, the following one re-joins the track within DRS detection distance of the leading car that driver may not deploy his DRS in the following activation sector. Any driver seen to be using his DRS under these circumstances will be reported to the stewards as having gained an advantage by leaving the track.

**9) DRS**

- 9.1 DRS will be globally disabled if panels 6, 7, 8, 9, 10 or 11 are displaying yellow.
- 9.2 Detection will be automatically disabled if the light panels below are displaying yellow :
- Zone 1** : Panels 4 or 5.
- Zone 2** : Panel 8.
- 9.3 If automatic detection is not working , and permission has been given by race control to use manual detection, DRS must not be used in the relevant zone if panels 4, 5 or 8 are displaying yellow.

**10) Light panels**

- 10.1 The FIA light panels have been installed in the positions shown on the circuit map. In accordance with Appendix H to the ISC the light signals have the same meaning as flag signals.

## **11) Speed limit test in double waved yellow sectors after P1 and P2**

11.1 There will be a speed limit test at the end of P1 and P2. The procedure will be as follows :

- i) All cars on the track when either of these sessions finish may complete a further two laps and cross the Line on the track for a second and a third time.
- ii) As soon as the last car on track has taken the chequered flag for the first time two consecutive double yellow sectors will be activated. A few seconds later these light panels will change and show "80" with a flashing yellow border. The panel at the start of the sector prior to the first "80" will show a warning sign (red triangle) which is to alert drivers to the fact that at the next panel they will have to adhere to an 80km/h speed limit.
- iii) The average speed of each car in the double yellow sectors will be monitored by calculating the time each car takes to cover the known distance between panels. The average speed of all cars through these sectors should not exceed 80km/h. If a driver is in either sector when it goes double yellow the speed will not be monitored.
- iv) Once every car has been through the double yellow sectors the track status will revert to "CLEAR" and the three panels concerned will show green for approximately 10 seconds.

## **12) Drivers leaving their pit stop position in the pit lane**

12.1 For safety reasons, no car should be driven from its pit stop position at any time unless :

- a) It has first been driven into the pit stop position having just entered the pit lane from the track, and ;
- b) It is then driven immediately back onto the track from the pit stop position.

## **13) Fire extinguishers around the circuit**

13.1 Indicated by fluorescent orange boards with an white letter 'F' on the guardrails or debris fences.

## **14) Places to remove cars from the track**

14.1 Indicated by fluorescent orange panels on the walls or guardrails.

14.2 On the pit straight the gates in the pit wall are marked with orange stripes at the top of the pit wall.

## **15) Removing cars from the grid**

15.1 Via the gates in the pit wall in front of pole position or beside grid positions 7 and 17.

## **16) Car number boards for the start**

16.1 On the driver's right.

## **17) Post race parc fermé**

17.1 Cars should complete a full slowing down lap and enter the pits normally, all cars will then be stopped in the weighing area.

**18) Any other business**

18.1 Use of the run-off area around the outside of turn 21 at the start of a qualifying lap.

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke.

Charlie Whiting  
FIA Formula One Race Director

### Circuit Map

 **Start Line**  
 **Control Line**

**S1 Sector 1** (115m before turn 5)

**S2 Sector 2** (120m before turn 11)

**T Speed Trap** (150m before turn 8)

**DRS Detection 1** (40m before turn 7)

**DRS Activation 1** (390m after turn 7)

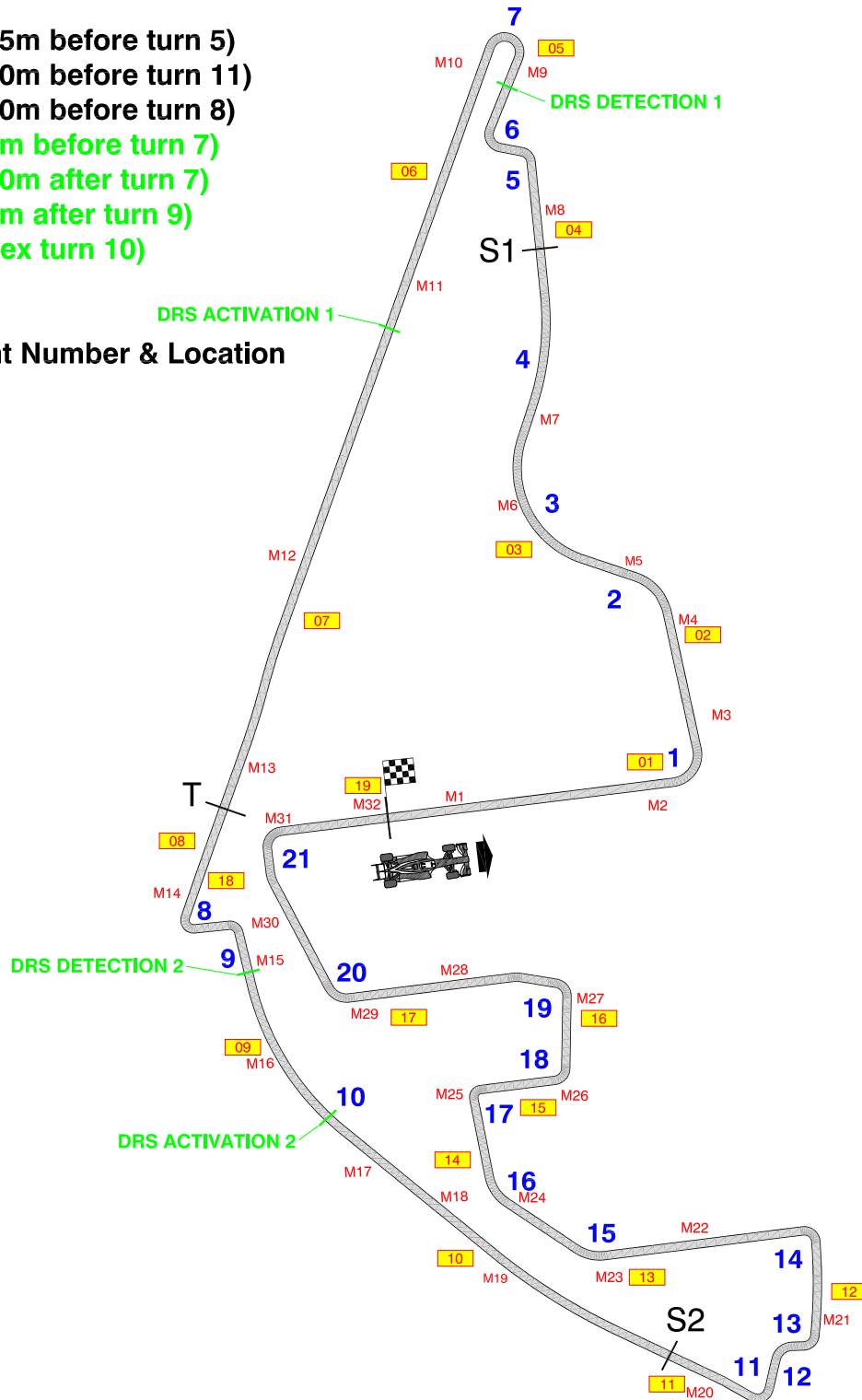
**DRS Detection 2** (50m after turn 9)

**DRS Activation 2** (apex turn 10)

**15 Corner Numbers**

**M22 Marshal Post**

 **FIA Marshal Light Number & Location**



**Circuit Centreline Length = 5.554 km**

### 2014 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX - Yas Marina

