

2019 ABU DHABI GRAND PRIX

28 November - 1 December 2019

From	The FIA Formula One Race Director	Document	2
To	All Teams, All Officials	Date	28 November 2019
		Time	13:29

Title Race Directors' Event Notes

Description Event Notes

Enclosed 2019 Abu Dhabi Grand Prix Race Directors Event Notes Doc 2.pdf

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The FIA Formula One Race Director

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EVENT NOTES

1) Matters arising from the Brazilian Grand Prix

2) Changes to the circuit

- 2.1 A short section of the track in the vicinity of the start line has been resurfaced.
- 2.2 The additional orange kerb element on the exit of Turn 20 has been removed and replaced with one of a similar type. In addition the first 7 metres of this additional kerb element have been removed

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 at the pit exit.
- 3.6 Track light panels displaying pit entry status.

4) Pirelli Event Preview

- 4.1 With reference to Article 24.4(a) of the Sporting Regulations see the attached document provided by the official tyre supplier.

5) Weighing and weighing platform

- 5.1 The FIA weighing platform will be available for teams to use at the following times, however, no more than 10 team personnel may be present during any visit. Each visit should last no more than 10 minutes unless no other team is waiting in the pit lane:
 - a) From 13:00 on Thursday until 12:00 on Friday.
 - b) From 13:30 on Friday until 16:30 on Saturday (between 15:00 and 16:30 each visit will be restricted to five minutes).
 - c) From when the cars are returned to the teams after qualifying until 21:30 on Saturday.
 - d) From 12:00 until 13:00 and 15:00 until 16:30 on Sunday.

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

6) Red zones for photographers in the pit lane during practice sessions

6.1 See the attached drawing.

7) Practice starts

7.1 Practice starts may only be carried out on the track at the end of each free practice session, none may be carried out in the pit lane. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and carry out a practice start.

All drivers carrying out a practice must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.

If any driver appears to be disregarding any of the above a red flag will be displayed and the possibility to carry out any further starts will be immediately terminated.

7.2 For reasons of safety and sporting equity, cars may not stop in the fast lane of the pits at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

8) Lines or bollards at the Pit Entry and Pit Exit

8.1 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. No part of any car leaving the pits may cross this line.

8.2 For safety reasons drivers must keep to the right of the solid white line immediately prior to the pit entry when they are entering the pits.

8.3 Except in the cases of force majeure (accepted as such by the Stewards), the crossing by any part of the car, in any direction, of the white line immediately prior to the pit entry or the red and white painted area between the pit entry and the track, by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.

9) Observing yellow flags during free practice and qualifying

9.1 Double waved: Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the stewards to be satisfied that any such driver has complied with these requirements it must be clear that he has not attempted to set a meaningful lap time, for practical purposes this means the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).

9.2 Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.

Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

10) Track light panels

10.1 The FIA track 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) Drivers leaving their pit stop position in the pit lane

11.1 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.

12) Track Limits

12.1 Support Category Pit Exit – Entry to Turn 11

- a) The dotted white line across the pit exit of the support category pit lane is the track edge.

12.2 Turns 11, 12 and 13

- a) For safety reasons, any driver who either passes to the right of or runs over the fluorescent orange kerb sections on the driver's right between Turns 11 and 12, must re-join the track by driving around the end of the fluorescent orange kerb and bollard on the driver's left between Turns 12 and 13.
- b) In the case detailed above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.
- c) The above requirement will not automatically apply to any driver who is judged to have been forced off the track, each such case will be judged individually.

13) Fire extinguishers around the circuit

13.1 Indicated by fluorescent orange boards with a white letter "F" attached to the guardrails or debris fences.

13.2 Fire extinguishers are also present at all marshal posts and intervention points or openings.

14) Places where drivers may leave the track

14.1 Egress is available behind all guardrails.

15) Places to remove cars from the track

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

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

16) Pit Lane Walk and Support Races team barrier placement

16.1 Team barrier placement prior to and during all support category practice sessions and races and during all pit lane walks: No more than three metres from the garages.

16.2 It is not permitted to push cars to the weighing area at any time a support category is in pit lane.

17) In laps during qualifying and reconnaissance laps

17.1 In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end of qualifying or during reconnaissance laps when the pit exit is opened for the race, drivers must stay below the maximum time set by the FIA between the Safety Car lines shown on the pit lane map.

You will be informed of the maximum time after the first day of practice.

18) Post qualifying parc fermé

18.1 The cameras should be installed and operated in the same way as usual.

19) Operational personnel curfew

19.1 Boards warning anyone attempting to enter the paddock that the curfew is in operation will be placed immediately before the turnstiles at the appropriate times.

20) Removing cars from the grid

20.1 Through the gates in the pit wall adjacent to grid positions 7 and 17.

21) Car number light panels for the start

21.1 On the right-hand side of the grid.

22) Track light panel displaying pit entry status

- 22.1 The light panel indicated on the pit lane map will display a flashing yellow arrow if cars are required to use the pit lane once the Safety Car has been deployed during the race.
- 22.2 The light panel indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

23) Tyre Blanket Usage during Pit Stops in the Race

- 23.1 For reasons of safety, tyre blankets are not permitted in the Pit Lane at any time during the race.

24) Lapping during the race

- 24.1 The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.

As it was at the end of last season the system will be set to give a pre-warning when the faster car is within 3.0s of the car about to be lapped, this should be used by the team of the slower car to warn their driver he is soon going to be lapped and that allowing the faster car through should be considered a priority. When the faster car is within 1.2s of the car about to be lapped blue flags will be shown to the slower car (in addition to blue light panels, blue cockpit lights and a message on the timing monitors) and the driver must allow the following driver to overtake at the first available opportunity.

It should be noted that the aim of using F1MS is ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

25) Post race parc fermé

- 25.1 All cars must enter the pit lane and should proceed directly to the weighing area.

26) Any other business



Michael Mas

FIA Formula One Race Director

Grand Prix of Abu Dhabi 29/11-01/12/2019 (19R21ABU)

Compound	FL	FR	RL	RR	Mandatory race tyres
C3	3A1	3A2	3A3	3A4	C3
C4	4B1	4B2	4B3	4B4	C4
C5	5C1	5C2	5C3	5C4	
INTERMEDIATE	33G	35G	37G	39G	Q3 tyre
WET	34F	36F	37F	39F	C5

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	22.0	19.5
Intermediate	20.0	19.5
Wet	19.0	18.5

FE EOS Camber limit

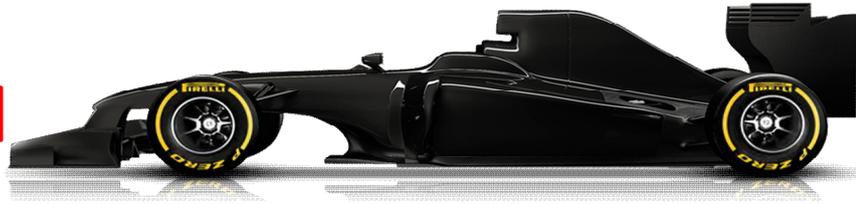
-3.50 °

RE EOS Camber limit

-2.00 °

FE Blistering sensitivity

Low



RE Blistering sensitivity

Low

TYRE HEATING STRATEGY (TREAD&SIDEWALL)

Temperature	0	40	60	80	100 (°C)
Slicks (front axle)	storage		max. 3h	max. 2h	(max. temp = 100°C)
Slicks (rear axle)	storage		max. 5h		(max. temp = 80°C)
Intermediate	storage	max. 2h	max. 30'		(max. temp = 80°C)
Wet	storage	max. 2h			(max. temp = 60°C)

(The time limits refer to the period leading up to the start of the session in which the tyres are intended for use).
(The temperatures referred to above apply at all times during the event).

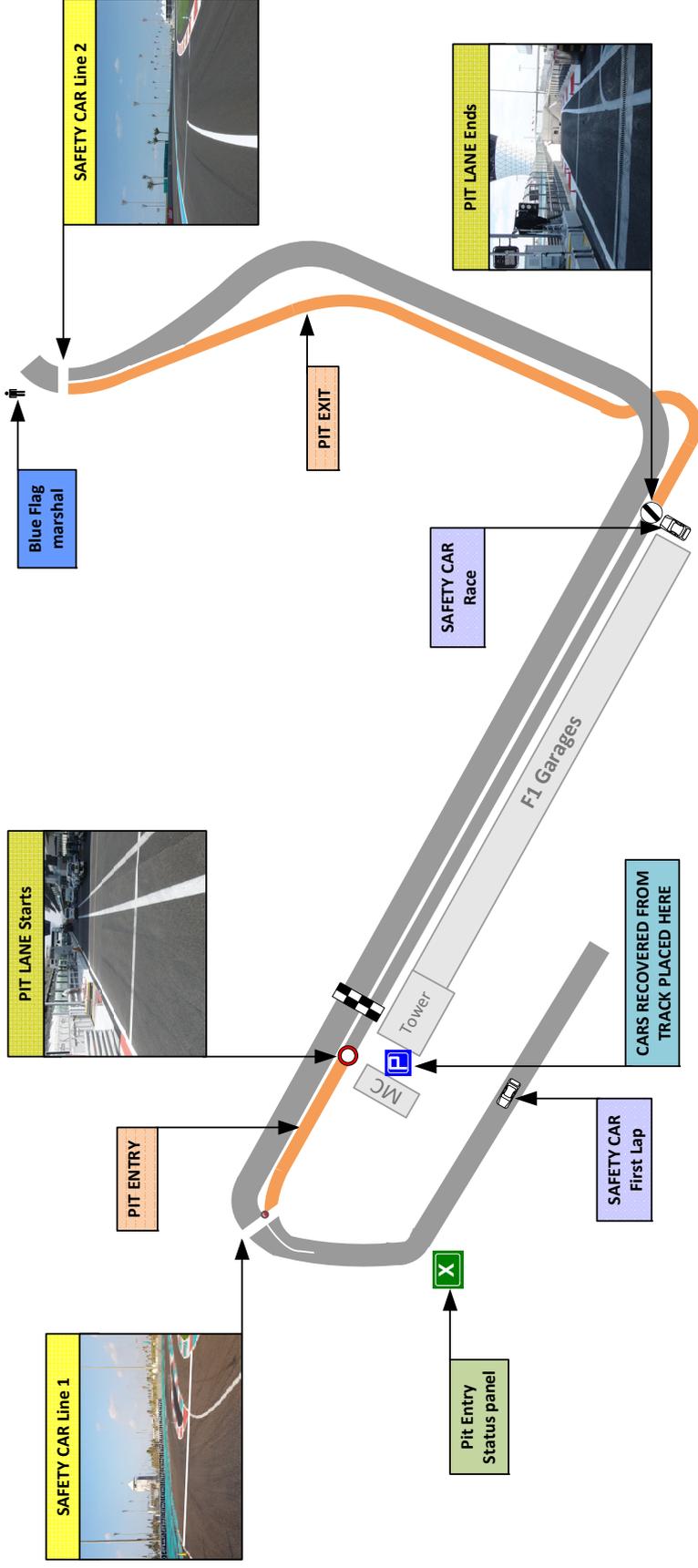
GENERAL NOTES

Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- Starting pressure.
- Camber at maximum speed.
- Maximum blanket temperature.
- Tyre swapping.

Tyre Notes

- Not permitted to switch tyres from their originally allocated position.
- Do not subject tyres to large deformation or heavy impact.
- Do not leave fitted tyres exposed at an air temperature lower than 15°C and/or any UV emission.
- Revised prescriptions could be issued during the race weekend in accordance with TD/007-16.
- All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.
- STORAGE temperature is the recommended temperature the tyre can stay in blankets without time limit.
- BLANKET HEATING TIME for each temperature range to be counted from the moment the blanket control unit is set to reach its targeted temperature within its correspondent interval.



Position	Team	Designated Garage Areas
1	Mercedes	Designated Garage Areas
2	Mercedes	
3	Mercedes	
4	Mercedes	
5	Mercedes	
6	Mercedes	
7	Mercedes	Mercedes
8	Mercedes	
9	Ferrari	Ferrari
10	Ferrari	
11	Ferrari	
12	Red Bull	Red Bull
13	Red Bull	
14	Red Bull	
15	Red Bull	Red Bull
16	Red Bull	
17	Renault	Renault
18	Renault	
19	Renault	
20	Haas	Haas
21	Haas	
22	Haas	
23	McLaren	McLaren
24	McLaren	
25	McLaren	
26	Racing Point	Racing Point
27	Racing Point	
28	Racing Point	
29	Racing Point	Alfa Romeo
30	Alfa Romeo	
31	Alfa Romeo	
32	Alfa Romeo	Toro Rosso
33	Toro Rosso	
34	Toro Rosso	
35	Toro Rosso	Toro Rosso
36	Toro Rosso	
37	Williams	
38	Williams	
39	Williams	
40	Pirelli Hot Laps	

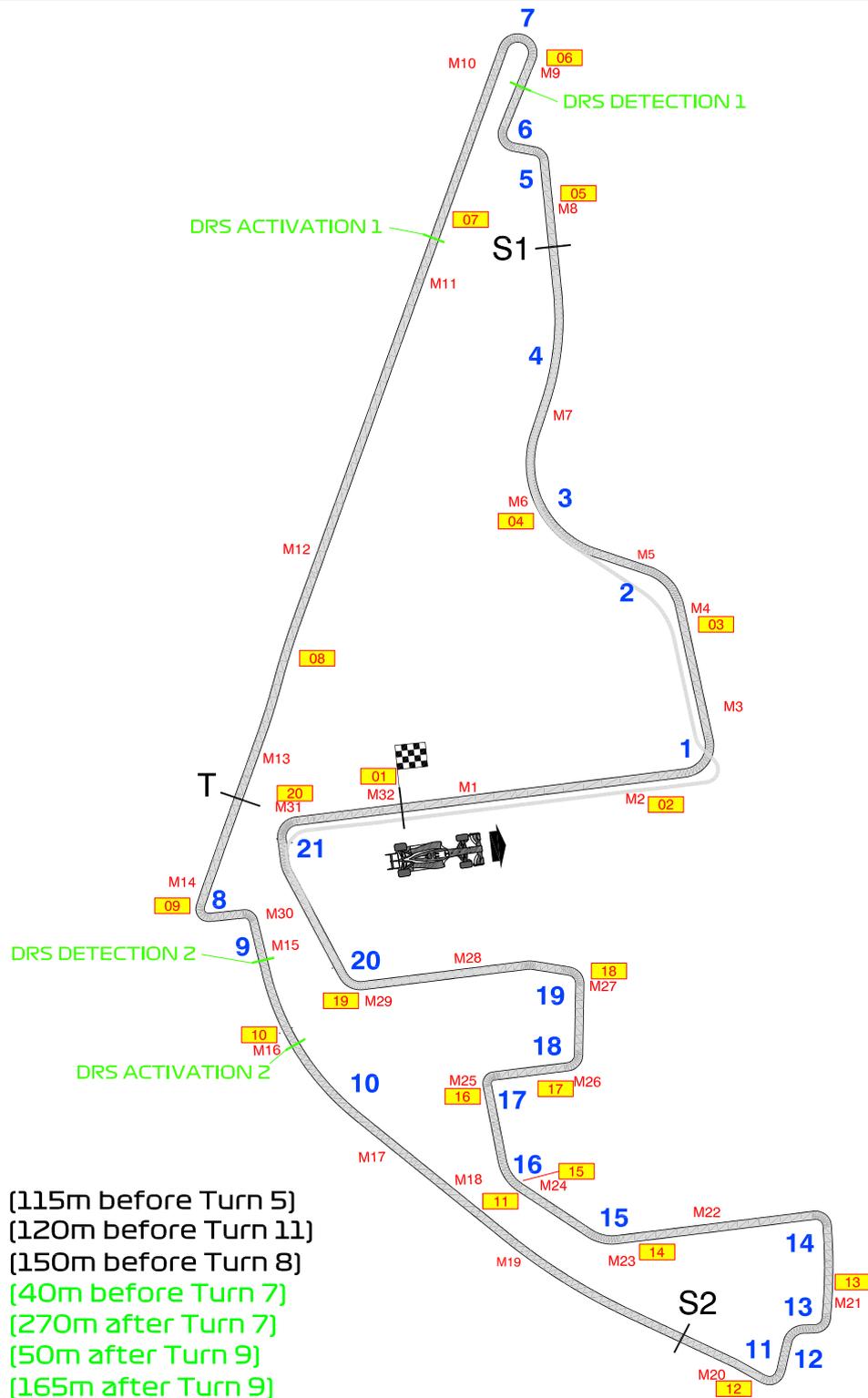
Pole Position (Position 1)

Pit Stop Position (Position 39)



FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX 2019 - Yas Island

Circuit Map



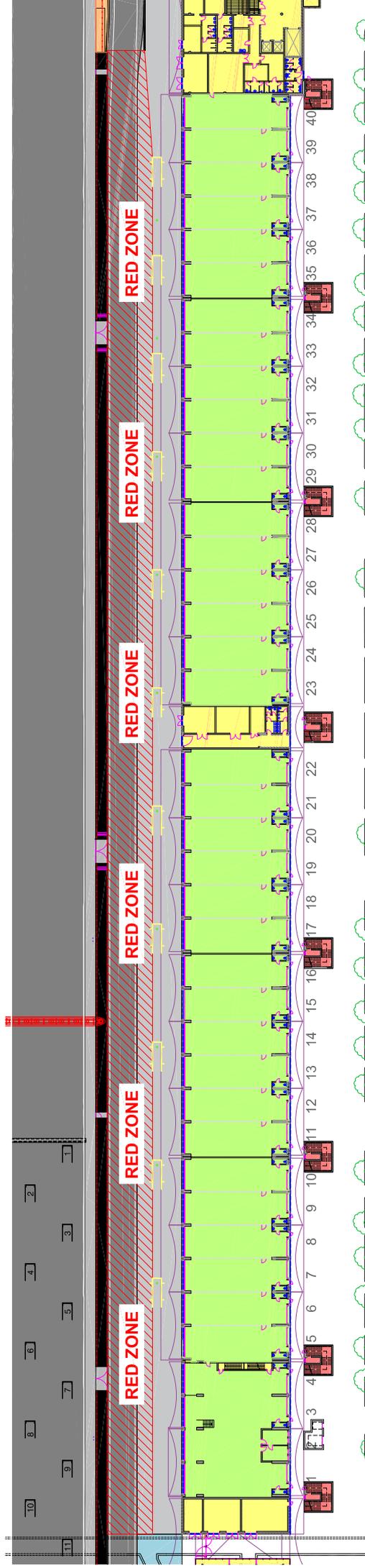
- Start Line
- Control Line
- S1** Sector 1 (115m before Turn 5)
- S2** Sector 2 (120m before Turn 11)
- T** Speed Trap (150m before Turn 8)
- DRS Detection 1** (40m before Turn 7)
- DRS Activation 1** (270m after Turn 7)
- DRS Detection 2** (50m after Turn 9)
- DRS Activation 2** (165m after Turn 9)
- 15** Corner Numbers
- M22** Marshal Post
- 22** FIA Marshal Light Number & Location



Circuit Centreline Length = 5.554km



FIA Formula 1
World Championship™



 PHOTOGRAPHERS EXCLUSION RED ZONE

FORMULA 1 2019 ETIHAD AIRWAYS ABU DHABI GRAND PRIX