



## 2016 AUSTRALIAN GRAND PRIX

---

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

**Document** 6  
**Date** 18 March 2016  
**Time** 09:44

---

**Title** Revised Event Notes  
**Description** Revised Event Notes  
**Enclosed** 2016-03-18 Event Notes\_v2.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**



## 2016 AUSTRALIAN GRAND PRIX

---

<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	6
<b>To</b>	Formula One Team Managers	<b>Date</b>	18 March 2016
		<b>Time</b>	09.45

---

### EVENT NOTES (v2)

**18 MARCH 2016**

---

#### **1) Changes to the circuit**

- 1.1 A section of the track leading into turn 1, about 25m in length, has been resurfaced to address the bumps noticed last year.
- 1.2 The wall and tyre barrier at the exit of turn 5 has been realigned.
- 1.3 The flag post on the right before turn 15 has been moved 12m upstream.
- 1.4 The kerb on the exit of turn 16 has been extended by the addition of a flat, tapered section, 4m in length.

#### **2) 2016 Sporting Regulations and procedures**

- 2.1 New qualifying procedure.
- 2.2 Tyre regulations.
- 2.3 Use of the VSC during free practice sessions.
- 2.4 Radio messages.

#### **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 11.00 until 15.00 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 during sessions may only be carried out on the right at the pit exit before the end of the pit wall. Drivers must leave adequate room on their left for another driver to pass.

5.2 Reminder about Article 36.1 :

*"All drivers going to the pit exit at this time must do so at a constant speed and with constant throttle. This applies over the whole of the pit lane whether a driver is going to the pit exit from his garage or travelling through the pit lane between reconnaissance laps."*

This paragraph prohibits practice starts, bite point checks and burn outs during these times. In order to ensure that this requirement is respected cars leaving the pit lane at this time may only do so directly from their garage, not from their pit stop position.

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

#### **6) Lines or bollards 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 right 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.

6.2 For safety reasons drivers must stay to the right of the bollard at the pit entry.

6.3 The dotted yellow lines across the pit entry and the pit exit are the track edge.

#### **7) DRS**

7.1 DRS will be globally disabled if panels 1, 2, 3, 4, 19 or 20 are displaying yellow.

7.2 Detection will be automatically disabled if the light panels below are displaying yellow :

**Zones 1 and 2** : Panels 17 or 18.

7.3 If automatic detection is not working , and permission has been given by race control to use manual detection, DRS must not be used in either zone if panels 17 or 18 are displaying yellow.

#### **8) Track light panels**

8.1 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.

## **9) VSC test after P1 and P2**

9.1 There will be a test of the VSC procedure 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 another lap and cross the Line on the track for a second (or a third) time.
- ii) As soon as the last car on track has taken the chequered flag all the light panels will display "VSC" and drivers should then maintain a positive "delta" at least once in each marshalling sector.
- iii) All cars should continue on the track for a second lap.
- iv) Once all cars have completed a lap under VSC conditions a message will appear on the official messaging system, and the car dash display, saying "VSC ENDING". Between 10 and 15 seconds after this message all light panels will change to green and all cars should enter the pit lane.

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

10.1 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.

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

11.1 Indicated by white boards with a red letter "F".

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

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

## **13) Places for drivers to leave the track**

13.1 Indicated by white and green panels (showing a man running!) on the fences.

## **14) Support races**

14.1 Team barrier placement during support race sessions and races : Please place your barriers on the joint between asphalt and concrete surfaces.

14.2 Please do not push cars to the weighing area by using the fast lane during any support race activity.

## **15) Post qualifying parc fermé**

15.1 The cameras should be installed and operated in the same way as 2015.

## **16) ERS in Parc Fermé**

16.1 As a reminder we would like to outline the procedures used last year :

- i) We would like to be sure that we are able to contact you for fifteen minutes after the end of the race, preferably by intercom. If this is not practical then please ensure someone else is on the intercom or that you are contactable by telephone.
- ii) Please ensure that your parc fermé personnel are able to communicate with your garage from parc fermé.

- iii) Please ensure that your parc fermé personnel always have with them at least one pair of protective gloves (it should be with the first mechanic that arrives).
- iv) Please keep a high voltage safety hook with your parc fermé equipment.
- v) Please always respond to an ERS issue in parc fermé with adequate equipment for minimum loss of time, e.g. gloves, jump battery and laptop.
- vi) In the event of a loss of real-time telemetry before the end of the race please send a qualified engineer to parc fermé to confirm the state of ERS.
- vii) Finally, please inform us immediately if any ERS related problem is detected via real-time telemetry or if you know the ERS light will be off when the car enters parc fermé.

**17) Removing cars from the grid**

17.1 Pit exit or the single gate in the pit wall beside grid position 10.

**18) Car number light panels for the start**

18.1 On the driver's left.

**19) Use of the intercom after the race**

19.1 As in the past we would be very grateful if your pit wall intercom could be manned for a period of five minutes after the last car able to do so has crossed the Line to finish the race.

**20) Post race parc fermé**

20.1 All cars must enter the pit lane and, with the exception of the first three, should be driven directly to the weighing area. The first three must be driven down the pit lane to the control tower without stopping.

20.2 If a car stops between the Line and turn 1, having taken the chequered flag, it would be very helpful if the team concerned could assist the marshals to bring the car back to the pit lane. Getting a recovery vehicle to the area after the track invasion is very difficult and time consuming.

**21) Any other business**



Charlie Whiting  
FIA Formula One Race Director