



2016 CANADIAN GRAND PRIX

From	The FIA Formula One Race Director	Document	2
To	All Teams, All Officials	Date	09 June 2016
		Time	09:00

Title	Event Notes
Description	Event Notes
Enclosed	Event Notes 09-06-2016.pdf

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The FIA Formula One Race Director



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To	Formula One Team Managers	Date	9 June 2016
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EVENT NOTES

9 JUNE 2016

- 1) **Issues arising from the Monaco Grand Prix**

- 2) **Changes to the circuit**
 - 2.1 The wall on the driver's right approaching turn 1 has been renewed and new debris fence installed.
 - 2.2 A small area of the track in the braking area approaching turn 1 has been resurfaced.
 - 2.3 The verge behind the kerb on the exit of turn 9 has been resurfaced.
 - 2.4 The wall on the driver's left between turn 9 and 10 have been renewed and new debris fence installed.

- 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 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 10.30 Thursday until 12.30 on Saturday (between 11.00 and 12.30 each visit will be restricted to five minutes).
 - b) From when the cars are returned to the teams after qualifying until 17.30 on Saturday.
 - c) From 09.00 until 13.00 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

- 5.1 Practice starts may only be carried out at the pit exit on the left hand side and, for the avoidance of doubt, this includes any time the pit exit is open for the race.
- 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 should keep to the left of the 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 left of the white line at the pit entry when entering the pits.
- 6.3 There will be no bollards in the first part of the pit lane between the beginning of the speed limit and the first garage. The only exception to this will be at the end of Q3 when it will be necessary to protect cars in the weighing area.

Furthermore, drivers may cut across the white lines in the this section, car speed calculations are based on a straight line between the pit speed loops.

7) DRS

- 7.1 DRS will be globally disabled if panels 1, 13, 14 or 15 are displaying yellow.
- 7.2 Detection will be automatically disabled if the light panels below are displaying yellow :
- Zones 1 and 2** : Panels 10, 11 or 12.
- 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 the relevant zone if panels 10, 11 or 12 are displaying yellow.

8) Light panels

8.1 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.

9) Drivers leaving their pit stop position in the pit lane

9.1 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.

10) Fire extinguishers around the circuit

10.1 Indicated by small white boards with a red letter "F".

11) Places where drivers can leave the track

11.1 Indicated by fluorescent orange panels on the debris fences or walls.

12) Places to remove cars from the track

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

13) Cutting the last chicane

13.1 Any driver who fails to negotiate turn 14 by using the track, and who passes completely to the left of the orange kerb element, must keep to the left of the red and white polystyrene block and re-join the track at the far end of the asphalt run-off area.

13.2 For the avoidance of doubt, any driver who fails to negotiate turn 14 by using the track, and who makes contact with any part of the orange kerb element, will not be required to keep to the left of the red and white polystyrene block, but must re-join the track safely.

14) Support races

14.1 Teams are asked to keep their barriers no more than four metres from the garages during all support race practice sessions and races.

15) Post qualifying parc fermé

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

16) Removing cars from the grid

16.1 Via the old pit exit.

17) Car number light panels for the start

17.1 On the driver's left.

18) Post race parc fermé

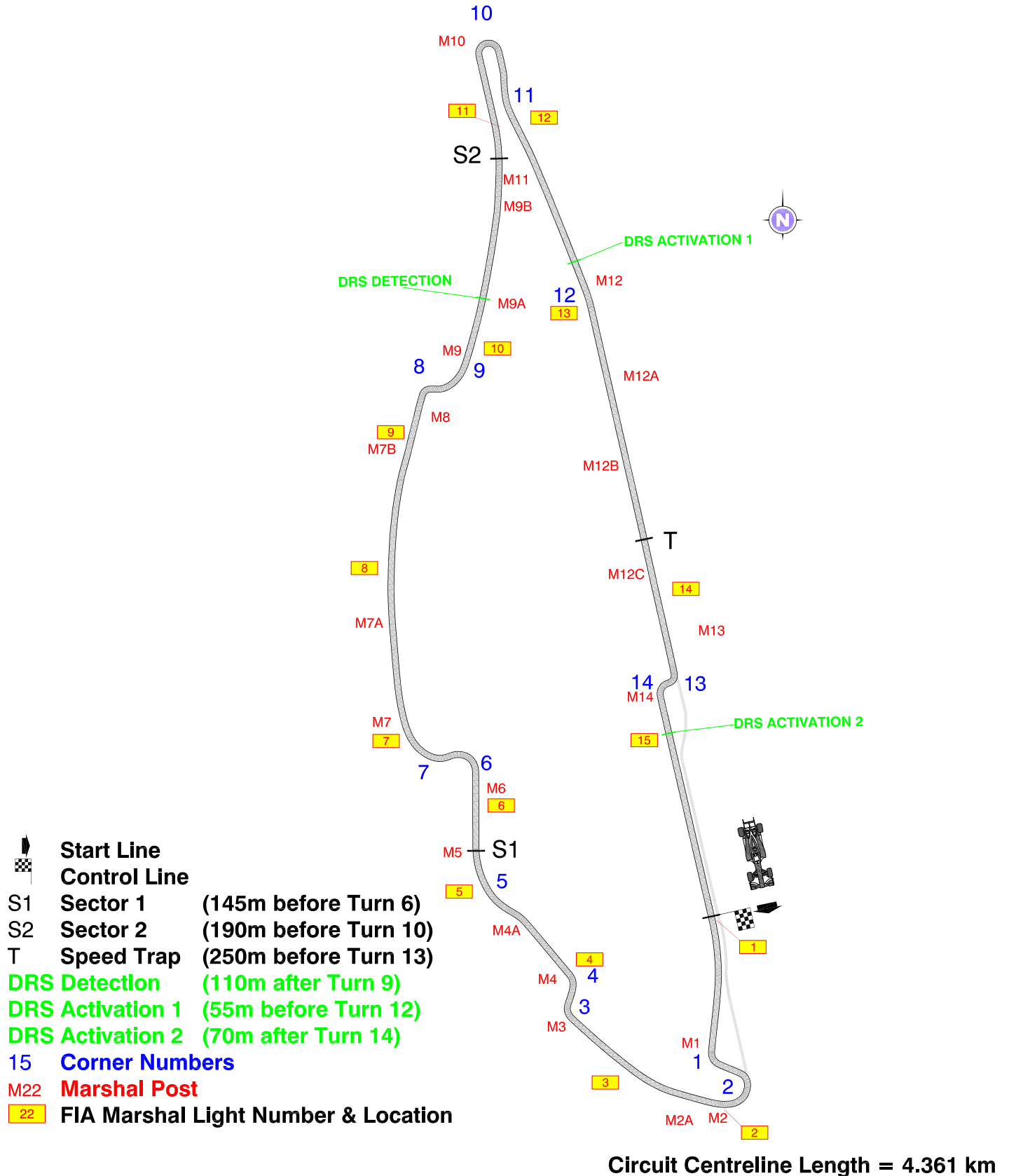
18.1 All cars must enter the pit lane and, with the exception of the first three, should be driven directly to the weighing area. The first three cars should be driven down the pit lane to the control tower without stopping.



19) Any other business



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Circuit Map



-  **Start Line**
-  **Control Line**
- S1 Sector 1 (145m before Turn 6)**
- S2 Sector 2 (190m before Turn 10)**
- T Speed Trap (250m before Turn 13)**
- DRS Detection (110m after Turn 9)**
- DRS Activation 1 (55m before Turn 12)**
- DRS Activation 2 (70m after Turn 14)**
- 15 Corner Numbers**
- M22 Marshal Post**
- 22 FIA Marshal Light Number & Location**

FORMULA 1 GRAND PRIX DU CANADA 2016 - Montréal

