

2018 ABU DHABI GRAND PRIX

22 - 25 November

From The FIA Formula One Race Director

To All Teams, All Officials

Document 3

Date 22 November 2018

Time 13:00

Title Event Notes V2

Description Event Notes V2

Enclosed 2018_11_22_ABU_DHABI_GP_EVENT_NOTES_V2.pdf

Charlie Whiting

The FIA Formula One Race Director

2018 ABU DHABI GRAND PRIX

22-25 NOVEMBER 2018

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To	Formula One Team Managers	Date	22 November 2018
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EVENT NOTES (v2)

22 NOVEMBER 2018

- 1) **Issues arising from the Brazilian Grand Prix**
- 2) **Changes to the circuit**
 - 2.1 Additional TecPro barriers have been installed in parts of the barriers at turns 11 and 17.
 - 2.2 The orange bump on the right between turns 12 and 13 has been extended some 16 metres.
 - 2.3 A 50mm high 'sausage' kerb has been added behind the negative kerb on the exit of turn 20.
- 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 Pit entry status light panel.
- 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 weighing platform will be available for general checks 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 14.00 on 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 to 13.00 and then from 15.15 to 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.

5.2 Cars must not be pushed to the weighing platform whilst any support race cars or personnel are in the pit lane.

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

6.1 See the attached drawing.

7) Practice starts during practice sessions

7.1 Practice starts may only be carried out in the customary way on the grid at the end of each free practice session.

7.2 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).

8) Lines 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, when entering the pits drivers must stay to the right of the solid white line leading to the Safety Car line.

8.3 The dotted white line across the pit exit of the support pit lane is the track edge.

9) Support races

9.1 Please be kind enough to keep your barriers within three metres of your garages during all F2 and GP3 practice sessions and races.

10) Observing yellow flags during free practice and qualifying

10.1 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).

10.2 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.

11) Turns 11, 12 and 13

- 11.1 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.

12) Light panels

- 12.1 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.

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

- 13.1 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.

14) Fire extinguishers around the circuit

- 14.1 Indicated by fluorescent orange boards with a white letter 'F' on the guardrails or debris fences. Fire extinguishers are also present at all marshal posts and intervention points or openings.

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) Laps during qualifying and reconnaissance laps

- 16.1 For safety reasons, and in order to ensure that cars are not driven unnecessarily slowly on any lap during 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.

We will inform you of the maximum time after the first day of practice.

17) Post qualifying parc fermé

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

18) Operational personnel curfew

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

19) Car number light panels for the start

- 19.1 On the driver's right.

20) Track light panel displaying pit entry status

- 20.1 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.
- 20.2 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.

21) Lapping during the race

- 21.1 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.

22) Rolling starts

- 22.1 If a rolling start procedure is used as set out in Article 39.16 the race will be deemed to have started when the leading car crosses the Line after the safety car has returned to the pits.

For the avoidance of doubt, and with the exception of the permission given in Article 39.16, no driver may overtake until he reaches the Line, unless a car slows with an obvious problem.

23) Post race parc fermé

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

24) Any other business



Charlie Whiting
FIA Formula One Race Director

Grand Prix of Abu Dhabi 23-25/11/2018 (18R21ABU)

Compound	FL	FR	RL	RR	Mandatory race tyres
SUPERSOFT	X60	X62	X70	X72	SUPERSOFT
ULTRASOFT	U60	U62	U70	U72	ULTRASOFT
HYPERSOFT	K60	K62	K70	K72	
INTERMEDIATE SOFT	G37	G38	G39	G40	Q3 tyre
WET SOFT	W37	W38	W39	W40	HYPERSOFT

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	21.0	21.5
Intermediate	19.0	19.5
Wet	18.0	18.5

FE EOS Camber limit

-3.50 °

RE EOS Camber limit

-2.00 °

FE Blistering sensitivity

Medium

RE Blistering sensitivity

Low



TYRE HEATING STRATEGY

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

(Time limits apply before the start of each session).

(Max. temperature for each product applies at all times during the event).

GENERAL NOTES

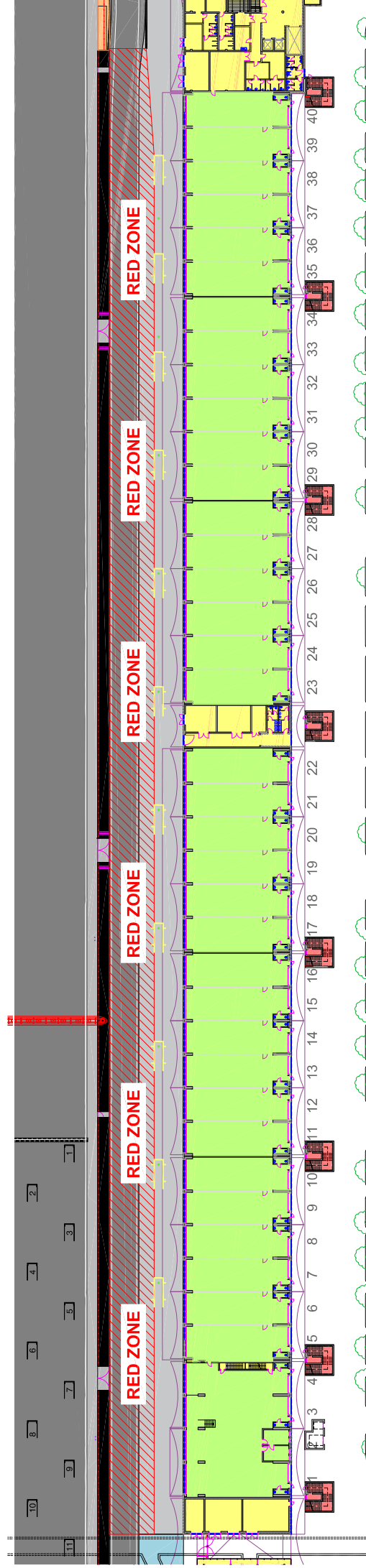
Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- 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.
- STORAGE temperature is the recommended temperature the tyre can stay in blankets without time limit.

- All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.
- SIDEWALL HEATING CLARIFICATION (all products): Teams are allowed to apply a max. temperature of 100 °C for max. 1 hr to the sidewalls as long as the max. temp/time at any part of the tread is the one described in the corresponding section above.
- 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.

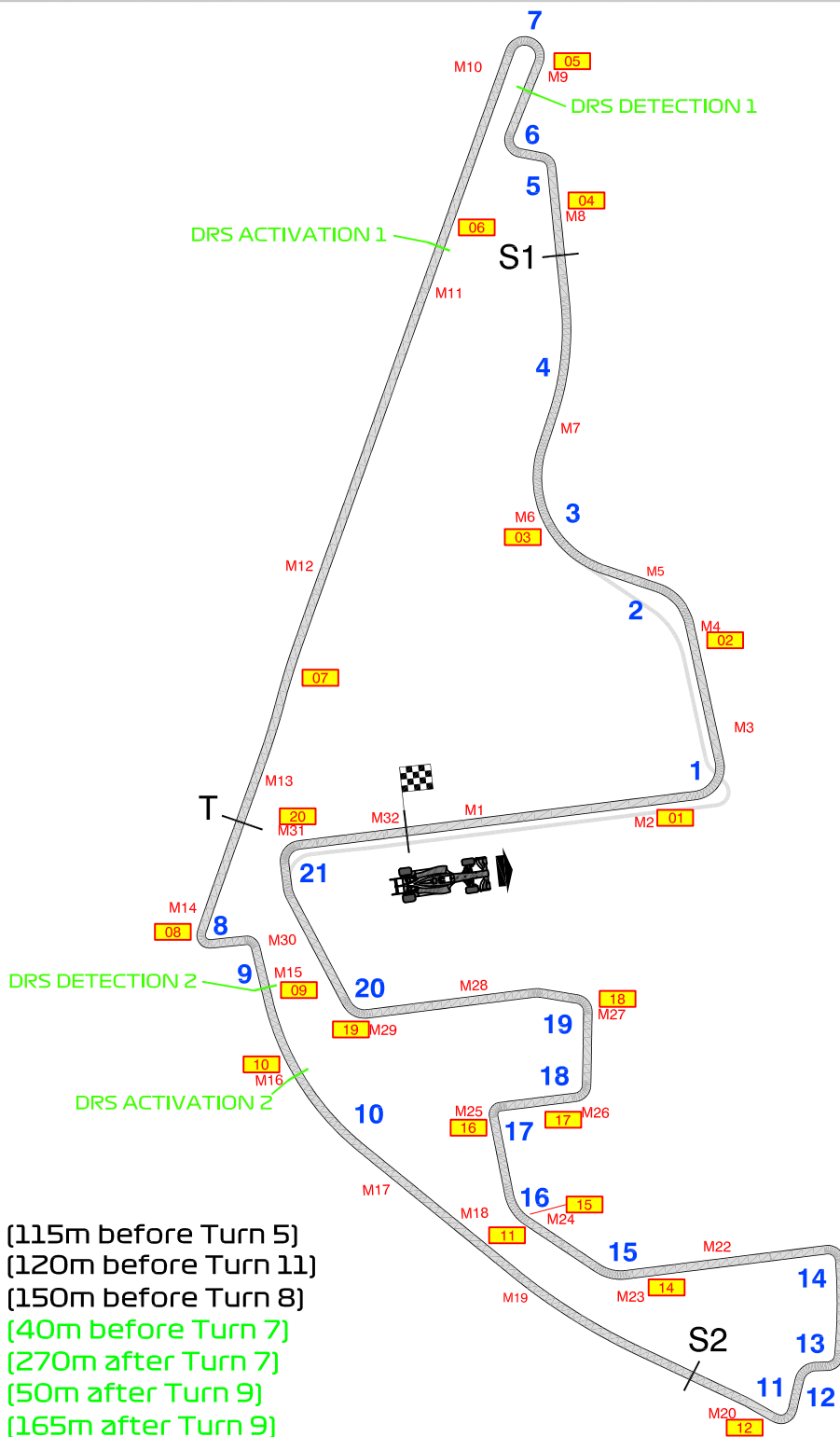


 PHOTOGRAPHERS EXCLUSION RED ZONE

FORMULA 1 2018 ETIHAD AIRWAYS ABU DHABI GRAND PRIX

FORMULA 1 2018 ETIHAD ABU DHABI GRAND PRIX - Yas Marina

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

