



2015 AUSTRIAN GRAND PRIX

From	The FIA Formula One Race Director	Document	18
To	All Teams, All Officials	Date	20 June 2015
		Time	09:00

Title Revised Event Notes
Description Revised Event Notes
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Charlie Whiting

The FIA Formula One Race Director



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EVENT NOTES(V3)

20 JUNE 2015

- 1) **Issues arising from the Canadian Grand Prix**
- 2) **Changes to the circuit**
 - 2.1 The kerbs on the exit of turns 2, 3, 5, 6, 7, 8 and 9 have been extended by the use of a flat section of concrete.
 - 2.2 The gravel on the exit of turn 5 now extends as far as the artificial grass.
 - 2.3 Artificial grass has been laid behind the kerb on the exit of turn 8.
- 3) **Pit lane map**
 - 3.1 Safety Car lines ([SC1 has been re-located as shown on the new map](#)).
 - 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 13.30 on Saturday (between 12.00 and 13.30 each visit will be restricted to five minutes).
 - b) From when the cars are returned to the teams after qualifying until 18.30 on Saturday.

c) From 09.00 until 13.00 on Sunday.

Any team found to be abusing the time limits set out above, which 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 Having looked carefully at the options for practice starts at the pit exit we now feel that they should only be carried out on the track at the end of each free practice session, none may be carried out in the pit lane at all. 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 make a practice start.

All drivers carrying out a practice start 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.

5.2 Reminder about Article 38.1 :

"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."

For the avoidance of doubt, this paragraph prohibits practice starts, bite point checks and burn outs during these times.

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 and, a practice start will not be 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 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 keep to the right of white line preceding the pit entry, [this line has been re-aligned both before and after the apex of turn 8 but still starts 50m before the corner.](#)

7) DRS

7.1 DRS will be globally disabled if panels 1, 5, 6, 7, 14 or 15 are displaying yellow.

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

Zone 1 : Panels 2, 3 or 4.

Zone 2 : Panel 13.

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 2, 3, 4 or 13 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 to remove cars from the track

- 11.1 Indicated by fluorescent orange panels on the walls or guardrails.

12) Support races and pit walks

- 12.1 Teams are asked to keep their barriers no more than two metres from the garages during all support race practice sessions and races in addition to all pit walks (including Thursday afternoon).

13) Post qualifying parc fermé

- 13.1 The cameras should be installed and operated in the normal way.

14) Removing cars from the grid

- 14.1 Two gates in the pit wall, beside pole position and position 12.

15) Car number boards for the start

- 15.1 On the driver's right.

16) Post race parc fermé

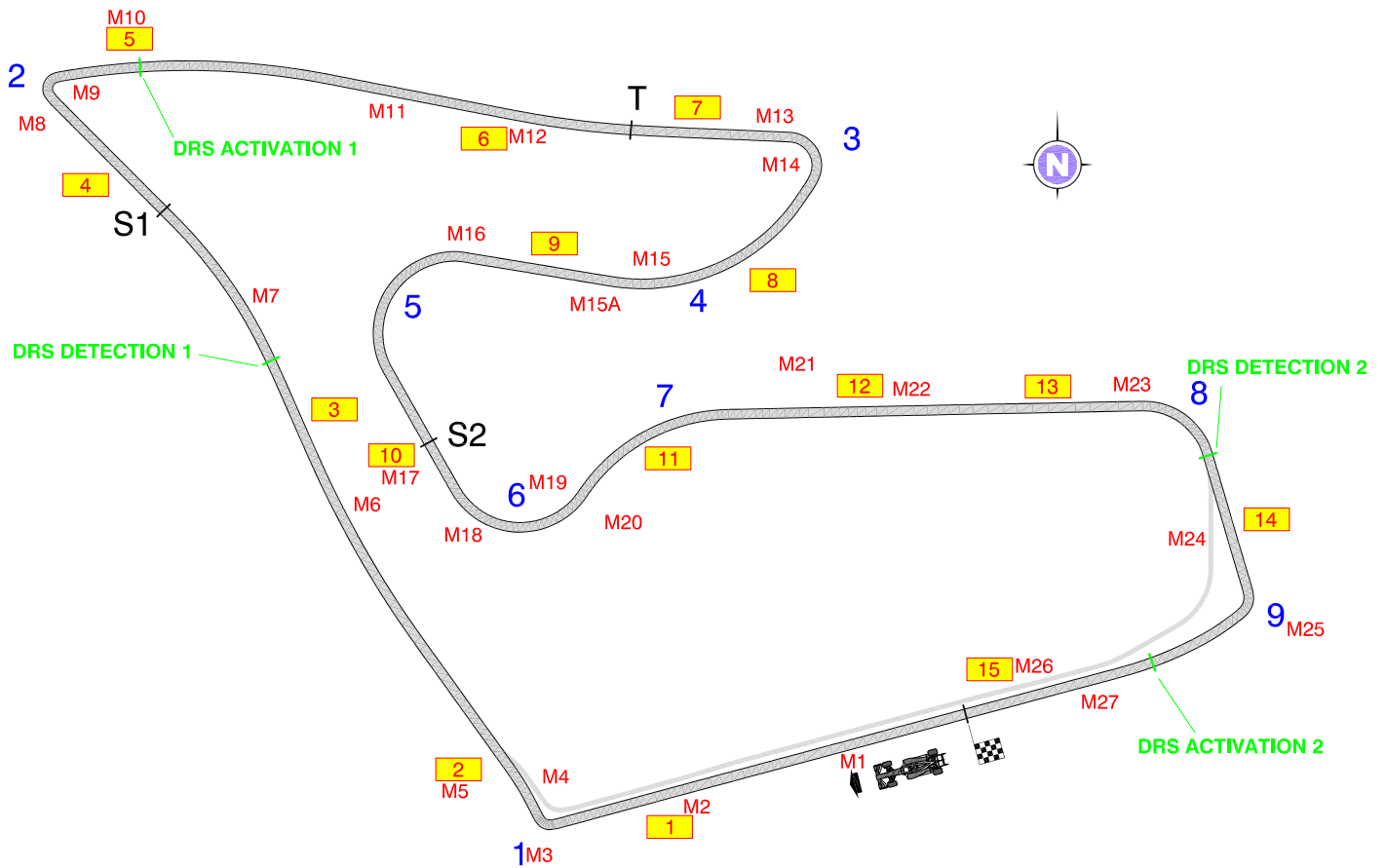
- 16.1 All cars must enter the pit lane and proceed directly to the weighing area.




17) Any other business



Charlie Whiting
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Circuit Map



-  **Start Line**
-  **Control Line**
- S1** **Sector 1** (170m before Turn 2)
- S2** **Sector 2** (60m before Turn 6)
- T** **Speed Trap** (170m before Turn 3)
- DRS Detection 1** (360m before Turn 2)
- DRS Activation 1** (85m after Turn 2)
- DRS Detection 2** (10m after Turn 8)
- DRS Activation 2** (110m after Turn 9)
- 15** **Corner Numbers**
- M22** **Marshal Post**
-  **FIA Marshal Light Number & Location**

Circuit Centreline Length = 4.326 km

FORMULA 1 GROSSER PREIS VON ÖSTERREICH 2015 - Spielberg

