



2015 ABU DHABI GRAND PRIX

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| From | The FIA Formula One Race Director | Document | 8 |
| To | All Teams, All Officials | Date | 27 November 2015 |
| | | Time | 10:30 |

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|--------------------|-------------------------------|
| Title | Event Notes |
| Description | Revised Event Notes |
| Enclosed | Event Notes 27-11-2015_v2.pdf |

Charlie Whiting

The FIA Formula One Race Director



2015 ABU DHABI GRAND PRIX

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EVENT NOTES V2

27 NOVEMBER 2015

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

- 2) **Changes to the circuit**
 - 2.1 A 35 metre section of the track has been resurfaced at the Line.
 - 2.2 Other than the above and routine maintenance no work of significance has been carried out.

- 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 12.00 until 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) Practice starts during practice sessions

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

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.”

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 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 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.

6.2 For safety reasons, when entering the pits drivers must stay to the right of the solid white line which starts at the Safety Car line.

7) Support races

7.1 Please be kind enough to keep your barriers within three metres of your garages during all GP2 and GP3 practice sessions and races.

8) Chicanes

8.1 Any car which uses a part of the areas behind the apex of turns 6, 9 or 12, and which is suspected of gaining any sort of advantage from doing so, will be immediately reported to the Stewards.

8.2 If two cars are close to each other entering turn 8 and, by cutting behind the apex of turn 9, the leading one re-joins the track with a greater lead over the following car he will be reported to the stewards as having gained an advantage by leaving the track. This will apply whether or not the advantage gained had any influence upon the operation of the DRS by the driver in the following car.

8.3 If two cars are close to each other entering turn 8 and, by cutting behind the apex of turn 9, the following one re-joins the track within DRS detection distance of the leading car that driver may not deploy his DRS in the following activation sector. Any driver seen to be using his DRS under these circumstances will be reported to the stewards as having gained an advantage by leaving the track.

9) DRS

9.1 DRS will be globally disabled if panels 6, 7, 8, 9, 10 or 11 are displaying yellow.

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

Zone 1 : Panels 4 or 5.

Zone 2 : Panel 8.

9.3 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 4, 5 or 8 are displaying yellow.

10) Light panels

10.1 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.

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

12.1 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.

13) Fire extinguishers around the circuit

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

14) Places to remove cars from the track

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

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

15) Removing cars from the grid

15.1 Via the gates in the pit wall in front of pole position or beside grid positions 7 and 17.

16) Car number light panels for the start

16.1 On the driver's right. There will also be four flag marshals on the left whose responsibility is to "mirror" signals seen on the opposite side of the track

17) Post race parc fermé

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

18) Any other business

18.1

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke, positioned above the printed name.

Charlie Whiting
FIA Formula One Race Director

Circuit Map

 **Start Line**
 **Control Line**

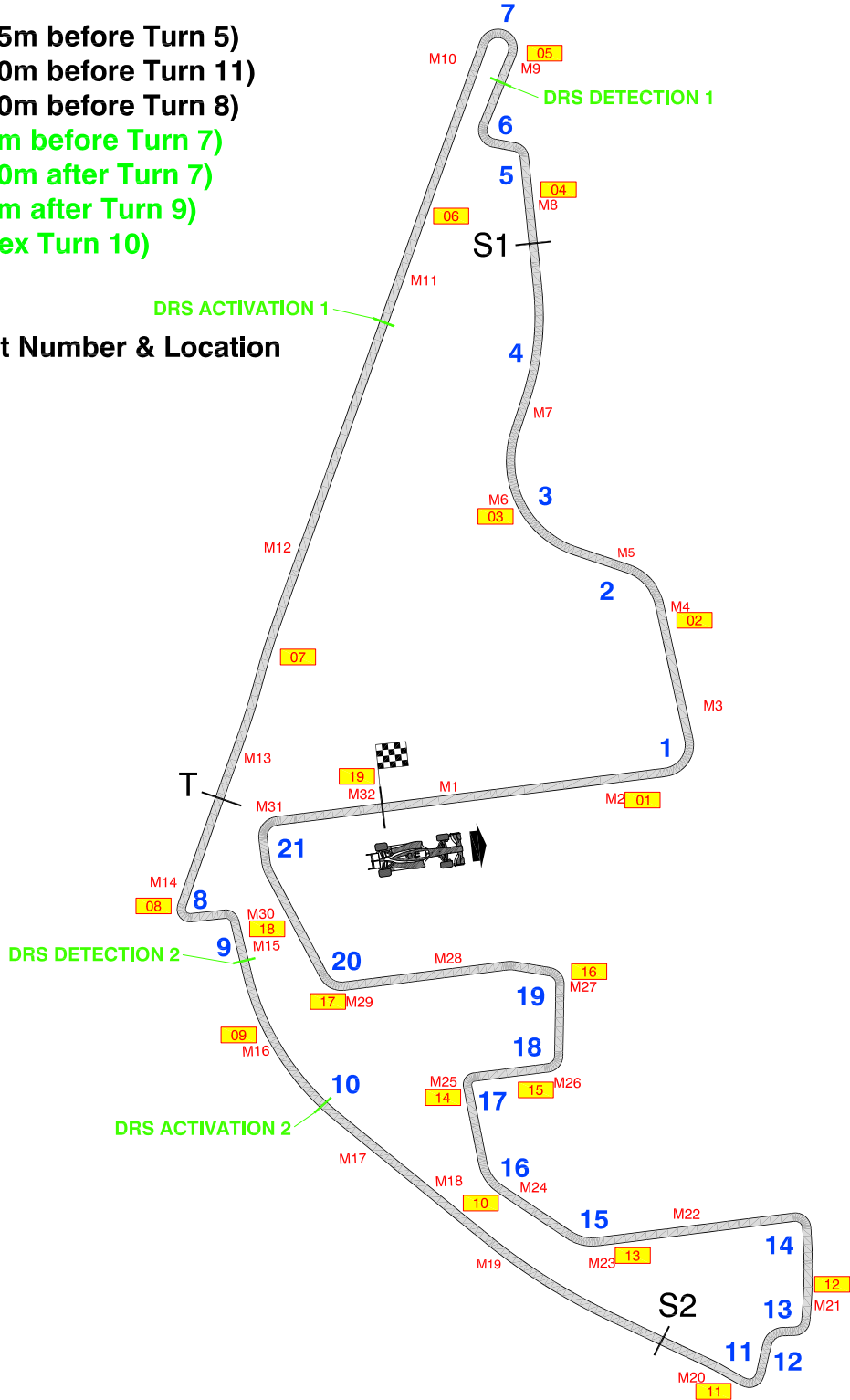
S1 Sector 1 (115m before Turn 5)
S2 Sector 2 (120m before Turn 11)
T Speed Trap (150m before Turn 8)

DRS Detection 1 (40m before Turn 7)
DRS Activation 1 (390m after Turn 7)
DRS Detection 2 (50m after Turn 9)
DRS Activation 2 (apex Turn 10)

15 Corner Numbers

M22 Marshal Post

 **FIA Marshal Light Number & Location**



Circuit Centreline Length = 5.554 km

2015 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX - Yas Marina

