

2019 MONACO GRAND PRIX

22 - 26 May 2019

From	The FIA Formula One Race Director	Document	2
To	All Teams, All Officials	Date	22 May 2019
		Time	10:55

Title Event Notes

Description Event Notes

Enclosed 2019 Monaco F1 Grand Prix - Race Director Event Notes - DOC 02.pdf

Michael Masi

The FIA Formula One Race Director

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EVENT NOTES

1) Matters arising from the Spanish Grand Prix

2) Changes to the circuit

- 2.1 The track has been resurfaced from the exit of turn 19 to the exit of turn 3, from the exit of turn 7 to the entry of the tunnel, from the entry to turn 10 to the exit of turn 11 and from the entry of turn 12 to the entry of turn 15.
- 2.2 The run-off at Turn 11 has been coated in a high grip material.

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 at the pit exit.
- 3.6 Track light panel displaying pit entry status.

4) Pirelli Event Preview

- 4.1 With reference to Article 24.4(a) of the Sporting Regulations see the attached updated document provided by the official tyre supplier.

5) Weighing and weighing platform

- 5.1 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 11:00 on Wednesday until 10:00 on Thursday.
 - b) From 11:30 on Thursday until midnight on Thursday.
 - c) From 14:00 on Friday until 14:30 on Saturday (between 13:00 and 14:30 each visit will be restricted to five minutes).
 - d) From when the cars are returned to the teams after qualifying until 19:30 on Saturday.
 - e) From 10:00 until 11:00 and 13:00 until 14:30 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.

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

6.1 See the attached drawing.

7) Pit Lane Speed Limit

7.1 For safety reasons, the Pit lane Speed limit detailed in Article 22.10 of the 2019 Formula One Sporting Regulations is hereby amended to 60km/h for the duration of the Event.

8) Practice starts

8.1 Practice starts may only be carried out on the track at the end of each free practice session, none may be carried out in the pit lane. 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 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.

If any driver appears to be disregarding any of the above a red flag will be displayed and the possibility to carry out any further starts will be immediately terminated.

9) Lines or bollards at the Pit Entry and Pit Exit

9.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the right of the solid yellow line at the pit exit when leaving the pits and stay to the right of it until it finishes after Turn 1. No part of any car leaving the pits may cross this line.

9.2 In order to warn drivers leaving the pits that the pit exit is obstructed, two yellow arrows will be illuminated, one at the pit exit and one just before Turn 1. If either of these are illuminated, drivers leaving the pits are permitted to cross the yellow line.

9.3 There are no restrictions at the pit entry.

10) Lights before Pit Exit

10.1 There are two yellow arrows above the track just before the pit exit, these will be flashed to warn drivers on the track that a car is leaving the pit lane.

11) Turn 10-11 (Chicane) Escape Road

11.1 If a car uses the escape road at Turn 10-11 (Chicane) the driver may re-join the track only when the lights, operated by the marshal on the spot, are turned green.

12) Observing yellow flags during free practice and qualifying

12.1 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).

12.2 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.

13) Track light panels

13.1 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.

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

14.1 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.

15) Fire extinguishers around the circuit

15.1 Indicated by small fluorescent orange boards attached to the debris fences.

16) Places to remove cars from the track

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

17) Support races and Pit Walks

17.1 Team barrier placement prior to and during all support race practice sessions and races: No more than one metre from the garages.

17.2 Please ensure all your pit equipment is no more than one metre from your garage during the following times:

Thursday	07.15	(Before Formula Renault Eurocup practice)
	08.30	(Before the Formula 2 practice)
	12.35	(Before the Formula 2 qualifying)
	16.45	(Before the Porsche Supercup practice)
Friday	07.10	(Before the Formula Renault Eurocup qualifying)
	09.15	(Before the Porsche Supercup qualifying)
	10.45	(Before the first Formula 2 race)
Saturday	09.30	(Before the first Formula Renault Eurocup race)
	16.30	(Before the second Formula 2 race)
Sunday	09.45	(Before the Porsche Supercup race)
	11.15	(Before the second Formula Renault Eurocup race)

17.3 It is not permitted to push cars to the weighing area at any time a support category is in pit lane.

18) In laps during qualifying and reconnaissance laps

18.1 In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end of 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.

You will be informed of the maximum time after the first day of practice.

19) Post qualifying parc fermé

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

20) Operational personnel curfew

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

21) Removing cars from the grid

21.1 Pit Exit.

22) Car number light panels for the start

22.1 On the right hand side of the grid.

23) Track light panels displaying pit entry status

23.1 The light panel indicated on the pit lane map will display flashing yellow arrows if cars are required to use the pit lane once the Safety Car has been deployed during the race.

23.2 The light panel indicated on the pit lane map will display flashing red crosses if the pit lane is closed at any point during the race.

24) Lapping during the race

24.1 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.

25) Suspending a race

25.1 If the race is suspended we would like the first car entering the pit lane to stop at the end of the last garage, rather than going to the pit exit lights. This will provide more room for the teams and allow any cars permitted to un-lap to be pushed to the front of the line of cars in the fast lane.

26) Post race parc fermé

26.1 The first three cars will proceed to the grid for the Podium Presentation.

26.2 All remaining cars must enter the pit lane and should be driven directly to the weighing area.

27) Any other business



Michael Masi

FIA Formula One Race Director

Grand Prix of Monaco 23-26/05/2019 (19R06MNC)

Compound	FL	FR	RL	RR	Mandatory race tyres
C3	3A1	3A2	3A3	3A4	C3
C4	4B1	4B2	4B3	4B4	C4
C5	5C1	5C2	5C3	5C4	
INTERMEDIATE	33G	35G	37G	39G	Q3 tyre
WET	34F	36F	37F	39F	C5

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	18.5	17.5
Intermediate	18.0	18.0
Wet	17.0	17.0

FE EOS Camber limit

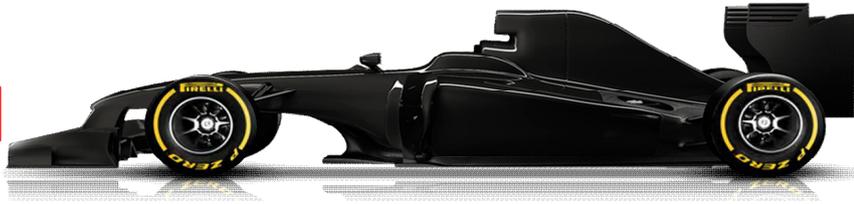
-4.00 °

RE EOS Camber limit

-2.75 °

FE Blistering sensitivity

Low



RE Blistering sensitivity

Low

TYRE HEATING STRATEGY (TREAD&SIDEWALL)

Temperature	0	40	60	80	100 (°C)
Slicks (front axle)	storage		max. 3h	max. 2h	(max. temp = 100°C)
Slicks (rear axle)	storage		max. 5h		(max. temp = 80°C)
Intermediate	storage	max. 2h	max. 30'		(max. temp = 80°C)
Wet	storage	max. 2h			(max. temp = 60°C)

(The time limits refer to the period leading up to the start of the session in which the tyres are intended for use).

(The temperatures referred to above apply at all times during the event).

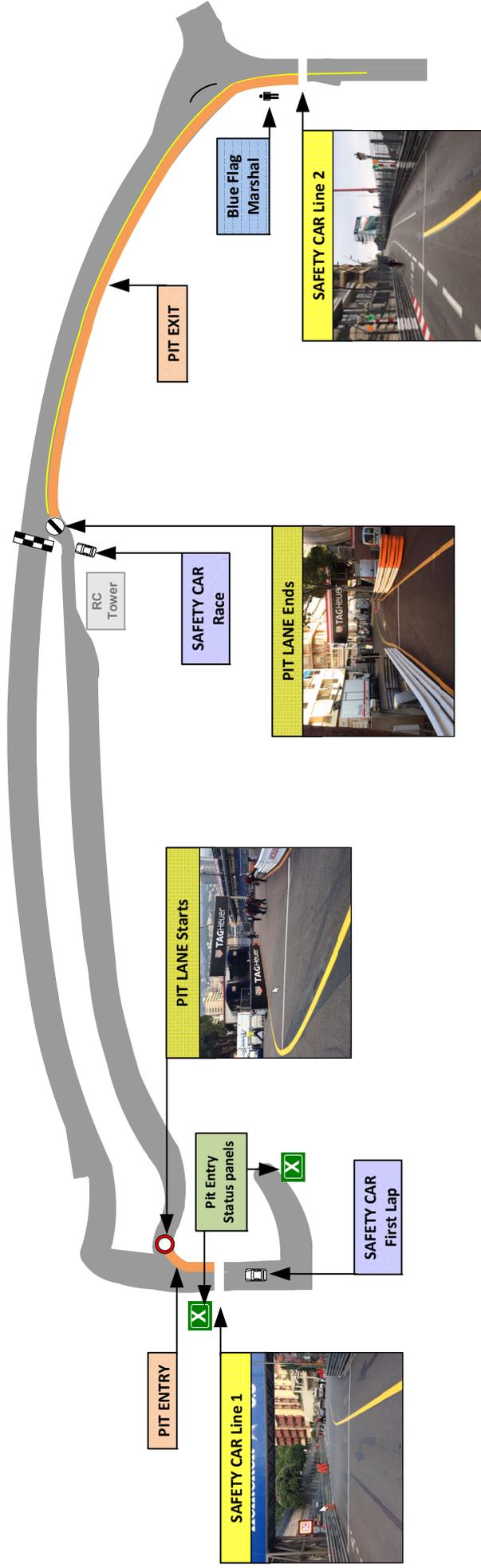
GENERAL NOTES

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.
- All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.
- STORAGE temperature is the recommended temperature the tyre can stay in blankets without time limit.
- 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.

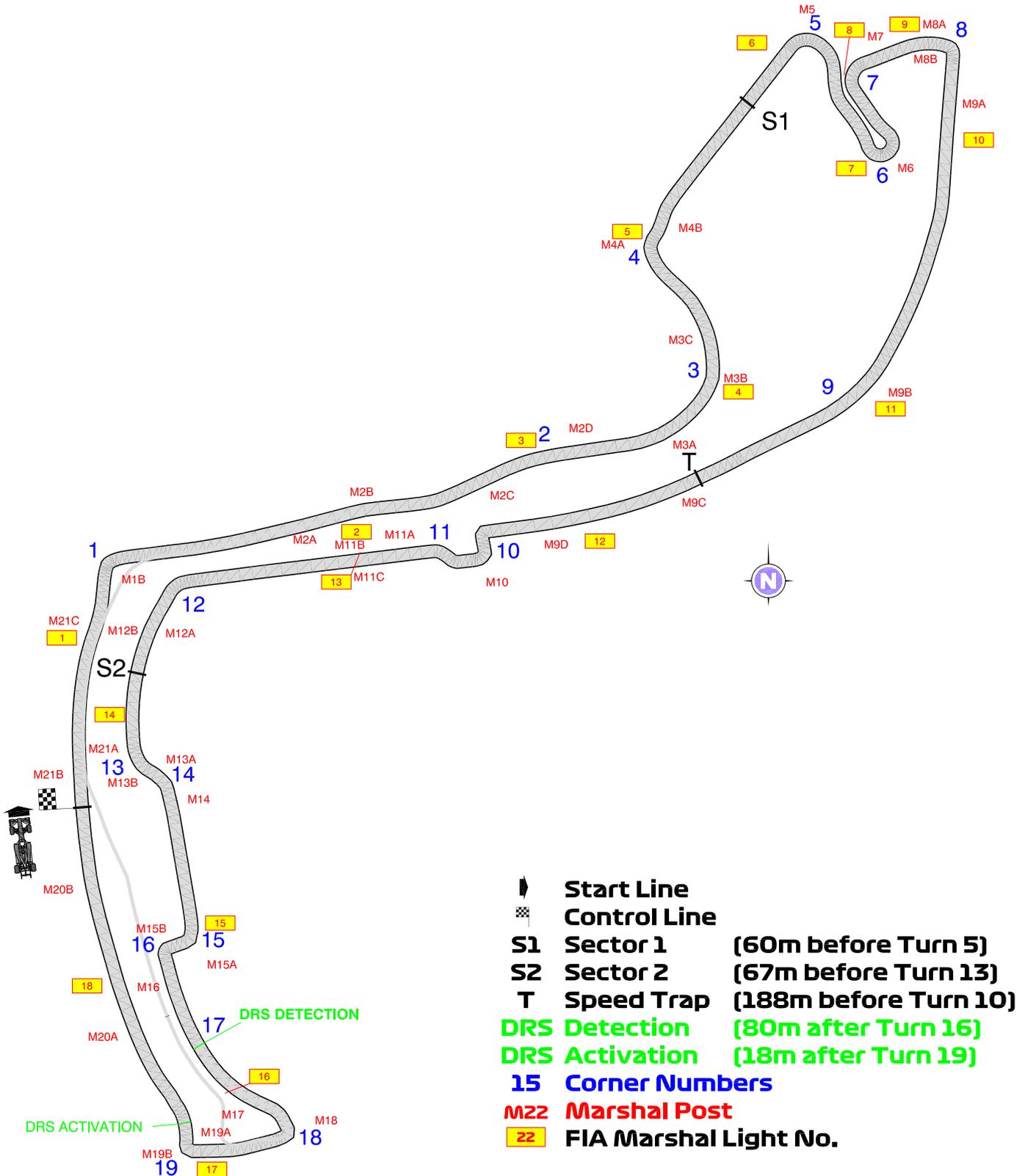


00	01	02	03	04	05	06	07	08	09	10	11	12
FIA / F1	FIA	Mercedes	Ferrari	Red Bull	Renault	Haas	McLaren	Racing Point	Alfa Romeo	Toro Rosso	Williams	F1
Designated Garage Areas	Mercedes	Ferrari	Red Bull	Renault	Haas	McLaren	Racing Point	Alfa Romeo	Toro Rosso	Williams	Williams	Pit Stop Position
FAST LANE												



FORMULA 1 GRAND PRIX DE MONACO 2019 - Monte-Carlo

Circuit Map





PHOTOGRAPHERS EXCLUSION RED ZONE

FORMULA 1 GRAND PRIX DE MONACO 2019 - Monte-Carlo