



# 2021 AZERBAIJAN GRAND PRIX

3 - 6 June 2021

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	3
<b>To</b>	All Teams, All Officials	<b>Date</b>	03 June 2021
		<b>Time</b>	11:26

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**Title** Race Directors' Event Notes

**Description** Event Notes

**Enclosed** 2021 Azerbaijan F1 Grand Prix Event Notes Doc 3.pdf

**Michael Masi**

**The FIA Formula One Race Director**

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<b>To</b>	All Teams, All Officials	<b>Date</b>	3 June 2021
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## **EVENT NOTES** **General Instructions**

### **1) Pit lane map**

- 1.1 Safety Car lines.
- 1.2 The location of the pit entry and the pit exit.
- 1.3 Designated garage areas.
- 1.4 Safety Car position for first lap and rest of race.
- 1.5 Blue flag marshal at the pit exit.
- 1.6 Track light panels displaying pit entry status.

### **2) Pirelli Event Preview**

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

### **3) Red zones for photographers in the pit lane during practice sessions**

- 3.1 See the attached drawing.

### **4) Track light panels**

- 4.1 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.

### **5) Track light panel displaying pit entry status**

- 5.1 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.
- 5.2 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.

### **6) Drivers leaving their pit stop position in the pit lane**

- 6.1 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.

## **7) Observing yellow flags during free practice and qualifying**

7.1 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).

7.2 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.

## **8) In laps during qualifying and reconnaissance laps**

8.1 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.

## **9) Parc Fermé Cameras**

9.1 To assist with the revised FIA Event procedures, the Parc Fermé cameras must be uncovered and operational at all times during the Event.

## **10) Operational personnel curfew**

10.1 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.

10.2 At this Event, Personnel will be permitted to enter the Paddock 30 minutes prior to the curfew to assist social distancing. No work is permitted to be undertaken until the curfew has ended.

## **11) Tyre Blanket Usage during Pit Stops in the Race**

11.1 For reasons of safety, tyre blankets are not permitted in the Pit Lane at any time during the race.

## **12) Lapping during the race**

12.1 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 to ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

## **Event Specific Instructions**

### **13) Formula 1 Sporting Regulations Article 21.6**

13.1 In accordance with the provisions of Article 21.6a) i), this Event is a Closed Event.

### **14) Changes to the circuit**

14.1 The barrier and Tecpro separating the pit lane exit and the track has been extended by approximately 20m.

14.2 The right-hand vehicle opening opposite the pit exit has been realigned to run more parallel to the track edge.

14.3 A Barrier has been installed in front of the Pit Lane Garage Complex at the pit exit.

14.4 The left-hand wall at the entry to Turn 2 has been realigned closer to the track edge line.

14.5 The left-hand wall at the entry to Turn 3 has been realigned closer to the track edge line.

14.6 The right-hand wall at the entry to Turn 4 has been realigned closer to the track edge line.

14.7 The Tecpro barrier configuration at the exit of Turn 5 has been upgraded.

14.8 The opening in the communal debris fence between Turn 6-7 and Turn 19-20 have been closed.

14.9 The apex kerb at Turn 8 has been removed and replaced with a painted kerb.

14.10 The painted kerb at the exit of Turn 12 has been removed.

### **15) Specific Technical Procedures for Closed Events**

15.1 The provisions of Technical Directive Ref: TD012 Issue: A and the "Pirelli HSE procedures" must be complied with at all times during the Event.

15.2 Any tyres that are removed from a car and could be re-used during a session should be presented for scanning before being rewrapped and reheated. If time constraints do not permit this then all tyres used during a session must be presented to the tyre checker at the front of the garage at the end of any session. This applies to dry, wet and intermediate tyres.

15.3 Both TD012 Issue: A and the "Pirelli HSE procedures" will be amended after the Event to reflect any additional operational requirements as required.

### **16) Weighing and weighing platform**

16.1 The FIA weighing platform will be available for teams to use at the following times, however, no more than 8 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 12:30 on Thursday until 11:30 on Friday.

b) From 13:30 on Friday until 15:30 on Saturday (between 14:00 and 15:30 on Saturday each visit will be restricted to five (5) minutes).

c) From when the cars are returned to the teams after qualifying until 20:30 on Saturday.

d) From 11:00 until 12:00 and 14:00 until 15:20 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.

16.2 Whilst waiting in the pit lane, the use of tyre blankets is not permitted.

### **17) Support Races**

#### **17.1 Team Barrier placement**

a) Team barrier placement prior to and during all support category practice sessions and races:  
No more than four (4) metres from the garages.

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

## **17.2 Support Category Movements**

- a) Support Crews and Trolleys will be released into Pit Lane no earlier than 20 minutes prior to the opening of Pit Exit for their respective sessions.
- b) Support Category competition vehicles will be released from the marshalling area no earlier than 15 minutes prior to the opening of Pit Exit for their respective sessions.

## **18) Practice starts**

### **18.1 During Practice Sessions**

- a) Practice starts may only be carried out in the pit exit on the left-hand side after the corner but before the dashed white line across the pit exit.
- b) Drivers should leave sufficient space on their right to allow other cars to pass.

### **18.2 During the time the pit exit is open for reconnaissance laps**

- a) Practice starts may only be carried out on the left-hand side no further forward than the end of the painted kerb separating the pit lane exit and the track.
- b) Drivers should always keep to the left and leave sufficient space on their right to allow other cars to pass.

### **18.3 At all times**

- a) 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).

## **19) Lines or bollards at the Pit Entry and Pit Exit**

- 19.1 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.
- 19.2 For safety reasons, the limits of the pit exit should not be exceeded by cutting the white line bordering the painted kerb on the apex with all four (4) wheels. Furthermore, the limits of the pit exit should not be exceeded to the right of the white line bordering the painted red/white chevron separating the track and the pit exit with any part of a car.
- 19.3 For safety reasons, when entering the pit lane, drivers must keep to the left of the solid white line on the track before the start of the pit entry. Any car with all four (4) wheels to the left of the solid white line must enter the pit lane, if in the opinion of the Stewards, the driver has committed to entering the pit lane, except in the cases of force majeure accepted as such by the Stewards. The dotted line prior to this solid white line is to assist drivers to better identify where the solid white line starts.
- 19.4 The dotted white lines across the pit exit and the pit entry define the track edges.

## **20) DRS**

- 20.1 DRS Detection will be automatically disabled in each individual zone if any of the light panels in that particular zone are displaying yellow. The zone and corresponding light panels are as follows:
  - a) Zone 1: Panels 3, 4, 5
  - b) Zone 2: Panels 21, 1, 2

## **21) Fire extinguishers around the circuit**

- 21.1 Indicated by fluorescent orange boards with a white letter "F" attached to the debris fences and barriers.

## **22) Places where drivers can leave the track**

- 22.1 Indicated by white panels with a green "running man" attached to the debris fences.

**23) Places to remove cars from the track**

- 23.1 Indicated by 2m long fluorescent orange panels on the barriers. Due to the nature of the track, there are limited places where cars can be recovered, it is therefore extremely important that the drivers are familiar with these locations. In addition to openings in the walls, cars can be pushed away from the back of the escape roads in turns 1, 2, 3, 4, 6, 7, 8, 12, 15 and 16.
- 23.2 This is not a track where a driver should take any risks to get back to the pits if he has a serious mechanical problem or damage to his car. The stewards will be asked to strictly enforce Article 22.11 of the Sporting Regulations at all times.
- 23.3 Should a car stop on the track during a session, the driver must keep all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

**24) Sporting Regulations Article 36.4**

- 24.1 In addition to the provisions of Article 36.4, and for reasons of safety, tyre blankets must be disconnected from any power supply at the five-minute signal and must not be reconnected during the start procedure, unless the delayed start signal is shown.

**25) Access to the grid prior to the Start Procedure**

- 25.1 To assist social distancing in accessing the grid prior to the commencement of the start procedure, Team personnel and equipment will be granted access to the grid from 1500hrs on Sunday 6<sup>th</sup> June.

**26) Removing cars from the grid**

- 26.1 Through the two gates in the pit wall, the first located adjacent to grid position 1 and the second located adjacent to grid position 14.

**27) Car number light panels for the start**

- 27.1 On the left-hand side of the grid.

**28) Post-race parc fermé**

- 28.1 All cars must enter the pit lane and, with the exception of the first three (3), should be driven directly to the weighing area at the pit entry. The first three (3) cars must follow the post-race procedure which will be distributed prior to the start of the race.

**29) Any other business**

**Michael Masi**

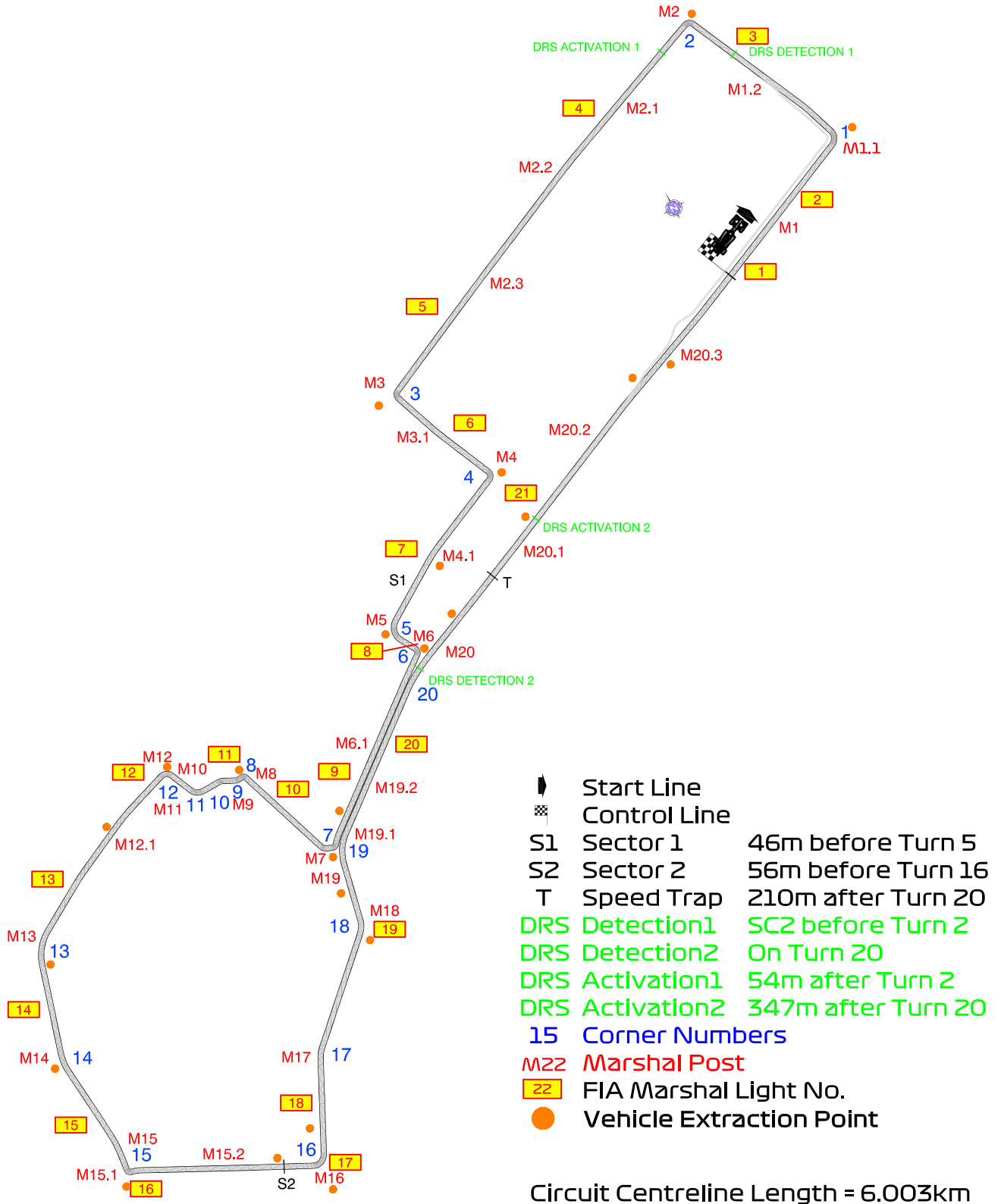
**FIA Formula One Race Director**



FIA Formula 1  
World Championship™

## FORMULA 1 AZERBAIJAN GRAND PRIX 2021 - Baku

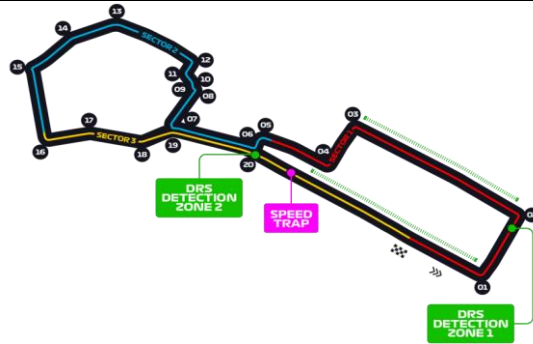
### Circuit Map







**Grand Prix of Azerbaijan 04/06-06/06/2021 (21R06BAK)**



**Compounds selection**

Compound	FL	FR	RL	RR	Mandatory race tyres
<b>C3</b>	3W1	3W2	3W3	3W4	<b>C3</b>
<b>C4</b>	4Y1	4Y2	4Y3	4Y4	<b>C4</b>
<b>C5</b>	5R1	5R2	5R3	5R4	<b>C5</b>
<b>Intermediate</b>	33X	35X	37X	39X	<b>Q3 tyre</b>
<b>Wet</b>	34Y	36Y	37Y	39Y	<b>C5</b>

**Running prescriptions**

	Minimum Starting P			Camber limit	Blistering sensitivity
	Slicks	Inter	Wet		
Front	20.0 psi	20.5 psi	19.5 psi	-3.50 °	Low
Rear	19.0 psi	21.0 psi	20.0 psi	-2.00 °	Low



**Tyre heating strategy (tread & sidewall)**

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

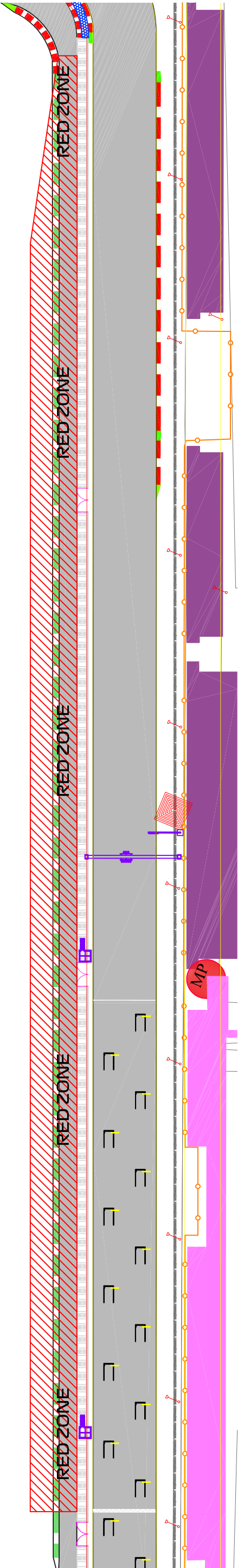
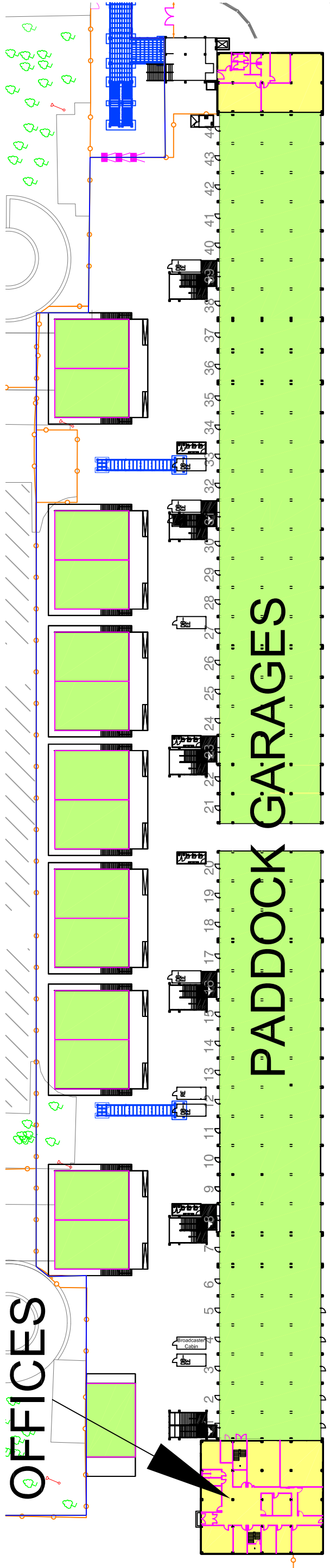
**Tyres notes**

- 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/036-18.
- All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in the Appendix to the Technical and Sporting regulations.
- 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.

**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.



**FORMULA 1 AZERBAIJAN GRAND PRIX 2021**  
**R06 Baku City Circuit - Baku - Azerbaijan**

**JUN 04 - JUN 06**



Drawing Title		Red Zone	
Drawing Number		BAKU_REDZONE_21	
Drawn	J. BURTON	Date	11/05/21
		Scale	NTS
		Rev	