



2022 SAUDI ARABIAN GRAND PRIX

24 - 27 March 2022

From	The FIA Formula One Race Director	Document	7
To	All Teams, All Officials	Date	24 March 2022
		Time	17:35

Title	Event Notes
Description	Event Notes
Enclosed	KSA DOC 7 - Event Notes.pdf

Niels Wittich

The FIA Formula One Race Director

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EVENT NOTES **General Instructions**

1) Track light panel displaying pit entry status

- 3.1 The light panels 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.
- 3.2 The light panels indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

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

- 3.1 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.

3) Observing yellow flags during free practice and qualifying

- 3.1 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 any driver in a double yellow sector will have that lap time deleted.
- 3.2 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.

4) In laps during qualifying and reconnaissance laps

- 3.1 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.

5) Parc Fermé Cameras

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

6) Operational personnel curfew

- 6.1 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.
- 6.2 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.

7) Tyre Blanket Usage during Pit Stops in the Race

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

8) Lapping during the race

- 8.1 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

9) Formula 1 Sporting Regulations Article 23.1

- 9.1 In accordance with the provisions of Article 23.1b), this Event is an Open Event.

10) Changes to the circuit

Turn 2-3: The left hand side barriers have been moved back to improve visibility from Turn 2 to Turn 4

Turn 4 Apex: A smooth face has been added to the concrete barriers

Turn 14 Apex: The barriers have been moved back approximately 1.5m to improve visibility

Turn 16 Apex: A smooth face has been added to the concrete barriers

Turn 21 Apex: The barriers have been moved back approximately 1.5m to improve visibility

Turn 22 Apex: A smooth face has been added to the concrete barriers

Turn 24 Apex: A smooth face has been added to the concrete barriers

Exit of Turn 27: The track has been widened to 12m

11) Specific Technical Procedures

- 11.1 Please note that from 2022 the FIA have introduced an Appendix Index File which contains all the relevant and active Appendix documents, Technical and Sporting Directives. The latest version of this Index file ("2022 Formula 1 Appendix – iss 5 – 2022-03-16.xlsx") and all relevant documents can be found on the FIA SFTP site.

12) Support Races

12.1 Team Barrier placement

- a) Team barrier placement prior to and during all support category practice sessions and races: No more than two (2) meters from the garages.
- b) Please ensure that your Pit Stop gantry arms are moved back towards the Garage during all Support Race Activity.
- c) It is not permitted to push cars to the weighing area at any time a support category is in pit lane.

12.2 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.

13) Practice starts

- 13.1 Practice starts may be carried out on the asphalt on the left-hand side of the fast lane immediately after the pit exit line and, for the avoidance of doubt, this includes any time the pit exit is open for the race.
- 13.2 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).
- 13.3 For reasons of safety and sporting equity, at any time the pit exit is open and when practice starts are permitted to be carried out, any car who wishes to perform a practice start must form up in a line and leave in the order they got there unless another car is unduly delayed.
- 13.4 Additionally, Practice starts may be carried out on the track at the end of each free practice session. 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 carry out a practice start.
- 13.5 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.
- 13.6 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.

14) DRS

- 14.1 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 12, 13, 14
 - b) Zone 2: Panels 16, 17, 18, 19
 - c) Zone 3: Panels 20, 21, 1, 2

15) Fire extinguishers around the circuit

- 15.1 Indicated by white boards with a red letter "F" or a red fire extinguisher image attached to the debris fences.

16) Places where drivers may leave the track

- 16.1 Indicated by white and green panels displaying a man running, attached to the debris fences.
- 16.2 Additionally, drivers may leave the track at all vehicle openings indicated by fluorescent orange panels on the barriers.

17) Places to remove cars from the track

- 17.1 Indicated by fluorescent orange panels on the barriers.
- 17.2 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.

18) Removing cars from the grid

- 18.1 Through the gates in the pit wall, the first located adjacent to grid position 1, the second adjacent to grid position 13 and the third adjacent to grid position 24.

19) Car number light panels for the start

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

20) Post-race parc fermé

- 20.1 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.
- 20.2 The first three (3) cars must follow the post-race procedure which will be distributed prior to the start of the race.

21) Any other business

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