

2022 AUSTRALIAN GRAND PRIX

7 - 10 April 2022

From	The FIA Formula One Race Director	Document	36
To	All Teams, All Officials	Date	09 April 2022
		Time	13:02

Title Race Director's Event Notes V2

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The FIA Formula One Race Director

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EVENT NOTES V2 (changes in light blue) General Instructions

1) Track light panels

1.1 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.

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

2.1 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.

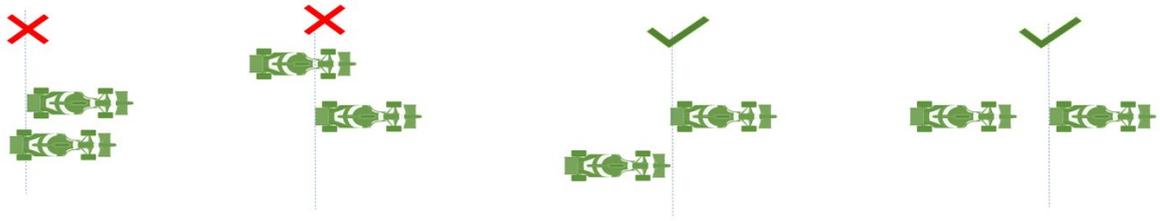
4) In laps during qualifying and reconnaissance laps

4.1 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) **Article 55.14**

- 5.1 (...) In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart.(...)



6) Appendix L, Chapter III, 5 Wearing of jewellery

6.1 The wearing of jewellery in the form of body piercing or metal neck chains is prohibited during the competition and may therefore be checked before the start.

7) Parc Fermé Cameras

7.1 The Parc Fermé cameras must be uncovered and operational at all times during the Event.

8) Article 43.2

8.1 (...) 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 pit lane. (...)

9) Lapping during the race

9.1 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.

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.

Event Specific Instructions

10) Formula 1 Sporting Regulations Article 23.1

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

11) Changes to the circuit

The right-hand side of the track approaching Turn 1 has been widened by approximately 2.5m and the barriers realigned as a result and a new apex kerb of the same type has been installed at Turn 1

The barriers in the run off area at Turn 1 have been realigned and Tecpro barrier added in the straight-ahead position.

The right-hand side barrier at Turn 2 has been realigned

The right-hand side of the track approaching Turn 3 has been widened by approximately 4m and the barriers realigned as a result and a new combination apex kerb has been installed at Turn 3. The right-hand side vehicle opening located approximately 150m prior to Turn 3 has been removed. The left-hand side wall at the exit of Turn 5 has been realigned closer to the edge of the track. The apex of Turn 6 has moved outward by approximately 8m, the right-hand side barriers have been realigned as a result and a new apex kerb of the same type has been installed. The barriers in the run off area at Turn 6 have been realigned. With the addition of Tecpro barrier to the existing tyre barrier. The Turn 7 apex kerb has been extended by approximately 20m at the departure end. Turn 9 and 10 have been removed and the track and barrier configuration has been completely realigned. The Tecpro Barrier in the Turn 10 (previously Turn 12) run off area has been upgraded and extended back towards the vehicle opening. Turn 11 (previously Turn 13) has been completely reconfigured. A combination kerb has been installed on the apex and a double kerb has been installed in the exit. The apex of Turn 13 (previously Turn 15) has moved outward by approximately 2m and a new combination apex kerb has been installed. The left-hand side barrier at the exit of Turn 14 (previously Turn 16) has been realigned closer to the edge of the track. The F1 pit lane has been widened by approximately 2m and completely resurfaced. The right-hand side verge on the pit straight has been removed to facilitate the widening of the pit lane and as a result the barrier is on the edge of the track. The track has been completely resurfaced.

12) Specific Technical Procedures

12.1 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.

13) Pit Lane Walk and Support Races team barrier placement

13.1 Team barrier placement prior to and during all support category practice sessions and races and during all pit lane walks: On the joint between the asphalt and the concrete.

14) Practice starts

14.1 Practice starts may be carried out on the asphalt on the right-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.

14.2 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).

14.3 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.

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

15.1 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. No part of any car leaving the pits may cross this line.

- 15.2 For safety reasons, drivers must keep to the right of the bollard immediately at the pit entry when they are entering the pits.
- 15.3 Except in the cases of force majeure (accepted as such by the Stewards), the crossing by any part of the car, in any direction, of the white line immediately prior to the pit entry or the red and white painted area between the pit entry and the track, by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.

16) **DRS**

- 16.1 DRS Detection will be automatically disabled in each individual zone if any of the light panels in that particular zone are displaying yellow. The zones and corresponding light panels are as follows:
- a) Zone 1: Panels 15, 16, 17
 - b) Zone 2: Panels 1, 2, 20
 - c) Zone 3: Panels 3, 4, 5

17) **Fire extinguishers around the circuit**

- 17.1 Indicated by white boards with a red fire extinguisher image attached to the debris fences.

18) **Places where drivers may leave the track**

- 18.1 Indicated by white boards with a green running man image attached to the debris fences.

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

- 19.1 Indicated by fluorescent orange panels on the barriers.

20) **Removing cars from the grid**

- 20.1 Through the Pit Exit or the gate in the pit wall adjacent to grid position 10.
- 20.2 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.

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

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

22) **Post-race parc fermé**

- 22.1 All cars must enter the pit lane and, with the exception of the first three, should be driven directly to the weighing area. The first three must be driven down the pit lane to the control tower without stopping.

23) **Any other business**

Niels Wittich

FIA Formula One Race Director