



2022 BELGIAN GRAND PRIX

25 - 28 August 2022

From	The FIA Formula One Race Director	Document	3
To	All Teams, All Officials	Date	25 August 2022
		Time	16:20

Title	Race Director's Event Notes
Description	Race Director's Event Notes
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Niels Wittich

The FIA Formula One Race Director

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EVENT NOTES

General Instructions

1) Track light panels

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

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.

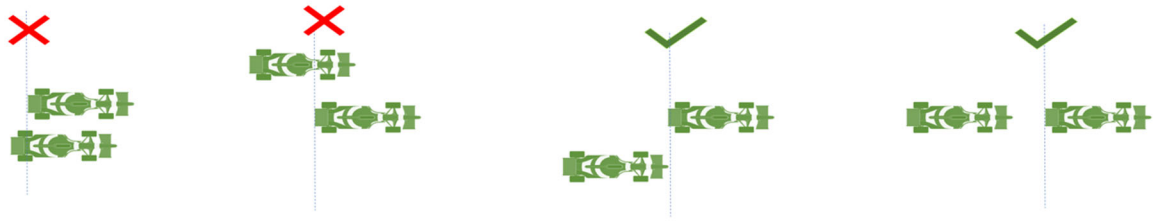
4) Laps during qualifying and reconnaissance laps

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 second free practice session.

5) Article 55.14

(...) 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) **Parc Fermé Cameras**

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

7) **Lapping during the race**

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

8) **Formula 1 Sporting Regulations Article 23.1**

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

9) **Specific Technical Procedures**

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 7 – 2022-08-04.xlsx”) and all relevant documents can be found on the FIA SFTP site.

10) **Support Races team barrier placement and Movements**

Team barrier placement prior to and during all support category practice sessions and races: No more than three (3) meters from the garages.

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

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.

11) Positioning of the car on track during Free Practices and Qualifying

In the event of fast approaching cars, drivers are permitted to go offline after Turn 16 until before Turn 18 to avoid any high-speed differential between the cars on track.

12) Practice starts

- 12.1 Practice starts may be carried out on the RHS of the pit exit road after Turn 1 and before the SC2 line. During this time any driver passing a car which has stopped to carry out a practice start may cross the white line that is referred to in 13.1 below.
- 12.2 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).
- 12.3 For reasons of safety and sporting equity, at any time the pit exit is open, and practice starts are permitted to be carried out, any driver 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.
- 12.4 Practice starts may 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 carry out a practice start.
- 12.5 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.
- 12.6 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.

13) Lines at the Pit Entry and Pit Exit

- 13.1 In accordance with Chapter 4, Article 4 and 5 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.

14) DRS

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) DRS Activation 1: Panels 5, 6, 7
- b) DRS Activation 2: Panels 19, 1, 2

15) Track Limits

In accordance with the provisions of Article 33.3, the white lines define the track edges. During Qualifying and the Race, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards.

16) Fire extinguishers around the circuit

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

17) Places where drivers may leave the track

Indicated by orange painted openings in the debris fences and orange painted squares on the barriers.

Should a car stop on the track during a session, it is recommended that the driver keeps all their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

18) Places to remove cars from the track

Indicated by 2m long fluorescent orange panels on the barriers.

19) Removing cars from the grid

Through the gate in the pit wall adjacent to grid position 1.

20) Race Suspension

In case of a race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

21) Car number light panels for the start

On the left-hand side of the grid.

22) Post-race parc fermé

Drivers should not complete a full slowing down lap but should enter the pit lane using the pit exit and proceed slowly down the pit lane in the “wrong” direction. All cars will then be stopped in the weighing area.

23) Guest access to the grid

For the start of the race and after the end of the race, teams are responsible to ensure that guests do not cross the teams’ garages and access the pit lane before all cars are on the grid or have reached parc fermé.

24) Changes to the circuit

24.1 **T1:** Gravel mid-to-exit and brought closer to exit kerb.

24.2 Resurfacing on straight after T1 before endurance pit entry.

24.3 **T2:** New single apex kerb 1.6m wide and temporary combination element removed.

24.4 **T2 – T4:** New track surface from approx. 100m before T2 to approx. 100m after T4, increased run-off area by up to 25m, realignment of barriers and new debris fencing.

24.5 **T5 – T6:** New barriers and debris fencing.

24.6 **T7:** Exit kerb reduced in width and gravel trap behind.

24.7 **T8:** New track surface from beginning of kerb on driver’s left until exit of T9.

24.8 **T9:** Temporary apex kerb and gravel trap close to track edge on corner exit.

24.9 **T10 – T11:** Additional gravel in run-off area, realignment of barrier openings.

24.10 **T12 – T13:** Additional gravel in run-off area.

24.11 **T14 – T15:** Additional gravel and entry/exit kerbs reduced in width.

24.12 **T17:** Additional gravel in run-off area, new barriers & debris fence.

24.13 **T18:** Additional gravel in run-off area.

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The FIA Formula One Race Director