

2023 MONACO GRAND PRIX

26 - 28 May 2023

From	The FIA Formula One Race Director	Document	13
To	All Teams, All Officials	Date	26 May 2023
		Time	14:55

Title Race Director's Event Notes V3

Description Race Director's Event Notes V3

Enclosed 2023 Monaco Grand Prix - Event Notes V3.pdf

Niels Wittich

The FIA Formula One Race Director

2023 MONACO GRAND PRIX

26 – 28 May 2023

From	The FIA Formula One Race Director	Document	13
To	All Officials, All Teams	Date	26 May 2023
		Time	14:55

EVENT NOTES V3 (Changes in light blue) 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

3.1 Single waved: Drivers 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.

3.2 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. Furthermore, during qualifying any driver in a double yellow sector will have that lap time cancelled.

3.3 Double Waved during VSC or SC: Any driver passing through a double waved yellow marshalling sector during a VSC or SC, in addition to the requirements in 3.2 above, must remain **negative positive** of the SECU delta time in the sector concerned.

4) Laps during Qualifying and Reconnaissance Laps

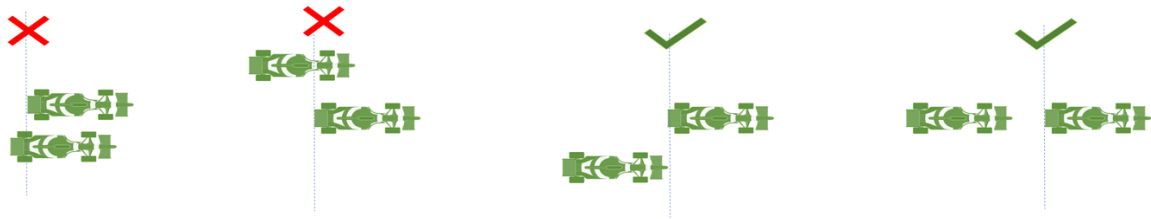
4.1 In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end of qualifying or during reconnaissance laps when the pit exit is opened for the race, drivers must stay below the maximum time set by the FIA between the Safety Car lines shown on the pit lane map.

You will be informed of the maximum time after the second 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**

- The Parc Fermé cameras must be always uncovered and operational during the Event.
- No more than three (3) team personnel per car are permitted into the Parc Fermé area for the sole purpose of fitting cooling fans and any work required by the FIA.

7) **Lapping during the race**

The ISC requires drivers who are caught by another car 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.

8) **Article 19.4**

In accordance with the provisions of Article 19.4 a), upon permission given by the Technical Delegate, it is considered acceptable to connect the umbilical to the cars and close the HV contactors (TR 5.26.5) for the sole purpose of checking the car ERS safety status, during the pre-race car display period.

Event Specific Instructions

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

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

10) **FIA Outside Scales Times**

Should the outside scales be set-up at the pit-lane entrance, these will be available for teams to use at any time outside the curfew times and the Parc Fermé cover-up times, except for the 30 minutes preceding the start of the Qualifying session and if there are support competitions using the pit lane.

11) Specific Technical Procedures

Please note that 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 ("2023 Formula 1 Appendix – iss 3 – 2023-05-12.xlsx") and all relevant documents can be found on the FIA SFTP site.

Competitors are hereby required to ensure compliance with these directives for the safe and orderly conduct of the Event.

12) Support Races team barrier placement and Movements

Team barrier placement prior to and during all support category practice sessions and races: No more than one (1) meter 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.

All Teams are asked to fold in their pit gantries during all support category practice sessions and races.

13) Pit Lane Speed Limit

The Pit Lane Speed limit detailed in Article 34.7 of the Sporting Regulations is hereby amended to 60km/h for the duration of the event.

14) Positioning of the car on track during Free Practice and Qualifying

To help mitigate any differences in speed, cars on out or slow laps are requested to stay clearly offline where possible between Turns 16 and 19.

15) Practice starts

15.1 No practice starts may be carried out at the end of the pit lane.

15.2 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.

15.3 Practice starts may only 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.

15.4 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.

15.5 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.

16) Curfew

Due to the unique logistical challenges presented by the Monaco GP the following concessions will be made:

On the Wednesday, Thursday, and Friday, for this event only, the curfew period will be reduced by

a period of three (3) hours for a maximum of six (6) operational personnel for the sole purpose of tyre preparations post tyre fitting from the tyre supplier.

17) Pirelli Trackside Operations regarding personnel (Engineering/Fitting) for Monaco

- 17.1 To limit the number of personnel for Monaco, the following procedure is implemented.
- Only the Pirelli engineer will be present in the pit lane and garage for all practice sessions and qualifying.
 - All wear checking and tyre photography shall take place after the session at the Pirelli fitting area. Each Competitor is responsible for delivery of the used sets to Pirelli in the usual way to wear checking/stripping.
 - For the race, each Competitor should have space to allow the usual wear checking during the race after the pit stop. A space should be provided in the garage or behind in the teams own area where Pirelli personnel can work.
- 17.2 Teams are kindly reminded that their maximum collaboration is expected to deliver free practice tyres to the Pirelli fitting area in a timely manner.

18) Lines at the Pit Entry and Pit Exit

- 18.1 In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.

19) 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 18, 19, 1, 2

20) Track Limits

- 20.1 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.

21) Turn 10-11 Escape Road

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

22) Fire extinguishers around the circuit

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

23) Places to remove cars from the track

Indicated by fluorescent orange panels/paintings on the barriers.

24) Removing cars from the grid

Through the Pit Lane Exit.

25) Race Suspension

- In case of a race suspension, cars will be stopped in the fast lane of the pits in the vicinity of the last garage.
- The following procedure for resuming a race with a **standing start** procedure will apply for the Race in Monaco:
 - 10 Minutes Signal
 - 5 Minutes Signal
 - 3 Minutes Signal
 - 2 Minutes - lapped cars will leave the pit lane to complete one lap and return to the pit lane
 - 1 Minute Signal
 - 15 Seconds Signal
 - Pit exit green light - SC will leave the pit lane with its lights on, lights will be extinguished after 1 second.
 - **1 Minute** after the SC has left the pit lane, all drivers leave the pit lane and proceed to the grid without overtaking.
 - Standing Start Procedure

26) Car number light panels for the start

On the right-hand side of the grid.

27) 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.

28) Changes to the Circuit

- New asphalt paving between entry Turn 19 and exit Turn 1.
- New asphalt paving between exit Turn 8 and exit from the tunnel, and new asphalt paving at the entry of Turn 10.
- New asphalt paving between entry Turn 15 and exit Turn 17.

Niels Wittich

The FIA Formula One Race Director