



## 2020 AUSTRIAN GRAND PRIX

2 - 5 July 2020

---

<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	5
<b>To</b>	All Teams, All Officials	<b>Date</b>	02 July 2020
		<b>Time</b>	19:40

---

**Title** Race Directors' Event Notes Version 2

**Description** Event Notes Version 2

**Enclosed** 2020 Austrian F1 Grand Prix - Event Notes V2 Doc 05 020720.pdf

**Michael Masi**

**The FIA Formula One Race Director**

# 2020 AUSTRIAN GRAND PRIX

2 – 5 July 2020

---

<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	5
<b>To</b>	Formula One Team Managers	<b>Date</b>	2 July 2020
		<b>Time</b>	19.40

---

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

- 5.1 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.

### 6) Observing yellow flags during free practice and qualifying

- 6.1 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).

- 6.2 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.

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

- 7.1 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.

## 8) **Parc Fermé Cameras**

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

## 9) **Operational personnel curfew**

- 9.1 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.

9.2 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.

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

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

## 11) **Lapping during the race**

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

## Event Specific Instructions

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

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

### **13) Changes to the circuit**

13.1 An extension has been added to the concrete behind the Turn 8 apex kerb and to the exit kerb.

13.2 The additional yellow kerbs behind the exit kerbs at Turn 9 and Turn 10 have been removed and timing loops have been installed.

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

14.1 The provisions of Technical Directive Ref: TD/025-20 must be complied with at all times during the Event, with the exception of point 5 (Scrutineers and tyre checkers), which should be replaced with the following guidelines:

a) All scrutineers and tyre checkers will be advised to carry out their duties outside the Teams' garages until further notice.

b) Furthermore, and during all sessions, in the situations detailed at paragraph 15.1 of the Pirelli document named "Pirelli HSE procedures – F1 – Covid19\_Teams" wheels must be delivered to the Pirelli area at the rear of the Team's garage for scanning. This must be done before any other job is carried out on these wheels (e.g. wear check, pressure check etc.).

c) On the grid, race tyre start pressures will be checked in the normal way.

14.2 For this Event, the requirement for each Competitor to deliver the tyres after runs of eight times laps or more will apply and this will be reviewed for subsequent events.

14.3 Both TD/025-20 and the "Pirelli HSE procedures" will be amended after the Event to reflect any additional operational requirements that we will have gathered during this first weekend of operating under such conditions.

### **15) Weighing and weighing platform**

15.1 The FIA weighing platform will be available for teams to use at the following times, however, no more than 5 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 11:00 on Thursday until 10:00 on Friday.

b) From 12:30 on Friday until 14:30 on Saturday (between 13:00 and 14:30 each visit will be restricted to five minutes).

c) From when the cars are returned to the teams after qualifying until 19:30 on Saturday.

d) From 10:00 until 11:00 and 13:00 until 14:40 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) Support Races team barrier placement**

16.1 Team barrier placement prior to and during all support category practice sessions and races: No more than two metres from the garages.

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

### **17) Practice starts**

17.1 Practice starts may only 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.

All drivers carrying out a practice 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.

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.

- 17.2 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).

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

- 18.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the right of the solid white line at the pit exit when leaving the pits. No part of any car leaving the pits may cross this line.
- 18.2 For safety reasons drivers must keep to the right of white line preceding the pit entry which starts approximately 50m before Turn 9. No part of any car entering the pits may cross this line.
- 18.3 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.

## **19) Cars stopping on the Track**

- 19.1 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.

## **20) Escape Road Turn 6**

- 20.1 If a driver overshoots the corner at Turn 6 there is a small road along the front of the tyre barrier which leads back on to the track before Turn 7, please ensure that your drivers use this when necessary.

## **21) Track Limits**

### **21.1 Turn 9 – Exit**

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red and white kerb on the exit of Turn 9, as judged by the detection loop in this location, will result in that lap time being invalidated by the stewards.
- b) On the third occasion of a driver cutting behind the red and white exit kerb at Turn 9 during the race, he will be shown a black and white flag, any further cutting will then be reported to the stewards.
- c) Each time any car passes behind the red and white exit kerb, teams will be informed via the official messaging system.
- d) In all cases detailed above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.
- e) The above requirements will not automatically apply to any driver who is judged to have been forced off the track, each such case will be judged individually.

### **21.2 Turn 10 – Exit**

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red and white kerb on the exit of Turn 10, as judged by the detection loop in this location, will result in that lap time and the immediately following lap time being invalidated by the stewards.

- b) On the third occasion of a driver cutting behind the red and white exit kerb at Turn 10 during the race, he will be shown a black and white flag, any further cutting will then be reported to the stewards.
- c) Each time any car passes behind the red and white exit kerb, teams will be informed via the official messaging system.
- d) In all cases detailed above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.
- e) The above requirements will not automatically apply to any driver who is judged to have been forced off the track, each such case will be judged individually.

## **22) DRS**

- 22.1 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 3, 4, 5
  - b) Zone 2: Panels 6, 7, 8
  - c) Zone 3: Panels 15, 1, 2

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

- 23.1 Indicated by small white boards with a red letter 'F'.

## **24) Places to remove cars from the track**

- 24.1 Indicated by fluorescent orange panels on the barriers.

## **25) Removing cars from the grid**

- 25.1 Two gates in the pit wall, the first is adjacent to the pole position and the second adjacent to grid position 12.

## **26) Car number light panels for the start**

- 26.1 On the right-hand side of the grid.

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

- 27.1 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.
- 27.2 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.

## **28) Post-race parc fermé**

- 28.1 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 follow the post race procedure which will be distributed prior to the start of the race.

## **29) Sporting Regulations Article 36.4**

- 29.1 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.

30) Any other business

A handwritten signature in black ink, appearing to read 'MMJ', with a long, sweeping flourish extending from the end.

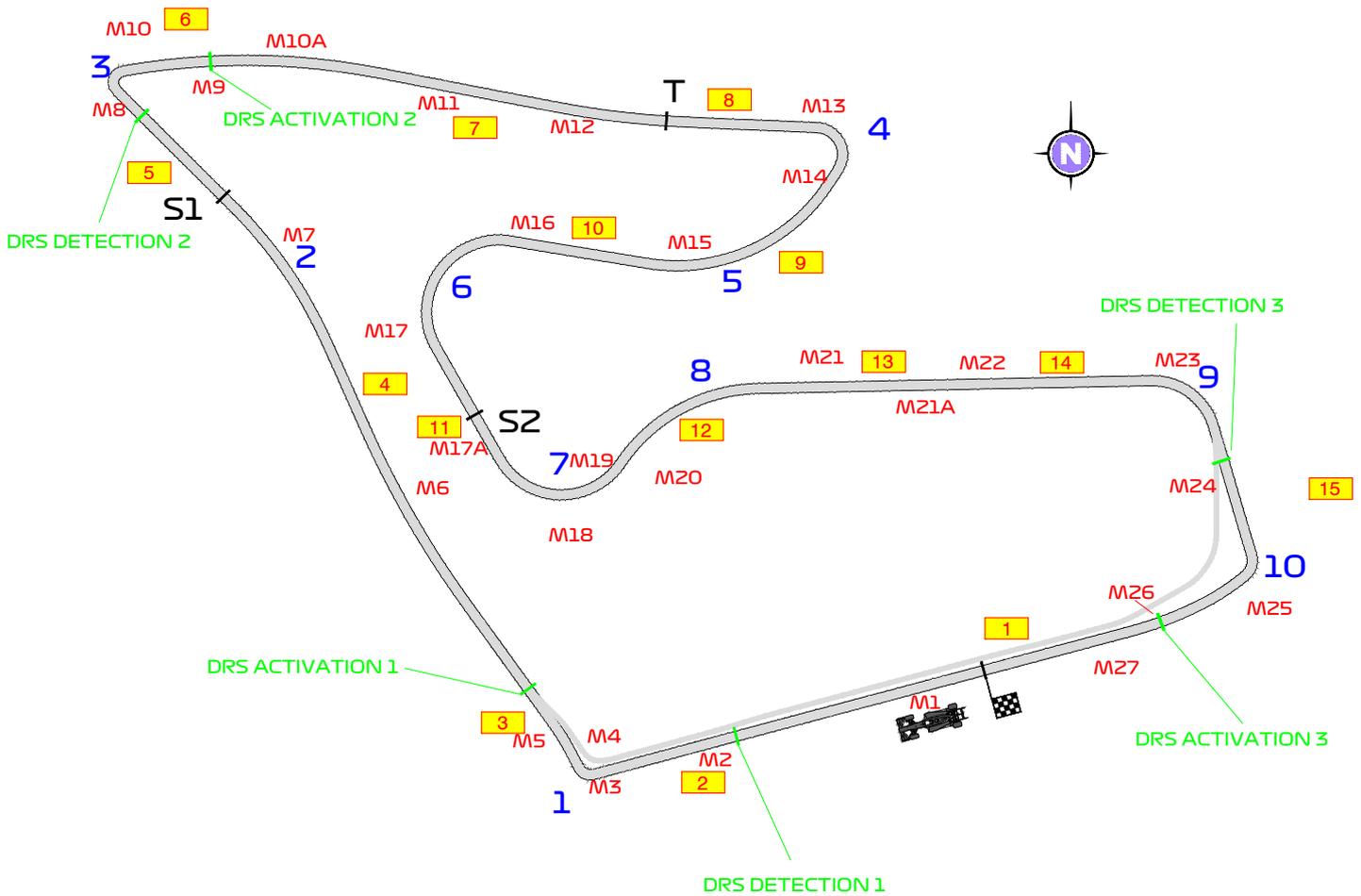
Michael Masi

FIA Formula One Race Director



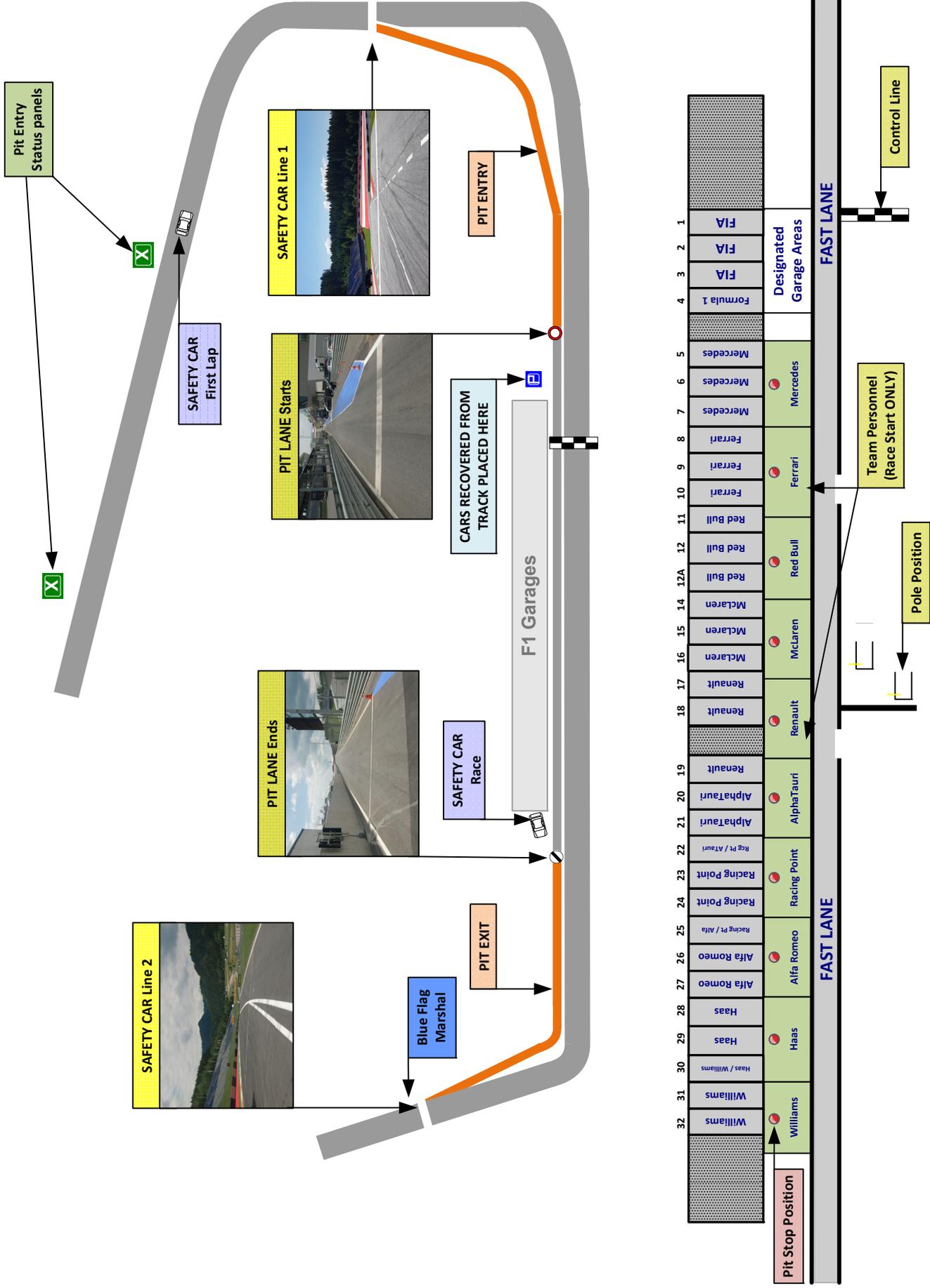
# FORMULA 1 ROLEX GROSSER PREIS VON ÖSTERREICH 2020 - Spielberg

## Circuit Map



- Start Line
- Control Line
- S1 Sector 1 [170m before T3]
- S2 Sector 2 [60m before T7]
- T Speed Trap [170m before T4]
- DRS Detection1 [160m before T1]
- DRS Activation1 [102m after T1]
- DRS Detection2 [40m before T3]
- DRS Activation2 [100m after T3]
- DRS Detection3 [120m before T10]
- DRS Activation3 [106m after T10]
- 15 Corner Numbers
- M22 Marshal Post
- FIA Marshal Light No.

Circuit Centreline Length = 4.318km



Position	Team	Designated Garage Area
32	Williams	Williams
31	Williams	Williams
30	Haas / Williams	Haas
29	Haas	Haas
28	Haas	Haas
27	Alfa Romeo	Alfa Romeo
26	Alfa Romeo	Alfa Romeo
25	Racing Point / Alfa	Racing Point
24	Racing Point	Racing Point
23	Racing Point	Racing Point
22	Racing Point / Alfa	Racing Point
21	AlphaTauri	AlphaTauri
20	AlphaTauri	AlphaTauri
19	Renault	Renault
18	Renault	Renault
17	Renault	Renault
16	McLaren	McLaren
15	McLaren	McLaren
14	McLaren	McLaren
13	Red Bull	Red Bull
12	Red Bull	Red Bull
11	Red Bull	Red Bull
10	Ferrari	Ferrari
9	Ferrari	Ferrari
8	Ferrari	Ferrari
7	Mercedes	Mercedes
6	Mercedes	Mercedes
5	Mercedes	Mercedes
4	Formula 1	Designated Garage Areas
3	FIA	Designated Garage Areas
2	FIA	Designated Garage Areas
1	FIA	Designated Garage Areas

**Grand Prix of Austria 03-05/07/20 (20R01SPI)**

Compound	FL	FR	RL	RR
C2	2A1	2A2	2A3	2A4
C3	3B1	3B2	3B3	3B4
C4	4C1	4C2	4C3	4C4
INTERMEDIATE	33X	35X	37X	39X
WET	34Y	36Y	37Y	39Y

Mandatory race tyres
C2
C3
Q3 tyre
C4

**MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT**

	Front (psi)	Rear (psi)
Slicks	24.5	19.0
Intermediate	22.5	19.0
Wet	21.5	18.0

FE EOS Camber Limit

**-3.50°**

RE EOS Camber limit

**-2.00°**

FE Blistering sensitivity

**Medium**



RE Blistering sensitivity

**Medium**

**TYRE HEATING STRATEGY (TREAD&SIDEWALL)**

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

**GENERAL NOTES**

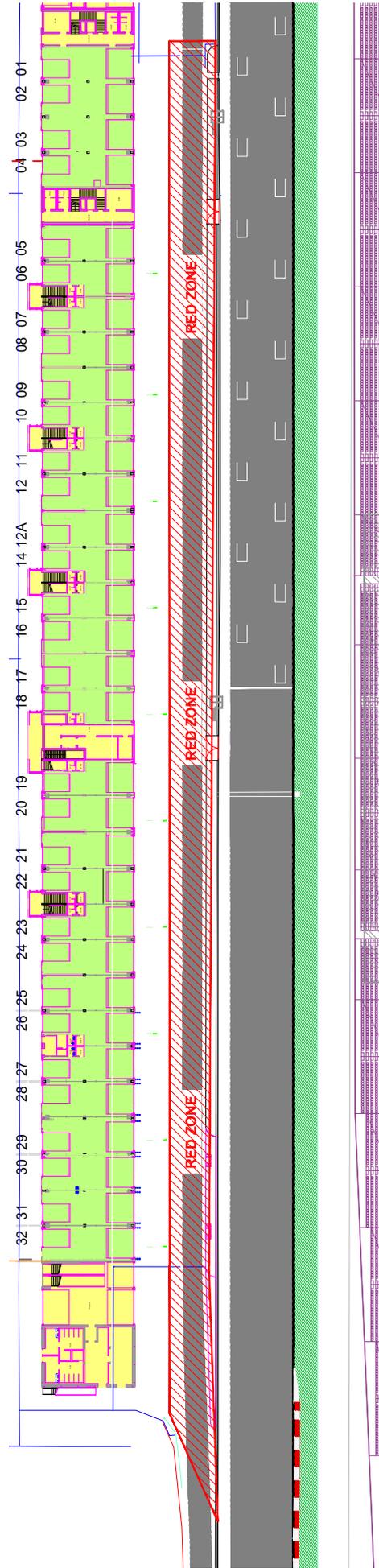
Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- Starting pressure.
- Camber at maximum speed.
- Maximum blanket temperature.
- Tyre swapping.

**Tyre 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.



# PHOTOGRAPHERS EXCLUSION RED ZONE



Race Title: FORMULA 1 ROLEX GROSSER PREIS VON ÖSTERREICH 2020  
 Venue: Spielberg - Austria  
 Date: Red Bull Ring  
 Fri 03 Jul - Sun 05 Jul 2020



Drawing Title: REDZONE  
 Race No: 1-2  
 Drawing Number: AUSTRIA\_GARAGES\_201REDZONE  
 Drawn: R.Springgett  
 Date: 23/06/2020  
 Scale: NTS  
 Rev: NTS