



2016 ABU DHABI GRAND PRIX

From The FIA Formula One Race Director
To All Teams, All Officials

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Date 24 November 2016
Time 09:00

Title Event Notes

Description Event Notes

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The FIA Formula One Race Director



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To	Formula One Team Managers	Date	24 November 2016
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EVENT NOTES

24 NOVEMBER 2016

- 1) **Issues arising from the Brazilian Grand Prix**

- 2) **Changes to the circuit**
 - 2.1 One additional removable 'Yas' kerb has been installed behind the apex of turn 1.
 - 2.2 One row of 'Tec 2' configuration Tecpro barriers have been installed against the guardrail on the left after the exit of turn 21.
 - 2.3 All existing bollards have been replaced by a superior design.

- 3) **Pit lane map**
 - 3.1 Safety Car lines.
 - 3.2 The location of the pit entry and the pit exit.
 - 3.3 Designated garage areas.
 - 3.4 Safety Car position for first lap and rest of race.
 - 3.5 Blue flag marshal.

- 4) **Weighing and weighing platform**
 - 4.1 The FIA weighing platform will be available for teams to use at the following times, however, no more than 10 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 10.30 Thursday until 16.30 on Saturday (between 15.00 and 16.30 each visit will be restricted to five minutes).

- b) From when the cars are returned to the teams after qualifying until 21.30 on Saturday.
- c) From 12.00 until 16.00 on Sunday.

Any team found to be abusing the time limits set out above, which we will be enforced by FIA security personnel and our own CCTV, will not be permitted to use the weighbridge again during the Event.

5) Practice starts during practice sessions

5.1 Practice starts may only be carried out in the customary way on the grid at the end of each free practice session.

5.2 Reminder about Article 38.1 :

“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 of the pit lane whether a driver is going to the pit exit from his garage or travelling through the pit lane between reconnaissance laps.”

This paragraph prohibits practice starts, bite point checks and burn outs during these times. In order to ensure that this requirement is respected cars leaving the pit lane at this time may only do so directly from their garage, not from their pit stop position.

5.3 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).

6) Lines at the pit entry and pit exit

6.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the left 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.

6.2 For safety reasons, when entering the pits drivers must stay to the right of the solid white line which starts at the Safety Car line.

7) Support races

7.1 Please be kind enough to keep your barriers within three metres of your garages during all GP2 and GP3 practice sessions and races.

8) DRS

8.1 DRS will be globally disabled if panels 6, 7, 8, 9, 10 or 11 are displaying yellow.

8.2 Detection will be automatically disabled if the light panels below are displaying yellow :

Zone 1 : Panels 4 or 5.

Zone 2 : Panel 8.

8.3 If automatic detection is not working , and permission has been given by race control to use manual detection, DRS must not be used in the relevant zone if panels 4, 5 or 8 are displaying yellow.

9) Observing yellow flags during free practice and qualifying

9.1 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).

- 9.2 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.

10) Light panels

- 10.1 The FIA 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.

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

- 11.1 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.

12) Fire extinguishers around the circuit

- 12.1 Indicated by fluorescent orange boards with an white letter 'F' on the guardrails or debris fences. Fire extinguishers are also present at all marshal posts and intervention points or openings.

13) Places to remove cars from the track

- 13.1 Indicated by fluorescent orange panels on the walls or guardrails.
- 13.2 On the pit straight the gates in the pit wall are marked with orange stripes at the top of the pit wall.

14) Removing cars from the grid

- 14.1 Via the gates in the pit wall in front of pole position or beside grid positions 7 and 17.

15) Car number light panels for the start

- 15.1 On the driver's right.

16) Track light panels displaying pit entry status

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

17) Defensive manoeuvres

- 17.1 Article 27.5 of the Sporting Regulations states that "*...no car may be driven...in a manner which could be potentially dangerous to other drivers...*", furthermore, Article 27.8 prohibits any manoeuvre "*...liable to hinder other drivers, such as...any abnormal change of direction*".

With the above in mind, and with the exception of any move permitted by Article 27.6, any change of direction under braking which results in another driver having to take evasive action will be considered abnormal and hence potentially dangerous to other drivers. Any such move will be reported to the stewards.

18) Lapping during the race

18.1 Article 27.9 of the Sporting Regulations 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. Whilst this has been largely successful the way in which teams and drivers use the system seems to have become inconsistent.

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 1.0s of the car about to be lapped blue flags will be shown to the slower car (in addition to 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.

19) Post race parc fermé

19.1 Cars should complete a full slowing down lap and enter the pits normally, all cars will then be stopped in the weighing area.

20) Any other business



Charlie Whiting
FIA Formula One Race Director

Circuit Map

 **Start Line**
 **Control Line**

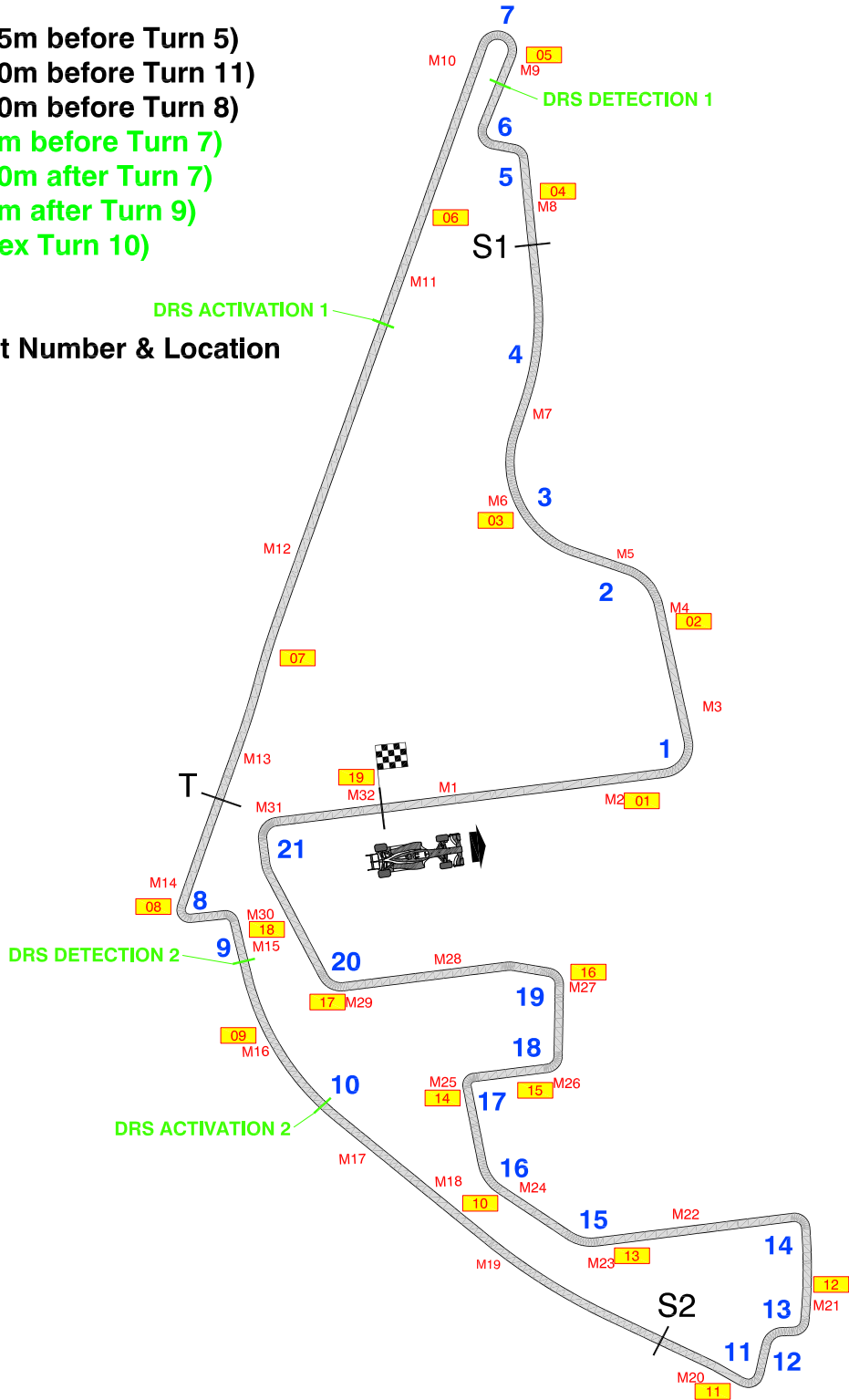
S1 Sector 1 (115m before Turn 5)
S2 Sector 2 (120m before Turn 11)
T Speed Trap (150m before Turn 8)

DRS Detection 1 (40m before Turn 7)
DRS Activation 1 (390m after Turn 7)
DRS Detection 2 (50m after Turn 9)
DRS Activation 2 (apex Turn 10)

15 Corner Numbers

M22 Marshal Post

 **FIA Marshal Light Number & Location**



Circuit Centreline Length = 5.554 km

2016 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX - Yas Marina

