



2017 ABU DHABI GRAND PRIX

From	The FIA Formula One Race Director	Document	20
To	All Teams, All Officials	Date	24 November 2017
		Time	21:16

Title Event Notes

Description Revised Event Notes

Enclosed 2017_11_24_ABU_DHABI_GP_EVENT_NOTES_V2.pdf

Charlie Whiting

The FIA Formula One Race Director



2017 ABU DHABI GRAND PRIX

From	The FIA Formula One Race Director	Document	20
To	Formula One Team Managers	Date	23 November 2017
		Time	21.15

EVENT NOTES (v2)

24 NOVEMBER 2017

- 1) **Issues arising from the Brazilian Grand Prix**
- 2) **Changes to the circuit**
 - 2.1 Additional TecPro barriers have been installed in parts of the barriers at turns 8 and 21.
 - 2.2 Other than the above only routine maintenance has been carried out.
- 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.
 - 3.6 Pit entry status light panels.
- 4) **Pirelli Event Preview**
 - 4.1 With reference to Article 24.4(a) of the Sporting Regulations see the attached document provided by the official tyre supplier.
- 5) **Weighing and weighing platform**
 - 5.1 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 on 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 to 13.00 and then from 15.15 to 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.

6) Red zones for photographers in the pit lane during practice sessions

6.1 See the attached drawing.

7) Practice starts during practice sessions

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

7.2 Reminder about Article 36.1 :

“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.

7.3 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).

8) Lines at the pit entry and pit exit

8.1 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.

8.2 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.

8.3 The dotted white line across the pit exit of the support pit lane is the track edge.

9) Support races

9.1 Please be kind enough to keep your barriers within three metres of your garages during all F2 and GP3 practice sessions and races.

10) DRS

10.1 DRS will be globally disabled if panels 6, 7, 8, 10, 11 or 12 are displaying yellow.

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

Zone 1 : Panels 4 or 5.

Zone 2 : Panels 8 or 9.

10.3 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, 8 or 9 are displaying yellow.

11) Observing yellow flags during free practice and qualifying

11.1 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).

11.2 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.

12) Light panels

12.1 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.

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

13.1 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.

14) Fire extinguishers around the circuit

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

15) Places to remove cars from the track

15.1 Indicated by fluorescent orange panels on the walls or guardrails.

15.2 On the pit straight the gates in the pit wall are marked with orange stripes at the top of the pit wall.

16) In laps and reconnaissance laps

16.1 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.

17) Post qualifying parc fermé

17.1 The cameras should be installed and operated in the same way as usual.

18) Operational personnel curfew

18.1 Boards warning anyone attempting to enter the paddock that the curfew is in operation will be placed immediately before the entry turnstiles at the appropriate times.

19) Car number light panels for the start

19.1 On the driver's right.

20) Track light panels displaying pit entry status

20.1 The light panels indicated on the pit lane map will display flashing yellow arrows if cars are required to use the pit lane once the Safety Car has been deployed during the race.

20.2 The light panels indicated on the pit lane map will display flashing red crosses if the pit lane is closed at any point during the race.

21) Lapping during the race

21.1 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.

22) Post race parc fermé

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

23) Any other business



Charlie Whiting
FIA Formula One Race Director



Abu Dhabi GP 24-26/11/2017 (17R20ABU)

Compound	FL	FR	RL	RR
SOFT	60S	62S	70S	72S
SUPERSOFT	60X	62X	70X	72X
ULTRASOFT	60U	62U	70U	72U
INTERMEDIATE	37I	38I	39I	40I
WET (new)	37W	38W	39W	40W

Mandatory race tyres
SOFT
SUPERSOFT

Q3 tyre
ULTRASOFT

Cross-Over time WET > 119% > INT > 113% > DRY

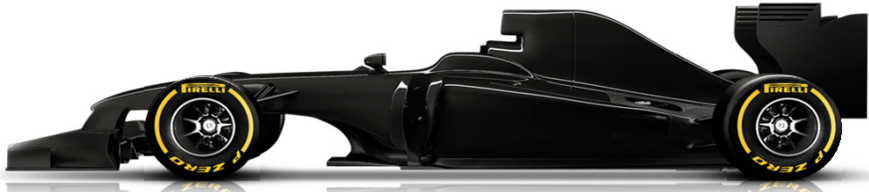
MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	20.0	19.0
Intermediate	18.0	18.0
Wet	17.0	17.0

FE EOS Camber limit
-3.50 °

RE EOS Camber limit
-2.00 °

FE Blistering sensitivity
Medium



RE Blistering sensitivity
Low

TYRE HEATING STRATEGY

Storage temperature: 60°C SLICKS Maximum boost temperature: 1h @ 110°C	Optimum time in blanket (@80°): 2h Blanket time window (@80°): 1h to 3h	Storage temperature: 40°C INTER Maximum boost temperature: 30min @ 80°C	Optimum time in blanket (@60°): 1h Blanket time window (@60°): 30 min to 2h
---	--	--	--

Storage temperature: 40°C WET NO BOOST	Optimum time in blanket (@60°): 1h Blanket time window (@60°): 30 min to 2h
---	--

GENERAL NOTES

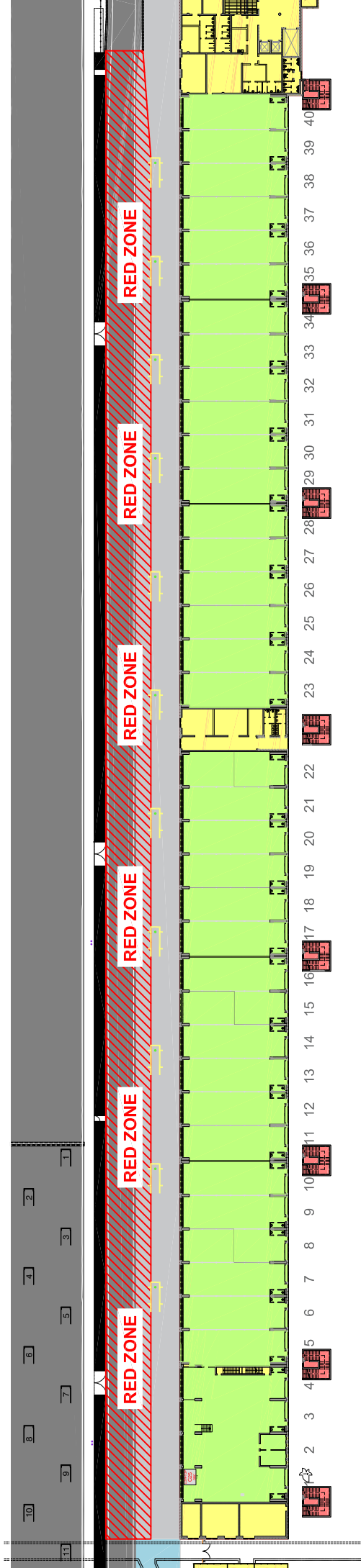
Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- 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/007-16.

Storage Temp°C is the recommended temperature the tyre can stay in blankets without time limit. All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.
SIDEWALLS HEATING CLARIFICATION (ALL PRODUCTS): you are allowed to apply a max. temperature of 100 °C for max. 1 hr to the sidewalls as long as the max. temp/time at any part of the tread is the one described in the corresponding section above.



PHOTOGRAPHERS EXCLUSION
RED ZONE



2017 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX - Yas Marina

Circuit Map

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

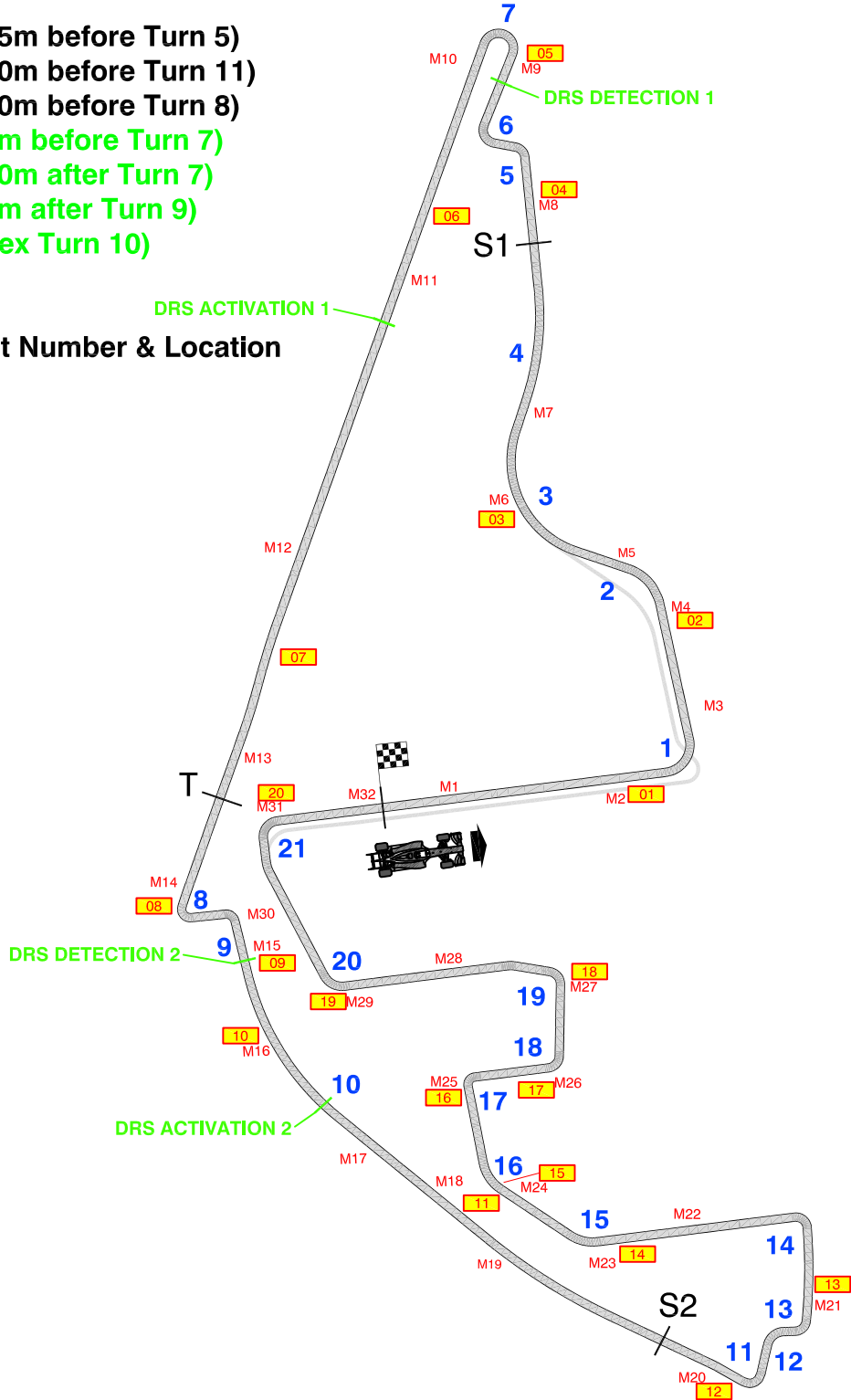
S1 **Sector 1** (115m before Turn 5)
S2 **Sector 2** (120m before Turn 11)
T **Speed Trap** (150m before Turn 8)

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

2017 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX - Yas Marina

