



FIA FORMULA 1 WORLD CHAMPIONSHIP



2025 UNITED STATES GRAND PRIX

17 - 19 October 2025

From	The Stewards	Document	44
To	All Teams, All Officials	Date	18 October 2025
		Time	17:46

Title Decision - Qualifying SC2-SC1 Times

Description Decision - Qualifying SC2-SC1 Times

Enclosed USA DOC 44 - Qualifying SC2-SC1 Times .pdf

Felix Holter

Matthew Selley

Enrique Bernoldi

Steve Pence

The Stewards



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The Stewards, having received a report from the Race Director, have considered the following matter and determine the following:

Session Qualifying

Fact The cars below exceeded the 1:55.0 time limit between the Safety Car lines.

No	Car	Driver	Competitor	Time of Day	Lap
1	4	Lando Norris	McLaren Formula 1 Team	16:26:54	L7 (Q1)
2	12	Kimi Antonelli	Mercedes-AMG PETRONAS F1 Team	16:28:33	L7 (Q1)

Infringement Alleged breach of Article 33.4 of the FIA Formula One Sporting Regulations and Article 12.2.1 i) of the FIA International Sporting Code (non-compliance with the Race Director's Event Notes, item 1, document 25)

Decision No further action.

Reasons The Stewards thoroughly reviewed Marshalling/Positioning data, timing data, on-board cameras and CCTV cameras.

All drivers concerned stayed at or above speeds necessary to stay below 1:55.0 around the vast majority of the circuit. However, in all cases the Stewards determined that the drivers took appropriate actions to not impede other drivers, and in all cases, they slowed down significantly to allow other drivers to pass while giving those drivers a clear track. The Stewards therefore determine that all drivers concerned did not drive "unnecessarily slowly", and that they were above the maximum time because they took appropriate steps, and we therefore take no further action.

Note

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

Decisions of the Stewards are taken independently of the FIA and are based solely on the relevant regulations, guidelines and evidence presented.

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