



2016 GRAND PRIX OF EUROPE

From	The FIA Formula One Race Director	Document	17
To	All Teams, All Officials	Date	18 June 2016
		Time	13:33

Title	Event Notes_V3
Description	Event Notes
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Charlie Whiting

The FIA Formula One Race Director



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EVENT NOTES V3

18 JUNE 2016

1) **Issues arising from the Canadian Grand Prix**

2) **Changes to the circuit since Friday**

- 2.1 The pit exit corner kerb has been removed and the radius increased, the kerb has been replaced by a red and white painted "kerb".
- 2.2 The dotted line across the pit exit has been moved forward by approximately 20 metres.
- 2.3 The kerbs on the exit of turns 6 and 12 have been removed and replaced by painted "kerbs".
- 2.4 The kerb on the entry to turn 13 has been removed and replaced by painted "kerb".
- 2.5 The line leading into the pit lane has been realigned, extended by 40 metres and been doubled in width. A new "PIT ENTRY" sign has been placed on the fence at the beginning of the line.

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 Safety Car "arrow man".

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

5.1 Practice starts may only be carried out in the pit exit on the left hand side after the corner but before the dashed white line across the pit exit, drivers should leave sufficient space on their right to allow other cars to pass. For the avoidance of doubt, this includes any time the pit exit is open for the race.

During the time the pit lane is open for reconnaissance laps before the race (16.30-16.45 on Sunday) drivers may start further forward but no further forward than the end of the kerb, always keeping to the left and leaving sufficient space on their right to allow other cars to pass.

5.2 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.

5.3 For reasons of safety and sporting equity, cars may not stop in the fast lane of the pits at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

6) Lines or bollards 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 the limits of the pit exit should not be exceeded by cutting the white line bordering the new “kerb” on the apex with all four wheels.

6.3 When entering the pits drivers must keep to the left of the white line at the pit entry. Furthermore, any car with four wheels to the left of the white line must enter the pit lane.

6.4 The dotted white lines across the pit exit and the pit entry are the track edges.

7) DRS

7.1 DRS will be globally disabled if panels 1, 2, 3, 4 or 20 are displaying yellow.

7.2 Detection will be automatically disabled if the light panel below is displaying yellow :

Zones 1 and 2 : Panel 19.

7.3 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 panel 19 is displaying yellow.

8) Track light panels

8.1 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.

9) VSC test after P3

9.1 There will be a test of the VSC procedure at the end of P3. The procedure will be as follows :

- i) All cars on the track when the session finishes may complete another lap and cross the Line on the track for a second (or a third) time.
- ii) As soon as the last car on track has taken the chequered flag all the light panels will display "VSC" and drivers should then maintain a positive "delta" at least once in each marshalling sector.
- iii) All cars should continue on the track for a second lap.
- iv) Once all cars have completed a lap under VSC conditions a message will appear on the official messaging system, and the car dash display, saying "VSC ENDING". Between 10 and 15 seconds after this message all light panels will change to green and all cars should enter the pit lane.

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

10.1 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.

11) Fire extinguishers around the circuit

11.1 Indicated by small fluorescent orange boards with a white letter "F".

12) Places where drivers can leave the track

12.1 Indicated by white and green panels (showing a man running!) on the fences, in addition the tops of the walls in these locations are painted fluorescent orange.

13) Places to remove cars from the track

13.1 Indicated by fluorescent orange panels 2m long on the walls or guardrails. Due to the nature of the track there are limited places where cars can be recovered, it is therefore extremely important that your drivers are familiar with these locations. In addition to openings in the walls cars can be pushed away from the back of the escape roads in turns 1, 2, 3, 4, 6, 7, 8, 12, 15 and 16.

13.2 This is not a track where a driver should take any risks to get back to the pits if he has a serious mechanical problem or damage to his car, the stewards will be asked to strictly enforce Article 22.11 of the Sporting Regulations at all times.

14) Support races

14.1 Teams are asked to keep their barriers no more than four metres from the garages during the support race practice sessions and races.

15) Post qualifying parc fermé

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

16) Removing cars from the grid

16.1 Via the two gates in the pit wall, the first just in front of pole position and the second beside grid position 14.

17) Car number light panels for the start

17.1 On the driver's left.

18) Post race parc fermé

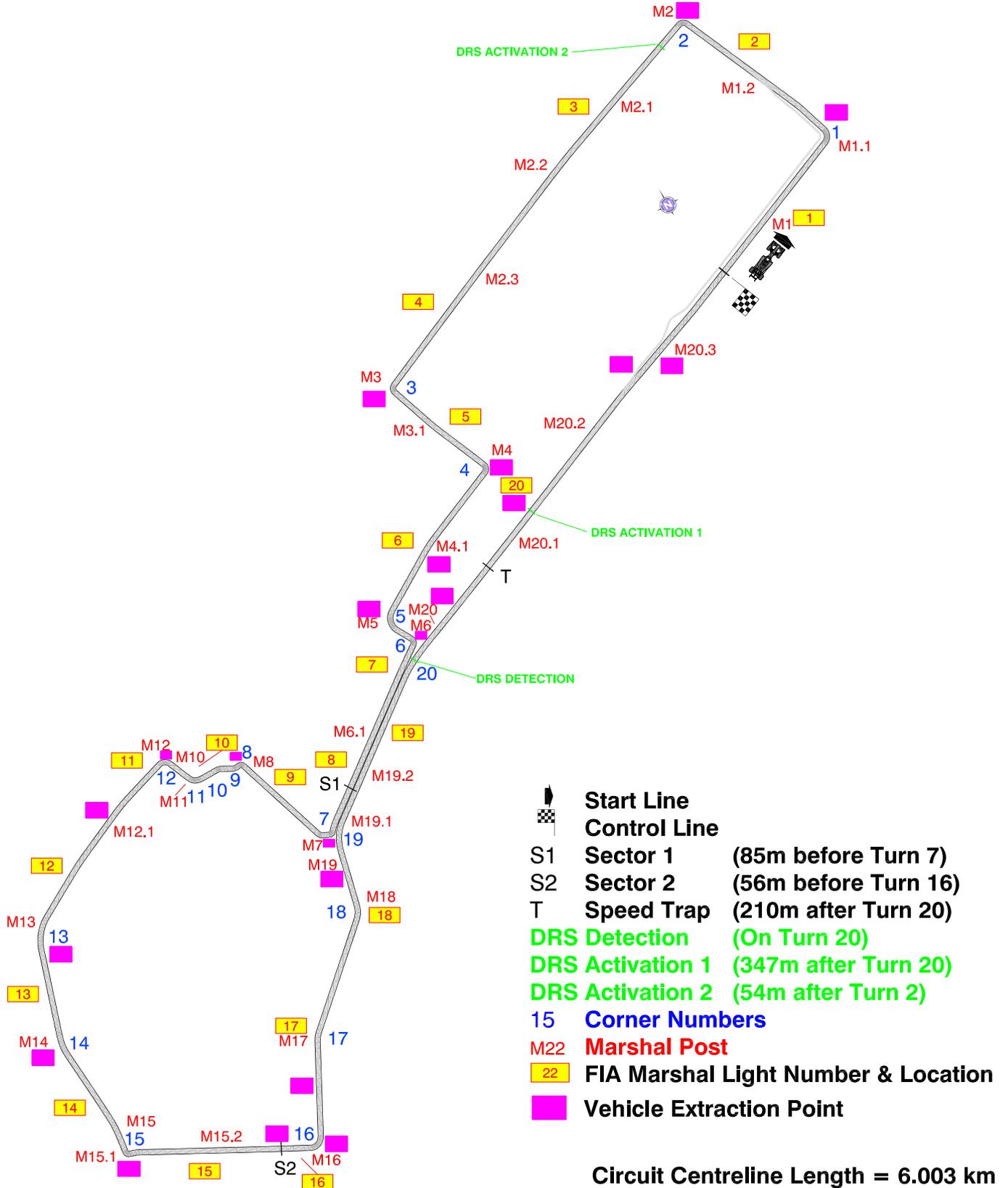
18.1 All cars must enter the pit lane and proceed directly to the weighing area.

19) Any other business

A handwritten signature in blue ink, appearing to read 'Charlie Whiting', with a stylized flourish at the end.

Charlie Whiting
FIA Formula One Race Director

Circuit Map



Circuit Centreline Length = 6.003 km

2016 FORMULA 1 GRAND PRIX OF EUROPE - Baku

