



2016 GRAND PRIX OF EUROPE

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

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The FIA Formula One Race Director



2016 GRAND PRIX OF EUROPE

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To	Formula One Team Managers	Date	16 June 2016
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EVENT NOTES

16 JUNE 2016

1) Issues arising from the Canadian Grand Prix

2) Pit lane map

- 2.1 Safety Car lines.
- 2.2 The location of the pit entry and the pit exit.
- 2.3 Designated garage areas.
- 2.4 Safety Car position for first lap and rest of race.
- 2.5 Blue flag marshal.
- 2.6 Safety Car "arrow man".

3) Weighing and weighing platform

- 3.1 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.

4) Practice starts

4.1 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.

4.2 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.

4.3 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).

5) Lines or bollards at the pit entry and pit exit

5.1 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.

5.2 In accordance with Chapter 4 (Section 4) of Appendix L to the ISC drivers must keep to the left of the white line at the pit entry.

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

6) DRS

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

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

Zones 1 and 2 : Panel 19.

6.3 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.

7) Light panels

7.1 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.

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

8.1 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.

9) Fire extinguishers around the circuit

9.1 Indicated by small fluorescent orange boards with a white letter “F”.

10) Places where drivers can leave the track

10.1 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.

11) Places to remove cars from the track

11.1 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.

11.2 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.

13) Support races

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

14) Post qualifying parc fermé

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

15) Removing cars from the grid

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

16) Car number light panels for the start

16.1 On the driver's left.

17) Post race parc fermé

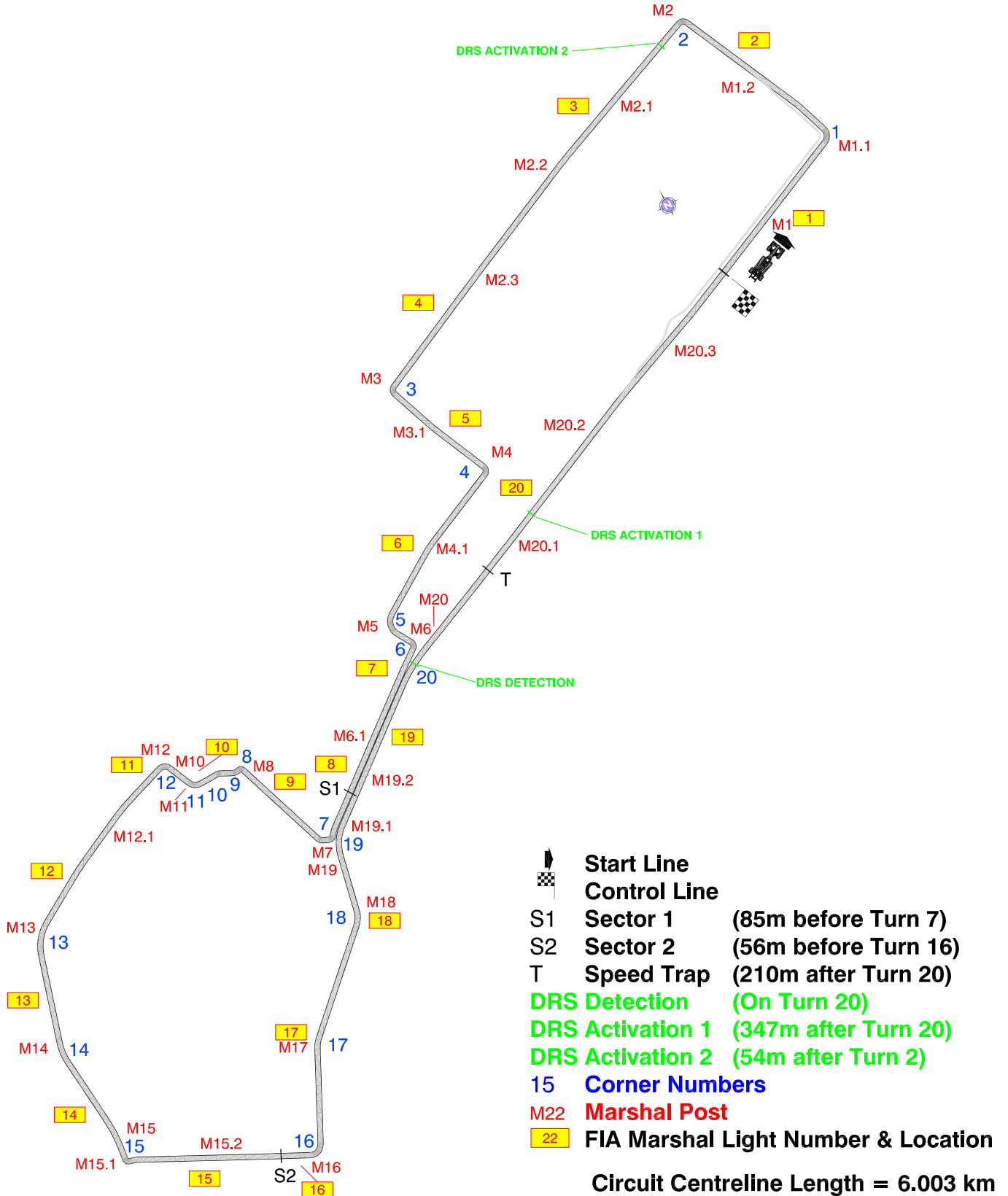
17.1 All cars must enter the pit lane and proceed directly to the weighing area.

18) Any other business



Charlie Whiting
FIA Formula One Race Director

Circuit Map



2016 FORMULA 1 GRAND PRIX OF EUROPE - Baku

