



FIA FORMULA 1 WORLD CHAMPIONSHIP



# 2024 CHINESE GRAND PRIX

## 19 - 21 April 2024

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	13
<b>To</b>	All Teams, All Officials	<b>Date</b>	19 April 2024
		<b>Time</b>	10:54

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**Title** Race Director's Event Notes V2

**Description** Race Director's Event Notes V2

**Enclosed** 2024 Chinese Grand Prix - Event Notes V2.pdf

**Niels Wittich**

**The FIA Formula One Race Director**



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## EVENT NOTES V2 (changes in light blue) General Instructions

### 1) Observing yellow flags

- 1.1 Single waved: Drivers 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.
- 1.2 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. Furthermore, during sprint qualifying and qualifying, any driver in a double yellow sector will have that lap time cancelled.
- 1.3 Double Waved during VSC or SC: Any driver passing through a double waved yellow marshalling sector during a VSC or SC, in addition to the requirements in 1.2 above, must remain positive of the SECU delta time in the sector concerned.

### 2) Laps during Sprint Qualifying and Qualifying and Reconnaissance Laps

In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end of sprint qualifying, qualifying or during reconnaissance laps when the pit exit is opened for the sprint or the race, drivers must stay below the maximum time set by the FIA between the Safety Car lines shown on the pit lane map.

Teams and Drivers will be informed of the maximum time after the first practice session.

For the safe and orderly conduct of the Event, other than in exceptional circumstances accepted as such by the Stewards, any driver that exceeds the maximum time from the Second Safety Car Line to the First Safety Car Line on ANY lap during and after the end of the sprint qualifying session and the qualifying session, including in-laps and out-laps, may be deemed to be going unnecessarily slowly. For the avoidance of doubt, this does not supersede Article 33.4 and Article 37.5 of the FIA Formula One Sporting Regulations, which apply to the entire Circuit, furthermore this includes the pit lane as well. Incidents will normally be investigated after the sprint qualifying or qualifying session.

### 3) Parc Fermé

The Parc Fermé cameras must be always uncovered and operational during the Event.

### 4) Lapping during the sprint and the race

The ISC requires drivers who are caught by another car to allow the faster driver past at the first available opportunity.

The F1 marshalling 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.

5) **Article 40.8**

In accordance with the provisions of Article 40.8, upon request by the Technical Delegate, the Teams are required to connect the umbilical to the cars and close the HV contactors (TR 5.26.5) for the sole purpose of checking the car ERS safety status, every morning immediately after the covers are removed and the cars are under parc fermé conditions.

**Event Specific Instructions**

6) **FIA Outside Scales Times**

Should the outside scales be set-up at the pit-lane entrance, these will be available for teams to use at any time outside the curfew times and the Parc Fermé cover-up times, except for the 30 minutes preceding the start of the Sprint Qualifying or the Qualifying session and if there are support competitions using the pit lane.

7) **Specific Technical Procedures**

Please note that the FIA have introduced an Appendix Index File which contains all the relevant and active Appendix documents, Technical and Sporting Directives. The latest version of this Index file (“**2024 Formula 1 Appendix – iss 1 – 2024-01-15.xlsx**”) and all relevant documents can be found on the FIA SFTP site.

Competitors are hereby required to ensure compliance with these directives for the safe and orderly conduct of the Event.

8) **Support Races team barrier placement and Movements**

Team barrier placement prior to and during all support category practice sessions and races: No more than five (5) meters from the garages.

It is not permitted to push cars to the weighing area at any time a support category is in the pit lane.

Support Crews and Trolleys will be released into Pit Lane no earlier than 20 minutes prior to the opening of Pit Exit for their respective sessions.

Support Category competition vehicles will be released from the marshalling area no earlier than 15 minutes prior to the opening of Pit Exit for their respective sessions.

9) **Practice starts**

9.1 Practice starts may only be carried out on the asphalt on the RHS of the pit exit before the end of the pit wall and, for the avoidance of doubt, this includes any time the pit exit is open for the race.

9.2 Additionally, practice starts may be carried out on the track after the end of the free practice session. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and carry out a practice start.

9.3 All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.

9.4 If any driver appears to be disregarding any of the above a red flag will be displayed and the possibility to carry out any further starts will be immediately terminated.

10) **Lines at the Pit Entry and Pit Exit**

10.1 In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the

procedures at pit entry and pit exit.

- 10.2 For safety reasons, the line that is at pit exit, includes the line painted on the track at pit exit and continuing after SC2 line.
- 10.3 If there is a yellow flag displayed at MP16.2 on RHS at the pit entry it will be a warning of an incident around the corner of the pit entry. This flag is not intended for drivers staying on track.
- 10.4 Drivers entering the pit entry road must stay to the right of the solid white line except for the apex of the bend where they must stay to the right of the bollard.



#### 11) **Post-Qualifying drivers weighing**

Any driver who finished participating in the qualifying sessions after SQ1, SQ2, Q1 and Q2 must proceed through the pit lane directly to the FIA scales immediately after they have returned to their team's garage. The drivers may not drink anything or do anything which increases their weight before it is recorded by the FIA.

Any driver, who stops on the track during the qualifying sessions and is not required to visit the Medical Centre, must proceed to the FIA scales to get his weight recorded before returning to his team.

After SQ3 and Q3, the top 10 drivers must proceed to the FIA scales immediately when out of their cars without contact with any other person.

#### 12) **DRS**

DRS Detection will be automatically disabled in each individual zone if any of the light panels in that zone are displaying yellow. The zones and corresponding light panels are as follows:

- a) DRS Activation 1: Panels 16, 17
- b) DRS Activation 2: Panels 19, 20, 1

#### 13) **Track Limits**

In accordance with the provisions of Article 33.3, the white lines define the track edges. During Qualifying and the Race, each time a driver fails to stay within the track limits, this will result in that lap time being invalidated by the Stewards.

#### 14) **Unsafe or Unknown ERS Status**

If the status of the ERS changes to unsafe or unknown, the relevant team will be required to send mechanics during the session to gate 7, located between the race control tower and the TV compound. They will then be driven to their car with a car.

#### 15) **Fire extinguishers around the circuit**

Indicated by white boards with a red letter "F" or a red fire extinguisher attached to the debris fences.

**16) Places to remove cars from the track**

Indicated by fluorescent orange panels/paintings on the barriers.

**17) Removing cars from the grid**

Cars may be removed from the grid through the gates adjacent to grid positions 5 and 18.

**18) Car number light panels for the start**

On the right-hand side of the grid.

**19) Changes to the Circuit**

- Bumps removed in Turn 1 and Turn 8 where the track crosses the tunnel.
- All cracks in the working lane repaired.
- A bump on RHS of Turn 3 removed.
- All grass pavers repaired.
- Asphalt run-off at the exit of Turn 10 shortened, gravel behind.
- Asphalt run-off in Turn 12 on LHS shortened to 1.7m, gravel behind.
- Asphalt run-off in Turn 16 on RHS shortened to 1.7m, gravel strip behind.
- All sausage kerbs removed.
- All artificial grass removed.
- New debris fence at MP9.5.
- All brake markers removed and replaced with new brake markers attached to the fence.

**Niels Wittich**

**The FIA Formula One Race Director**