



FIA FORMULA 1 WORLD CHAMPIONSHIP



2025 SINGAPORE GRAND PRIX

03 - 05 October 2025

From	The FIA Formula One Race Director	Document	6
To	All Teams, All Officials	Date	02 October 2025
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The FIA Formula One Race Director



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EVENT NOTES

General Instructions

1. **Laps during Qualifying and Reconnaissance Lap(s).**

In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end 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.

Teams and Drivers will be informed of the maximum time after the Second 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 qualifying session, including in-laps and out-laps or during reconnaissance laps when the pit exit is opened for the race, 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 Qualifying session or the Race.

2. **Parc Fermé**

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

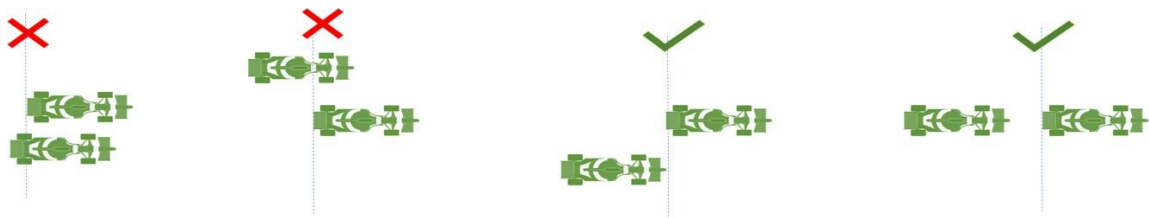
3. **Lapping during the Race**

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 light panels 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.

4. **Article 55.15 SR**

“In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart”.



5. ERS safety check after covers off

In accordance with the provisions of Article 40.2 k of the Sporting Regulations, as work required by the Technical Delegate; Each morning, immediately after covers are removed when the cars are under parc fermé conditions (Articles 40.7 & 40.8), all Teams must connect the umbilical to their cars and start a telemetry data logging for the sole purpose of checking the car ERS safety status.

6. Pit Lane Safety

Art. 26.3 of the Sporting Regulations states: “Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all Free Practice sessions, the Qualifying session as for the Race.” Additionally, Article 34.13 of the Sporting Regulations states: “Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as the work is complete.”

For the safe and orderly conduct of the event, in the context of the race only, the requirements of Article 34.13 are considered to apply until such time as all cars able to do so have completed the Race and have entered the designated Parc Ferme area. Following the end-of-session signal, described in Article 59.1, and when the Race Director considers it safe to do so, the message “ALL PASS HOLDERS MAY ACCESS THE PIT LANE” will be sent to all competitors using the official messaging system; this being the signal to all competitors that the requirements of Article 34.13 are no longer applicable, and thus holders of passes not valid for access to the Pit Lane (i.e. passes other than those marked “Pit Lane” or “Pit Lane All Times”) may enter the pit lane.

Competitors are reminded that in accordance with the International Sporting Code, Article 9.15.1 “The Competitor shall be responsible for all acts or omissions on the part of any person taking part in, or providing a service in connection with, a Competition or a Championship on their behalf, including in particular their employees, direct or indirect, their Drivers, mechanics, consultants, service providers, or passengers, as well as any person to whom the Competitor has allowed access to the Reserved Areas.”

7. Lap times in each Practice Session. Qualifying and Race

Only lap times which have been completed on the track will be included for the purpose of any classification.

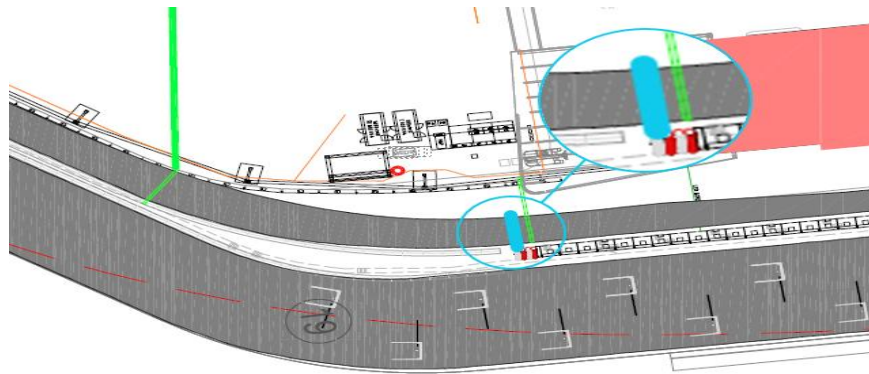
8. Finishing the Race

For the purpose of finishing the Race, pursuant to Article 59.1 of the FIA Formula One Sporting Regulations, the “Line” referred to will be the Control Line on the track and not in the Pit Lane.

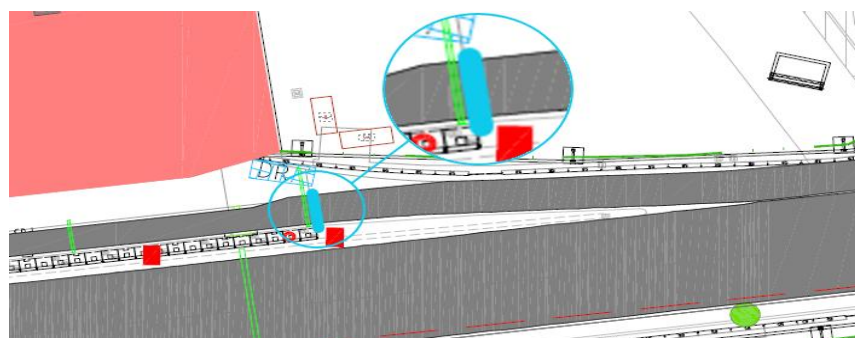
Event Specific Instructions

9. Marshalling System

- 9.1 A car entering the Pit Lane will be subject to the marshalling state (i.e. yellow flag or double yellow flag) of the associated sector until it passes the blue line marked on the image below.



- 9.2 A car leaving the Pit Lane will be subject to the marshalling system state i.e. yellow flag or double yellow flag of the sector into which it is emerging after it passes the blue line marked on the image below.



10. 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 Qualifying session and if there are support competitions using the pit lane.

The FIA scales will not be made available for teams to use from this event onwards.

11. 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 (“**2025 Formula 1 Appendix – iss 11 – 2025-06-30.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.

12. Support Races team barrier placement and movements

Team barrier placement prior to and during all support category practice sessions and races: No more than one (1) meter from the garages.

Please ensure that your pit stop gantry arms are moved back towards the garage during all support category activities.

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.

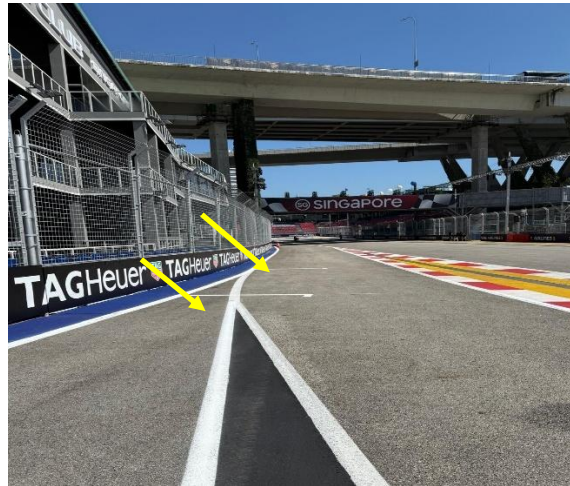
Support Category competition vehicles will be released from the marshalling area no earlier than 15 minutes prior to the opening of Pit Exit for their respective sessions.

13. Practice starts

- 13.1 During Free Practice sessions, practice starts may be carried out in the Pit Exit Road on the left-hand side using one of the marked grid boxes shown in the image below. Cars queuing

to perform a practice start must keep to the left-hand side of the Pit Exit Road to allow sufficient space for cars not wishing to do a practice start to pass.

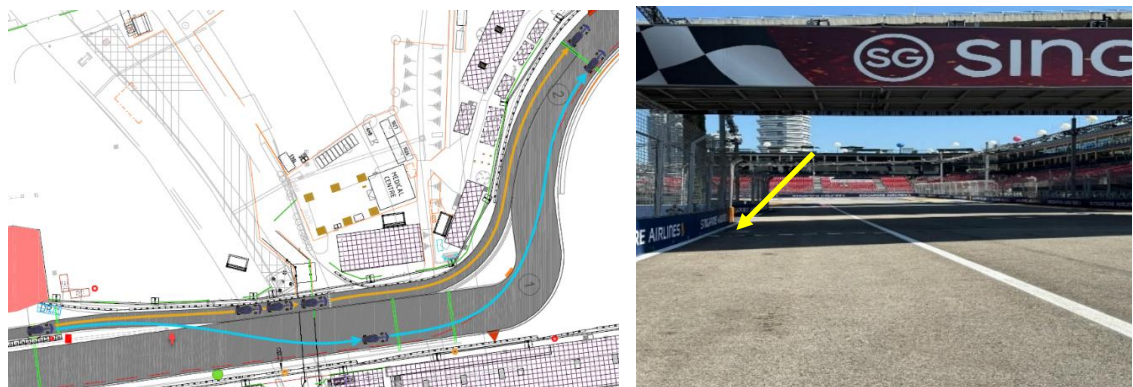
Cars NOT wishing to perform a practice start may pass any car queuing to do a practice start. In such circumstance the passing car may cross the white line painted on the right-hand side of the Pit Exit Road but, in accordance with Chapter IV Article 6c of Appendix L, may NOT cross the white line painted on the track for the purpose of separating cars leaving the pit lane from those on the track.



13.2 Practice starts during reconnaissance laps:

Cars wishing to perform a practice start should leave the pit lane using the Pit Exit Road and must NOT cross either the white line painted on the right-hand side of the Pit Exit Road or the white line separating cars leaving the pit lane from those on the track. They may stop in the area immediately prior to the dashed line (painted across the Pit Exit Road) as shown in the image below and perform a practice start. All such cars MUST then join the circuit from the Pit Exit Road. Cars queuing to perform a practice must keep to the left-hand side of the Pit Exit Road to allow sufficient space for cars not wishing to do a practice start to pass.

Cars NOT wishing to perform a practice start should leave the pit lane and MUST cross the white lines separating the Pit Exit Road from the track at the earliest opportunity and join the “normal” racing line. All such cars MUST NOT cross back into the Pit Exit Road.



13.3 For the avoidance of doubt, practice starts may not be carried out during Qualifying Sessions.

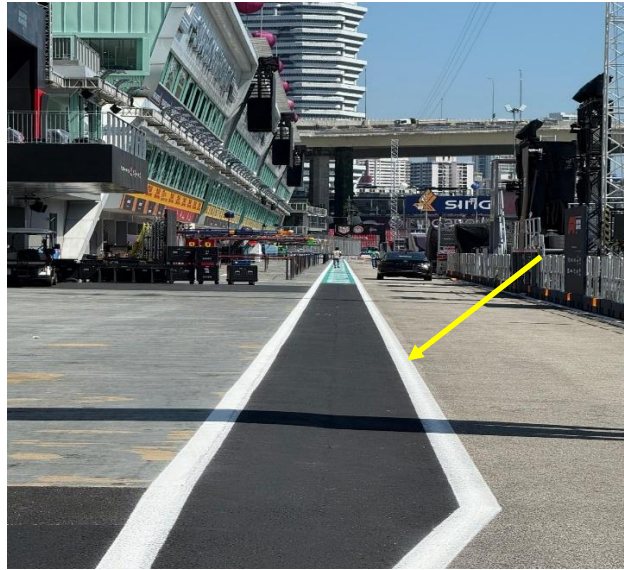
13.4 Practice starts after each Free Practice will be performed according to Article 38.3 of the Sporting Regulations.

13.5 If any Free Practice session is resumed with less than 2 minutes remaining, for the purpose of facilitating practice starts on the grid as provided for in Article 38.3 of the Sporting Regulations, any car wishing to leave the pit lane must proceed down the pit lane without undue delay and exit the pit lane without leaving a significant gap to the car ahead.

14. **Article 34.8 SR**

(...) Any car(s) driven to the end of the pit lane prior to the start or re-start of a Free Practice session or Qualifying session must form up in a line in the fast lane and leave in the order they got there (...)

It is noted that a car will be considered to be “in the fast lane” when a tyre has crossed the solid white line separating the fast lane from the inner lane, in this context crossing means that all of a tyre should be beyond the far side, with respect to the garages, of the line separating the fast lane from the inner lane.



For the avoidance of doubt, ISC Appendix L, Chapter IV, Article 5b) states that:

Once a car has left its garage or pit stop position it should blend into the fast lane as soon as it is safe to do so, and without unnecessarily impeding cars which are already in the fast lane.

Thus, after the start or re-start of a Free Practice session or Qualifying session, if there is a suitable gap in a queue of cars in the fast lane, such that a driver can blend into the fast lane safely and without unnecessarily impeding cars already in the fast lane, they are free to do so.

Furthermore, it is noted that during a Free Practice session and Qualifying session a car driving in the inner lane, parallel to the fast lane, will not be considered to have blended into the fast lane at the earliest opportunity.

Additionally, ISC Appendix L, Chapter IV, Article 5d) states that:

Cars in either the fast lane or working lane may not overtake other cars in the fast lane except in exceptional circumstances.

In this context a “stopped car” is one which has an obvious mechanical problem.

15. **Driving in the Pit Lane During the Race**

This event is at a track where the pit lane is narrow.

For the safe and orderly conduct of this event, when released from their pit stop position during the race, all cars so released shall be responsible for ensuring that they blend into the fast lane as quickly as possible in a safe and orderly manner without unnecessarily impeding any car already in the fast lane. If this requires the released car to slow down sufficiently to allow car(s) in the fast lane to pass them, then that is what the released car should do.

For the avoidance of doubt, in this case a car will be considered to have entered the fast lane when all parts of the car have crossed the line separating the fast lane from the inner lane.

16. **Lines at the Pit Entry and Pit Exit**

16.1 In accordance with Chapter 4, Articles 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.

16.2 Pertaining to Chapter IV Article 6c of Appendix L to the ISC, the “*line painted on the track for the purpose of separating cars leaving the pit lane from those on the track*” is the line highlighted in the image below using blue arrows. Thus, except during reconnaissance laps as described in Point 13.2 of these notes, no part of a tyre of a car exiting the pit lane may cross this line.



Furthermore, except when passing a car which has stopped to perform a practice start during a Free Practice Session as described in Point 13.1 of these notes, for the safety and orderly conduct of the event no part of a tyre of a car exiting the pit lane may cross the white line painted on the right-hand side of the Pit Exit Road as highlighted in the image below using red arrows.



For the avoidance of doubt, crossing means that the outside of any tyre should not go beyond the outside, with respect to the Pit Exit Road, of these lines.

- 16.3 Pertaining to Chapter 4, Article 4 of Appendix L to the ISC any driver passing on the left hand side of the junction of the dashed white line to the solid white line (as the image bellow) at the pit entry road will be considered as entering the pit lane



17. Stopping Qualifying Sessions

For the safe and orderly conduct of the event, should any period of the Qualifying Session be stopped with less than 90 seconds remaining, the Race Director with the agreement of the

Stewards may decide that the relevant period of the qualifying session will not be resumed, i.e. that part of the competition will be stopped.

18. Post-Qualifying drivers weighing

Any driver who finished participating in the Qualifying Sessions after 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.

Drivers who finish within the top 10 must proceed to the FIA scales immediately when out of their cars without contact with any other person.

19. DRS during all Free Practice sessions and the race

DRS Detection will be automatically disabled in each individual zone if any of the light panels in that zone are displaying yellow.

The zone and corresponding light panels are as follows:

- a) DRS activation 1: 4, 5, 6
- b) DRS activation 2: 11, 12, 13
- c) DRS activation 3: 13, 14, 15
- d) DRS activation 4: 16, 1, 2
- e)

20. DRS during the qualifying sessions

DRS Detection will be automatically disabled in each individual zone if any of the light panels in that zone are displaying yellow.

The zone and corresponding light panels are as follows:

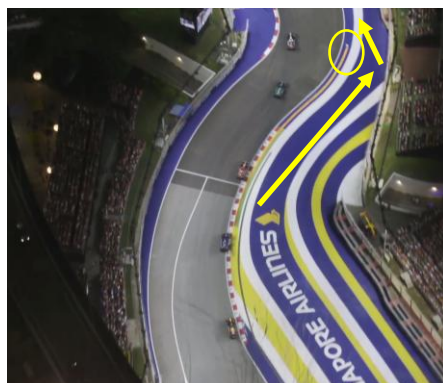
- a) DRS activation 1: 4, 5, 6
- b) DRS activation 2: 11, 12, 13
- c) DRS activation 3: 13, 14, 15
- d) DRS activation 4: 16, 1

21. Track Limits

21.1 In accordance with the provisions of Article 33.3 of the Sporting Regulations, the white lines define the track edges. During Qualifying and the Race, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards. Additionally, each time a driver fails to negotiate the turns 18 and 19, will result in that lap time and the immediately following lap time may be invalidated by the Stewards.

21.2 Run-off in Turn 1-2-3

Any driver who fails to negotiate Turn 2 by using the track, and who passes completely to the right of the orange kerb/line element, must keep to the right of the red and white polystyrene block, and re-join the track on the outside of Turn 3.



22. 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 to the race control door area. They will then be picked up by car to be brought to their car after the session.

23. Leaving the garage before and during all Practice Sessions

- 23.1 Before the start of a Practice Session or qualifying session no cars may enter the pit lane to proceed to pit exit until 5 minutes before the start of the session.
- 23.2 If the Free Practice Session or Qualifying Session is suspended, cars may only enter the Fast Lane after the re-start time is confirmed via the official messaging system.

24. Fire extinguishers around the circuit

Indicated by white boards with a red fire extinguisher attached to the debris fences.

25. Places to remove cars from the track

Indicated by fluorescent orange panels/paintings on the barriers.

26. Removing cars from the grid

Cars may be removed from the grid through the gates adjacent to the starting line and grid position 13.

27. Race Suspension or Starting Procedure Suspended

In case of race suspension or starting procedure suspended, (except in case of Article 57.2 – stopping on the grid), cars will be stopped in the fast lane with the first car stopped in the vicinity of the pit exit lights.

28. Car number light panels for the start

On the right-hand side of the grid.

29. Changes to the Circuit

Resurfacing areas:

- from Turn 2 until the exit of Turn 3
- from entry Turn 6 until the exit of Turn 7
- from entry Turn 9 until before Turn 11
- from exit Turn 14 until the exit of Turn 16
- from exit Turn 16 until the exit of Turn 19

Localized patching at Turns 5, 6, 13 and 14.

Repair the edge of the working lane with the fast lane.

The Safety Car Lines and Pit Entry lines are highlighted blue.

30. Light panels:

In case of an incident, the yellow and double yellow light panel will be mirrored on the following panels: Panel 11 will be mirrored on panel 10.

31. FP1 and FP2 Marshalling System Test

Active Test(s):

None

Background Test(s):

During FP1 a 'virtual' loop test is planned. This will allow the on-car SC2 line detection to be received via GPS source in addition to the standard track loops throughout FP1. The track loop will be disabled at the end of FP1 during the practice start period to force the virtual loop to be used. The SC2 lap trigger will also be disabled to support this throughout Friday. The test may be repeated in FP2 if required.

Rui Marques

The FIA Formula One Race Director