



FIA FORMULA 1 WORLD CHAMPIONSHIP



# 2025 LAS VEGAS GRAND PRIX

20 - 22 November 2025

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	20
<b>To</b>	All Teams, All Officials	<b>Date</b>	21 November 2025
		<b>Time</b>	15:43

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**Title** Race Director's Event Notes V2  
**Description** Race Director's Event Notes V2  
**Enclosed** 2025 LVGP Event Notes V2.pdf

**Rui Marques**

**The FIA Formula One Race Director**



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**From** The FIA Formula One Race Director

**To** All Officials, All Teams

**Date**

21 November 2025

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

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

In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end of the Qualifying Session 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 Articles 33.4 and 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.

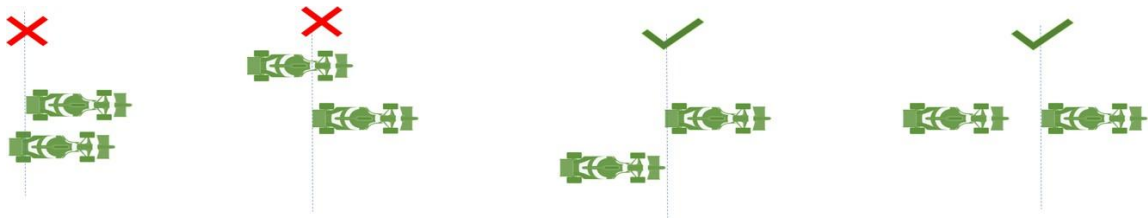
3. **Lapping during the Race**

The International Sporting Code (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 Sporting Regulations**

*"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 and 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**

Article 26.2 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 Sprint Qualifying, Qualifying Session, the Sprint 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 Sessions, Qualifying Session and the Race**

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

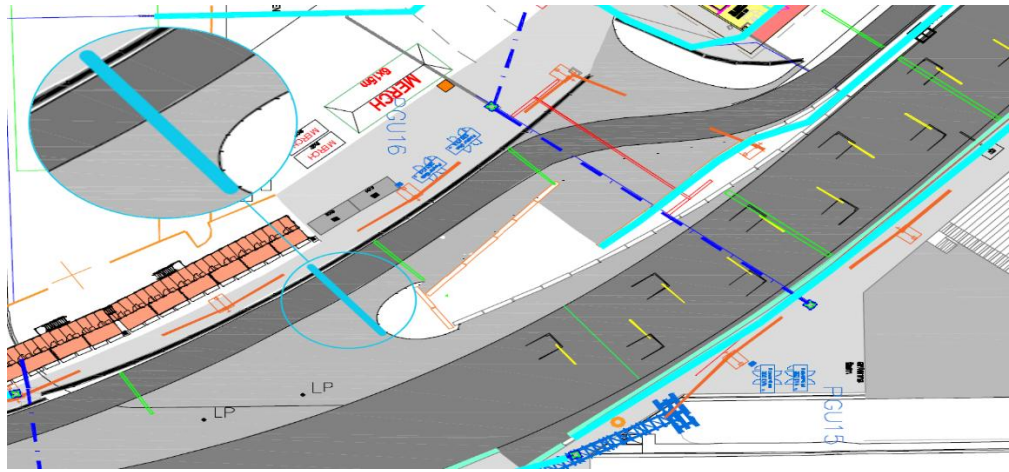
**8. Finishing the Race**

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.

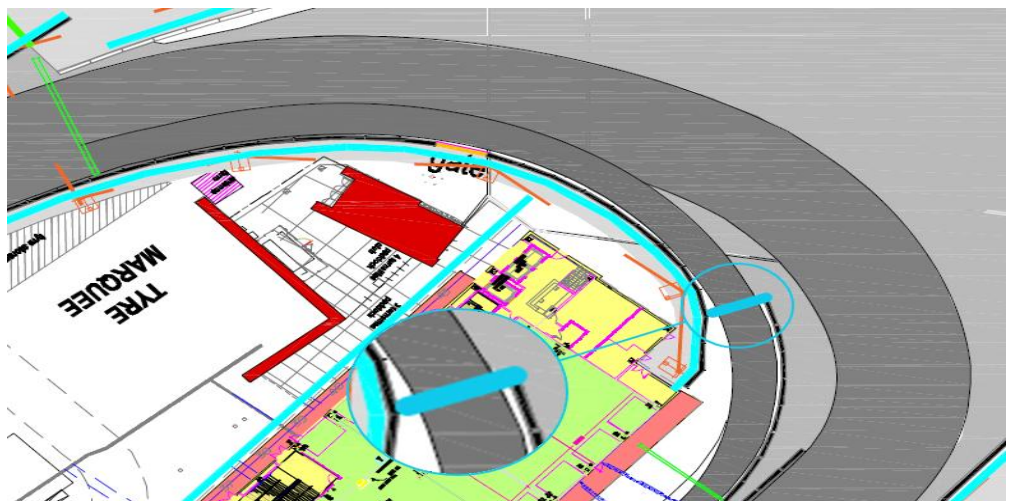
**Event Specific Instructions**

**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. 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 13 – 2025-10-10.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.

## 11. Support Races team barrier placement and movements

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

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

Support Crews and Trolleys will be released into Pit Lane no earlier than 20 minutes prior to the 3 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.

## 12. Practice starts

- 12.1 No practice starts may be carried out at the pit exit.
- 12.2 For the avoidance of doubt, practice starts may not be carried out during the Qualifying Session.
- 12.3 Practice starts after the Free Practices will be performed according to Article 38.3 of the Sporting Regulations.

- 12.4 If the 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.
- 12.5 During the time the pit exit is open for the race, practice starts may be carried out at the end of the pit exit road but before the SC2 line on the Left-Hand side.  
Cars NOT wishing to perform a practice start should leave the pit lane and MUST cross the white line (highlighted blue) separating the Pit Exit Road from the track at the earliest opportunity.

**13. Article 34.8 Sporting Regulations**

(...) 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 the Free Practice sessions 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 the 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.

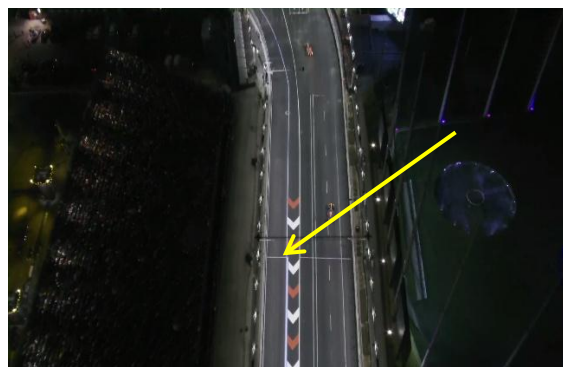
Additionally, ISC Appendix L, Chapter IV, Article 5d) states that:

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

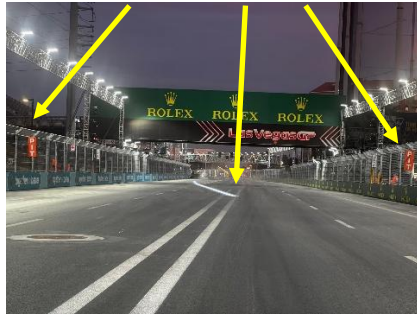
In this context a “stopped car” is one which has an obvious mechanical problem.

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

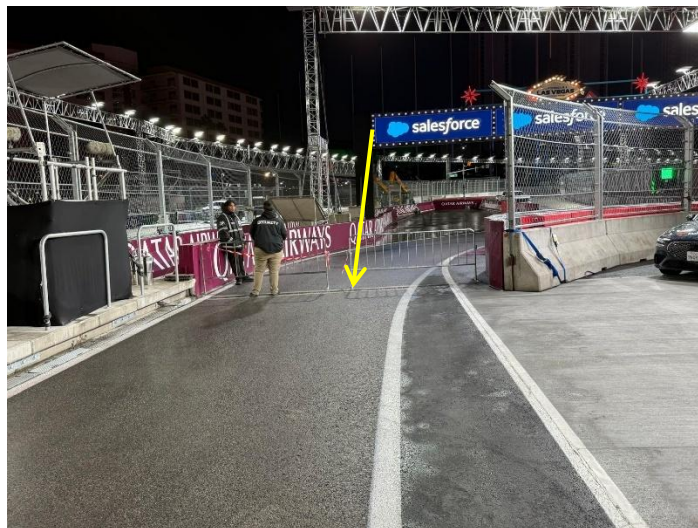
- 14.1 In accordance with Chapter 4, Articles 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.
- 14.2 Pertaining to Chapter 4, Article 4 of Appendix L to the ISC any driver passing to the left hand side at the pit entry road after the safety car line 1 will be considered as entering the pit lane.



- 14.3 For safety reasons, drivers must keep to the left of the solid white line (highlighted blue) at the pit entry when they are entering the pits.



- 14.4 During the reconnaissance laps prior to the Race drivers are allowed to cross the white line separating the pit exit road from the circuit.
- 14.5 For the safe and orderly conduct of the event, during any live session, team personnel are not allowed in the pit lane beyond the pit lane barrier near pit entry, as indicated in the picture below.



## 15. Stopping the Qualifying Session

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.

## 16. Post Qualifying Session drivers weighing

Any driver who has finished participating in the Qualifying Session after Q1 or 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 their 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.

## 17. DRS during Free Practice sessions, Qualifying 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: 3, 4, 5, 6
- b) DRS activation 2: 16, 17, 18

## **18. Track Limits**

In accordance with the provisions of Article 33.3 of the Sporting Regulations, the white lines define the track edges. During Qualifying Session and the Race, each time a driver fails to negotiate the lap within the track limits, this will result in that lap time being invalidated by the Stewards. Additionally, each time a driver fails to respect track limits at the apex of turn 17, will result in that lap time and the immediately following lap time being invalidated by the Stewards.

## **19. 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 pit entry area near race control building, in the pit lane side. They will then be picked up by car to be brought to their car at the end of the session.

## **20. Leaving the garage before and during all Practice Sessions**

- 20.1 Before the start of the Practice Session and Qualifying Session no cars may enter the pit lane to proceed to pit exit until 5 minutes before the start of the session.
- 20.2 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.

## **21. Fire extinguishers around the circuit**

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

## **22. Places to remove cars from the track**

Indicated by fluorescent orange panels/paintings on the barriers.

## **23. Removing cars from the grid**

Cars may be removed from the grid through the gates adjacent to the start line and the grid position 9.

## **24. Race Suspension or Starting Procedure Suspension**

In case of Race suspension or Starting Procedure suspension, (except in case of Article 57.2 of the Sporting Regulations – stopping on the grid), cars will be stopped in the fast lane with the first car stopped in the vicinity of the last team garage.

## **25. Car number light panels for the start**

On the left-hand side of the grid.

## **26. Light panels:**

In case of an incident, the yellow and double yellow light panel will be mirrored on the panels below:

- Panel 9 will be mirrored on panel 8.
- Panel 12 will be mirrored on panel 11.
- ~~Panel 13 will be mirrored on panel 12.~~
- Panel 14 will be mirrored on panel 13.
- Panel 19 will be mirrored on panel 18.

## **27. Changes to the Circuit**

- Turn 3: adjust right-hand side Inside painted kerb and white line (the wall is in the same position)
- Turn 4: Exit Left-Hand side adjust left track edge. The painted kerb was removed.
- Two patches of Asphalt: one 50m before MP4.8 and the second one 20m after over whole track width
- Patch of Asphalt 40m before Turn 5 over whole track width
- Turn 5 and Turn 6 left-hand side adjustment of painted kerb and white line (the wall is in the same position)
- Turn 8: widening Run Off on the left-hand side for better access for vehicles and pedestrians during track build
- Two patches of Asphalt: one at MP12.9 and the second one at 30 meters after the MP over the whole track width

- MP 12.9 changed location.
- MP15.1 moved to opposite track site for better line of sight and MP16.0 move closer to T15.
- Distance boards updated to new size and 100 m boards printed in blue.
- Reprofile the manhole between Turn 16 and Turn 17 under the bridge.
- Reprofile of the concrete barrier before pit entry (after the speed limit board) at the right-hand side.
- [Remove paint from the apex Turn 16](#)

**Rui Marques**

**The FIA Formula One Race Director**