



## 2021 YAS MARINA EVENT

9 to 12 December 2021

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	19
<b>To</b>	All Teams, All Officials	<b>Date</b>	11 December 2021
		<b>Time</b>	13:35

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**Title** Event Notes V4

**Description** Event Notes V4 Podium Procedure.

**Enclosed** 2021 F2 Yas Marina Event Notes V4.pdf

**Bob Kettleboro**

**The FIA Formula 2 Race Director**

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## Event Notes **Version 4.**

### General Instructions.

#### 1) Matters arising from the Jeddah Event.

#### 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 at the pit exit.
- 2.6 Track light panels displaying pit entry status.

#### 3) Pirelli Event Preview.

- 3.1 With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.

#### 4) Drivers' Meeting.

- 4.1 In order to avoid any possible miscommunication during the Drivers' Meeting, teams are not allowed to start the engines on Thursday between 17:00 and 17:30 hours.

#### 5) Transfer Procedure from support paddock to F1 pit lane.

- 5.1 For the transfer procedures from the support paddock to the F1 pitlane, prior to all sessions and races, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations, may be used.

#### 6) Track light panels.

- 6.1 The FIA track 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.

#### 7) Drivers leaving their pit stop position in the pit lane.

- 7.1 For safety reasons, during practice and qualifying drivers must not do burn outs from their pit stop position, for the avoidance of doubt this also applies when the pit exit is open for reconnaissance laps.

- 7.2 It is not permitted to do burn outs or clutch bite points checks in the paddock, garage areas and in the pit lane at any time during the Event.
- 7.3 For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.
- 7.4 For reasons of safety and sporting equity, drivers must not drive through other team's pit bay after being released from their pit stop position.

**8) Head and Eye Protection.**

- 8.1 For Safety Reasons, all team personnel working on a car during any kind of pit stop practice , when the engine is running , must wear head and eye protection as defined in Article 28.11 of the 2021 F2 Sporting Regulations.

**9) Fuel pressure release in parc fermé.**

- 9.1 For safety reasons, teams are authorised to appoint one person specifically in order to release the pressure inside the fuel cell when the cars return after each session. In addition, teams are authorised to attach fans to the car in the parc fermé.
- 9.2 When the cars are in the parc fermé, this person must request prior authorisation from the FIA Technical Delegate on site and is only authorized to perform the action specified above.
- 9.3 This person will not count as far as Article 21.5 of the 2021 FIA F2 Sporting Regulations is concerned (team personnel limitation).

**10) Observing yellow flags during free practice and qualifying.**

- 10.1 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, for practical purposes any driver in a double yellow sector will have that lap time deleted.
- 10.2 Single waved: Drivers should 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.

Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

**11) Lapping during the race.**

- 11.1 The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.

As it was at the end of last season the 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.

It should be noted that the aim of using F1MS is ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

**12) Fast Lane of the Pits.**

- 12.1 For the safe and orderly running of the Event (Article 12.1.1.i of the ISC.) Cars may not enter the fast lane until the pit exit is opened at the start or re-start of each practice or qualifying session and the start of races. Furthermore, no car may be moved to a position in the inner lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.

**12.2** If there is a red flag at any time during practice or qualifying all cars must return to their Teams designated area in the inner lane.

At no time may a car be reversed in the pit lane under its own power.

**13) Driving Standards during practice and qualifying**

**13.1** The Stewards intend to consider penalties against drivers who unnecessarily impede or hinder drivers on hot laps, usually But, not exclusively. By weaving excessively while on a preparation lap.

**Event Specific Instructions**

**14) Changes to the circuit.**

**14.1** For the purpose of this point, this is considered a New Circuit.

**15) Formula 1**

**15.1** F1 Teams have been asked to keep their barriers no more than three meters from the garages during all support race practice sessions and races.

**15.2** F2 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

**16) Practice starts**

**16.1** Practice starts may only be carried out on the track at the end of the free practice session, none may be carried out in the pit lane. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the support pits, proceed to the F1 grid and carry out a practice start.

**16.2** All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, they 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. 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 terminated.

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

**17) Lines or bollards at the Pit Entry and Pit Exit**

**17.1** 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.

**17.2** For safety reasons drivers must keep to the right of the solid white line immediately prior to entering the pits.

**17.3** Except in the cases of force majeure (accepted as such by the Stewards), the crossing by any part of the car, in any direction, of the white line between the pit entry and the track, by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.

**18) Track Limits.**

**18.1** Drivers are reminded of the provisions of Article 27.3 Of the Sporting Regulations.

**18.2 Support Category Pit Exit – Entry to Turn 9.**

a) The dotted white line across the support race pit exit is the track edge.

**18.3 Turn 7.**

a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the apex of Turn 7, will result in that lap time being invalidated by the Stewards.

#### **18.4 Turn 15 Exit.**

- a) A lap time achieved during any practice session or the race by leaving the track on the Exit of Turn 15, will result in that lap time being invalidated by the Stewards.

#### **18.5 Turn 16 Exit.**

- a) A lap time achieved during any practice session or the race by leaving the track on the Exit of Turn 16, will result in that lap time and the immediately following lap time being invalidated by the Stewards.

#### **18.6 General – Turn 7, Turn 15 Exit and Turn 16 Exit.**

- a) A driver will be judged to have left the track if no part of the car remains in contact with the track.
- b) Each time any car fails to negotiate Turn 7, or Turn 15 Exit, or Turn 16 Exit by using the track the teams will be informed via the official messaging system.
- c) On the third occasion of a driver failing to negotiate Turn 7 and/or Turn 15 Exit and/or Turn 16 Exit by using the track during the race, he will be shown a Black and white, any further cutting will be reported to the Stewards. For avoidance of doubt this means a total of three occasions combined not three at each corner.
- d) In all cases detailed above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.
- e) The above requirements will not automatically apply to any driver who is judged to have been forced off the track.

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

**19.1** Indicated by white boards with a red fire extinguisher image, these are attached to the debris fences or barriers.

#### **20) Places where drivers may leave the track.**

**20.1** Indicated by white and green panels displaying a person running, these are attached to the debris fences.

**20.2** Drivers may also leave the track at all vehicle openings indicated by fluorescent orange panels on the barriers.

**20.3** Drivers egress is available behind the barriers.

#### **21) Places to remove cars from the track**

**21.1** Indicated by fluorescent orange panels on the barriers.

**21.2** Should a car stop on the track during a session, the driver must keep all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

**21.3** If you have to stop the car on the pit straight, if possible, pull to the right-hand side of the track near one of the gates in the pit wall that are marked with a fluorescent orange panel at the top.

#### **22) Removing cars from the grid**

**22.1** Through gates in the pit wall, adjacent to pole position and grid positions 7 and 17.

#### **23) Car number light panels for the start**

**23.1** On the right-hand side of the grid.

#### **24) End of practice procedure**

**24.1** Drivers having made a practice start as defined in Article 16.1 above should then continue to the support race pit lane.

#### **25) End of qualifying procedure**

**25.1** After taking the chequered flag, slow down progressively and continue directly to Parc Fermé outside the FIA in the support pit lane.

## **26) Post-race procedures**

- 26.1** After taking the chequered flag, slow down progressively, the first 3 cars continue to the **F1 Grid** for the podium ceremony, all other leave the track into the support pit lane and go directly to Parc Fermé.
- 26.2** Following the podium presentation, **the first 3 cars will be towed to Parc Ferme by the marshals with recovery vehicles.**

## **27) General end of session procedure.**

- 27.1** Any cars in the F1 pit lane at the end of the practice session that can be driven, should go to the pit exit after the last car on track has made a practice start, when the pit exit light is green, they may then leave the pit exit and return to the support pit lane.
- 27.2** Any cars in the F1 pit lane at the end of qualifying or the races that can be driven, should go to the pit exit after the last car on track has taken the chequered flag, when the pit exit light is green, they may then leave the pit exit and return to the support pit lane and into Parc Fermé.
- 27.3** If there are any cars in the F1 pit lane at the end of the practice sessions or races that have a mechanical problem that prevents them from being driven, but the car can be towed, then it will be the responsibility of the team to tow the car to the support pit lane at the same time as team equipment.

## **28) Any other business**



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