



2022 LE CASTELLET EVENT

21 to 24 July 2022

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| From | The Stewards | Document | 31 |
| To | All Teams, All Officials | Date | 23 July 2022 |
| | | Time | 17:17 |

Title Event Notes F2 Le Castellet V4

Description Event Notes F2 Le Castellet V4

Enclosed Doc 31 - 2022 RD F2 - Event Notes V4.pdf

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LE CASTELLET EVENT

21 TO 24 JULY 2022

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| From | The FIA Formula 2 Race Director | Document | 31 |
| To | FIA Formula 2 Teams and Officials / The Stewards | Date | 23 July 2022 |
| | | Time | 17:15 |

EVENT NOTES V4 (changes in light blue)

General Instructions

1) Pit lane map.

- 1.1. Safety Car lines.
- 1.2. The location of the pit entry and the pit exit.
- 1.3. Designated garage areas.
- 1.4. Safety Car position for first lap and rest of race.
- 1.5. Blue flag marshal at the pit exit.
- 1.6. Track light panels displaying pit entry status.

2) Pre / Post Session - Race Procedure from support paddock to F1 pit lane.

- 2.1. 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.
- 2.2. A detailed description and further information of this procedure (pit lane order and timing) are described in the attached document – F2 Event Procedures.
- 2.3. All cars, after taking the chequered flag on the track (except for the practice starts after free practice), are required to return to the pit lane. When all cars are back in the pit lane, pit exit will be opened and all cars will drive back to the paddock.
- 2.4. After the end of the races, when the chequered flag is shown, the top 3 drivers must then complete another lap and, instead of entering the pits, proceed to the grid for the podium procedures

3) Tyre Schedule

- 3.1. Refer to attached document – F2 Tyre Schedule.

4) Pirelli Event Preview

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

5) Pit Stop Position

- 5.1. Refer to attached document – F2 Pit Stop Position

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) Lines or bollards at the Pit Entry and Pit Exit

- 7.1. In accordance with Chapter 4, Article 4 and 5 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.

8) Track Limits

- 8.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.



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9) Start Lights

- 9.1. When the red start lights are illuminated all cars shall immediately reduce speed and proceed slowly back to the pit lane.

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

- 10.1. 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.
- 10.2. 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.
- 10.3. 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.
- 10.4. 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.

11) Observing yellow flags during free practice and qualifying

- 11.1. 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 this means any driver in a double yellow sector, will have that lap time deleted.
- 11.2. 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.
- 11.3. 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.

12) Lapping during the race

- 12.1. 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.

13) Mandatory Pit Stop

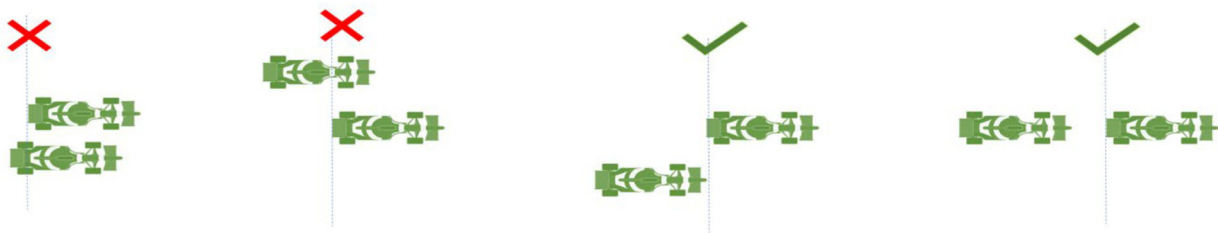
- 13.1. The mandatory pit stop may not be carried out until the driver has completed lap 6 on track. For the avoidance of doubt the sixth lap must be completed by crossing the Control Line on track (driving across the starting grid).
- 13.2. In case of the Safety Car being deployed through the pit lane and entering the pit lane on lap 6, mandatory pit stops will only be considered valid if a car enters pit lane on the following lap.

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14) Safety Car Procedure

- 14.1. Art. 40.13 (...) 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.(...)



15) Finishing the race

- 15.1. For the purposes of finishing the Race, pursuant to Article 44.1 of the FIA Formula 2 Sporting Regulations, the “Line” referred to will be the Control Line on the track and not the Pit Lane.

16) Fuel pressure release in parc fermé

- 16.1. 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.
- 16.2. 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.
- 16.3. This person will not count as far as Article 21.5 of the 2022 FIA F2 Sporting Regulations is concerned (team personnel limitation)

Event Specific Instructions

17) Practice starts

Practice starts may be carried out ***just before*** pit exit lights, on the right-hand side (in the slow lane of the second part of the pit lane) and for avoidance of doubt, this includes any time the pit exit is open for the race.

Practice starts may be carried out on the track at 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. After the practice starts on the grid, the driver must enter the pitlane again.

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.

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.

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18) Lines at the Pit Entry and Pit Exit

- 1.1 In accordance with Chapter 4, Article 4 and 5 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.
- 1.2 Drivers leaving the track to enter the pit entry road, must pass on the right hand side of the bollard placed on SC line 1.
- 1.3 At Pit Entry, after the 60km/h on drivers' right hand-side there is a TSP. If this TSP displays a double waved yellow flag, it means that the segment of the pit entry road ahead is blocked. Consequently, drivers should take extra care and prepare to stop if necessary. This TSP is to be disregarded by the drivers on track.



18) DRS

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

- a) DRS Activation 1: Panels 6, 7, 8, 9
- b) DRS Activation 2: Panels 18, 19, 1, 2

19) Track Limits

In accordance with the provisions of Article 33.3, the white lines define the track edges.

19.1 Turns 1 and 2

- a) Any driver who fails to negotiate Turn 2 by using the track, and who passes completely to the right of the first fluorescent yellow bollard on the apex of the corner, must keep completely to the right of the fluorescent yellow bollard and re-join the track by driving through the two arrays of blocks in the run-off by passing to the right of the first and to the left of the second.

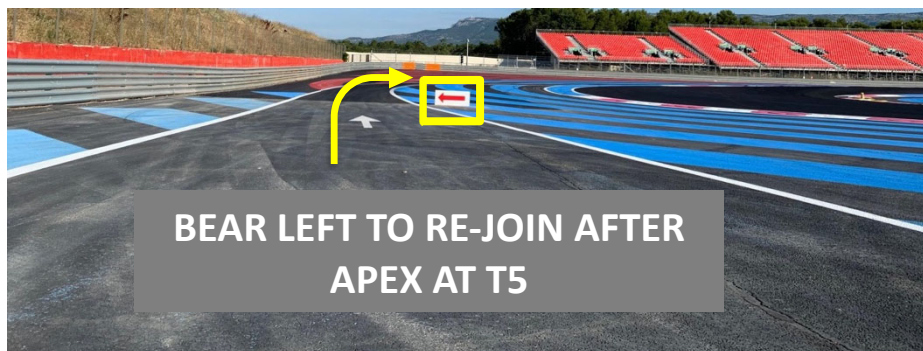
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18.2 Turns 3-5

a) Any driver who fails to negotiate Turn 4 by using the track, and who passes completely to the left of the fluorescent yellow bollard on the apex of the corner, must keep completely to the left of the fluorescent yellow bollard and re-join the track by driving to the left of the block in the runoff prior to Turn 5.



18.3 Turns 8 and 9

Any driver going straight on at turn 8 must re-join the track by driving through the four arrays of blocks in the escape road, to the left of the first, to the right of the second, to the left of the third and to the right of the fourth.

20) Fire extinguishers around the circuit

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

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21) Places to remove cars from the track

Indicated by orange panels on the barriers. If it is safe to do so, ideally drivers should try to stop on the left hand side of the track. Please bear in mind that drivers should wear their overalls, gloves and balaclava when being transported back to the pits.

22) Removing cars from the grid

Through the two gates in the pit wall adjacent to grid position 1 and 16.

23) Race Suspension

In case of a race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

24) Car number light panels for the start

On the right-hand side of the grid.

25) Changes to the circuit

A gravel bed has been installed at the exit of T7.

A TSP dedicated to indicate the obstruction of the pit entry road has been installed. The run off at T2 was leveled.

The baguette kerbs in turn 5 on LHS and turn 15 on LHS have been removed.

There is an active digital panel placed on top of the pit wall adjacent to the pit exit (driver's right). Each time a car is leaving the pit lane this panel will display an arrow pointing to the left to inform drivers on track that a car is exiting the pit lane.





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FIA Formula 2 Championship