



## 2022 BAKU EVENT

9 to 12 June 2022

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	8
<b>To</b>	All Teams, All Officials	<b>Date</b>	10 June 2022
		<b>Time</b>	08:56

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**Title** Event Notes V2  
**Description** Event Notes V2  
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**Gwen Bourcier**

**The FIA Formula 2 Race Director**

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<b>To</b>	FIA Formula 2 Teams and Officials / The Stewards	<b>Date</b>	10 June 2022
		<b>Time</b>	09:00

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## EVENT NOTES General Instructions

### 1) Matters arising from the Monaco 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) Transfer Procedure from support paddock to F1 pit lane.

- 4.1 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.

#### 5) Track light panels

- 5.1 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.

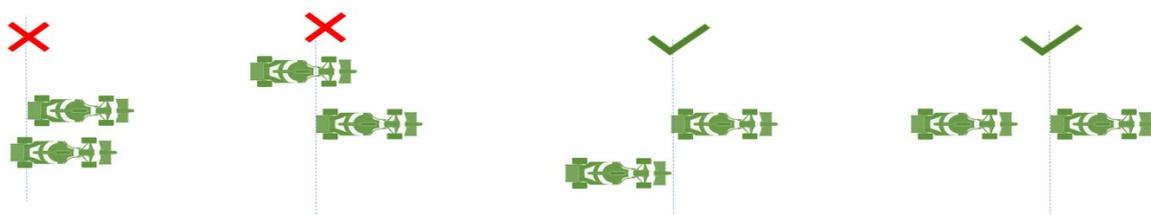
#### 6) Drivers leaving their pit stop position in the pit lane

- 6.1 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.
- 6.2 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.
- 6.3 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.

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- 6.4 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.
- 7) **Fuel pressure release in parc fermé.**
- 7.1 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.
- 7.2 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.
- 7.3 This person will not count as far as Article 21.5 of the 2022 FIA F2 Sporting Regulations is concerned (team personnel limitation).
- 8) **Observing yellow flags during free practice and qualifying**
- 8.1 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.
- 8.2 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, not achieving a meaningful laptime. Any driver in a single yellow sector may have that lap time deleted.
- 9) **Driving Standards during practice and qualifying.**
- 9.1 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.
- 10) **Safety Car Procedure - Article 40.13**
- 10.1 (...) 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.(...)





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### 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. 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.

### Event Specific Instructions

### 12) Pit Lane Barriers

- 12.1 F1 teams have been asked to keep their barriers no more than four meters from the garages during all support series' practice sessions and races.

### 13) Practice starts

- 13.1 Practice starts may be carried out in the pit exit on the left-hand side after the corner but before the dashed white line across pit exit. For the avoidance of doubt, this includes any time the pit exit is open for the race. Drivers must leave adequate room on their right for another driver to pass.
- 13.2 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).
- 13.3 Additionally, 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.
- 13.4 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. **After making a practice start cars should then complete the lap, enter pit lane and queue at pit exit. When all cars are back in the pit lane, pit exit light will turn to green and cars will proceed at slow speed on track, until the access gate to the F2 paddock before Turn 2.**
- 13.5 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.
- 13.6 Any cars that are not returning to the grid to make a practice start at the end of the session should enter the F1 pit lane.

### 14) Lines at the Pit Entry and Pit Exit

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- 14.1** 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.
- 14.2** For safety reasons and in order to be in compliance with Article 4 (c) of Chapter IV Appendix L of the FIA International Sporting Code, the line that is considered to be at the pit entry, as referred to in Article 4 (d), includes the line painted on the track beginning prior to the pit entry and continuing into the pit lane.
- 14.3** In accordance with Article 38.9 b) of the 2022 FIA F2 Sporting Regulations, “the mandatory pit stop may not be carried out: (...) During a Virtual Safety Car (VSC) intervention, unless the driver is already in the pit entry or pit lane at the time the VSC is deployed.” For the avoidance of doubt, driver will be considered being in the pit entry when he commits to the left side of the solid line leading to pit entry.

### **15) DRS**

- 15.1** 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 3, 4, 5
  - b) DRS Activation 2: Panels 21, 1, 2

### **16) Track Limits**

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

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

- 17.1** Indicated by fluorescent orange boards with a letter “F” attached to the debris fences.

### **18) Places where drivers may leave the track**

- 18.1** Indicated by white boards with a green running man image attached to the debris fences.
- 18.2** Should a car stop on the track during a session, it is recommended that the driver keeps all their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

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

- 19.1** Indicated by 2m long fluorescent orange panels on the barriers / walls.

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

- 20.1** Through the gates in the pit wall adjacent to the race control tower, garage 16 and 32.

### **21) Race Suspension**

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

### **22) End of practice procedure.**

- 22.1** As defined in Article 13 above.

### **23) End of qualifying procedure**

- 23.1** After taking the chequered flag, continue to the pit lane and go to the pit exit, when the pit exit light is turned to green, cars may leave the pit exit and return to the paddock.

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

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**24.1** On the left-hand side of the grid.

### **25) Post-race procedures**

**25.1** After taking the chequered flag, all cars return to the pit lane, the first 3 cars will stop at the podium, all other cars go directly to the pit exit when the exit light is turned to green, cars should leave the pit lane and go directly to the paddock parc fermé.

**25.2** Following the podium presentation, the first 3 cars will be returned to the paddock parc fermé being push back by the teams. Follow marshals instructions.

### **26) Changes to the circuit**

**26.1** Pit entry and TecPro at Pit entry new setup.

**26.2** New gate between Turn 1 and Turn 2 on RHS.

**26.3** New vehicle opening between Turn 3 and Turn 4 on RHS.

**26.4** Pit exit walls extended by 8 meters.

**26.5** Track verge line extended up to 4 meters

**26.6** Curbs at Turn 15 RHS – breaking area have been removed

**26.7** A bollard has been installed on left hand side at pit exit

**26.8** A bollard has been installed at Turn 15 LHS

### **27) Mandatory Pit Stop**

**27.1** 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).

**27.2** 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.