



2022 BARCELONA EVENT

19 to 22 May 2022

From The FIA Formula 2 Race Director
To All Teams, All Officials

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Rui Marques

The FIA Formula 2 Race Director

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EVENT NOTES V1
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 (panels 18 & 19).

2) Pirelli Event Preview

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

3) Transfer Procedure from support paddock to F1 pit lane

- 3.1 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.
- 3.2 A detailed description and further information of this procedure (a.o. pit lane order and timing) are described in the appendix.

4) Track light panels

- 4.1 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.

5) Track light panels displaying pit entry status

- 5.1 The light panels indicated on the pit lane map will display a flashing yellow arrow if cars are required to use the pit lane once the Safety Car has been deployed during the race.
- 5.2 The light panels indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

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. They must not drive side by side with another car.
- 6.4 For reasons of safety and sporting equity, drivers must not drive through other teams' pit bay after being released from their pit stop position.

7) Observing yellow flags during free practice and qualifying

- 7.1 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 the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).
- 7.2 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.

8) Lapping during the race

- 8.1 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. Event Specific Instructions

9) Changes to the circuit

- 9.1 New Pit Wall debris fencing.
- 9.2 New extended run off at T4.
- 9.3 New Garage doors.
- 9.4 Start light gantry is higher.
- 9.5 New internal kerb at T3.
- 9.6 Apex combination element at T14 was removed. A bollard will be placed in the inner apex
- 9.7 Astroturf removed from Turns 14 and 15.
- 9.8 Tecpro at the pit entry road

10) Formula 1

- 10.1 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.
- 10.2 F2 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

11) Practice starts

- 11.1 Practice start will be allowed during all sessions and the starting procedure at the pit exit on the right hand side after the pit exit lights.
- 11.2 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).
- 11.3 For reasons of safety and sporting equity, at any time the pit exit is open and when practice starts are permitted to be carried out, any car who wishes to perform a practice start must form up in a line and leave in the order they got there unless another car is unduly delayed.

12) Lines at the Pit Entry and Pit Exit

- 12.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the right 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.
- 12.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.
- 12.3 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 painted area, 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.

13) Driving Standards during practice and qualifying.

- 13.1 Drivers who unnecessarily impede or hinder drivers on hot laps, usually, but not exclusively, by weaving excessively while on a preparation lap may be reported to the stewards.

14) Track Limits

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

Track Limits Turns 1 & 2

Any driver going with the 4 wheels to the left of the LHS track limiting white line, at T1 and T2, may only rejoin the track at T3 on the following conditions:

- 1) the car passes on the left-hand side of the 2 bollards at the entry of T3.
- 2) the car rejoins the track in a safe way.
- 3) the car does not gain a lasting advantage.

Track Limits Turns 13, 14 and 15

On the above mentioned turns, during Qualifying and the Race, any lap done beyond track limits, may entail the loss of the relevant lap as well as the immediately following lap.

15) Mandatory Pit Stop

15.1 The mandatory pit stop may not be carried out until the driver has completed 6 laps 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).

15.2 All laps driven through the pit lane will count to the minimum number of laps to complete before the mandatory pit stop. The sixth lap must be completed by crossing the Control Line on track except in the case of the Safety Car being deployed through the pit lane on that lap, in which case all cars will be required to follow the Safety Car.

16) 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:

16.1.1 DRS Activation 1: Panels 11, 12

16.1.2 DRS Activation 2: Panels 17, 1, 2

17) Fire extinguishers around the circuit.

17.1 Indicated by small orange boards with a white boards with a fire extinguisher picture on the barriers and debris fences.

18) Places where drivers may leave the track

18.1 Indicated by fluorescent orange panels on the barriers (2 meters)

18.2 If a driver has a choice where to stop during a session, it is recommended they do so on the right hand side of the track as cars may then be recovered more easily and brought back to the pits.

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

19) Removing cars from the grid

19.1 Through the gates in the pit wall adjacent to the starting grid besides positions 2 and 17.

20) Car number light panels for the start

20.1 On the right-hand side of the grid.

21) End of practice procedure

21.1 After taking the chequered flag, all cars enter pit lane turn right at the gate just before the pit building, turn left and go to the paddock using the road at the paddock. Follow marshals instructions.

22) End of qualifying procedure

22.1 After taking the chequered flag, all cars enter pit lane turn right at the gate just before the pit building, turn right to the parc ferme area. Technical delegate will select the cars to be scrutineering. Follow marshals instructions.

23) Post-race procedures.

23.1 After taking the chequered flag, slow down progressively, the first 3 cars continue to the F1 Pit Lane for the Podium procedure, all other cars turn at the gate just before the pit building, turn right and go to the parc ferme area. Technical delegate will select the cars to be scrutineering. Follow

marshals instructions.

22.2 Following the podium presentation, the first 3 cars will be returned to the scrutineering bay being push back by the teams. Follow marshals instructions.

24) Parc Fermé

23.1 The Parc Fermé will be at pit entry turning right before the pit building.

25) Formation Lap

24.1 To avoid any unnecessary delays at the Start, drivers should keep the formation as tight as possible, do not create a big gap to the car in front

26) Safety Car Procedure

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.(...)



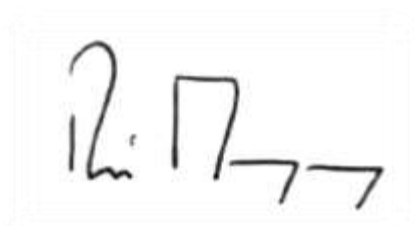
27) Fuel pressure release in parc fermé

27.1 For safety reasons, teams are authorized 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 authorized to attach fans to the car in the parc fermé.

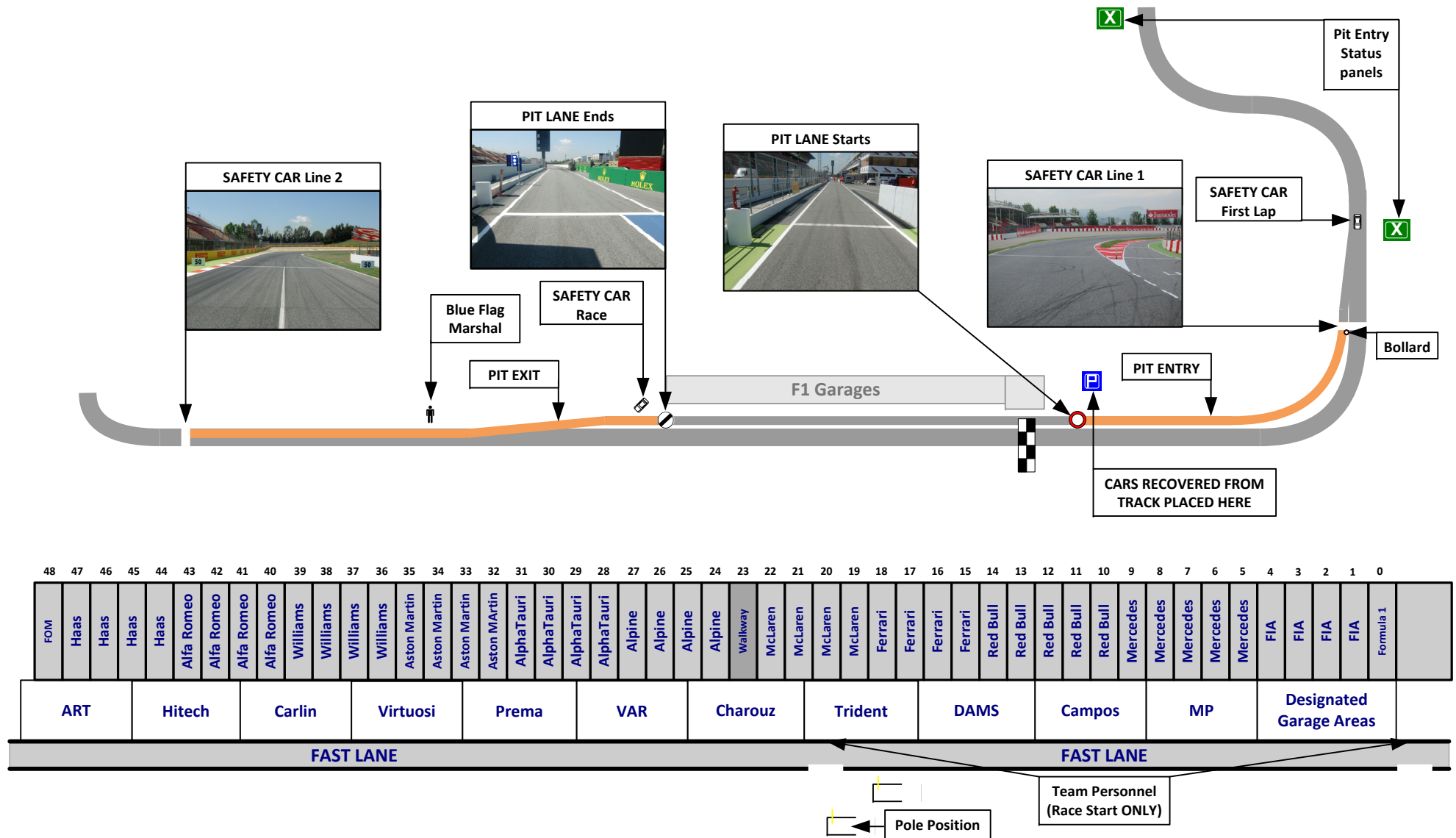
27.2 When the cars are in the parc fermé, this person must request prior authorization from the FIA Technical Delegate on site and is only authorized to perform the action specified above.

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

28) Any other business



Rui Marques
The FIA Formula 2 Race Director





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Paddock Departure and Return – Trolley and Race Cars

Both team trolleys and race cars (pushed) will reach the pit lane by turning left from the F2 paddock onto the main road leading round to the pit entrance beside the Race Control Tower.

Teams have been placed in the reverse order for entry into the F1 pit lane, so please keep to this order for each transfer:

Please leave the paddock in the reverse order of F1 pit lane order:

- 1) ART Grand Prix
- 2) Hitech Grand Prix
- 3) Carlin
- 4) Virtuosi Racing
- 5) Prema Racing
- 6) Van Amersfoort Racing
- 7) Charouz Racing System
- 8) Trident
- 9) DAMS
- 10) Campos Racing
- 11) MP Motorsport

Trolleys must keep to the left side, to avoid blocking the main road which must be kept clear for emergency vehicles, shuttles, etc.

Immediately following the trolleys, cars may be pushed out in the same direction. **Please co-operate with each other and keep the pit lane order so that cars to be pushed the furthest are not the last to enter the pit lane.**

Prior to opening of the pit access gate, trolleys and cars will be assembled in line in front of the Helipad. The pit gate will be opened as soon as marshals receive instruction from Race Control. There may be a 10-minute wait for this, following the end of an F1 track session.

Trolleys will proceed into the pit lane first, with cars being held back until teams are installed in their garage positions.

At the end of **Practice**, after taking the chequered flag all cars will complete the lap, return to the pit lane and, without stopping, turn right through the gate near the pit entry and continue slowly back to the paddock.

The first car must stop on the drivers right at the paddock entry all other cars must form a line behind the first car, engines must stop. The teams will then push the cars into the paddock.

Any cars stationery in the pit lane at the end of the session must be pushed via the pit entry gate back to the paddock.

For **trolleys**, at the end of all track sessions they will move to the far (exit) end of the pit lane and follow the roadway back to the paddock.

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At the end of **Qualifying and Races**, parc ferme conditions in the specified FIA scrutineering area, will apply for all cars.

Teams are asked to pack up and exit the pit lane as quickly as possible, to make way for the track session following.

The use of scooters in the paddock, roadway and during the departure and return procedures to the pit lane is forbidden for the entire Event.

Please refer to the Race Director's Event Notes for any additional procedure information.



All Event attendees must adopt and promote social distancing, consistent with the local guidance and regulation, in all indoor and outdoor spaces, and as far as practically possible within the constraints of safe working practice. A separation distance of 2 meters between individuals is suggested for the definition of social distance requirements.

For the avoidance of doubt this includes at all times during any movements to the pre-grid area and whilst transiting to and from Pit Lane before and after each session.

Team Members including Drivers must remain within their defined Groups during these times.

Friday – Practice (11:35 – 12:20)

Trolleys ready to depart	11:05
Trolleys released to F1 pits	approx. 11:15
Race cars released to F1 pits	approx. 11:20

Friday – Qualifying (18:30 – 19:00)

Trolleys ready to depart	18:00
Trolleys released to F1 pits	approx. 18:10
Race cars released to F1 pits	approx. 18:15

Saturday – Race 1 (pit lane open 17:25)

Trolleys ready to depart	16:55
Trolleys released to F1 pits	approx. 17:05
Race cars released to F1 pits	approx. 17:10

Sunday – Race 2 (pit lane open 11:20)

Trolleys ready to depart	10:50
Trolleys released to F1 pits	approx. 11:00
Race cars released to F1 pits	approx. 11:05

BARCELONA EVENT

19TH TO 22ND MAY 2022

TYRE SCHEDULE

(ART. 24.6. 2022 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated in the Pirelli tent
- No wet tyres will be allowed in the tyre parc fermé
- Wet tyres remain in possession of teams
- All tyres in the possession of teams must be visible to the Scrutineers at all times during the event
- The tyre pressure and temperature master gauge is available at the FIA weigh platform area

Thursday 19th May

15:30 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

19:00 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 20th May

09:05 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2 h after end of car Parc fermé

All dry NEW and all USED tyres must be deposited in the FIA Formula 2 tyre parc fermé

Saturday 21st May

14:55 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2 h after end of car Parc fermé

All dry NEW and all USED tyres must be deposited in the FIA Formula 2 tyre parc fermé

Sunday 22nd May

08:50 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

A.S.A.P after end of car Parc fermé

All tyres must be returned to the Pirelli service area

FIA Technical Delegate.

Florian Bartsch.

Issue: 1

19.05.2022

Grand Prix of Spain 20-22/05/22 (22F2R04BCN)

Compound	FL	FR	RL	RR
Hard	F2H	F2H	R2H	R2H
Soft	F2S	F2S	R2S	R2S
Wet	16G	17G	18G	19G

Minimum Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	14.0	12.0
Wet	14.0	12.0

FP & Q	FE Camber Limit -4.25°		RE Camber Limit -2°	FP & Q
Race	-4°		-2°	Race

	Avg wear @15 Laps	Avg wear @15 Laps
Hard	N/A %	N/A %
Soft	N/A %	N/A %

GENERAL NOTES

Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- Minimum tyre pressure
- Static Camber
- Tyre allocation and Tyre swapping

Tyre Notes

- Not permitted to switch tyres from their allocated position.
- Not permitted to mix compounds in tyre sets.
- Do not subject tyres to large deformation or impact.
- Revised prescriptions could be issued at any time during the event in accordance with the FIA F2 sporting regulations.
- Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area.
- Teams are kindly asked to return tyres for stripping as soon as possible (in accordance with timings set by the FIA Parc Ferme event document) after the completion of Free Practice and Race Two.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are advised that mounted Wet units will be carried over from Barcelona (R04BCN) to the next race event. Pirelli to transport mounted Wet units.