



2022 MONACO EVENT

25 to 29 May 2022

From	The FIA Formula 2 Race Director	Document	3
To	All Teams, All Officials	Date	25 May 2022
		Time	16:20

Title Event Notes
Description Event Notes
Enclosed Event notes attached.pdf

Rui Marques

The FIA Formula 2 Race Director

MONACO EVENT

25 TO 29 MAY 2022

From	The FIA Formula 2 Race Director	Document	03
To	FIA Formula 2 Teams and Officials / The Stewards	Date	25 May 2022
		Time	16.05

Event Notes

General Instructions.

1) Matters arising from the Barcelona 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) Start Lights

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

7) Track light panel displaying pit entry status.

- 7.1 Light panels 17 and 18 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.
- 7.2 Light panels 17 and 18 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

8) Drivers leaving their pit stop position in the pit lane.

- 8.1 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.
- 8.2 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.
- 8.3 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.
- 8.4 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.

9) Head and Eye Protection during reconnaissance laps.

- 9.1 For Safety Reasons, all team personnel working on a car during the time the pit lane is open for reconnaissance laps prior to the race start must wear head and eye protection as defined in Article 28.10 of the 2022 F2 sporting regulations.

10) Fuel pressure release in parc fermé.

- 10.1 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.
- 10.2 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.
- 10.3 This person will not count as far as Article 21.5 of the 2022 FIA F2 Sporting Regulations is concerned (team personnel limitation).

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 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).
- 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.

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.

Event Specific Instructions

13) Changes to the circuit.

No changes at the circuit from the previous event.

14) Pit Lane

14.1 The pit lane speed limit is 60 km/h for the entire event.

14.2 Please be aware the derestriction line at The Pit Exit is located after the control line in the pit lane. The derestriction line is identified as the solid white line and the control line is displayed as black and white chequered.

15) Pit lane Barriers.

15.1 F1 Teams have been instructed to ensure their barriers are no more than one metre from the garages.

15.2 F2 Teams and Trolleys will be released into the pit lane no earlier than 20 minutes prior to the pit lane opening.

16) Mandatory Pit Stop

16.1 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).

16.2 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.

17) Practice starts.

17.1 Practice starts may only be carried out on the track at the end of the 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 pits, proceed to the grid and make a practice start.

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 going 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 further starts will be terminated.

17.2 After making a practice start cars should then continue on track to turn 18 where they must leave the track and return to the F2 paddock.

17.3 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. They will then complete a further lap behind a Course Car and exit the circuit at turn 18.

18) Lines or bollards at the Pit Entry and Pit Exit.

18.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must stay to the right of the solid yellow line exit when leaving the pits and stay to the right of it until it finishes after Turn 1.

18.2 In order to warn drivers leaving the pits that the pit exit is obstructed two yellow arrows, sited on the drivers right will be illuminated, one at the pit exit and one just before turn 1. If either of these arrows are illuminated drivers leaving the pits may cross the yellow line defined in Article 17.1 above (providing it is safe to do so).

18.3 There are no restrictions at the pit entry.

19) Lights before the Pit Exit.

19.1 There are two yellow arrows above the track just before the pit exit, these arrows will flash to warn drivers on track that a car is leaving the pit lane.

20) Track Limits.

20.1 Turn 1 and Turn 10

a) A lap time achieved during the practice session, qualifying or the races by leaving the track and failing to negotiate Turn 1 or Turn 10 by using the track, will result in that lap time being invalidated by the Stewards.

20.2 General - Turn 1 and Turn 10

a) Each time any car fails to negotiate Turn 1 or Turn 10 by using the track as described above, teams will be informed via the official messaging system.

b) On the third occasion of a driver failing to negotiate Turn 1 or Turn 10 by using the track during the race, he will be shown the black and white flag, any further cutting will then be reported to the Stewards.

c) The above requirements will not automatically apply to any driver who is judged to have been forced off the track, each such case will be judge individually

d) In all cases detailed above, the driver must only re-join the when it is safe to do so and without gaining any lasting advantage.

20.3 If a driver uses the escape road at the chicane Turns 10 - 11 the driver may re-join the track only when the lights, operated by the marshal on the spot is turned green.

21) Fire extinguishers around the circuit.

21.1 Indicated by small orange boards attached to the debris fences.

22) Places to remove cars from the track.

22.1 Indicated by fluorescent orange panels attached to the debris fences and barriers.

22.2 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.

23) Removing cars from the grid.

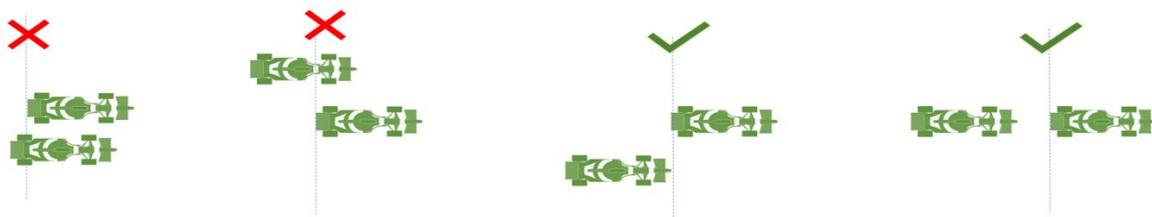
23.1 Through the pit exit.

24) Car number light panels for the start.

24.1 On the right-hand side of the grid.

25) 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.(...)



26) Suspending a Race.

26.1 If a race is suspended, we would like the first car entering the pit lane to stop at the end of the last garage, rather than going to the pit exit lights. This will provide room for the teams and allow any cars permitted to un-lap to be pushed to the front of the line of cars in the fast lane.

27) End of practice procedure.

27.1 As defined in Articles 15.1, 15.2 and 15.3 above.

28) End of qualifying procedure.

28.1 At the end of qualifying all cars will return to the F1 pit lane and stop to change tyres if necessary. Cars will then complete a further lap on track behind a course car and exit the track at turn 18 to return to the paddock. On

arrival in the paddock all cars will be secured in Parc Fermé beside the FIA weighing area, qualifying tyres must then be re-fitted to those cars selected by the FIA Technical Delegate.

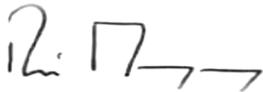
29) Post-race procedures.

29.1 After taking the chequered flag, the first 3 cars complete the lap and stop on the start line in front of the Royal Box for the podium ceremony. All other cars return to the F1 pit lane, not permitted to change tyres.

29.2 Before the podium ceremony, all cars in the pit lane will proceed on track behind a course car and leave the track at turn 18 to return the paddock Parc Fermé.

29.3 After the podium ceremony, marshals will push the first three cars back to the pit entry and team quads should be there ready to tow them back to the paddock and into parc fermé – WITHOUT changing tyres.

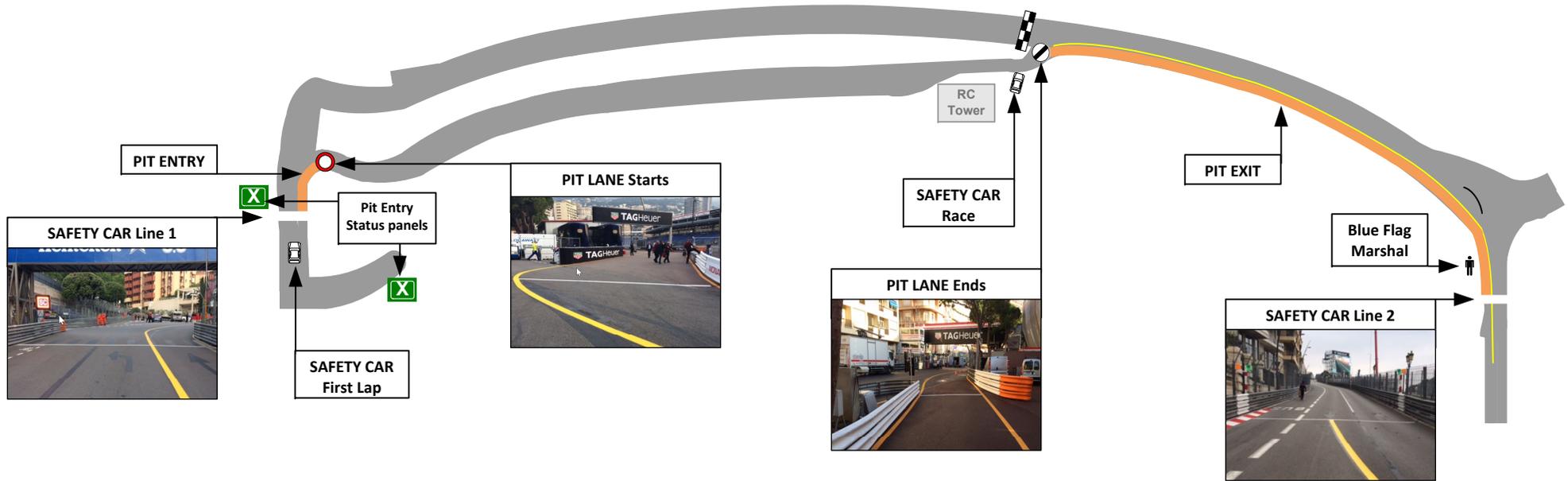
27) Any other business.



Rui Marques

Race Director

FIA Formula 2 Championship



1	2	3	4	5	6	7	8	9	10	11	12	13
FIA / FOM	FIA FIA FIA	Mercedes Mercedes Mercedes	Red Bull Red Bull Red Bull	Ferrari Ferrari Ferrari	McLaren McLaren McLaren	Alpine Alpine Alpine	AlphaTauri AlphaTauri AlphaTauri	Aston Martin Aston Martin Aston Martin	Williams Williams Williams	Alfa Romeo Alfa Romeo Alfa Romeo	Haas Haas Haas	FOM FOM FOM
Designated Garage Areas		Hitech	ART	MP	Campos	DAMS	Trident	Charouz	VAR	Prema	Virtuosi	Carlin
FAST LANE									FAST LANE			



2022 MONACO F2 - EVENT

25 TO 29 MAY 2022

Paddock Departure and Return – Trolley and Race Cars

Paddock Departure - General

Trolleys will proceed first to the pit lane – assembled in F1 reverse pit lane order by the ACM paddock marshals:

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

Cars will follow, pushed, to the holding point and will exit the paddock in F1 pit lane order. They will then proceed downhill without power, but with a mechanic (or driver) at the wheel to steer. Make sure your mechanic/driver is installed in plenty of time so your car does not hold up the queue and delay others reaching the pits. Once the first cars start to be pushed down the hill, please keep the flow going. No team personnel may 'ride' on the racing cars.

Please make sure team members are ready near the pit entry to help push each car forward from the start of the pit lane to the team's garage position. This avoids a 'traffic jam' which holds up proceedings and can be a danger to pedestrians.

Article 1.1

Practice 17.05 – 17.50

16.05 am approx.

All teams must be ready with trolleys and equipment, in front of their working areas, for the start of the assembly procedure.

Trolleys and race cars on Ground level will exit the paddock from their own side of the car park. Teams on the Upper level will come down the slope leading to the paddock entrance.

Article 1.2

16.20 am approx.

Trolleys will move out first, the ACM staff will call each team in pit lane order starting with DAMS to exit and line up through the tunnel to wait for the move downhill.

Immediately following the trolleys, race cars will be pushed out, in order, to join the line. Carlin, Prema Racing and Hitech Grand Prix on the upper floor will join the queue in correct position when they reach the paddock exit.

While trolleys are entering the pit lane, race cars will move down the hill to a point where they will wait until all equipment has reached its pit position. Once teams are installed in the pits, race cars can be pushed downhill.

For Qualifying (A and B) and Races, the assembly procedure will follow the same system as defined in Article 1.1 and 1.2. above.

Qualifying (A and B) 11.40

10.40 - Trolleys and equipment to be ready outside the teams working areas.

10.55 - Trolleys followed by race cars move towards the pit lane.

Sprint Race - Pit lane Open 17.25.

16:25 - Trolleys and equipment to be ready outside the teams working areas.

16:40 - Trolleys followed by race cars move towards the pit lane.

Feature Race - Pit Lane Open 09.35.

08.35 - Trolleys and equipment to be ready outside the teams working areas.

08.50 - Trolleys followed by race cars move towards the pit lane.

Recovery of Cars at the End of all sessions.

At the end of all track sessions, breakdown trucks will recover any cars that have stopped on track or cannot be driven from the pit lane to a drop-off point at the Paddock entrance. Please have your mechanics ready to collect these as soon as they arrive, otherwise the area becomes blocked and delivery of damaged cars will be delayed.

At the end of all track sessions.

PLEASE EVACUATE THE PITS AS QUICKLY AS POSSIBLE!

Trolleys will depart as soon as all race cars have cleared the pits. At the pit exit they will turn sharp left and proceed on track in the wrong direction towards the pit entry and back up the hill to paddock. The way will be marked by traffic cones.

All scrutineering, **including fuel sampling**, will take place in the parc fermé area of the F2 paddock



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.

Rui Marques

Race Director

FIA Formula 2 Championship

MONACO EVENT

26TH TO 29TH MAY 2022

TYRE SCHEDULE

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

- The Formula 2 tyre parc fermé at the Pirelli Service Area
- 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

Wednesday 25th May

14:15 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

18:00 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Thursday 26th May

14:35 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

20:20 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 27th May

09:10 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2,5 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 28th May

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

2,5 h after end of car Parc fermé

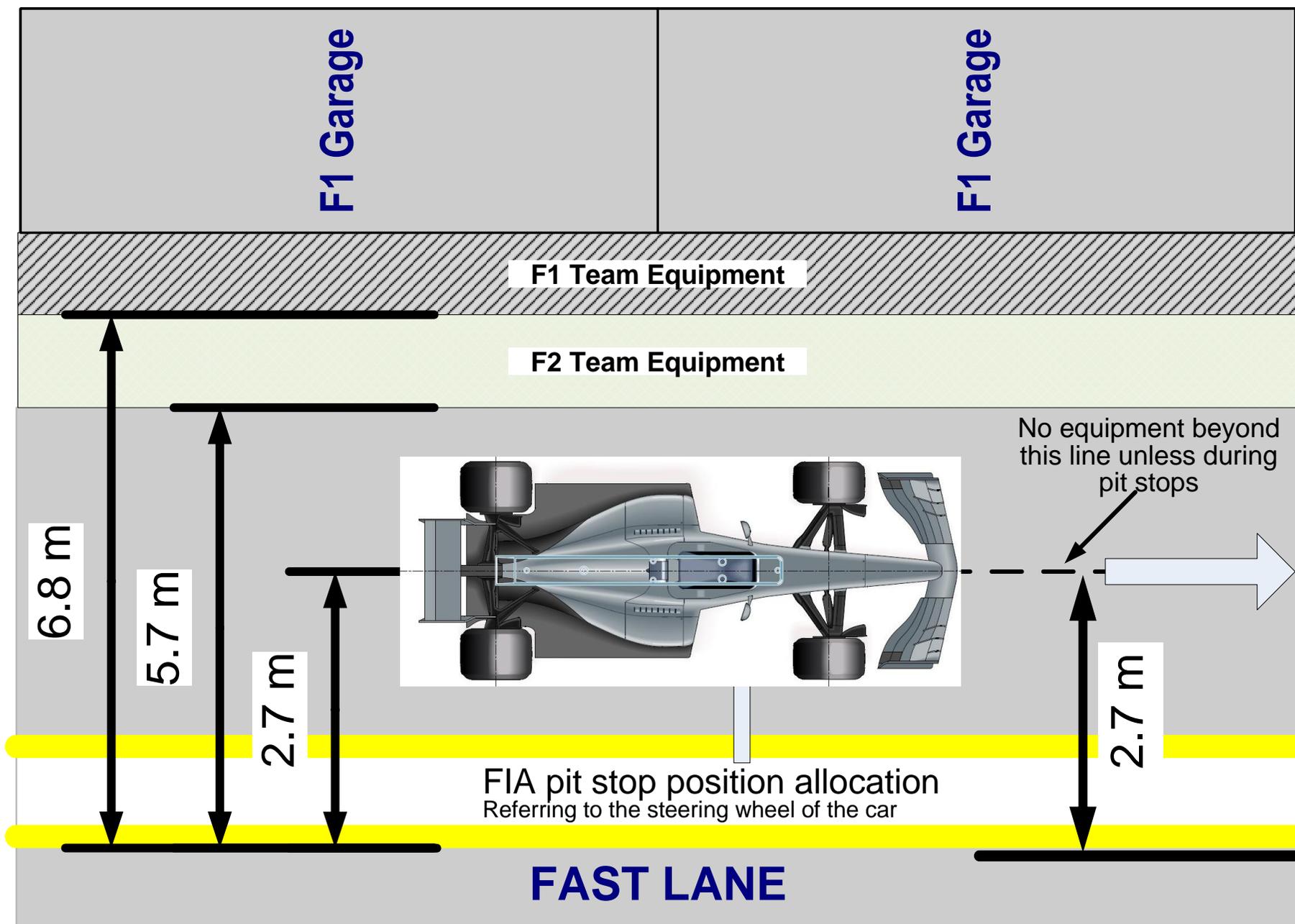
All dry NEW and all USED tyres must be deposited in the FIA Formula 2 tyre parc fermé

Sunday 29th May

07:05 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



Grand Prix of Monaco 26-29/05/22 (22F2R05MNC)

Compound	FL	FR	RL	RR
Soft	F2S	F2S	R2S	R2S
SuperSoft	F2X	F2X	R2X	R2X
Wet	16G	17G	18G	19G

Minimum Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	12.0	10.0
Wet	12.0	10.0

	FE Camber Limit		RE Camber Limit	
FP & Q	-4.5°		-2.25°	FP & Q
Race	-4.25°		-2.25°	Race

	Avg wear @15 Laps	Avg wear @15 Laps
Soft	22 %	14 %
SuperSoft	10 %	11 %

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

- | | |
|---|---|
| <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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 all mounted Wet units are scheduled to be stripped at the end of this (R05MNC) event. All rims will be returned to teams for onwards transport, teams to transport rims to next race event. |
|---|---|