



2023 BAKU EVENT

27 to 30 April 2023

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

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The FIA Formula 2 Race Director

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To	FIA Formula 2 Teams and Officials / The Stewards	Date	28 April 2023
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Event Notes V2

(Changes in light blue. All other pages from V1 which are not included here remain in full force and effect.)

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. Pirelli Event Preview.

- 2.1. With reference to Article 12.9 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 (pit Lane order and timing) are described in the attached document – F2 Event Procedures.

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

- 5.1. 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.
- 5.2. It is not permitted to do burn outs or clutch bite points checks in the paddock, support paddock, garage areas and in the pit lane at any time during the Event.
- 5.3. 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.
- 5.4. 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.

6. Fuel pressure release in parc fermé.

- 6.1. 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.
- 6.2. 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.

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

7. Observing yellow flags during free practice and qualifying.

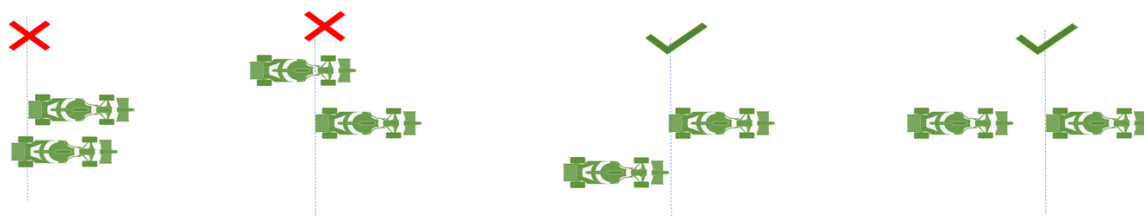
- 7.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 7.2. 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.

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.
- 8.2. 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.
- 8.3. 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.

9. Safety Car Procedure

- 9.1. 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.(...)



10. Teams Guests

- 10.1. Teams are reminded that guests are included in the category of participants as defined in Article 20 of the International Sporting Code. At the same time, Article 9.15 from the International Sporting Code states that the competitor is responsible for all acts or omissions on the part of any person to whom the competitor has allowed access to the reserved area. The pit lane and the grid are reserved areas.

Event Specific Instructions

11. Changes to the circuit.

- 12.1 New vehicle opening LHS at pit entrance.
- 12.2 2 new vehicle openings on LHS at pit exit.
- 12.3 Gate replaced with vehicle opening on RHS at pit exit.
- 12.4 At Turn 11 on RHS apex new curved concrete wall element.
- 12.5 Vehicle opening at Turn 14 RHS replaced with steel gate.
- 12.6 New asphalt paving from Turn 16 to Turn 13.

12. Pit Lane

- 12.1. The pit lane speed limit is 60 km/h for the entire event.
- 12.2. **No wheel nuts should be left on the ground at all times.**

13. Pit lane Barriers.

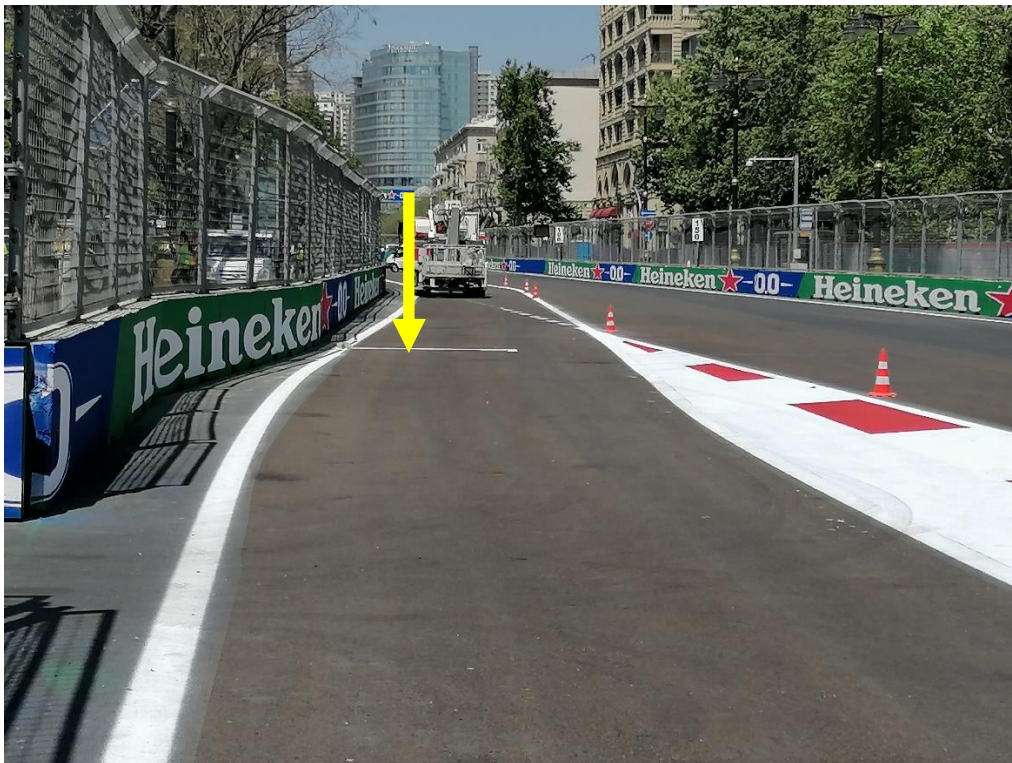
- 13.1. F1 Teams have been instructed to ensure their barriers are no more than four meters from the garages.

14. DRS

- 14.1. 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:
 - 14.1.1. DRS Activation 1: Panels 3, 4, 5
 - 14.1.2. DRS Activation 2: Panels 21, 1, 2

15. Practice starts.

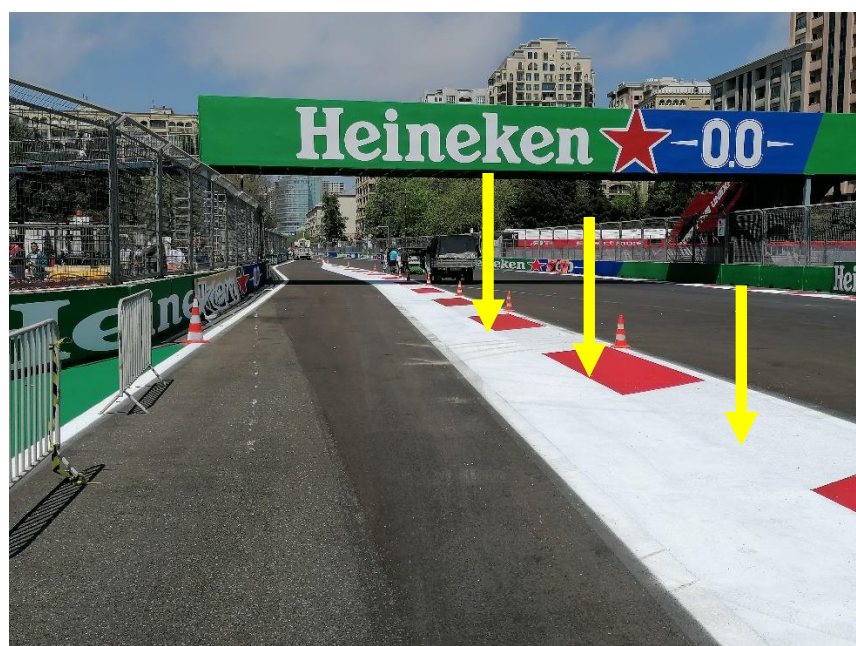
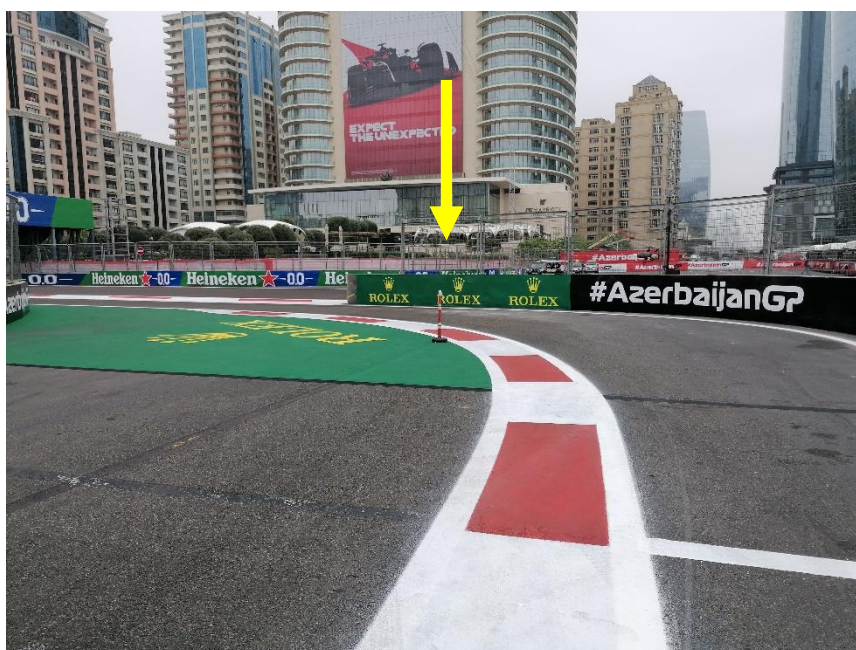
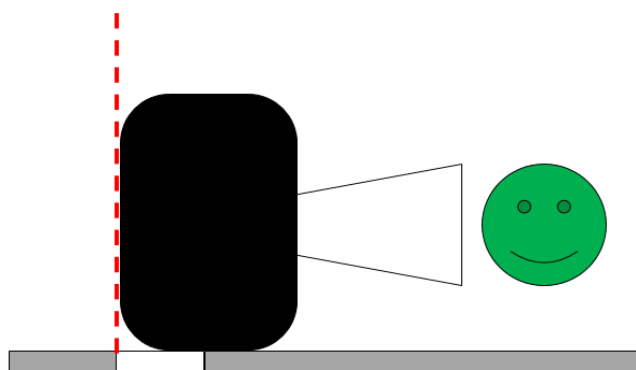
- 15.1. Practice starts may be carried out in the pit exit on the LHS after the corner at the white line painted on the LHS. Cars not lining up for practice start may overtake safely on the RHS crossing the white line on the RHS and return to the pit exit road safely as soon as possible.



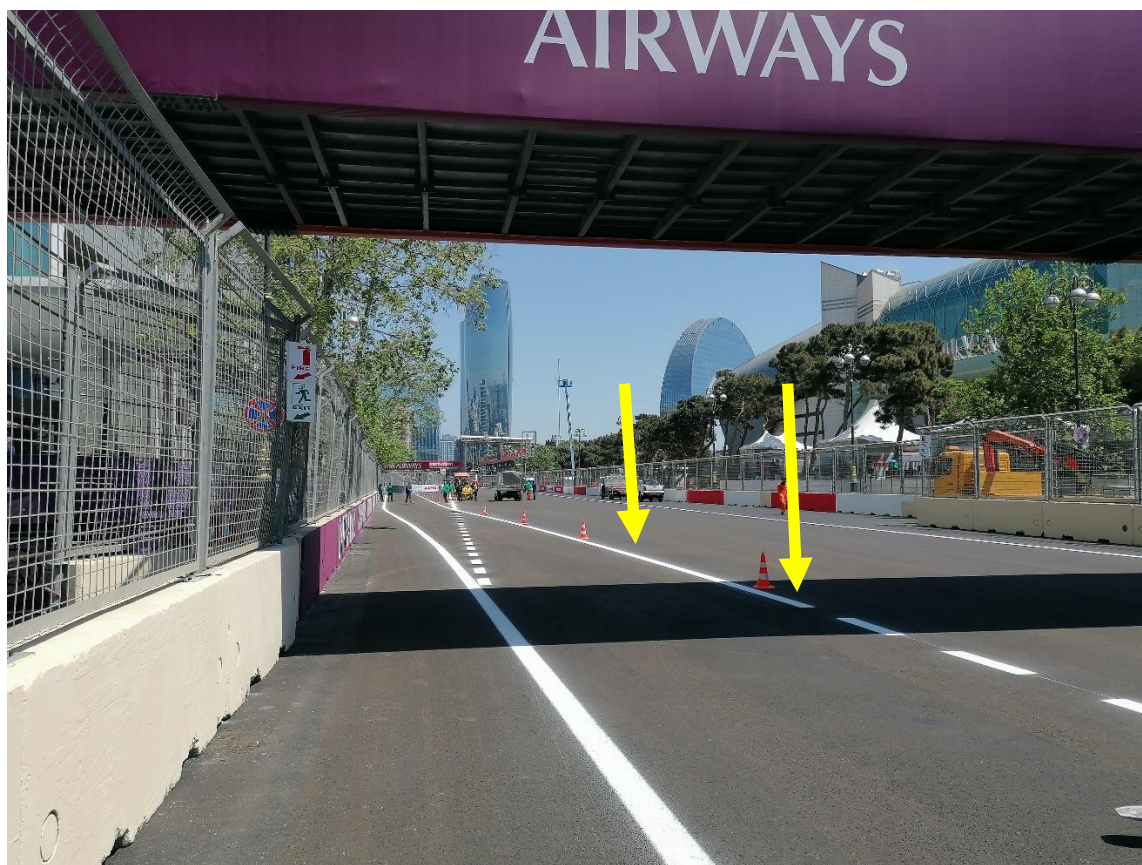
- 15.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

16. Lines at the Pit Entry and Pit Exit [\(new picture attached\)](#)

16.1. In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.



- 16.2. The dashed white line across pit exit marks the track edge line.
- 16.3. Any car with all four (4) wheels to the left of the solid white line must enter the pit lane, if in the opinion of the Stewards, the driver has committed to **entering the pit lane**, except in cases of force majeure accepted as such by the Stewards.



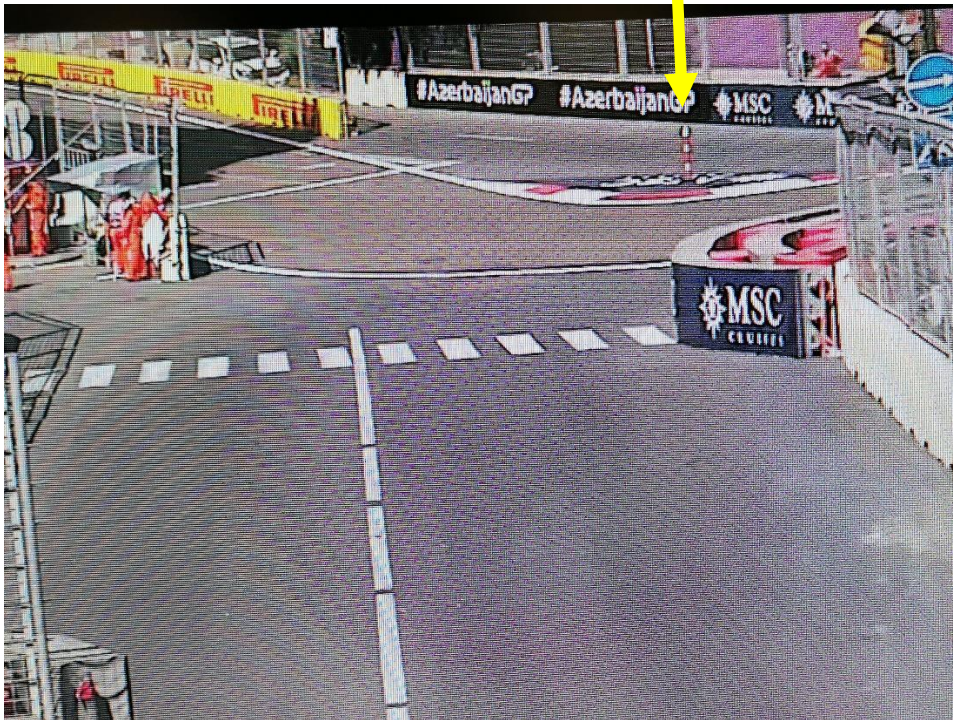
- 16.4. In accordance with Article 38.9 b) of the 2023 FIA F2 Sporting Regulations, “the mandatory pit stop may not be carried out: (...) During a Virtual Safety Car (VSC) intervention, unless the driver is already in the pit entry or pit lane at the time VSC is deployed”. For the avoidance of doubt, driver will be considered being in the pit entry when he commits to the left side of the solid line leading to pit entry.

17. Reconnaissance Laps

- 17.1. Drivers are allowed to do a maximum of two reconnaissance laps. For clarity, this means a driver must not exiting the pit lane more than two times before the start of the formation lap.

18. Track Limits.

- 18.1. In accordance with the provisions of Article 27.3, the white lines define the track edges. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards.
- 18.2. At turn 15 was installed a bollard for drivers reference.



19. Fire extinguishers around the circuit.

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

20. Places to remove cars from the track.

20.1. Indicated fluorescent orange panels/paintings on the barriers.

21. Removing cars from the grid.

21.1 Through the pit exit or the gate in the pit wall adjacent to the race control tower, garage 16 and 32

22. Car number light panels for the start

22.1. On the left-hand side of the grid.

23. Suspending a Race.

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

24 Yellow Flag Test

24.1 A yellow flag test will take place at the beginning of the practice session. All cars must leave the pit lane immediately after the pit exit is open to take part in the yellow flag test.

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Rui Marques
Race Director
FIA Formula 2 Championship

