



2023 BAKU EVENT

27 to 30 April 2023

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

Document 2
Date 27 April 2023
Time 15:31

Title Event Notes

Description Event Notes

Enclosed Event Notes Combined.pdf

Rui Marques

The FIA Formula 2 Race Director

From	The FIA Formula 2 Race Director	Document	2
To	FIA Formula 2 Teams and Officials / The Stewards	Date	27 April 2023
		Time	15:25

Event Notes
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.

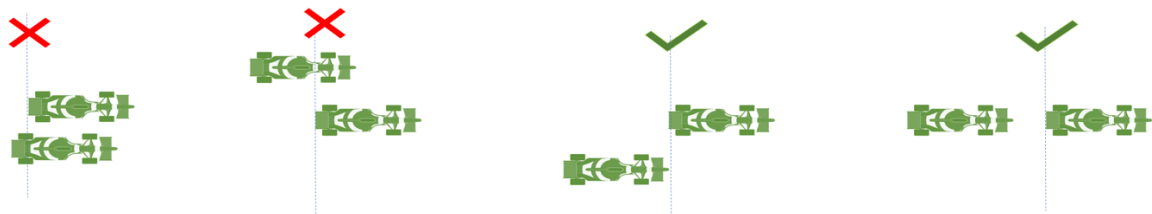
- 7.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 7.2.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

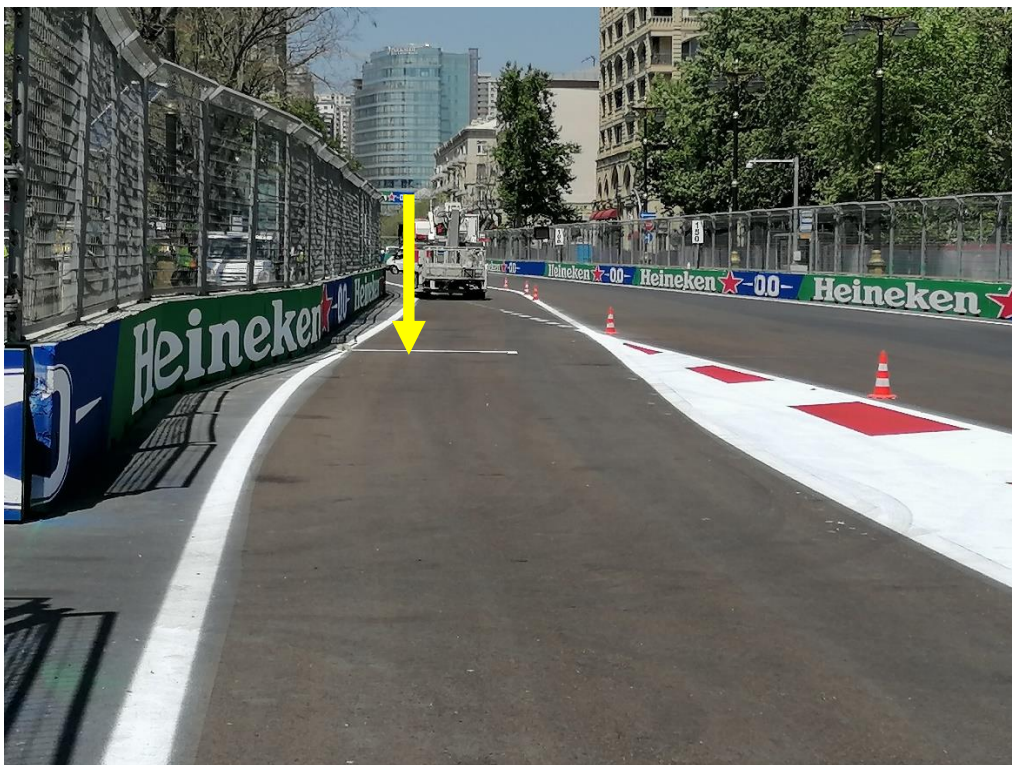
- 13.1. F1 Teams have been instructed to ensure their barriers are no more than four meters from the garages.

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.

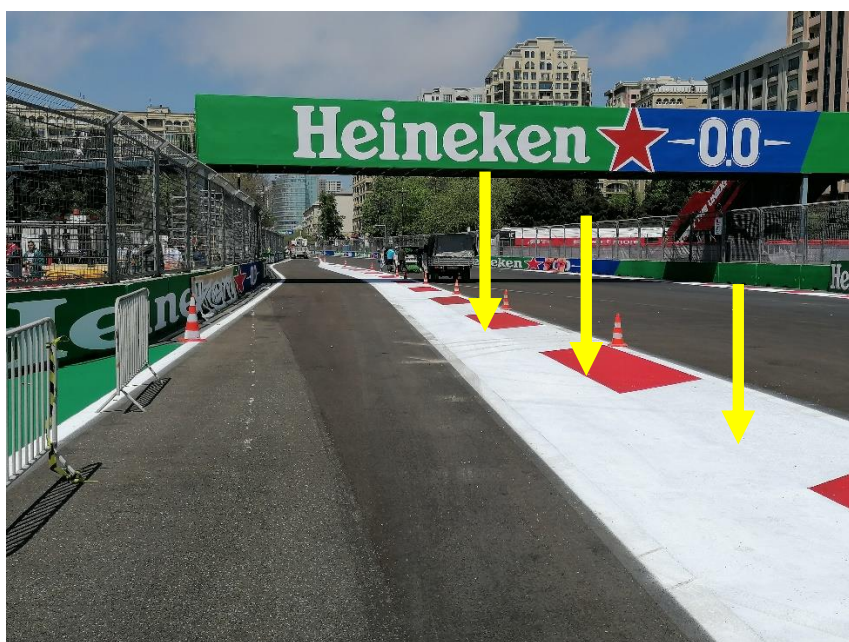
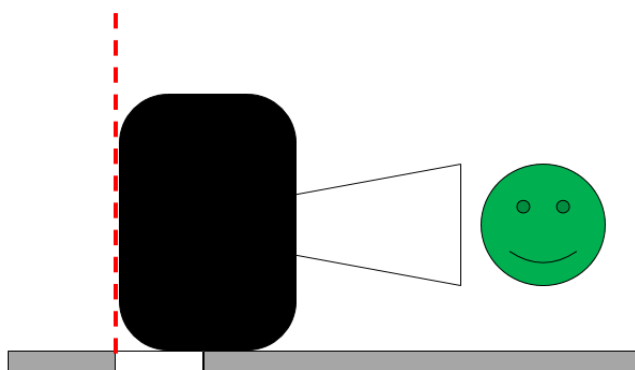
- 15.1. Practice starts may be carried out in the pit exit on the LHS after the corner at the white line painted on the LHS. Cars not lining up for practice start may overtake safely on the RHS crossing the white line on the RHS and return to the pit exit road safely as soon as possible.



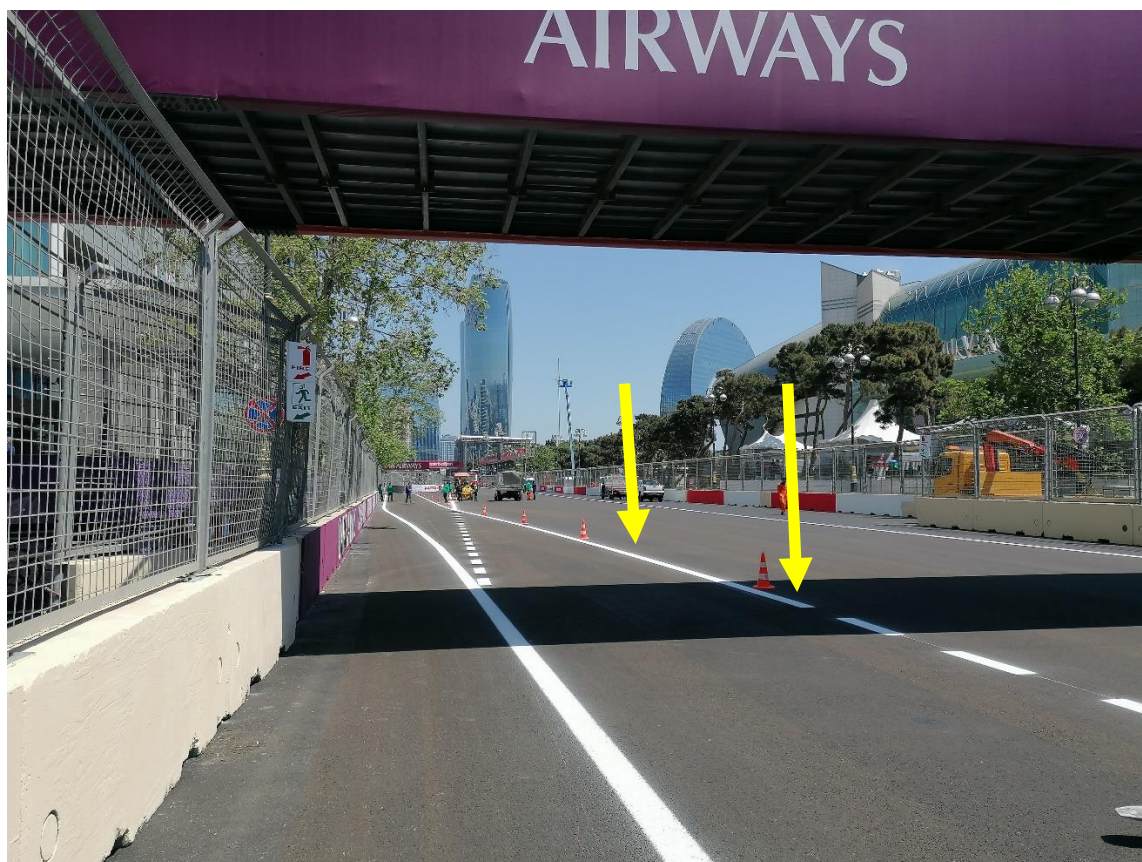
- 15.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

16. Lines at the Pit Entry and Pit Exit

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.



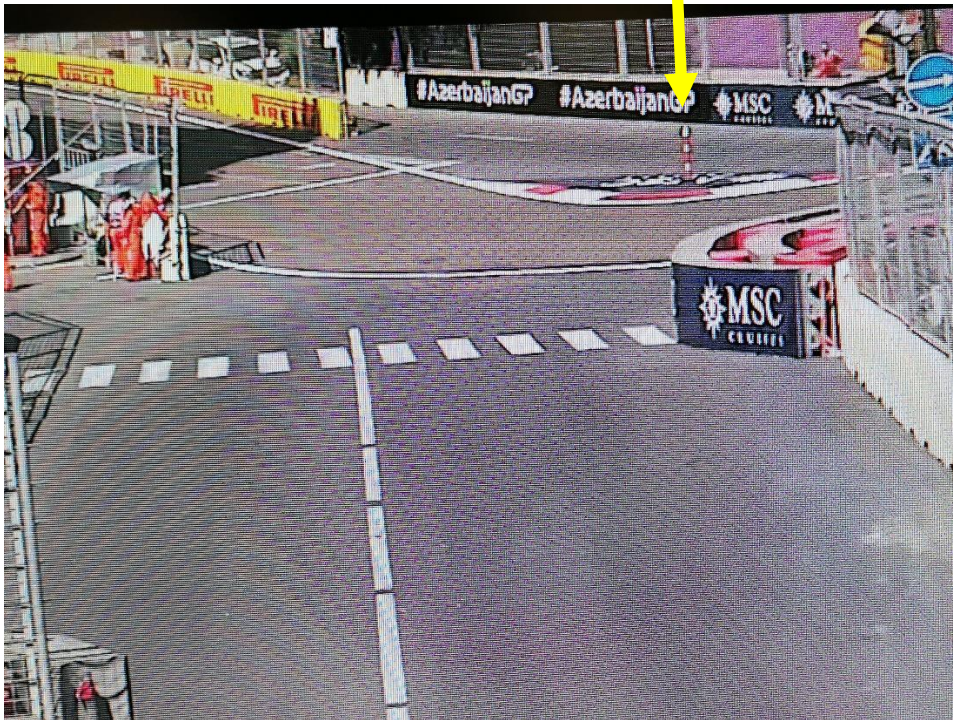
- 16.4. In accordance with Article 38.9 b) of the 2023 FIA F2 Sporting Regulations, “the mandatory pit stop may not be carried out: (...) During a Virtual Safety Car (VSC) intervention, unless the driver is already in the pit entry or pit lane at the time VSC is deployed”. For the avoidance of doubt,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

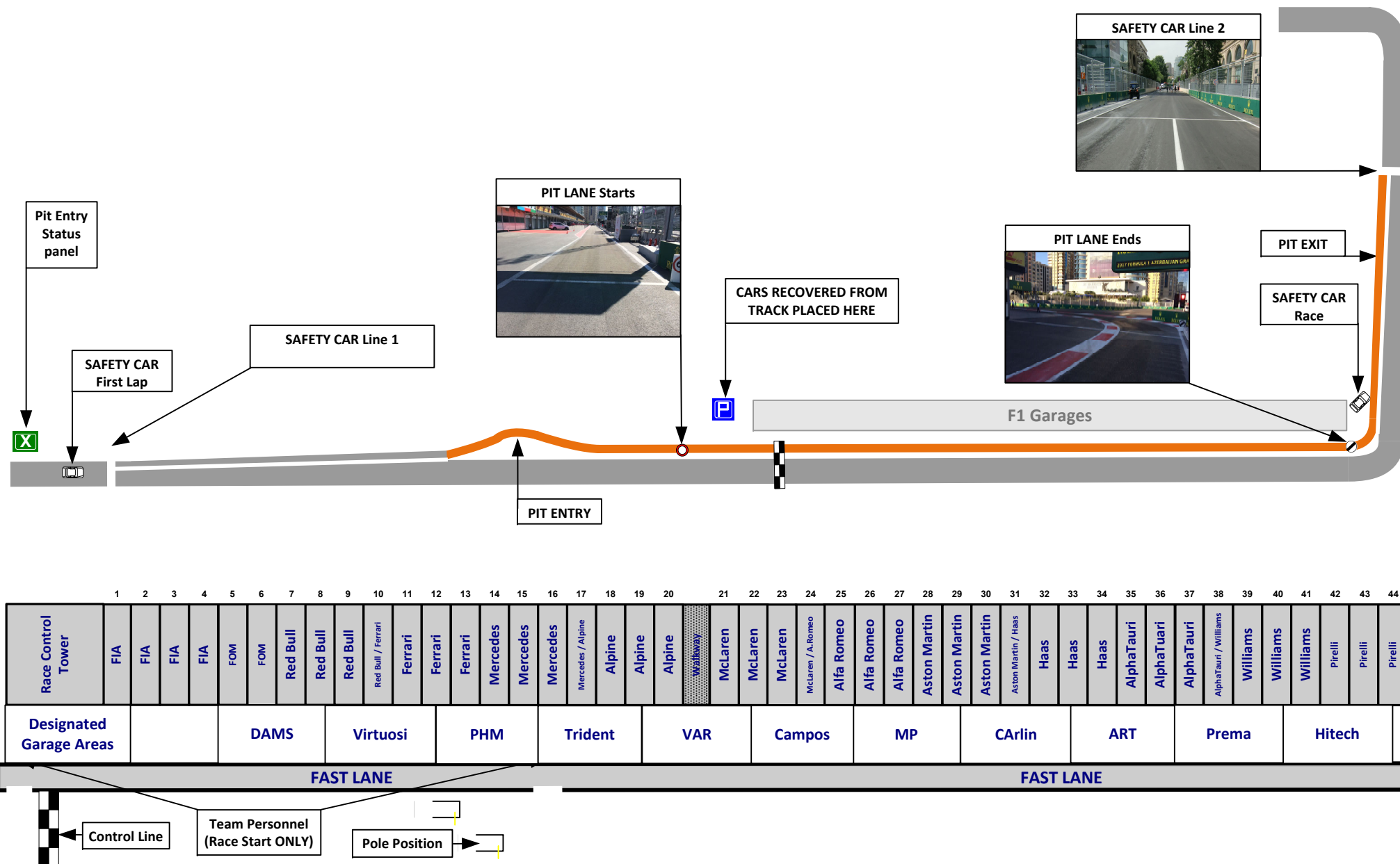
23.1 In case of a race suspension, cars will be stopped in the fast lane of the pits in front of the white line at the pit exit lights.

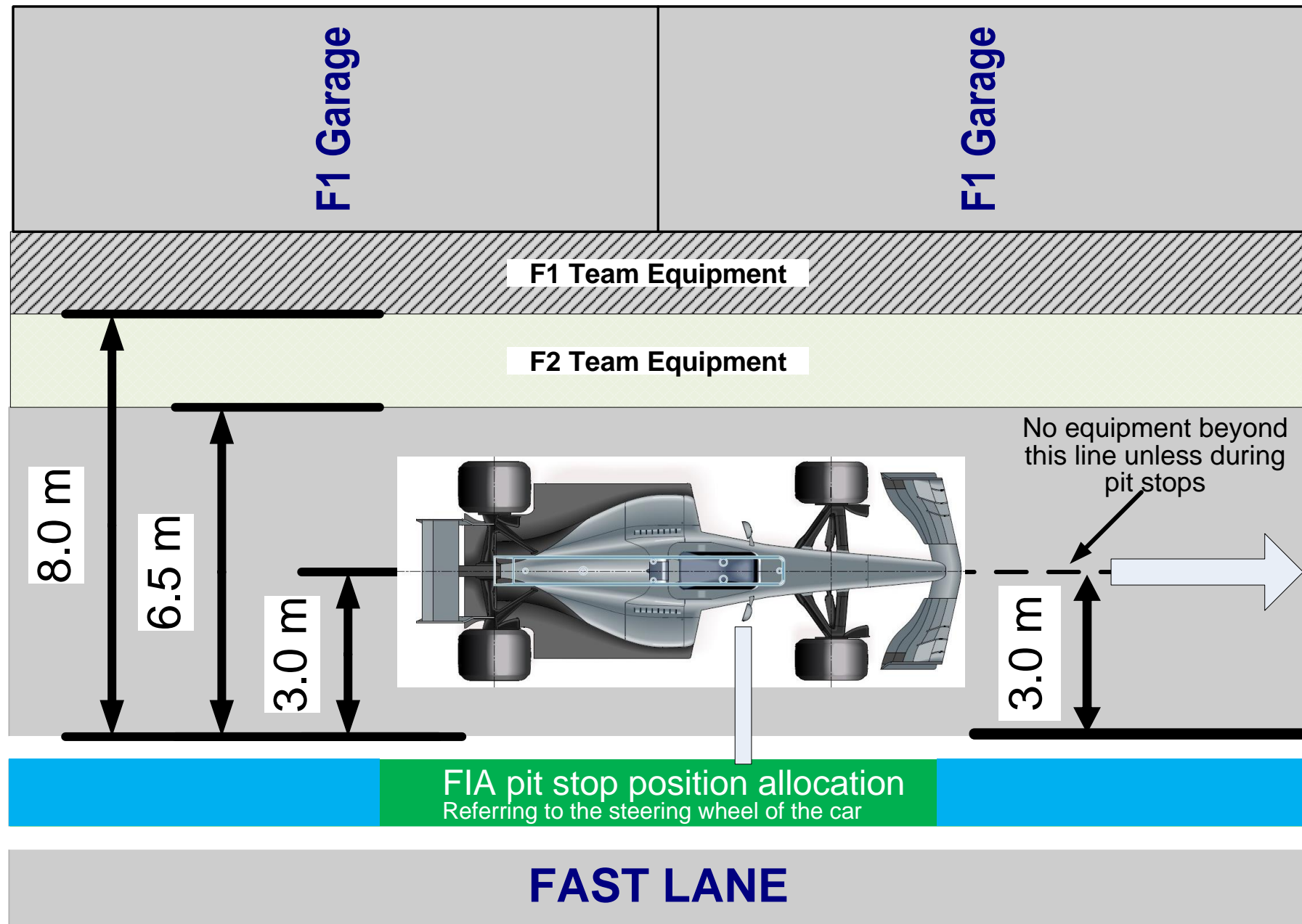
24 Yellow Flag Test

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.

12. 17. 17. 17.

Rui Marques
Race Director
FIA Formula 2 Championship





Paddock departures and Return – Trolleys and Cars

Departure from Support Race Pit Lane

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

1. DAMS	7. MP Motorsport
2. Invicta Virtuosi Racing	8. Rodin Carlin
3. PHM Racing by Charouz	9. ART Grand Prix
4. Trident	10. Prema Racing
5. VAR	11. Hitech Pulse-Eight
6. Campos Racing	

Trolleys will line up in front of the team's tents facing the track access opening leading directly onto the track. Once released by the marshals, the teams and trolleys will turn right on track and proceed opposite race direction to **enter the F1 Pit Lane via pit exit.**

On arrival at the respective F1 garages, trolleys should be turned around, ready to leave the F1 Pit Lane at the end of each session.

Once team trolleys have cleared the paddock, **race cars may line up in the same area and prepare to be released. Cars will proceed under power from the support paddock by turning left onto the track and complete the lap to the F1 Pit Lane.**

A shuttle service will be provided ONLY for the mechanics with starter motors to transfer them to the F1 pit lane as soon as all cars have departed the support paddock. All other personnel must reach the pit lane on foot.

Return to Support Race Pit Lane

Teams and trolleys will leave the F1 Pit Lane via the same way they entered in the exact reverse order (Hitech Pulse-Eight first and DAMS last) after all cars have been released from the pit lane.

At the end of the practice and qualifying session, after taking the chequered flag, all cars should complete the lap, enter the F1 Pit Lane and queue directly at pit exit. Once all cars are back in the pit lane, pit exit light will turn green for cars to proceed at slow speed on track where they will enter the support paddock before Turn 2.

At the end of both races after taking the chequered flag, all cars should complete the lap, enter the F1 Pit Lane and queue directly at pit exit. Once all cars are back in the pit lane, pit exit light will turn green for cars to proceed at slow speed on track where they will enter the support paddock before Turn 2 and stop in parc ferme.

Podium cars should stop at the podium where they will remain under parc ferme conditions ready to be pushed back by the teams.

All cars in the F1 pit lane at the end of each session should also proceed to queue directly at pit exit.

Pit Lane Procedures Times

Local marshals will be in control of trolley and race car movements so please follow their instructions. The timings below are approximate and for guidance only:

Friday – Practice (11:05 – 11:50)

Trolleys loaded and ready to depart	10:30
Trolleys proceed to track access opening	10:40
Trolleys released to F1 pits	approx. 10:45
Race cars released to F1 pits	approx. 10:55

Friday – Qualifying (15:00 – 15:30)

Trolleys loaded and ready to depart	14:25
Trolleys proceed to track access opening	14:35
Trolleys released to F1 pits	approx. 14:40
Race cars released to F1 pits	approx. 14:50

Saturday – Race 1 (pit lane open 14:45)

Trolleys loaded and ready to depart	14:10
Trolleys proceed to track access opening	14:20
Trolleys released to F1 pits	approx. 14:25
Race cars released to F1 pits	approx. 14:35

Sunday – Race 2 (pit lane open 11:10)

Trolleys loaded and ready to depart	10:35
Trolleys proceed to track access opening	10:45
Trolleys released to F1 pits	approx. 10:50
Race cars released to F1 pits	approx. 11:00

Rui Marques
The FIA Formula 2 Race Director

BAKU EVENT

27TH – 30TH APRIL 2023

TYRE SCHEDULE

(ART. 24.6. 2023 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated at the Pirelli service & technical support area
- **No tyre trolleys** or 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 27th April

12:30 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

17:00 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 28th April

08:35 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 29th April

12:15 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 30th April

08:40 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

27.04.2023

Race Director's Communication

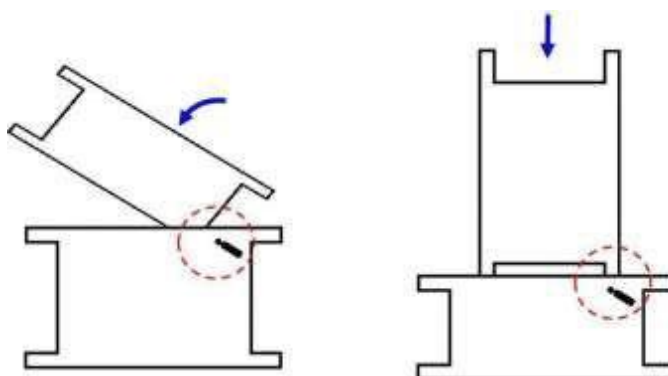
Following various discussions regarding the Pit Stop Regulations for the 2023 FIA Formula 2 Championship, we hereby provide the clarification below:

Stacking of tyres on top of each other in the pitlane

Tyres may be stacked flat on top of each other in the pitlane. Skateboards or similar devices are not considered to be tyre trolleys and are therefore forbidden.



To avoid damage to the valves, it is forbidden to stack tyres as shown below:



BAKU EVENT

27 to 30 April 2023

During each Pit Stop in Sprint Race and Feature Race, the following restrictions will apply:

1. **Tyre handling during consecutive pit stops in short time for two cars**
It is permitted to have both sets of tyres prepared in close proximity to the pit stop position. To cater for limited space in the pitlane, two tyres may be stacked flat on top of each other, only before the first pit stop.
2. **Stands for tyres during Pit Stop**
It is not permitted to use stands or similar devices for tyres during a Pit Stop. Tyres must lay flat on the ground at all times (unless a second tyre is stacked flat on top, as defined above).
3. **Tyres coming off the car during Pit Stop**
Tyres coming off the car during Pit Stops must be placed flat on the ground. Tyres rocking on their position are still considered in line with the above requirements provided they are always in a stable condition and do not change their position.
4. **Lifting jacks handling during a Pit Stop**
The lifting jacks need to be secured at all times during a Pit Stop. A lifting jack can be taken over from one mechanic to another during a Pit Stop if it remains secured at all times.
5. **General safety**
For safety reasons, mechanics running around the car or jumping over the car will be reported to the Stewards.

Rui Marques
Race Director
FIA Formula 2 Championship

Grand Prix of Azerbaijan 28-30/04/23 (23F2R04BAK)

Compound	FL	FR	RL	RR
Medium	F2M	F2M	R2M	R2M
SuperSoft	F2X	F2X	R2X	R2X
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
Medium	17 %	25 %
SuperSoft	16 %	22 %

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 Wet tyres mounted for the Azerbaijan race activity are scheduled to be stripped at the end of the event. All rims will be returned to teams for onwards transport.
- Teams are reminded a balancer will be made available until the last tyre is stripped on the final day, to check rims for damage. Please make use of this to check rims are ok before the next event.