



2023 BARCELONA EVENT

1 to 4 June 2023

| | | | |
|-------------|---------------------------------|-----------------|--------------|
| From | The FIA Formula 2 Race Director | Document | 2 |
| To | All Teams, All Officials | Date | 01 June 2023 |
| | | Time | 15:40 |

Title Event Notes
Description Event Notes
Enclosed Combined Event notes.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 | 1 June 2023 |
| | | Time | 15.15 |

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.
- 5.5. No wheel nuts should be left on the ground at all times.

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.**

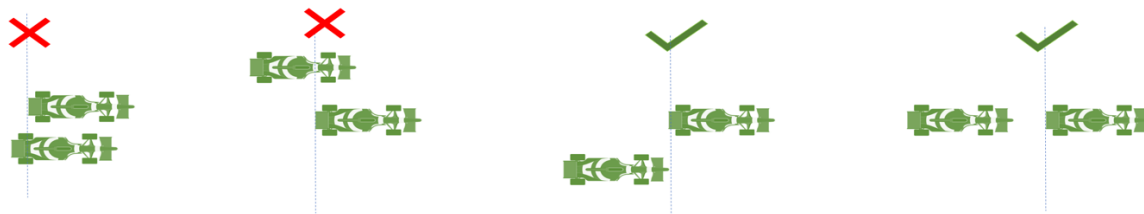
- 7.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 7.2.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



- 9.2. **To reduce the risk of an incident at the restart, weaving is not permitted between turn 13 and the line.**

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.

11. **Identification of Operational Personnel**

- 11.1. **In accordance with Art. 21.5 of the 2023 FIA F2 Sporting Regulations, each operational team personnel must wear on the upper arm a clearly visible specific armband provided by the FIA.**
- 11.2. **If an armband is damaged or lost, a replacement may be requested from the FIA.**
- 11.3. **Failure to comply with the above provisions will be reported to the Stewards.**

Event Specific Instructions

12. Changes to the circuit.

- 12.1. Turn 1 run-off has been extended by approximately 30 meters. New walls and fences including a rescue road have been built.
- 12.2. The artificial gras has been removed in Turn 3.
- 12.3. New concrete verge at RHS entry Turn 7.
- 12.4. Tec2 high speed barriers have been added in Turn 13 and Turn 16.
- 12.5. New layout between Turn 13 and Turn 14.
- 12.6. Removal of temporary kerbs at Turn 1 apex, Turn 2 apex and run-off area, Turn 4 exit, Turn 5 apex, Turn 7 apex, Turn 9 apex and exit and Turn 12 apex.
- 12.7. Width of white line at exit Turn 12 LHS extended up to 30 cm.

13. Pit Lane

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

14. Pit lane Barriers.

- 14.1. F1 Teams have been instructed to ensure their barriers are no more than 3.2 meters from the garages.

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:
 - 15.1.1. DRS Activation 1: Panels 11, 12
 - 15.1.2. DRS Activation 2: Panels 16, 1, 2

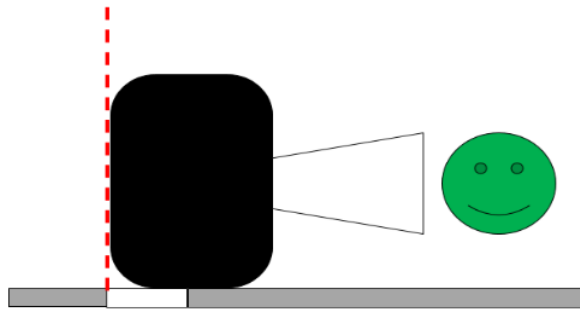
16. Practice starts.

- 16.1. Practice starts may only be carried out on the right-hand side after the pit exit lights but before the end of the pit wall. For the avoidance of doubt, this includes any time the pit exit is open for the race. Drivers must leave adequate room on their left for another driver to pass.
- 16.2. 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.



17. Lines at the Pit Entry and Pit Exit

- 17.1. 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.



17.2. For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.



18. Reconnaissance Laps

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

19. Track Limits.

- 19.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.
- 19.2. 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.
- 19.3. Any driver going with all four wheels to the left of the left-hand sidetrack limiting white line at turn 1 and turn 2 may only rejoin the track at turn 3 on the following conditions:
 - a) The car passes on the left-hand side of the two bollards at the entry of turn 3
 - b) The car rejoins the track in a safe way
 - c) The car does not gain a lasting advantage



20. Fire extinguishers around the circuit.

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

21. Places to remove cars from the track.

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

22. Removing cars from the grid.

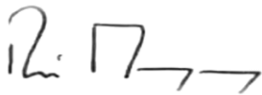
22.1. Through the gates in the pit wall adjacent to grid positions 2 and 17.

23. Car number light panels for the start

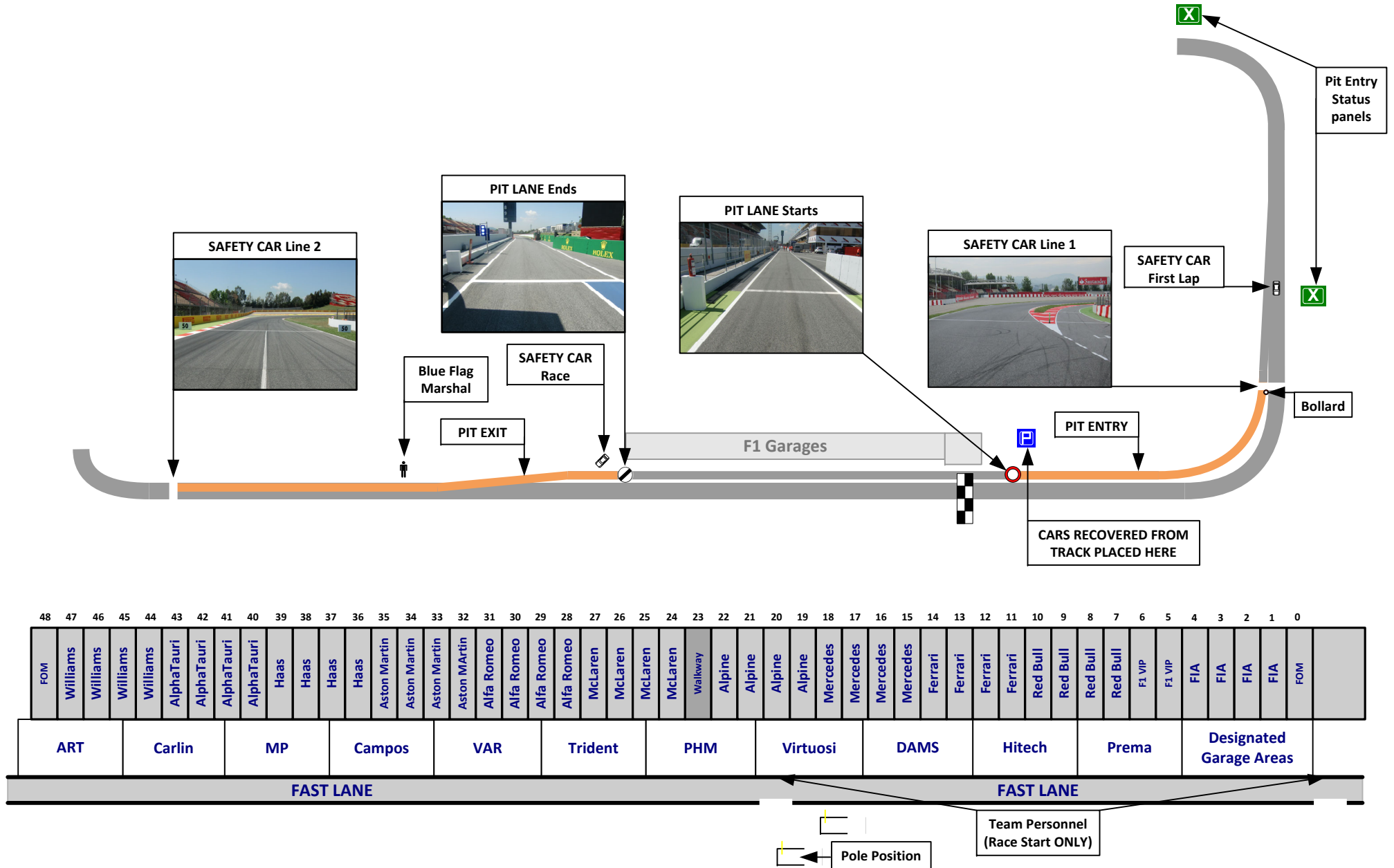
23.1. On the right-hand side of the grid.

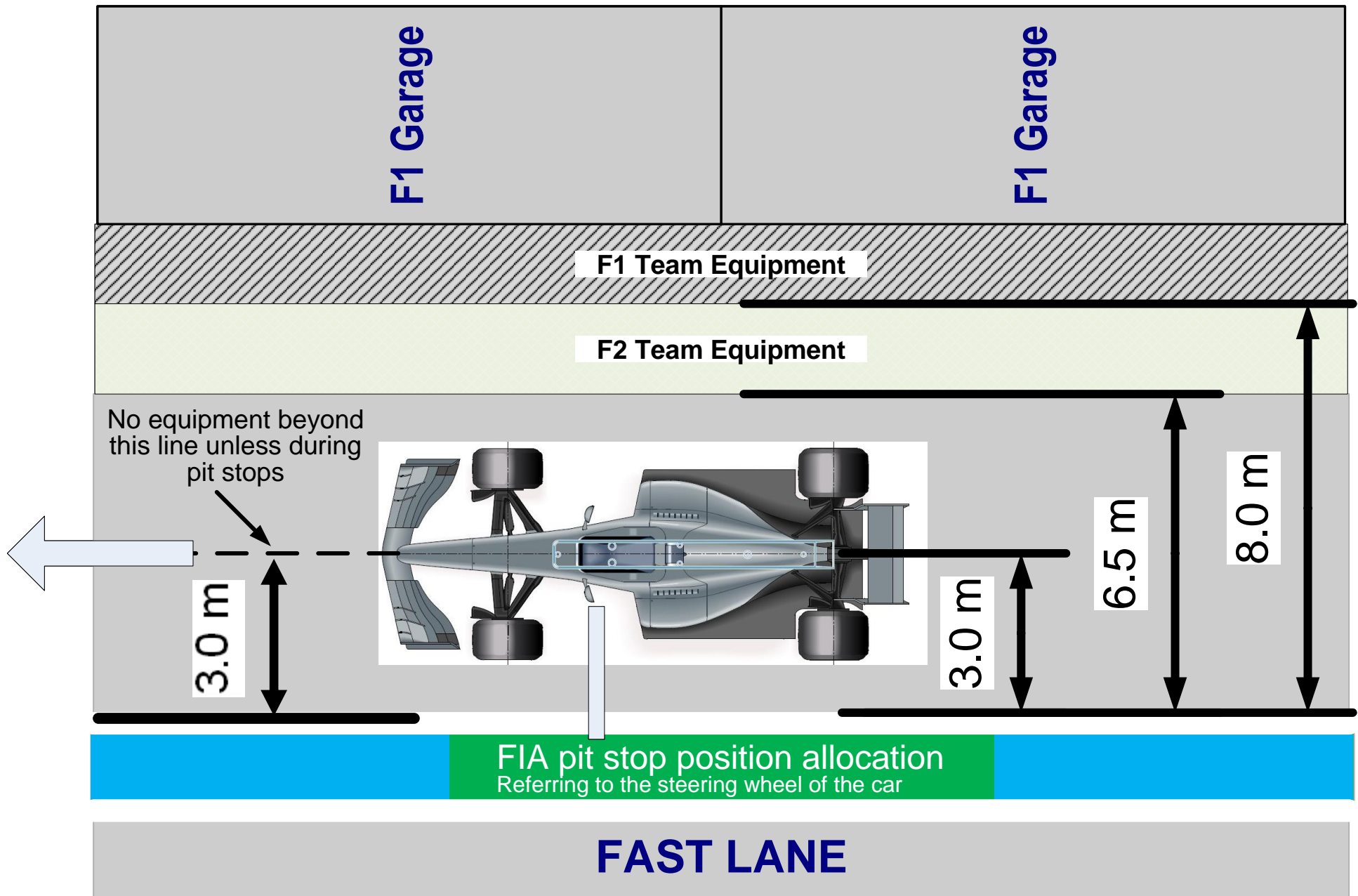
24. Suspending a Race.

24.1. In case of a race suspension, cars will be stopped in the fast lane of the pit.



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

Team trolleys will exit the F2 paddock turning left onto the main paddock road, keeping to the left-hand side to avoid blocking emergency vehicles, shuttles etc. Upon receiving the signal from the marshals, they can advance to the F1 pit lane. Team members may only enter the F1 pit lane together with the trolleys.

Race cars should be pushed onto the main paddock road, keeping to the left to avoid blocking any emergency vehicles, shuttles etc. After the trolleys have left and when the signals are given by the marshals, car may proceed under power from the main paddock road to the F1 pit lane.

Return to Support Race Pit Lane

Team trolleys will leave the F1 pit lane by moving to the far exit of the pit lane and follow the roadway back to the F2 paddock.

At the end of the practice session, all cars must complete the lap, return to the F1 pit lane and turn right through the gate at pit entry. The cars will follow the roadway to turn into the F2 paddock.

At the end of the qualifying session, after taking the chequered flag, all cars must complete the lap, return to the F1 pit lane and turn right through the gate at pit entry to stop in parc fermé. Drivers must follow marshals' instruction.

All cars in the F1 pit lane at the end of each session will be allowed to go on track and complete the lap to return to turn right through the gate at pit entry.

At the end of both races, after taking the chequered flag, all cars must complete the lap, return to the F1 pit lane and turn right through the gate at pit entry. The cars will follow the roadway to stop in the parc fermé area in front of the FIA Technical area. Drivers must follow marshals' instruction. The top 3 cars will continue to the F1 pit lane and stop underneath the podium. From there, the cars will be pushed back to the FIA Technical Area by team personnel after the podium presentation.

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 ready to depart | 10:30 |
| Trolley released to F1 pits | approx. 10:45 |
| Race cars released to F1 pits | approx. 10:50 |

Friday – Qualifying (15:55 – 16:25)

| | |
|-------------------------------|---------------|
| Trolleys ready to depart | 15:20 |
| Trolley released to F1 pits | approx. 15:35 |
| Race cars released to F1 pits | approx. 15:40 |

Saturday – Race 1 (pit lane open 14:00)

| | |
|-------------------------------|---------------|
| Trolleys ready to depart | 13:25 |
| Trolley released to F1 pits | approx. 13:40 |
| Race cars released to F1 pits | approx. 13:45 |

Sunday – Race 2 (pit lane open 11:10)

| | |
|-------------------------------|---------------|
| Trolleys ready to depart | 10:35 |
| Trolley released to F1 pits | approx. 10:50 |
| Race cars released to F1 pits | approx. 10:55 |

Rui Marques
The FIA Formula 2 Race Director

BARCELONA EVENT

02ND – 04TH JUNE 2023

TYRE SCHEDULE

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

- The Formula 2 tyre parc fermé is situated next to 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
-

Thursday 01st June

13:45 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

Friday 02nd June

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 03rd June

11:30 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 04th June

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

01.06.2023

Race Director's Communications

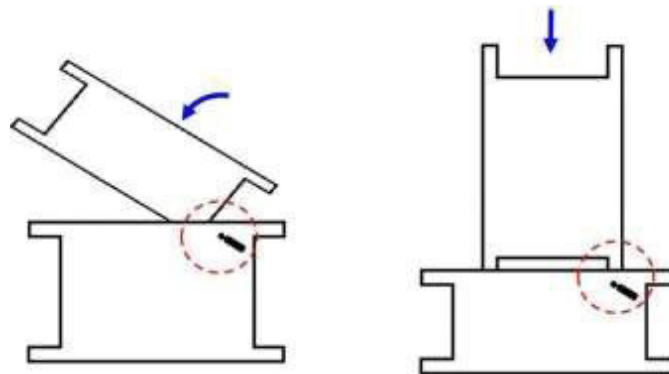
Following various discussions regarding the Pit Stop Regulations for the 2023 FIA Formula 2 Championship, we hereby provide the clarification below:

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:



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 Spain 02-04/06/23 (23F2R07BCN)

| 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 |

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

| | | |
|------|-------------------|-------------------|
| | Avg wear @15 Laps | Avg wear @15 Laps |
| Hard | 38 % | 40 % |
| Soft | 61 % | 48 % |

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 unused Wet tyres from Barcelona race will be retained for R08 Austria race. Please leave balance weights on and valve cores in for onward 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. |
|---|--|