



2023 JEDDAH EVENT

16 to 19 March 2023

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

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Title Event Notes V3

Description Event Notes V3

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The FIA Formula 2 Race Director

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To	FIA Formula 2 Teams and Officials / The Stewards	Date	18 March 2023
		Time	15:05

Event Notes VER 3

(Changes in light blue. All other pages from V1 and V2 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.

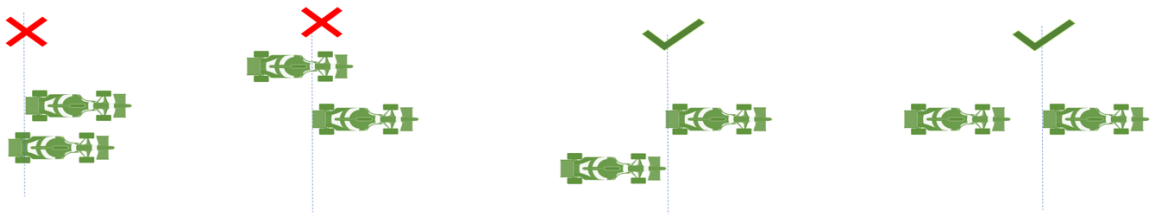
- 7.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 7.2.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

- Turn 3: Painted kerb.
- Turn 4: Steel plate removed.
- Turn 5: The existing mobile steel kerb will be replaced by a permanent concrete bevelled kerb. At the back of the kerb an asphalt transmission will be constructed with not more than 4% inclination.
- Turn 8: New alignment of wall, offset to old wall 7.80 m.
- Turn 8: The existing mobile steel kerbs (apex and exit) will be replaced by a permanent concrete bevelled kerb.
- Turn 10: New alignment of wall, offset to old wall 9.40 m.
- Turn 10: The existing mobile steel kerbs (apex and exit) will be replaced by a permanent concrete bevelled kerb.
- Turn 11: A row of grey TECPRO Barriers will be installed at the inside of Turn 11 exit on drivers left from the vehicle opening to the end of the track light posts.
- Turn 11: "Rumble strip" to be added behind to the verge at RHS.
- Turn 14: New alignment of wall, offset to old wall 5.80 m.
- Turn 14: Painted kerb and "rumble strip" to be added to the verge.
- Turn 16: Steel plate removed.
- Turn 17: The existing mobile steel kerb will be replaced by a permanent concrete bevelled kerb.
- Turn 19: Painted kerb as "rumble line" to be done in the verge.
- Turn 20: New alignment of wall, offset to old wall 3.70 m.
- Turn 20: Painted kerb and "rumble strip" to be added to the verge.
- Turn 21: Painted kerb and "rumble strip" to be added to the verge.
- Turn 22: Steel plate removed.
- Turn 22/23: Turn 22 starts approx. 10 m later, Turn 23 moved by approx. 5 m. The existing mobile steel kerbs will be replaced by a permanent concrete bevelled kerb. This is the only layout modification.
- Turn 24: Steel plate removed.

12. Pit Lane

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

13. Pit lane Barriers.

- 13.1. F1 Teams have been instructed to ensure their barriers are no more than two meters from the garages.
- 13.2. F2 Teams and Trolleys will be released into the pit lane no earlier than 20 minutes prior to the pit lane opening.

14. 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:

1. DRS Activation 1: Panels 12, 13, 14
2. DRS Activation 2: Panels 16, 17, 18, 19
3. DRS Activation 3: Panels 20, 21, 1, 2

15. Practice starts.

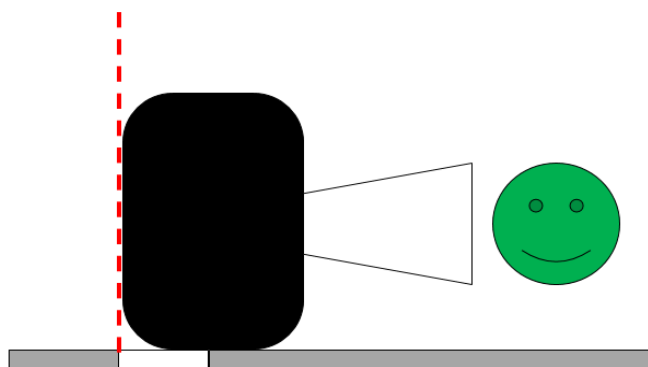
- 15.1. Practice starts may only be carried out on the asphalt on the LHS of the fast lane immediately after the pit exit line and, for the avoidance of doubt, this includes any time the pit exit is open for the race.



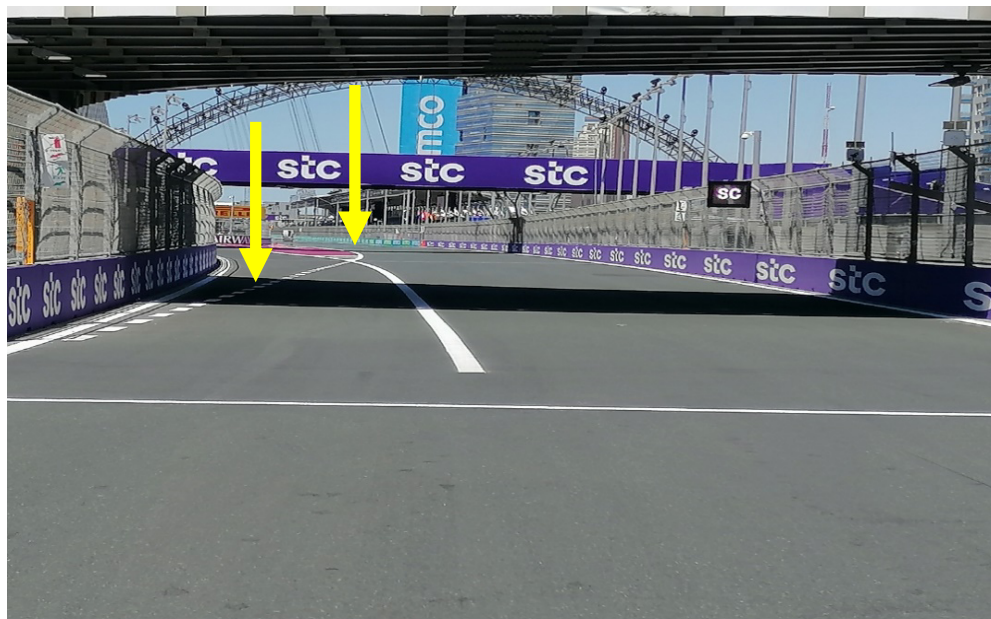
- 15.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

16. Lines or bollards at the Pit Entry and Pit Exit.

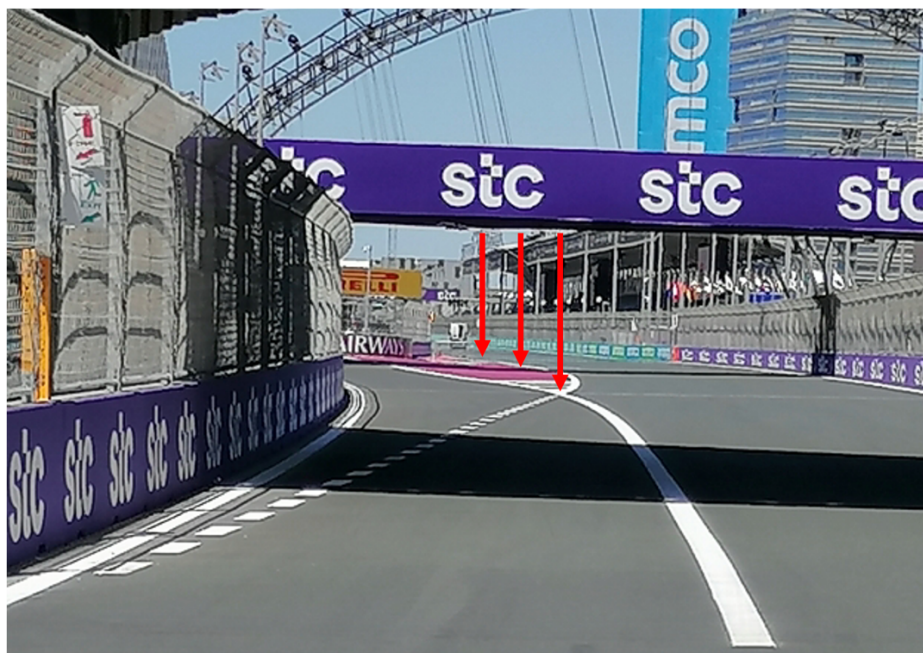
- 16.1. In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.



- 16.2. The dashed white line across pit entry and pit exit marks the track edge line.



- 16.3. Except in a case of force majeure (accepted as such by the Stewards), the crossing by any part of the tyre, in any direction, of the painted area between the pit entry and the track, by a driver is prohibited (as denoted by red arrows below).



- 16.4. For safety reasons drivers must keep to the right of the solid white line after the pit entry when they are entering the pits.



17. Reconnaissance Laps

- 17.1. 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.

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.

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 gate in the pit wall adjacent to grid position 1, 13 and 24.

22. Car number light panels for the start

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

23. Suspending a Race.

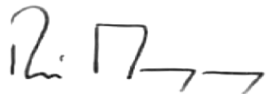
23.1. In case of a race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

24. General – End of session/races

24.1. The three podium cars should stay in front of the field and continue to the Grid for the podium presentation. They will be under parc fermé conditions and be towed back to the support paddock with a team member steering the car.

25. Drivers' Meeting

25.1. In order to avoid any possible miscommunication during the Drivers' Meeting, teams are not allowed to start the engines or practice pit stops on Thursday between 17:00 until the end of the meeting.



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FIA Formula 2 Championship