



2023 MELBOURNE EVENT

30 March to 2 April 2023

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

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Time 15:31

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Rui Marques

The FIA Formula 2 Race Director

From	The FIA Formula 2 Race Director	Document	3
To	FIA Formula 2 Teams and Officials / The Stewards	Date	30 March 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, cars will be pushed in to the pit lane on travel tyres.**
- 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.

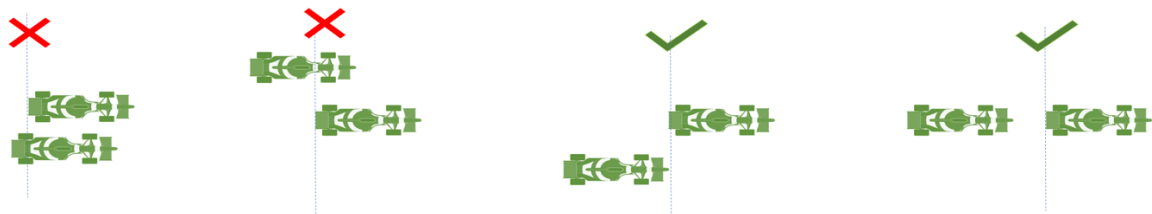
- 7.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 7.2.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

11.1 First visit of Formula 2 to this circuit.

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 three meters from the garages.

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:

14.1.1. DRS Activation 1: Panels 11, 12, 13, 14

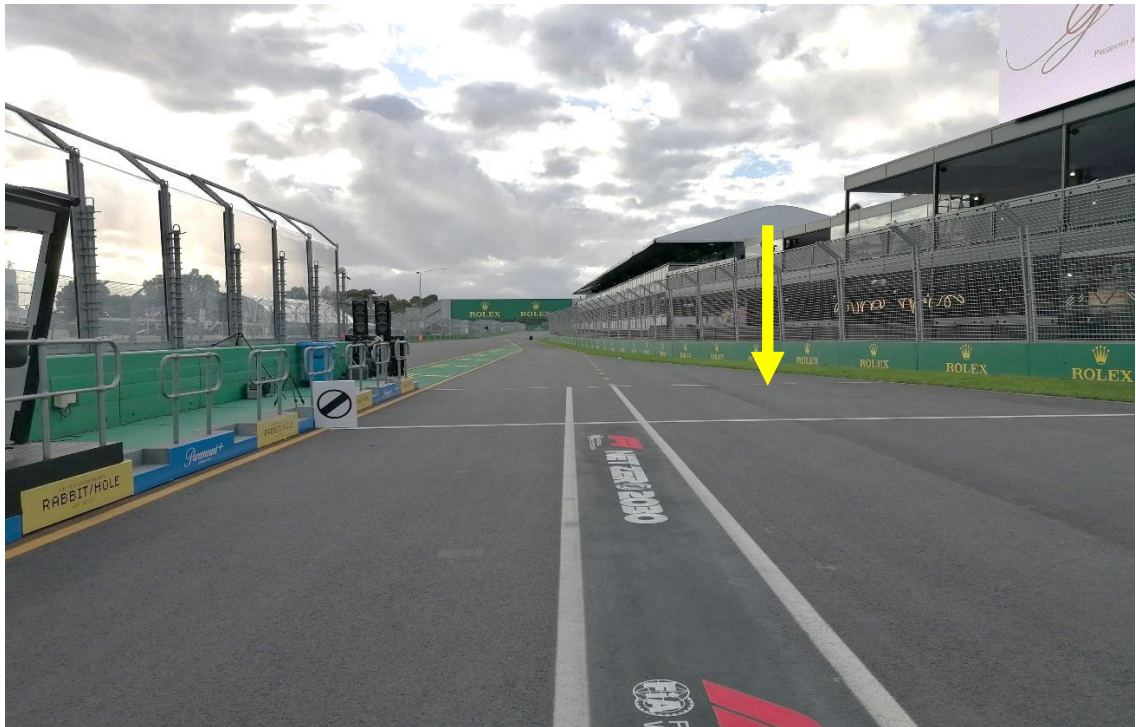
14.1.2. DRS Activation 2: Panels 15, 16, 17

14.1.3. DRS Activation 3: Panels 20, 1, 2

14.1.4. DRS Activation 4: Panels 3, 4, 5

15. Practice starts.

15.1. Practice starts may only be carried out on the asphalt on the RHS 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.



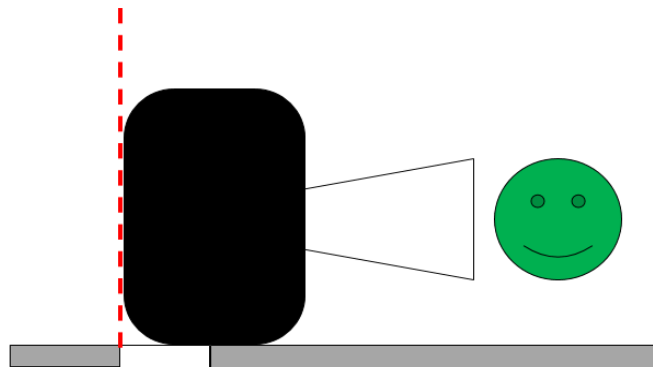
15.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

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

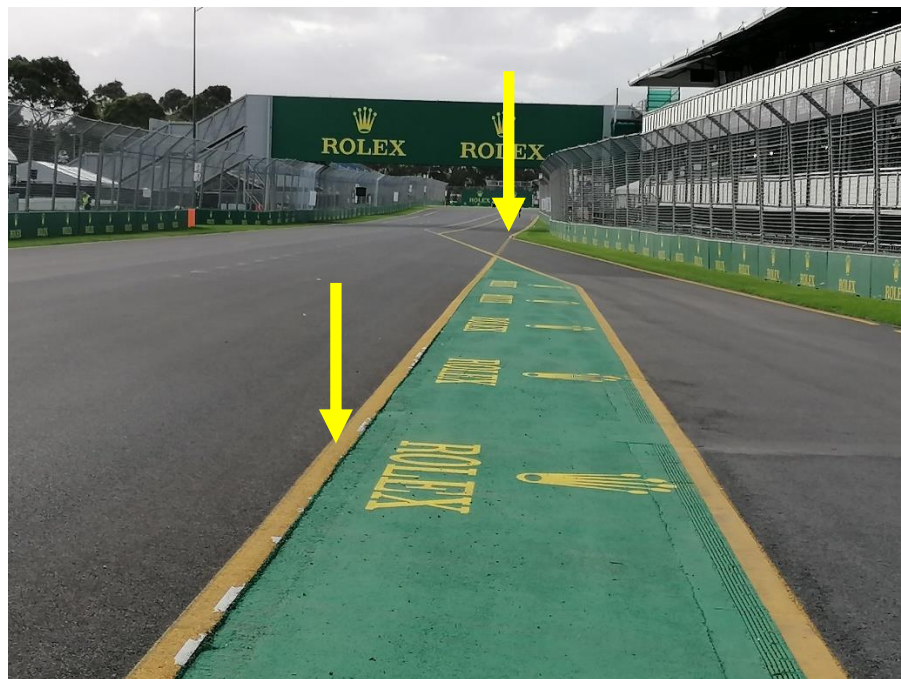
16.1. In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit (**yellow lines**).



Pit entry road for the F1 pit lane



16.2. The yellow line (continuous and dotted) across pit exit marks the track edge line.



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 **yellow** 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.

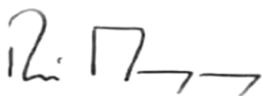
- 21.1. Through the gate in the pit wall adjacent to grid position 10.

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 F1 pits in front of the pit exit white line.



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

Trolleys will line up in the support paddock and when released, the teams and trolleys will go into the Supercars Pit Lane **and enter the F1 Pit lane.**

Subsequently and on marshals' instruction, **race cars will be pushed on travel tires in team order from the support paddock to the Supercars Pit Lane and into the F1 Pit Lane.**

Return to Support Race Pit Lane

Teams and trolleys will leave the F1 Pit Lane via the same way they entered through the passageway in the Supercars Pit Lanes in the exact reverse order (PHM Racing by Charouz first and Invicta Virtuosi Racing last).

At the end of the practice and qualifying session, after taking the chequered flag, all cars should progressively slow down and continue in a single file to turn 13 where they must leave the track to enter the support paddock and stop in front of the F2 scrutineering bay.

At the end of both races after taking the chequered flag, all cars should progressively slow down and continue in a single file. The podium cars should stay in front of the field and continue to the F1 Pit Lane for the podium presentation where they will be under parc fermé conditions. Podium cars will be pushed back via the way they entered the Pit Lane with mechanics ready to push the cars back immediately. All other cars should continue to turn 13 where they must leave the track to enter the support paddock and stop in parc fermé.

All cars in the F1 pit lane at the end of each session will be allowed to go on track and continue to turn 13 where they must leave the track to enter the support paddock.

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 (10:00 – 10:45)

Trolleys loaded and ready to depart	09:20
Trolleys released to F1 pits	approx. 09:40
Race cars released to F1 pits	approx. 09:45

Friday – Qualifying (17:30 – 18:00)

Trolleys loaded and ready to depart	16:50
Trolleys released to F1 pits	approx. 17:10
Race cars released to F1 pits	approx. 17:15

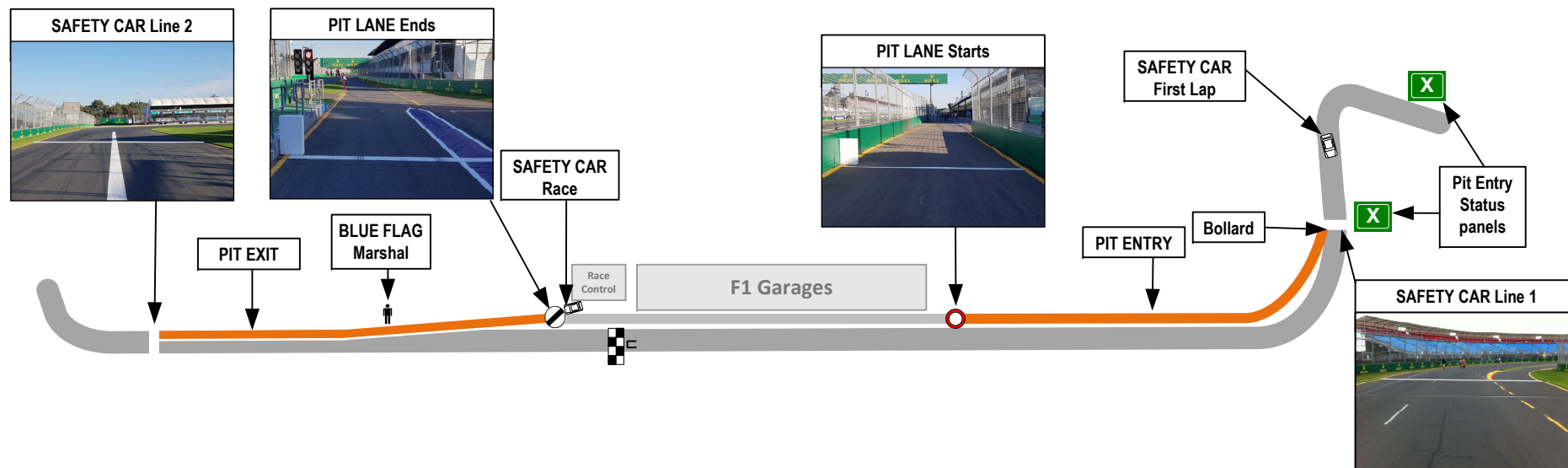
Saturday – Race 1 (pit lane open 14:05)

Trolleys loaded and ready to depart	13:25
Trolleys released to F1 pits	approx. 13:45
Race cars released to F1 pits	approx. 13:50

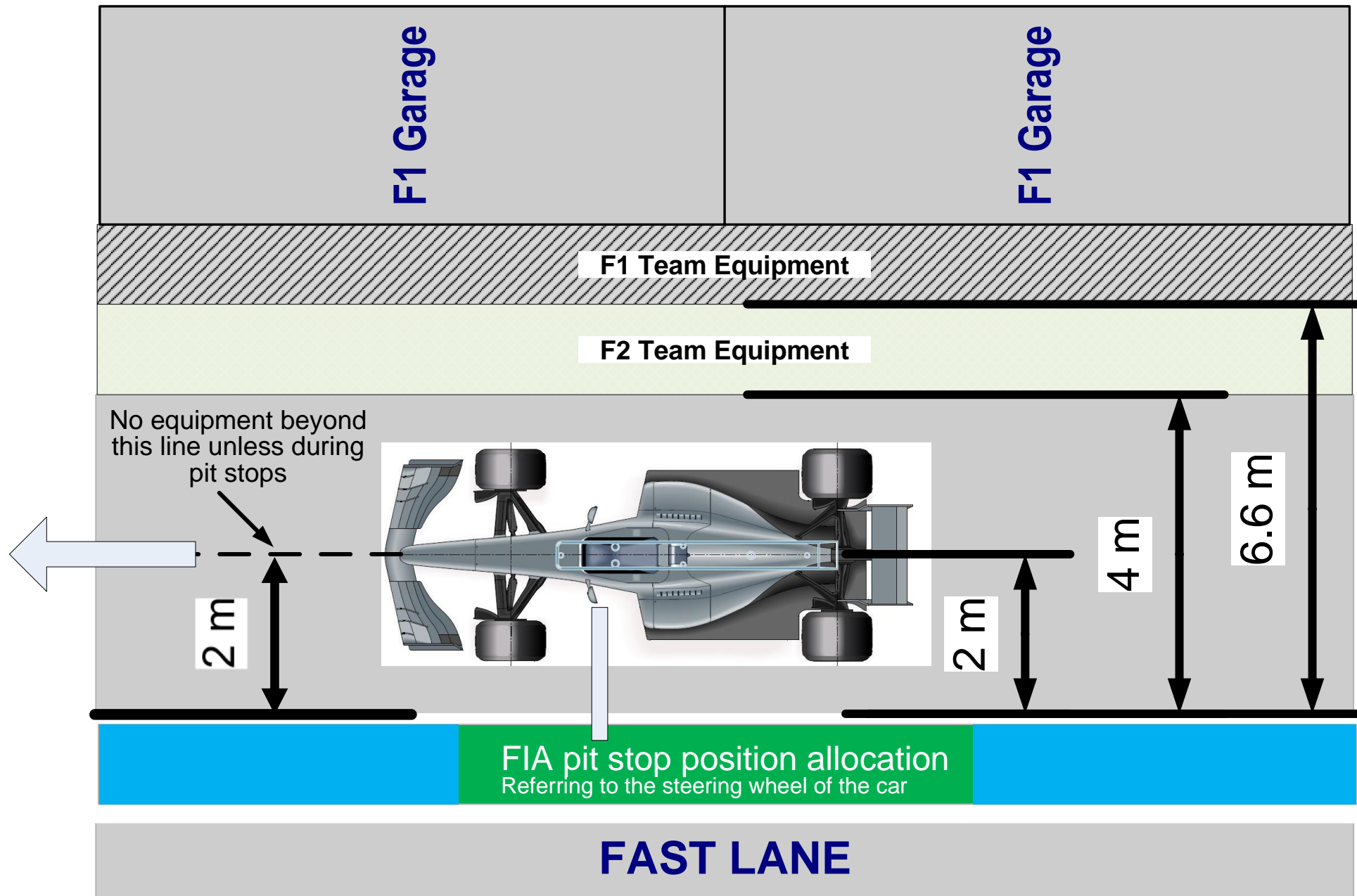
Sunday – Race 2 (pit lane open 11:20)

Trolleys loaded and ready to depart	10:40
Trolleys released to F1 pits	approx. 11:00
Race cars released to F1 pits	approx. 11:05

Rui Marques
The FIA Formula 2 Race Director



A	B	C	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
FOM	FOM	FOM	Red Bull	Red Bull	Red Bull	Ferrari / Red Bull	Ferrari	Ferrari	Ferrari	Ferrari	Mercedes	Mercedes	Mercedes	Mercedes / Alpin	Alpine	Alpine	Alpine	McLaren	McLaren	McLaren	A. Romeo / McLaren	Alfa Romeo	Alfa Romeo	Alfa Romeo	Aston Martin	Aston Martin	Aston Martin	Aston Martin	A. Martin / Haas	Haas	Haas	Haas	Alpha Tauri	Alpha Tauri	Alpha Tauri	Williams / A. Tauri	Williams	Williams	Williams	FIA	FIA	FIA	FIA	FIA
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MELBOURNE EVENT

30TH MARCH – 2ND 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 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 30th March

13:30 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 31st March

07:30 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

Saturday 01st April

11:35 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

Sunday 02nd April

08:50 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

30.03.2023

MELBOURNE EVENT

30 MARCH TO 2 APRIL 2023

Race Directors Communication

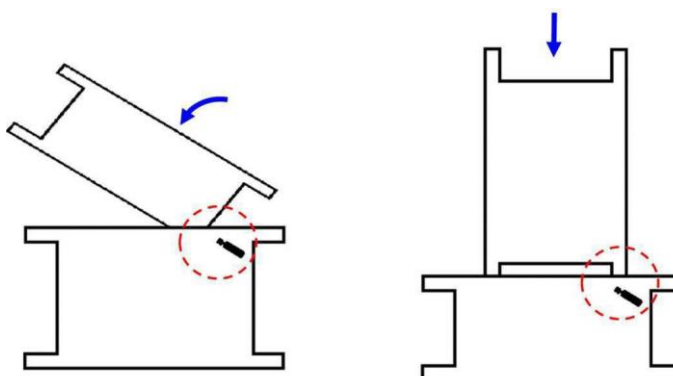
Following various discussions regarding the Pit Stop Regulations for the 2023 FIA Formula 2 Championship, we hereby provide the clarification below:

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:



MELBOURNE EVENT

30 MARCH TO 2 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 Australia 31/03-02/04/23 (23F2R03MEL)

Compound	FL	FR	RL	RR
Medium	F2M	F2M	R2M	R2M
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

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	N/A %	N/A %
Soft	N/A %	N/A %

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 Australia race activity are scheduled to be stripped at the end of the event. All rims will be returned to teams for onwards transport.**