



2023 MONACO EVENT

24 to 28 May 2023

From	The FIA Formula 2 Race Director	Document	20
To	All Teams, All Officials	Date	26 May 2023
		Time	09:39

Title Event notes V3
Description Event Notes V3
Enclosed Combined Event Notes V3.pdf

Rui Marques

The FIA Formula 2 Race Director

From	The FIA Formula 2 Race Director	Document	20
To	FIA Formula 2 Teams and Officials / The Stewards	Date	26 May 2023
		Time	09.30

Event Notes V3 (changes only in the Tyre Schedule document)

(Changes in red. 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.

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.**

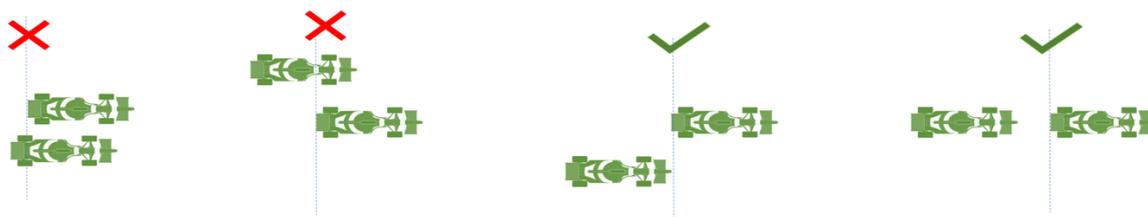
8.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the 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.(...)



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. New asphalt paving between entry Turn 19 and exit Turn 1.
- 11.2. New asphalt paving between exit Turn 8 and exit from the tunnel, and new asphalt paving at the entry of Turn 10.
- 11.3. New asphalt paving between entry Turn 15 and exit Turn 17.

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 one meter 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:

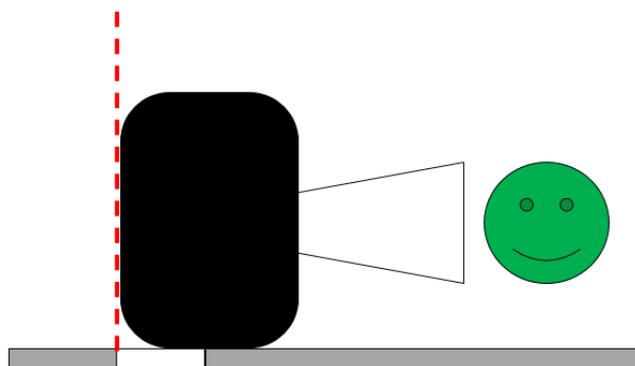
- 14.1.1. DRS Activation 1: Panels 19, 1, 2.

15. Practice starts.

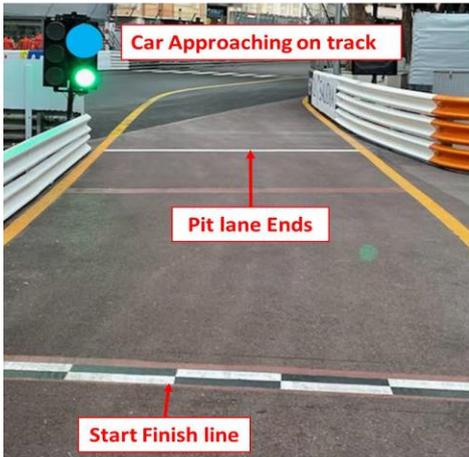
- 15.1. No practice starts may be carried out at the end of the pit lane.
- 15.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason.
- 15.3. Practice starts may only be carried out on the track at the end of free practice session. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and carry out a practice start.
- 15.4. All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.
- 15.5. If any driver appears to be disregarding any of the above a red flag will be displayed and the possibility to carry out any further starts will be immediately terminated.
- 15.6. After making the practice start all cars will return to the pit lane stay in the fast lane, NO tyre changes and follow the course car to the paddock.

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 (yellow line).



LEAVING THE PITS



16.2. Pit exit road blocked arrows.



16.3. Cars on track. Information of cars pit out.



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.

18.2. 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. Turn 10-11 Escape Road

19.1. If a car uses the escape road at Turn 10-11 (Chicane), the driver may re-join the track only when the lights, operated the marshal on the spot, are turned to green.



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 pit lane exit.

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. The first car must stop at the end of the last garage, rather than going to the pit exit lights.

Rui Marques

Race Director
FIA Formula 2 Championship

MONACO EVENT

25TH – 28TH MAY 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
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Wednesday 24th May

13:30 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

18:30 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Thursday 25th May

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

17:45 All dry NEW and all USED tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 26th May

12:40 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2.5 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 27th May

11:30 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2.5 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 28th May

06:55 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: 2

25.05.2023