



# 2023 YAS MARINA EVENT

23 to 26 November 2023

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	13
<b>To</b>	All Teams, All Officials	<b>Date</b>	24 November 2023
		<b>Time</b>	14:19

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**Title** Event Notes V2  
**Description** Event Notes V2  
**Enclosed** Event Notes Combined V2.pdf

**Rui Marques**

**The FIA Formula 2 Race Director**

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	13
<b>To</b>	FIA Formula 2 Teams and Officials / The Stewards	<b>Date</b>	24 November 2023
		<b>Time</b>	14.10

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## **Event Notes V2**

(Changes in light blue. All other pages from V1 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.
- 1.7. Pit Stop Position.

#### **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. During the practice sessions, for the transfer procedures from the endurance pit lane to the F1 pit lane, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations can 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 [V2](#).

#### **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 must 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 2023 FIA F2 Sporting Regulations is concerned (team personnel limitation).

**7. Observing yellow flags during free practice and qualifying.**

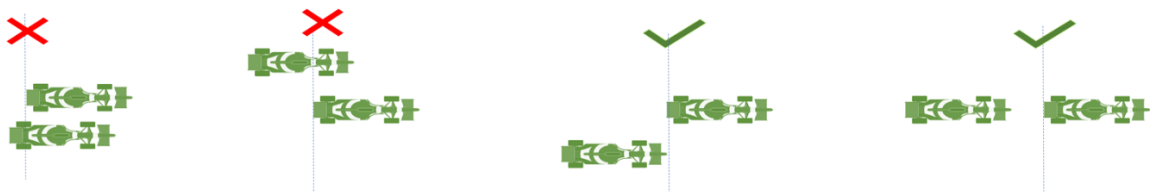
- 7.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 7.2.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

- 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. At the end of each VSC procedure, Drivers must follow their delta time until the “VSC” on the FIA Light panels have changed to green.
- 9.3. The positioning of the cars in both procedures (Safety Car and VSC) must comply with the below drawing:



- 9.4. To reduce the risk of an incident at the restart, weaving is not permitted from the exit of T14.

## **10. Wet tyres**

- 10.1. No more than two sets of wet tyres may be fitted at any time.
- 10.2. Stripping one set of wet tyres to get the “third” set of wet tyres mounted cannot be done before the end of qualifying.

## **11. Teams Guests**

- 11.1. 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**

## **12. Changes to the circuit.**

- 12.1. Debris fence at MP4.5 on RHS has been extended by 16 meters.
- 12.2. All track light panels have been replaced with the newest models.
- 12.3. Debris fence between Turn 2 until Turn 3 on LHS has been upgraded to 3.5 meters height.
- 12.4. Resurfacing from entry Turn 6 until exit of Turn 7.
- 12.5. Resurfacing from entry Turn 10 until exit of Turn 11.
- 12.6. TecPro shortened by 88 m on RHS at Turn 2.
- 12.7. TecPro shortened by 71 m on RHS at Turn 3.
- 12.8. TecPro shortened by 34 m on LHS at Turn 5 and by 19 m at exit of Turn 5.
- 12.9. TecPro shortened by 33 m on LHS between Turn 5 and Turn 6.
- 12.10. Concrete working lane has been repaired in front of garages 16 to 18.

## **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 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 7, 8, 9
  - 15.1.2. DRS Activation 2: Panels 10, 11, 12

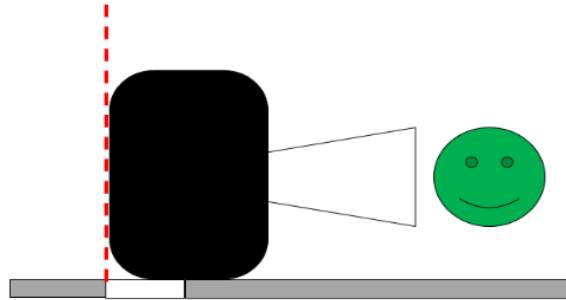
## **16. Practice starts.**

- 16.1. No practice starts at the pit exit.
- 16.2. Practice starts may be carried out on the track after 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.
- 16.3. 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.
- 16.4. 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.

16.5. After the practice start all drivers must enter the support pit lane.

## 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 solid white line 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. Additionally, each time a driver fails to respect track limits at the apex and exit of turn 16, will result in that lap time and the immediately following lap time being invalidated by the Stewards.

19.3. The fourth and following offences will be reported to the stewards, regardless of having displayed the warning flag to the driver beforehand.

## 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. ideally drivers should try to stop on the right-hand side of the track.

## 22. Removing cars from the grid.

22.1. Cars may be removed from the grid through the gates adjacent to grid position 6 and through pit exit.

**23. Car number light panels for the start**

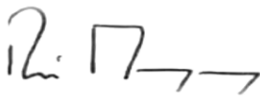
23.1. On the right-hand side of the grid.

**24. Suspending a Race.**

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

**25. General – End of session/races**

25.1. The three podium cars must stay in front of the field and stop on the main straight. **Should the drivers champion be decided and is not amongst the top 3 he must also stop on the main straight** . They will be under parc fermé conditions and be returned to the support paddock. **Team members will be allowed to go on the grid in a control manner bearing in mind that the cars are under parc ferme condition.**



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FIA Formula 2 Championship

## Paddock Departure and Return – Trolley and Race Cars

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

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

Trolleys will line up in the support pitlane (please ensure to keep the fast lane clear) and when released, the trolleys will go via the support pit entry across the track to bear right towards the F1 pit entry, following the attached route plan. Team personnel on foot should also follow this route.

Teams should turn their trolleys around in the F1 pit lane, ready to exit through the same route as they arrived at the end of each session.

**Race Cars** will leave via the support pit exit in the above team orders and go on track to the F1 pit lane.

A shuttle service will be provided for F2 mechanics with starter motors to transfer them to the F1 pit lane as soon as all cars have departed the support pit lane.

### **Drivers participating in Formula 1 Free Practice 1**

A transport has been arranged for drivers participating in the F1 FP1 to return to the support paddock. The transport will be stationed near the track medical centre at pit entry and drivers must be on the transport as soon as possible at the conclusion of the F1 FP1 in order to return to the support paddock in a timely manner. Alternatively, an arrangement has been made with the Clerk of the Course for marshals to assist in pushing the cars from the support paddock to the F1 Pit Lane for the Formula 2 Session.

### **Return to Support Paddock**

Teams exit through the same route as they arrived.

#### Race Cars:

At the end of the **practice session** after taking the chequered flag, **ALL** drivers must complete the lap to either the F1 pit lane or the F1 grid. Drivers on the F1 grid can carry out a practice start, following the practice start, cars should continue to turn 8 where they must leave the track to go into the support pit lane. Any cars in the F1 pit lane will be directed onto the circuit to return to the support pit lane after the last car has left the F1 grid.

At the end of the **qualifying session** after taking the chequered flag, cars will slow down and continue to turn 8 where they must leave the track into the support pit lane and go directly to parc fermé, any cars in the F1 pit lane at the time of the chequered flag must be driven onto the circuit to return to parc fermé.

At the end of both races after taking the chequered flag, the podium cars should complete the lap to the F1 grid for the podium presentation. All other cars should progressively slow down and continue to turn 8 where they must leave the track into the support pit lane and go directly to parc fermé. The three podium cars should stay in front of the field and stop on the F1 grid. They will be under parc fermé conditions and be towed back to parc fermé with a team member assisting in steering the car. ~~Three team members per car~~

will be allowed onto the grid strictly for the purpose of cooling down and turning the car around to return to the support paddock. Should the drivers champion be decided and is not amongst the top 3 he must also stop on the main straight. They will be under parc fermé conditions and be returned to the support paddock. Team members will be allowed to go on the grid in a control manner bearing in mind that the cars are under parc ferme condition.

All cars in the F1 pit lane at the end of each session will be allowed on track and continue to turn 8 where they must leave the track into the support pit lane and go directly to parc fermé.

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:

### Pit Lane Procedure Times

#### **Friday – Practice (11.05 – 11.50)**

Trolleys loaded and ready to depart.	10.30
Trolleys released to F1 Pit Lane.	approx. 10.40
Race cars released to F1 Pit Lane.	approx. 10.55

#### **Friday – Qualifying (15.00 – 15.30)**

Trolleys loaded and ready to depart.	14.25
Trolleys released to F1 pits.	approx. 14.35
Race cars released to F1 pits.	approx. 14.50

#### **Saturday – Sprint Race (pit lane open 16.05)**

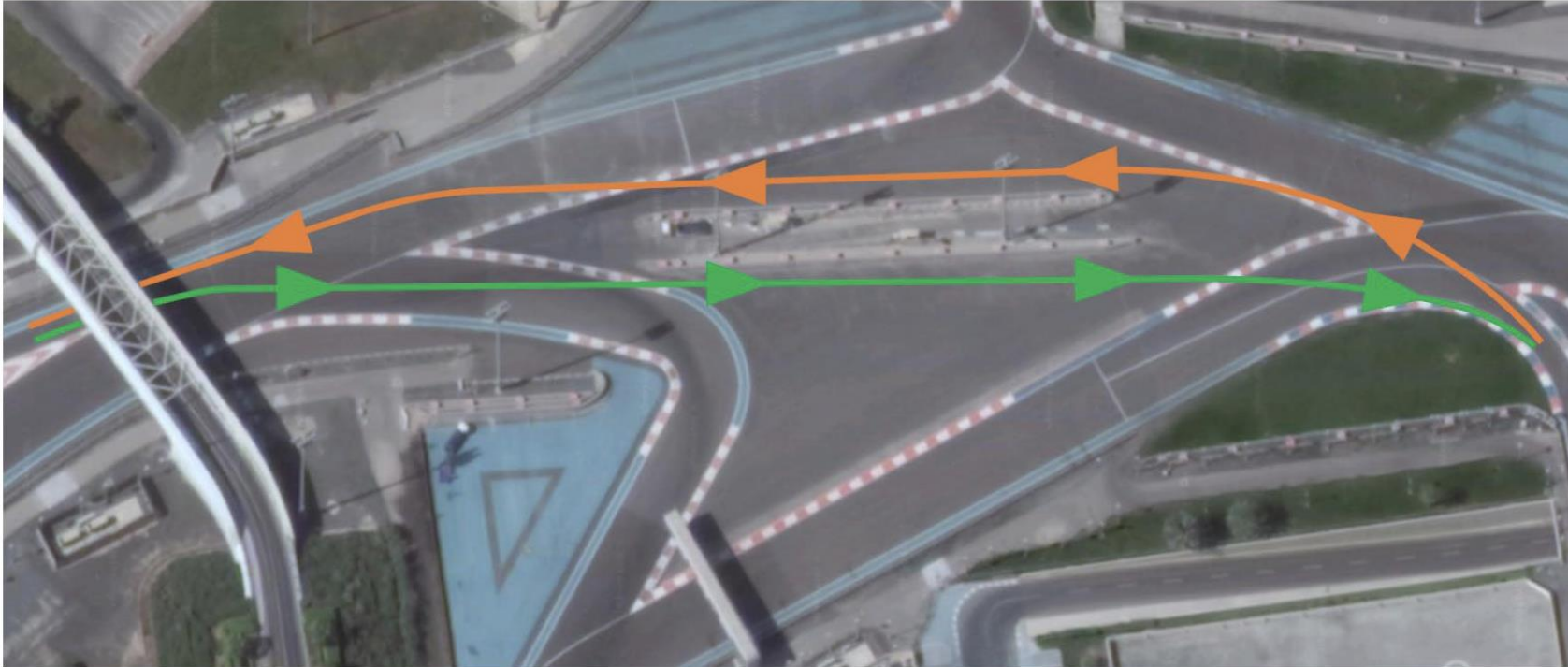
Trolleys loaded and ready to depart.	15.30
Trolleys released to F1 pits.	approx. 15.40
Race cars released to F1 pits.	approx. 15.55

#### **Sunday – Feature Race (pit lane open 13.00)**

Trolleys loaded and ready to depart.	12.25
Trolleys released to F1 pits	approx. 12.35
Race cars released to F1 pits	approx. 12.50

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SUPPORT PITS TO F1 PIT LANE



FROM F1 PIT LANE TO SUPPORT PITS

