



2024 MONACO EVENT

22 to 26 May 2024

From	The FIA Formula 2 Race Director	Document	2
To	All Teams, All Officials	Date	22 May 2024
		Time	16:09

Title F2 Monaco Event Notes
Description F2 Monaco Event Notes
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Rui Marques

The FIA Formula 2 Race Director



MONACO EVENT

22 – 26 May 2024



From: The FIA Formula 2 Race Director	Document: 2
To: FIA Formula 2 Teams and Officials / The Stewards	Date: 22 May 2024
	Time: 16:05

General Instructions

1. Pit lane map (to be released in version 2)

- 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 10.4.3 e) of the Technical Regulations see the attached document provided by the official tyre supplier.

3. Pre & Post Session / Race Procedure from support paddock to F1 pit lane

- 3.1. For the transfer procedures from the support 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.

4. Tyre Schedule

- 4.1. Refer to attached document – F2 Tyre Schedule.

5. Track light panels.

- 5.1. 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.

6. Drivers leaving their pit stop position in the pit lane.

- 6.1. 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.
- 6.2. It is not permitted to do burn outs or clutch bite points checks in the paddock, support pit lane, garage areas and in the pit lane at any time during the Event.
- 6.3. 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.
- 6.4. 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.
- 6.5. No wheel nuts must be left on the ground at all times.

7. Fuel pressure release in parc fermé.

- 7.1. 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.

- 7.2. 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.
- 7.3. This person will not count as far as Article 21.5 of the FIA F2 Sporting Regulations is concerned (team personnel limitation).

8. Observing yellow flags during free practice and qualifying.

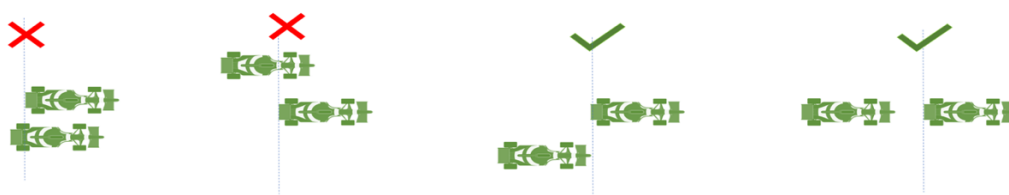
- 8.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. 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.
- 8.3. Double Waved during VSC or SC: Any driver passing through a double waved yellow marshalling sector, in addition to the requirement in 8.2 above, must remain positive of the delta time in the sector concerned.

9. Lapping during the race.

- 9.1. 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.
- 9.2. 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.
- 9.3. It should be noted that the aim of using F1MS is to ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

10. Safety Car Procedure / End of VSC period

- 10.1. 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.(...)
- 10.2. 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.
- 10.3. The positioning of the cars in both procedures (Safety Car and VSC) must comply with the below drawing:



- 10.4. To reduce the risk of an incident at the restart, weaving is not permitted from the entrance of Turn 18 until the driver passes the line.



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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.

- Resurfacing between exit Turn 4 until entry Turn 6.
- Resurfacing between exit Turn 6 until entry Turn 10.
- Resurfacing between exit Turn 19 until exit Turn 1.
- FIA fence upgraded with 45 degrees angled upper part between Turn 13 and Turn 15 on LHS.

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 one meter 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 zone are displaying yellow. The zones and corresponding light panels are as follows:
- a) DRS Activation 1: Panels 18, 19, 1, 2.

16. Practice starts

- 16.1. No practice starts may be carried out at the end of the pit lane.
- 16.2. 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.
- 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 making the practice start all cars will return to the pit lane, cars will be allowed to change tyre if necessary. Pit exit light will turn green for the cars proceed behind the course car to the support paddock.

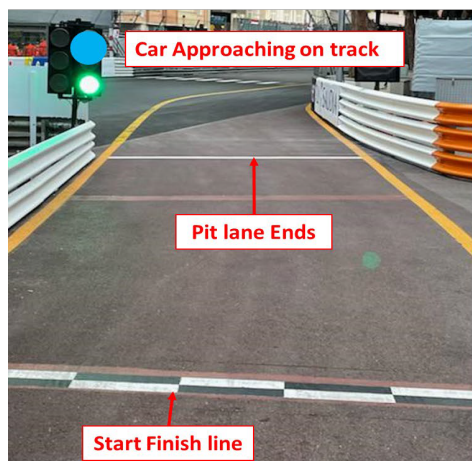
17. Lines or bollards at the Pit Entry and Pit Exit.

- 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 (**Yellow Line**).
- 17.2. For safety reasons, overtaking is not allowed at the pit entry road after crossing Safety Car Line 1, unless in exceptional circumstances e.g., a slow car with an obvious mechanical

problem.

18. Additional signals at Pit Exit

18.1. There are two yellow arrows located on driver's right on track just before pit exit. These arrows will flash whenever a car is leaving the pit lane to warn drivers on track.



LEAVING THE PITS



18.2. A yellow arrow is located on driver's right at pit exit for cars leaving the pit lane. It will flash whenever the pit exit road is blocked. In this situation, a driver may cross the solid line at pit exit and take turn 1 in the normal way.



19. Track Limits.

19.1. 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.

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

20. Turn 10-11 Escape Road

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.



21. Fire extinguishers around the circuit.

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

22. Places to remove cars from the track.

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

23. Removing cars from the grid.

23.1. Only through pit exit.

24. Car number light panels for the start

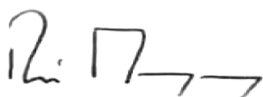
24.1. On the right-hand side of the grid.

25. Suspending a Race.

25.1. In case of a race suspension, cars will stop 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. This will provide rooms for the teams and allow lapped cars to be pushed to the front of the line.

26. General – End of races

26.1. The three podium cars should stay in front of the field and stop at the start line in front of the Royal Box for the podium ceremony. They will be under parc fermé conditions.



Rui Marques
Race Director
FIA Formula 2 Championship



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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. MP Motorsport
2. AIX Racing	8. Invicta Racing
3. Trident	9. DAMS Lucas Oil
4. Campos Racing	10. Rodin Motorsport
5. Hitech Pulse-Eight	11. Prema Racing
6. VAR	

Trolleys will proceed to the pit lane first once released by the marshals.

Cars will be pushed to the holding point and exit the support paddock in the above orders. They will then proceed downhill without power but with a mechanic (or driver) at the wheel to steer the car. Please ensure your mechanic or driver is ready in the car in order not to hold up the queue or delay others from reaching the F1 Pit Lane. Once the first cars have been pushed down hill, please keep the flow going. Teams are reminded that no personnel may 'ride' on the cars at all times.

Team members must be ready near the pit entry to assist in pushing the cars forward from the start of the F1 Pit Lane to their designated team garage position. This is to avoid a 'traffic jam' which may hold up proceeding and be a danger to others in the pit lane.

Return to Support Race Pit Lane

Teams and trolleys will leave the F1 Pit Lane as soon as all race cars have cleared the F1 Pit Lane. At pit exit, teams will turn sharp left and proceed on track in the opposite race direction towards pit entry and back up the hill to the support paddock. The way will be marked by traffic cones. Teams must return the same way they entered in the exact reverse order (Prema Racing first and ART Grand Prix last).

At the end of the practice session and after the practice start, all cars should complete the lap and enter the F1 Pit Lane to proceed directly to pit exit. Cars will NOT be allowed to change tyres. The pit exit light will turn green for the cars to proceed behind the course car to exit the track after Turn 18.

At the end of the qualifying session, after taking the chequered flag, all cars should complete the lap and enter the F1 Pit Lane. Cars will be allowed to change tyres if necessary. The pit exit light will turn green for the cars to proceed behind the course car to exit the track after Turn 18 where they will stop in parc ferme. Qualifying tyres must then be re-fitted to those cars selected by the FIA Technical Delegate.

At the end of both races, after taking the chequered flag, the top 3 cars will complete the lap and stop at the start line in front of the Royal Box for the podium ceremony. Cars will be lifted onto flatbed after the podium ceremony to be returned to support paddock parc ferme.

All other cars will return to the F1 Pit Lane where they will be released back on track behind a course car before the commencement of the podium ceremony and leave the track at Turn 18 to stop in parc ferme.

All cars WILL NOT be permitted to change tyres.



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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:

Thursday – Practice (15:00 – 15:45)

Teams vehicles loaded and ready to depart	14:10
Vehicles & race cars released to F1 pits	approx. 14:40

Friday – Qualifying (15:10 – 15:50)

Teams vehicles loaded and ready to depart	14:10
Vehicles & race cars released to F1 pits	approx. 14:40

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

Teams vehicles loaded and ready to depart	13:10
Vehicles & race cars released to F1 pits	approx. 13:40

Sunday – Feature Race (pit lane open 09:25)

Teams vehicles loaded and ready to depart	08:40
Vehicles & race cars released to F1 pits	approx. 09:10

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The FIA Formula 2 Race Director



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Race Director's Communications

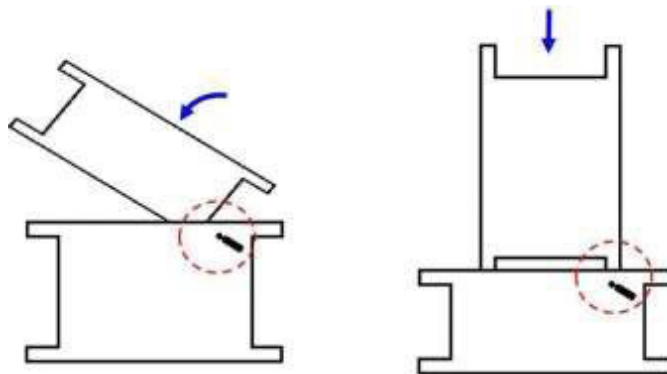
Following various discussions regarding the Pit Stop Regulations for the 2023 FIA Formula 2 Championship, we hereby provide the clarification below:

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:



When on the grid prior to the start of the Sprint and Feature Races:

Tyres not fitted to the car must lie flat on the ground or be placed on the tyre trolleys



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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.

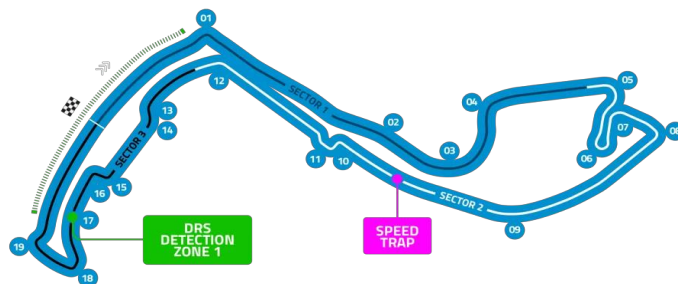
Rui Marques
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FIA Formula 2 Championship

In accordance with Articles 10.4.3 e and f of the F2 Technical Regulations, this document contains the prescriptions for the operation of tyres during the following event.

Document Version 1, Issue A

Grand Prix of Monaco - 23/05/24 - (24F2R05MNC)

Circuit Layout



Please note, track map is from the official Formula website and for display purposes only.

Compounds Selection

Compound	FL	FR	RL	RR
Soft	F2C	F2C	R2C	R2C
Supersoft	F2D	F2D	R2D	R2D
Wet	16R	17R	18R	19R

Sets Available
3
2
3

Prescriptions and Wear Life

Minimum pressures (psi)

	Rear (psi)	Front (psi)	
Slicks	10.0	12.0	Slicks
Wets	10.0	12.0	Wets

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -2.25°

Race -2.25°

Front Camber Limits

-4.5° FP & Q

-4.25° Race



Wear (from 23R06MNC Race)

Soft	16 %	12 %	Soft
Rear avg @ 15 Laps		Front avg @ 15 Laps	
Supersoft	18 %	20 %	Supersoft

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.
- A balancer will be made available until the last tyre is stripped on the final day, to check rims for damage.

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