



2021 JEDDAH EVENT

2 to 5 December 2021

From	The FIA Formula 2 Race Director	Document	15
To	All Teams, All Officials	Date	04 December 2021
		Time	13:10

Title Event notes 4
Description Event notes 4 Pit Exit Linre
Enclosed 2021 F2 Jeddah Event Notes V4.pdf

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The FIA Formula 2 Race Director

JEDDAH - EVENT

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To	FIA Formula 2 Teams and Officials / The Stewards	Date	4 December 2021
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Event Notes **Version 4**

General Instructions.

1) Matters arising from the Sochi Event.

2) Pit lane map

- 2.1 Safety Car lines.
- 2.2 The location of the pit entry and the pit exit.
- 2.3 Designated garage areas.
- 2.4 Safety Car position for first lap and rest of race.
- 2.5 Blue flag marshal at the pit exit.
- 2.6 Track light panels displaying pit entry status.

3) Pirelli Event Preview.

- 3.1 With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.

4) Drivers' Meeting.

- 4.1 In order to avoid any possible miscommunication during the Drivers' Meeting, teams are not allowed to start the engines on Thursday between 17:00 and 17:30 hours.

5) Transfer Procedure from support paddock to F1 pit lane.

- 5.1 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.

6) Track light panels.

- 6.1 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.

7) Drivers leaving their pit stop position in the pit lane.

- 7.1 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.

- 7.2 It is not permitted to do burn outs or clutch bite points checks in the paddock, garage areas and in the pit lane at any time during the Event.
- 7.3 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.
- 7.4 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.

8) Head and Eye Protection.

- 8.1 For Safety Reasons, all team personnel working on a car during any kind of pit stop practice, when the engine is running, must wear head and eye protection as defined in Article 28.11 of the 2021 F2 Sporting Regulations.

9) Fuel pressure release in parc fermé.

- 9.1 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.
- 9.2 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.
- 9.3 This person will not count as far as Article 21.5 of the 2021 FIA F2 Sporting Regulations is concerned (team personnel limitation).

10) Observing yellow flags during free practice and qualifying.

- 10.1 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 any driver in a double yellow sector will have that lap time deleted.
- 10.2 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.

Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

11) Lapping during the race.

- 11.1 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.

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.

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.

12) Fast Lane of the Pits.

- 12.1 For the safe and orderly running of the Event (Article 12.1.1.i of the ISC.) Cars may not enter the fast lane until the pit exit is opened at the start or re-start of each practice or qualifying session and the start of races. Furthermore, no car may be moved to a position in the inner lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.

12.2 If there is a red flag at any time during practice or qualifying all cars must return to their Teams designated area in the inner lane.

At no time may a car be reversed in the pit lane under its own power.

13) Driving Standards during practice and qualifying.

13.1 The Stewards intend to consider penalties against drivers who unnecessarily impede or hinder drivers on hot laps, usually, But not exclusively. By weaving excessively while on a preparation lap.

Event Specific Instructions

14) Changes to the circuit.

14.1 This is a new event.

15) Formula 1

15.1 F1 Teams have been asked to keep their barriers no more than three meters from the garages during all support race practice sessions and races.

15.2 F2 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

16) Practice starts

16.1 Practice starts may only be carried out on the asphalt on the left-hand side 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 races.

16.2 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).

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

17.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the left of the solid white line at the pit exit, when leaving the pits. No part of any car leaving the pits may cross this line.

17.2 For Safety reasons drivers must keep to the left of the solid white line immediately prior to the pit entry when entering the pits.

17.3 Except in the cases of force majeure (accepted as such by the Stewards), the crossing by any part of the car, in any direction, of the painted area between the pit entry and the track, by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.

17.4 The dotted line across the pit entry and the pit exit is the track edge.

17.5 The solid white line at the pit exit has been extended.

18) Driving unnecessarily Slowly.

18.1 Due to the nature of this track, drivers are reminded of the provisions of Article 27.4 of the Sporting Regulations

19) Fire extinguishers around the circuit

19.1 Indicated by white boards with Red letter "F" attached to the debris fences.

20) Places where drivers may leave the track.

20.1 Indicated by white and green panels displaying a figure running, attached to the debris fences.

20.2 Additionally, drivers may leave the track at all vehicle openings indicated by fluorescent panel on the barriers.

21) Places to remove cars from the track

21.1 Indicated by fluorescent orange panels on the barriers.

21.2 Should a car stop on the track during a session, the driver must keep all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

22) Removing cars from the grid

22.1 Through the gates in the pit wall, the first is located adjacent to grid position 1, the second adjacent to grid position 13 and the third adjacent to grid position 24.

23) Car number light panels for the start

23.1 On the left-hand side of the grid.

24) End of practice procedure

24.1 After taking the chequered flag, slow down progressively and continue to Turn 8, where the cars will leave the track on the left side, then continue with caution on the service road to the F2 Paddock.

25) End of qualifying procedure

25.1 After taking the chequered flag, slow down progressively and continue to Turn 8, where the cars will leave the track on the left side, then continue with caution on the service road to the F2 Parc Fermé or as directed by the FIA Technical Team.

26) Post-race procedures.

26.1 After taking the chequered flag, slow down progressively, the First 3 cars continue to the F1 Pit Lane for the Podium procedure, all other cars leave the track at Turn 8 and continue with caution to the F2 Parc Fermé or as directed by the FIA Technical Team.

26.2 Following the podium presentation, the first 3 cars will be returned by a recovery truck to the F2 paddock

27) General – End of session procedure.

27.1 After taking the chequered flag at the end of all practice sessions and races, for safety reasons and to avoid incidents when cars are leaving the track at Turn 8 to return to the paddock, overtaking is not permitted after Turn 5.

27.2 Any cars in the pit lane at the end of practice sessions and races that can be driven should proceed to the Pit Exit immediately after the chequered flag, when the pit exit light is turned to green cars may continue with caution on track to Turn 8 where they will leave the track and continue to the F2 paddock or Parc Fermé as required.

28) Parc Fermé

28.1 The Parc Fermé will be in the F2 garages.

29) Formation Lap

29.1 To avoid any unnecessary delays at the Start, drivers should keep the formation as tight as possible, do not create a big gap to the car in front.

30) Any other business



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Pit Exit Line