



2022 SAKHIR EVENT

17 to 20 March 2022

From	The Stewards	Document	2
To	All Teams, All Officials	Date	17 March 2022
		Time	18:43

Title Race Director Event Notes - Bahrain 2022

Description sent on behalf of the Race Director

Enclosed 2022 F2 Sakhir Event Notes.pdf

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Event Notes Version1.

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 (panel 17 & 18).

2) Pirelli Event Preview

- 2.1 With reference to Article 12.8 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.

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) Track light panel displaying pit entry status

- 5.1 The light panel indicated on the pit lane map will display a flashing yellow arrow if cars are required to use the pit lane once the Safety Car has been deployed during the race.
- 5.2 The light panel indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.



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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, 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. They must not drive side by side with another car.
- 6.4 For reasons of safety and sporting equity, drivers must not drive through other teams' pit bay after being released from their pit stop position.

7) Observing yellow flags during free practice and qualifying

- 7.1 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 this means the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).
- 7.2 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.

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. 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. Event Specific Instructions

9) Changes to the circuit

- 9.1 No changes to the event in 2021

10) Formula 1

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



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

11) Practice starts

11.1 Practice starts may only be carried out on the right-hand side after the pit exit lights but before the end of the pit signalling wall. For the avoidance of doubt, this includes any time the pit exit is open for the race. Drivers must leave adequate room on their left for another driver to pass.

11.2 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).

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

12.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the right of the solid white line at the pit exit when leaving the pits.

12.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.

12.3 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 red and white 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.

13) Track Limits

13.1 Drivers are reminded of the provisions of Article 27.3 of the Sporting Regulations.

14) Drivers reducing speed when off track

14.1 Any driver that leaves the track at any point, must significantly reduce his speed in order to rejoin the track a safe manner.

15) Fire extinguishers around the circuit

15.1 Indicated by small orange boards with a white letter 'F' on the barriers and debris fences.

16) Places to remove cars from the track

16.1 Indicated by fluorescent orange panels on the barriers.

16.2 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.

16.3 If a driver has to stop between Turns 10 and 11, he should make every reasonable attempt to stop on the left-hand side, as cars may then be recovered more easily.

17) Car number light panels for the start

17.1 On the right-hand side of the grid.

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18) Removing cars from the grid

18.1 Two gates in the pit wall, the first is located adjacent to grid position 2 and the second adjacent to grid position 18.

19) Car number light panels for the start

19.1 On the right-hand side of the grid.

20) Support Race Pit Lane.

20.1 Speed limit 60 km/h at all times.

20.2 Entering the support race pit lane is only allowed at the end of each session or race. And only when the driver received the chequered flag.

20.3 For safety reasons, the fast lane must be kept clear during Porsche support racetrack sessions, for the avoidance of doubt, Vans and team equipment must remain behind the line defining the inner lane from the fast lane.

20.4 Should you encounter a mechanical problem and have to stop the car when entering the narrow section of support race pit lane, pull over to the side as far as possible to allow other cars to overtake.

21) VSC Test

21.1 A VSC test will take place at the beginning of the session. All cars must leave the pit lane immediately after the pit exit is open to take part in the VSC test.

22) End of practice procedure

22.1 After taking the chequered flag, continue to Turn 10 and enter the support race pit lane.

22.2 All cars in the pit lane at the end of the session will be allowed to driver back to the support pit lane using the track.

23) End of qualifying procedure

23.1 After taking the chequered flag, continue to Turn 10, enter the support race pit lane and go directly to Parc Fermé.

23.2 All cars in the pit lane at the end of the session will be allowed to driver back to the support pit lane using the track.

24) Post-race procedures

24.1 The first 3 cars continue to the F1 pit lane podium, all other cars must leave the track at Turn 10, enter the support race pit lane and go directly to Parc Fermé.

25) Fuel pressure release in parc fermé

25.1 For safety reasons, teams are authorized 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



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authorized to attach fans to the car in the parc fermé.

25.2 When the cars are in the parc fermé, this person must request prior authorization from the FIA Technical Delegate on site and is only authorized to perform the action specified above.

25.3 This person will not count as far as Article 21.5 of the 2020 FIA F2 Sporting Regulations is concerned (team personnel limitation).

26) Any other busines

Rui Marques
FIA Formula 2 Race Director