



2021 JEDDAH EVENT

2 to 5 December 2021

From	The FIA Formula 2 Race Director	Document	3
To	All Teams, All Officials	Date	02 December 2021
		Time	16:35

Title Event Notes V1
Description Event Notes V1
Enclosed 2021 F2 Jeddah Event Notes V1.pdf

Bob Kettleboro

The FIA Formula 2 Race Director

JEDDAH - EVENT

2 TO 5 DECEMBER 2021

From	The FIA Formula 2 Race Director	Document	03
To	FIA Formula 2 Teams and Officials / The Stewards	Date	25 December 2021
		Time	16.35

Event Notes V1 **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 white line and bollard at the pit entry when they are 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 and/or the white line detailed in 17.3 above, 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.

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 , 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 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 garrages.

29) Any other business



Bob Kettleboro

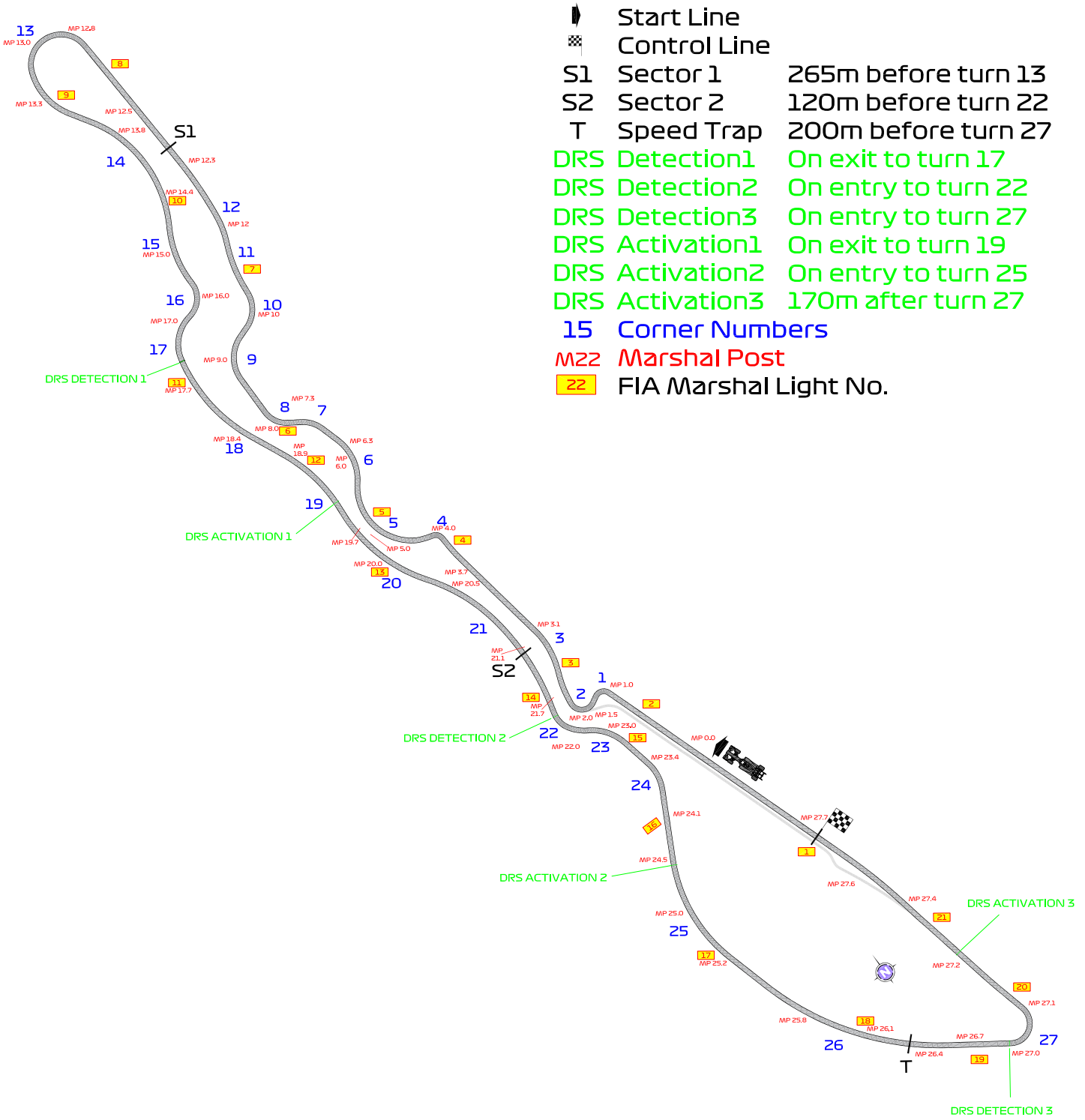
Race Director

FIA Formula 2 Championship



FORMULA 1 STC SAUDI ARABIAN GRAND PRIX 2021 - Jeddah

Circuit Map



- Start Line
- Control Line
- S1 Sector 1 265m before turn 13
- S2 Sector 2 120m before turn 22
- T Speed Trap 200m before turn 27
- DRS Detection1 On exit to turn 17
- DRS Detection2 On entry to turn 22
- DRS Detection3 On entry to turn 27
- DRS Activation1 On exit to turn 19
- DRS Activation2 On entry to turn 25
- DRS Activation3 170m after turn 27
- 15 Corner Numbers
- M22 Marshal Post
- 22 FIA Marshal Light No.

Circuit Length = 6.174km

JEDDAH EVENT

02ND – 05TH DECEMBER 2021

TYRE SCHEDULE

(ART. 24.6. 2021 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated in the Pirelli Service Area
- 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

Thursday 02nd December

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

18:00 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 03rd December

11:15 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2 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 04th December

12:45 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

18:15 One set of dry-weather tyres, used in race ONE, must be returned latest to the Pirelli service area

2 h after end of car Parc fermé race TWO

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

Sunday 05th December

14:40 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

A.S.A.P after end of car Parc fermé race THREE

All tyres must be returned to the Pirelli service area

Grand Prix of Saudi Arabia 03-05/12/21 (21F2R07JED)

Compound	FL	FR	RL	RR
Medium	28B	28B	31B	31B
SuperSoft	28D	28D	31D	31D
Wet	16G	17G	18G	19G

Minimum and Recommended Hot Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	14.0	12.0
Wet	14.0	12.0

FE recommended hot pressure (psi)

21.0

RE recommended hot pressure (psi)

20.0

FE Camber Limit

-4.25°

RE Camber Limit

-2°

FP & Q

FP & Q



RACE

-4°

-2°

RACE

Avg wear @15 Laps

Medium

N/A -%

Avg wear @15 Laps

N/A -%

SuperSoft

N/A -%

N/A -%

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

Tyre Notes

- | | |
|---|---|
| <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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, Race One and Race Three. • Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned. • Teams are reminded that all mounted wheel units (including Wet) will be stripped following completion of F2R07JED. All rims will be returned to teams for onwards transport. |
|---|---|

JEDDAH - EVENT

2 TO 5 DECEMBER 2021

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) DAMS | 7) UNI-Virtuosi |
| 2) Hitech Grand Prix | 8) PREMA |
| 3) ART Grand Prix | 9) MP Motorsport |
| 4) HWA Racelab | 10) Carlin |
| 5) Trident | 11) Campos Racing |
| 6) Charouz Racing Systems | |

Trolleys will line up in the Paddock, when released the Teams and Trolleys will go on track at Turn 8 and continue to the **PIT ENTRY and then enter the pit lane.**

At the end of all sessions Teams and Trolleys will leave the pit lane via the **PIT EXIT** onto the circuit to turn 8 where they will enter the support paddock

Race Cars will leave the support paddock onto the track at Turn 8 and continue on track to the F1 Pit Lane.

NOTE: Race Cars should leave the support paddock in Team order (DAMS First.)

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.

Pit Lane procedure times.

All timings below are approximate – please always follow the instructions of the marshals.

Friday – Practice (13.45 – 14.30)

Trolleys loaded and ready to depart.	13.10
Trolleys released to F1 Pit Exit Gate.	approx. 13.15
Trolleys released into the F1 Pit Lane.	approx. 13.25
Race cars released to F1 Pit Lane.	approx. 13.35

Friday – Qualifying (18.20 – 18.50)

Trolleys loaded and ready to depart.	17.45
Teams released to the F1 Pit Exit Gate.	approx. 17.50
Trolleys released into the F1 Pit Lane.	approx. 18.00
Race cars released to F1 Pit Lane.	approx. 18.10

Saturday – Race 1 (Pit lane open 15.15)

Trolleys loaded and ready to depart.	approx. 14.40
Trolleys released to the F1 Pit Exit Gate.	approx. 14.45
Trolleys released into the F1 Pit Lane.	approx. 14.55
Race cars released to F1 Pit Lane.	approx. 15.05

Saturday – Race 2 (Pit lane open 21.25)

Trolleys loaded and ready to depart.	approx. 20.50
Trolleys released to the F1 Pit Exit Gate.	approx. 20.55
Trolleys released into the F1 Pit Lane.	approx. 21.05
Race cars released to F1 pits.	approx. 21.15

Sunday – Race 3 (Pit lane open 17.10)

Trolleys loaded and ready to depart.	approx. 16.35
Trolleys released to F1 Pit Exit Gate.	approx. 16.40
Trolleys released into the F1 Pit Lane.	approx. 16.50
Race cars released to F1 Pit Lane.	approx. 17.00

Please Note:

All end of session and end of race procedures will be defined in the Race Directors Event Notes.

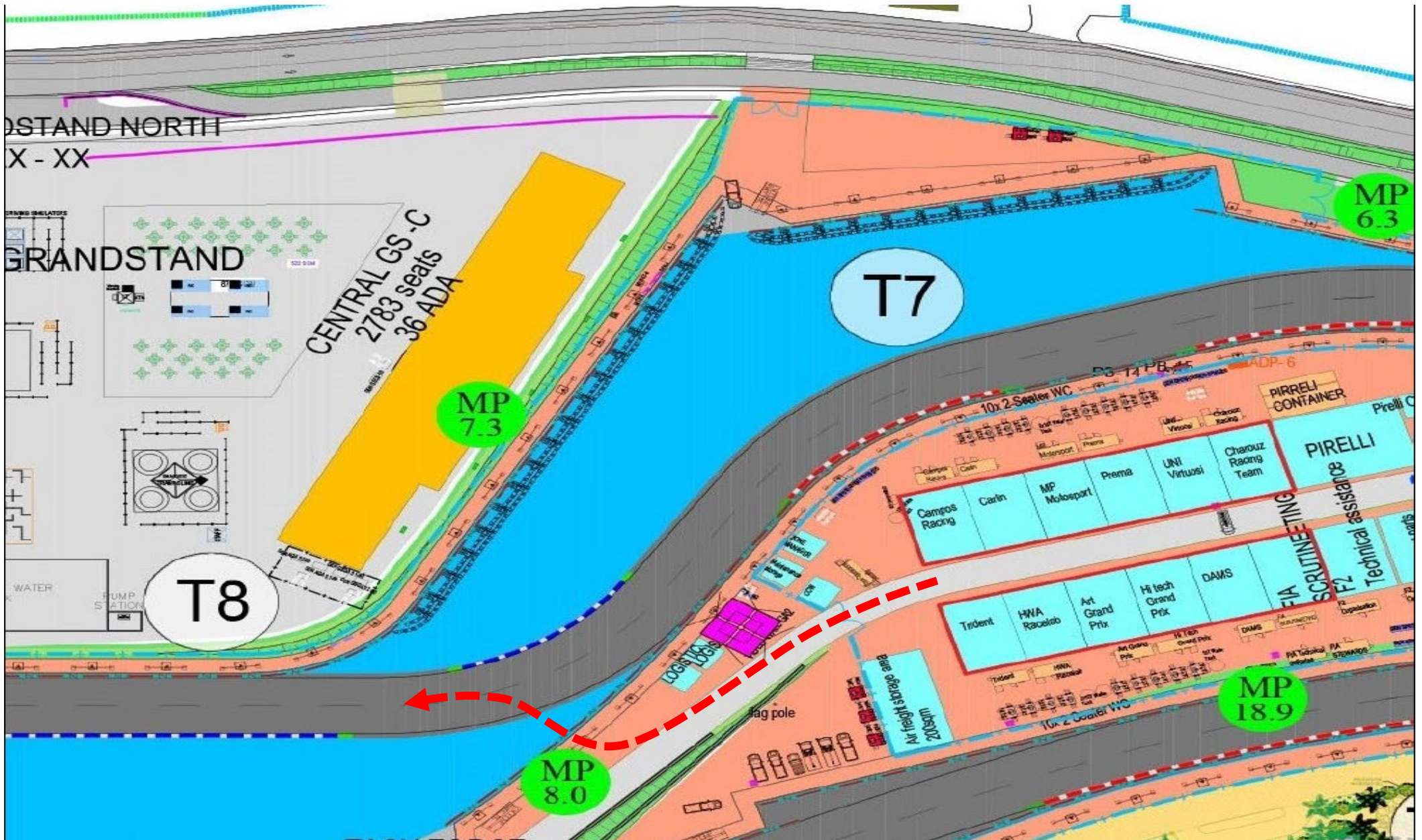


All Event attendees must adopt and promote social distancing, consistent with the local guidance and regulation, in all indoor and outdoor spaces, and as far as practically possible within the constraints of safe working practice. A separation distance of 2 meters between individuals is suggested for the definition of social distance requirements.

For the avoidance of doubt this includes at all times during any movements to the pre-grid area and whilst transiting to and from Pit Lane before and after each session.

Team Members including Drivers must remain within their defined Groups during these times.

Bob Kettleboro
Race Director
FIA Formula 2 Championship



Car from F2 Paddock route to F1 Pit Lane ----->