



2021 BAKU EVENT

3 to 6 June 2021

From	The FIA Formula 2 Race Director	Document	4
To	All Teams, All Officials	Date	03 June 2021
		Time	15:51

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The FIA Formula 2 Race Director

BAKU - EVENT

3 TO 6 JUNE 2021

From	The FIA Formula 2 Race Director	Document	04
To	FIA Formula 2 Teams and Officials / The Stewards	Date	03 June 2021
		Time	15.50

Event Notes.Version 2

General Instructions.

1) Matters arising from the Monaco 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 18:00 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) Track light panel displaying pit entry status.

- 7.1 Light panel 21 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.
- 7.2 Light panel 21 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

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

- 8.1 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.
- 8.2 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.
- 8.3 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.
- 8.4 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.

9) Fast Lane of the Pits.

- 9.1 For the safe and orderly running of the Event (Article 12.2.1.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.
- 9.2 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.

10) Head and Eye Protection during reconnaissance laps.

- 10.1 For Safety Reasons, all team personnel working on a car during the time the pit lane is open for reconnaissance laps prior to the race start must wear Head and eye protection as defined in Article 28.11 of the 2021 F2 sporting regulations.

11) Fuel pressure release in parc fermé.

- 11.1 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.
- 11.2 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.
- 11.3 This person will not count as far as Article 21.5 of the 2021 FIA F2 Sporting Regulations is concerned (team personnel limitation).

12) Observing yellow flags during free practice and qualifying.

- 12.1 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).
- 12.2 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.

13) Lapping during the race.

- 13.1 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

14) Changes to the circuit.

- 14.1 The barrier and Tecpro separating the pit lane exit and the track has been extended by approximately 20m.
- 14.2 The right-hand vehicle opening opposite the pit exit has been realigned to run more parallel to the track edge.
- 14.3 A Barrier has been installed in front of the Pit Lane Garage Complex at the pit exit.
- 14.4 The left-hand wall at the entry to Turn 2 has been realigned closer to the track edge line.
- 14.5 The left-hand wall at the entry to Turn 3 has been realigned closer to the track edge line.
- 14.6 The right-hand wall at the entry to Turn 4 has been realigned closer to the track edge line.
- 14.7 The Tecpro barrier configuration at the exit of Turn 5 has been upgraded.
- 14.8 The opening in the communal debris fence between Turn 6-7 and Turn 19-20 have been closed.
- 14.9 The apex kerb at Turn 8 has been removed and replaced with a painted kerb.
- 14.10 The painted kerb at the exit of Turn 12 has been removed.

15) Formula 1.

- 15.1 F1 Teams have been asked to ensure all their equipment is no more than four metres from the garages.
- 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 During Practice Sessions

- a) Practice starts may only be carried out in the pit exit on the left-hand side after the corner but before the dashed white line across the pit exit.
- b) Drivers should leave sufficient space on their right to allow other cars to pass.

16.2 During the time the pit lane is open for reconnaissance laps.

- a) Practice starts may only be carried out on the left hand side no further forward than the end of the painted kerb.
- b) Drivers should always keep to the left and leave sufficient space on the right to allow other cars to pass.

16.3 At all times.

- a) For reasons of safety and sporting equity, cars may not stop in the fast lane of the pits at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

- 16.4 Any car that stalls during a practice start will be pushed back over the line that defines the end of the pit lane pit lane by the marshals. Team personnel must not cross this line to assist with car recovery.

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

- 17.1 In accordance with Chapter 4 (Article 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 the limits of the pit exit should not be exceeded by cutting the white line bordering the painted kerb on the apex with all four wheels. Furthermore, the limits of the pit exit should not be exceeded to the right of the white line boarding the painted red/white chevron separating the track and the pit exit with any part of the car

- 17.3 For safety reasons, when entering the pit lane, drivers must keep to the left of the solid white line on the track before the start of the of pit entry. Any car with four (4) wheels to the left of the solid white line must enter the pit lane, if in the opinion of the Stewards, the driver has committed to entering the pit lane, except in the cases of force majeure accepted as such by the Stewards.
- 17.4 The dotted white lines across the pit exit and the pit entry are the track edges.
- 18) Fire extinguishers around the circuit.**
- 18.1 Indicated by fluorescent range boards with a white letter "F" 2 attached to the debris fences and barriers.
- 19) Places where drivers can leave the Track.**
- 19.1 Indicated by white panels on the fences, (showing a green man running)
- 20) Places to remove cars from the track.**
- 20.1 Indicated by fluorescent orange panels 2m long on the walls or guardrails. Due to the nature of this track there are limited places where cars can be recovered, it is therefore extremely important that, drivers are familiar with these locations.
In addition to openings in the walls cars can be pushed away from the back of the escape roads in Turns 1, 2, 3, 4, 6, 7, 8, 12, 15 and 16.
- 20.2 This is not a track where drivers should take any risks to get back to the pits if they have a serious mechanical problem or damage to their car, the stewards will be asked to strictly enforce Article 22.10 of the Sporting Regulations at all times.
- 20.3 Should a car stop on the track, the driver must keep all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.
- 21) Driving Unnecessarily Slowly -Article 27.4.**
- 21.1 General.**
- a) Each competitor and driver is reminded of the provisions of Article 27.4 of the Formula 2 Sporting Regulations.
 - b) For reasons of safety, during the practice session, acts such as weaving across the track to hinder another car may be referred to the Stewards.
 - c) During Practice and Qualifying any driver that is considered to be driving unnecessarily slowly on an out lap or any other lap that is not a fast lap or in lap will be reported to the Stewards.
 - d) For the avoidance of doubt, the pit exit, as defined in Article 28.2 of the Formula 2 Sporting Regulations is considered a part of the track and the provisions Article 27.4 apply in this area.
- 21.2 Turns 17-20**
- a) During any practice session, any driver intending to create a gap in front of him in order to get a clear lap should not attempt to do this between the entry to Turn 17 through to the exit of Turn 20. Any driver seen to have done this will be reported to the Stewards.
- 22) Removing cars from the grid.**
- 22.1 Through the two gates in the pit wall, the first just in front of pole position and the second adjacent to grid position 14.
- 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, continue to the pit lane and go to the pit exit, when the exit light is turned to green, cars may leave the pit exit and return to the paddock.
- 25) End of qualifying procedure.**
- 25.1 After taking the chequered flag, continue to the pit lane and go directly to the pit exit, when the exit light is turned to green cars should leave the pit exit and go directly to the paddock parc fermé.

26) Post-race procedures.

- 26.1** After taking the chequered flag, continue to the pit lane, the first 3 cars stop at the podium, all other cars go directly to the pit exit when the exit light is turned to green cars should leave the pit exit and go directly to the paddock parc fermé.
- 26.2** To avoid congestion in the pit lane, following the podium procedure the first three cars will be pushed through the pit wall gate near grid position 14 onto the track, teams can then recover the cars back to the paddock parc fermé.

27) Any other business.



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Race Director

FIA Formula 2 Championship

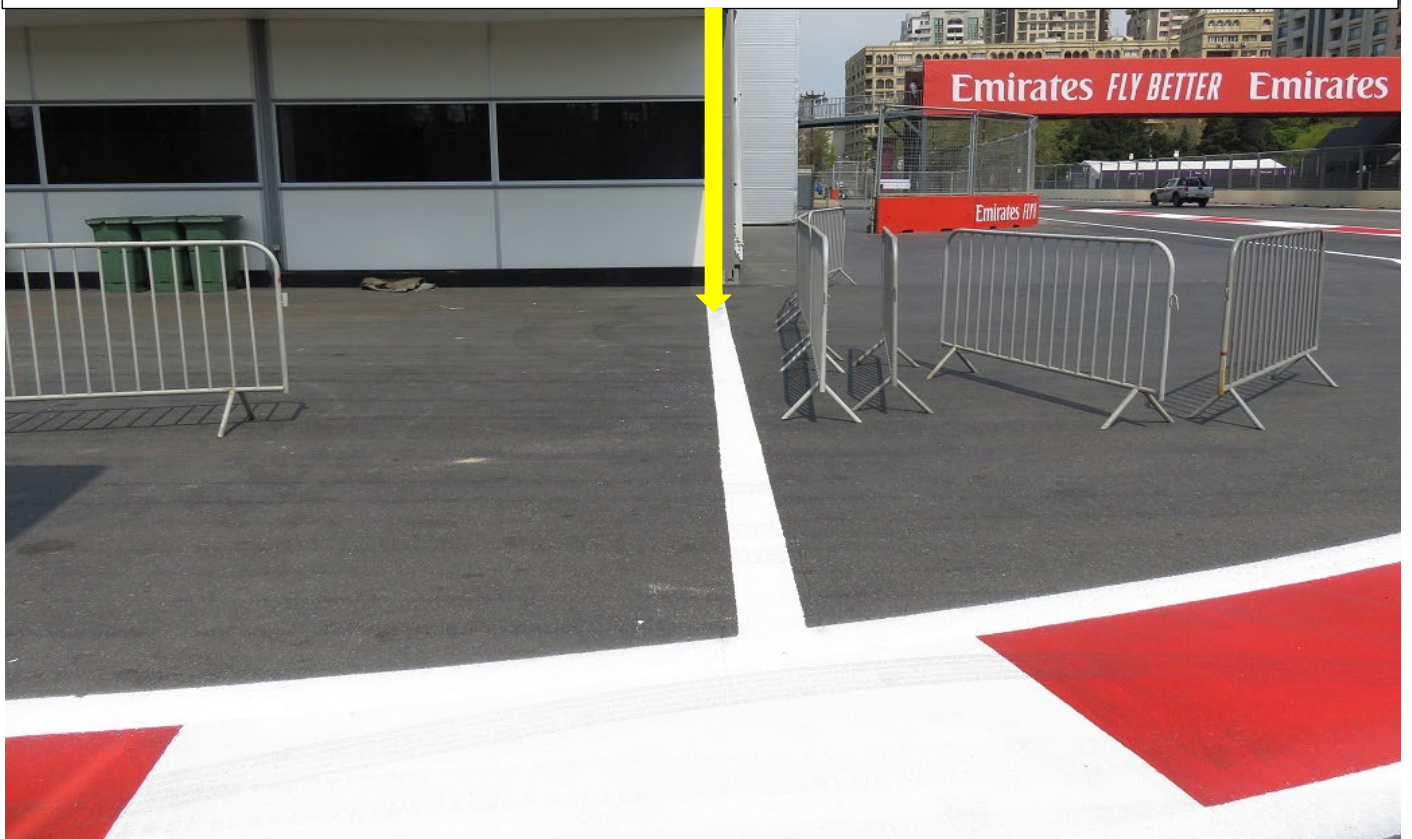
Event Notes Article 16.1

During Practice and Qualifying, Practice Starts may be carried out on the left before the dashed line.



Event Note Article 16.4

Cars that stall when making a practice will be pushed back over the white line into the pit lane by the Marshals. Team personnel must not cross this line that defines the end of the pit lane.

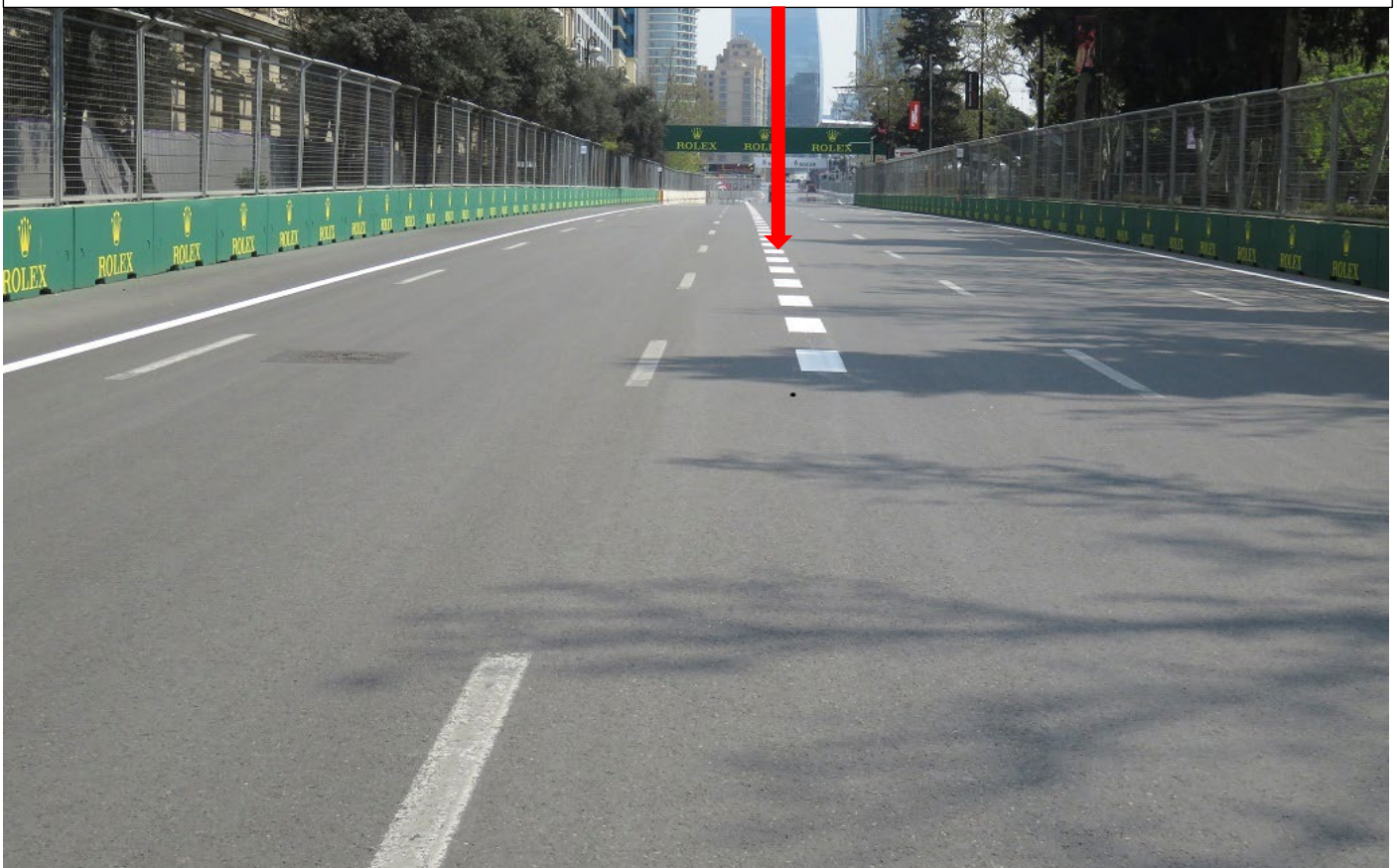


Event Notes Article 17. 2

Cars leaving the pit lane must not exceed track limits by crossing this line with all four wheels.

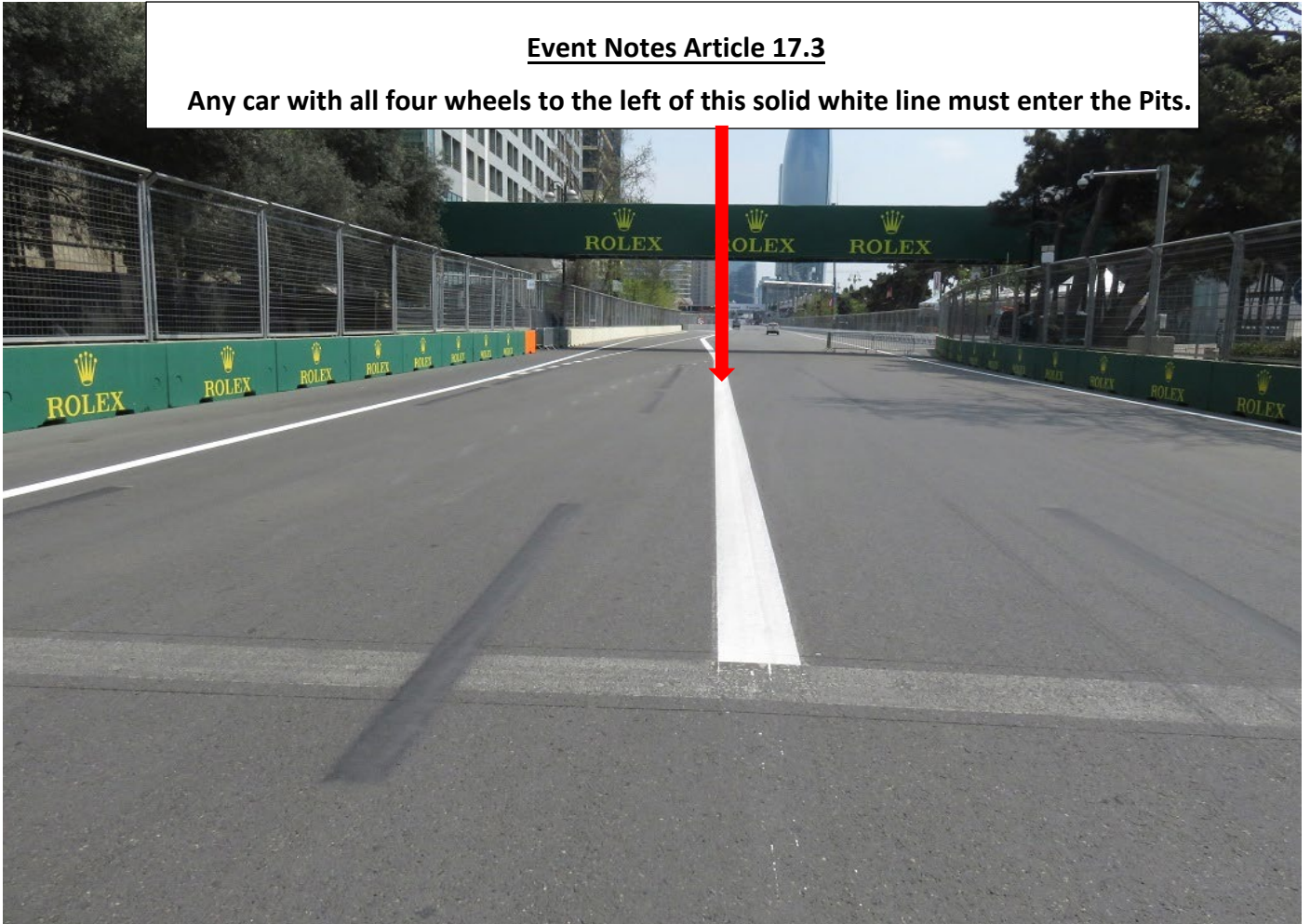


The Dashed line is to warn drivers they are approaching the Solid Line at the Pit Entry.



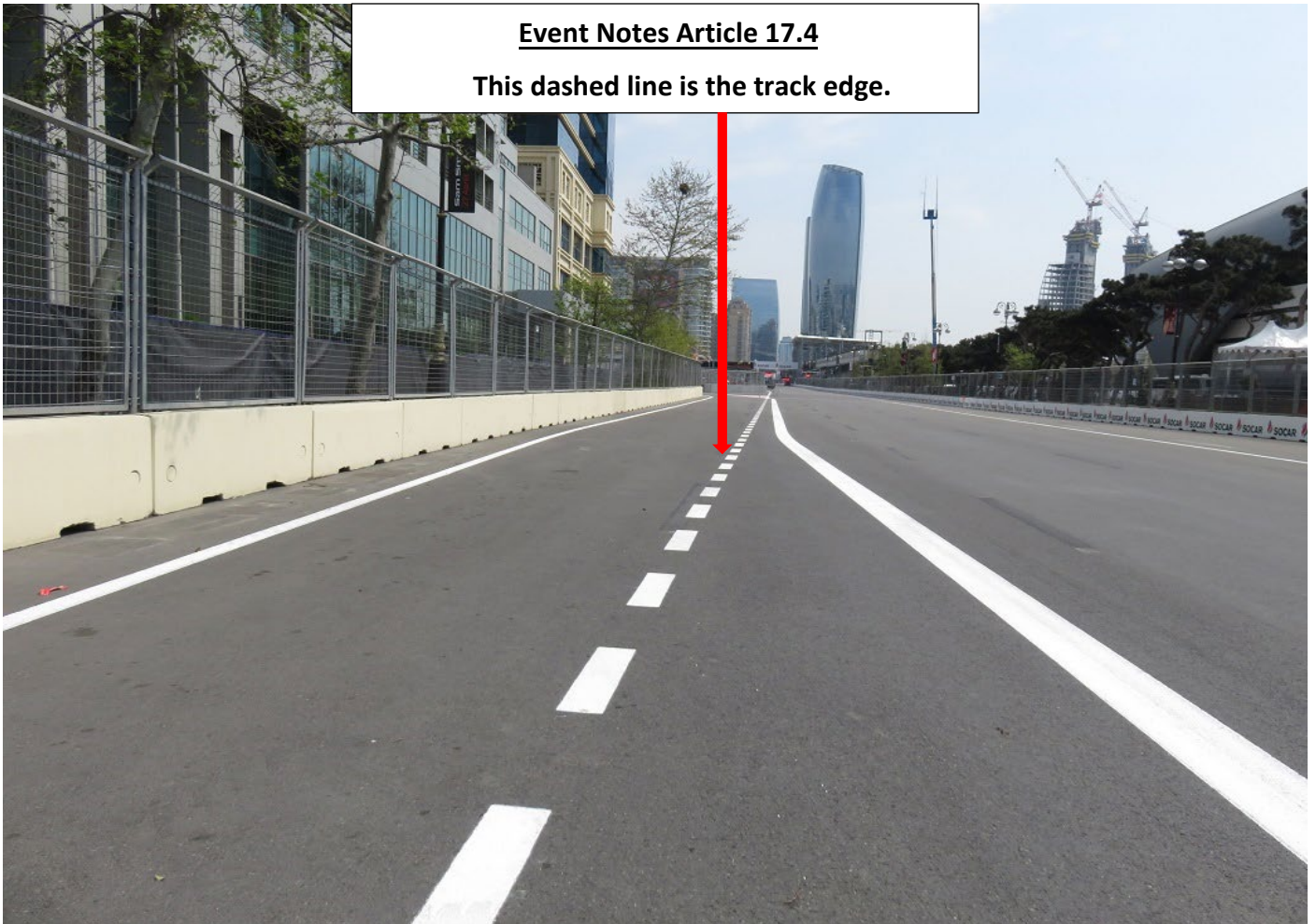
Event Notes Article 17.3

Any car with all four wheels to the left of this solid white line must enter the Pits.



Event Notes Article 17.4

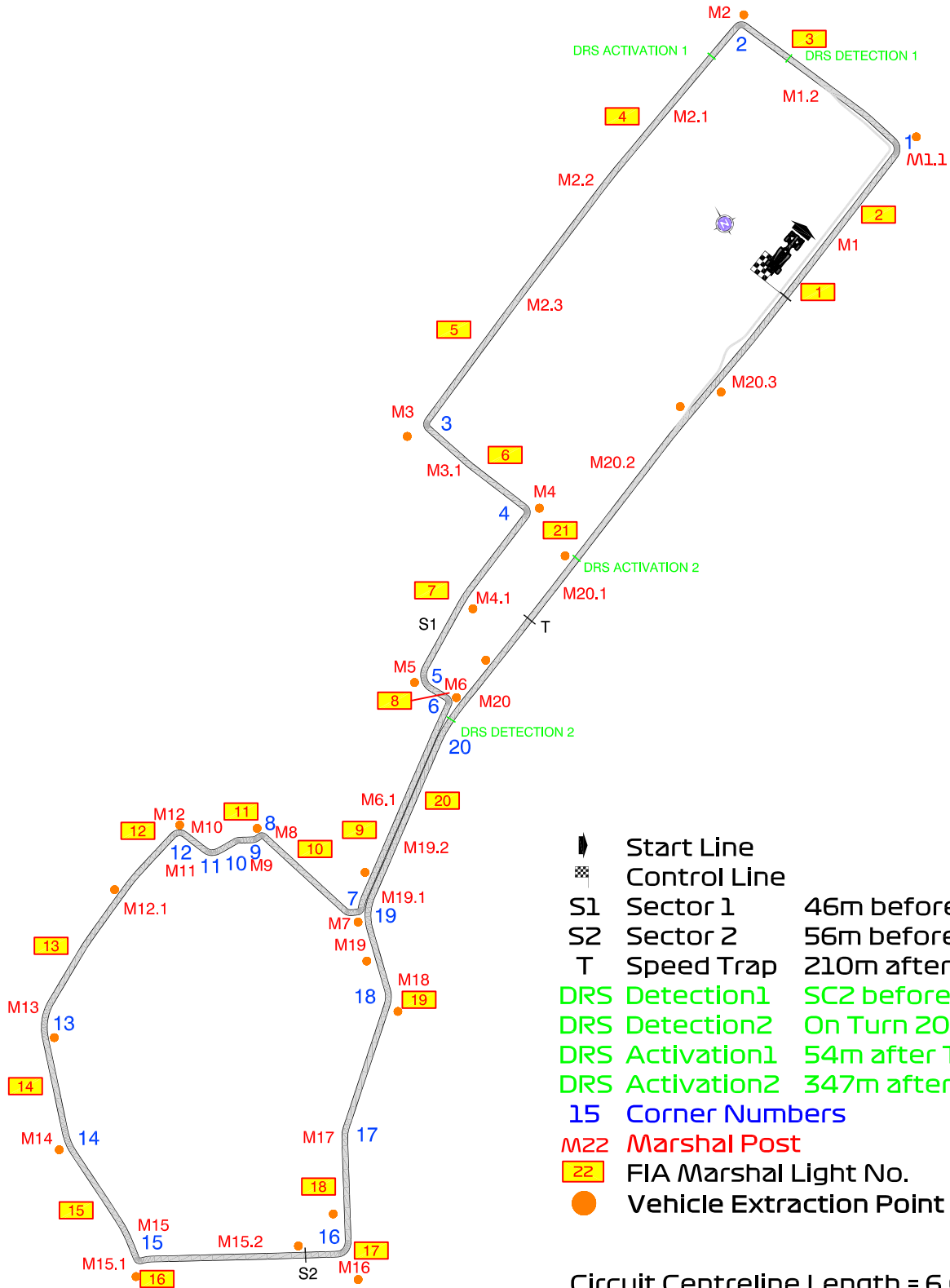
This dashed line is the track edge.





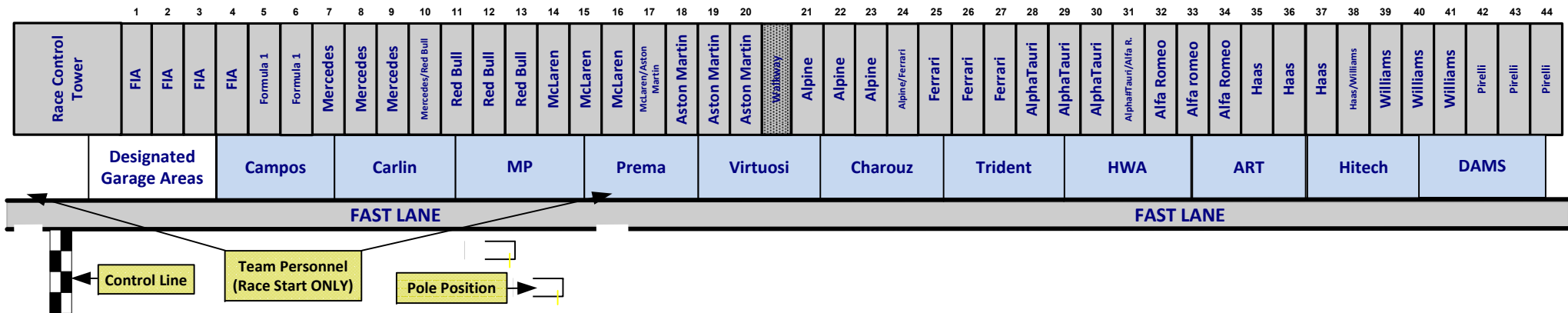
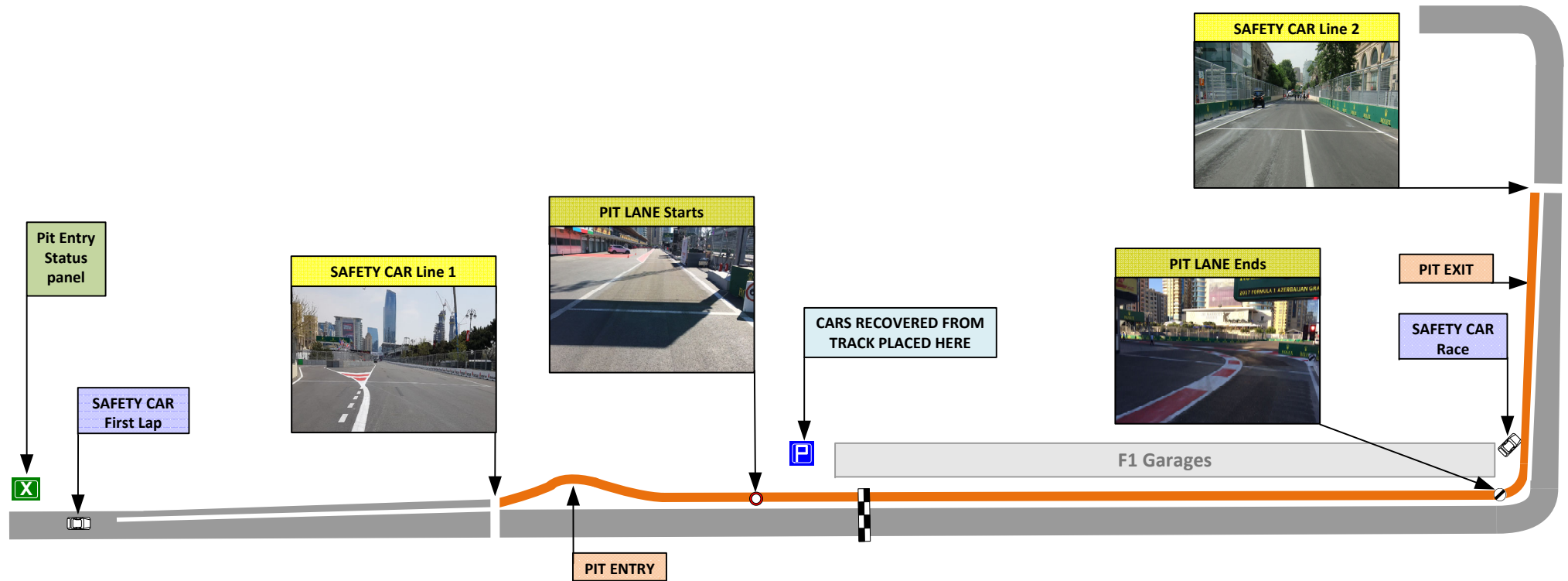
FORMULA 1 AZERBAIJAN GRAND PRIX 2021 - Baku

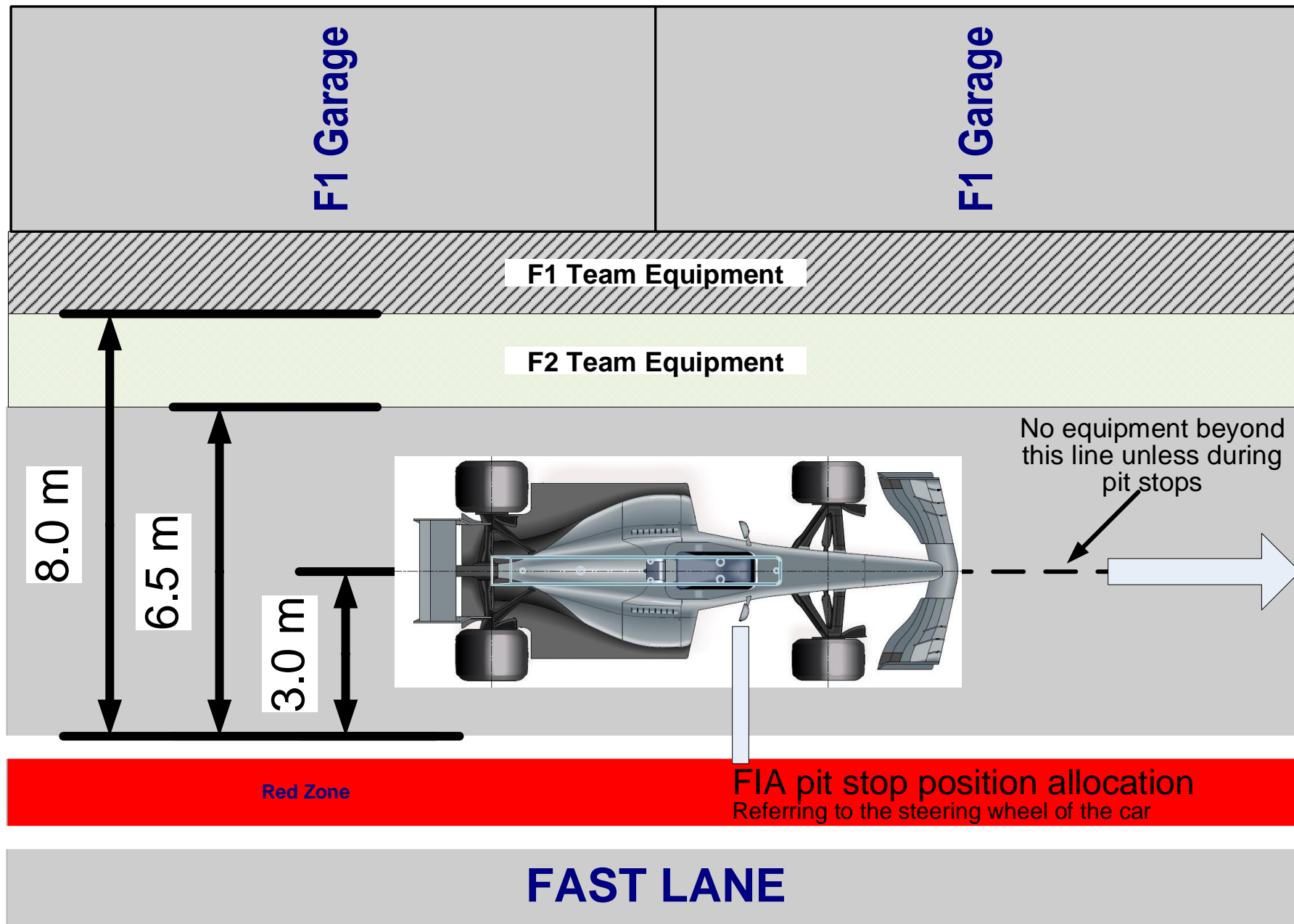
Circuit Map



- Start Line
- Control Line
- S1 Sector 1 46m before Turn 5
- S2 Sector 2 56m before Turn 16
- T Speed Trap 210m after Turn 20
- DRS Detection1 SC2 before Turn 2
- DRS Detection2 On Turn 20
- DRS Activation1 54m after Turn 2
- DRS Activation2 347m after Turn 20
- 15 Corner Numbers
- M22 Marshal Post
- FIA Marshal Light No.
- Vehicle Extraction Point

Circuit Centreline Length = 6.003km





BAKU EVENT

3RD– 6TH JUNE 2021

TYRE SCHEDULE

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

- The Formula 2 tyre parc fermé is situated adjacent to 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 03rd June

14:30 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

18:30 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 04th June

07:55 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 05th June

08:40 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

14:00 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 06th June

10:00 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 Azerbaijan 04-06/06/21 (21F2R03BAK)

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

- 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, 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 advised Wet tyres mounted for Baku race activity are scheduled to be stripped at the end of the event. All rims will be returned to teams for onwards transport.



BAKU - EVENT

3 TO 6 JUNE 2021

Paddock Departure and Return – Trolley and Race Cars

Team Equipment:

Buggies and trolleys will line up in front of team tents and then approach the opening in the circuit wall leading directly onto the track. Once given permission by the marshals, buggies will turn right on the track and proceed in the wrong direction to the pit lane exit.

For ease of set-up outside their respective F1 garages and also so that Race Direction can monitor entry of teams into the pit lane, teams are asked to position themselves in correct pit lane order – either inside the paddock or on the way to the pit lane – as follows:-

- | | |
|---------------------------|-----------------------|
| 1) Campos Racing | 7) Trident |
| 2) Carlin | 8) HWA Racelab |
| 3) MP Motorsport | 9) ART Grand Prix |
| 4) PREMA Racing | 10) Hitech Grand Prix |
| 5) UNI-Virtuosi | 11) DAMS |
| 6) Charouz Racing Systems | |

On arrival in the pit lane, buggies and trolleys should be turned around ready to take the same route back to the F2 paddock after each session.

Race Cars:

Once team equipment has cleared the paddock, cars may line up in the same area as above and prepare to be released, under power, turn left onto the track and complete the lap to the F1 pit lane.

The above same system will operate for all track sessions.

Note: As there are Paddock Club Pit Lane Walks following directly after most of our track sessions, please clear and vacate the pit lane as quickly as possible each time!

Friday – Practice (Pit Lane Open - 10.25)

Buggies and equipment loaded and ready to move	09.50
Proceed in line to track access opening	10.00
Approx. release of teams to proceed to pit lane	10.05
Approx. release of cars onto track to proceed to pit lane	10.15

Friday – Qualifying (Pit Lane Open – 14.30)

Buggies and equipment loaded and ready to move	13.55
Proceed in line to track access opening	14.05
Approx. release of teams to proceed to pit lane	14.10
Approx. release of cars onto track to proceed to pit lane	14.20

Saturday – Race 1 (Pit Lane Open – 11.10)

Buggies and equipment loaded and ready to move	10.35
Proceed in line to track access opening	10.45
Approx. release of teams to proceed to pit lane	10.50
Approx. release of cars onto track to proceed to pit lane	11:00

Saturday – Race 2 (Pit Lane Open – 17.25)

Buggies and equipment loaded and ready to move	16.50
Proceed in line to track access opening	17.00
Approx. release of teams to proceed to pit lane	17.05
Approx. release of cars onto track to proceed to pit lane	17.15

Sunday – Race 3 Pit Lane Open – 12.30

Buggies and equipment loaded and ready to move	11.55
Proceed in line to track access opening	12.05
Approx. release of teams to proceed to pit lane	12.10
Approx. release of cars onto track to proceed to pit lane	12.20

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