



## 2022 JEDDAH EVENT

24 to 27 March 2022

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	9
<b>To</b>	All Teams, All Officials	<b>Date</b>	25 March 2022
		<b>Time</b>	12:48

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**Title** Event Notes Version 2  
**Description** Event Notes Version 2  
**Enclosed** 2022 - F2 Jeddah Event Notes V2.pdf

**Rui Marques**

**The FIA Formula 2 Race Director**

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Event Notes **V2**

**1) Matters arising from previous 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 (panels 20 & 21).

**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) Transfer Procedure from support paddock to F1 pit lane**

- 4.1 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.
- 4.2 A detailed description and further information of this procedure (a.o. pit lane order and timing) are described in the appendix.

**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) Track light panels displaying pit entry status**

- 6.1 The light panels 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.
- 6.2 The light panels indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

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

**8) Observing yellow flags during free practice and qualifying**

- 8.1 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).
- 8.2 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.

**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. 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

**10) Changes to the circuit**

Turn 2-3: The left hand side barriers have been moved back to improve visibility from Turn 2 to Turn 4

Turn 4 Apex: A smooth face has been added to the concrete barriers

Turn 14 Apex: The barriers have been moved back approximately 1.5m to improve visibility

Turn 16 Apex: A smooth face has been added to the concrete barriers

Turn 21 Apex: The barriers have been moved back approximately 1.5m to improve visibility

Turn 22 Apex: A smooth face has been added to the concrete barriers

Turn 24 Apex: A smooth face has been added to the concrete barriers

Exit of Turn 27: The track has been widened to 12m

### **11) Formula 1**

11.1 F1 teams have been asked to keep their barriers no more than four meters from the garages during all support series' practice sessions and races.

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

### **12) Practice starts**

12.1 Practice starts may 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 the race.

12.2 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).

12.3 For reasons of safety and sporting equity, at any time the pit exit is open and when practice starts are permitted to be carried out, any car who wishes to perform a practice start must form up in a line and leave in the order they got there unless another car is unduly delayed.

### **13) Lines or bollards at the Pit Entry and Pit Exit**

13.1 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.

13.2 For safety reasons drivers must keep to the left of the pit entry solid white line when they are entering the pits.

13.3 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 green 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.

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

### **14) Driving Standards during practice and qualifying.**

14.1 Drivers who unnecessarily impede or hinder drivers on hot laps, usually, but not exclusively, by weaving excessively while on a preparation lap may be reported to the stewards.

### **15) Fire extinguishers around the circuit.**

15.1 Indicated by small orange boards with a white boards with a fire extinguisher picture on the barriers and debris fences.

**16) Places where drivers may leave the track**

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

16.2 Additionally, drivers may leave the track at all vehicle openings indicated by fluorescent orange panels on the barriers.

**17) Places to remove cars from the track**

17.1 Indicated by fluorescent orange panels on the barriers.

17.2 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.

**18) Removing cars from the grid**

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

**19) Car number light panels for the start**

19.1 On the left-hand side of the grid.

**20) End of practice procedure**

20.1 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.

**21) End of qualifying procedure**

21.1 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.

**22) Post-race procedures.**

22.1 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.

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

**23) General – End of session procedure.**

23.1 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.

23.2 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.

**24) Parc Fermé**

24.1 The Parc Fermé will be in the F2 garages.

## 25) Formation Lap

25.1 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

## 26) Fuel pressure release in parc fermé

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

26.2 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.

This person will not count as far as Article 21.5 of the 2022 FIA F2 Sporting Regulations is concerned (team personnel limitation).

## 27) Drivers and team managers meeting

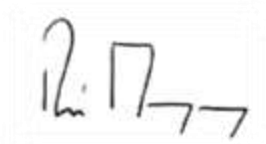
27.1 Take in consideration the distance to the media centre to arrive on time to the meeting.

## 28) Pit entry road

28.1 Crossing the white line at pit entry by any part of the car is prohibited.



## 29) Any other business



Rui Marques  
The FIA Formula 2 Race Director

## Paddock Departure and Return – Trolley and Race Cars V2

**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) Trident           | 7) Carlin                 |
| 2) DAMS              | 8) Virtuosi Racing        |
| 3) Campos Racing     | 9) PREMA Racing           |
| 4) MP Motorsport     | 10) Van Amersfoort Racing |
| 5) ART Grand Prix    | 11) Charouz Racing System |
| 6) Hitech Grand Prix |                           |

Trolleys will line up in the Paddock, when released the Teams and Trolleys will go on track at Turn 8 in reverse direction 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 (Trident 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 (14.25 – 15.10)**

Trolleys loaded and ready to depart.	13.45
Trolleys released to F2 paddock exit.	approx. 13.55
Trolleys released into the F1 Pit Lane.	approx. 14.00
Race cars released to F1 Pit Lane.	approx. 14.10

#### **Friday – Qualifying (18.30 – 19.00)**

Trolleys loaded and ready to depart.	17.55
Teams released to the F2 paddock exit.	approx. 18.00
Trolleys released into the F1 Pit Lane.	approx. 18.10
Race cars released to F1 Pit Lane.	approx. 18.20

#### **Saturday – Sprint Race (Pit lane open 15.15)**

Trolleys loaded and ready to depart.	approx. 14.40
Trolleys released to the F2 paddock exit.	approx. 14.45
Trolleys released into the F1 Pit Lane.	approx. 14.55
Race cars released to F1 Pit Lane.	approx 15.05



**Sunday – Feature Race (Pit lane open 16.20)**

Trolleys loaded and ready to depart.	approx. 15.45
Trolleys released to F2 paddock exit	approx. 15.50
Trolleys released into the F1 Pit Lane.	approx. 16.00
Race cars released to F1 Pit Lane.	approx. 16.10

**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.

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Race Director  
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