



2025 MONACO EVENT

21 to 25 May 2025

From The FIA Formula 2 Race Director

Document 19

To All Teams, All Officials

Date 22 May 2025

Time 19:06

Title F2 Monaco Event Notes 2025 v3

Description F2 Monaco Event Notes 2025 v3

Enclosed F2 Monaco Event Notes 2025 v3.pdf

Simon Gnana-Pragasam

The FIA Formula 2 Race Director

From: The FIA Formula 2 Race Director

Document: 19

To: FIA Formula 2 Teams and Officials
The Stewards

Date: 22 May 2025

Time: 18:45

Race Director's Event Notes - General Instructions and Information v3 – changes in light blue

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.
- 1.7. Pit Stop Position.

2. **Pirelli Event Preview.**

- 2.1. With reference to Article 10.4.3 (e) of the Technical Regulations see the attached document provided by the official tyre supplier.

3. **Pre & Post Session / Race Procedure from support paddock to F1 Pit Lane**

- 3.1. For the transfer procedures from the support Pit Lane to the F1 Pit Lane, prior to all sessions and races, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations can be used.
- 3.2. A detailed description and further information of this procedure (Pit Lane order and timings) are described in the attached document – F2 Pit Procedures v2.

4. **Tyre Protocols**

- 4.1. Refer to attached document – F2 Tyre Schedule
- 4.2. Refer to attached document – Race Director's Communications – Tyres and Pit Stop Procedures

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.
- 5.2. In case of an incident, the yellow and double yellow light panels will be mirrored on the following panels:
 - Panel 4 mirrors panel 5
 - Panel 10 mirrors panel 11
 - Panels 10 and 11 mirror panel 12
 - Panel 14 mirrors panel 15

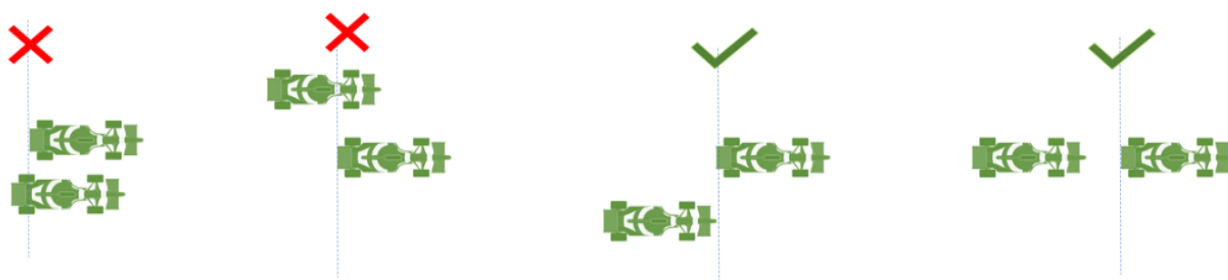
6. **Pit Lane Safety** (see F2 Sporting Regulations Article 28.14)

- 6.1. For safety reasons, during practice and qualifying drivers must not do burnouts 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 burnouts or clutch bite points checks in the paddock, support Pit Lane, garage areas and in the Pit Lane at any time during the Competition.
- 6.3. For safety reasons, 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.
- 6.4. For safety reasons and sporting equity, drivers must not drive through another team's pit bay at any time.
- 6.5. At no time may wheel nuts be left on the ground in the Pit Lane.

7. **Fuel pressure release in Parc Fermé** (see F2 Sporting Regulations Article 45).

- 7.1. For safety reasons, Competitors are authorised to appoint one team member to release the pressure inside the fuel cell when the cars return after each session. In addition, they are authorized to attach fans to the car in the Parc Fermé.

- 7.2. When the cars are in the Parc Fermé, this team member must request authorisation to the FIA Technical Delegate on site and they are only authorized to perform the action specified above.
- 7.3. Competitors are authorised to appoint one operational staff member to download data in Parc Fermé. When the cars are in the Parc Fermé, this operational staff member must request authorisation to the FIA Technical Delegate on site and they are only authorized to perform the action specified above.
8. **Observing yellow flags during free practice and qualifying.**
 - 8.1. 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.
 - 8.2. 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 any driver in a double yellow sector will have that lap time deleted.
 - 8.3. Double Waved during VSC or SC: Any driver passing through a double waved yellow marshalling sector, in addition to the requirement in 8.2 above, must remain positive of the delta time in the sector concerned.
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.
 - 9.2. 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.
 - 9.3. It should be noted that the aim of using F1MS is to ensure consistent application of the rules, additional instructions may also be given by race control when necessary.
10. **Safety Car Procedure / End of VSC period (see F2 Sporting Regulations Articles 40 & 41)**
 - 10.1. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart.
 - 10.2. At the end of each VSC procedure, Drivers must follow their delta time until the “VSC” on the FIA Light panels have changed to green.
 - 10.3. The positioning of the cars in both procedures (Safety Car and VSC) must comply with the below drawing:



- 10.4. To reduce the risk of an incident at the restart, weaving is not permitted from the entrance of Turn 18, until the control line.
11. **Teams' Guests**

- 11.1. Teams are reminded that guests are included in the category of participants as defined in Article 20 of the International Sporting Code. At the same time, Article 9.15 from the International Sporting Code states that the competitor is responsible for all acts or omissions on the part of any person to whom the competitor has allowed access to the reserved area. The Pit Lane and the grid are reserved areas.

Event-specific Instructions

12. **Changes to the circuit.**

- Resurfacing between Turn 12 until Turn 3.
- Turn 1: painted flat section of the kerb behind temporary kerb at apex T1 omitted.
- Turn 3: **Realigned guard rail, left-hand side**
- Turn 4: painted flat section of kerb omitted.
- Turn 10: painted flat section of kerb before temporary kerb at apex T10 omitted.
- Painted flat section of kerb from T10 apex kerb to T11 apex kerb omitted.
- Turn 12: painted flat section of kerb at apex T12 omitted.
- Turn 13: painted flat section of kerb before T13 apex temporary kerb omitted.
- Turn 14: painted flat section of kerb before and after T14 apex temporary kerb omitted.
- Turn 15: painted flat section of kerb at apex T15 omitted.

13. **Pit Lane**

- 13.1. The Pit Lane speed limit is 60 km/h for the entire event.

14. **Pit lane Barriers.**

- 14.1. F1 Teams have been instructed to ensure their barriers are no more than one metre from the garages.

15. **DRS**

- 15.1. **During free practice and the races, DRS Detection will be automatically disabled if any of the light panels in the activation zone are displaying yellow. The corresponding light panels are as follows:**
- Panels 18, 19, 1, 2
- 15.2. **During qualifying, DRS Detection will be automatically disabled if any of the light panels in the activation zone are displaying yellow. The corresponding light panels are as follows:**
- Panels 18, 19, 1

16. **Practice starts**

- 16.1. Practice starts are not permitted in the pit lane at any time at this Event.
- 16.2. At the end Free Practice, drivers will be given the opportunity to carry out a practice start on the grid.
- a) Any car on track when the chequered flag is shown may complete the lap and proceed to the grid to carry out a practice start. Any drivers in the pit lane who want to carry out a practice start must join the circuit BEFORE the chequered flag is shown.
 - b) All drivers carrying out a practice start must pull as far forward on the grid as possible and, if necessary, wait for cars ahead to carry out a start before moving to a grid position further ahead. Under no circumstances should a driver make a practice start if another car is still stationary ahead on the same side of the grid.
 - c) If any driver appears to be disregarding any of the above a red flag will be displayed and the possibility to carry out any further starts will be immediately terminated.
 - d) After their practice start all cars will return to the pit lane. The Pit Exit light will turn green for cars to proceed behind the Course Car back to the F2 Paddock.
- 16.3. 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.

17. **Lines at the Pit Entry and Pit Exit.**

- 17.1. In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at Pit Entry and Pit Exit (white lines).
- 17.2. For safety reasons, overtaking is not allowed at the pit entry road after crossing Safety Car Line 1, unless in exceptional circumstances e.g. a slow car with an obvious mechanical problem.

17.3. Additional Pit Exit signals:

There are two yellow arrows located along the start/finish straight, on driver's right just before the pit exit. There arrows will flash whenever a car is leaving the pit lane to warn drivers on track:



- 17.4. Yellow arrows are located on driver's right at pit exit for cars leaving the pit lane which will flash if the pit exit road is blocked. When flashing, a driver may cross the solid line at pit exit and approach Turn 1 in the normal way:



18. Track Limits.

- 18.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.
- 18.2. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards.
- 18.3. The fourth and following offences will be reported to the Stewards, regardless of the warning flag having been displayed to the driver beforehand.

19. Practice and Qualifying etiquette

In accordance with Arts. 27.4 and 31.6 of the F2 Sporting Regulations, drivers not on a fast lap must make all efforts to keep off the racing line. At no point during Practice/Qualifying should drivers remain side by side. When drivers are on the racing line they must ensure that they are travelling at a speed sufficient to not unnecessarily impede any driver on/starting a fast lap.

Additionally, any driver moving slowly on the racing line may be considered to be potentially dangerous to any car that is either approaching quickly or in line behind them.

For clarity, from the entrance of Turn 18, cars on the racing line must be at full pace.

20. Fire extinguishers around the circuit.

- 20.1. Indicated by white boards with a red fire extinguisher image attached to the debris fences/barriers.

21. Places to remove cars from the track.

- 21.1. Indicated by fluorescent orange panels/paint on the barriers.

22. **Removing cars from the grid.**

22.1. Cars can only be removed from the grid via pit exit.

23. **Car number light panels for the start**

23.1. On the right-hand side of the grid.

24. **Race Suspension**

24.1. In the case of race suspension, cars will be stopped in the fast lane of the Pit Lane. The first car must stop at the end of the last garage, not in front of the pit exit lights as usual. This is to provide space for the teams and to allow lapped cars to be reordered if necessary.

25. **End of Session Procedures**

25.1. At the end of the **practice and qualifying** sessions, after taking the chequered flag, all cars must return to the pit lane. They will be led back to the paddock by a Course Car.

25.2. At the end of both **races** after taking the chequered flag, the three podium cars should stay in front of the field and stop at the start line in front of the Royal Box for the podium ceremony (remaining under Parc Fermé conditions). All other cars must return to the pit lane to be led back to the paddock by a Course Car.

26. **VSC Test**

26.1. A VSC test will take place at the beginning of the practice session. All cars must leave the Pit Lane immediately after the Pit Exit is opened, to take part in the VSC test.

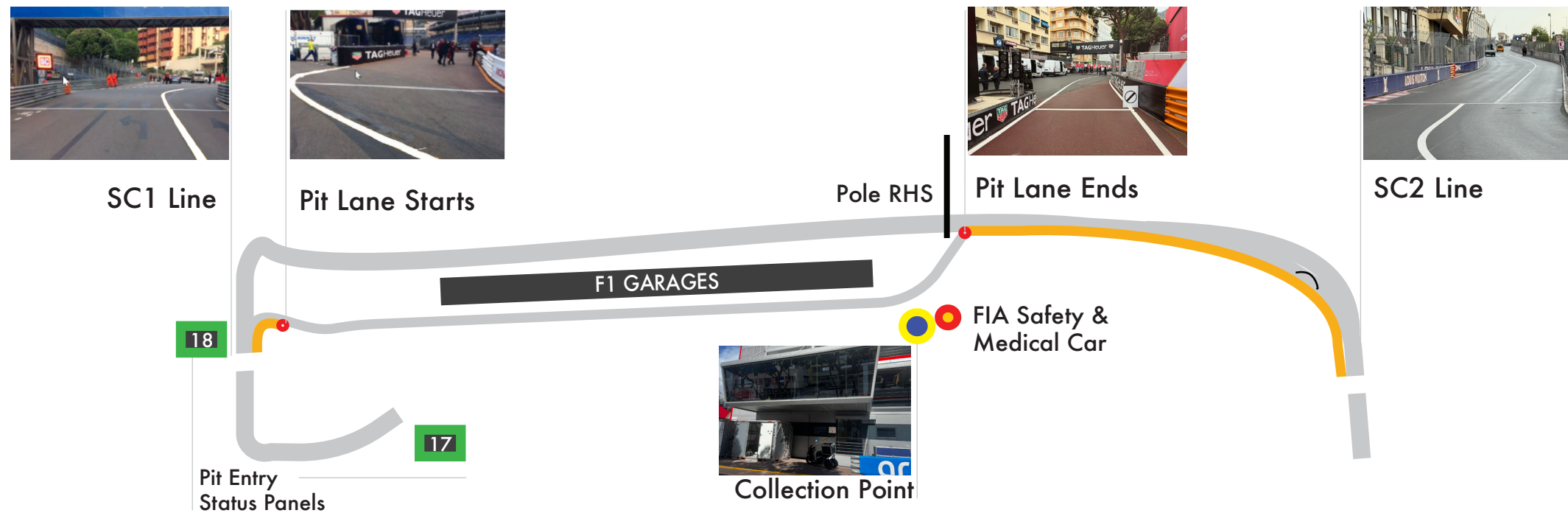
27. **Turn 10 Escape Road**

If a driver overshoots at Turn 10, they should use the escape road straight ahead. There is a gap on driver's left to rejoin the track, but this may only be used when the marshal changes the lights to green:

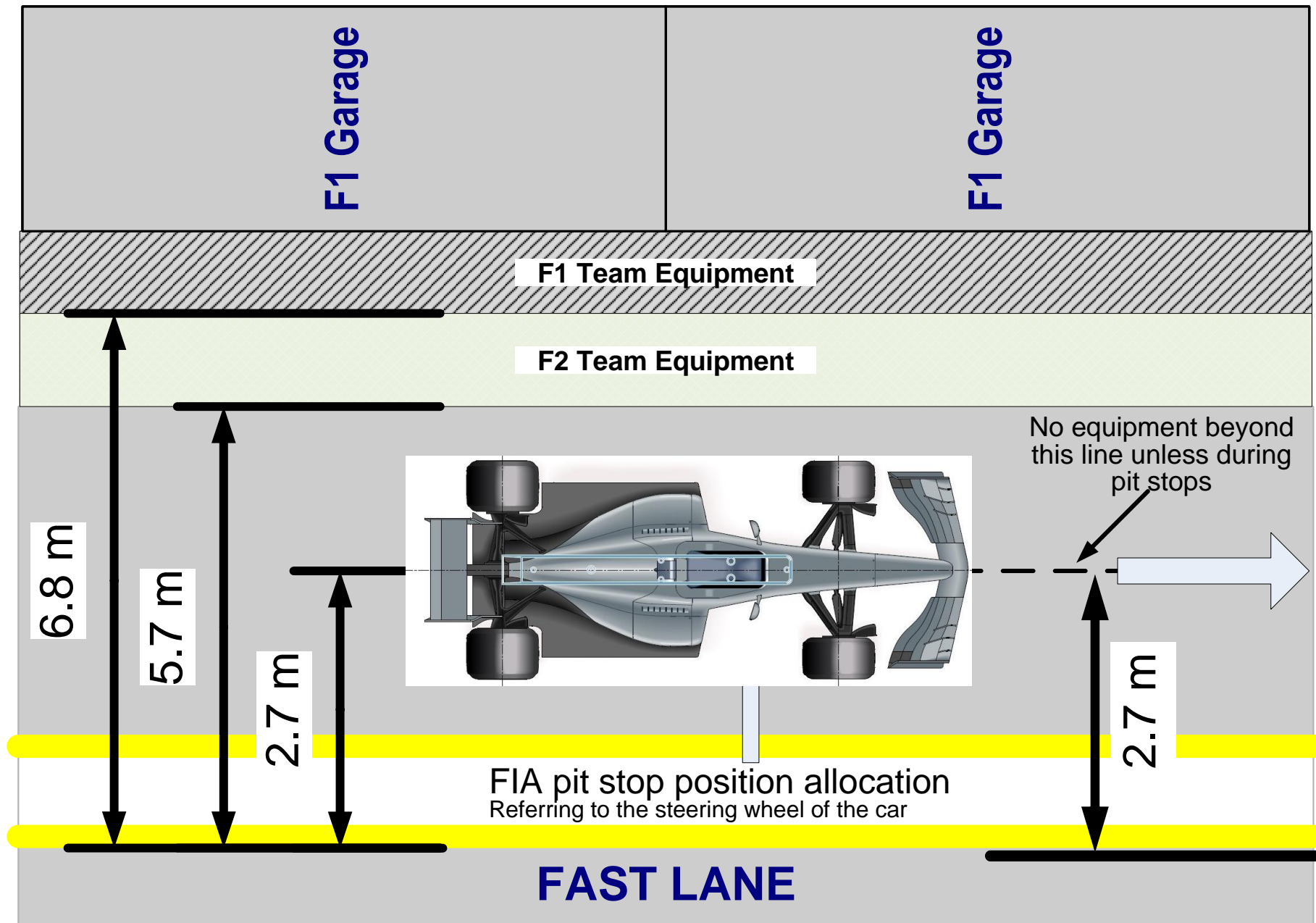


Any driver retiring at this location should continue beyond the gap and exit the car as soon as possible.

Simon Gnana-Pragasam
Race Director
FIA Formula 2 Championship

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FAST LANE

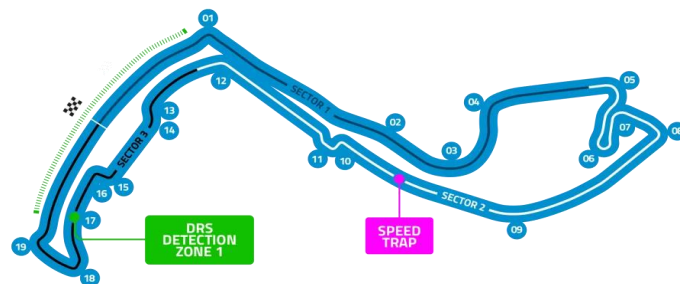


In accordance with Articles 10.4.3 e and f of the F2 Technical Regulations, this document contains the prescriptions for the operation of tyres during the following event.

Document Version 1, Issue A

Grand Prix of Monaco - 23/05/24 - (24F2R05MNC)

Circuit Layout



Please note, track map is from the official Formula website and for display purposes only.

Compounds Selection

Compound	FL	FR	RL	RR
Soft	F2C	F2C	R2C	R2C
Supersoft	F2D	F2D	R2D	R2D
Wet	16R	17R	18R	19R

Sets Available
3
2
3

Prescriptions and Wear Life

Minimum pressures (psi)

	Rear (psi)	Front (psi)	
Slicks	10.0	12.0	Slicks
Wets	10.0	12.0	Wets

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -2.25°

Race -2.25°

Front Camber Limits

-4.5° **FP & Q**

-4.25° **Race**



Wear (from 23R06MNC Race)

Soft	16 %	12 %	Soft
	Rear avg @ 15 Laps	Front avg @ 15 Laps	
Supersoft	18 %	20 %	Supersoft

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 and Race Two.
- Teams are reminded to remove their rims as soon as possible from the fitting area, after sets have been returned.
- A balancer will be made available until the last tyre is stripped on the final day, to check rims for damage.

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

F2 Paddock Departure and Return – Trolleys and Cars v2

Departure from Support Race Paddock

Teams have been allocated in the below order in the F1 Pit Lane, starting from Pit Entry. (Note: Two teams sharing the Racing Bulls pit wall):

1. Campos Racing	7. Rodin Motorsport
2. MP Motorsport	8. AIX Racing
3. Hitech TGR	9. Trident
4. Prema Racing	10. Van Amersfoort Racing
5. DAMS Lucas Oil	11. Invicta Racing
6. ART Grand Prix	

Trolleys and race cars should line up in the **REVERSE** order to avoid having to turn around in the pit lane (Invicta first, Campos last). Trolleys will proceed to the pit lane first, once released by the marshals.

Cars will be pushed to the holding point and will exit the support paddock in the above order. They will then proceed downhill without power, but with a mechanic (or driver) at the wheel to steer the car. Please ensure your mechanic/driver is ready in the car, to prevent any delays to everyone reaching the F1 Pit Lane. Once the first cars have been pushed down hill, please keep the flow going. **Teams are reminded that no personnel may 'ride' on the cars at any time.**

Team members must be ready near the pit entry to assist in pushing the cars forward from the start of the F1 Pit Lane to their designated team garage position. This is to avoid a 'traffic jam' which may hold up proceedings and be a danger to others in the pit lane.

Return to Support Race Pit Lane

Teams and trolleys will leave the F1 Pit Lane as soon as all race cars have cleared the F1 Pit Lane. At pit exit, teams will turn sharp left and proceed on track in the opposite race direction, towards pit entry and back up the hill to the support paddock. The way will be marked by traffic cones. Teams must return the same way they entered in the exact reverse order (Invicta Racing first and Campos Racing last).

At the end of the **practice session** and after the practice starts, all cars should complete the lap and enter the F1 Pit Lane, proceeding directly to pit exit. Cars will **NOT** be allowed to change tyres. The pit exit light will turn green for the cars to proceed behind the Course Car to exit the track after Turn 18.

At the end of the **qualifying session**, after taking the chequered flag, all cars should complete the lap and enter the F1 Pit Lane. Cars will be allowed to change tyres if necessary. The pit exit light will turn green for the cars to proceed behind the course car to exit the track after Turn 18 where they will stop in Parc Fermé. Qualifying tyres must then be re-fitted to those cars selected by the FIA Technical Delegate.

At the end of **both races**, after taking the chequered flag, the top three cars will complete the lap and stop at the start line in front of the Royal Box for the podium ceremony. Cars will be lifted onto a flatbed after the podium ceremony to be returned to support paddock Parc Fermé.

All other cars will return to the F1 Pit Lane where they will be released back on track behind a Course Car before the commencement of the podium ceremony and leave the track at Turn 18 to stop in Parc Fermé.

All cars will **NOT** be permitted to change tyres after the races.

Continued...

Pit Lane Procedure Times

Local marshals will be in control of trolley and race car movements so please follow their instructions. The timings below are **approximate and for guidance only**:

Thursday – Practice (15:00 – 15:45)

Trolleys loaded and ready to depart	14:10
Trolleys released to F1 pits	approx. 14:35
Race cars released to F1 pits	approx. 14:40

Friday – Qualifying (Group A 15:10 – 15:26; Group B 15:34 – 15:50)

Trolleys loaded and ready to depart	14:25
Trolleys released to F1 pits	approx. 14:40
Race cars released to F1 pits	approx. 14:50

Saturday – Sprint Race (Pit Lane open 14:00)

Trolleys loaded and ready to depart	13:20
Trolleys released to F1 pits	approx. 13:35
Race cars released to F1 pits	approx. 13:40

Sunday – Feature Race (Pit Lane open 09:25)

Trolleys loaded and ready to depart	08:40
Trolleys released to F1 pits	approx. 08:55
Race cars released to F1 pits	approx. 09:00

Simon Gnana-Pragasam
Race Director
FIA Formula 2 Championship

MONACO EVENT

21ST – 25TH MAY 2025

TYRE SCHEDULE

(ART. 24.6. 2025 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated next to the Pirelli service area
 - No wet tyres will be allowed in the tyre parc fermé
 - 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
-

Wednesday 21st May

13:20 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

Thursday 22nd May

12:30 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

17:45 All dry NEW and all USED tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 23rd May

12:40 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2.5 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 24th May

11:30 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2.5 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

Sunday 25th May

06:55 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

A.S.A.P after end of car Parc fermé

All tyres must be returned to the Pirelli service area

FIA Technical Delegate.

Florian Bartsch.

Issue: 1

21.05.2025

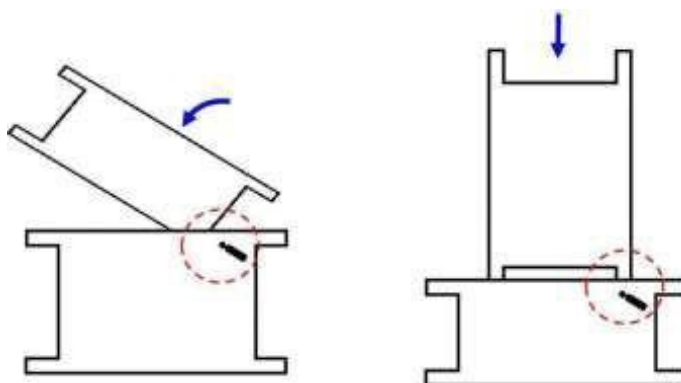
Race Director's Communication – TYRES AND PIT STOP PROCEDURES

Stacking of tyres in the pitlane

Tyres may be stacked flat on top of each other in the Pit Lane. Note, skateboards or similar devices are not considered to be tyre trolleys and are therefore forbidden.



To avoid damage to the valves, tyres must not be stacked as shown below:



During each pit stop in the Sprint Race and Feature Race, the following restrictions will apply:

1. Stands for tyres during pit stops

It is not permitted to use stands or similar devices for tyres during a pit stop. Tyres must lay flat on the ground at all times (note, in limited circumstances a second tyre may be stacked flat on top, as described in the following point).

2. Tyre handling during consecutive pit stops (for two cars) within a short time frame

It is permitted to have both sets of tyres ready in close proximity to the pit stop position. To allow for limited space in the pitlane, two tyres may be stacked flat on top of each other, but only before the first pit stop.

3. Tyres removed from a car during pit stops

Tyres coming off the car during pit stops must be placed flat on the ground. Tyres rocking in position are still considered compliant with the above requirements provided they are always in a stable condition and do not change their position.

4. Handling of lifting jacks during a pit stop

The lifting jacks need to be secured at all times during a pit stop. A lifting jack can be taken over from one mechanic to another during a Pit stop if it remains secured at all times.

5. General safety

For safety reasons, mechanics running around the car or jumping over the car will be reported to the Stewards.

Simon Gnana-Pragasam
Race Director
FIA Formula 2 Championship