



2026 MADRID

10 to 13 September 2026

From The FIA Formula 2 Race Director

Document 10

To All Teams, All Officials

Date 11 September 2026

Time 08:59

Title F2 Madrid Competition Notes 2026 v2

Description Various updates to Competition Notes

Enclosed F2 Madrid Competition Notes 2026 v2.pdf

Simon Gnana-Pragasam

The FIA Formula 2 Race Director

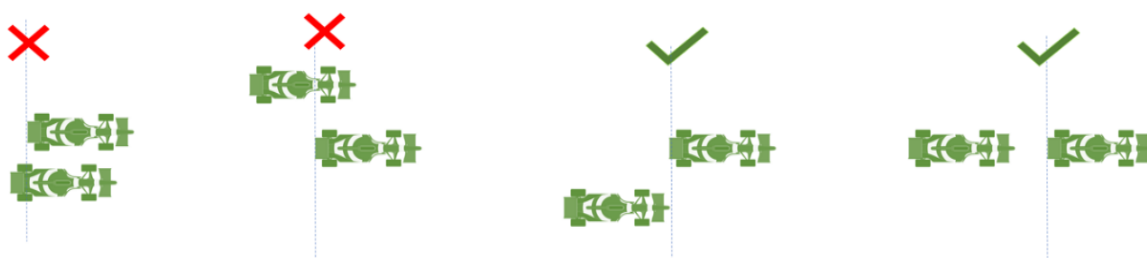
From:	The FIA Formula 2 Race Director	Document:	10
To:	FIA Formula 2 Teams and Officials The Stewards	Date:	11 September 2026
		Time:	08:55

Race Director's Competition Notes - General Instructions and Information

V2 – changes in magenta

1. **Pit Lane map** – see separate document
 - 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 Technical Preview.**
 - 2.1. With reference to Article 10.4.3 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 Paddock to the F1 Pit Lane, prior to all sessions/races, only the set of installation tyres detailed in Article 24.1 of the F2 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
 - 3.3. For safety reasons, team personnel are not permitted to ride on trolleys between the Support Paddock and the Pit Lane, in either direction.
4. **Wheel/Tyre Protocols**
 - 4.1. F2 Tyre Schedule – attached
 - 4.2. Refer to attached document – Race Director's Communications – Tyres and Pit Stop Procedures
 - 4.3. In accordance with Article 37.4 of the F2 Sporting Regulations, "fully fitted" means that all work relating to the wheels, including checking the torque of the wheel nuts, must be completed before the three-minute signal. Tyre pressure checks are permitted until team personnel are required to be clear of the grid.
5. **Track light panels.**
 - 5.1. The FIA track light panels are installed as shown on the circuit map. In accordance with Appendix H to the International Sporting Code (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:
 - The two panels numbered 6 will display the same signals
 - Panel 10 will mirror Panel 11
 - Panels 12, 13, 14, 15 and 16 will display the same signals
6. **Pit Lane Safety** (reference F2 Sporting Regulations Article 28.14)
 - 6.1. 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. Burnouts or clutch bite point checks are not permitted in the paddock, Support Pit Lane, garage areas and in the Pit Lane at any time during the Competition.
 - 6.3. 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. 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.

- 6.6. For the avoidance of doubt, Article 27.4 of the F2 Sporting Regulations applies to the pit entry road, the pit lane, and the pit exit road at all times, including the reconnaissance laps.
7. **Fuel pressure release in Parc Fermé** (see F2 Sporting Regulations Article 45).
- 7.1. 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 authorised to attach fans to the car in the Parc Fermé.
- 7.2. Competitors are authorised to appoint one operational staff member to download data in Parc Fermé.
- 7.3. When the cars are in the Parc Fermé, the appointed staff members referred to in articles 7.1 and 7.2 must request authorisation from the FIA Technical Delegate on site, and are only authorized to perform the action specified.
8. **Yellow flags/light panels**
- 8.1. Single waved: Reduce speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that marshalling sector.
- 8.2. Double waved: Reduce speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. 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 to ensure that the point at which a driver is shown blue flags is consistent, rather than relying solely on marshals to identify such situations.
- 9.2. The system will be set to give a pre-warning when a 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 that they are 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** (reference 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 FIA Light panels have changed from "VSC" 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 gantry between turns 21

and 22, 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 ISC. Additionally, Article 9.15 of the ISC 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.

Competition-Specific Instructions

12. Changes to the circuit.

- *New circuit*

13. Pit lane Barriers.

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

14. DRS

- 14.1. During all sessions/races, DRS Detection will be fully disabled automatically if any of the light panels in any activation zone are displaying yellow. The corresponding light panels are as follows:
- Panels 3, 4, 5, 6, 26, 1, 2.

15. Practice starts

- 15.1. At the end of Free Practice, drivers will be given the opportunity to carry out a practice start on the grid.
- 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.
 - 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.
 - 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.
 - ~~After their practice start, all cars will exit immediately at Turn 1 via the Endurance Pit Lane).~~ Deleted
- 15.2. 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.

16. Lines at the Pit Entry and Pit Exit.

- 16.1. In accordance with Chapter 4, Articles 4 and 6 of Appendix L to the ISC, drivers must follow the procedures at Pit Entry and Pit Exit (white lines).
- 16.2. The dotted lines indicate the track edge at Pit Entry and Pit Exit.



Pit Entry



Pit Exit

- 16.3. In accordance with Article 38.9 b) of the F2 Sporting Regulations, “the mandatory pit stop may not be carried out: (...) During a Virtual Safety Car (VSC) intervention, unless the driver is already in the pit entry or pit lane at the time VSC is deployed”. For the avoidance of doubt, a driver will be considered as being in the pit entry when he is fully to the right-hand side of the solid white line denoting the entrance to the pit entry road:



- 16.4. For safety reasons, overtaking is prohibited in 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. Track Limits.

- 17.1. In accordance with Article 27.3 of the F2 Sporting Regulations, the white lines define the track edges.
17.2. 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. For infringements at the entry or exit of Turn 22, the immediately following lap will also be invalidated.
17.3. The fourth and following offences will be reported to the Stewards, regardless of the warning flag having been displayed to the driver beforehand.

18. Practice and Qualifying etiquette

In accordance with Articles 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 potentially dangerous to any car that is either approaching quickly or in line behind them. For clarity, from the end of the advertising banner on the left-hand side after Turn 20A, cars on the racing line must be at full pace:



19. **Exit points from the track.**

- 19.1. Indicated by fluorescent orange panels/paint on the barriers; 2m sections indicate vehicle exit points, 50cm sections indicate personnel exit points.

20. **Removing cars from the grid.**

- 20.1. Through the gates in the pit wall adjacent to the start line, grid position 9 and the finish line.

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

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

22. **Race Suspension**

- 22.1. In case of race suspension cars will be stopped in the fast lane of the F1 Pit Lane. The first car should stop in line with the last team garage, not in front of the pit exit lights, to provide space for the teams and to allow lapped cars to be reordered if necessary.
- 22.2. In exceptional circumstances the pit entry may be closed before cars have returned to the pit lane, for safety reasons. In such circumstances all cars must proceed slowly to the starting grid, the first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive. The remainder of the procedures detailed in Articles 42.3, 42.4, 42.5 and 43 of the F2 Sporting Regulations shall remain unchanged but will be conducted on the grid instead of in the fast lane.

23. **End of Session Procedures**

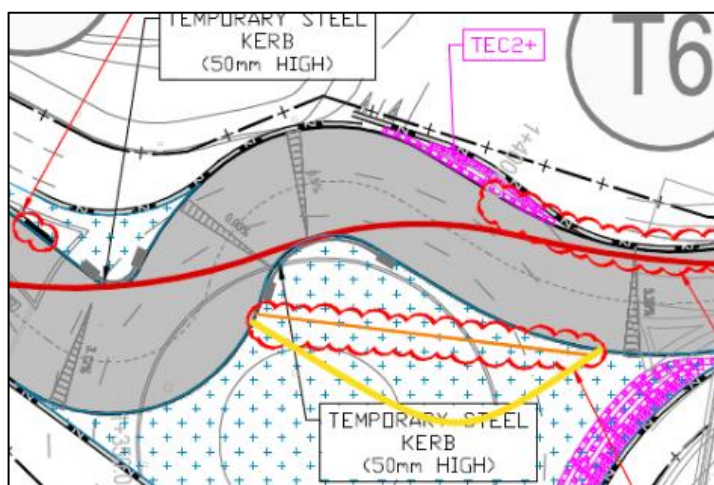
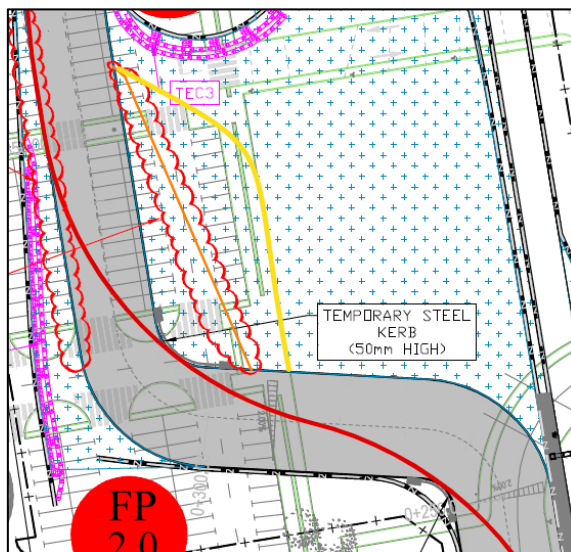
- 23.1. At the end of the **practice session**, after completing the practice start, cars will progressively slow down, enter the F1 Pit Lane and turn right into the Support Paddock through door 12B.
- 23.2. At the end of the **qualifying session**, after taking the chequered flag cars will progressively slow down, enter the F1 Pit Lane and turn right into the Support Paddock Parc Fermé through door 12B.
- 23.3. At the end of both **races**, after taking the chequered flag cars will progressively slow down. The podium cars should remain in front of the pack, and stop in front of the 1/2/3 boards on the grid. Those cars will be pushed into the pit lane and back to the Support Paddock Parc Fermé, and teams are requested to have personnel available to facilitate this. All other cars will enter the Pit Entry road and enter the Support Paddock Parc Fermé through door 12B.
- 23.4. All cars in the pit lane at the end of a session must be pushed back to the Support Paddock by team personnel, when given permission by Race Control (parc fermé conditions apply where relevant).

24. **VSC Test**

- 24.1. 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.

25. **Other Items**

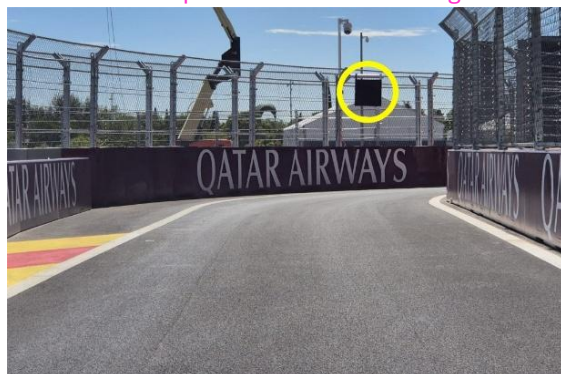
- 25.1 **Turn 1/2 and Turn 5/5A:** Any driver who misses Turn 1 or Turn 5 must stay to the right of the yellow line, and re-join the track after the exit of the turn safely and without gaining an advantage:



Diagrams to be updated with photos when available

25.4 When the pit lane is opened before each race, drivers are only permitted ONE reconnaissance lap (in other words, cars must proceed directly from the pit lane to the grid).

25.3 Yellow light panels are installed in the Pit Entry and Pit Exit roads to warn drivers of incidents in those locations. These panels have no meaning to cars on track:



25.4 Run-off area Turn 10/11: Any driver using the run-off area inside Turn 11 must stay to the left of the polystyrene block, and re-join the track safely and without gaining an advantage



SGP

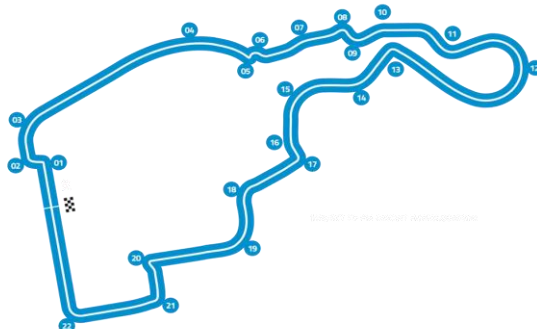
Simon Gnana-Pragasam
Race Director
FIA Formula 2 Championship

In accordance with Article 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 Spain - 11/09/26 - (26F2R11MAD)

Circuit Layout



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

Compounds Selection

Compound	FL	FR	RL	RR
Hard	F2K	F2K	R2K	R2K
Soft	F2U	F2U	R2U	R2U
Wet	16V	17V	18V	19V

Sets Available
3
2
3

Prescriptions and Wear Life

Minimum pressures (psi)

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

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -2°

Race -2°



Front Camber Limits

-4.25° **FP & Q**

-4° **Race**

Wear (from N/A Race)

Hard	N/A	N/A	Hard
	Rear avg @ 15 Laps	Front avg @ 15 Laps	
Soft	N/A	N/A	Soft

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 by revising this document.
- Tyre pressure will be monitored in accordance with procedure outlined in the team SFTP 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

3rd Wet set trial procedure remains in place:

- You can provide wet tyres to be replaced before race 1 any time after qualifying, up to the curfew the same day. These will be fitted in the morning **before** race 1. Please place these wets around the fitting area where instructed.
- Sets provided the morning before race 1, will not be fitted until **after** race 1. These sets will be considered returned and **will not** be rebalanced.
- A deadline will be sent in the scrutineering group for requesting the set change after race 1. Please inform Pirelli within this time limit for set changes after race 1. Requests after this will not be possible to complete.

F2 Paddock Departure and Return – Trolleys and Cars

V2 – changes in magenta

Departure from Support Race Paddock

Teams have been allocated in the below order in the F1 Pit Lane, starting from Pit Entry. For safety reasons, team personnel are not permitted to ride on trolleys between the Support Paddock and the Pit Lane (in either direction).

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

Team trolleys and personnel will leave the Support Paddock in the reverse order (AIX first, VAR last) through door 12A and proceed directly into the pit lane on the marshals' instruction. Trolleys must be turned around on arrival at their allocated pit location, ready for departure via the same route at the end of all sessions.

Race cars: Cars will be pushed out of the Support Paddock through door 12F into the holding area outside the building, lining up in the reverse order above (AIX first, VAR last). On instruction from the marshals, cars will proceed under power directly into the Pit Entry road and into the pit lane, to their allocated pit location. Mechanics who stay behind until race cars have been released must go to the pit lane via the same route as the trolleys.

Return to Support Paddock

Teams/trolleys will leave the F1 Pit Lane the same way they arrived, in order from Pit Entry (VAR first, AIX last).

Race Cars:

- At the end of the **practice session**, after taking the chequered flag, drivers will progressively slow down and are permitted to return to the grid to complete a practice start. After the practice start cars will enter the F1 Pit Lane and turn right into the Support Paddock through door 12B.
- At the end of the **qualifying session**, after taking the chequered flag cars will progressively slow down, enter the F1 Pit Lane and turn right into the Support Paddock Parc Fermé through door 12B.
- At the end of **both races**, after taking the chequered flag cars will progressively slow down. The podium cars should remain in front of the pack, and stop in front of the 1/2/3 boards on the grid. Those cars will be pushed into the pit lane and back to the Support Paddock Parc Fermé, and teams are requested to have personnel available to facilitate this. All other cars will enter the Pit Entry road and enter the Support Paddock Parc Fermé through door 12B.

All cars in the pit lane at the end of a session must be pushed back to the Support Paddock by team personnel, when given permission by Race Control (parc fermé conditions apply where relevant).

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**:

Friday – Practice (11:05 – 11:50)

Trolleys loaded and ready to depart	10:25
Trolleys released to F1 pits	approx. 10:40
Race cars released to F1 pits	approx. 10:45

Friday – Qualifying (15:00 – 15:30)

Trolleys loaded and ready to depart	14:20
Trolleys released to F1 pits	approx. 14:35
Race cars released to F1 pits	approx. 14:40

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

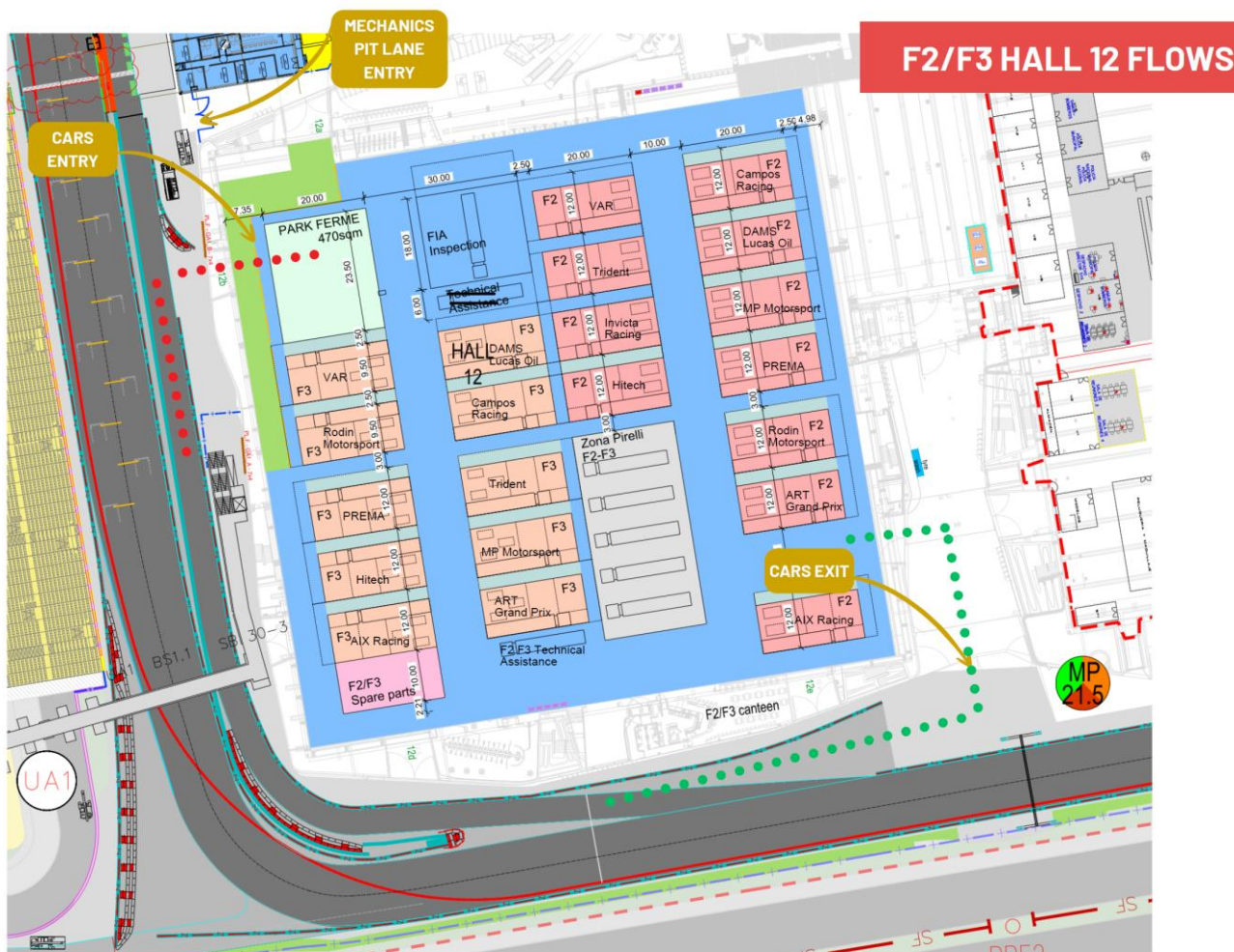
Trolleys loaded and ready to depart	13:20
Trolleys released to F1 pits	approx. 13:35
Race cars released to F1 pits	approx. 13:40

Sunday – Feature Race (Pit Lane open 11:10)

Trolleys loaded and ready to depart	10:25
Trolleys released to F1 pits	approx. 10:40
Race cars released to F1 pits	approx. 10:50

Simon Gnana-Pragasam
Race Director
FIA Formula 2 Championship

V2 – addition of diagram overleaf:





FIA FORMULA 2
CHAMPIONSHIP™

MADRID EVENT

10TH – 13TH SEPTEMBER 2026

TYRE SCHEDULE

(ART. 24.6. 2026 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated next to the Pirelli service area
- **No tyre trolleys** or 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 F2 weigh platform area

Thursday 10th September

12:45 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 11th September

08:35 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2h 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 12th September

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

2h 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 13th September

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

A.S.A.P after end of car Parc fermé

All tyres must be returned to the Pirelli service area

FIA Technical Delegate
Lars Altseimer

Issue: 1
10.09.2026

Race Director's Communication – TYRES AND PIT STOP PROCEDURES

1. Stacking of Tyres in the Pit Lane

- i. Tyres may be stacked flat on top of each other in the Pit Lane as shown in Figure 1 below.
Note, skateboards or similar devices are not considered to be tyre trolleys and are therefore forbidden.
- ii. To avoid damage to the valves, tyres must not be stacked as shown in Figure 2 below.



Figure 1

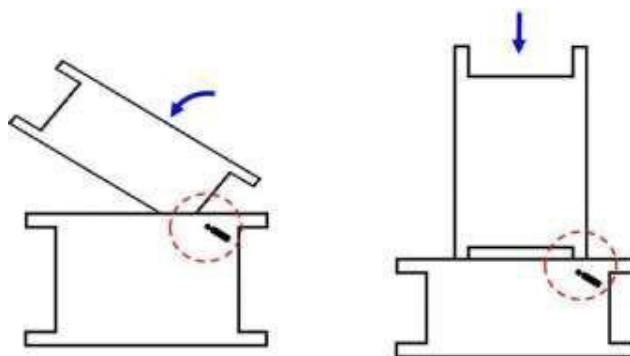


Figure 2

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

- i. Stands for tyres during pit stops
It is not permitted to use stands or similar devices for tyres during a pit stop. Tyres must always lay flat on the ground (note, in limited circumstances a second tyre may be stacked flat on top, as described in the following point).
- ii. Tyre handling during consecutive pit stops (for two cars) within a short time frame
It is permitted to have both sets of tyres ready close to the pit stop position if consecutive pit stops, in quick succession, are planned. 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.
- iii. Tyres removed from cars 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.
- iv. Handling of lifting jacks during a pit stop
The lifting jacks need to be secured at all times during a pit stop. A mechanic can take over a lifting jack from another mechanic during a pit stop if it remains secured at all times.
- v. General safety
For safety reasons, mechanics running around the car or jumping over the car will be reported to the Stewards.