



2026 MONTREAL EVENT

21 to 24 May 2026

From	The FIA Formula 2 Race Director	Document	8
To	All Teams, All Officials	Date	22 May 2026
		Time	08:12

Title F2 Montréal Competition Notes 2026 v2
Description Minor updates to Competition Notes
Enclosed F2 Montréal Competition Notes 2026 v2.pdf

Simon Gnana-Pragasam

The FIA Formula 2 Race Director

From:	The FIA Formula 2 Race Director	Document:	8
To:	FIA Formula 2 Teams and Officials The Stewards	Date:	22 May 2026
		Time:	08:10

Race Director's Competition Notes - General Instructions and Information

V2 – changes in magenta

1. **Pit Lane map** – see separate document, to be published
 - 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 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 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
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.
6. **Pit Lane Safety** (see 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.
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**

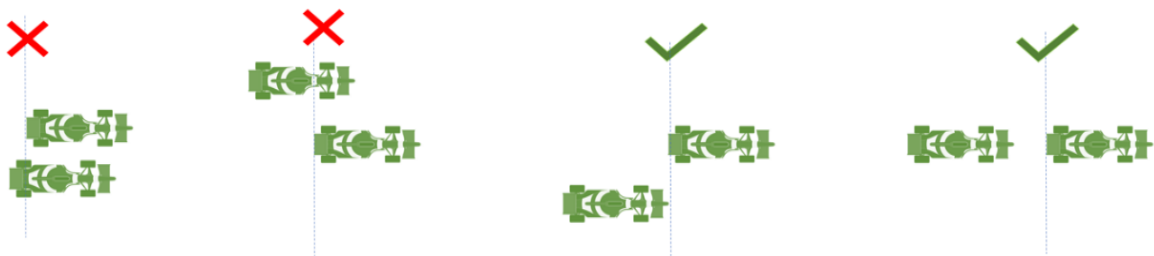
- 8.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. 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 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** (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 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 last bridge before Turn 13 until the 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.

Note, F2's first visit to this venue.

- Smoother kerb at Turn 1 apex.
- Drainage grooves cut in the kerb at Turn 2 apex.
- Blue line added outside white line at Turn 2 exit.
- Realignment of the wall at Turn 6 on the right-hand side.
- New opening at Turn 6 on the left-hand side.
- MP12.8 reposition to create an opening
- Realignment of the wall at Turn 13 runoff on the right-hand side and at Turn 14 when rejoining the track.
- Wide white line and blue line extended at Turn 14 exit.
- Openings in pit wall debris fencing now fitted with gates.
- Added dashed line at pit entry before the Safety Car line 1.

13. Pit Lane

- 13.1. The Pit Lane speed limit is 60 km/h for the entire Competition.
- 13.2. 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.

14. Pit lane Barriers.

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

15. DRS

- 15.1. During Free Practice and the 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 7, 8, 9, 12, 13, 14, 15, 1.
- 15.2. During qualifying, 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 7, 8, 9, 12, 13, 14, 15.

16. **Practice starts**

- 16.1. Practice starts may only be carried out from the marked 'grid boxes' on the right-hand side of the Pit Exit road (for the avoidance of doubt, this includes any time the Pit Exit is open for the race). Drivers must leave adequate room on their right for another driver to pass:



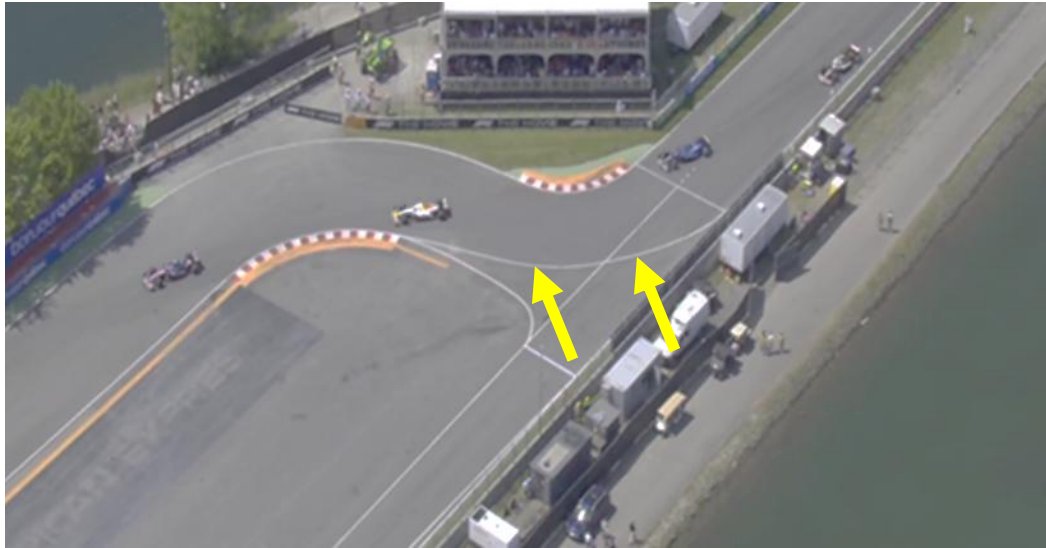
- 16.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the Pit Exit is open without a justifiable reason (a practice start is not considered a justifiable reason).
- 16.3. For reasons of safety and sporting equity, at any time the Pit Exit is open, and practice starts are permitted to be carried out, any driver 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.

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

- 17.1. 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.
- 17.2. The white lines at Pit Exit and Pit entry mark the track edge line:



Pit Exit (arrow position corrected)



Pit Entry

- 17.3. 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.
- 17.4. Any driver crossing the blue highlighted white line in the pit entry road will be considered as entering the pit lane.



- 17.5. 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 has committed with all four tyres to the left-hand side of the dotted white line at pit entry:



18. Track Limits.

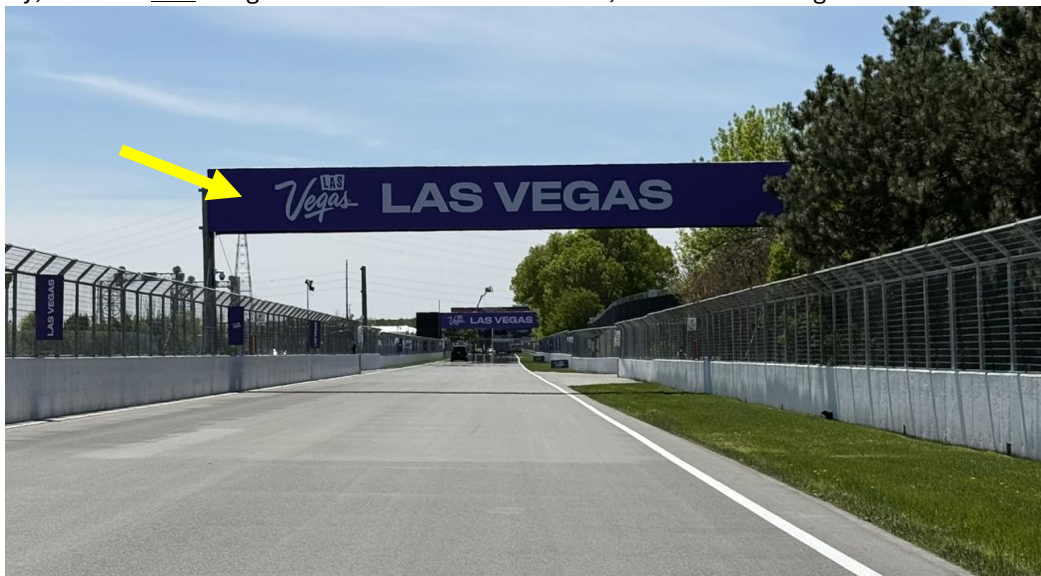
- 18.1. In accordance with Article 27.3 of the F2 Sporting Regulations, the white lines define the track edges.
- 18.2. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards.
- 18.3. The fourth and following offences will be reported to the Stewards, regardless of the warning flag having been displayed to the driver beforehand.
- 18.4. Each time a driver fails to respect track limits at Turn 13 or 14, will result in that lap time and the immediately following lap time being invalidated by the Stewards.

19. 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. Any driver who is caught by another driver after the location indicated below may be reported to the Stewards.

For clarity, from the first bridge between Turn 12 and Turn 13, 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. Through Pit Entry or Pit Exit.

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

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

24. **Race Suspension**

24.1. 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.

24.2. 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.

25. **End of Session Procedures**

25.1. **At the end of the practice and qualifying sessions**, after taking the chequered flag all cars should progressively slow down and return to the F1 Pit Lane. All cars will be released from the pit lane behind a course car, proceeding out of pit exit, making a U-turn and proceeding 'wrong direction' to the exit point near MP12, keeping to their left-hand side of the track. Cars will proceed directly to the F2 paddock (under Parc Fermé conditions).

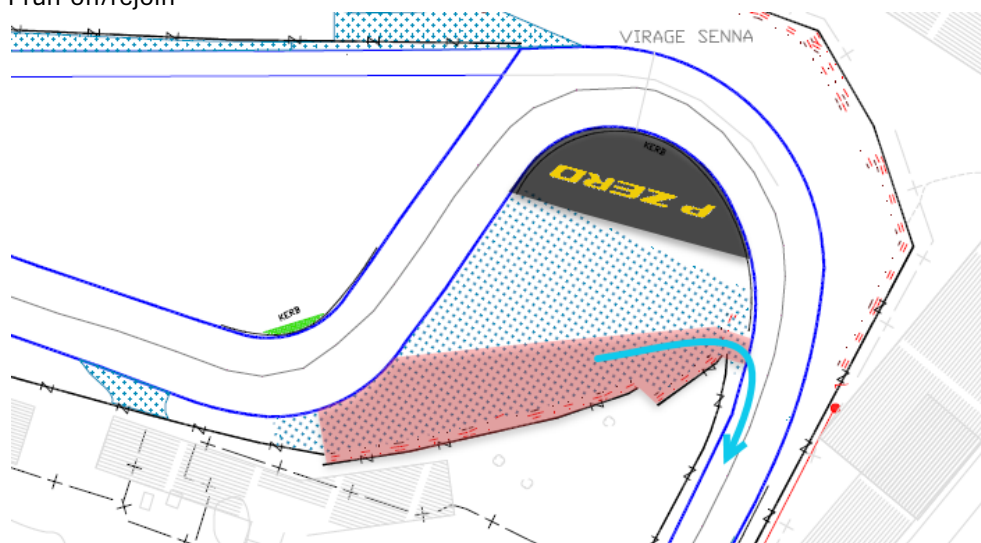
25.2. **At the end of the races**, after taking the chequered flag all cars should progressively slow down and return to the F1 Pit Lane, with the top three cars remaining at the front of the pack. The top three cars will be stopped near the podium, and all other cars should return to their pit boxes. Non-podium cars will be released from the pit lane behind a course car, proceeding out of pit exit, making a U-turn and proceeding 'wrong direction' to the exit point near MP12, keeping to their left-hand side of the track. Cars will then proceed directly to the F2 paddock (under Parc Fermé conditions).

26. **VSC Test**

26.1. A VSC test will take place at the beginning of Free Practice. All cars must leave the pit lane immediately at the start of the session, to take part in the VSC test.

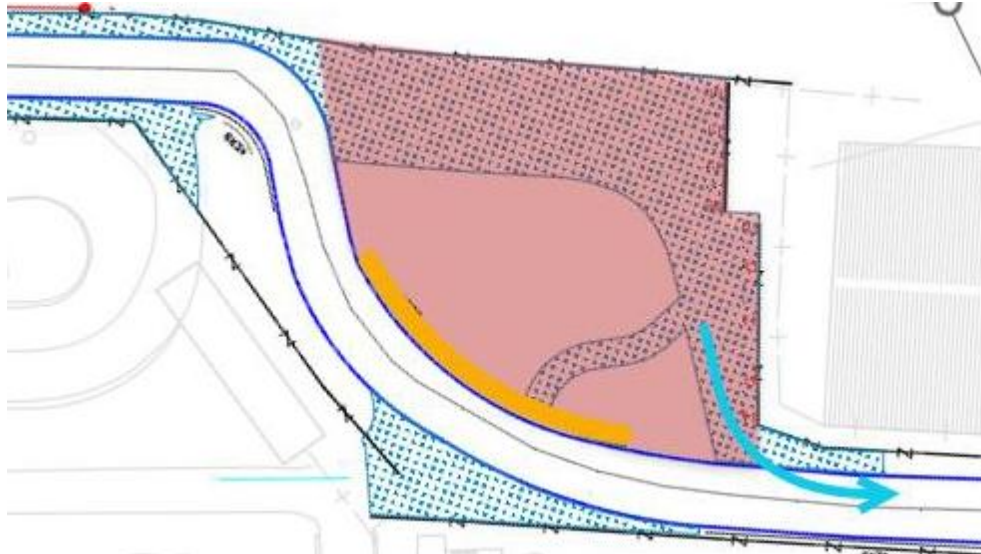
27. **Other Items**

27.1. Turn 1 run-off/rejoin



Drivers who fail to negotiate Turn 1 and go straight into the runoff, must rejoin the track as shown above.

27.2. Turn 9 run-off/rejoin



Drivers who fail to negotiate Turn 9 and pass to the LEFT of the orange kerb, must exit and rejoin at the far end of the run-off (blue arrow above).

27.3. Turn 13 run-off/rejoin



Drivers who fail to negotiate Turn 13 and pass to the LEFT of the orange kerb, must rejoin at the far end of the run-off (blue arrow above). *(Image updated)*



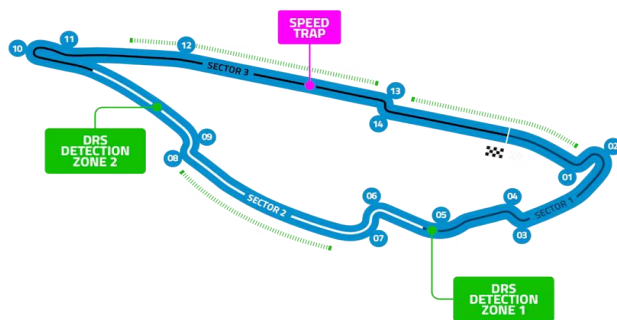
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Race Director
FIA Formula 2 Championship

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 2, Issue A

Grand Prix of Canada - 22/05/26 - (26F2R03MTL)

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	F2U	F2U	R2U	R2U
SuperSoft	F2P	F2P	R2P	R2P
Wet	16W	17W	18W	19W

Sets Available
3
2
3

Prescriptions and Wear Life

Minimum pressures (psi)

	Rear (psi)	Front (psi)	
Slicks	12.0	13.0	Slicks
Wets	12.0	13.0	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)

Soft	N/A	N/A	Soft
	Rear avg @ 15 Laps	Front avg @ 15 Laps	
SuperSoft	N/A	N/A	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 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 – Teams and Cars

Please refer to the maps on pages 2-5.

Departure from F2 Paddock

Teams have been allocated in the below order in the F1 Pit Lane (starting from Pit Entry):

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

When released, team trolleys will leave the F2 paddock in the REVERSE order (Campos first, DAMS last) and queue on the service road near the access point at Marshal Post (MP) 12.5. When released from this holding area, they will proceed via the track to F1 Pit Lane, staying on the left-hand side of the track during the transfer.

F2 cars will be released from the F2 paddock behind a course car and proceed via the service road onto the track (at the same access point as the teams) and then to the F1 Pit Lane, staying on the left-hand side of the track. Due to time constraints, all cars MUST be ready to leave at the same time.

Return to Support Race Pit Lane

Race cars

At the end of the practice and qualifying sessions, after taking the chequered flag all cars should progressively slow down and return to the F1 Pit Lane. All cars will be released from the pit lane behind a course car, proceeding out of pit exit, making a U-turn and proceeding ‘wrong direction’ to the exit point near MP12, keeping to their left-hand side of the track. Cars will proceed directly to the F2 paddock (under Parc Fermé conditions). After the qualifying session, Parc Fermé will take place in the designated area, except for selected cars as determined by the Technical Delegate. These cars must stop in front of the F2 scrutineering bay.

At the end of the races, after taking the chequered flag all cars should progressively slow down and return to the F1 Pit Lane, with the top three cars remaining at the front of the pack. The top three cars will be stopped near the podium, and all other cars should return to their pit boxes. Non-podium cars will be released from the pit lane behind a course car, proceeding out of pit exit, making a U-turn and proceeding ‘wrong direction’ to the exit point near MP12, keeping to their left-hand side of the track. Cars will then proceed directly to the F2 paddock (under Parc Fermé conditions). The top three cars will be recovered back to the F2 paddock.

After the races, Parc Fermé will take place in the designated area, except for selected cars as determined by the Technical Delegate which cars must stop directly in front of the F2 scrutineering bay.

Any cars in the F1 Pit Lane at the end of each session which cannot be driven back (i.e. mechanical failure/damage) will be recovered back to the F2 paddock.

Teams

All sessions – when all F2 cars have left the pit lane, team trolleys will be released to exit the pit lane and follow the same route back to the paddock as the cars, keeping to their left-hand side of the track.

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 (10:05 – 10:50)

Trolleys loaded and ready to depart to holding area	09:15
Trolleys released to F1 pits from holding area	approx. 09:40
Race cars released to F1 pits	approx. 09:45

Friday – Qualifying (14:00 - 14:30)

Trolleys loaded and ready to depart to holding area	13:15
Trolleys released to F1 pits from holding area	approx. 13:35
Race cars released to F1 pits	approx. 13:40

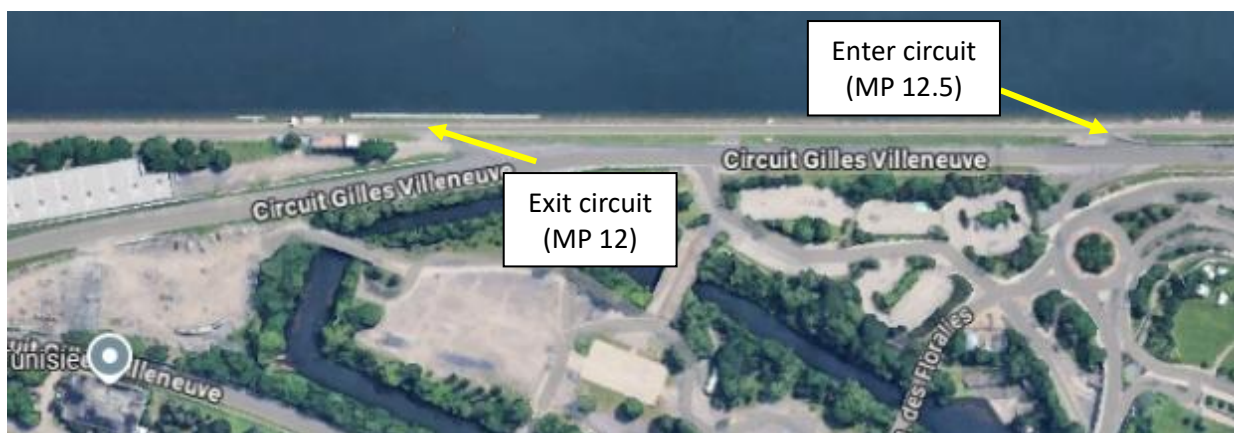
Saturday – Sprint Race (Pit Lane open 13:55)

Trolleys loaded and ready to depart to holding area	13:10
Trolleys released to F1 pits from holding area	approx. 13:30
Race cars released to F1 pits	approx. 13:35

Sunday – Feature Race (Pit Lane open 11:50)

Trolleys loaded and ready to depart to holding area	11:05
Trolleys released to F1 pits from holding area	approx. 11:25
Race cars released to F1 pits	approx. 11:30

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Race Director
FIA Formula 2 Championship



Teams route to F1 Pit Lane:



F2 cars route to F1 Pit Lane:



Return route to F2 Paddock (Cars and Trolleys):



MONTREAL EVENT

21ST – 24TH MAY 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 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 21st May

13:45 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 22nd May

07:35 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 23rd May

11:25 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 24th May

09:20 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

21.05.2026

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

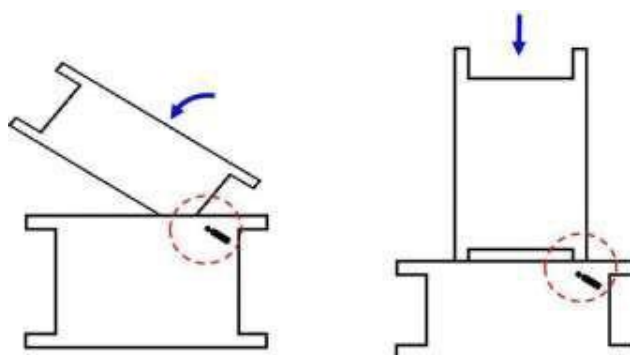


Figure 2

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.