



2022 BAKU EVENT

9 to 12 June 2022

From	The FIA Formula 2 Race Director	Document	2
To	All Teams, All Officials	Date	09 June 2022
		Time	11:56

Title Event Notes

Description 2022 Baku Event Notes

Enclosed DOC 2 - 2022 Baku Event - Event Notes - Baku 2022.pdf

Gwen Bourcier

The FIA Formula 2 Race Director



BAKU EVENT

9 TO 12 JUNE 2022

From	The FIA Formula 2 Race Director	Document	2
To	FIA Formula 2 Teams and Officials / The Stewards	Date	09 June 2022
		Time	11:50

EVENT NOTES **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) 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.

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.

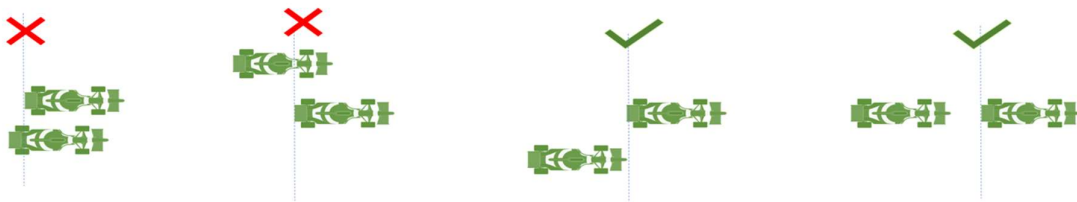
6) Drivers leaving their pit stop position in the pit lane

- 6.1 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.
- 6.2 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.
- 6.3 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.

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- 6.4 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.
- 7) **Fuel pressure release in parc fermé.**
- 7.1 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.
- 7.2 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.
- 7.3 This person will not count as far as Article 21.5 of the 2022 FIA F2 Sporting Regulations is concerned (team personnel limitation).
- 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 any driver in a double yellow sector will have that lap time deleted.
- 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, not achieving a meaningful lap time. Any driver in a single yellow sector may have that lap time deleted.
- 9) **Driving Standards during practice and qualifying.**
- 9.1 The Stewards intend to consider penalties against drivers who unnecessarily impede or hinder drivers on hot laps, usually, but not exclusively, by weaving excessively while on a preparation lap.
- 10) **Safety Car Procedure - Article 40.13**
- 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.(...)





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11) Lapping during the race

11.1 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. 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

12) Pit Lane Barriers

12.1 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.

13) Practice starts

13.1 Practice starts may be carried out in the pit exit on the left-hand side after the corner but before the dashed white line across pit exit. 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.

13.2 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).

13.3 Additionally, practice starts may be carried out on the track at the end of the free practice session. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and carry out a practice start.

13.4 All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.

13.5 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.

13.6 Any cars that are not returning to the grid to make a practice start at the end of the session should enter the F1 pit lane.

14) Lines at the Pit Entry and Pit Exit

14.1 In accordance with Chapter 4, Article 4 and 5 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.

15) DRS



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15.1 DRS Detection will be automatically disabled in each individual zone if any of the light panels in that particular zone are displaying yellow. The zones and corresponding light panels are as follows:

- a) DRS Activation 1: Panels 3, 4, 5
- b) DRS Activation 2: Panels 21, 1, 2

16) Track Limits

16.1 In accordance with the provisions of Article 33.3, the white lines define the track edges.

17) Fire extinguishers around the circuit

17.1 Indicated by fluorescent orange boards with a letter "F" attached to the debris fences.

18) Places where drivers may leave the track

18.1 Indicated by white boards with a green running man image attached to the debris fences.

18.2 Should a car stop on the track during a session, it is recommended that the driver keeps all their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

19) Places to remove cars from the track

19.1 Indicated by 2m long fluorescent orange panels on the barriers / walls.

20) Removing cars from the grid

20.1 Through the gates in the pit wall adjacent to the race control tower, garage 16 and 32.

21) Race Suspension

21.1 In case of a race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

22) End of practice procedure.

22.1 As defined in Article 13 above.

23) End of qualifying procedure

23.1 After taking the chequered flag, continue to the pit lane and go to the pit exit, when the pit exit light is turned to green, cars may leave the pit exit and return to the paddock.

24) Car number light panels for the start

24.1 On the left-hand side of the grid.

25) Post-race procedures

25.1 After taking the chequered flag, all cars return to the pit lane, the first 3 cars will 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 lane and go directly to the paddock parc fermé.

25.2 Following the podium presentation, the first 3 cars will be returned to the paddock parc fermé being push back by the teams. Follow marshals instructions.

26) Changes to the circuit

26.1 Pit entry and TecPro at Pit entry new setup.

26.2 New gate between Turn 1 and Turn 2 on RHS.

26.3 New vehicle opening between Turn 3 and Turn 4 on RHS.



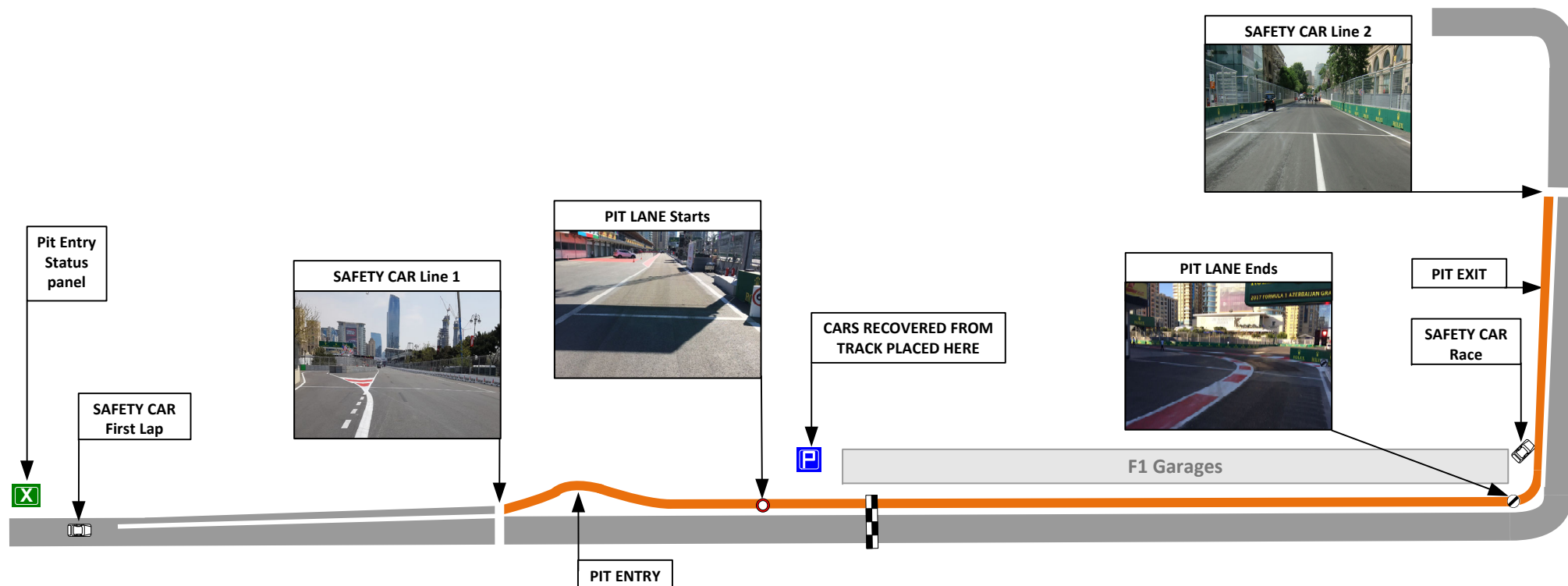
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26.4 Pit exit walls extended by 8 meters.

26.5 Track verge line extended up to 4 meters

Gwen Bourcier
Race Director
FIA Formula 2 Championship



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44		
Race Control Tower	FIA	FIA	FIA	FIA	FOM	FOM	Mercedes	Mercedes	Mercedes	Mercedes/Red Bull	Red Bull	Red Bull	Red Bull	Ferrari	Ferrari	Ferrari	Ferrari / McLaren	McLaren	McLaren	McLaren	Walkway	Alpine	Alpine	Alpine	Alpine / AlphaTauri	AlphaTauri	AlphaTauri	AlphaTauri	Aston Martin	Aston Martin	Aston Martin	Aston Martin / Williams	Williams	Williams	Williams	Alfa Romeo	Alfa Romeo	Alfa Romeo	Alfa Romeo / Haas	Haas	Haas	Haas	Pirelli	Pirelli	Pirelli
Designated Garage Areas						Virtuosi		Carlin			Hitech			ART		MP			Campos			DAMS			Trident			Charouz							VAR								Prema		
FAST LANE												FAST LANE																																	
Control Line	Team Personnel (Race Start ONLY)										Pole Position																																		

Grand Prix of Azerbaijan 10-12/06/22 (22F2R06BAK)

Compound	FL	FR	RL	RR
Medium	F2M	F2M	R2M	R2M
SuperSoft	F2X	F2X	R2X	R2X
Wet	16G	17G	18G	19G

Minimum Pressure, Camber limits, Wear Life

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

	FE Camber Limit		RE Camber Limit	
FP & Q	-4.25°		-2°	FP & Q
Race	-4°		-2°	Race

	Avg wear @15 Laps	Avg wear @15 Laps
Medium	11 %	22 %
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

- | | |
|---|---|
| <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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. • Teams are advised that all mounted Slick/Wet units are scheduled to be stripped at the end of this (R06BAK) event. All rims will be returned to teams for onwards transport, teams to transport rims to next race event. |
|---|---|

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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) VIRTUOSI | 7) DAMS |
| 2) CARLIN | 8) TRIDENT |
| 3) HITECH GRAND PRIX | 9) CHAROUZ RACING SYSTEM |
| 4) ART GRAND PRIX | 10) VAR |
| 5) MP MOTORSPORT | 11) PREMA RACING |
| 6) CAMPOS RACING | |

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.

A shuttle bus will be available at the track access point after the cars have departed, to transfer ONLY those mechanics with starter motors, to the pit lane. All other personnel must reach the pit lane on foot. This shuttle service is for pre-track sessions only.

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	12:35
Buggies and equipment loaded and ready to move	12:00
Proceed in line to track access opening	12:10
Approx. release of teams to proceed to pit lane	12:15
Approx. release of cars onto track to proceed to pit lane	12:25

Friday – Qualifying:	
Pit Lane Open	16:30
Buggies and equipment loaded and ready to move	15:55
Proceed in line to track access opening	16:05
Approx. release of teams to proceed to pit lane	16:10
Approx. release of cars onto track to proceed to pit lane	16:20

Saturday – Sprint Race:	
Pit Lane Open	13:30
Buggies and equipment loaded and ready to move	12:55
Proceed in line to track access opening	13:05
Approx. release of teams to proceed to pit lane	13:10
Approx. release of cars onto track to proceed to pit lane	13:20

Sunday – Feature Race:	
Pit Lane Open	11:05
Buggies and equipment loaded and ready to move	10:30
Proceed in line to track access opening	10:40
Approx. release of teams to proceed to pit lane	10:45
Approx. release of cars onto track to proceed to pit lane	10:55

Please Note: All end of session and end of race procedures will be defined in the Race Directors Event Notes.

Gwen Bourcier

Race Director

FIA Formula 2 Championship

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TYRE SCHEDULE

(ART. 24.6. 2022 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated in the Pirelli Service Area and the F2 Technical Assistance 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

Thursday 09th June

12:00 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

17:00 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 10th June

10:05 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 11th June

10:45 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

Sunday 12th June

08:20 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
