



2022 LE CASTELLET EVENT

21 to 24 July 2022

From	The Stewards	Document	6
To	All Teams, All Officials	Date	21 July 2022
		Time	19:30

Title F2 Event Notes V2 - Le Castellet 2022
Description sent on behalf of the Race Director
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The Stewards



LE CASTELLET EVENT

21 TO 24 JULY 2022

From	The FIA Formula 2 Race Director	Document	3
To	FIA Formula 2 Teams and Officials / The Stewards	Date	21 July 2022
		Time	16:17

EVENT NOTES General Instructions

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.

2) Pre / Post Session - Race Procedure from support paddock to F1 pit lane.

- 2.1. 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.
- 2.2. A detailed description and further information of this procedure (pit lane order and timing) are described in the attached document – F2 Event Procedures.

3) Tyre Schedule

- 3.1. Refer to attached document – F2 Tyre Schedule.

4) Pirelli Event Preview

- 4.1. With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.

5) Pit Stop Position

- 5.1. Refer to attached document – F2 Pit Stop Position

6) Track Light Panels

- 6.1. 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.

7) Lines or bollards at the Pit Entry and Pit Exit

- 7.1. 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.

8) Track Limits

- 8.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.

9) Start Lights

- 9.1. When the red start lights are illuminated all cars shall immediately reduce speed and proceed slowly back to the pit lane.



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

- 10.1. 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.
- 10.2. 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.
- 10.3. 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.
- 10.4. 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.

11) Observing yellow flags during free practice and qualifying

- 11.1. Double waved: Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the Stewards to be satisfied that any such driver has complied with these requirements it must be clear that he has not attempted to set a meaningful lap time, for practical purposes this means any driver in a double yellow sector, will have that lap time deleted.
- 11.2. 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.
- 11.3. Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

12) Lapping during the race

- 12.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.
As it was at the end of last season the system will be set to give a pre-warning when the faster car is within 3.0s of the car about to be lapped, this should be used by the team of the slower car to warn their driver he is soon going to be lapped and that allowing the faster car through should be considered a priority. When the faster car is within 1.2s of the car about to be lapped blue flags will be shown to the slower car (in addition to blue light panels, blue cockpit lights and a message on the timing monitors) and the driver must allow the following driver to overtake at the first available opportunity.

It should be noted that the aim of using F1MS is ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

13) Mandatory Pit Stop

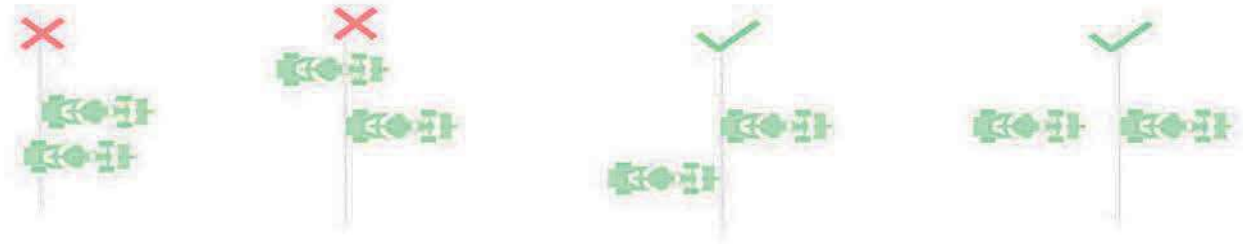
- 13.1. The mandatory pit stop may not be carried out until the driver has completed lap 6 on track. For the avoidance of doubt the sixth lap must be completed by crossing the Control Line on track (driving across the starting grid).
- 13.2. In case of the Safety Car being deployed through the pit lane and entering the pit lane on lap 6, mandatory pit stops will only be considered valid if a car enters pit lane on the following lap.

14) Safety Car Procedure

- 14.1. Art. 40.13 (...) 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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15) Finishing the race

15.1. For the purposes of finishing the Race, pursuant to Article 44.1 of the FIA Formula 2 Sporting Regulations, the “Line” referred to will be the Control Line on the track and not the Pit Lane.

16) Fuel pressure release in parc fermé

- 16.1. 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.
- 16.2. 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.
- 16.3. This person will not count as far as Article 21.5 of the 2022 FIA F2 Sporting Regulations is concerned (team personnel limitation)

Event Specific Instructions

17) Practice starts

- 17.1. Practice starts may be carried out just before pit exit lights, on the right-hand side (in the slow lane of the second part of the pit lane) and for avoidance of doubt, this includes any time the pit exit is open for the race.
- 17.2. Practice starts may be carried out on the track at the end of each 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.
- 17.3. 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.
- 17.4. 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.

18) Lines at the Pit Entry and Pit Exit

- 18.1 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.
- 18.2 Drivers leaving the track to enter the pit entry road, must pass on the right hand side of the bollard placed on SC line 1.

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- 18.3 At Pit Entry, after the 60km/h on drivers' right hand-side there is a TSP. If this TSP displays a double waved yellow flag, it means that the segment of the pit entry road ahead is blocked. Consequently, drivers should take extra care and prepare to stop if necessary. This TSP is to be disregarded by the drivers on track.



19) DRS

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 6, 7, 8, 9
- b) DRS Activation 2: Panels 18, 19, 1, 2

20) Track Limits

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

20.1 Turns 1 and 2

- a) Any driver who fails to negotiate Turn 2 by using the track, and who passes completely to the right of the first fluorescent yellow bollard on the apex of the corner, must keep completely to the right of the fluorescent yellow bollard and re-join the track by driving through the two arrays of blocks in the run-off by passing to the right of the first and to the left of the second.



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20.2 Turns 3-5

a) Any driver who fails to negotiate Turn 4 by using the track, and who passes completely to the left of the fluorescent yellow bollard on the apex of the corner, must keep completely to the left of the fluorescent yellow bollard and re-join the track by driving to the left of the block in the runoff prior to Turn 5.



20.3 Turns 8 and 9

Any driver going straight on at Turn 8 must re-join the track by driving through the four arrays of blocks in the escape road, to the left of the first, to the right of the second, to the left of the third and to the right of the fourth.

21) Fire extinguishers around the circuit

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

22) Places to remove cars from the track

Indicated by orange panels on the barriers. If it is safe to do so, ideally drivers should try to stop on the left hand side of the track. Please bear in mind that drivers should wear their overalls, gloves and balaclava when being transported back to the pits.

23) Removing cars from the grid

Through the two gates in the pit wall adjacent to grid position 1 and 16.



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24) Race Suspension

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

25) Car number light panels for the start

On the right-hand side of the grid.

26) Changes to the circuit

A gravel bed has been installed at the exit of T7.

A track light panel dedicated to indicate the obstruction of the pit entry road has been installed.

The run off at T2 was re-levelled.

Niels Wittich
Race Director
FIA Formula 2 Championship



LE CASTELLET EVENT

21ST TO 24TH JULY 2022

TYRE SCHEDULE

(ART. 24.6. 2022 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

Thursday 21st July

14:00 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

17:30 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 22nd July

09:05 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 23rd July

15:15 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 24th July

06:50 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

Jana Mühlner.
FIA Technical Delegate.

Issue:1

21.07.2022



From the paddock to the pit lane

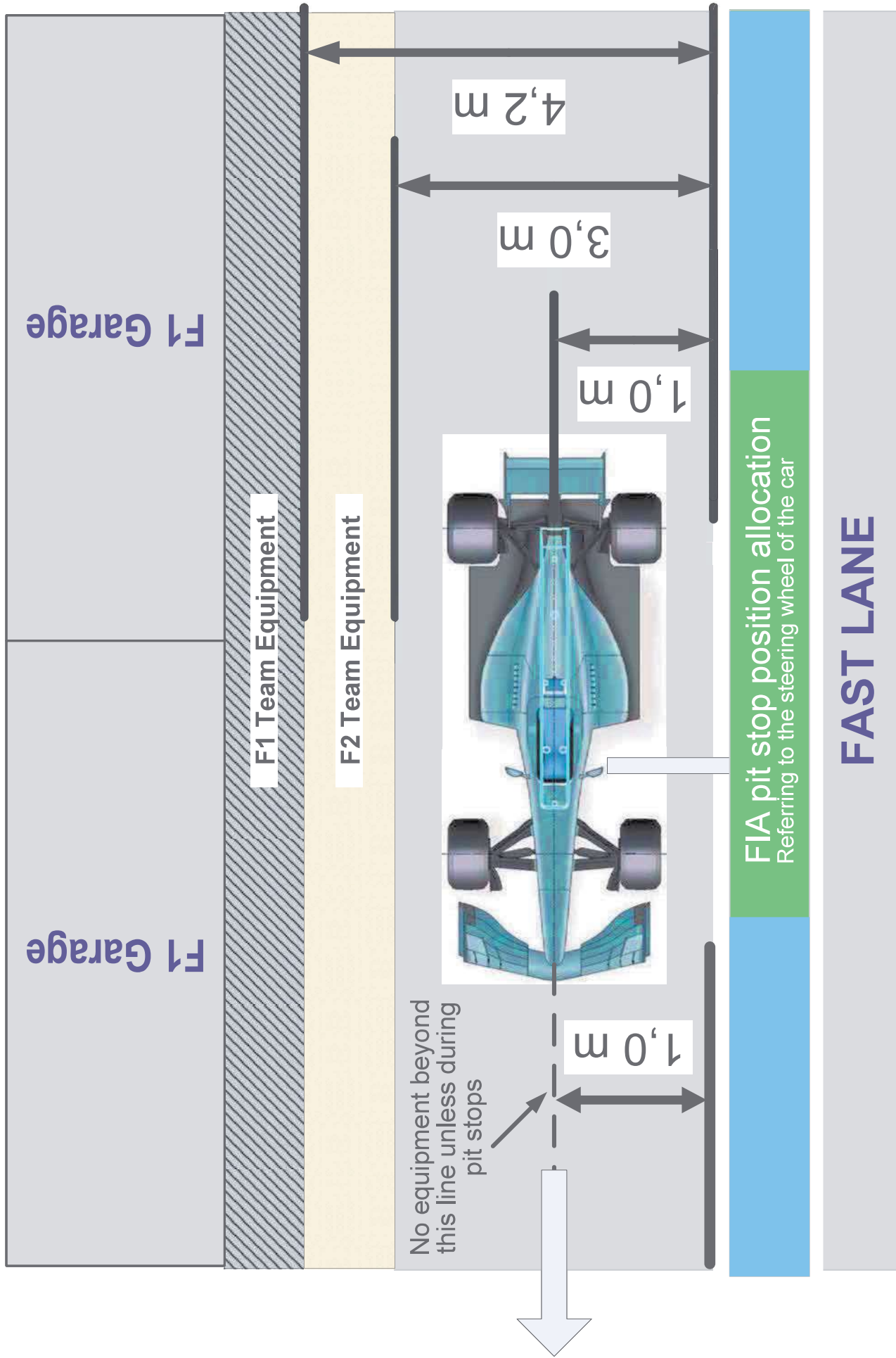
From the pit lane to the paddock

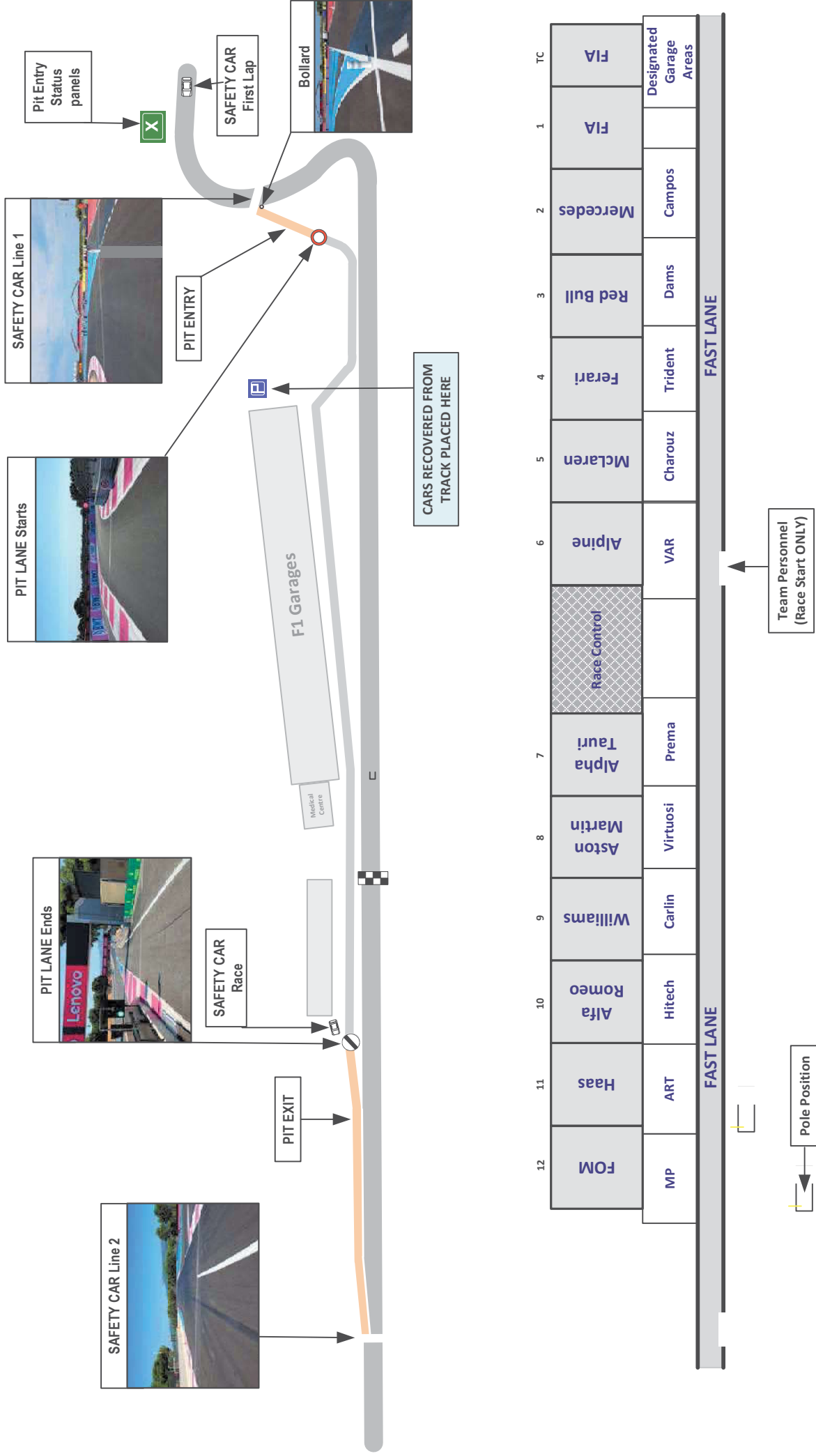
WAITING ZONE

CIRCULATION OF THE TROLLEYS

paddock

paddock







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Paddock Departure and Return – Trolley and Race Cars

Friday Practice & Qualifying

Team trolleys will reach the pit lane by turning right from the F2 paddock onto the main road leading round to the track entrance at Turn 1. Cars will be pushed to Turn 2.

Trolleys will move first and enter the pit lane through the pit exit. Teams have been parked in the paddock according to pit lane positions, and should aim to proceed to the holding area in the correct order:

- 1) Campos Racing
- 2) DAMS
- 3) Trident
- 4) Charouz
- 5) VAR
- 6) PREMA Racing
- 7) Virtuosi
- 8) Carlin
- 9) Hitech
- 10) ART Grand Prix
- 11) MP Motorsport

Trolleys and cars must keep to the right side, to avoid blocking the main road which must be kept clear for other Teams equipment and cars coming back from previous track activities.

Trolleys will proceed into the pit lane first, with cars being held back until teams are installed in their garage positions.

Immediately following the trolleys, cars may be pushed out in the same direction and they will be stopped to the holding area after the second turning right on the service road ready to reach the track under power. Once on track all the cars will complete a lap and enter the pit lane the first time they reach the pit entry. After Starting the cars mechanics with starters will be taken by vans to the F1 pit lane following the route of the trolleys.

Friday Practice Times:

Trolleys loaded and ready to move 10:55

Proceed in line to track access opening 11:05

Approx. release of teams to proceed to pit lane 11:15

Approx. release of cars onto track to proceed to pit lane 11:25

At the end of Practice, after taking the chequered flag all cars will complete the lap, return to the pit lane and, without stopping, turn left through the gate at Turn 1 and continue slowly back to the paddock. Please instruct your drivers not to leave their cars in the main roadway outside the paddock. Unless it is impossible, cars must be driven directly to the Parc Ferme area in front of the FIA weighbridge unit.



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For trolleys, at the end of all track sessions they will move to the end of the pit lane and follow the same roadway at Turn 1 back to the paddock.

Friday Qualifying Times:

Trolleys and equipment loaded and ready to move 17:50
Proceed in line to track access opening 18:00
Approx. release of teams to proceed to pit lane 18:10
Approx. release of cars onto track to proceed to pit lane 18:20

At the end of Qualifying, parc ferme conditions in the specified FIA scrutineering area, will apply for all cars.

Teams are asked to pack up and exit the pit lane as quickly as possible, to make way for the track session following.

Saturday and Sunday Races

The movement towards the pits and the pre-assembly procedure will be exactly the same as on Friday. Trolleys and equipment should be ready to move at the following times.

Saturday Race 1 Times:

Trolleys and equipment loaded and ready to move 17:05
Proceed in line to track access opening 17:15
Approx. release of teams to proceed to pit lane 17:25
Approx. release of cars onto track to proceed to pit lane 17:35

Sunday Race 2 Times:

Trolleys and equipment loaded and ready to move 08:40
Proceed in line to track access opening 08:50
Approx. release of teams to proceed to pit lane 09:00
Approx. release of cars onto track to proceed to pit lane 09:10

At the end of both races, parc ferme conditions will apply for all cars.

Important note:-

On Saturday, after F1 Qualifying, the pit gate will only be opened 10 minutes after the F1 session ends. No-one may enter the pit lane before this – even team personnel on foot. When permitted to enter the pit lane, everyone must keep to the fast lane at the pit entry, and not cross the area in front of F1 Parc Ferme.

Niels Wittich
Race Director
FIA Formula 2 Championship