



2024 BAKU EVENT

12 to 15 September 2024

From The FIA Formula 2 Race Director

Document 9

To All Teams, All Officials

Date 12 September 2024

Time 17:45

Title F2 Baku Event Notes V2

Description F2 Baku Event Notes V2

Enclosed 2024 F2 Baku Event Notes v2.pdf

Rui Marques

The FIA Formula 2 Race Director



BAKU EVENT

12 TO 15 SEPTEMBER 2024



From: The FIA Formula 2 Race Director

Document: 09

To: FIA Formula 2 Teams and Officials / The Stewards

Date: 12 September 2024

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General Instructions (V2) (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, 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 timing) are described in the attached document – F2 Event Procedures.

4. Tyre Schedule

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

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, support pit lane, 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.
- 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.
- 6.5. **At no time may** ~~No~~ wheel nuts **must** be left on the ground **in the pit lane.**

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 authorized 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.



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7.3. This person will not count as far as Article 21.5 of the FIA F2 Sporting Regulations is concerned (team personnel limitation).

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.

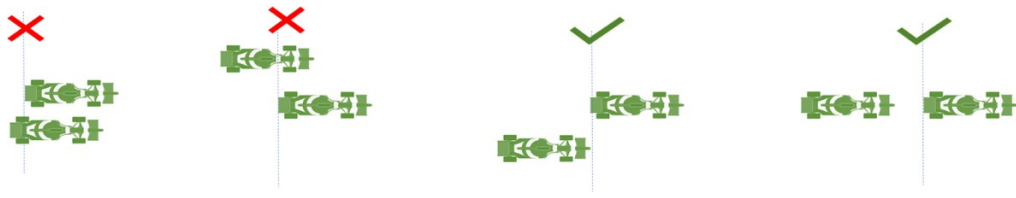
9.3. It should be noted that the aim of using F1MS is to ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

10. Safety Car Procedure / End of VSC period

10.1. 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 (...)

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 exit of Turn 20 at the DRS Detection 2 line.



Figure 1 DRS Detection 2 Line

11. Practice and Qualifying

- 11.1. In accordance with Articles 27.4 and 31.6 of the F2 Sporting Regulations, drivers not on a fast lap must use their best endeavors to keep off the racing line. At no point in Practice and 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 not to unnecessarily impede any driver on, or starting, a fast lap. Additionally, any driver going 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.

12. Team Guests

- 12.1. 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

13. Changes to the circuit.

- Vehicle opening added at pit exit on LHS.
- Vehicle opening at Turn 14 on RHS replaced with crash gate.
- Vehicle opening at Pit Entry on LHS replaced with crash gate.
- Crash gate at Pit Entry on RHS replace with vehicle opening.
- Realignment of the walls on RHS between Turn 3 and Turn 4.
- The concrete walls between Turn 12 and Turn 13 on RHS have been realigned.
- The track edge line at the exit of Turn 12 has been moved closer to the concrete walls.
- The concrete walls in the run-off in Turn 16 have been replaced with new ones.
- The concrete walls between Turn 18 and Turn 19 on LHS have been replaced with new ones.
- The concrete walls in Turn 15 on RHS have been realigned.
- The concrete wall separating the straights between Turn 6 and Turn 7 on LHS and between Turn 19 and Turn 20 on LHS have been replaced with new concrete walls.
- The concrete walls in Turn 1 run-off have been realigned.
- Between Turn 2 and Turn 3 small patches of new asphalt on LHS in Pit Exit Road and on RHS.

- Between Turn 7 and Turn 8 small patches of new asphalt on RHS.
- Between Turn 12 and Turn 13 a strip of new asphalt on RHS in front of the barrier.

14. Pit Lane

14.1. The pit lane speed limit is 60 km/h for the entire event.

15. Pit lane Barriers.

15.1. F1 Teams have been instructed to ensure their barriers are no more than 4 meters from the garages.

16. DRS

16.1. DRS Detection will be automatically disabled in each individual zone if any of the light panels in that 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 20, 21, 1, 2

17. Practice starts

17.1. Only during Free Practice session, practice starts may be carried out at the pit exit on the LHS after the corner but before the dashed white line across the pit exit. Cars not lining up for practice start may overtake safely on the RHS crossing the white line on the RHS and return to the pit exit road safely as soon as possible.



Figure 2 Practice Start at Pit Exit

- 17.2. 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).
- 17.3. 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.
- 17.4. Practice starts may also be carried out on the F1 grid at the end of the practice session.
- 17.5. 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 or enter the F1 pit lane.
- 17.6. 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.
- 17.7. 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 or bollards at the Pit Entry and Pit Exit.

- 18.1. 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.



Figure 3 Lines at Pit Entry & Pit Exit

- 18.2. Any car with all four (4) wheels to the left of the solid white line must enter the pit lane, except in cases of force majeure accepted as such by the Stewards.

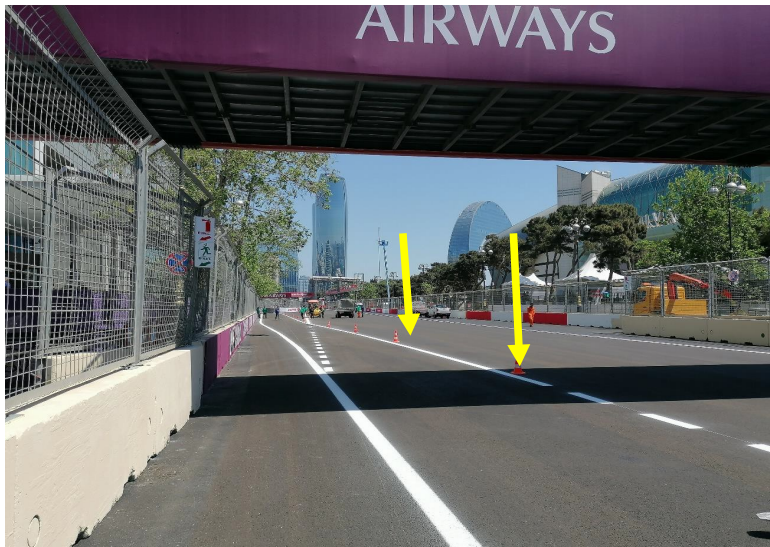


Figure 4 Pit Entry Track Edge

- 18.3. In accordance with Article 38.9 b) of the 2024 FIA 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, driver will be considered being in the pit entry when he commits to the left side of the solid line leading to pit entry.
- 18.4. 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.
- ### 19. Track Limits.
- 19.1. In accordance with the provisions of Article 27.3, the white lines define the track edges. 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.

19.2. For reference, a bollard has been installed on Driver's left.

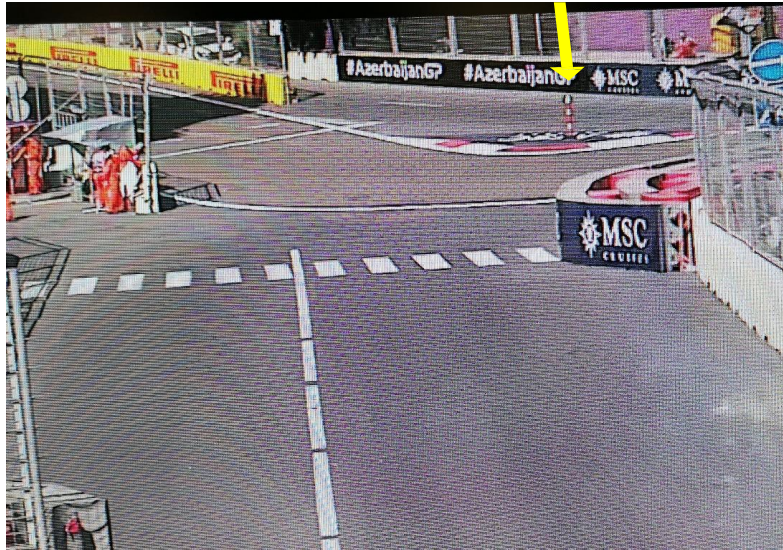


Figure 5 Bollard at Turn 15

19.3. The fourth and following offences will be reported to the Stewards, regardless of having displayed the warning flag to the driver beforehand.

20. Fire extinguishers around the circuit.

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

21. Places to remove cars from the track.

21.1. Indicated fluorescent orange panels/paintings on the barriers.

22. Removing cars from the grid.

22.1. Cars may be removed from the grid through the gates adjacent to grid positions 6 and through pit exit.

23. Car number light panels for the start

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

24. Suspending a Race.

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

25. General – End of races

25.1. The three podium cars must not be overtaken and stay in front of the field stopping at the podium area in the F1 pit lane. They will be under parc fermé conditions. For more information refer to the upcoming Race Director Communication. All cars not eligible for the podium ceremony must enter the support paddock.

26. Clarification

26.1. Article 22.12 For the avoidance of doubt, only Operational Staff members (all of whom shall be wearing pit wall identification and an armband as described in article 21.5) are allowed on the pit wall during practice sessions and the races.

Team Principals (already considered as Non-Operational by the Sporting Regulations) and Team Owners will be exempted from this rule.

No other team personnel are allowed on the pit wall.

27. VSC Test

27.1. A VSC test will take place on the out lap from the support paddock to the F1 pit lane prior to the beginning of the practice session. All cars must leave the support paddock immediately when



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instructed by the marshals to take part in the VSC test.

28. Data download in parc fermé.

- 28.1. Teams are authorised to appoint one person specifically in order to download data in parc fermé.
- 28.2. 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.

A handwritten signature in black ink, appearing to read 'Rui Marques'.

Rui Marques
Race Director
FIA Formula 2 Championship



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Paddock departures and Return – Trolleys and Cars (V2)

Departure from Support Race Pit Lane

Teams have been allocated in the correct order for entry into the F1 pit lane, so please keep to this order for each transfer:

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

Trolleys will line up in front of the team's tents facing the track access opening leading directly onto the track. Once released by the marshals, the teams and trolleys will turn right on track and proceed opposite race direction to **enter the F1 Pit Lane via pit exit.**

On arrival at the respective F1 garages, trolleys should be turned around, ready to leave the F1 Pit Lane at the end of each session.

Once team trolleys have cleared the paddock, **race cars may line up in the same area and prepare to be released. Cars will proceed under power from the support paddock by turning left onto the track and complete the lap to the F1 Pit Lane.**

A shuttle service will be provided ONLY for the mechanics with starter motors to transfer them to the F1 pit lane as soon as all cars have departed the support paddock. All other personnel must reach the pit lane on foot.

Return to Support Race Pit Lane

Teams and trolleys will leave the F1 Pit Lane via the same way they entered in the exact reverse order (Campos first and Trident last) after all cars have been released from the pit lane.

At the end of the **practice session**, after taking the chequered flag, all cars should complete the lap. Cars may proceed to the F1 grid to do a practice start at the end of the lap. After completing their practice start, cars will complete another lap passing the start/finish straight. **Cars should then progressively slow down and where they must** leave the track before Turn 2 to go into the support paddock. Cars not doing practice start on the F1 grid must enter the F1 pit lane. The pit exit light will turn green after the last car have done their practice start on the grid. These cars must then go on track where they must leave the track before Turn 2 to go into the support paddock.

At the end of the **qualifying session**, after taking the chequered flag, **all cars should complete another lap passing the start/finish straight. Cars should then progressively slow down and** leave the track before Turn 2 to go into the support paddock parc fermé area. ~~No cool-down lap will be allowed.~~

At the end of both races after taking the chequered flag, **all cars should complete another lap passing the start/finish straight. Cars should then progressively slow down and all cars should progressively slow down and** leave the track before Turn 2 to go into the support paddock parc fermé area. Podium cars must not be overtaken and complete the lap to enter the F1 pit lane. Podium cars must stop at the podium where they will remain under parc fermé conditions ready to be pushed back by the teams.

All cars in the pit lane at the end of each session must go on track where they must leave the track before Turn 2 to go into the support paddock parc fermé area.



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Pit Lane Procedures 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 (11:00 – 11:45)

Trolleys loaded and ready to depart	10:25
Trolleys proceed to track access opening	10:35
Trolleys released to F1 pits	approx. 10:40
Race cars released to F1 pits	approx. 10:50

Friday – Qualifying (15:00 – 15:30)

Trolleys loaded and ready to depart	14:25
Trolleys proceed to track access opening	14:35
Trolleys released to F1 pits	approx. 14:40
Race cars released to F1 pits	approx. 14:50

Saturday – Race 1 (pit lane open 14:00)

Trolleys loaded and ready to depart	13:25
Trolleys proceed to track access opening	13:35
Trolleys released to F1 pits	approx. 13:40
Race cars released to F1 pits	approx. 13:50

Sunday – Race 2 (pit lane open 11:20)

Trolleys loaded and ready to depart	10:45
Trolleys proceed to track access opening	10:55
Trolleys released to F1 pits	approx. 11:00
Race cars released to F1 pits	approx. 11:10

Rui Marques
The FIA Formula 2 Race Director



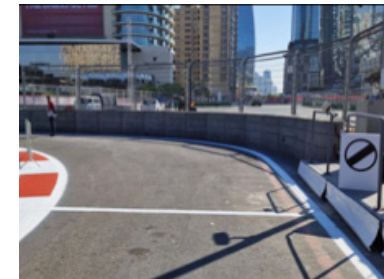
SC1 Line



Pit Lane Starts



SC2 Line



Pit Lane Ends

FIA Safety & Medical Car

21

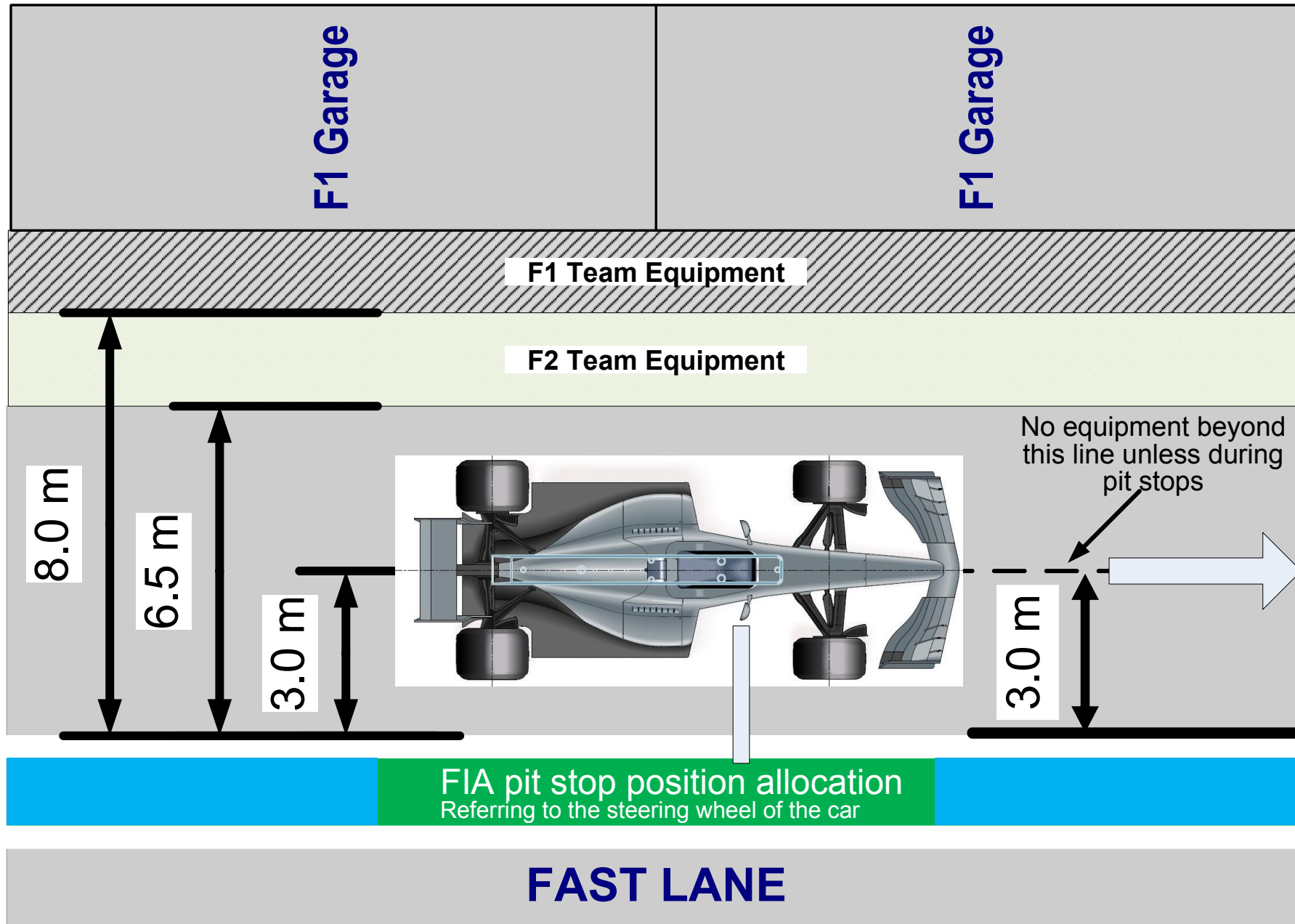
Collection Point

F1 GARAGES

Pole RHS

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		
FIA	FIA	FIA	FIA	FOM	FOM	RED BULL RACING	RED BULL RACING	RED BULL RACING	RED BULL RACING	MERCEDES	MERCEDES	MERCEDES	FERRARI	FERRARI	FERRARI	FERRARI	MCLAREN	MCLAREN	MCLAREN	ASTON MARTIN	ASTON MARTIN	ASTON MARTIN	ASTON MARTIN	ALPINE	ALPINE	ALPINE	WILLIAMS	WILLIAMS	WILLIAMS	WILLIAMS	RACING BULLS	RACING BULLS	RACING BULLS	SAUBER	SAUBER	SAUBER	SAUBER	SAUBER	HAAS	HAAS	HAAS	PIRELLI	PIRELLI	PIRELLI	PIRELLI
				Trident		AIX			ART			Prema			Rodin		DAMS			Invicta			MP		VAR			Hitech			Campos														

FAST LANE



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TYRE SCHEDULE

(ART. 24.6. 2024 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 12th 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 13th September

08:30 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

Saturday 14th 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 15th September

08:50 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

FIA Technical Delegate.

Florian Bartsch.

Issue: 1

12.09.2024



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Race Director's Communication

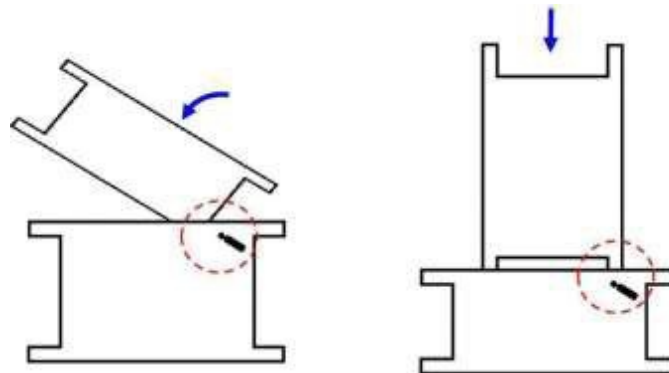
Following various discussions regarding the Pit Stop Regulations for the 2024 FIA Formula 2 Championship, we hereby provide the clarification below:

Stacking of tyres on top of each other in the pitlane

Tyres may be stacked flat on top of each other in the pitlane. Skateboards or similar devices are not considered to be tyre trolleys and are therefore forbidden.



To avoid damage to the valves, it is forbidden to stack tyres as shown below:



When on the grid prior to the start of the Sprint and Feature Races:

Tyres not fitted to the car must lie flat on the ground or be placed on the tyre trolleys



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During each Pit Stop in Sprint Race and Feature Race, the following restrictions will apply:

- 1. Tyre handling during consecutive pit stops in short time for two cars**
It is permitted to have both sets of tyres prepared in close proximity to the pit stop position. To cater for limited space in the pitlane, two tyres may be stacked flat on top of each other, only before the first pit stop.
- 2. Stands for tyres during Pit Stop**
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 (unless a second tyre is stacked flat on top, as defined above).
- 3. Tyres coming off the car during Pit Stop**
Tyres coming off the car during Pit Stops must be placed flat on the ground. Tyres rocking on their position are still considered in line with the above requirements provided they are always in a stable condition and do not change their position.
- 4. Lifting jacks handling 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.

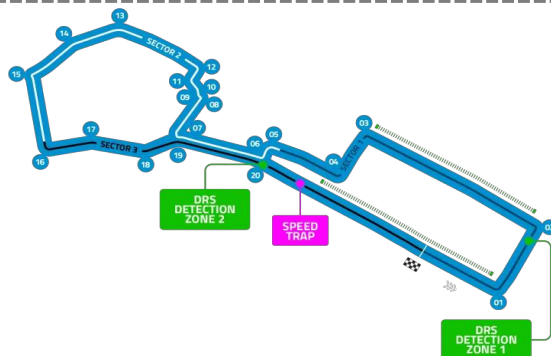
Rui Marques
Race Director
FIA Formula 2 Championship

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 Azerbaijan - 13/09/24 - (24F2R12BAK)

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	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 23R04BAK Race)

Soft	N/A	N/A	Soft
	Rear avg @ 15 Laps	Front avg @ 15 Laps	
Supersoft	22 %	17 %	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

3rd Wet set trial procedure:

- 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.