



2024 BARCELONA EVENT

20 to 23 June 2024

From	The FIA Formula 2 Race Director	Document	3
To	All Teams, All Officials	Date	20 June 2024
		Time	16:02

Title F2 Event Notes
Description F2 Event Notes
Enclosed Event Notes Combined V1.pdf

Rui Marques

The FIA Formula 2 Race Director



BARCELONA EVENT

20 – 23 June 2024



From: The FIA Formula 2 Race Director	Document: 3
To: FIA Formula 2 Teams and Officials / The Stewards	Date: 20 June 2024
	Time: 16:00

General Instructions

1. Pit lane map (to be release in version 2)

- 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. No wheel nuts must be left on the ground at all times.

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 FIA F2 Sporting Regulations is concerned (team personnel limitation).

8. Observing yellow flags during free practice and qualifying.

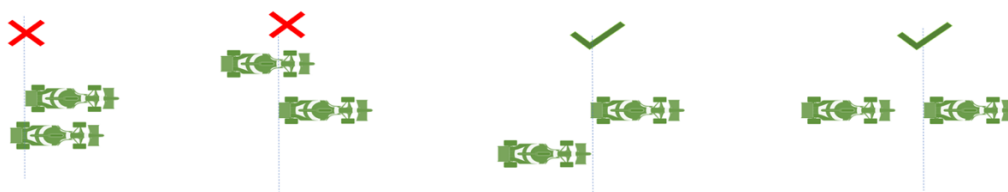
- 8.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2.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

12. Changes to the circuit.

- Concrete verge extended at exit Turn 2 on LHS.
- Concrete verge extended at apex Turn 7 on RHS.
- New bollards at exit Turn 2 on LHS.
- Concrete verge at apex Turn 2 on RHS repaired and newly painted.
- Concrete verge between Turn 13 and Turn 14 on LHS repaired and newly painted.
- New opening between Turn 13 and Turn 14 on LHS.
- New Marshal Post 11.2 in Turn 12 on RHS.
- All stickers removed from Pit Lane surface.

13. Pit Lane

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

14. Pit lane Barriers.

- 14.1. F1 Teams have been instructed to ensure their barriers are no more than 3.2 meters from the garages.

15. DRS

- 15.1. 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 11, 12
 - b) DRS Activation 2: Panels 16, 1, 2

16. Practice starts

- 16.1. Practice starts may only be carried out on the right-hand side after the pit exit lights but before the end of the pit wall. For the avoidance of doubt, this includes any time the pit exit is open for the race. Drivers must leave adequate room on their left 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.



17. Lines or bollards at the Pit Entry and Pit Exit.

- 17.1. 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.
- 17.2. For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.



- 17.3. 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.

18. Track Limits.

- 18.1. 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.
- 18.2. The fourth and following offences will be reported to the Stewards, regardless of having displayed the warning flag to the driver beforehand.

18.3. Turn 1-2

Any driver going with all four wheels to the left of the left-hand side track limiting white line at turn 1 and turn 2 may only rejoin the track at turn 3 on the following conditions:

- a. The car passes on the left-hand side of the two bollards at the entry of turn
- b. The car rejoins the track in a safe way
- c. The car does not gain a lasting advantage





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19. Fire extinguishers around the circuit.

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

20. Places to remove cars from the track.

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

21. Removing cars from the grid.

21.1. Cars may be removed from the grid through grid positions 2 and 17.

22. Car number light panels for the start

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

23. Suspending a Race.

23.1. In case of a race suspension, cars will be stopped in the fast lane of the pits in the vicinity of the last garage.

24. General – End of races

24.1. The three podium cars should stay in front of the field stop at the podium area in the pit lane. They will be under parc fermé conditions.

Rui Marques
Race Director
FIA Formula 2 Championship



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Paddock departures and Return – Trolleys and Cars

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

Team trolleys will exit the F2 paddock turning left onto the main paddock road, **keeping to the left-hand side** to avoid blocking emergency vehicles, shuttles etc. Upon receiving the signal from the marshals, they can advance to the F1 pit lane. Team members may only enter the F1 pit lane together with the trolleys.

Race cars should be pushed onto the main paddock road, keeping to the left to avoid blocking any emergency vehicles, shuttles etc. After the trolleys have left and when the signals are given by the marshals, car may proceed under power from the main paddock road to the F1 pit lane.

Return to Support Race Pit Lane

Team vehicles will leave the F1 pit lane by moving to the far exit of the pit lane and follow the roadway back to the F2 paddock. . Teams and trolleys will leave the F1 Pit Lane via the same way they entered in the exact reverse order (AIX Racing first and Trident last).

At the end of the practice and qualifying sessions, after taking the chequered flag, all cars should progressively slow down to go on to the pit entry road in a single file to turn right through the gate at pit entry to stop in the parc fermé area. Drivers must follow marshals' instruction.

At the end of both races, after taking the chequered flag, all cars should progressively slow down to go on the pit entry road in a single file to turn right through the gate at pit entry to stop in the parc fermé area. Drivers must follow marshals' instruction.

The podium cars should stay in front of the field and continue to the F1 pit lane for the podium presentation where they will be under parc ferme conditions. Mechanics must be ready to push the podium cars back immediately to the scrutineering area after the podium presentation.

All cars in the F1 pit lane at the end of each session must go on track to complete the lap and go on the pit entry road to enter the gate before the pit building. Cars will enter the support paddock by the gate at the left-hand side before the service road and go to parc ferme.

The use of scooters in the paddock, roadway and during the departure and return procedures to the pit lane is forbidden for the entire Event.



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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 (11:05 – 11:50)

Trolleys ready to depart	10:30
Trolley released to F1 pits	approx. 10:45
Race cars released to F1 pits	approx. 10:50

Friday – Qualifying (15:55 – 16:25)

Trolleys ready to depart	15:20
Trolley released to F1 pits	approx. 15:35
Race cars released to F1 pits	approx. 15:40

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

Trolleys ready to depart	13:25
Trolley released to F1 pits	approx. 13:40
Race cars released to F1 pits	approx. 13:45

Sunday – Feature Race (pit lane open 11:20)

Trolleys ready to depart	10:45
Trolley released to F1 pits	approx. 11:00
Race cars released to F1 pits	approx. 11:05

Rui Marques
The FIA Formula 2 Race Director



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Race Director's Communications

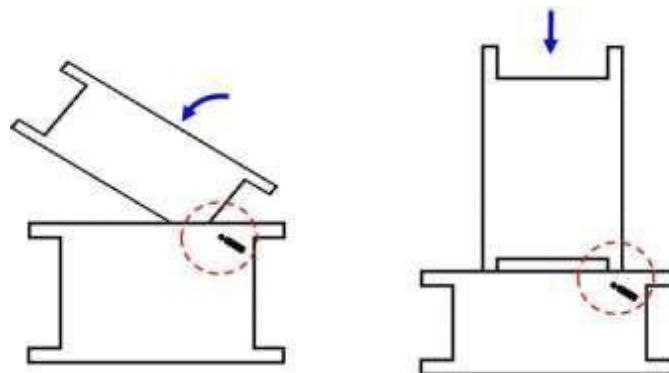
Following various discussions regarding the Pit Stop Regulations for the 2023 FIA Formula 2 Championship, we hereby provide the clarification below:

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



MONACO EVENT

22 –26 May 2024



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.

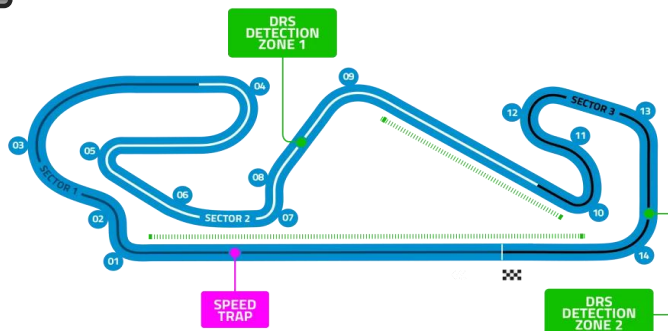
Rui Marques
Race Director
FIA Formula 2 Championship

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 Spain - 21/06/24 - (24F2R06BCN)

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	F2A	F2A	R2A	R2A
Soft	F2C	F2C	R2C	R2C
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 23R07BCN Race)

Hard	28 %	23 %	Hard
Rear avg @ 15 Laps			
Soft	49 %	44 %	Soft
Front avg @ 15 Laps			

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.