



2024 JEDDAH EVENT

6 to 9 March 2024

From The FIA Formula 2 Race Director

Document 8

To All Teams, All Officials

Date 07 March 2024

Time 10:16

Title F2 Event Notes V2

Description F2 Event Notes V2

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Rui Marques

The FIA Formula 2 Race Director

From: The FIA Formula 2 Race Director

Document: 08

To: FIA Formula 2 Teams and Officials / The Stewards

Date: 07 March 2024

Time: 10.15

Event Notes (V2)

[Changes in light blue. All other pages from V1 which are not included here remain in full force and effect.](#)

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.
- 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 (V2)

- 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 [V2](#).

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.

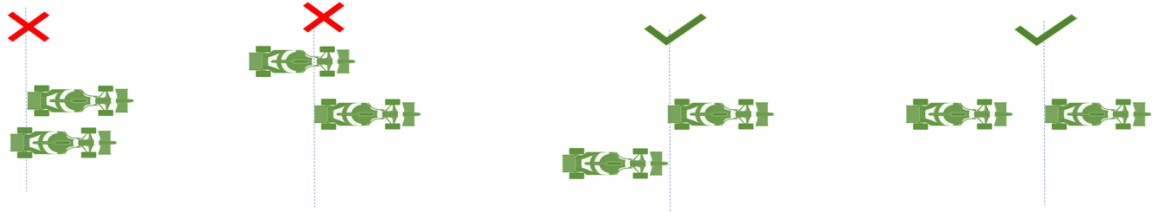
9. Lapping during the race.

- 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 maneuver 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 27 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 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.

- 12.1. No changes to the circuit compared to the event in 2023.

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 two meters from the garages.

15. DRS

- 15.1. 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:

15.1.1. DRS Activation 1: Panels 13, 14, 15

15.1.2. DRS Activation 2: Panels 17, 18, 19, 20

15.1.3. DRS Activation 3: Panels 21, 22, 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 signaling 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 right for another

driver to pass.



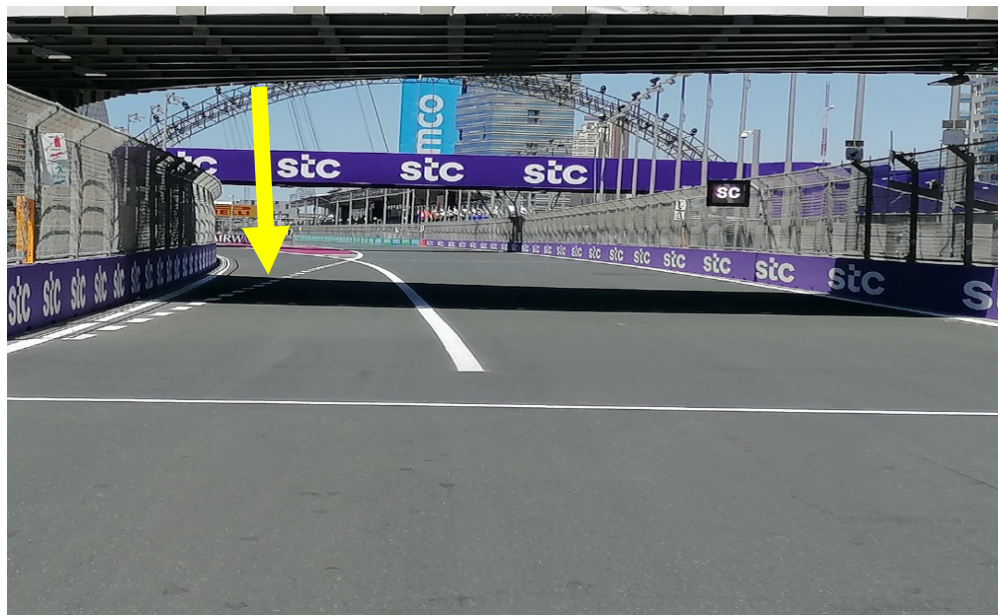
16.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

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

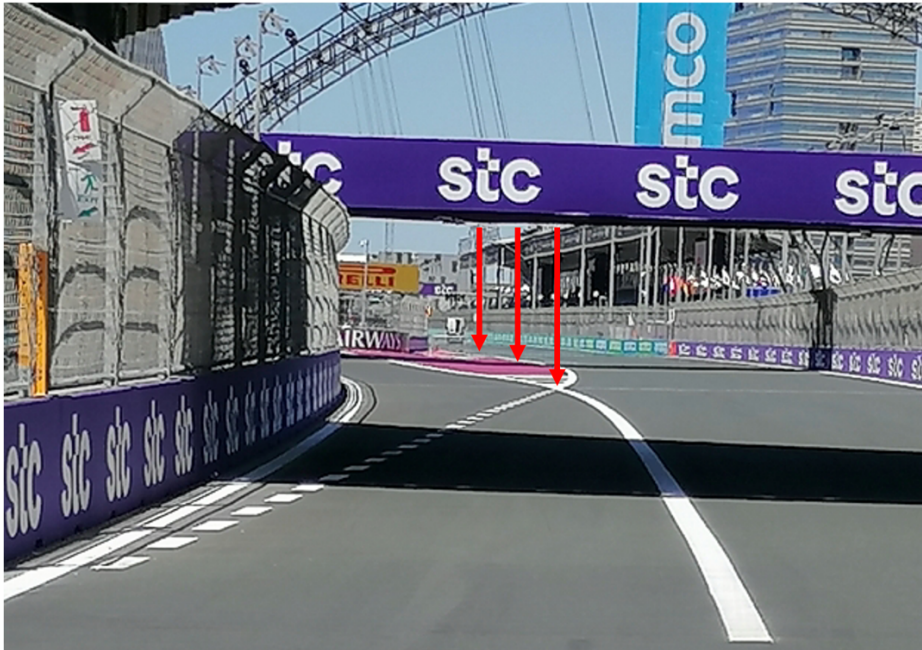
17.1. In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.

17.2. For safety reasons, 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.

17.3. The dashed white line across pit entry and pit exit marks the track edge line.



17.4. Except in a case of force majeure (accepted as such by the Stewards), the crossing by any part of the tyre, in any direction, of the painted area between the pit entry and the track, by a driver is prohibited (as denoted by red arrows below).



- 17.5. For safety reasons drivers must keep to the right of the solid white line after the pit entry when they are entering the pits.



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.

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. Through the gate in the pit wall adjacent to grid positions 1, 13 and 24.

22. Car number light panels for the start

22.1. On the left-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 front of the pit exit lights.

24. General – End of session/races

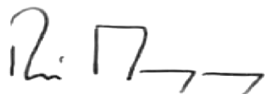
24.1. The three podium cars should stay in front of the field and enter the F1 pitlane. They will be under parc fermé conditions and be pushed back to the support pit lane.

25. VSC Test

25.1. A VSC test will take place at the beginning of the practice session. All cars must leave the pit lane immediately after the pit exit is open to take part in the VSC test.

26. Drivers' Meeting

26.1. In order to avoid any possible miscommunication during the Drivers' Meeting, teams are not allowed to start the engines or practice pit stops on Thursday between 17:00 until the end of the meeting.



Rui Marques
Race Director
FIA Formula 2 Championship

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

Trolleys will line up in the support paddock and when released, the teams and trolleys will go on track at Turn 8 in opposite race direction and continue to the **PIT ENTRY and enter the F1 Pit lane.**

Once all equipment is installed in the F1 pits, **race cars will leave the support paddock in team order to come onto track at Turn 8 and continue to the F1 Pit Lane.**

A shuttle service will be provided for the mechanics with starter motors to transfer them to the F1 pit lane as soon as all cars have departed the support paddock.

Return to Support Race Pit Lane

Teams and trolleys will leave the F1 pitlane via the pit exit in the exact **reverse** order (**VAR** first and **Hitech Pulse-Eight** last) to go on track and enter the support paddock at Turn 8.

At the end of the practice and qualifying session, after taking the chequered flag, all cars should progressively slow down after turn 2 and continue in a single file to turn 8 where they must leave the track to enter the support paddock.

At the end of both races after taking the chequered flag, all cars should progressively slow down after Turn 3 and continue in a single file. The podium cars should stay in front of the field and continue to the Grid for the podium presentation where they will be under parc fermé conditions. All other cars should continue to turn 8 where they must leave the track to enter the support paddock.

All cars in the F1 pit lane at the end of each session must go on track and continue to turn 8 where they must leave the track to enter the support paddock.

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:

Thursday – Practice (12:55 – 13:40)

Trolleys loaded and ready to depart	12:10
Trolleys released to F1 pits	approx. 12:25
Race cars released to F1 pits	approx. 12:40

Thursday – Qualifying (18:00 – 18:30)

Trolleys loaded and ready to depart	17:25
Trolleys released to F1 pits	approx. 17:40
Race cars released to F1 pits	approx. 17:50

Friday – Sprint Race (pit lane open 17:55)

Trolleys loaded and ready to depart	17:20
Trolleys released to F1 pits	approx. 17:35
Race cars released to F1 pits	approx. 17:45

Saturday – Feature Race (pit lane open 16:10)

Trolleys loaded and ready to depart	15:35
Trolleys released to F1 pits	approx. 15:50
Race cars released to F1 pits	approx. 16:00

Rui Marques
The FIA Formula 2 Race Director