



2024 SPIELBERG EVENT

27 to 30 June 2024

From	The FIA Formula 2 Race Director	Document	5
To	All Teams, All Officials	Date	27 June 2024
		Time	14:45

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

Rui Marques

The FIA Formula 2 Race Director



SPIELBERG EVENT

27 – 30 June 2024



From: The FIA Formula 2 Race Director	Document: 5
To: FIA Formula 2 Teams and Officials / The Stewards	Date: 27 June 2024
	Time: 14:30

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

- 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.

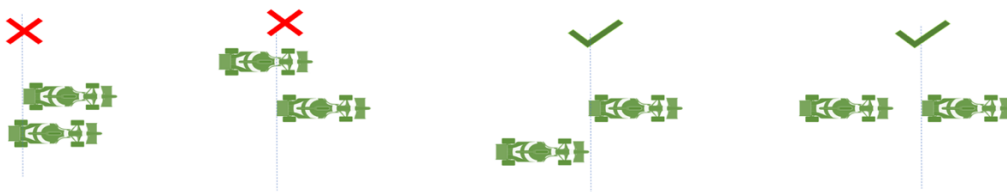
- 8.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. 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 exit of Turn 8 until the driver passes the line.



SPIELBERG EVENT

27 – 30 June 2024



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.

- The verge behind the kerb in Turn 8 on RHS has been removed.
- A 2.5m wide gravel strip has been installed directly behind the kerb at exit of Turn 9 and Turn 10 on LHS. Additionally, the white line has been moved to the left to reduce the distance between the white line and the gravel to 1.5m.
- The white line in Turn 1 and Turn 3 on LHS has been moved approx. to the left to reduce the distance to the yellow sausage kerb.
- The white line in Turn 4 on LHS has been moved further to the left to reduce the distance between the white line and the gravel to 1.8m.
- The white line in Turn 6 on RHS has been moved further to the right to reduce the distance between the white line and the gravel to 1.8m.

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 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 3, 4, 5, 6
 - b) DRS Activation 2: Panels 7, 8, 9
 - c) DRS Activation 3: Panels 16, 1, 2

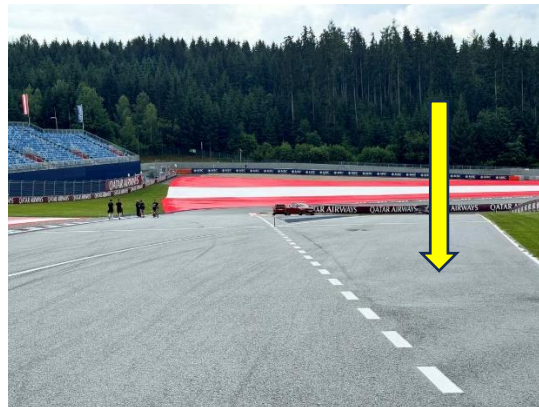
16. Practice starts

- 16.1. Practice starts may only be carried out on the F1 grid at the end of the practice session, none may be carried out in the pit exit or any other part of the track.
- 16.2. 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.
- 16.3. 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.
- 16.4. Any cars in the F1 pit lane after the practice session has finished will not be released from pit exit until all cars on track have carried out their practice starts.
- 16.5. 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.

16.6. Following the practice start, cars should continue to turn 8 where they must leave the track to go into the support paddock. Any cars in the F1 pitlane will be directed onto the circuit to return to the support paddock after the last car has left the F1 grid.

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. For the purpose of serving a penalty, any car that crosses the dotted white line with any part of the car, before a VSC or Safety Car is displayed, or the pit lane is otherwise closed is considered as being in the pit lane even though they have not reach Safety Car line 1.



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. Additionally, each time a driver fails to negotiate with the exit of turn 10, will result in that lap time and the immediately following lap time may be 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. Cars may be removed from the grid through grid positions 1 and 12.

22. Car number light panels for the start

- 22.1. On the right-hand side of the grid. Team equipment must stay clear off the panels to avoid any damage.



SPIELBERG EVENT

27 – 30 June 2024



23. Suspending a Race.

23.1. In case of a race suspension, cars will be stopped in the fast lane at the pit exit light.

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.

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

Rui Marques
Race Director
FIA Formula 2 Championship



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

Team trolleys will reach the pit lane via the slope by the F2/F3 Hospitality units, turning left along the roadway behind the F1 paddock and continuing to the far end which leads to the pit lane access point. The top of this slope is quite steep, for both directions, so teams should take extra care and give enough space to each other to avoid problems.

Team personnel are permitted to travel to and from the F1 pit lane via scooters which are only permitted to be used in the Paddock for this purpose. Any scooters used for the journey to the F1 Pit Lane must be parked on the paddock side of gate 6. For safety reasons, scooters used for the procedure above must be used in a safe manner that does not compromise the safety of others, it is also compulsory to wear a helmet when riding the scooter.

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.

Race cars will reach the pit lane under power. They will be pushed to the far end of the support paddock nearest to the F1 car park where they will line up in front of the slope leading to the track access gate. Marshals will be there to organise movements. Once trolleys are installed in the pit lane, cars will be released onto the track to go directly into the 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 paddock.

At the end of the **practice session** after taking the chequered flag, drivers may complete the lap to the F1 grid and carry out a practice start, or enter the pit lane. Following the practice start, cars will continue to turn 8 where they must leave the track to enter into the support paddock. Any cars in the F1 pit lane must follow the last car of the practice starts and leave the track at turn 8.

At the end of the **qualifying session** after taking the chequered flag, cars will slow down and continue to turn 8 where they must leave the track to enter into the support paddock parc fermé. Any cars in the F1 pit lane at the time of the chequered flag must go on track to drive back to turn 8 and into the parc fermé.

At the end of **both races** after taking the chequered flag, cars must slow down and continue to turn 8 where they must leave the track to enter the support paddock parc fermé. The podium cars must stay in front of the field and complete the lap to the F1 pit lane for the podium presentation where they will be under parc fermé conditions. The three podium cars will be returned to the support race paddock by recovery trucks.



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 (10:05 – 10:50)

Trolleys ready to depart	09:20
Trolleys move to pit lane entrance	09:30
Trolley released to F1 pits	approx. 09:45
Race cars released to F1 pits	approx. 09:55

Friday – Qualifying (14:55 – 15:25)

Trolleys ready to depart	14:10
Trolleys move to pit lane entrance	14:20
Trolley released to F1 pits	approx. 14:35
Race cars released to F1 pits	approx. 14:45

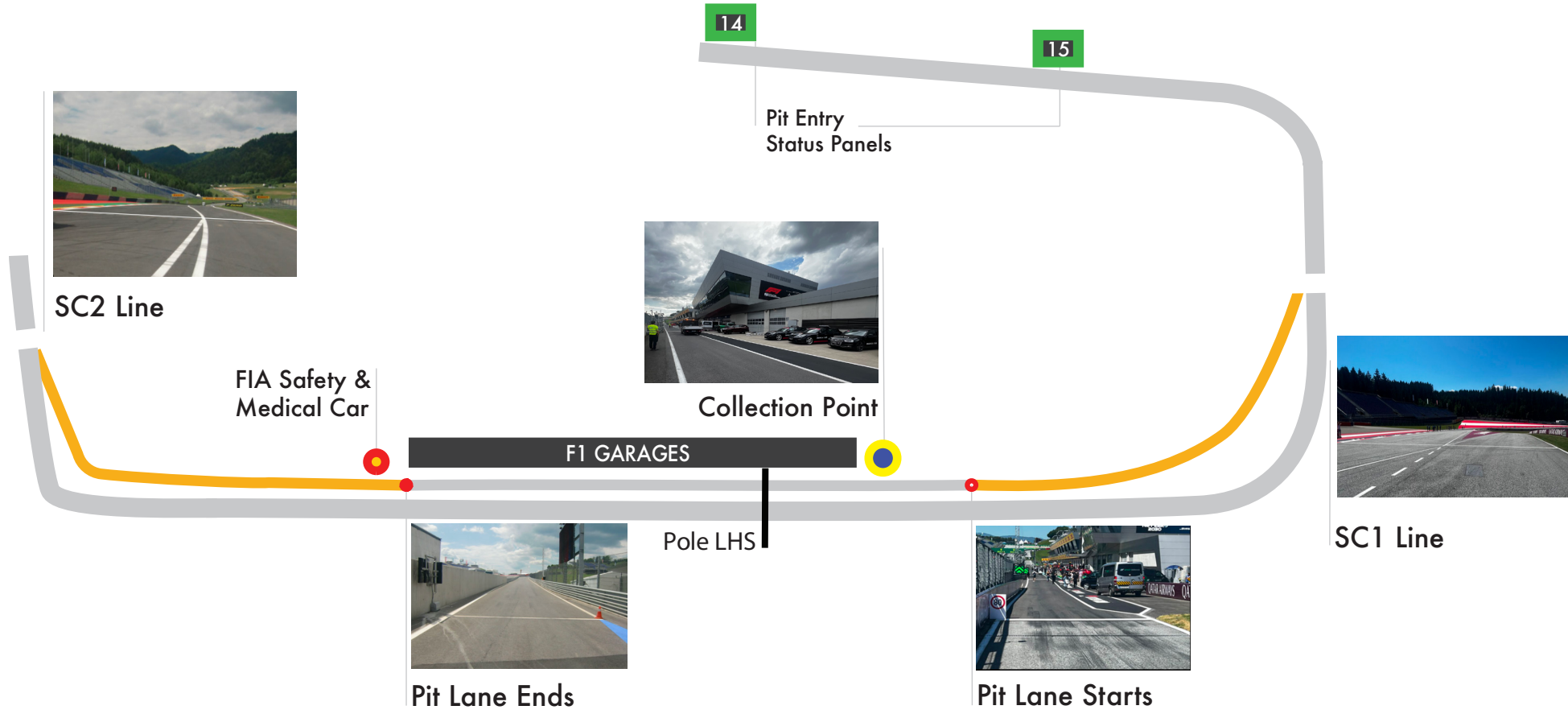
Saturday – Sprint Race (pit lane open 13:15)

Trolleys ready to depart	12:30
Trolleys move to pit lane entrance	12:40
Trolley released to F1 pits	approx. 12:55
Race cars released to F1 pits	approx. 13:05

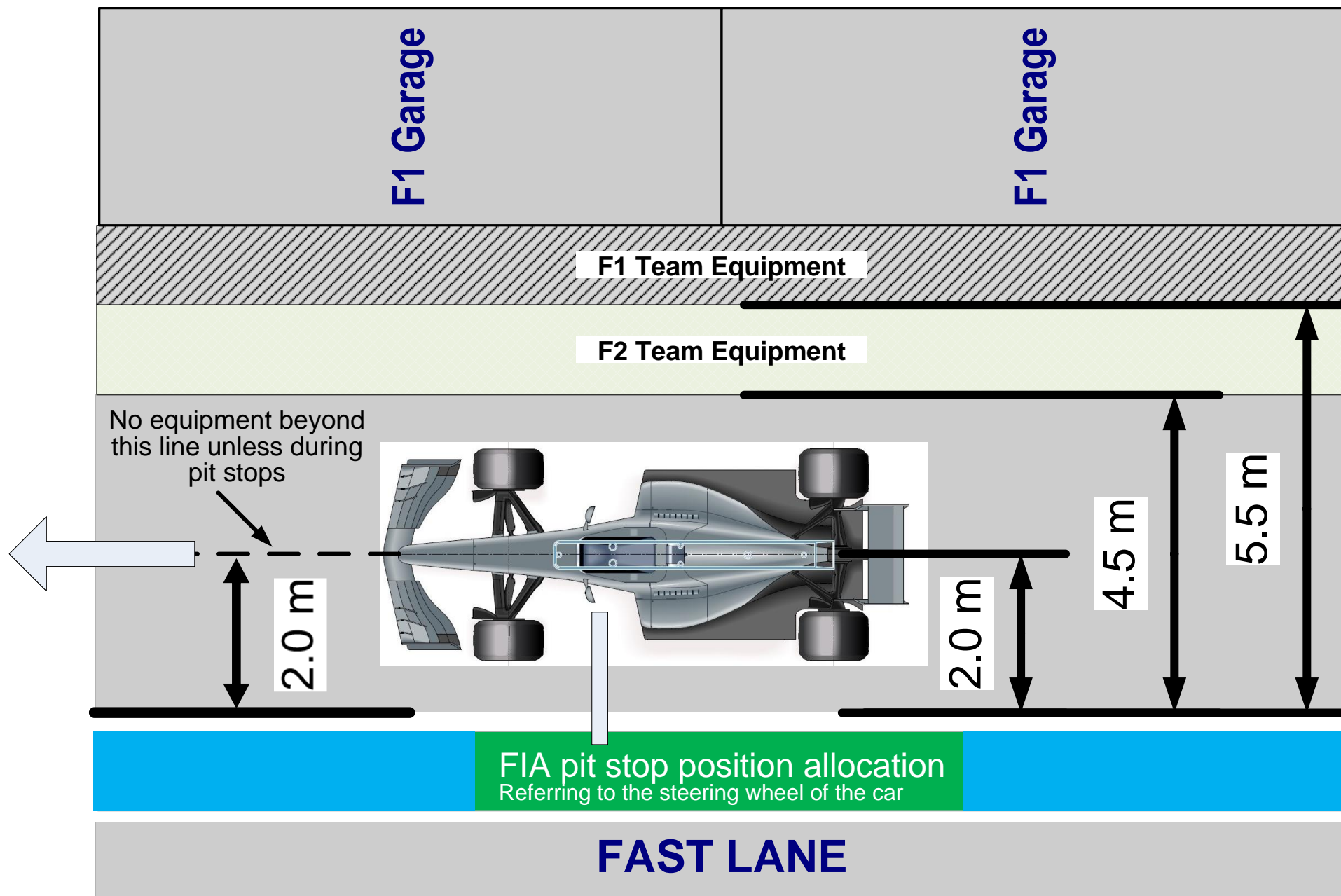
Sunday – Feature Race (pit lane open 09:45)

Trolleys ready to depart	09:00
Trolleys move to pit lane entrance	09:10
Trolley released to F1 pits	approx. 09:25
Race cars released to F1 pits	approx. 09:35

Rui Marques
The FIA Formula 2 Race Director



32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	12A	12	11	10	09	08	07	06	05	04	03	02	01		
HAAS	HAAS	HAAS SAU	SAUBER	SAUBER	RACING BULLS	RACING BULLS	RAB WIL	WILLIAMS	WILLIAMS	ALP WIL	ALPINE	ALPINE	ASTON MARTIN		ASTON MARTIN	ASTON MARTIN	MCLAREN	MCLAREN	MCLAREN	FERRARI	FERRARI	FERRARI	MERCEDES	MERCEDES	MERCEDES	RED BULL	RED BULL	RED BULL		FOM	FIA	FIA	FIA
Hitech		VAR		MP		Invicta		DAMS		Rodin		Prema		ART		AIX		Trident		Campos													
FAST LANE																																	



SPIELBERG EVENT

27TH TO 30TH JUNE 2024

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 27th June

13:00 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 28th June

07:35 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 29th June

10:45 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 30th June

07:15 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

27.06.2024



SPIELBERG EVENT

27 –30 June 2024



Race Director's Communications

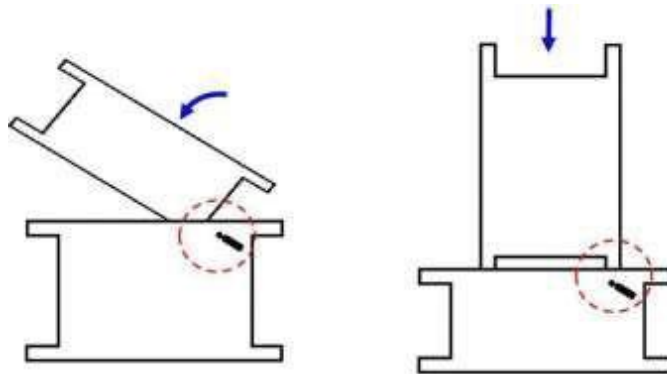
Following various discussions regarding the Pit Stop Regulations for the 2023 FIA Formula 2 Championship, we hereby provide the clarification below:

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



SPIELBERG EVENT



27 –30 June 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.

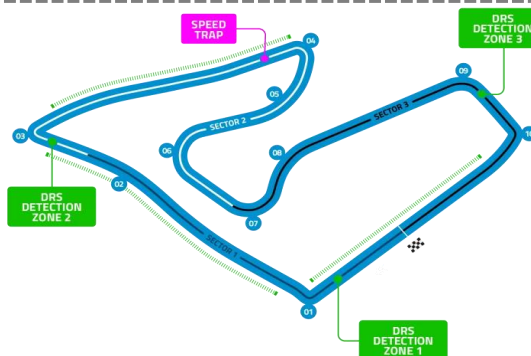
Rui Marques
Race Director
FIA Formula 2 Championship

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 Austria - 28/06/24 - (24F2R07SPI)

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	13.0	Slicks
Wets	12.0	13.0	Wets

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -2°

Race -2°

Front Camber Limits

-4.25° FP & Q

-4° Race



Wear (from 23R08SPI Race)

Soft	26 %	20 %	Soft
Rear avg @ 15 Laps		Front avg @ 15 Laps	
Supersoft	20 %	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.